

The Cycle.

VOL. I., No. 25.

BOSTON, MASS., 17 SEPTEMBER, 1886.

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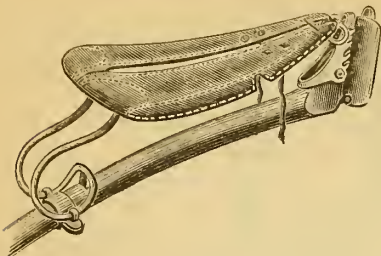
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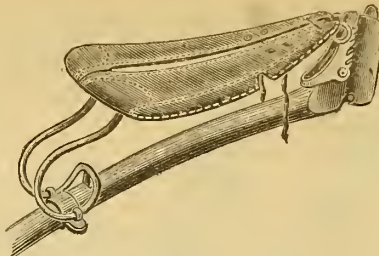
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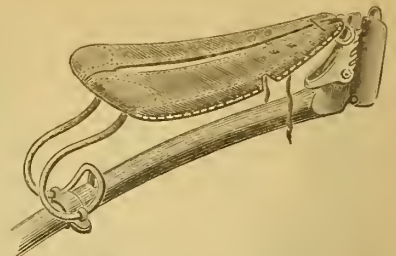
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Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

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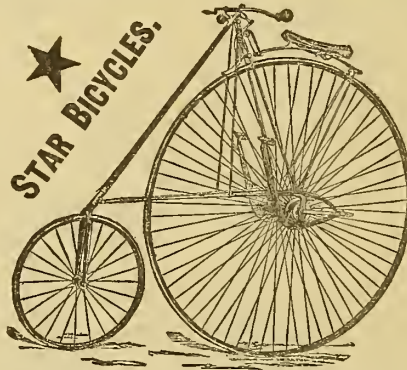
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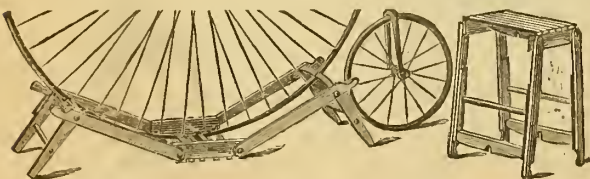
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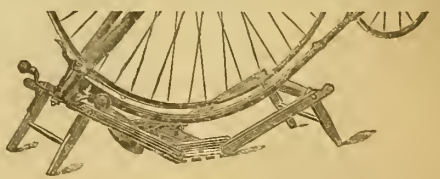


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Price, \$2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-hand Machines.

TRIGWELL'S BALL-BEARING HEAD

Is enough in itself to determine one in favor of the

ROYAL ❖ MAIL!

The Only Wheel having this Head.

WE ARE RECEIVING THE HIGHEST TESTIMONIALS.

TRULY THE WHEEL OF THE YEAR.

Genuine Trigwell Ball-Bearing Head used on the Royal Mail.

The rigidity of a bicycle and the freedom in steering is increased to such an extent that hills can be surmounted with far greater ease, and rough roads traversed with considerably less discomfort. A Ball Head will not require lubricating or adjusting more frequently than ONCE EVERY ONE THOUSAND MILES.

The invention was awarded the Silver Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders.

The One Hundred Mile Race of the London Bicycle Club, from Bath to London, was won on a bicycle fitted with this Head, in 7 hours 33 minutes, against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS.

Mr. FURNIVALL says:

The Ball-Bearing Head has quite surpassed my expectations. Its advantages for road riding are greater than one would believe possible without a practical experience of them. I will never have another bicycle without a Ball Head.

Mr. HAWLEY, Hon. Sec. of the L. B. C., says:

My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

Mr. HY. HERBERT, Clarence, B. C., says:

I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

From "WHEELING," 1 Sept., 1886:

We seldom remember such unanimity as prevails with reference to the Ball-Bearing Head of Messrs. Trigwell, Watson & Co. Not a man who has tried it is there who does not swear by it as the greatest thing in bicycle manufacture of the day.

A Trigwell's Patent Ball-Bearing Head was fitted to the machine of Mr. Mills, on which he made the existing record (bicycle) for the Land's End to John o' Groat's ride, though he rode another machine not fitted with this head when he made the twenty-four-hour record. The longer ride, however, was by far the best test for this well-appreciated head-piece, whose merits are so pronounced that no bicyclist should be without it.

