

THE WHEEL

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James S. Burdette, well known as a humorist and cyclist, will shortly resume riding, as a member of the Citizens Club. It will be remembered that Mr. Burdette laid off the uniform of a cyclist, to don that of a married man, but it seems now as though he intended to come back to his first love again.

The League is but a great wheel after all, of which the League clubs are the spokes, the State Divisions, the felloes, and the Board of Officers, the hub. Friction is coexistent with motion, and the rapid progress of the League to greatness and power, has not transpired without its presence being felt. Revolving however as it does, upon the justness of the cause it upholds, the friction it has evolved is infinitesimal when we stop to consider the vast and intricate machinery involved.

Adam Forepaugh, the only peer that Barnum has in the circus business, has leased Madison Square Garden for an extended term, and will open the same entirely remodeled on Nov. 15th. Mr. Forepaugh has for a long time been aware of the amount of money to be made out of the interest here in amateur athletics, were they conducted as only a professional showman can do. To this end, he proposes to construct and set apart for the sole use of amateurs, an eight lap track, built in the most modern manner possible. Nightly upon this will take place contests of skill and speed for amateurs only, and for cycling in particular. Mr. Forepaugh will place the management of this part of the exhibition in the hands of the L. A. W. and N. A. A. A. officials, and will let them have the complete control of these contests. The prizes will be of the most lavish and expensive character. Mr. Forepaugh being a showman, can not of course understand how an amateur will race for a prize only, and not for money, but he declares that as long as this is so, he proposes to give them something worth doing their best to win.

Gen. Egbert Viele, formerly a Park Commissioner, and at present a U. S. Sena-

tor from New York, is in a fair way to have cyclists heap political coals of fire upon his head. Messrs. Edward Shriver of the New York Club, and W. C. Herring of the Ixions, are a committee on the part of the New York Free Trade Club, to engineer the canvass of an opposition candidate against Gen. Viele, because he has broken his pledge to vote in favor of the Morrison Bill. 'Tis thus we pay back some of our debts to the commissioners, though I for my part, wish the payment could have been made on the account of some other of the commissioners. Crimmins for instance, who is much more arbitrary in his dealings with cyclists, than Viele was.

"There is an evidence of how an American girl goes ahead," said a friend to me as a stunning looking girl swept by on a two-tracker. "Six months ago she was a sales-lady in Redstar's at six dollars a week, and now she wears silks and satins, and diamonds galore." "Caught a prize in a lottery, eh?" "Better than that. She had a dead sure thing. You see she had two offers of marriage, one from a plumber and one from a bicycle dealer, and she took the latter."

Four of us were sitting in the club room the other evening and "our Jimmie" was reading some cycling paper, when he interrupted the silence of the affair by remarking, "How's this?" and read as follows, "Wherring is thought to be the handsomest man in the Ixions." "What's that?" came in chorus from all present. "I don't know just what it is" replied the auburn headed reader, "but I think it *must be* a typographical error."

Wednesday eve the Ixions inaugurated the Fall season by throwing open the doors of their new billiard room. Fully forty members were present and enjoyed the affair. The room and appurtenances show great taste on the part of the committee who had it in charge, and the hard working chairman, Mr. C. A. Dunn, received many compliments from his well-pleased club-mates. While it is strictly enjoined upon the Ixions, that in the club house none shall look upon wine in any stage of color, yet the ice box built in the wall of the billiard room, contains a goodly stock of such beverages as enliven, but do not intoxicate. Members desiring to paint portions of the metropolis a beautiful Swiss sunset color, must purchase their paint at some other establishment.

Potter's clay at six dollars a ton, is what Jenkins uses for the top layer upon the Roseville track. A good track comes high, but then we must have one at any price, though building a track of potter's clay, does seem to me to be a direct bid for "pot hunters" on Fredrick's part.

It seems to worry some of my readers, because I claim the right of New York to the Presidency of the L. A. W. To them I will narrate a little story I used to read when I went to school. Col. Daniel Boone was noted throughout the far West in his day as an unerring shot, so much so was this the case, that Daniel one day while hunting, espied a coon (an animal, not a colored gentleman) in the topmost branches of a tall cottonwood tree, and bringing his rifle to his shoulder prepared to shoot when the coon, seeing him said, "Is that you Col. Boone?" "Yes" replied Daniel. "Well never mind shooting, I'll just come down without that." Seems to me that the L. A. W. stands very much in the position of this coon. New York is big enough, and managed well enough, to take pretty much what she wants in League matters.

While on this subject, I might just as well put forth another claim for New York, though in this case it is for the city more than for the State. The L. A. W. is retarded in its work through the constant changing of its officers and the widely separated residence of the most important ones. There should be a remedy sought for this in establishing the head office of the League in this city, where should also of course be the Secretary, Treasurer, and President, and the *Bulletin* printed and edited. The reasons for this are obvious to all. Here is the metropolis of the country, and the centre of League membership lays nearer here than elsewhere. As it is now, the Board is spread all over the country, from Dan to Bersheba, and much time is lost through communicating by mail on vital points. Personal communications are always best, and results prove that the largest Board meetings are always those held in New York, and that more and better work is transacted at them, than at all the others put together. The C. T. C. has discovered the same facts and has removed their office to London, making that location a permanent one, and the consequence is that the vast interests of its 20,000 members, receive better and more prompt attention, than they did under the old regime, when they had only half as many members.

THE OWL.

HOW TO GET TO THE

Roseville * Bicycle * Races,

SEPTEMBER 30, OCTOBER 1 AND 2.

From New York take Barclay or Christopher Street ferries of Del., Lack. and Western R. R. Fare, including admission to grounds,

60c. * SIXTY CENTS. * 60c.

Tickets on sale at ferry house and also at the following stations of D. L. & W. where excursion rates have been changed including admission as follows :

New York, (Barclay Street),	60 cents.	So. Orange,	60 cents.	Madison,	1.05 cents.
" (Christopher Street),	60 "	Milburn,	75 "	Morristown,	1.20 "
Hoboken,	60 "	Short Hills,	85 "	Bloomfield,	50 "
Newark,	50 "	Summit,	90 "	Glen Ridge,	50 "
Brick Church,	50 "	Chatham,	95 "	Montclair,	55 "
Highland Avenue,	50 "				

Regular trains from N. Y., 1.30, 2.10, 2.30, 3.10; and special trains every twenty minutes stopping at the grounds.

9 SHORT, EXCITING RACES EACH DAY. 9
COMMENCING AT 3 O'CLOCK SHARP.

GRAND CONCERT EVERY AFTERNOON.

Reserved seats now on sale by Frederick Jenkins, 322 West 59th Street, N. Y.; A. G. Spalding & Bro., 241 Broadway, N. Y.; Howard A. Smith & Co., Oraton Hall, Newark, N. J. and Orange, N. J., and at the grounds.

FREDERICK JENKINS, MANAGER.

IXION BICYCLE CLUB RACES AT ROSEVILLE, OCTOBER 16.

THE WHEEL.



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In answer to the numerous inquiries, we beg to say that Mr. W. N. Oliver has retired from the Central Press and Publishing Co., his interest having been purchased by Mr. E. L. Miller, who is now president of the Company. CENTRAL PRESS & PUB. CO.

DENSE IGNORANCE.

In the last issue of the *Bulletin* is reprinted under the above caption, accompanied, of course, by the usual Aaronic comments, a little squib which appeared in *THE WHEEL* only a month since. Probably the beligerent and argus-eyed editor of the *Bulletin* intended to annihilate us with such a flat-footed fling, but, like the underman in a "mill," we "come up smiling." In our candid opinion, any man who pretends to interpret either the kaleidoscopic L. A. W. Constitution or Racing Rules is guilty of a graver matter than mere ignorance. It is a well known fact that when a man is asked to act as referee of a race meet, he first accepts and then posts off to Mr. Bassett for the latest revised racing rules, and he keeps it in his breast pocket all through the meeting for frequent reference.

And, by the way, it seems to us a mistaken policy for the editor of the *Bulletin* to haul his contemporaries over the coals because they cannot comprehend the mysteries which he and his contemporary legislators have fabricated. We can distinctly remember that on two occasions we have set Mr. Aaron right by private correspondence, not by public irony, and his editorial arraignment of us is convincing proof that the Quaker City scribe is as ungrateful as he is forgetful. But 'twas ever thus with cycling editors. There is something wolfish in their composition. When one of their fellow makes a misstep, they turn, united, and down him.

RENTON VERSUS HILL AND BECKWITH.

