

# THE WHEEL

A JOURNAL OF CYCLING

Established 1880. 12 Vesey St, N. Y.

VOL. X.—No. 16.]

NEW YORK, JULY 16, 1886.

[WHOLE NUMBER, 250.

## WHEEL GOSSIP.

It took just thirty officials to run the one-mile English championship.

"Am I an old fogy?" *President Bates*: Well, we should rather think not.

To-day and to-morrow, the great Southern race meet is being held at Columbus, Ga.

The press is unanimous in declining to accept S. P. Hollingsworth's twenty four hour road record over a nine-mile stretch.

The Lynn Club has voted to raise two of the corners a foot each, and to re-surface the home stretch, which, at present is undulating instead of dead level.

We think the Star men will do some remarkably fast work at the Fall tournaments. Weber will rest till the beginning of August, and Kluge's enforced retirement will do him good.

The *American Wheelman* suggests that the N. Y. and N. J. B. T. R. R. A. be called the Unabridged R. R. A. We object. It has been rechristened the Alphabetical R. R. A. and so it should remain.

Adhesive tire tape is always ready for business, only takes an instant to put it on, and it will hold your tire in place until it can be cemented. For sale by Howard A. Smith & Co., Newark, N. J.

The Chicago Club's new house project has fallen through for a variety of reasons, chief of which is the very good one, that the men who enthused the most would subscribe no money towards the scheme.

"What time is it, Ned?" "Why, that isn't a watch, Jack, it's a patent drinking cup," and he opened the handsome gilt case, and out popped the telescopic cup, which is retailed at fifty cents by the Greghill Manufacturing Co., of Meriden, Conn.

"Extraordinary Elopement of a Birmingham Cyclist," explains an affair described by an English contemporary. Henceforth bicyclists will be regarded as ordinary mortals, and the fact that one of them has dared to elope, will raise the fraternity in the eyes of hoodlums.

A graphic description of how a Birmingham bull chased a cyclist has been going the rounds of the press, being credited to various sources. It last appeared in *Recreation* and was credited to the Newark *Call*. Said graphic recital first appeared in THE WHEEL. Cycling editors will please note.

Morgan and Prince are now at North Adams, Mass. The latter came on to beat the trotter that recently defeated Morgan. While riding along a log which spanned a race-way, Morgan fell in, and had to dive to recover his wheel.

"*The Pastime Graphic*, a mirror of American sports," appears as a successor to the *Mirror of American Sports*. The first number, issued July 2d, contains various sporting departments, with illustrations of sporting events, and of scenes at the Chicago World's Pastime Exhibition.

The following firms have displays at the World's Pastime Exposition, which opened at Chicago on July 3d, and which will continue 100 days: Pope Manufacturing Co., Gormully & Jeffery, Overman Wheel Co., St. Nicholas Toy Co., The John Wilkinson Co., Western Toy Co. and A. G. Spalding & Bros.

We believe the sum of our regular issues for the year equals if not surpasses that of all the other cycling papers combined, except the *Bulletin*.—*Recreation*.

This from *Recreation*, a week old journal, born of the defunct *Cyclist and Athlete*, which quietly retired after a two years' puny existence. *Recreation* publishes the number of copies it prints weekly. Now give us an affidavit of how many copies are given away. Tut! Tut! Brother Barnes. The cooling qualities of Newark Bay are well known.

The Chicago Bicycle Club will hold a race meet on the Base Ball ground's track, Saturday, July 31st, the proceeds of which will go to the building fund of the club. The following are the events: One mile novices, one mile tricycle, three miles team race, one mile scratch, one mile boys of sixteen or under, one mile handicap Owl club, one mile 3.30 class, 100 yards slow race, five miles handicap, one mile consolation. Entries close July 24th with F. A. Ingalls, No. 189 Michigan avenue.

Last year we predicted that the mile record would be brought from 2.39 to between 2.30 and 2.35, probably about 2.32. How truly we prophesied was proved by Howell's 2.31 2-5. This year we have Hendee and others of the Lynn flyers doing practice spins in 2.30. We feel confident that when the Lynn track is fixed, Hendee will ride in about 2.28. The wonderful form shown this year by Furnivall, suggests what a sight for the gods would be a race on the Lynn path, between Furnivall and Hendee. But of course the amateur and promateur may never meet.

The Berkshire County Wheelmen elected the following officers on July 6th: President, E. H. Kennedy; Vice-President, J. N. Robbins; Secretary, W. S. Kells; Treasurer, H. G. West; Captain, C. C. Kennedy; First Lieutenant, W. H. Sheriden; Second Lieutenant, H. J. Grant. The fourth annual tournament will be held September 10th and 11th.

In the last installment of Thomas Stevens' story, in *Outing*, there was a particularly pretty little bit, which we extracted—without leave, be it said—and published under the headline: "Cupid Bends an Arrow on Thomas Stevens." A week later both the *Bulletin* and *Pastime* published the same extract. Of course Stevens' recital has become public property, and every one has the right to deprecate it, but we must take the credit of bringing into strong relief one of Stevens' quaintest, prettiest and at the same time most hazardous experiences—for he undoubtedly lost his heart to the Eastern minute—we mean hour.

The *Republican* thus describes the new home of the Springfield club: "The front room is the parlor and reception room. In the center is a heavy polished oak table, and on the walls hang some very handsome engravings. The free hand frescoing, which is the feature of this room, is sky-blue with flakey clouds, and was done by C. J. Hahn. The wall paper is a tint between blue and olive, with a frieze of cartridge paper. The draperies for the front windows are of Spanish madras. Opening out of the parlors is a small directors' room with a cherry desk and engravings. This is to be kept locked for the sole use of the officers. The parlor is separated from the general reading and sitting room by folding doors and portieres to match the window draperies. This room, which is the informal meeting room of the club, is finished in terra cotta and blue. A large business table occupies the center, and pictures of bicycle celebrities hang upon the walls. The carpets of both the parlor and reading room are heavy Brussels. The billiard room, which occupies the remaining space of the rear, is furnished with two tables, one for pool, and two cherry whist tables with chairs to match. The ceiling is frescoed, and has a frieze of cartridge paper. This room has a hard maple floor. Ash billiard-racks hang upon the walls, and private racks are to be furnished members. Out of the billiard room, which is very large and airy, is a coat closet and wash room. All the rooms are furnished with hard ash wainscotting and are heated by steam."



# THE WHEEL.

---

THIS IS THE MONTH  
THAT WE ARE RUNNING RECENT TESTIMONIALS.

---

YOU WILL NOTE A DIFFERENT ONE IN EVERY CYCLING PAPER.

---

Here is an Editorial Comment from the *American Wheelmen* for May, '86.

*"Gormully & Jeffrey's CHAMPION Bicycle is meeting with a remarkable sale, and it is not surprising, for the Champion is really a first-class wheel and is selling at a second-class price, viz: \$102.50. Some time ago we said in this column that the need of the hour was a first class wheel at a low price, and Messrs. Gormully & Jeffrey have promptly filled the breach, and are now reaping their reward. The Champion is just as handsome, just as staunch, and just as reliable as any wheel on the market, and sells from \$22.50 to \$32.50 less. Comment is needless."*

---

The foregoing is an honest unpaid for opinion of an expert who knows what he is talking about.

## THE AMERICAN CHAMPION

IS MANUFACTURED BY

GORMULLY & JEFFERY,

CHICAGO, - - - ILLINOIS.

MAKERS OF THE WELL-KNOWN

**American Cycles,**

Which are high grade machines at reasonable prices.

NEATEST CATALOG IN THE TRADE FREE.





Single Copies - - - - 5 Cents.  
 Subscription Price, - - - One Dollar a Year.  
 Clubs of Six, - - - - Five Dollars.  
 European Subscription, - - - 5 Shillings.

## Wheel Combination Subscriptions.

	PER YEAR
Wheelmen's Gazette and The Wheel	\$1.00
The Cycle and The Wheel	1.75
Bicycling World and The Wheel	1.50
Harper's Young People and The Wheel	2.00
Outing and The Wheel	3.00
Century and The Wheel	4.00
Atlantic Monthly and The Wheel	4.00
Harpers's Magazine and The Wheel	4.00
Harper's Weekly and The Wheel	4.00
Harper's Bazar and The Wheel	4.00
Pack and The Wheel	5.00
Princeton Review and The Wheel	3.00
Eclectic Magazine and The Wheel	5.00
Frank Leslie's Illus. Paper and The Wheel	4.00
Frank Leslie's Sunday Mag. and Wheel	2.50
Frank Leslie's Pop. Monthly and Wheel	3.00
Appleton's Pop. Sci. Monthly and Wheel	5.00
North American Review and The Wheel	5.00

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

### To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their papers regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL, should be addressed to the Company. Make all Checks, Express Money Orders, and P. O. Money Orders payable to CENTRAL PRESS & PUBLISHING Co. We cannot use stamps other than the two or one cent issue.