Mr. HARRY JONES, of the Haverstock C. C., says:

My record last year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head; but in this, and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Mr. SHIPTON, Sec. to the C. T. C., says:

My views as to the merits of your new Ball-Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

We have Royal Mails, either with Old Pattern Head and Cemented Tire, or Ball Head and Cemented Tire, or Ball Head and Grip-Fast Tire.

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In Selecting a Wheel, Get the Latest Improved.

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We take Other Wheels in Trade, and can Allow More Now for Old Wheels than able to in the Spring.

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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 take the mount, for their personal use.

DAYTON, OHIO, Aug. 13, 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 to 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, *Mgr. Ind. Bi. 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 is 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. & Treas. Am. Bi. C.*

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Noblesville, Ind.

I want to say right here that my 54-Apollo is the finest little wheel I ever saw.
 L. M. WAINWRIGHT.



APOLLO



Syracuse, N. Y., July 1, '86.

To say that I am pleased with the Apollo is very mildly putting it. I can find only two words that can express my feelings: It is a "Jim Dandy."

Yours, etc.,

FRED. BRIGHAM.

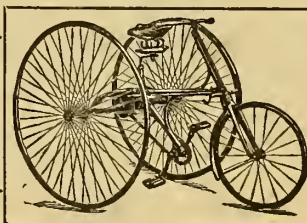
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Mr. F. W. PERRY made this World's Record on July 20, 1886.

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If you want the most practical Tricycle, buy the S. S. S.

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THE CYCLE

PUBLISHED EVERY FRIDAY BY ABBOT BASSETT, 22 SCHOOL ST., ROOM 19.

VOL. I.

BOSTON, MASS., 17 SEPTEMBER, 1886.

No. 25.

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ABBOT BASSETT EDITOR

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON

All communications should be sent in not later than Tuesday, to ensure insertion the same week.

Entered at the Post-office as second-class mail matter.

WITH all due respect for our friend Dr. Blackham, of Dunkirk, we must say that the resolutions introduced by him at Buffalo are decorated with more "unwisdom" than anything that we have seen from his pen.

"Whereas, The League regards pure amateurship as a qualification for membership, and therefore should have full control of the question of amateurship."

From this we conclude that the Doctor would have the League assert jurisdiction over walking, running, jumping, skating, rowing, etc. Perhaps the walkers, runners, jumpers, etc., would object. All government rests upon the consent of the governed.

"Resolved, That the League hereby reasserts its supreme and sole jurisdiction over cycling athletics in the United States."

From this we conclude that the Doctor wishes the League to take jurisdiction over professional and promateur races. He starts out with the assertion, which no one will gainsay, that the League admits none but amateurs, and yet he would have it take up, make laws for, and control classes of men who cannot join the League. Perhaps these men will object. What will the Doctor have us do then?

"Resolved, That it refuses to acknowledge any division of this jurisdiction."

Not even to the extent of letting go its control of road racing. The Doctor would have the League indorse the breaking of laws in the land. The League must assert jurisdiction over every phase of the sport. It must take up road racing and foster it by giving it countenance.

"Resolved, That the Racing Board and Membership Committee be instructed to ignore any action or pretended action on the part of any other organization claiming to affect the amateur standing of any wheelman, for acts done or committed to be done in connection with cycling in the United States, nor shall the record of such action be deemed even as collateral evidence in cases before the Racing Board or Membership Committee."

The Doctor would allow a man to compete with a professional or for a money prize at a meeting held under C. T. C., A. C. U., or N. A. A. A. rules, and would have the action of those societies ignored if the man was disqualified.

"Resolved, That if any wheelman has been suspended or expelled by our Racing Board or Membership Committee on account of any pretended action of any other organization, they are hereby restored to full and unblemished amateur standing."

The resolutions were tabled by a vote of 42 to 19. The officers did well. Such action, if taken, would have been ineffective and decidedly unwise. Underneath these resolutions can be plainly seen the Doctor's hostility to every organization contemporary with the League in which cyclers have an interest. He thinks the League should do everything, and sees no necessity for the existence of any other wheel organization. We disagree with him. The world is large and there is much work to do. There is always room for workers. We recognize very clearly that the League cannot do everything, and we see a field for the labors of every society that has come into existence. If there is no work to be done, or if they are incapable to do it, these organizations will find it out quickly enough. We have no sympathy whatever with the spirit of antagonism which comes out at intervals from a few individuals, who persist in seeing an enemy in every new organization that springs up. If any or all of these can do good for the cause, let no man try to bid them stand aside.