HILL'S CASE DISMISSED.

The adjourned case of Renton versus Hill and Beckwith was called before Justice Allston of Port Richmond on Wednesday morning. Very few people were present. The prosecuting attorney did not put in an appearance, but sent his clerk, who asked for a week's adjournment of both cases. As considerable testimony had been taken in the Hill case, the Justice refused to adjourn, and demanded what further evidence was to be produced. There being no further testimony the case against E. F. Hill was dismissed. As no testimony had been taken in Dr. Beckwith's case the Justice granted an adjournment till next Wednesday morning. His honor declared that if the testimony against Dr. Beckwith was no stronger than that against Mr. Hill, he should certainly dismiss the case.

PARK COMMISSIONERS.

Mr. Crimmins has written a letter to Mr. Fred G. Bourne, to whom wheelmen are mainly indebted for the meagre privileges they at present enjoy, informing him that the Board is averse to granting wheelmen any more leeway. The commissioner is aware that a petition will shortly be presented to the Board asking that the entire Park be thrown open to wheelmen. He states that the presentation of such a petition will imperil the privileges already granted, and advises that matters be allowed to remain as they are. He claims that wheelmen are too careless, that the Park roads are winding, hilly and narrow, and that it would be dangerous alike for all, to allow wheelmen unrestricted rights. Notwithstanding the commissioner's doleful warnings and predictions, we hope the wheelmen of this city will get as many signatures as they can and then present it. If the park roads are narrow and winding, there is as much danger from driving as from wheeling, and it is the commissioners' duty to see that they are broadened and straightened. We have been told all along that it was only a matter of time when the Park would be thrown open to wheelmen. The time has now come. We are not exactly agitating this subject for the benefit of unborn generations, but for the enjoyment of the present and the immediate future. Send in your petition by all means, and then act as the nature of its disposition demands.

TO OUR SUBSCRIBERS.

Our subscription list has grown so large that we are obliged to use printed lists in mailing *THE WHEEL*. In all cases, when a subscription runs out, or has already run out, we will send the paper till we have orders to discontinue, but in such case the wrapper

will be addressed with pen; so that hereafter any subscriber receiving his paper with the address written on it, will understand that his subscription has expired, and that it will be in order for him to remit.

We presume, of course, our subscribers know that as long as they continue to receive the paper they are legally indebted to us for their subscription, and we have no right to discontinue any one's paper till we receive the full amount due us, and notification that they do not wish it sent any longer.

We would call the special attention of our readers to the advertisement of the Roseville Meet. The N. J. Cycling Association has built a first class track at great expense, and has been enterprising enough to furnish first class races. The question now is will the wheelmen support those who have done so much to gratify them. As will be seen on page two, tickets for the journey between New York and the grounds and return, including admission, may be purchased for sixty cents. The ride is only thirty minutes and is very pleasant. The races commence each day at 3 o'clock on Thursday, Friday and Saturday. All the fast promateurs and professionals, and a large number of fast amateurs will compete. Every wheelman should attend the entire three days if possible.

Every one who attended the fall tournaments is fully agreed that under the new regime, they are not a success. There are so few promateurs, and they are so unevenly matched, that their events are uninteresting. Then since these men have been divided into teams there is suspicion that everything is cut and dried, and the public won't enthuse. Pittsfield, Cleveland, Hartford and Springfield have either lost heavily or just come out even. The question is: "Whose fault is it?"

Gormully & Jeffery's line of wheels next season will embrace everything desired by the American market, and with 350 mechanics working all winter, it is to be hoped that they will be able to fill orders and not compel their customers to wait as they did this season.

LOST IN PRUSSIA.—Mr. Ricalton, the adventurous explorer, who was sent out to the Arctic ocean, in May, by *Outing*, in order to make a journey on a three-wheeled machine from Dublin straight through Russia to Crimea, has not been heard from since leaving New York. His friends are very anxious on his account, and it is feared that the Russians may have treated him as they did Thomas Stevens on his bicycle, only a little more effectively. Mr. Ricalton had with him a photographic apparatus, with which he intended to illustrate a series of articles in *Outing*, and it is quite likely that his instrument was the excuse for his arrest.

THE WHEEL.

SPRINGFIELD TOURNAMENT.

WEDNESDAY, SEPTEMBER 15.

The second day at Springfield was more successful than the first, from both racing and financial standpoints. It would have required a prophet of no mean ability to have foretold good racing weather at nine o'clock this morning, when the clouds were very thick. But the sun, which shines for all, got in some fine work, and dissipated the fog which enveloped this part of the earth, and the spirits of the patriotic Springfielder "riz accordin'." Although the sky was marred by wind clouds all the afternoon, the weather was most propitious, the sun having it his own way most of the time, with the wind reduced to a minimum. Towards evening it blew stronger and quite chilly. Fully four thousand people witnessed the races. Mr. Ducker, who was here, there and everywhere, like a blushing will-o'-the-wisp, thought the increase over yesterday's attendance a good sign for the ultimate success of the tournament. It takes one or two days to properly work up the meet, and on the last two days it is expected that business will be almost suspended, which will swell the attendance to between 10,000 and 15,000 each day. The event of the day was Wood's mile in 2.32 3-5, which is the fastest mile ever made in a competition.

The opening event was the fifth heat of the world's championship, Woodside and Wood being the competitors. Woodside had the pole, and getting away before the Englishman, he settled right down to business. His crimson clad legs moved rapidly, and the half was passed in 1.16 3-5. Shortly after passing this point Wood, who had kept close behind the flying Irishman, let out at a grand pace, and leaving Woodside at every push, finished alone, rather weakly up the homestretch, in 2m. 32 3-5s. Wood has "caught on" immensely with the crowd, and they made Rome howl over this signal victory over Father Time.

SUMMARY :

MILES.	LEADER.	TIME.	BY QUARTERS.
$\frac{1}{4}$	Woodside,	38 1-5	38 1-5
$\frac{1}{2}$	"	1.16 3-5	38 2-5
$\frac{3}{4}$	Wood	1.56 2-5	39 4-5
1	"	2.32 3-5	36 1-5
	Woodside,	2.36	

A five miles amateur lap race brought out a field of twelve, viz : H. S. Kavanaugh, Cohoes, N. Y.; A. F. Edmans, Troy; H. N. Chapman, Hartford; H. J. Hall, Jr., Brooklyn; E. A. DeBlois, Hartford; C. Lee Meyers, New York; H. W. Gaskell, Boston; A. B. Rich, New York; F. Foster, Toronto; C. D. Heath, Lee, Mass.; W. E. Crist, Washington; P. S. Brown, Washington; H. S. Hart, New Britain. The following table tells the story of the race. The race lay between Hart, Rich, Gaskell and Foster :

LAPS.	1ST.	2D.	2D.
1	Rich,	Hart,	Kavanaugh,
2	Gaskell,	Rich,	"
3	Rich,	Foster,	Hart,
4	Foster,	Rich,	Kavanaugh,
5	Gaskell,	Brown,	Rich,
6	"	Rich,	Foster,
7	"	"	"
8	Brown,	"	"
9	Gaskell,	"	"
10	"	Foster,	"

Rich, 111 points; Gaskell, 89; Foster, 64.

TIMES.

1-mile, 2.49 3-5	4-miles, 11.55 2-5
2-miles, 5.50 1-5	5 Gaskell, 15.03
3-miles, 8.46 1-5	5 Foster, 15.03 2-5

The third event was the sixth heat of the world's championship race, Rhodes and Hendee being the starters. This was an elopement—being a runaway match—Hendee getting down to "biz" immediately the pistol went off. Leaving Rhodes at every turn, he finished alone, rather weakly in the last 300 yards. The time, 2.35, was worthy of a better reception than it met with.

SUMMARY :

MILES.	TIME.	BY QUARTERS.
$\frac{1}{4}$	37 1-5	37 1-5
$\frac{1}{2}$	1.14 2-5	37 1-5
$\frac{3}{4}$	1.53 2-5	39
1	2.35	41 3-5
	Rhodes,	2.42

The fourth event was a three miles professional tricycle race, in which Eck, James and Neilson started. James got the best push-off, but Crocker quickly took the lead, and followed by James and Eck, led for a mile at a comfortable pace. Eck then went into the lead, and cut a good pace. James dropping behind. The race was between Crocker and Eck, and was all in the last lap. Crocker easily outpaced the hoary-headed Eck.

SUMMARY.