### WHERE IS THE MALFEASANCE?

The dense fogginess which seems to pervade the Massachusetts intellect, or at least that portion of it which finds expression in the press, in regard to Mr. Ducker's retirement, is wonderful to behold, and is a blot on the escutcheon of the city of culture.

We are told that no one in or near Boston "seems able to comprehend what reason President Beckwith could have had for taking the course he did. It is true that the League rules empower the President to remove any officer guilty of malfeasance," but where the malfeasance comes in, the Boston intellect is at a loss to comprehend. Then the said Boston intellect conjures up a mass of spread-eagle, declaration-of-independence literature, and flings it at the head of the unfortunate Doctor; to-wit: "This is manifestly unjust and contrary to republican government. The idea of boycotting a man because he dares to have and express ideas"—tremble ye sinners—"is a little too despotic, etc."

Now the whole question is, whether Mr. Ducker's recent actions were malfeasant or not. In the first place, he published in his own, and caused to be published in other papers, a long personal arraignment of Mr. Bassett, both being high officials in the League. The fact that he has recently apologized for this breach—as we are publicly informed he has—is sufficient proof that the attack was unmerited and unfounded. Failing in his attempt to reinstate the makers' amateurs—with which attempt we were heartily in sympathy—he conceives the idea of forming a new association. Now the platform or object of this association will determine whether there was any malfeasance or not. The A. C. U. was undoubtedly born of opposition to the League. It made a futile attempt to control racing, which was distinctly the province of the League, and any effort on the part of a League official to rob it of any of its privileges, is certainly malfeasant. The idea of asking the League to withdraw from the control of racing, was entirely an after-thought, only formulated after the constitution of the A. C. U. had been revised, upon the suggestion of *The Cycle* and *THE WHEEL*, and no matter how friendly may be the attitude of the A. C. U. at present, it can not be denied, that it carried matters with a high hand, until it found the new order of maker's amateur would not go down. Of course, we recognize that there are many things in League legislation and routine, to which we are not partial, but in this case, the President is right. How much better it would have been had Mr. Ducker stepped down and out, and devoted his energies to the A. C. U., the Presidency of which should have satisfied his ambition. But what his friends characterize as his "admirable stubbornness" stepped in, and instead of an apparently voluntary retirement, we have had dissension, recrimination, and finally an appeal to the Massachusetts Division members, the result of which may be unpleasant for its ex-Chief Consul.

### THE N. C. U. MEETING.

At the N. C. U. meeting, a summary of which appears in another column, two motions relating to the practical part of racing were brought forward. The reception they met with, and the reasons for which they were rejected, were amusing to onlookers, and disgusting to their supporters. The first favored the adoption of the "entry fee and acceptance system," and was fathered by no less a personage than the editor of *The Cyclist*. It provided that a man might pay a small entrance fee, and upon the publication of the starts, the full entry or acceptance fee, provided his allotment suited him. It was rejected because "it would lead to unsportsman-like actions, by inducing a man to

enter in several meetings, and then start in the events which promised the best results." This is the most illogical statement we ever heard, even among cycling legislators. If a man is liberal enough to pay several entry fees, it is called unsportsmanlike. If a man, who has beaten him in practice, is given more start than himself in a race, and he refuses to start, but goes to another meet, it is also unsportsman-like.

The other motion, to the effect that racing tricyclists be allowed a pusher-off, was fathered by that record breaker, P. T. Letchford. It was provocative of more or less levity among the great and good assembled, one addlepate inquiring if Mr. Letchford wanted a man to run with and push him all through a race. The chief reason it was opposed was, that if a pusher-off was allowed, the strain at starting would be removed, and the manufacturers would build the lightest of light machines. This would have a bad effect on the construction of tricycles, which would become in time very light, and very fragile. How the weight of feather-weight tricycles, built especially for racing, could have any effect on the weight and strength of road machines, was not stated by the brilliant who raised this question. A manufacturer will build his machines just light enough to strike the popular fancy, but not so light as to have them cracking up, and ruining his reputation. Another reason was advanced, that if the tricyclist was allowed a push-off, it would put the comparison of his performance with that of the bicyclist, on a more equal footing than it is at present. This idea was scouted as something sinful. Although it was stated that many racing men wanted a pusher-off, the motion was lost, which proves that racing men often don't get what they want, even when they appeal to an association of racers for the government of racing.

The riders of the Oranges are disgruntled over the passage of an ordinance requiring them to use a whistle or bell. Some of them think of giving the authorities a Roland for their Oliver, by organizing a party to ride through the Oranges about 2 A. M., to an accompaniment of bells and whistles, as provided by law, only the bells may be rather large, and the whistles may be full grown fog horns. It is said the authorities contemplate still further innovations, such as requiring every wheelman to wave a red flag bearing the legend, "Beware of me."

The accident to Stenken, in the Orange Wanderers' road race, and Smith's evident lack of condition, robbed that contest of some of the exciting and uncertain element, as these two men were expected to push Baird all the way. Several of the friends of either think they could have won, but this could easily be settled by another race. As these two men, and another of the men who fell, Meyers, belong to the Hudson County Wheelmen, we should suggest to that club the propriety of holding another championship contest.



## THE ENGLISH RACING PATH.

### FURNIVAL WINS THE MILE CHAMPIONSHIP.

Some 6,000 people visited the Jarrow track, at Newcastle-on-the-Tyne, on June 26th, to witness the decision of the one-mile amateur championship. The track is 479 yards in circumference, with four corners. Among the absent entries were Webber and English, both of whom are now laid up for repairs.

First heat—J. E. Fenlon, Gainsborough Cycle Club, 2.52 3-5; W. Wood, North Shields, Bicycle Club, 2.53 1-5. Second Heat—H. A. Speechley, Chelsea Bicycle Club, 3.0 4-5; J. Fleetwood, 3.05 1-5. Third Heat—J. Green, Burradon Bicycle Club, 2.58 2-5; J. M. Bow, Edinburgh Un., by six inches. Fourth Heat—P. Furnivall, Beretta Cycle Club., 2.47 1-5; C. E. Harling, Darlington Bicycle Club, 2.48. Fifth Heat—W. A. Illston, Speedwell Bicycle Club, 2.49 4-5s.; W. McAllister, Elswick Bicycle Club, 2.55 3-5. Second Round. First heat—H. A. Speechley, 2.46 4-5; J. E. Fenlon, 2.47 2-5; J. Green, o. Second heat—P. Furnivall, 2.43 2-5; W. A. Illston. At the first attempt, a spoke of Illston's machine broke at fifty yards, but Furnivall and Harling generously came back, and a second attempt was made, with Illston on a smaller machine. Illston cut out the pace till the last lap, when Furnivall rushed past, and, despite a determined struggle on the part of Illston, won by four yards. *Final heat*—Furnival (1) Speechley (2), Illston (3). At the crack of the pistol, Illston immediately went to the front, and cut out the pace for a couple of laps, when Furnivall passed by, but was in turn passed by Speechley, who rushed into the lead, the other two getting after him at a tremendous bat. About 100 yards from home, Furnivall made his final effort, and gradually gained on the spurt champion, passing him near the tape and winning by three yards, Illston five yards behind. Time. 2m. 46s. The result of this race puts Furnivall head and shoulders above the next best man in England.

SCOTTISH CHAMPIONSHIPS.—First meet decided at Glasgow on June 16th, in the presence of 1,500 people. One mile—J. M. Bow, 3.28; T. Lamb by four yards. Five miles tricycle—J. M. Inglis, 18m. 17 1-5s.; Andrew Hutton, by 25 yards. Second meet, decided on the 23d, at Edinburgh. Wind very strong. One mile tricycle—J. M. Inglis, 3.17 2-5th; A. Hutton second. Won easily. Five miles bicycle—J. G. Patterson, 15.41 2-5; J. F. Fergus, by eighteen inches.

A BATCH OF RECORDS—A number of good performances and records characterized the Long Eaton Athletic Society's meeting, held on June 26th, 5,000 people being present. In the mile handicap Buckingham got a remarkable pace out of his safety, riding 100 yards behind 2m. 36s., equal to 2.46, or seven seconds inside record. The one mile tricycle handicap was won by E. H. Taylor, 135 yards, in 2.46 4-5, which is the best handicap time ever made. In this event F. W. Allard allowed 35 yards, started from scratch for a go at the record. The officials thinking he had started from the handicap mark, measured that distance behind the tape and prepared to time him

there. Allard finished four yards behind the winner of the handicap—2.46 4-5—and then slowed up, but the officials shouted to him to go on, and he finished the mile and 35 yards in 2.51 3-5. The record is 2.55 1-5, and Allard's performance was by far the best mile ever accomplished. Somewhat later in the day, he again essayed to beat record, He succeeded, riding in 2.54. In the two miles safety handicap, J. Lee—45 yards start—won the handicap in 5.47 1-5, and riding 45 yards over, finished the two miles in 5m. 52s., beating previous record by one second. In the two miles tandem handicap, R. Cripps and B. Ratcliff started from scratch and finished second in 5.38 3-5, beating record some ten seconds. This track was recently constructed and is considered the best in England.