Wheeling, about the brightest of our English contemporaries, is in favor of the abolition of the amateur definition. It says: "The whole sentiment of amateurism is to our minds visionary and impossible," and further goes on to show that wheelmen are not of the moneyed class, but of the plain, ordinary people, who know the respective value of pounds, shillings, and pence, and the empty title of amateur. There is sound truth in this, and *we have been brought to realize how absurd the rule is, that is clung to so fondly, by its enforcement.* Dr. Blackham's stock is looking up.—*World*.

There can be no mistake in this. The oldest cycle journal in America comes out boldly in opposition to the amateur law. We are glad to know where to place the journal. And yet we can believe the amateur law will stand.

IF, as the *World* says, the whole sentiment of amateurism is visionary and impossible, and if the amateur rule is absurd, then are the 25,000 C. T. C. men, the 10,000 L. A. W. men, the 10,000 N. A. A. A. men, and the thousand upon thousands of other amateur athletes, mistaken. Why does not the editor become a professional? This is a very queer platform for the organ of the C. T. C. to stand on.

WE have a private letter from Mr. G. Lacy Hillier in which he asks us to deny, in the most positive manner, that he asked Mr. Ducker to pay a portion of his expenses to America. He denies that Mr. Ducker has any such letter as he says he has, unless it be a forgery, and he adds that should he choose to come to America, he is amply able to pay his bills, and moreover, he can come out as the representative of Iliffe & Son with all expenses paid at any time.

THE "makers' amateur" war in England has been reopened, and this time the N. C. U. means business. Mr. E. Hale (champion of Europe), E. Oxborrow, and A. P. Engleheart, have been permanently suspended, and R. V. Asbury has been suspended till further notice, for non-payment of entrance fees. Here's to the success of England! May she clear the board and relegate the suspects to the class where they belong.

Wheeling roundly denounces the N. C. U. for not granting sanction to the English amateurs to race with our promateurs. But

where is Harry? He did n't want sanction, did he?

THE PRIZE THEY RACED FOR.

BY COLIN GRAY.

IT was a noble mansion before which he stopped, and alighting from his wheel, he leaned it against an arbor and approached the door. He was met by a servant.

"Is my sister at home?"

"Miss Hamilton is at home, sir. She is in the dining-room."

At half-past 6 o'clock every night, Mr. Hamilton asked the same question precisely, and received precisely the same answer. He had reduced his living to a system, and could tell to the fraction of a second just when to arrive at his home. He had made it a practice to take a spin upon his wheel every day after office hours, and his runs were so well timed that half-past 6 always saw him at his door. Leaving his wheel to the care of a servant, he sought his own room and quickly changed his riding suit to one more fitting the dining-room. On this evening he was a little more particular than usual; after dinner he was going with his sister to a lawn party, and he was a trifle nervous under Madge's bright eyes. "She sees everything," he mentally complained, "and I would rather wear a tight coat than have her twit me about a loose one." So he took pains with his toilet and was rewarded by a pleasant little nod of approval. He was a good-looking fellow, and men don't object to be told so, even by the women of their own family.

"We may as well have dinner, Jack; aunt has gone to Dr. Harwood's; she will not be at home till late."

So dinner was served; and after it, as Madge sat with her cup of coffee in her hand, she said: "Jack, come to the fire half an hour; I want to talk to you."

"And I want to talk to you, Madge. I heard something last night that annoyed me extremely."

"At the bicycle club, of course."

"Yes, at the club."

"I thought you only talked about bicycle subjects there?"

"As a general thing, we don't; but Karl Potter had heard something about you he thought it right to tell me."

"Something disagreeable, of course. People never 'think it right' to tell pleasant things. Well, what was it?"

"You know Edgar Sterling and Grant Digby?"

"Why, yes, I know them as athletic young men who are much interested in bicycle racing. I know that they have competed with each other many times; and I know that their friends all say that it is hard to tell which is the fleetest rider. I distinctly remember being present at several races when they have competed, and I suppose I have shouted in a very unlady-like way when one has beaten the other. Add to this that they are both in the habit of calling upon me, and you may judge whether I know them or not."

"They are lovers of yours?"

"They are among the list."

"I thought myself that they were favored visitors."

"My dear Jack, don't pretend to think about things too high for you."

"They, at any rate, think so."

Madge's face flushed angrily. "How do you know that?"

"Karl Potter told me so."

"Don't speak in enigmas, Jack, please. They always put me in a passion. How can Karl Potter know anything about either Grant Digby or Edgar Sterling? He is not in their set at all. I don't believe they ever speak to each other."

"Dame Rumor has a voice for every one."