1 mile.....	3.15 1-5
2 miles.....	6.26 1-5
3 Crocker.....	9.41 1-5
3 Eck.....	9.44 3-5

The five-miles promateur lap race brought out Adams, Stone, Rhodes, Burnham and Ives. Rowe won every lap, and simply played with Rhodes, who was the only man of the lot who made any pretence of being in the race. The following lap table tells the tale :

	1	2	3	4	5	6	7	8	9	10	POINTS.
Rowe....	1	1	1	1	1	1	1	1	1	1	50
Rhodes..	5	5	2	2	2	2	2	2	2	2	34
Ives....	3	3	3	3	3	3	3	3	3	3	30

Times: 1—2.47 4-5; 2—5.42 2-5; 3—8.39 3-5; 4—11.37 4-5; 5—14.35; Rhodes, 14.36.

The seventh heat of the world's championship race introduced Horace G. Crocker and J. S. Prince. The men kept together throughout, Crocker leading at the half; Prince at the mile.

SUMMARY.

$\frac{1}{4}$ -mile, 44 4-5	$\frac{3}{4}$ -mile, 2.04 1-5
$\frac{1}{2}$ -mile, 1.23 4-5	1 Prince, 2.44 1-5
	1 Crocker, 2.44 2-5.

The seventh event, the three miles amateur tricycle race brought out F. Foster, Gaskell, Rich and T. Williams. Gaskell took the lead on the start and held it for five laps, Rich riding second, Foster and Williams dividing third position. Rich astonished the knowing ones with a brilliant spurt on the last lap, in which he ran away from the rest of the field. Foster 3d; Williams 4th.

SUMMARY.

1-mile, 3.15	3 Rich, 9.57
2-miles, 6.47 4-5	3 Gaskell, 9.59 3-5

The three miles professional handicap brought out so large a field that a good race was a certainty. The starters were; Merrill (250 yards), Frazier (150 yards) Morgan (125 yards), Crocker (50 yards), Neilson (50 yards), James (35 yards), Prince (30 yards), Woodside (20 yards), but started from scratch; Wood (scratch). The handicapping was very poor, for at three laps the entire field was bunched, and they took it easily till the last lap. The finish was a most re-

markable affair. Woodside, Neilson and Crocker turned into the homestretch some distance ahead of Wood, but the latter did some splendid work, and by continued five-yard spins, he just got the verdict. The wheels of Wood, Woodside and Neilson lapped each other.

SUMMARY.

$\frac{1}{4}$	Woodside.....	42
$\frac{1}{2}$	"	1.20 2-5
$\frac{3}{4}$	"	2.04
1	"	2.40
2	"	5.44 2-5
3	Wood.....	8.36 4-5
3	Woodside.....	8.37

The five miles promateur handicap gave promise of good results, but they were not realized, as the handicappers were all at sea. The starters were Hendee (scratch), Rhodes (scratch), Ives (150 yards), Adams (200 yards), Kluge (300 yards), Stone (300 yards) and W. M. Haradon, Springfield's boy phenomenon (550 yards). It was truly a hopeless task to attempt to give such a long start to a boy of Haradon's ability, but Hendee set to work, and leaving Rhodes at every stride, gradually gained on his men. He rode three miles in 2.44, 5.35 1-5 and 8.28 2-5, but having knocked off no more than 200 yards of Haradon's handicap, he took things easily, Haradon distanced the field; time, 14m. 17 1-5s.; Stone, 2d; Kluge, 3d; Hendee, o.

The concluding event of the day was a three miles professional lap race. All the professionals except James and Prince appeared. Woodside, Neilson and Frazier captured the laps, the rest of the men dropping out or slowing up. Woodside won 26 points; Neilson and Frazier tying for second place. Times: 1, 2.41; 2, 5.36; 3, 8.37 2-5.

THIRD DAY, SEPTEMBER 17TH.

For the past four years the Springfield tournament has been so petted by the weather providers that "Springfield weather" had become a synonym for all that was desirable in the line of wind and temperature. But thinking Mr. Ducker might become arrogant, the elements put their heads together on Wednesday night and prepared an able-bodied storm. It began at 3 A. M. Thursday, and during the morning, it showered again and again, the hopes of Springfield reaching top notch between the sprinkles. But just before twelve o'clock it got right down to biz, and bulletins were dispatched to all the corners of the town, conveying the unwelcome intelligence that the races had been postponed. The disappointment was measureless. On the last two days of the tournament most of the large factories and stores had arranged to give their employees half holidays, to enable them to attend the meet. This may appear philanthropic, but the employees would have deserted the employers at any rate, so the latter astutely made a virtue of a necessity. Of course, all these were sullen. Then there were the out-of-town men, to whom an extra day's stay meant time they could ill afford. The racing men, visitors and members of the press, of whom there were many, spent their time wandering between the hotels and the Springfield Bicycle Club rooms. In the latter, billiards and cards, not to forget the thrilling sonatas thrummed out of an unfortunate piano by skilled amateurs, helped pass a dreary, drizzly day. But if Thursday was

cheerless, the weather made amends for its bad behaviour and did very well on Friday, the sun shining out of an azure sky flecked by billowy cloudlets.

The off day undoubtedly whet the racing appetite of both the public and the racing men. When the park was opened at 12.30 o'clock, the crowd surged through the gates, and for two hours they simply swarmed into the grounds, aggregating perhaps 7,000. It had been published in all the papers that on this day "our George" would meet in mortal bicycular combat the doughty champion from the goode towne of Lynne.

ROWE *versus* HENDEE.

The race was the third on the programme, but as it was by far the most important event of the day, we describe it first.

It was one of those innumerable heats of that world's championship, and the winner of the race was to meet the invincible Wood in a final heat, which would decide the bicycling championship of the world. When Rowe's broad form appeared from the direction of the Columbia tent, the crowd buzzed like a swarm of flies around a sugar bowl. Along the track he came, with a sturdy step and a slight swagger, which told of unlimited confidence and the determination of a man incapable of physical fear to do or die. Rowe's appearance distracted the crowd's attention from Hendee, who had quietly mounted his machine, and was slowly circling around the track. Through a glass we narrowly observed him, and, at the first glimpse, we saw that Rowe had already won half the battle. The "pet of Springfield" was looking at the ground directly in front of his machine, and this solitary journey was doubtless taken to compose himself. His face plainly showed that he was nervous, fearful and dispirited over the coming struggle, in which he staked all his lately regained reputation as the fastest man on the path. Coming up to the post, the crowd fairly rose at him, doubtless to encourage him. Rowe had been standing against his machine waiting for Hendee, and he now lightly stepped into the saddle and coolly sat there. As for Hendee, his face plainly showed his belief that he was a beaten man. Finally, after a moment of breathless suspense, the signal was given, and propelled by sturdy hands, Rowe was shot to the front. But true to his racing code, he waited for Hendee. However, as a few hisses from the crowd greeted the slow pace they had struck, Hendee bent over as if anxious to do his best to please the crowd, and sped away around the curve with the Lynn man trailing just behind him. Both men are splendidly built; Hendee a combination of power and grace; Rowe of power simply, and as they spurted around the track it was a sight to see. The quarter was reached in 43 2-5s., the half in 1m. 25s. Both men were evidently nursing their strength for the finish of the race. The three-quarters was reached in 2m. 7s. Going around the curve, across which the wind was blowing freshly, Hendee commenced the final effort, and increased his lead to about five yards. But Rowe was soon working at high pressure, and, after getting well under way, he overhauled Hendee inch by inch. The latter turned into the homestretch a few yards to the good, and both men raced to the finish as if for life. The Lynn man was soon level, and after a short, sharp struggle, the "idol" of Springfield fell back a beaten man, Rowe cross-

ing the tape in 2m. 44 3-5s.; Hendee, 2m. 44 4-5s. After a gigantic cheer for the victor, the crowd settled back into sad astonishment. What! "Our George" beaten! Too true. The ladies exchanged glances of dismay, the men sat with tightly compressed lips, the pictures of mute disappointment. A glance over the grand stand discovered many of Springfield's fair daughters in tears, and suspiciously red eyes were the rule.

Probably so much sentiment has never entered into a race. On his native heath, the Springfield boy, one of the most modest and gentlemanly fellows in the land, was to meet a man whose remarkable speed has astonished all who have read of him, and whose physical proportions demand admiration the instant he appears. The great crowd was wrought up to the highest tension before and during the race, and it is doubtless if a single heart in all that seven thousand gave the regulation number of beats per minute. A prominent editor, who comes from a city where racing is decried, and who is, we believe, not a pronounced enthusiast, was so nervous over the result that he could be floored with a feather. After the race he declared that he would have given one hundred dollars to have had it otherwise, and he was doubtless one of many. Thus steps out George M. Hendee, after keeping at the top of the tree for five years. Enter W. A. Rowe, of Lynn.