At the London Bicycle Club's meet, F. J. Osmond and S. E. Williams won the two miles tandem race, best time, 5.55 2-5, which beat record 3-5 seconds, but which was, in turn, beaten by Cripps and Ratcliff. At this meet some fast work was done on the two wheelers. The two miles handicap was won by D. M'Rea, 100 yards start, in 5m. 25 3-5s. In the first heat of the mile handicap, F. J. Osmond, the new crack, rode twelve yards behind 2m. 38 3-5s. The final was won in 2.34. The two miles scratch race developed two good men in Smith and M'Rea, the former winning by four yards in 5m. 37 3-5s. E. M. Mayes made an attempt to lower the one mile bicycle record, but failed by 2-5 seconds, riding in 2.39 4-5.

### THE ILLINOIS DIVISION RACE MEET.

The annual race meet of the Division was held on Monday, July 5th, at Cheltenham Beach, near Chicago, in connection with the World's Pastime Exposition, now being held there. Some 3,500 people passed into the enclosure. The arrangements were very poor, there being no seats for scorers or other officials, and no shelter from the hot sun. Nevertheless the races were well managed, and the meeting was run off without a hitch.

The officers were: Referee, Frank E. Yates; Judges, Major William Durell, John C. Ellis and C. F. Vail; Timers, E. H. Sleight, Edwin Oliver and Samuel Miles; Starter, T. S. Miller; Umpires, W. O. Mumford, H. B. Heywood and B. B. Ayers.

One mile novices, gold and silver medals—C. B. Pierce, Chicago, 3m. 1s.; J. M. Crennan, Chicago, by two lengths; H. W. Greenwood, St. Louis, o; N. E. Lindquist, Mennekannee, Wis., o. Pierce took the lead at the half mile and held it to the finish.

One mile, Chicago and St. Louis riders; gold watch and gold medal—A. A. Hart, St. Louis, 3m. 6¼s.; N. H. Van Sicklen, Chicago, 2. Hart remained behind, allowing Van Sicklen to cut out the pace, which was very slow; so slow, in fact, that at the three-quarter mile post, the St. Louisan dashed past and had a lead of eight yards on the Chicagoan. Chicago whooped her up, but St. Louis also commenced the whooping process, and crossed the tape four yards in the Van, or rather, ahead of the Van.

Two miles handicap; gold medal and L. A. W. pin—J. P. Heywood (10 sec.) 6m. 26¼s.; C. B. Pierce (20 sec.), by four yards; S. P. Hollingsworth (scratch), third; M. D. Wilbur (25 sec.), o; H. W. Greenwood (10

sec.), o. The race between Pierce and Heywood was interesting. The scratch man was never in it.

Two miles, 7.15 class; L. A. W. pin and silver medal—A. A. Hart, 3.24½; 6.24 1-8; C. B. Pierce, by ten yards; S. P. Hollingsworth, by ten yards; M. Bobeer and H. W. Greenwood fell on the first lap. The men all had turns at the captaincy. The pace was steady throughout, but the race was decided on the last lap.

One mile tricycle State championship; gold medal—N. H. Van Sicklen walked over in 3m. 20s.

One mile bicycle State championship, gold medal—J. P. Heywood, 3m. 1 1-8s.; J. M. Crennan, by a long ways; R. G. Surbridge gave up 300 yards from home. Heywood won as he pleased.

One mile, 3.10 class; gold and silver medals—A. A. Hart, 3m. 11½s.; C. B. Pierce, by several lengths; W. H. Wylie, o; N. E. Lindquist stopped at three-quarters of a mile. Hart won as he pleased, riding the last quarter in 39½ seconds.

Three miles scratch; water set and gold medal—N. H. Van Sicklen, 10m. 9½s.; S. P. Hollingsworth, nowhere; a mere procession.

Five mile State championship; gold medal—C. B. Pierce, 17m. 25½s.; J. M. Crennan, by two yards. A sleep-producing procession, brightening up on the last lap.

One mile handicap; two gold medals—J. P. Heywood (scratch), 2m. 59s.; S. P. Hollingsworth (scratch), by two yards; C. G. Heywood (10 seconds), close up; M. D. Wilbur (10 seconds), o; W. S. Webster (scratch), o. This was the best race of the day. The long-start men pedaled off like frightened hares, and had got a long lead when the scratch men were slipped after them. Hollingsworth and J. P. Heywood caught the long-markers in the home stretch, and a lively struggle for the tape in which Heywood was once pocketed, but came out again, resulted as above.

One mile scratch—N. H. Van Sicklen, first, on a claim of foul; A. A. Hart, finished first in 2m. 55¾s., which was far and away the best time of the day. This was another battle between Chicago and St. Louis. Van Sicklen was again allowed to make the pace, and he careered around the track at a great pace. Again at the three-quarter post, Hart put in a phenomenal spurt, and put himself five yards in front of Van. Coming round the last time, Van Sicklen was but two yards behind. Hart swung wide, and Van Sicklen turned in very close, and spurted for home on the inside. Hart, however, veered over into his course, compelling him to turn out, but no sooner was he again under way than Hart repeated his manœuvre, making straight across the track, compelling Van Sicklen to slow up close to the tape. The judges very properly awarded Van Sicklen the race; a decision which was unsatisfactory to the St. Louisan and his friends.

One mile consolation—W. S. Webster, 3.10 1-8; C. S. Heywood, by two yards; W. H. Wylie. Webster trailed after the others, letting out on the home stretch.

Kirk Corey pushed his Rudge to the front in the one mile bicycle race, held at the 5th of July celebration in Brookline, Mass. It was on this same track that his brother Harry won his maiden race five years ago.



## "YE CHAMPION."

An English contemporary—we wont mention its name, because it has several times published insulting personal remarks about us, and this comment might be looked upon as a sort of retaliation—published a poem called "Ye Champion." We can scarcely wonder why racing and racing men are regarded with contempt, when they allow, or at least do not resent some of the bosh published about them. The champion in this case happens to be Percy Furnivall, a polite, level-headed, decent young fellow. But the poet—F. F. S.—who has at times produced some really good verses, tells us some funny things about him. "Peerless he stands," exults the scribe, and we wonder why in the name of common sense he doesn't sit, or whether he ever sits. Then follows that aged chestnut about the "steed of steel." This pioneer has now done good service, it is hoary and time-worn, and should be retired, on half-pay, if it must be. Then comes a lot of trash about rich in qualities that make a man. Famed by his worth and matchless in his might. We will give the poor fellow a light if it is such a very bad case. And farther on we are told, "Upon that name which cyclers proudly hail, rests no unworthy stain. No blot to pale, no flaw to dim the lustre, or to shade, its lasting glory, time will never fade." Such lines as these might be applied to a sainted martyr, who had saved his country from destruction; but when applied to a bicycle champion, it is about as bad as treating a starving man to ice cream in mid-winter. We cannot believe his glory will never fade; indeed we have no doubt that this poet would hail a new champion, with just such salvos as he has worked off on Furnivall, and perhaps if there was more money in it he, would lay on the glory to any thickness desired. We anxiously await the appearance of the next edition of the contemporary referred to. Now that Speechly had ridden a mile in 2.34 4-5 we look for some especially brilliant doddering.

## THE MILLVILLE RACES.

On the fifth of July the Millville, N. J., Bi. Club, held their annual race meet, 2000 people being present. The following is a summary of the events.

One mile scratch—George D. Gideon, Germantown C. C., 2m. 52s.; W. J. Wilhelm, Reading, 2m. 52¼s.; E. P. Baird, Orange, 0; C. S. Stevens, Millville, 0.

One mile handicap—Thomas Hand, Millville, (21 sec.) 2m. 59s.; J. B. Pearson, Vineland, (16 sec.) 3m.; James J. Potter, Camden, (12 sec.) 0; Louis A. Hill, Philadelphia (12 sec.) 0.

One-quarter mile scratch—Geo. D. Gideon, 41 1-2s.; C. S. Stevens, 42 1-4s.; W. J. Wilhelm, 0; L. A. Hill, 0.

One mile novices—L. A. Howell, Millville, 0; W. H. Shull, Bridgeton, 0.

Two mile, district championship—J. B. Pearson, 6m. 24¼s.; J. J. Potter, 6.38¾.

Three miles lap race—E. P. Baird, Orange, 9m. 50s.; W. J. Wilhelm, 9m. 53s.

One mile, boys under 16—Blanchard, 3m. 26s.; Duckett, 3m. 28s.

Three miles handicap—Hand, (75 yards) 16m. 24¼s.; E. P. Baird, (scratch) 17.28½.

One mile consolation—Weaver, 3m. 27s.; Justice, second.