"You don't mean to say, Jack, that you have been guilty of listening to what Dame Rumor says, especially when she talks about your sister? Upon my word, I believe that bicycle club is a perfect school for scandal."

"Don't be so scornful, Madge; I consider myself under great obligation to Karl for telling me. I know it was hard for him to do it, for men do not carry the words of Dame Rumor directly to those against whom they are addressed unless they want to do a friendly act."

"Very well; what does rumor say? I have made up my mind for something spiteful, and so you need not fear giving me the story just as it came to you."

"You shall have it Madge. Do you remember the day I took you to the club races? And have you forgotten how keenly you were interested? I want you to concentrate your mind upon one race in particular. It was the one in which Sterling and Digby were the only competitors. Don't you remember how surprised you were that there were but two men in the race? And can't you recall how you applauded when the men came down the home stretch for the finish?"

"I remember very well, you know; there is no need for you to recall the incident; I was very much interested."

"Do you know what the prize was in that contest?"

"Oh, yes! it was a diamond ring. Mr. Digby showed it to me after the race. You remember that he won it. Mr. Sterling was close behind, and Digby only won by an inch they said at the time."

"Yes, the published prize was a diamond ring, but the prize they were striving for was yourself, Madge Hamilton. The scoundrels! I have a great mind to horsewhip them."

"Indeed! Keep your temper, Jack, and go on."

"They made a bargain in the tent before the race. They had been talking it over before. It was agreed that the one who won the race should have the first chance to propose for your hand. Then they went around and hired the other men to stay out of the race so that it should be confined to those two alone. It was further agreed that if Digby won your consent, he was to pay Sterling twenty-five thousand dollars as soon as possible after his marriage, and if Sterling won, he was to give Digby a like sum. Sterling is in a financial difficulty, and he wants to get out of it with the money obtained in this way. Is it not enough to drive a fellow to extremities? I've a good mind to shoot them on sight."

"Don't lose control of yourself, Jack! You see how cool I am. I don't propose to let the thing disturb me in any way. The fellows are no worse now than they were before, only they are found out. I will take care of myself, never you fear. They shall

propose to me and carry out their plan just as they have laid it out. I can hardly believe that Edgar Sterling entered into the bargain without compunctions."

"It was Digby who made the proposal. Sterling hesitated at first, but I imagine he is in a desperate strait at present, and willing to do almost anything to extricate himself from trouble."

"Certainly he is. What is a poor girl's name or happiness or honor, compared with the annoyance of pressing creditors?"

"Don't look that way, Madge darling, or I know I'll shoot the fellows. I only meant to warn you. I wish anything less than the whole truth would have done it."

"It would not; women judge men by themselves,—that is where we go wrong. Please leave this affair in my hands. I will bring it to a satisfactory solution, never you fear."

Madge was putting the finishing touches to her toilet as she said these words, and it was not long after that she left her house on her brother's arm on the way to the lawn party. It was one of those midsummer affairs held on the expansive lawn and the wooded portions of a large estate on the outskirts of the city. The grove was hung with Chinese lanterns and the lawn was brilliantly lighted. Booths were erected all about, and bands of music lent their sweet strains to the occasion. The brilliant costumes of the ladies gave a charm to the scene and the soft warm air made the evening out-of-doors one of exquisite pleasure. There were rustic seats under the foliage and along the borders of the lawn, and these were populated by the elderly guests, and those at remote distances were patronized by the lovers and friends of more youthful years.

Grant Digby and Edgar Sterling were crossing the lawn when they chanced to pass a booth in which were seated Jack Hamilton and his sister. She bowed to them with a smile so subtle and comprehensive that each was certain it was his specially.

"Did you notice how she smiled at me?" said Grant, posing himself gracefully.

"I thought it was at me," answered Edward sulkily.

"No; it was at me. I shall go and speak to her when we turn back."

"Madge divined this, and she sent her brother away with a message to pretty Maud Gaylord. So Grant had the ground to himself, and very safe ground he felt it to be.

Then Edgar made his effort, and was equally satisfied. There was something about Madge's manner to him delightfully shy and yet encouraging. For the first time in twenty years he kept his opinions to himself. "Grant," he mentally commented, "is terribly conceited, and may have deceived himself. If I am not a favored lover, I think Madge Hamilton is treating me badly."

And so thinking of Madge as likely to become his own, he began to feel the outrage of such a bargain as he had entered into. He could hardly bear to look into the young, candid face and think of his shameful little plot against this girl's money.