After the race, Hendee rode directly to his tent, made an emphatic dismount, and disappeared within the canvas enclosure. The effect of so signal a defeat upon a man so utterly unfitted to risk his all on a single supreme effort, may be easily imagined. Such races are rarely seen.

The day's racing was opened with the eighth heat of the world's championship, the pair being Wood and Neilson. The latter had improved so much of late that a fast race was looked for, but as soon as the signal was given, all hopes for fast time were dissipated. Both men refused to make pace, and Neilson maintaining his slow pace the longest, Wood was forced ahead. The men trailed around the track to a jeering accompaniment. The quarter was reached in 1.09 1-5, the half in 2.00 and the three-quarters in 3.05 1-5. About 400 yards from home, Neilson shot past Wood, and was twenty yards away before the latter could get going. They turned into the homestretch, Neilson still ahead, and though Wood rode like a demon, overhauling Neilson at every push on his pedals, the Bostonian caught the verdict in the magnificent world's championship time of 3m. 46 2-5s; Wood, 3m. 46 3-5s. After a powwow, the referee declared the race off, and the men were fined \$10, the announcement of which quieted the storm of hisses which had greeted the result of the race. Later in the day they again "attempted" to decide the heat. This time there was no loafing, Neilson at once getting to work, Wood trailing behind. In this way they rode into the homestretch, when Wood put in one of his spurts, and won by two lengths.

SUMMARY.

$\frac{1}{4}$ mile,	41	$\frac{1}{4}$ mile,	2.02
$\frac{1}{2}$ mile,	1.21 $\frac{2}{5}$	1-mile, Wood,	2.44 $\frac{1}{5}$
		1-mile, Neilson,	2.44 $\frac{3}{5}$

The second event was the three miles promateur tricycle race, for which Burnham, Ives and Kluge turned out. Burnham rushed away in the lead, with Ives second,

Kluge third. All three rode together till after the mile, when Kluge dashed ahead and led for a mile and a half. When the bell rang, Ives dashed past Burnham, and the latter immediately gave chase; Kluge fell behind. Ives turned into the straight first, and held the lead till within ten yards of the tape, when the veteran came on with a rush, and just won, making promateur records for the entire distance, and beating some American records.

MILES.	NAME.	TIME.	PREVIOUS AMER. AM. RECORD.
$\frac{1}{4}$	Burnham,	40 $\frac{1}{5}$	42s.
$\frac{1}{2}$	"	1.25 $\frac{2}{5}$	—
$\frac{3}{4}$	"	2.10	2.10 $\frac{3}{5}$
1	"	1.56 $\frac{1}{5}$	—
2	Kluge,	5.57 $\frac{2}{5}$	6.03 $\frac{4}{5}$
3	Burnham,	8.56 $\frac{2}{5}$	9.08 $\frac{3}{5}$
3	Ives,	8.56 $\frac{2}{5}$	—

The next event was the three miles amateur bicycle, the starters in which were H. S. Kavanaugh, A. B. Rich, C. Lee Meyers, H. J. Hall, Jr., E. A. DeBlois, W. E. Crist, F. Foster, and H. W. Gaskell. Rich got away first, but Gaskell soon assumed the work of cutting the pace. Just before the mile post Kavanaugh shoved his wheel past the tape first and led, the rest of the men bunched. In this way they rode four and one-half miles. When the bell rang Crist assumed the lead with Kavanaugh, Rich, DeBlois and Foster in the order named. Going around the last time, Crist suddenly left the crowd and turned into the homestretch some lengths in advance of Rich. The latter made a game effort to catch him but he had far too long a lead, and won by a couple of lengths. Times: 3.25, 6.57 2-5, 10.21 4-5, 13.38; Crist, 16.26; Rich, 16.26 2-5; Gaskell by six yards; Foster, 0; DeBlois, 0.

The next event was a mile professional handicap, which had been arranged to pull Wood out to his utmost. Both he and Neilson, who had been allowed 25 yards, started from scratch, with Prince at the 10 yards mark, Woodside at 20, James at 30, Frazier at 70, Morgan at 120 and Merrill at 140 yards. The two scratch men started slowly, and shortly afterward dropped out, as they had to ride their championship heat later in the day. Woodside gained on his men all the way, and turned into the homestretch with but Morgan and Merrill in front of him. By his usual spurdy tactics, he got up to Merrill, and pressing on beat Morgan by a few lengths.

SUMMARY.

$\frac{1}{4}$ -mile.....	Wood.....	43
$\frac{1}{2}$ -mile.....	Wood.....	1.22 $\frac{3}{5}$
1-mile.....	Woodside.....	2.34 $\frac{3}{5}$
1-mile.....	Morgan.....	2.35

A three miles amateur, open, brought out seven men, viz.: Rich, Crist, Kavanaugh, DeBlois, Foster, Gaskell and Hart. The race was ridden at a steady pace throughout, Kavanaugh, Crist and Rich dividing the laps. There was nothing of special note till the last lap from home, when Crist, Foster and Rich had a good fight for the lead, the first two finished so close that the judges declared it a dead heat; Rich, 3d. Time, 2.57 4-5; 5.53 3-5; 8.40 1-5.

The dead heat was decided later in the day by a mile race. Crist was apparently fatigued, and made futile efforts to get to the tape first, Foster winning in 3m. 11s.; Crist 3m. 11 2-5s.; last quarter 35s.

What promised to be, and indeed proved a tedious race, was the ten miles promateur

lap race, in which Kluge, Adams, Rhodes, Stone and Rowe competed. Of course Rowe had a "snap," amusing the crowd by trailing behind Rhodes all around the circuit, and then trying just how little he could beat him. Rowe took all the laps but two, and won with 118 points: Rhodes, 88; Adams, 66; Stone, Ives and Kluge dropped out. Times: 3.02 2-5, 6.10, 11 2-5, 12.08 2-5, 15.08 1-5, 18.18 2-5, 21.29 2-5, 24.40, 27.46, 30.42, Rhodes, 30.42 1-5.

The seventh race was a scratch professional mile bicycle, for which six men turned out. John Prince set out a rapid pace at the start, and the field swept after him all bunched. Going down the backstretch the lead was held by various men. Coming into the homestretch Woodside pushed ahead, with Wood, Neilson and Frazier in close pursuit. But the Irishman stalled off all efforts to pass him, and won the race from his pursuers; Neilson second by a few lengths; Wood and Frazier, dead heat, close up; Prince, 0; Merrill, 0. The last half was ridden in 1m. 13s.

SUMMARY.

$\frac{1}{4}$ -mile, .46 $\frac{3}{4}$	$\frac{3}{4}$ -mile, 2.11
$\frac{1}{2}$ -mile, 1.33	1-mile, Woodside, 2.46
1-mile, Neilson, 2.46 $\frac{1}{4}$.	

The last event of the day was a three miles professional tricycle handicap, Crocker starting from scratch; James, 40 yards; Morgan 100 yards; Eck, 100 yards. The scratch man lit out at the start, and at the half-mile had passed every man but Eck, who was some twenty yards away. He was soon passed, however, and Crocker went on a record scorch, easily winning the race; Eck, 2d; Morgan, 3d; James, stopped.

H. G. CROCKER.

$\frac{1}{4}$ -mile..... 39	World's record.
$\frac{1}{2}$ -mile..... 1.22	American record.
$\frac{3}{4}$ -mile..... 2.09 $\frac{3}{4}$	
1-mile..... 2.55 $\frac{3}{4}$	
2-mile..... 6.03 $\frac{3}{4}$	American record.
3-mile..... 9 16	

FOURTH DAY, SEPT 19TH.

The last day of the tournament was a good wind-up to the great event. About 7,000 people were present, and the Park presented a brilliant appearance. The weather was bright, crisp and sunny, and highly enjoyable to the spectators, but a strong breeze swept across the track, and interfered with the racing men. Toward evening it grew quite chilly, and this was another draw back to fast time. The events of the day were the meeting between Rowe and Wood, to decide the world's championship, and Hendee's fast exhibition mile.