## RACING AT WINONA, MINN.

One of the features of the "fourth"—in this case the fifth—of July celebration, was the race meet held on the Lacrosse grounds, by the Winona B. C. Summary.

One mile professional, heats, best two in three—First heat: Grant Bell, 3.12 1-5; R. H. Spear, 3.13 1-5; J. W. Snyder, 0. Second and last heat: Bell, 3.34; Spear, 3.34½.

One mile amateurs—H. C. Schroder, 3.13 4-5; E. A. Savage, 3.16½; L. C. Kittson, 0.

Five mile professionals—Grant Bell, 18.1 2-5; R. H. Spear, 18.4½.

One-half mile, club—J. R. Marfield, 1.30 1-5; J. J. Willson, 1.32½; E. C. Smith, 0.

One-half mile scratch—First heat: L. C. Kittson, 1.35 3-5; H. C. Schroeder, second; J. R. Stockdale, 0. Second heat: E. A. Savage, 1.32; B. C. Lund, 1.32¼. Final heat: Schroeder, 1.28; Savage, 1.28½.

One mile club—J. R. Marfield, 3.07 2-5; J. J. Wilson, 3.15 3-4.

## NATIONAL CYCLISTS' UNION MEETING.

Just at this time, when racing on this side of the pond is in such an unsettled condition, the meeting of the English legislative racing body possesses peculiar interest. The meeting was held in London on June 26th. After adopting the report of the Executive Committee, and referring to the opening of Richmond Park to wheelmen, the Records Committee submitted a long report, of which we give a summary. Notice of a proposed attempt to lower or establish a record, must be sent to the Secretary of the committee at least seven days ahead, except in the case of competitions which have been publicly and properly advertized. Considerable objection was made to the "seven days notice" provision, and a clause was added to the effect. "That power be left to the committee to dispense with the notice, in any particular case they thought fit." No records made on Sunday will be recognized, except in case of a road record lasting over six days. No road record under fifty miles will be recognized, and if any portion of a road is ridden over more than twice, the record will not stand. Claims for record must be made fourteen days after the performance, by the person who made the record. They must be accompanied by all the details. The entire onus of the proof shall be with the claimant, though the Committee may procure and use any evidence bearing on the records in question. The report as amended was adopted.

An important motion was made in the name of H. Sturme, viz: "That the Union approves of the entrance fee and acceptance system." That is, a club should charge a small entrance fee, and if the handicap allowed was acceptable, the starter should pay the regular entry or acceptance fee. It met with great opposition, on the ground that a man would enter in several meetings on the same day. The motion was lost. P. T. Letchford moved, "That from this date, competitors in tricycle races be allowed a starter." Mr. Letchford argued that competent authorities had informed him that the strain in starting a machine was fifteen times greater than that of merely propelling it. He had seen many machines disabled at the start, and every racing man to whom he had spoken agreed that it was time a starter was

employed. Mr. Wilson opposed, on the ground that such action would be very detrimental to the construction of tricycles, as makers would be encouraged to build frail machines. Mr. Griffin favored the motion; first, for the reduction of the strain, and secondly for the comparison of the times between two and three wheelers. He stated that it took a tricycle rider from five to eight seconds to cover the first twenty yards of a race. After several of the members had made funny (?) and sarcastic (?) remarks, and were taken to task for the same by Mr. Griffin, the motion was lost by a vote of 36 to 20. The meeting then adjourned.

## THE ROAD vs. THE PATH.

Considerable has been said about racing being the only scientific part of bicycling, and that road riding and touring was so utterly commonplace, that nothing particularly creditable was attached to it. As no one has taken up the pen in defense of the latter, we want to do it, and remind our racing friends that a ride of one hundred miles a day over an ordinary road, without taking a tumble and without any muscular inconvenience, is quite as creditable as getting inside of three minutes. It is because the roadster accomplishes his splendid feats quietly and says nothing about them, while the racing man does his in public, that the latter catches all the praise. Hence, we have the press making statements to the effect that on the racing department must depend everything that makes wheel life worth living. The feat of Mr. Williams, of riding 5,000 miles without a fall, is something to place alongside a fast racing record. Staley and Mead toured from Columbia, Ohio, to Chicago at ninety miles a day, while Buffalo wheelmen have made the entire length of the State of New York at a greater mileage per day than this. Ribolla and Bishop rode from Chicago to New York (?Ed.) in one day, ninety miles through sand. The grandest of all cycling achievements was the century ride of Cola Stone, from Coburg out to Kingston, on the Big Four tour. That was a thing requiring nerve, strength and skill, worthy to be cut in marble. Place the best racing time alongside Cola's great century feat, and it will take second place on all the athletic points which we admire. Yet he was beaten on the path.

It is a rare and beautiful skill, indeed, that gets a modern racing record. It is the elegant side of wheeling. But the road rider who will coast Soloman Hill in the dark, mount Son-of-a-Gun without straining, or do DeSoto with the least number of dismounts on record, is entitled to a seat right alongside George Hendee. That racing is on top with us, is because our roads are not what they should be. One cannot ride from St. Louis to Chicago, and if a big tour is taken, it must be sliced here and there, with railroad portages between. Abroad we hear of wheelmen continually journeying from one end of Europe to the other at one hundred miles, more or less, a day, and enjoying it hugely. The supreme admiration seems to rest with the man who makes the best locomotive out of himself, while to America is yielded the racing palm. No doubt, if one could ride over perfect roads from Chicago to New York a stream of wheel migration would ensue, and the kingpin of wheeldom would be the roadster with staying powers."



## THROUGH THE NEW FOREST.

Where to go for the Easter holidays was the great question that agitated L—— and myself, assembled in solemn conclave. We had previously "done" Cornwall on a walking tour. A suggestion that we should run over to Paris was vetoed on the score of not having time enough, nor was the weather yet sufficiently warm for boating on the Thames. Other proposals were discussed and negatived, when a happy thought occurred to L——. "Why not cycle down to the New Forest?" said he, and there being no reason to the contrary, this plan was adopted.

We were both "Cockneys," living in a suburb in the north of London. I may here remark that a Londoner possesses many advantages, in cycling matters, over a citizen of New York. Most of the principal streets are paved, and *well paved*, with wood; some are asphalted. All are rideable, which is more than can be said of New York; and, as the horse car is banished from the better streets, crowds of cyclers can be seen threading their way through the heavy traffic of cabs, carts, and omnibuses. The tricycle there is not merely for recreation; it is used for business. The "Carrier" tricycle is already largely used (and its use is daily extending) for delivering light merchandise, such as newspapers, millinery, groceries, and even milk, and in the evening you may see *paterfamilias* pedaling his way homeward from the smoky city.

As I had another friend, B——, who was going to Devonshire, I agreed to accompany him a part of the way, meeting L—— the next day. We lit our lamps and left smoky London at 8 p. m., Thursday night, going across Wimbledon Common, classic ground for riflemen, skirting Richmond Park, and passing through Kingston on Thames, so called from a large stone, still religiously preserved, and credited by tradition with having been used as a throne, on which several Saxon kings were crowned during the heptarchy.

Here we crossed the Thames, and, the moon having risen, we enjoyed a delightful ride by its banks for several miles, passing Hampton Court Palace, an old Tudor pile, built by Cardinal Wolsey for his own use, but who judiciously presented it to his royal master, King Henry VIII., on a hint from that much-married man that it was too splendid for any subject. It is now used to provide free lodging for indigent members of the British aristocracy, a poor-house for the upper ten thousand.

Finally quitting the Thames at Staines, ascending the long hill at Egham, passing Virginia Water and Windsor Forest, haunted by the shade of Herne the hunter, we crossed Bagshot Heath, notorious in the old pre-railroad days for its highwaymen, and arrived at the sleepy little town of Bagshot, at about 11 p. m., having come 26 miles. Here we at once made for the principal inn, and indeed the only one of any consequence, only to find every bed and sofa occupied; even the billiard table was pressed into service, and the stables were crowded with bikes and trikes. Mine host was sorry, very sorry, but what could he do? Doubtless we should find accommodation at the "Bell," a little lower down the village. We tried the "Bell," but with no better result. The situation was getting serious, and we were thinking of pushing on, with the hope of finding the shelter of a friendly barn, when a woman's

head appeared from the top window of a rather large thatched cottage. "Be you gentlemen looking for a night's lodging?" "Why, certainly," was our ready response; and as the cottage looked clean and neat we congratulated ourselves. On getting inside we were surprised to hear quite a concert of snoring, apparently proceeding from all parts of the house.