When Grant and he again talked over the matter, he ventured to suggest that they should each consider the bargain as to Miss Hamilton void, and leave themselves unfettered in the race. But Grant would hear of no such withdrawal. "The race," he said, "rests with you and me, Edgar. I am

sure of it. Marriage will break up our friendship; it can't help it, old boy; and whichever of us is left will need solid consolation. If you succeed, you will have to cut me in a short time, and the money will give me a new start in a new life. If I succeed, all the same we shall drift apart; and it would be a real comfort to me, in such case, to feel that at least I had been able to put you easy in money matters."

And Grant's manner was so grand and pathetic that Sterling felt it impossible to urge further a subject which Grant spoke of as "any way a great trial, and almost like the burial of a twenty years' friendship."

The next morning, in answer to Madge's request, Maud Gaylord came to spend the day at the Hamilton's. Madge had chosen Maud for a confidant, and for excellent reasons. Maud had a very large visiting list, she was dangerously sarcastic, and never spared friend or acquaintance for a witticism. A report finding its medium through Maud would go into the world with a spice of ludicrous bitterness that no one else could give it. And also it would go in a dangerous kind of incognito, and would only become more widely known in consequence of the unobtrusiveness of its progress.

So about eleven o'clock Maud came chirping in, full of news as to the people she had met, and the engagement of "that poor little mouse, Jennie Billings, to Jacob Cutting. He'll eat her up in a year, Madge," she said, with a laughable grimace; "that is, he'll eat her bonds up. Oh, dear! how hard it is for a girl with money to be decently loved?"

This was just the opening Madge wanted. "She was so wretched, and needed some one to open her poor heart to;" and Maud was at once sympathetic and delightfully anxious. What a study her queer little face was, with its twinkling eyes and tight-drawn lips, as she listened to Madge's story! And what a revelation of womanly temper there was in the small nervous hands, and the restless movements of her prettily bowed and sandaled feet! Now, Maud, I have told you all. If you were I, what would you do?"

"I should crucify them — socially, I mean; fix them up with hair-pins, as it were. Put the story into their cups, dear — tea cups and wine cups. It will make their drinking disagreeable enough, I'll warrant you. There are hundreds of young men just as mean and heartless and contemptible, dear; and every one of them will be 'dreadfully shocked' at the found-out fellows."

Madge had asked the two racing cyclists to call; and it had been agreed between them that Edgar should leave first, and that, all else being favorable, Grant should put his fortune to the test. They were annoyed at finding Maud sitting with Madge, but it was probable that Maud would leave after lunch.

Somehow Edgar Sterling imagined Madge's manner so peculiarly kind to himself, that he — finding a moment's opportunity to speak to her unnoticed — asked for an interview that night at eight, and received a gracious assent. Then, according to agreement, he went away before Grant Digby; and Maud, guessing what Grant had come for, left the room "to send a mes-

sage," and so gave the young gentleman the opportunity he sought.

Madge heard his poetic, passionate confession with a good deal of assumed feeling, but declared she could not at once answer so important a question.

"Would Mr. Digby call the following day at twelve o'clock?"

And as Maud entered just at that moment, and there was a most aggravating mocking smile on her face, Grant hurriedly took his leave, with all his hopes as yet uncertain.

He put on a brave face, however, to Sterling. But Sterling's hopes rose on Grant's delay. He thought it likely that Madge had purposely put off answering Grant until she heard what his reasons were for desiring an interview. She must have suspected them, and if this was the case, it was indeed a strong foundation for his hopes. So he heard Grant's account of his interview, but said nothing of his own appointment.

At eight o'clock he kept it, and found Madge just ready to leave the house. "She was going to a dinner party, but would be happy to give Mr. Sterling a few minutes." He was glad the agony was to be short. He said in a few plain words what he wanted to say, and said them in such a straightforward, honest manner, that Madge was almost sorry she could not believe a word of them. She pointed out the fact that her friends were waiting, the necessity of being careful in such decisions, and asked him to call for an answer next day at half-past twelve.

"Half-past twelve," thought Sterling; "Grant's appointment was twelve; evidently she means to refuse him;" and his own hopes rose still higher. That night Grant noticed that he seemed strangely averse to talk. He did not know that Sterling was arranging his prospective new life, and absolutely considering how he was to escape paying such a shameful "debt of honor" as would soon be due his friend from him.

True, he did not indulge the thought many minutes at a time, but it was there, just as it had been also in Grant's heart, in the same kind of dim, dumb way. Only Grant had at once solved the problem in a manner Sterling never thought of: "I shall lay the blame on Madge, and tell Edgar she watches her gold like a dragon."