The first event was a three-mile amateur bicycle race for 9.45 men. The starters were W. M. Harding, of Hartford; A. F. Edmans, of Troy; H. L. Burdick, of Albany and Phil. S. Brown, of Washington. The race was very slow for four and a half laps, with every man having a chance at the lead. The spurt on the last lap resulted in a popular win for Burdick; Brown, by 10 yards; Harding, by 10 yards; Edmans, by 5 yards. Times: 2.58 2-5; 6.12; 9.20; Brown, 9.21.

The second race was a ten miles professional lap race, for which all the pros turned out except Wood. Woodside took the lead at the start, closely followed by Prince and Frazier. The racing on the back stretch was very slow, and up the homestretch very fast. After the first few miles the race lay between Woodside, Frazier, Crocker and Morgan.

Woodside won every lap except the ninth and nineteenth, which Frazier captured. The latter rode second on seventeen laps, Crocker taking that position on the fifth. Woodside won with 138 points; Frazier, 126; Crocker, 90, and Morgan 76. Prince and James withdrew. Times: 2.42 1-5; 5.47 4-5; 8.55; 12.01 3-5; 18.32 2-5; 21.34; 24.42; 27.52 2-5; 31.19 2-5; Frazier, 31.20.

The next event was a three mile promateur bicycle. Ives, Kluge, Rhodes, Hendee and Adams starting. Ives took the lead, closely followed by Rhodes and Hendee. At the end of two miles, Hendee went into the lead, and and was ever afterward headed. Ives gave battle up the homestretch, and was second by a few lengths; Rhodes by five yards; Adams by five yards; Kluge, 0. Times: 2.48 4-5; 5.57 2-5; 9.02 4-5; Ives, 9.03 3-5.

A good field turned out for the three-miles amateur handicap, viz.: F. Foster, scratch; H. W. Gaskell, scratch; H. S. Kavanaugh, E. A. DeBlois, 30 yards; W. E. Crist, 40 yards; H. S. Hart, 50 yards; P. S. Brown, 100 yards; E. B. Smith, 150; H. H. Chapman, 150; Wm. Harding, 150, and G. R. Collins, 200. The scratch men gradually closed up their handicap except Gaskell, who maintained an even pace some distance behind the rest. The race for the tape between Crist, Foster and Hart resulted in a victory for the former; Hart, 2d; Foster, DeBlois, Kavanaugh, Gaskell and Harding finished in the order named.

SUMMARY.

1-mile..... Collins,	2.48 4-5
2-miles..... Harding,	5.43
3-miles..... Crist,	8.38 3-5
4-miles..... Hart,	8.35 4-5

Rowe *versus* Wood for the world's championship—The coming together of these two men in the final heat of the world's championship was as much the important event of the fourth day, as was the meeting between Rowe and Hendee on the day previous. It was a settled fact that fast time would not be made, as it would have killed any man to go at high pressure against such a strong wind. Besides Wood had announced that he had at one time gained fame as a fancy rider, and it was not his intention to lead unless he had forgotten how to do the stand still act. The men were received with great cheers, which subsided as they mounted their machines. At the signal both men started, but very slowly. The crowd hissed, and Rowe bent over his machine and reeled off the half in 1m. 27 1-5s. Then he slowed up, expecting that Wood would take his turn at windcutting. He invited the latter to go ahead, but he very politely declined. At last, in a fit of desperation, Rowe went ahead, but looked back every minute to see what Wood was doing. When they reached the last corner Rowe sat up, and letting Wood get level with him the two sailed slowly around, each one waiting for the other to spurt. Just before turning into the homstretch, about 200 yards from the tape, Rowe put down his head and rushed for the tape. Wood went after him, gained a little on him, then held him, but about fifty yards from home, Rowe's terrific spurt carried him right away from the Englishman, and he crossed the tape amid a perfect hurricane of cheers.

It was well known that Wood was a very sick man, and either this must have made him slow, or else Rowe's spurt made Wood's best efforts appear comparatively slow. A

well known wheelman claimed that Wood had been bought up to allow the American to win. We give this for what it is worth, but we think the \$500 said to be paid was thrown away, as Rowe could have easily won. His victories over Hendee and Wood substantiate the opinion expressed in last week's WHEEL, that Rowe is the fastest man in the world. Times, 45 1-5s.; 1m. 27 1-4s.; 2m. 28s.; 3m. 08 3-5s. Wood, 3m. 09 1-5.

The next event was a match race between Neilson and Prince, which proved quite uninteresting. The race was slow till the last quarter, when Neilson went away and won by several lengths. Time, 2m. 58 3-5s.; Prince, 2m. 59s.

The one-mile promateur, for men who had never beaten 2m. 40s., brought out Adams, Stone, Ives, Kluge, Haradon and Burnham. The latter took the lead and held it till after the half-mile, when Kluge went from last to first, and gained some half dozen lengths. Ives went after him and catching him shortly after he returned into the homestretch, soon assumed the lead. Suddenly Stonelet out from the ruck, and just beat Ives on the tape. Times: 51 3-5; 1.36 1-5; 2.12; 2.51; Burnham, 2.51 3-5; Ives, 3d; Harridon, 0; Adams, Kluge.

The five miles professional brought out Morgan, Crocker, Frazier, Wood, James, Woodside and Merrill. The pace was quite slow throughout, resulting in a victory for Woodside; time, 16m. 16 3 5s.; Neilson, 3d; Crocker, 0; Wood, 0; Morgan, 0.

A Challenge tandem race varied the bicycle events, the teams being Crist and Brown, of Washington, and Collister and Huntingdon, of Cleveland. The latter were sent away ahead and when they had gone about fifty yards, the Washingtonians set out after them at a rapid pace. They headed them off at the half and went on alone, winning in 2m. 48s., beating the fractional records.

SUMMARY:

		PREV. RECORDS.
1-4-mile,	.40 2-5	.41
1-2 "	1.19	1.21
3-4 "	2.03	2.04
1 "	2.48	2.46

The next event was the attempt of Hendee to beat the mile record. It was rather late in the afternoon and a cold strong breeze blew across the track. When Hendee appeared he was greeted with cheers, and the crowd urged him on all through the journey. Burnham brought him to the quarter, and Adams accompanied him to the half. Then Rowe took him up and ran the rest of the distance, urging him to his best. The result was received with enthusiasm, and Hendee felt that he was reinstated in the hearts of Springfield.

SUMMARY:

	HENDEE.	QUARTERS.	HALFS.
1-4	.38 4-5	.38 4-5	
1-2	1.15 2-5	.36 3-5	1.15 2 5
3-4	1.52 4-5	.37 2-5	
1	2.31	.38 1-5	1.15 3-5

HOWELL'S

	MILE.	QUARTERS.	MILE.	QUARTERS.
1-4	.36 4-5	.36 4-5	.37	.37
1-2	1.13 3-5	.36 4-5	1.15 4 5	.38 4-5
3-4	1.52 2-5	.38 4-5	1.51 1-5	.35 2-5
1	2.31 2-5	.39	2.30	.38 4-5

FURNIVAL'S

The last event was a one mile consolation, which E. A. DeBlois won in 3.01 3-5; A. F. Edmands, 3.01 4-5; G. R. Collins, 0; E. B. Smith, 0.

THE KINGS COUNTY WHEELMEN'S RACE MEETING.

The enterprising K. C. W.'s had their usual fine weather for their fourth annual Fall race meeting, held on Saturday, September 18th. Fast time was made, the cinder track record for one mile being broken. The management was perfect. Attendance about 1,100. Music good.

One-mile novice first heat—After quite a pretty race, C. H. Pray, Bedford, C. C., won by ten yards from M. F. Germond, Harlem Wheelmen; J. W. Schoefer, Independent Wheelmen, a bad third. Time, 3.21 1/2.

Second heat—Seven men started in this race, which was won by L. P. Weber, K. C. W.; F. Norman, H. W., second; F. C. Farnsworth, Ilderan Bi. Club, third. Time, 3.08 4-5. Final heat, won by Pray; Weber close up; Germond a good third. Time, 3m. 9 2-5s.

One-mile lap—A. B. Rich, and S. H. Rich, K. C. W.; E. Valentine, K. C. W.; and J. W. Powers, H. W., started. Powers won the first lap, Valentine, S. H. Rich, A. B. Rich following as named. On the second lap the order was S. H. Rich, A. B. Rich, Powers and Valentine. The order for the rest of the race was, A. B. Rich, S. H. Rich, Powers, Valentine. A. B. won with 16 points; S. H. being second with 15. Time, 2.57 4-5, breaking the former cinder track record of 2.59, made by A. B. Rich in the Spring.