Our bedroom was not exactly a luxurious apartment—bare whitewashed walls, iron bedstead and very scant furniture, including part of what had once doubtless been a comb and a fragment of glass, to which the quicksilver still adhered in places. Still, the room seemed to be clean, and as it was our only chance of shelter that night we were not inclined to be over-particular. The snoring somewhat disturbed us—it must have proceeded from 40 or 50 men at least,—deep basses, reedy tenors, occasionally varied by a snort, when some half-drunken fellow was disturbed in his dreams of happy childhood, and gave vent to his pent-up feelings in language which was more commendable for its vigor than its elegance. By this time we realized where we were. The large cottage, with its picturesque thatched roof, suggestive of rural felicity, was nothing else than a common lodging-house, patronized by tramps and vagabonds, many of whom would, no doubt, have knocked us on the head with the greatest pleasure in the world for the sake of the money we carried with us—a sum not very large, but still sufficient to support two or three tramps in a blissful state of fuddle for some weeks.

Under these circumstances we simply lay down on the bed and snatched a few hours' sleep; rose at five (our fellow-tramps being still in the arms of Morpheus), and settled our hotel bill, which amounted to 3d. (6 cts.) for the two of us; this was an extortion, as the regular price was only 1d., but we paid without grumbling, and, mounting our machines, rode on for ten miles, when we came to a roadside inn and ordered breakfast.

(To be continued.) T. I. B.

## THE ILLINOIS L. A. W. DIVISION MEET.

The annual business meeting of the Illinois L. A. W. Division was held in Chicago on July 3d. The morning and early afternoon were spent in short runs. Although the meeting was announced for five o'clock, it was fully an hour later when Chief Consul Blake called it to order. After reading the minutes of last meeting, which were accepted, the Treasurer reported a balance of \$173.74 on hand. The Secretary then read a long report, which was adopted. The election of a Secretary-Treasurer was now in order, and Mr. Ayers being the only nominee, he was unanimously elected by a thunderous "aye." The adoption of the *Sporting Journal* as the official organ for the Division was endorsed. The new Racing Board was appointed, consisting of L. W. Conkling, Chicago; Charles F. Vail, Chicago; Freeman Lillibridge, Rockford; E. N. Wilcox, Genoa, and H. H. Munger, Chicago. After appointing a committee to confer with the Commissioners of Lincoln Park, the meeting adjourned.

A banquet was given in the evening, commencing at seven o'clock, after which the wheelmen inspected the exposition grounds. The feature of Sunday was a run to Pullman, Ills., starting from the Leland House at 10.30 A. M.

## HUB HAPPENINGS.

The retirement of Chief Consul Ducker, and the war between that gentleman and President Beckwith still occupy the attention of wheelmen about town, some of whom stick by Ducker, while others champion Dr. Beckwith. The *Globe* of last Sunday published a column interview between one of its representatives and the President of the League. Nothing new is developed however, Dr. Beckwith reiterating his opinion that the presidency of the A. C. U. and the chief consulship of the Massachusetts Division were incompatible, and that he was urged to declare the latter office vacant by a number of prominent Massachusetts wheelmen; meanwhile the meeting which Mr. Ducker has called for next Saturday, for the purpose of protesting against his retirement, is looked forward to with intense interest. Ducker's forces are "rallying 'round the flag boys," and will undoubtedly turn out *en masse*, so that it is probable a very strong protest will be made against President Beckwith's action. But the meeting will not be legal, and Ducker's enemies are making every effort to keep away as many wheelmen as possible. Whatever may be the result of the meeting, it will avail nothing, as Dr. Beckwith announces that he will take no cognizance of its action.

From a number of names submitted to him Dr. Beckwith has selected Mr. Herbert Hayes for the Chief Consulship. Mr. Hayes is a member of the Cambridge club, and is reported to be a gentleman, an active worker, and a staunch League man, and his nomination will doubtless give general satisfaction.

The Columbia team are taking a long furlough previous to their preparations for Fall tournaments. Hendee is at the New Marlboro, while Knapp and Rowe are sniffing the sea breezes along the North Shore. Who wouldn't be a promateur? Their mentor, Asa Wendel has just returned from a visit to his home in Canada, and their *fidus achates*, A. L. Atkins, is summering down Cape Cod Bay.

A. H. Overman leaves for Europe on Thursday—yesterday.

The Springfield and Lynn Clubs have voted to forbid racing on their tracks on Sunday.

F. A. Ellwell's Blue Nose tour will leave Boston next Friday—to-day—for a twelve days' tour down the St. John's river.

A. E. Pattison of the Pope M'f'g. Co., has just been appointed an L. A. W. representative.

The Hartford Wheel Club will remain in the League, but it has also voted to join the A. C. U.

The Boston Bi. Club is already making preparations for its annual 100 miles road race. Last year this race was won by Weber in remarkable time, but on re-measuring the course, it was discovered to be several miles short. This year care will be taken to avoid any such muddle.

W. W. Stall says that when the cooler breezes of Autumn rustle through the apple trees, he may, with his wife, attempt a twenty-four hour tandem record.

At a meeting of the Massachusetts Club, held last week, several new members were admitted to membership, and the club was reported in a flourishing condition.



# THE WHEEL.

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.



## A Bicycle

FREE.

The Vermont Bicycle free to all who send name on postal, with names of 5 Intending Bicycle buyers. Most newsy monthly. All like it. 10c. to Jan '86, in club 50 for 50c to Jan '86. 8 large pages. VT. BICYCLE, W. Randolph, Vt



THE ONLY perfect substitute for MOTHER'S milk. Invaluable in CHOLERA INFANTUM, Teething, DIARRHŒA and all diseases of children. A predigested food for Dyspeptics, Consumptives, Convalescents, &c. Perfect nutrient in all wasting diseases. Requires no cooking. Keeps in all climates. Sold everywhere. Our book "The Care and Feeding of Infants," MAILED FREE. DOLIBER, GODDARD & CO., Boston, Mass.



THEOPHILUS WOBBLE'S

Trip around the World on a Bicycle.

ILLUSTRATED.

Commenced in Texas Siftings,

JULY 3d, 1886.

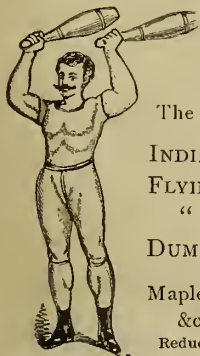
FOR SALE BY ALL NEWSDEALERS.

BACK NUMBERS CAN BE OBTAINED FROM

TEXAS SIFTINGS PUB. CO.,

240 BROADWAY,

— NEW YORK. —



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.

ONLY \$4.00

ONLY \$4.00

for a pair of Punnett's celebrated Jersey cloth knee breeches. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNETT, Merchant Tailor,  
ROCHESTER, N. Y.

BOSTON SPORTING SHOES.

Pat'd Aug. 1, '82.



Bicycle.

Base Ball.

Sprinting.

Gymnasium.

STRICKLAND & PIERCE,

156 SUMMER ST.,

BOSTON.

## 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.**

I have a large riding hall, where I teach bicycling free to purchasers and at reasonable rates to others.

I have a well equipped repair shop and guarantee our 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 arguments 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 entirely 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 interest 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.



# THE WHEEL.

## 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.



## NERVOUS DEBILITATED MEN.

You are allowed a free trial of thirty days of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances for the speedy relief and permanent cure of Nervous Debility, loss of Vitality and Manhood, and all kindred troubles. Also for many other diseases. Complete restoration to Health, Vigor and Manhood guaranteed. No risk is incurred. Illustrated pamphlet in sealed envelope mailed free, by addressing

VOLTAIC BELT CO., Marshall, Mich.

**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. =

## NOW IS YOUR CHANCE.—A CLEARANCE.

38-in. Otto, painted, in good order	\$15 00	paralled bearings	\$50 00
34-in. Eclipse, painted, new	25 00	50-in. Standard Columbia, painted, cone bearings	40 00
38-in. " " " "	30 00	52-in. Expert Columbia, nickeled wheels, bargain, 1885	80 00
42-in. " " " "	37 50	52-in. American Club, full nickel, ball all around	85 00
46-in. " " " "	47 50	54-in. D. H. F. Premier, enameled	75 00
42-in. Standard Columbia, painted, good order	35 00	54-in. Expert, full nickel, balls all around, 1885	85 00
46-in. Standard Columbia, painted, good order	40 00	54-in. American Challenge, new enameled	76 00
48-in. Standard Columbia, full nickel almost new	60 00	Rudge Tandem	150 00
48-in. Harvard, painted, ball bearing	45 00	Genuine Humber Tandem, new, lamp and bell	235 00
50-in. English, Nickeled, backbone and fork, balls all around	75 00		
50-in. Standard Columbia, painted,			

## T. HUNT STERRY,

IMPORTER AND DEALER,

435 Flatbush Ave., Brooklyn, N. Y.

## BICYCLE MEDALS.

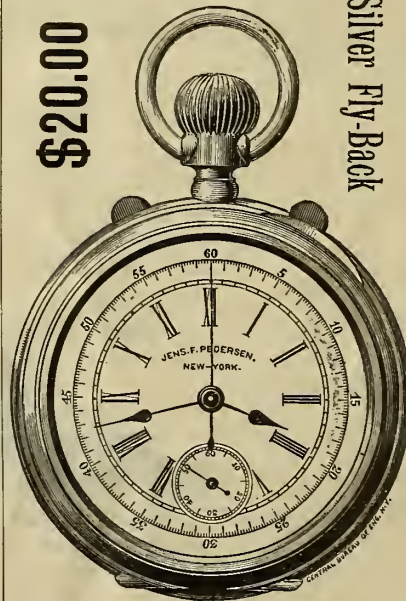
## ATHLETIC MEDALS.