A little before twelve the next day Grant went to his appointment, and his friend almost immediately followed him. He did not expect, of course, to meet Grant there; he would have got his dismissal and left. However, not only was Grant in the parlor, but also that tormenting Maud Gaylord. The two gentlemen looked at each other, but there was nothing now to be done but accept Madge's invitation to lunch, and wait for their opportunity.

Maud seemed that day to be possessed by a thousand malicious little sprites, and Grant and Sterling winced again and again under her sharp, subtle innuendoes. Her mirth, though mocking, was infectious, and by the time lunch was over, the whole party were in a mood of very unnatural and rather unpleasant exaltation. Madge showed it in her glowing cheeks, and in a certain set, proud manner. The company having reentered the parlor after lunch, Madge

brought out a card table and laid upon it a pack of playing cards and a cribbage board.

"What are you going to do, Madge?" said Maud, her eyes filled with curiosity.

"I am going to play you a game of cribbage for a husband. If I win, I shall accept one of these gentlemen, and you must take the other. The one that wins has the first choice. Shall I shuffle?"

"I protest," said Sterling, "against such a mockery of the most solemn affair of life."

"Just hear him!" screamed Maud, laughing still more excitedly. "Pray, Mr. Sterling, did you ever hear of two gentlemen riding a race for a lady's hand and fortune?"

"And agreeing to console each other with twenty-five thousand out of the bank account?"

"Young ladies," said Mr. Sterling, "if any men have done what you say, they richly deserve your mockery; they must have been conceited fools to enter into such a plot."

"Gentlemen, I hope you will let the world know what you are racing for in the future, and if perchance a lady's hand and fortune is at stake, I trust she will be consulted in the matter, for it may be then, as it is now, that the prize goes to neither." And Madge ceremoniously bowed them into the hall, from whence they soon found their way into the street.

"Where are you going?" said Sterling, fiercely.

"I am going to New York at once."

"You can go to Timbuctoo if you like; I shall stay here; and I shall like to see the man, or the woman either, who will twit me about Hamilton's sister."

"A very rude, insolent girl, I think."

"She is nothing of the kind. She is a noble girl, — a sight too good, if she had not a penny, for such sneak thieves as you and me. There, Grant, keep out of my sight. We may as well part here as anywhere." And Sterling strode off in a towering passion with himself, and looked so formidable and black for weeks afterward that no one cared to speak of "that good thing about Hamilton's sister" in any place where he would be likely to hear of it.

Madge never saw him, and rarely heard of him. Indeed, he gave himself up, with all the passion of his nature, to money-making. On the whole, her revenge had not given her any pleasure; she found out, when anger was over, and love could obtain a hearing, that she had really liked Edgar, and her heart began sadly to make excuses for him.

One day, three years after their unpleasant parting, her brother said to her, "Madge, you were very nearly losing \$100,000, — would have done so but for — Edgar Sterling."

Madge blushed vividly, and looked up eagerly at her brother.

"That's so," said Jack; "he knows everything about stocks and shares that can be known, and he brought me information which saved you a clear \$100,000. I must say he spoke in a very manly, honest manner."

"Of the past?"

"Yes. He out with everything, and asked my pardon; said he could not do it for very shame until he had been able to prove his regret. He had been watching

HURRAH FOR LYNN!

First Grand International Fall Tournament

OF THE

LYNN CYCLE CLUB TRACK ASSOCIATION,

At LYNN, MASS., September 23, 24, and 25, 1886.

A. C. U. RULES TO GOVERN.

\$5,000 in Prizes! Races for Amateurs, Promateurs, Professionals. \$5,000 in Prizes!

BEHOLD THE GRAND LIST OF RACES AND PRIZES!

FIRST DAY, THURSDAY, SEPTEMBER 23.