Two-mile handicap—Out of 18 starters the following came to the mark: S. H. Rich, K. C. W., 150 yards; C. A. Stenken, H. C. W., 160 yards; F. B. Hawkins, B. Bi. C., 175 yards; M. L. Bridgeman, K. C. W., 200 yards; J. W. Powers, Jr., H. W., 200 yards, and T. C. Crichton, K. C. W., 250 yards. Crichton led for four laps, then retired to give place to Powers. Rich caught his men on the sixth lap, but made no attempt to take the lead until the last lap. When he drew up Powers answered gamely and they reached the tape almost neck and neck, but the judges thought Powers had a little the best of it, and so decided. Bridgeman was a bad third.

Three miles handicap, 13 entries, 4 starters—A. B. Rich, K. C. W., scratch; E. Valentine, K. C. W., 130 yards; M. L. Bridgeman, K. C. W., 300 yards and E. C. Parker, H. W., 300 yards. Parker held the lead for four laps, then Bridgeman passed him, remaining in front seven laps, during which time Parker dropped slowly to the rear. Bridgeman led at the first mile, time, 2.47 2-5; also at the second mile, 6.10 2-5. Rich caught the field on the twelfth lap. On the last lap he spurted and won as he pleased; Valentine second. Rich's times: 1 mile, 3m. 04 1-5s.; 2 miles, 6m. 15 3-5s.; 3 miles, 9m. 27 3-5s.

One mile novice, K. C. W.—This was won by L. P. Weber, F. G. Brown close up. Time 3.19 4-5.

Onemile, 3.10 class—Seven men started in this race. After a sharp struggle on the last lap, S. H. Rich won, J. W. Powers, Jr., H. W., a good second. Time, 3.08.

Five mile scratch—Only A. B. Rich, S. H. Rich and E. Valentine started in this race. The entire race, with the exception of the last lap, was a disgraceful exhibition. None of the three contestants would take the lead at first. A. B. Rich being forced into the lead, set a pace which would disgrace a ten-year-old boy, the first lap taking over a min-

ute. The times of the intermediate miles were as follows: 1st mile, 5.54 4-5; 2d mile, 7.30; 3d mile, 11.15 3-5; 4th mile, 15.2, A. B. Rich led at the end of each mile on the last lap. While A. B. and Valentine were watching each other, S. H. Rich suddenly darted ahead, opening a gap of 25 yards before A. B. could recover from his surprise sufficiently to spurt after him. It was a splendid spurt, but useless, S. H. Rich winning by a wheel. Time 18.40 3-5.

One mile consolation—E. C. Parker, H. B. Hawkins and F. B. Jones appeared for this race; Parker won by 25 yards; Hawkins 2d. Time, 3.16 4-5.

Two mile team race—Teams from the Ilderan Bi. Club, Harlem Wheelmen and Kings County Wheelmen contested this race. The teams were as follows: Ilderan, W. J. Savoy, R. L. Calkins, W. L. Richardson, H. H. Farr. Harlem, E. I. Halsted, J. W. Powers, Jr., W. D. Edwards, B. A. Quin, Kings County, A. B. Rich, E. Valentine, M. L. Bridgeman, L. P. Weber. The first mile was run off in 3.14 2-5, Powers leading. On the sixth lap Calkins withdrew; Farr dropped out on the ninth. On the back stretch of the ninth lap Savoy was riding fourth, when somebody (impossible to say who, as they were so bunched) collided with him, taking out eight spokes, thus compelling Savoy to drop out. On the last lap, after a succession of changes, Rich rushed across the tape first, Valentine second, closely followed by Powers and Halsted, Bridgeman and Weber next, then Edwards and Quin. The K. C. W. won, having 38 points to the Harlem's 30. Time 6.25 4-5.

The officers were as follows:

Referee—Frederick Jenkins.
Judges—C. H. Luscomb L. I., W.; Elliott Mason, C. B. C.; A. B. Barkman, B. B. C.; H. Greenman, I. B. C.
Scorers—F. H. Douglass, K. C. W.; W. H. H. Warner, L. I. W.; J. H. Long, K. C. W.
Clerk of Course—Frank N. Price, B. A. A.
Assistant Clerks of Course—John Day and Eph. W. Johnson, K. C. W.
Starter—Thomas B. Hegeman, K. C. W.
Umpires—J. H. W. Cole, S. I. A. C.; Ed. Petrus, K. C. W.; E. W. Johnson, H. C. W.; R. N. Chichester, B. B. C.
W. W. Robinson, B. A. A.; W. H. Austin, K. C. W.; D. Morehouse, B. A. A.

CAUGHT BY DAME RUMOR.

It was really amusing to hear the free stand yell when Parker won the consolation race: "Hurrah! Parker has won a race!"

The Ilderans had bad luck. Farr and Savoy, the two men on whom they placed the most dependence, were forced to drop out. Farr, who was quite ill before the race, pluckily took his place as substitute for Bradley.

The prettiest piece of riding ever seen on the B. A. A. grounds, was when Seton Rich caught his brother napping and carried off the prize—a diamond collar button.

A pleasant feature of the day was the entire absence from falls, the only one during the day being when Edwards ran into the starter of the man ahead, in the team race. Even that fall did not amount to much.

Charles Schwalbach, was everywhere at once. What an energetic fellow he is! The Kings Counties are said to fairly worship him, and well they may, for much of their position as the strongest club in Brooklyn is due to him.

OLD INQUISITIVE.

LOUISIANA L. A. W DIVISION MEET.

The second annual meet of this Division took place August 26th and 27th., at New Orleans. The races were held on a smooth shell road at the West end. The summary of the races if as follows:

FIRST DAY.

One-mile New Orleans Club championship—C. B. Guillotte, 3.10; A. M. Hill, 2d; W. L. Hughes, o.

Slowrace 100 yards—Harry Marks won in two straight heats; times, 3.40 and 3.45.

One-mile tandem tricycle—C. H. Fenner and W. L. Hughes, 4.00; B. C. Rea and C. B. Guillott, fell while leading.

Quarter-mile hands off—B. C. Rea, 49s.; A. M. Hill, 2d.

Quarter-mile bicycle—W. L. Hughes, 41s.; A. M. Hill, 2d.

SECOND DAY.

One mile State championship—A. M. Hill, 3.23 1-5; C. B. Guillotte, 2d; W. L. Hughes fell at the quarter.

One-mile handicap—George E. Guedry, 32 yards, time not taken; H. M. Marks, 192 yards, 2d; B. C. Rea, 32 yards, o.

One-mile time race (3.54)—A. Ruhlman, 3.52; H. M. Marks, 3.51.

Five-miles handicap—A. M. Hill, scratch, 20.01 4-5; George E. Guedry (424 yards) 2d; C. B. Guillotte, scratch, o.

Quarter-mile safety—C. A. Fenner, walked over.

Quarter-mile consolation race—T. M. Hill, 1st; George Sentell, Jr., 2d. No time taken.

RACING AT CRAWFORDSVILLE, IND.

The races projected by the Montgomery County Fair Association were held at this place on September 9th and 10th. A large crowd witnessed the contests.

SUMMARY.

One-mile county championship—Lee, 3m. 33s.; Eastlack, 2d; Fount, o.

One mile open—This was called on the second day, and at least 20,000 people witnessed the race.

The starters were: Hollingsworth and Zimmermann, of Indianapolis; Wilson, of Rushville, Hulman, of Terre Haute; Wainright, of Noblesville, and Nicholson, of Crawfordsville. The race was of the waiting sort till the last quarter, when Wainright rushed into the home stretch, but was passed by Hollingsworth near the tape, the latter winning in 3m. 13s. Wilson 3d.

The same men, with the exception of Nicholson and Wilson, started in the three mile open. The men got away in a bunch, Zimmerman making the pace, which was slow for two and a half miles. Wainwright then went ahead, but was passed by Hollingsworth near the tape; Hulman finished third. Time 11.34.

The half mile State championship had the same starters as contested the mile, save Hollingsworth. The race was slow till the last quarter, when Nicholson rushed away, but was soon overhauled by Wainright, who won in 1m. 38s. Wilson also passed Nicholson about thirty yards from the tape.

The five miles open event is scarcely worthy of notice. Hollingsworth was the only man who had a racer and the rest of the field agreed not to pursue him. He soon gained a lead of about 300 yards, and won

by that distance without an effort. Wainright took second place. Time, 11m. 53s.

The one mile consolation was won by Cross, McMeen, 2d. Time, 3m. 38.

RACING AT CORTLAND, N. Y.