## LAWN TENNIS. MEDALS.

## CLUB \* BADGES.

Jens. F. Pedersen,  
MANUF'G JEWELER.  
1 1/2 MAIDEN LANE,  
— N. Y. —  
MAKER OF THE L. A. W.  
Championship Medals.

\$20.00



Silver Fly-Back

## TWENTY DOLLARS!

For the latest, lowest 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.

1 1/2 MAIDEN LANE,  
NEW YORK.

# One Year's Subscription to "THE WHEEL" FREE! FREE! FREE!

Of course every intelligent wheelman wants to read one or two of the best Wheel papers, and every cultured wheelman wants to read one of the best weekly or monthly magazines, such as *Outing*, *Harper's* or *Leslie's Weekly*, *Puck*, *Harper's Magazine*, *The Century*, etc. By subscribing to any of the following publications, through us, you save the subscription or news agent's commission, and receive a copy of THE WHEEL without extra charge.

## JUST LOOK AT THESE

## REMARKABLE COMBINATION OFFERS!

### SENT FOR ONE YEAR.

Wheelmen's Gazette and the Wheel	-	-	\$1.00
The Cycle and The Wheel	-	-	1.75
Bicycling World and The Wheel	-	-	1.50
Harper's Young People and The Wheel	-	-	2.00
Outing and The Wheel	-	-	3.00
Century and The Wheel	-	-	4.00
Atlantic Monthly and The Wheel	-	-	4.00
Harper's Magazine and The Wheel	-	-	4.00
Harper's Weekly and The Wheel	-	-	4.00

### SENT FOR ONE YEAR.

Harper's Bazar and The Wheel	-	-	4.00
Puck and The Wheel	-	-	5.00
Princeton Review and The Wheel	-	-	3.00
Eclectic Magazine and The Wheel	-	-	5.00
Frank Leslie's Illustrated Paper and The Wheel	-	-	4.00
Frank Leslie's Sunday Magazine and Wheel	-	-	2.50
Frank Leslie's Popular Monthly and Wheel	-	-	3.00
Appleton's Popular Science Monthly and Wheel	-	-	5.00
North American Review and The Wheel	-	-	5.00

Send for sample copy. It won't cost you anything.

## CENTRAL PRESS & PUBLISHING CO.,

P. O. Box 444,

12 VESEY STREET, NEW YORK CITY.



## SPOKES.

Take a peep at the Pope Company's record ad. on the back page.

The Rudge took four prizes at the Montreal races, and three on Boston Common, July 5th.

John S. Prince beat the trotter "High Wind" in a five mile race at North Adams, on Tuesday, winning by twenty yards, in 16m. 39s.

E. P. Baird won the Orange Wanderers ten mile open road race, held Saturday July 10th, on a 53-inch Rudge Light Roadster. Time, 36.51 1/2.

J. H. M.—We know of no fifty mile road race held in this state, except the Ixion's annual Decoration day fixture, which is open to club members only.

The Board of Officers of the Pennsylvania Division have accepted the Williamsport Wheel Club's invitation to hold the Division meet at Williamsport, on Thursday, August 19th.

The Harlem Wheelmen will probably hold a race meeting at one of the local athletic tracks in September. They will try to secure some State championship for the occasion.

Mr. F. A. Phillips, of the Harlem Wheelmen, sailed for Europe on Saturday, July 10th, for a short pleasure trip. His many friends saw him off, and wished him a pleasant voyage.

Score one for Mr. Ducker—"A dude editor of an English paper says that Ducker's name is mud. The only resemblance to mud possessed by Ducker is that he sticks." Boston correspondent in *Sporting Journal*.

Wanted—A first class "circulation" swearer of undoubted experience. A man who does not mind trifles like perjury, and who can swear holes through a stone wall preferred. To such a one a permanent position is offered. Apply at this office.

Mr. E. J. Halsted, of the Harlem Wheelmen, who recently rode 104 miles in 10 hours and 2 minutes, elapsed time, and 9 hours and 7 minutes actual riding time, will soon try to make 130 miles, and secure his hold upon the handsome club medal for the best 24 hour road record.

At the Brooklyn A. C. games held last Saturday, A. B. Rich won the three miles handicap, from scratch, in 9m. 43 1-5s.; E. C. Parker, 275 yards start. second by ten yards; E. J. Halsted, 300 yards, by a yard. A number of riders will compete at the Staten Island games, which are to be held at West New Brighton to-morrow, at 3.30 p.m.

"If the obstacle is too large, so that the wheel is not carried over, the force of the fall is lightened, as the centre of revolution is transferred from the hub to the obstacle to the ground; and the sweep followed by the saddle is much longer, thus giving more time to save one's self." *Foot's anti-header* is the simple contrivance which accomplishes this.

In our advertising pages will be found a card from Messrs. Cassell & Co., who are now publishing a weekly series, comprising the most profitable books of the age. Each volume costs but ten cents, and a yearly subscription calling for fifty-two volumes costs \$5.00. A glance at the list of books already published is sufficient guarantee of the value of the series.

Abbot Bassett, President of the League of American Wheelmen, stopped in this city for a few hours Wednesday, and had a conference with Henry E. Ducker, President of the American Cyclist's Union, at the Massasoit house. Something favorable for the infant organization must have occurred, as Mr. Ducker said with a smile yesterday, while speaking of his chat with Mr. Bassett, "the A. C. U. is going to live."—*Springfield Republican*.

A new club, called the Century Wheelmen, has been organized in Philadelphia. Its officers are: President, Kirk Brown; Vice-President, C. A. Snyder; Secretary-Treasurer, Edward L. Smith; Captain, W. S. Allen. The club has secured a house at No. 1612 Park avenue, which they have had elegantly fitted up. The lower floor will be used for the storage of wheels. The second floor will contain the dressing room, and bath rooms, and a large reception room. On the third floor will be situated smoking and billiard rooms.

"It acts, when in position, by preventing the forks from moving forward faster than the top of the wheel. When the wheel encounters an obstacle and the forks attempt to swing forward, they are clamped, momentarily, to the rim and carry the wheel forward and over the obstacle, if it is not too large. As it offers no obstruction at any time to the forward motion of the wheel, if the latter is carried to the top of the obstacle before the rider passes a vertical line through the axle, it will roll on and he will not fall."—*Foot's Anti-Header*.

The Secretary of the Berkshire County Wheelmen writes us: "Our club now numbers forty-one members, and we are in splendid condition financially and otherwise. We propose to keep at the front in racing matters, and this year will try a two day's race meet. By continuing our highly liberal scale of prizes, we hope to attract a goodly number of "fliers," as we have heretofore. We have not yet left the League, and trust that racing matters will be adjusted so that we may race under L. A. W. rules, and not be obliged to leave the parent organization."

"Mr. James Ricalton, the gentleman who has started on a trip through Russia, as a correspondent for *Outing*, is a resident of Maplewood, near Orange. He has constructed, during the past winter, a sort of push cart to carry his rifle, food, oil stove, camera and photographic outfit, which is unusually complete. He has a rubber covering that will convert his cart into a tent, dark room for photographing, or boat when he takes to the water. He has lectured a number of times before the New England Society of Orange, is an extensive traveler and an interesting writer. His articles will will be a strong feature for *Outing*."

The American Express Co. has just put into operation an express money order system, which promises to be the best means of remitting money. The company has made arrangements with the United States and Wells, Fargo & Co., and now has 10,000 offices at which orders can be brought. The charges are; anything up to \$5, 5 cents; \$5 to \$10, 8 cents; and like proportionate rates for large sums. The remitter gets a receipt for his money, the value of the orders cannot be raised, and they are accepted at banks without any charge. It is an especially

good method of remitting subscriptions, and we commend it to our readers.

"Ten hours of a hot summer's day which belonged to X M Miles on a Bi.," writes Karl Kron to us July 9, "have just been spent by me in formulating a protest for the *L. A. W. Bulletin*, which I assume will print it on the 16th or 23rd, and which I wish every patron of THE WHEEL would read. The protest concerns the atrocious act of the Orange Wanderers' in formally urging the local authorities to threaten a fine of imprisonment against every innocent tourist who may stray into the sacred haunts of the Orange riding districts, without bell or lantern. No such deadly blow at cyclers' rights has ever anywhere been taken before by a club possessedly friendly to the pastime."