- 1-Mile Novice, Bicycle, Open, 1st, Gold Medal; 2d, Gold and Silver Medal; 3d, Silver Medal.
- 2-Mile Amateur Bicycle, 5.45 Class, 1st, Fruit and Flower Stand; 2d, Silver Revolving Butter Dish; 3d, Silver Bell Spoon Holder, gold lined.
- 1-Mile Promateur Bicycle, Open, 1st, Snowflake Silver Embossed Tea Set; 2d, Silver Engraved Ice-Water Set; 3d, Cake Basket, hammered, Venetian chased, gold lined.
- 3-Mile Professional Bicycle, Handicap, 1st, \$60 Cash; 2d, \$40 Cash; 3d, \$20 Cash.
- 2-Mile Amateur Tricycle, Lap, 1st, Base Parlor Lamp, gold and oxidized; 2d, Silver Vase, gold inlaid and oxidized; 3d, Russia Leather Satchel.
- 10-Mile Promateur Bicycle, Lap, 1st, Fine Gold Watch, stem-winder; 2d, Silver Festoon Chased Tea Set; 3d, Gold Watch Chain.
- 1-Mile Amateur Bicycle, Open, 1st Silver Water Set, snowflake chased; 2d, Silver Vase, gold and oxidized; 3d, Gold Watch Chain.
- 5-Mile Professional Bicycle, Lap, 1st, \$75 Cash; 2d, \$50 Cash; 3d, \$25 Cash.
- 3-Mile Promateur Bicycle, Handicap, 1st, Silver Tilting Water Set, gold ornamentation; 2d, Clock, Persian chased, appliqué, candelabra, plaque; 3d, Pair Pearl Opera Glasses.

SECOND DAY, FRIDAY, SEPTEMBER 24.

- 1-Mile Professional Bicycle, Open, 1st, \$50 Cash; 2d, \$30 Cash; 3d, \$20 Cash.
- 1-Mile Promateur Tricycle, A. C. U. Championship (time limit, 3m. 5s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
- 10-Mile Amateur Bicycle, Lap, 1st, Lynn Prize Cup; 2d, Dessert Set, coral rose, glass and silver; 3d, Nut Bowl, gold lined, oxidized finish.
- 5-Mile Promateur Bicycle, Handicap, 1st, Gentleman's Fine Gold Watch; 2d, Épergne, engraved, oxidized, gold finish; 3d, Snowflake Chased Tilting Ice-Water Set, gold lined.
- 1-Mile Amateur Bicycle, 3.05 Class, 1st, Fishing Set; 2d, Cake Basket, gold lined, oxidized finish; 3d, Fine Russia Leather Satchel.
- 5-Mile Professional Bicycle, Lap, 1st, \$75 Cash; 2d, \$50 Cash; 3d, \$25 Cash.
- 1-Mile Amateur Bicycle, A. C. U. Championship (time limit, 2m. 50s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
- 3-Mile Promateur Bicycle, Lap, 1st, Double Walled Silver Ice-Water Urn; 2d, Shot Gun, double-barreled, breech-loader; 3d, Silver Watch.
- 3-Mile Amateur Bicycle, Handicap, 1st, Centre Piece and Fruit Dish, Crystal Dishes; 2d, Flower Stand, cut glass, gold, oxidized finish; 3d, French Pearl Opera Glasses.

THIRD DAY, SATURDAY, SEPTEMBER 25.

- 1-Mile Promateur Bicycle, Open, 1st, Lynn Prize Cup. (Special Prize for Record.) 2d, Base Lamp, gold inlaid and oxidized finish; 3d, Diamond Breast Pin.
- 3-Mile Amateur Bicycle, 9.10 Class, 1st, Base Lamp, old silver and hammered; 2d, Vase, gold finish; 3d, Gentleman's Gold Ring.
- 2-Mile Professional Bicycle, Lap, 1st, \$50 Cash; 2d, \$30 Cash; 3d, \$20 Cash.
- 3-Mile Amateur Tricycle, Lap, 1st, Photographer's Outfit; 2d, Silver Watch; 3d, Fishing Set.
- 5-Mile Promateur Bicycle, A. C. U. Championship (time limit, 15m.), 1st, A. C. U. Gold Medal, diamond setting; 2d, A. C. U. Gold Medal; 3d, A. C. U. Gold and Silver Medal.
- 1-Mile Amateur Bicycle, Lap, 1st, Fruit Dish, rich cut glass, gold, oxidized; 2d, Cigar Box, oxidized; 3d, Gentleman's Gold Chain.
- 10-Mile Professional Bicycle, Lap, 1st, \$100 Cash. (\$50 extra for Record.) 2d, \$50 Cash; 3d, \$25 Cash.
- 3-Mile Promateur Bicycle, Handicap, 1st, Handsome Oil Painting; 2d, Silver Cashmere Band Tea Set; 3d, Dessert Set, coral rose and glass.
- 1-Mile Amateur Bicycle, Consolation, 1st, Half dozen Napkin Rings, gold ground, satin case; 2d, Silver Watch; 3d, Russia Leather Satchel.

ENTRIES CLOSE SEPTEMBER 16.