The first annual tournament and race meeting of the Cortland County Cyclists Club was held Wednesday, September 15th, at the Cortland Driving Park, in conjunction with the Fall Fair. The weather was beautiful, but the track was somewhat slow, owing to the recent rains, though it had been scraped and rolled just before the races. Fifty-two wheelmen were present with their wheels, and there were nearly six thousand people on the grounds.

The officers of the day were: Referee: James P. Becker, Syracuse; judges: Sam B. Alley, Moravia; W. Hitchcock, Homer; F. Atwater, Homer; C. C. Clark, Scott; timers: C. S. Strowbridge, Cortland; T. H. Wichwire, Cortland; S. Hammond, Marathon; C. F. Wichwire, Cortland; scorer: A. McFarlan, Moravia; starter and clerk: W. D. Cloyes.

One-half-mile boys—M. Keese, time, 2.13 1-4; T. Norris, 2d; E. Norris, 3d.

Two-mile open—W. B. Perry, time, 7.22; J. P. Becker, 2d, 8.37 1/2. F. Olin withdrew on last lap.

One-mile club championship—This was the event of the day and was hotly contested from start to finish by Melvin and Viele, they never being more than ten feet apart. Melvin led until near the finish, when Viele, by a grand spurt, passed him, winning by three feet. There was also a very pretty race between Knickerbocker and Johnson for fourth place, they lapping each other's wheels for nearly the full mile. Summary: Chas. Viele, time, 3.36 1/2; Fred Melvin, 3.37 1/4; D. Brown; W. Johnson; I. B. Knickerbocker.

One-half mile run and ride—W. B. Perry, Syracuse, an easy winner in 2.33 1/2; B. Alley, Moravia, 2.35.

100-yards slow race—B. Alley, Moravia, winner, 3.38; S. Alley did not finish.

One-mile consolation—S. B. Alley, time, 3.38 1-2; F. Melvin, 2d; W. Johnson, 3d. Melvin was leading when the pedal came off his wheel.

W. D. CLOYES.

A LONG ISLAND RECORD.

F. B. HAWKINS, OF THE BROOKLYN BICYCLE CLUB, RIDES 202 MILES IN 24 HOURS.

Mr. Hawkins, accompanied by F. B. Jones, as checker and pace maker, left the club rooms, 112 St. Felix street, at 1.24 A.M. Saturday, September 11th. Riding over the asphalt streets and walks in Brooklyn, 37 miles were accomplished by 5.17. Taking a direct course down Long Island, Jamaica was reached at 6.21, 11 miles in 1.04; Hempstead at 7.27, 12 miles in 1.06; 26 minutes' stop for breakfast. Newburg was reached at 8.35, 7 miles in 42 minutes; Amityville at 9.05, 6 miles in 30 minutes; Babylon at 10, 4 miles in 20 minutes; Sayville at 11.04, 5 minutes' stop, 10 miles in 1 hour; Patchogue at 11.35, 5 miles in 27 minutes; stopped 4 minutes. Bellport at 11.53, 4 miles in 22 minutes; South Haven at 10.28, 5 miles in 30 minutes, 6 minutes' stop. Returning, 7 miles were ridden off main roads, reaching Bellport at 1.35, 12

miles in 1.11; Patchogue at 2.10, 4 miles in 24 minutes, 35 minutes' stop for dinner and rub-down; Sayville at 3.20, 5 miles in 33m., 2 minutes' stop; Bayshore at 4.17, 9 miles in 57 minutes; Babylon at 4.46, 5 miles in 29 minutes; Amityville at 5.26, 6 miles in 34 minutes, stopped five minutes; Newbridge at 5.59, 6 miles in 31 minutes; Hempstead at 6.36, 7 miles in 40 minutes, 47 minutes stop for supper and rub-down.

Messrs. Adams and Ticknor now took the place of pace makers, and the ride was continued around the vicinity of Hempstead, Garden City and Jericho.

At 11 P. M. Mr. Hawkin's crank broke while in the saddle, and he was unable to ride further, having covered, at that hour, 192 miles in 21 hours and 35 minutes, with 2 hours and 20 minutes for stops. He pluckily continued walking his wheel during the remaining 2 hours and 25 minutes allotted him, and succeeded in covering 202 miles by 1.25 A. M. September 12th.

The first 100 miles were ridden in 10 hours, 20 minutes, including 34 minutes for stops. In the first 12 hours, 115 miles were ridden, and but for the above unfortunate accident, 220 miles could easily have been covered. At no time was the route repeated.

BROOKLYN NOTES.

Bicycle affairs in Brooklyn are now waking up from their summer doze, caused by the heat and the absence of a great number of wheelmen.

The 25-miles road race for the championship of the Ilderan Bicycle Club was postponed. It was to have come off on the 13th, Monday, but the Ocean Parkway was in such a bad condition that a postponement was necessary.

The Bedford Cycling Club has admitted six new members.

A petition for the illumination of the Parkway by electric light has been started by the Parkway hotel proprietors.

Union street has been repaved with asphaltum. Heretofore the bad condition of the pavement made night riding dangerous, as the wheelman had to look out both for himself and the street gamin.

The moonlight (?) parade of the Brooklyn clubs, instigated by the K. C. W. was a grand success, the various clubs of Brooklyn being represented. As it had rained most of the day, the pavements, especially the crossings, were very slippery and care had to be exercised. The moon was mostly hidden by the clouds. The K. C. W. led, having 65 men, and presented a fine appearance. Then came the Ilderans with 50, the Brooklyns, Bedfords, Prospects and Independents followed, and the unattached brought up the rear. When they had traveled up Bedford avenue to Clymer street, through a delighted crowd of spectators, they countermarched. Then they stored their wheels in the stable beneath the club room and then enjoyed the bountiful spread provided by the K. C. W. Though many wheelmen left at 10 P. M. the club rooms remained lively until 12 M., music and speeches entertaining the wheelmen. The "gold band fiend" was conspicuous.

The cup won by Rich, Valentine, Weber, and Crichton of the Kings County Wheel-

men from the Harlem River team now adorns the club rooms of the K. C. W. It attracts a great deal of attention from the visiting wheelmen.

"INDEPENDENT."

WHEEL GOSSIP.

Mr. Edward A. Shields, Chief Consul of Louisiana, was at Springfield last week. He will visit Boston and New York.

The North Road Club, of London, held a 24 hours ride on September 4th, G. P. Mills rode 227, T. Waterhouse covered 225, and four others put in more than 200 miles.

WORCESTER, Mass., Sept. 18.—Three mile amateur bicycle race open to Worcester County riders—W. W. Hendee, 9.38; J. Dunn, second; W. N. Avery, 3d.

We were somewhat astonished at the receipt of the *Bicycle South* for September, as we had read that it had been bought up by the *American Wheelman*. The *B. S.* denies that it has any intention of consolidating.

NEWARK, N. H., September 18.—Fred Peckham, clerk in the Indian Head National Bank, was seriously injured this afternoon by being thrown from his bicycle on Main street. A carriage running into him was the cause of the accident. He was taken to his home where he lies to-night in a critical condition.—*Boston Globe*.

The annual race meet of the East Hartford race meet will be held on Wednesday, September 29th, at 2 P. M., on the club's four lap track. The events are: 2 miles novices and 5 miles scratch races, 2 miles novices club handicap, 3 mile lap race, 1 mile 3.20 class; 1 and 2 miles handicap, and 1 mile consolation. Entrance fee, 50 cents each event. Entries close Sept. 24th, with E. E. Arnold, Box 173, East Hartford, Conn.

An unprincipled cyclist in Arizona has turned his front wheel into a gambling instrument, or wheel of fortune. A Newarker who recently saw the wheel in Tombstone, says that the ingenious owner has lettered the rim between each spoke and tied a quill to the fork. When two or three people want to play he raises the wheel from the ground and spins it. The space that the quill rests in when the motion ceases determines the winner.—*Newark Call*.

Mr. A. J. Wilson, better known by his *nom de plume* of "Faed," was recently arrested for drawing a revolver on a ruffian curiously named George Gentleman. It should be "Gentleman George." Wilson was riding along with his step-brother, when he felt himself compelled to dismount and thrash a street boy, for what reason we are not informed. Enter "Gentleman George," who struck Wilson and knocked off his spectacles. This seems to have had about the same effect on Wilson as "knocking a chip off the shoulder" has on a belligerent garcon, for "Faed" seeing a butcher's knife on the ground, seized it, called upon his companion to bring his revolver, and passing the knife to his step-brother, prepared to punish his assailant. After a struggle "Faed" was arrested, and subsequently discharged with an admonition from "His Honor." It is very often necessary to adopt heroic measures, but "Faed" seems to have overdone it.