The members present at the meeting of the Board of Officers of the L. A. W., held at Oraton Hall last Wednesday, were Chief Consul Johnson, Mr. Zacharias, of Orange; Dr. Wright, of Montclair, and Dr. Brown, of Elizabeth. Owing to some misunderstanding, there was not a quorum present, and no business was transacted. The feasibility of a side path along the highway or railroads connecting Philadelphia and New York through New Jersey, and constructed under the direction of the League, was discussed. The ordinance of the West Orange Township Committee, compelling all cyclers to carry a lamp was unfavorably commented upon, but since the authorities desire it, the Board will endeavor to have the law observed.

## FIXTURES.

- JULY 16-28.—Blue Nose Tour.—F. D. Elwell, Portland Me.
- JULY 22.—Genesee Bi. Club's annual tournament at Rochester.
- AUGUST 19.—Penna Division; Annual meet and races at Williamsport.
- AUGUST 26-28.—Cleveland Bi. Club's race meet.
- AUGUST 28.—Annual meet and races of N. J. Division at Millville.
- SEPT. 3-4.—N. Y. State Division meet and races at Buffalo.
- 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. 14, 15, 16, 17.—Springfield tournament.
- SEPT. 23-25.—Lynn Tournament.

"A Literary Enterprise Unique in the Annals of Publishing."

## CASSELL'S NAT'L LIBRARY.

Edited by Henry Morley, LL.D., Professor of English Literature at University College, London.

A series of weekly volumes, each containing about 20 pages, small 16mo, clear readable print, on good paper, at the low price of

### TEN CENTS PER VOLUME,

or 52 volumes, postpaid, \$5.00, when subscribed for by the year. Also in cloth binding, ink dies, 25 cents per volume.

### SOME OF THE BOOKS NOW READY.

Childe Harold's Pilgrimage; The Autobiography of Benjamin Franklin; The Complete Angler; The Man of Feeling; The School for Scandal and the Rivals; Plutarch's Lives of Alexander and Caesar; Castle of Otranto; She Stoops to Conquer, and The Good-Natured Man; The Adventures of Baron Trenck; The Lady of the Lake; The Wisdom of the Ancients, by Lord Bacon; Macaulay's Essay on Bacon; Johnson's Lives of the Poets; Battle of the Books, by Dean Swift; Hamlet; Voyagers Tales, from the collection of Richard Hakluyt.

### Other Vols. in Press.

The Series will represent all periods and forms of thought. The books will be of the records of History, Biography, Religion, and Philosophy; Discovery and Enterprise; Plays, Poems, and Tales; Natural Science and Natural History; Art; Political Economy; with whatever else may be worth lasting remembrance.

CASSELL & CO., Limited,

739 & 741 Broadway, New York.



## THE ORANGE WANDERERS' ROAD RACE.

A number of people, perhaps one hundred, assembled at the junction of Grove Street and Central Avenue, Newark, last Saturday afternoon, to witness the Orange Wanderers' tri-county—Hudson, Essex and Union—championship ten miles road race. The weather was charming, and the country in the vicinity of the course was very attractive. The start was a short half-mile from the Grove Street Station. Besides those who came afoot, a number of ladies and gentlemen on tandems and singles gave the event a thoroughly wheeling air. The course was two and one-half miles away, returning to the starting point; repeating this and finishing 60 yards down the road below the starting point, making exactly ten miles. It was of macadam and perfectly level for three-quarters of a mile, with slight hills for a mile and a half. The last mile and a quarter was "dead" level.

The competitors donned their racing habiliments at a hotel a short distance from the start, and at about half-past four they rode up, all ready for the fray. Nine out of the ten entries responded to the starter's call. They were: E. P. Baird, Orange Wanderers; F. H. Burnett, Roselle Ramblers; F. B. Hallett, Orange; C. R. Hoag, Newark; C. L. Meyers, Hudson Co. Wheelmen; E. P. Moore, Elizabeth; T. D. Palmer, Newark; W. P. Smith, Hudson Co. Wheelmen; C. A. Stenken, Hudson Co. Wheelmen.

Baird and Stenken were the favorites, though Hoag's stock was bulled by his friends, who recounted marvellous stories of his speed, endurance, etc. Willard Smith was also regarded as a likely man on the strength of a private trial over the half distance in something near seventeen minutes; but the rumor that he had been ill since July 4th somewhat dampened his prospects. The men were arranged in two lines, and at 4.33 P. M. the starter gave them the word. Stenken jumped to the front at once, and the crowd scurried after him. The spectators followed them with straining eyes for the first three-quarters, when they disappeared around a bend in the road.

Pending their re-appearance, the spectators discussed the A. C. U.-L. A. W. imbroglio, the advisability of road racing, and repelled the attacks of the avaricious native mosquito. We might also mention that two cows, who stood on either side of the road like solemn judges of the finish, placidly chewed their cud, and wondered at the wholesale invasion of their rural privacy.

About sixteen minutes after the start, a ripple of excitement announced the re-appearance of the advance guard of the scorcher. The first two men proved to be Smith and Baird, who made the turn with only a few yards between them. They had ridden five miles, less 330 yards in the excellent time of 17m. 42 1-2s. Hallett dashed up in 18m. 6 1-4s. He rode so fast that he could not turn, but went sailing past the starting point. This rattled him so that he took a gentle apset, remounted his wheel, and was off in a jiffy. Burnett and Hoag turned in company in 18m. 18s. Moore went past in 18m. 35s. But the question now heard on all sides was, where is Stenken, and Myers and Palmer?

While the men are away on the second lap we will tell what happened to them. Palmer, who shall henceforth go thundering down the ages as "the erratic," rode about

as straight as a Virginia rail fence or a two-legged crab—both legs, of course, on one side. The centre of the road was macadamized, the sides of dirt and very rough. Palmer attempted to monopolize the whole macadam, and he succeeded in a measure. At one point of the journey, he drove Baird into the rough dirt, and by spurring whenever the latter attempted to slog ahead of him in order to turn in, he managed to keep him off the macadam for about three hundred yards. At another point, when Stenken was leading, he spasmodically rushed out into the dirt, shot up to Stenken, a little ahead of him, and then turned directly across his path, compelling him to ease up and fall back, only regaining his good position, by turning out into the rough, and plowing for several hundred yards. Again, while turning a sharp corner, about three miles from the finish, he rushed directly at Stenken's little wheel, upsetting him, and damaging the tire of the wheel so that he was compelled to walk it home. Meyers, who was immediately behind, fell over the wheel, while the cause of the mishap rode away scott free. We have these statements from the competitors, and we think Palmer's actions merit the comments we have made on them.

Baird magnanimously waited for the fallen men to remount, but their machines were disabled, so Baird rushed after Smith, now two hundred yards away. Shortly after five o'clock, a rapidly approaching figure startled the spectators, and they ranged themselves on either side of the road. It was known to be either Smith or Baird. The former rides a star, the latter a crank, and some sharp-eyed individual soon discovered, by the rapidity of the pedalling, that it was a crank rider. After a few minute's suspense, the blue figure of the Orange Wanderer rushed in among the cheering crowd, and flashed across the line in 36m. 51 1/2s., establishing a record for the course, and for the country. Smith finished in 37m. 24s.; Burnett, 38m. 51s.; Hallett, 38m. 51 1/2s.; Moore, 41m. 3 1-2s.; Hoag, 41m. 4 1-2s.; Palmer, very properly, summarily ordered off the course by an umpire. The race was engineered by W. T. Baird, an efficient clerk of course; E. W. Johnson, an acceptable referee; W. A. Belcher, starter; and the following timers: Mr. Smith—the Smith families in New Jersey are multitudinous, and our neglect to obtain this gentleman's Christian name forever veils his identity in obscurity—Fred Jenkins, of the *Sporting Life* and many others, and F. P. Prial, ye editor, who was armed with a Pedersen chronograph—see advertising pages—which was vastly satisfactory.



### 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.

### TREMENDOUS SLAUGHTER IN Bicycle Hose.

We have on hand a large quantity all wool ribbed hose, which we shall sell at the ridiculously low price of 5¢ cents per pair, post-paid. Hose that are no better are sold everywhere for from \$1.00 to \$1.25 per pair. We have them in three colors—Black, brown and Navy Blue. All sizes.

THE GREGHILL M'FG. CO., Meriden, Conn.

## 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.

FOR SALE.—THE WHEEL, Vols. VI. and VII., bound Vol. VIII. unbound. Price for the three, \$4.  
J. W. DROWN, Brattleboro, Vt.

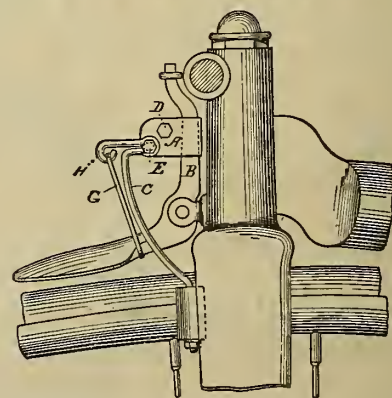
YOUNG WHEELMAN having traveled extensively, would accompany gentleman, going abroad. For further particulars address,  
WM. HEYNY, JR., 301 Sixth St.