The *B. S.* pays the following compliment to a prominent wheelman. "He is a graceful rider, coasts sand hills as if they were level, and is full of grit." We don't wonder that a fellow who coasts sand hills is full of grit.

New Orleans boasts of a rider named Domingo Fatjo—Fat Joe.

E. H. Corson, publisher of the *Star Advocate*, left Rochester last week for a tour through Massachusetts, Rhode Island, Connecticut, New York, New Jersey and Pennsylvania.

The *S. and T. Journal* makes a mistake when it says that: "The amateur races at Hartford fell flat." In the amateur races there was the element of uncertainty, and but little loafing, in the promateur events, Rowe and Hendee were so far above the other men and there was so much "waiting," that the races were utterly devoid of interest.

Mr. Frederick Hussey, of this city, took several photographic views of the various events at the Orange Wanderer's race meet, None of them were very successful, however, Mr. Hussey will try again at the Roseville tournament.

Mr. George Dakin, who was so severely injured last Friday week, while riding with the Big Four Tourists, is rapidly recovering. He left Ithaca on Thursday, en route for his home at Buffalo.

The Lynn three days' tournament, which began yesterday, will doubtless be a success as all the promateurs and professionals in the country, and a number of the fastest amateurs are entered.

Mr. George W. Wilder, cycling editor of the *Lynn Bee*, kindly offers the use of his office to visiting pressmen.

Gormully and Jeffery's new building is about finished. Five stories are complete and the sixth nearly so. This large addition to their factories more than doubles their facilities and altogether makes an improved looking edifice.

It seems to us that Mr. Wilbur F. Knapp was like the wind the last day of the Springfield tournament—too fresh, to wit—when he expressed the opinion, that while Rowe is a gentleman, "Hendee" is a "baby." It always was, and probably always will be the case, that a man of sentiment and innate refinement is put down as a "softy," by those who are too gross to appreciate a higher order of being than themselves.

The gear about which there has been so much talk this fall is being made by Gormully & Jeffery. One is being put on an ordinary American Champion, gearing it up to a 126 wheel. This gear is undoubtedly the most simple yet produced, and in a 38 inch Ideal wheel with improvized forks and with bearings that consisted only of a hole bored through iron, and with a rider who required the reach of a 58 inch wheel, made a mile in 2.56. What it will do on the large wheel is of course experimental, but its inventors are very sanguine. If it is successful Gormully & Jeffery will at once put it on the market. Pedaling a four minute gait will bring the record under two minutes. Philosophy tells us that additional speed requires a corresponding additional power but we shall see what we shall see.

FIXTURES.

SEPT. 25.—Five-mile Road race of Brooklyn, Bi. Club.
OCT. 2.—Annual 100-mile Road race of Boston Bi. Club. R. J. TOOMBS, 3 St. James St.

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

OCT. 1.—Wheelmen's Illuminated Parade at St. Louis.
OCT. 1-3.—L. A. W. interstate meet at St. Louis.

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

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

FOR SALE, EXCHANGE, WANTS.

RUDGE RACERS.

Attention Racing Men.

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

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

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

BARGAINS!!

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

NEW YORK BICYCLE AGENCY,

21 Worth Street, New York.

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

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

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

WANTED.—KING OF THE ROAD BICYCLE LAMP. New or second-hand. Address, stating price, W. J. B., WHEEL Office, N. Y.

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

We will Absolutely Guarantee

THE AMERICAN SAFETY

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

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

DAYTON, OHIO, August 13th, 1886.

MESSRS. GORMULLY & JEFFERY.

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

Very respectfully,

A. W. GUMP.

INDIANAPOLIS, IND., May 6, 1886.

MESSRS. GORMULLY & JEFFERY.

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

Yours truly,

C. F. SMITH,

Manager Indiana Bicycle Co.

NEW HAVEN, CONN., June 3, 1886.

MESSRS. GORMULLY & JEFFERY.

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

Yours, J. C. THOMPSON,

Pres. and Treas. Am. Bi. Co.

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

GORMULLY & JEFFERY,

CHICAGO, ILLS.

THE WHEEL

MISCELLANEOUS.

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

FOR EXCHANGE—Specialty in furnishing new wheels for exchange.

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

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

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

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

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

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

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

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

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

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

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

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

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

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



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy

payments—of interest to every actual or prospective wheelman. Geo. W. Rouse & Son, 13 G St., Peoria, Ill

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TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
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Before you buy a BICYCLE, send to
H. B. HART, 811 Arch St., Philadelphia,
for illustrated 60 page catalogue (free),
and price list of second-hand Machines.
DIFFICULT REPAIRING A SPECIALTY.

ALL WELL ? ? ?

—Write soon !

And order ? ? ?

THE WHEELMEN'S GAZETTE
50 CENTS PER YEAR.

SAMPLE COPIES FREE.

THE WHEELMEN'S GAZETTE,
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"Home Exerciser"

For brain-workers and sedentary people. Gentlemen, Ladies and Vouths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular.

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CLUB * BADGES.

Jens. F. Pedersen,
MANUF'G JEWELER.

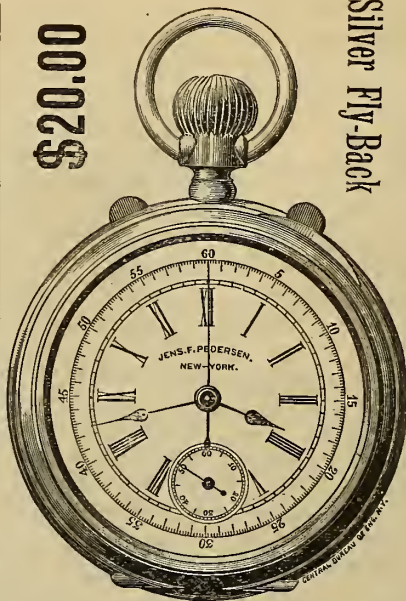
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—N. Y.—

MAKER OF THE L. A. W.

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CHRONOGRAPH * WATCHES.

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THE IMPROVED

"Z. & S." Hose Supporter,

MADE LIGHTER AND CLOSER FITTING AROUND THE SHOULDERS.

Every one who wears the "Z. & S." Supporter are pleased with it, hence its popularity.

PRICE, (per pair) 65 CENTS.

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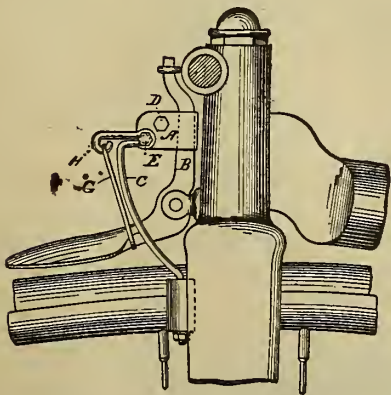
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Foote's Anti-Header.



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.

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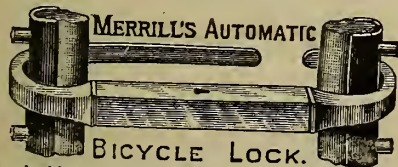
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For locking Bicycles. New, Novel and Elegant. Can be applied instantly and loc's automatical y. Is neat, compact and cheap. Weighs only 2 1-2 ounces, and length only 4 inches.

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.

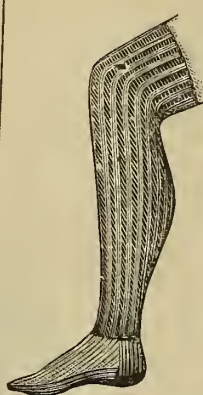
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Folds together and goes in a handsome nickel case size of watch. Price 40c. each or 3 for \$1, postpaid. Agents can coin money selling them during the picnic and excursion season.

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They're NOT English, you know,



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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.

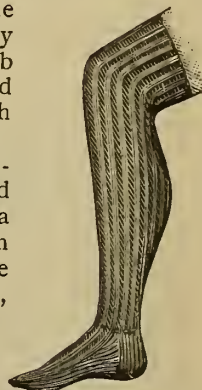
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STAR BICYCLES.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

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

Three L. A. W. Championships for 1885.

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COLUMBIA * SAFETY,

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



THE HANDSOMEST SAFETY.

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

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

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

LARGE STOCK

of these saddles, ready for immediate shipment.

CATALOGUE SENT FREE.

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

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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.

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Send for my catalogues, terms, etc.