FOR SALE. VICTOR TRICYCLE, 1884 pattern, in excellent condition; also Stanley Wheel Washer. Price \$75. Address, H. B. CULVER, 146 Broadway.

FOR SALE. 50 inch Enameled American Rudge, Lillibridge Saddle and King of the Road Lamp. Condition, good. Price \$75.00. W. C. MONTANYE,  
68 Barclay St., City.

WANTED. A boy's bicycle. Wheel, about 40 inches, in good order. Address, Dr. RIEDEL, 146 Delancy St., N. Y. City.

## 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.—

## HAVE YOU Ever Used the Adhesive Tire Tape?



METHOD OF APPLYING.

If not, your troubles have been doubled.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply.—Wind it, lapping upon itself as shown in the above cut. It needs no tying, as it is adhesive. Every Wheelman should have a roll in his tool bag.

Price, 25 cents per roll.

SOLD BY

HOWARD A. SMITH & CO.,

(Successors to ZACHARIAS & SMITH.)

Oraton Hall,

NEWARK, N. J.

Send to us for anything you want in the line of Bicycle sundries. Catalogue sent for stamp.





### "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.

## DREKA Stationery and Engraving HOUSE.

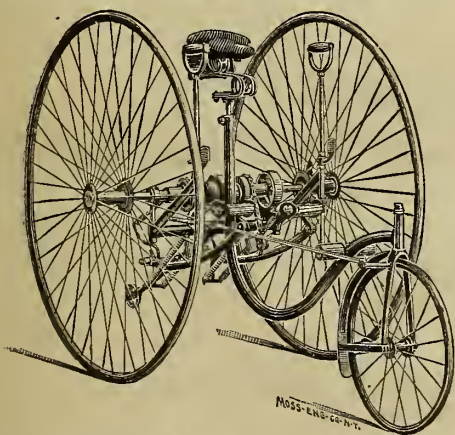
WEDDING INVITATIONS  
and VISITING CARDS

IN THE BEST MANNER AND NEWEST STYLES.

FINE STATIONERY IN NEW STYLES, WITH  
MONOGRAM, CREST, &c.

1121 CHESTNUT STREET,  
PHILADELPHIA.

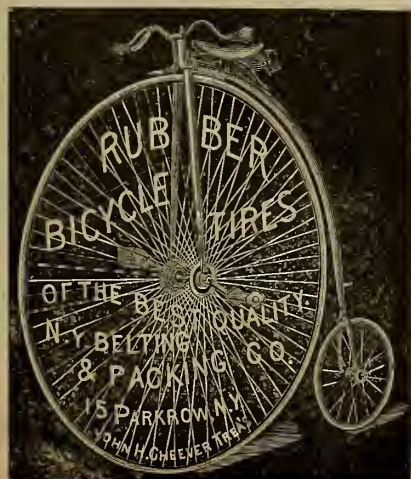
### THE NEW AMERICAN TRICYCLE.



#### 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  
**THE NEW AMERICAN TRICYCLE,**  
40 VESEY STREET, NEW YORK.



## They're NOT English, you know,



"Club Hose."

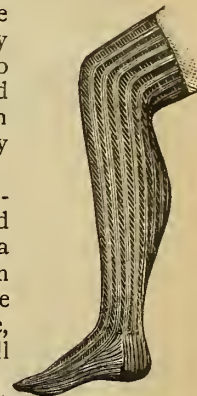
but Goetze's Best  
Bicycling Hose,  
made from selected  
yarns in every color.

we make to order for clubs and individuals 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. For sale by all Gents' Furnishing Goods Dealers &c

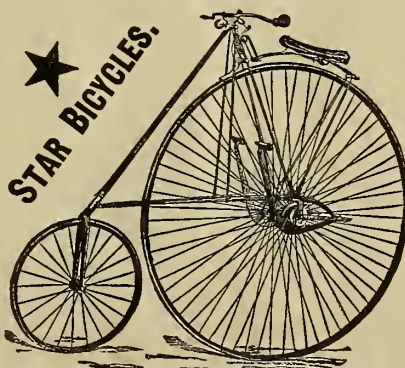


THE attention of the trade is respectfully called to our "Club Hose," a standard and reliable article, which



"Columbia Hose."

**THEO. GOETZE & CO., Manufacturers,**  
256 GRAND STREET, NEW YORK.



### SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

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

Three L. A. W. Championships for 1885.

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

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

NEW CATALOGUE READY.

**H. B. SMITH MACHINE CO.**  
Smithville, Bur. Co., N. J.

## 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.

*In Solid Colors*, Navy and Garnet.

These Jerseys will be sent by mail to any address on receipt of price and 15 cts. postage.

In ordering, send chest measurement.

# Ira Perego

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



On the Road.

>THE<

On the Path.

# COLUMBIAS

Boston, July 6th 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to Wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

## SMASHED RECORDS ON COLUMBIAS.

### GEO. M. HENDEE AT SPRINGFIELD, July 5.

3/4-mile (World's Record),	1.52
1-mile (World's Amateur Record; fastest mile ever made in competition),	2.34

### WM. A. ROWE AT LYNN, July 5.

4 Miles (World's Record) -	11.05
5 " " " -	13.57 2-5
6 " " " -	16.47
7 " " " -	19.38
8 " " " -	22.24 2-5
9 " " " -	25.18
10 " " " -	28.03 2-5

### THE COLUMBIAS AT BOSTON, May 20.

1-mile L. A. W. Bicycle Championship Race,	A. B. RICH
1-mile L. A. W. Tricycle Championship Race,	A. B. RICH

### THE COLUMBIAS AT LYNN, May 31.

1-mile Open Race,	W. A. ROWE
3-mile Race, 9.45 Class,	CHAS. E. WHITTEN
1-mile Race, 3.20 Class,	CHAS. E. WHITTEN
5-mile Open Race,	GEO. M. HENDEE
3-mile Handicap Race,	CHAS. E. WHITTEN
5-mile Professional Race, American Championship,	JOHN S. PRINCE

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

### THE COLUMBIAS AT NEW HAVEN, June 11, 12.

1-mile Open Race,	W. A. ROWE
3-mile Open Race,	GEO. M. HENDEE
2-mile Handicap Race,	W. F. KNAPP
20-mile Columbia Cup Race,	A. B. RICH
1-mile Race, 3.05 Class	E. A. DEBLOIS
5-mile Lap Race,	GEO. M. HENDEE
1/2-mile Boys' Race,	F. A. CLARK
3-mile Open Race,	W. A. ROWE
3-mile Handicap Race,	E. A. DEBLOIS

Every Open Event won on Columbias.

### THE COLUMBIAS AT LYNN, June 17.

1-mile Novice Race,	S. L. TRUESDALE
1-mile Open Race,	W. A. ROWE
Time, 2.37 2-5.	
2-mile Lap Race,	GEO. M. HENDEE
2-mile Handicap Race,	F. S. HITCHCOCK
1/2-mile Professional Tricycle Race, World's Record,	T. W. ECK
Time, 42 2-5.	

### CHAMPIONSHIPS ON COLUMBIAS, Season of 1886.

1-mile Bicycle,	L. A. W. Championship
1-mile Tricycle,	L. A. W. Championship
4-mile Bicycle,	N. A. A. A. Championship
10-mile Bicycle,	L. A. W. Championship

### THE COLUMBIAS IN THE WEST,

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINGSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollingsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning, at 4 o'clock, and in the 24 hours scored a total of 281 9.10 miles. His actual riding time was 21 hours and 22 minutes; 2 hours, and 36 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1/2 miles, made by Munger, of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This Record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

### THE COLUMBIAS IN NEW JERSEY, June 19.

25-mile Inter-Club Road Race,	E. H. VALENTINE
On Columbia Light Roadster.	

### THE COLUMBIAS AT BROOKLYN, June 19.

1-mile Novice Race,	
2-mile Handicap Race,	
3-mile Handicap Race,	
2-mile Championship Race, Bedford Cycle Club,	
5-mile New York State Championship Race.	
The above Events won on Columbias.	

### LONG DISTANCE RIDERS ON COLUMBIAS. Season of 1886.

Around the World (on the way),	THOMAS STEVENS
From New York to San Francisco (on the way),	F. E. VAN MEERBEKE
From New York to San Francisco (on the way),	S. G. SPIER
From New York to San Francisco and Return (on the way),	
GEO. B. THAYER, Correspondent of the Hartford "Post."	

CATALOGUE SENT FREE.

THE POPE M'F'G CO.,

Principal Office, 597 Washington Street, Boston.

12 Warren Street, NEW YORK.

—}: BRANCH HOUSES: {—

115 Wabash Avenue, CHICAGO.