All Events have Three Prizes where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., furnished upon application to E. M. BAILEY, Secretary Lynn Cycle Track Association, LYNN, MASS.

your interests, and hoped you would look over his fault."

"I suppose a good action ought to cancel a bad one."

"I think so, Madge, especially when a fellow makes no excuses, but frankly admits he was to blame, and does his best to show his sorrow. I cannot see my way to write him down an enemy any longer; can you, Madge?"

And Madge, in a very soft, irresolute fashion, said simply "No."

Six months afterward the president of a famous down-town bank sent hurriedly over to Sterling's office. He wanted to see him at once on important business.

"Gone to Europe, sir," was the answer. "He was married yesterday."

"Married! I thought he hated women. Married! To whom?"

"To Jack Hamilton's sister, — the prize he raced for."

CYCLETs.

THE STROLLER.

BY PRESIDENT BATES.

PLEASANT it is, when days are long,
And winds are light and warm,
To wander from the busy throng,
Where the woods are sweet with song,
And bees hum faintly all day long,
By many a fertile farm.

My lazy feet alternate play
The languid pedals round;
My wheel rolls carelessly away
Wheresoe'er my fancies stray,
Almost as easily as they,
As they, without a sound,

Far off the ribboned roadway shuns
And leaves the town behind,
In stony grays, and dusty duns,
Where the winding river runs
And sparkles under summer suns,
Just dimpled by the wind.

And farther on my way I take
By many a curving reach,
Where the light ripples of the lake
All his reedy marshes shake,
And squirrels steal, their thirst to slake,
Along the pebbly beach.

Or where tall pines, beside the sea,
In columned aisles arise;
And the wood-spirit in each tree
Sighs and breathes melodiously,
And stirs and struggles to go free,
With inarticulate cries, —

Full of unutterable things,
In a confused refrain,
As, when a wind-harp shakes its strings,
Faint a phantom syren sings,
And melancholy music brings
Strange fancies to the brain.

Forgetful of the noisy street,
And all its sweating tide,
I watch the zephyr's airy feet
Ripple down the bending wheat:
Unmindful of the drowsy heat,
Light-clad and cool I ride, —

Till in the sunset's rosy deep,
Fades the still afternoon;
Till twilight stars begin to peep,
Wandering winds are all asleep,
And o'er the tree-fringed eastern steep,
Up soars the yellow moon.

When in the fruity autumn time,
In crimson, gold, and green,
The year puts on its perfect prime,
Morning meadows white with rime,
Up many a toilsome hill I climb,
That overlooks the scene.

In that bright, tonic atmosphere
To labor is to play;
Pleasure grows vigorous and severe,
Firm of hand, of vision clear;
And health, and strength, and courage cheer
The sunshine of the day.

From the wood silences around,
With fine, attentive ear,
The falling dead leaves rustling sound,
Through the morning calm profound,
And ripe nuts dropping to the ground,
And running rills I hear.

I hear the squirrels' pattering feet,
Run swift from tree to tree,
Of unseen wings the airy beat,
Sudden warblings, wild and sweet,
And faint, and far, and incomplete,
The soft wash of the sea.

A little lingering on the sight,
The scene I resurvey;
Then, swift as skimming swallows' flight,
Poised as skilfully and light,
Fly down the long slant of the height,
As airily as they.

Pleasant it is to wander far
In chase of childhood's dream,
Beyond our known horizon's bar,
Guided by a falling star,
To strange, new lands, whose wonders are
Lit by its mystic gleam.

Or, where sage manhood's rainbow ends,
To seek the fairy gold,
That generous Nature lightly lends
Freely to her faithful friends —
The fresh, bright vigor that she blends
Through all her heat and cold.

And thus, through sunny solitudes,
We stroll — my wheel and I —
Where Nature shows her secret moods,
In elusive interludes;
Where neither greed nor pride intrudes,
And life is not a lie.

WE are at the Massasoit, Springfield. We hope our readers will get a good paper.

LAST week we were away, and we did n't leave enough copy to fill out. We fear that some fine specimens of the castanea crept in without due credit. Charge it to the devil. A newspaper always goes to that individual if the editor is not on the lookout.

Two well-known cycling lights were very conspicuous by their absence from Hartford. Where were Ducker and Jenkins? Don't let it occur again.

CYCLING journalists are not very terrible fellows when they get together, though they do dip their pens in gall for the benefit of one another occasionally. A group of such fellows was noticed at the rooms of the Connecticut Bicycle Club on the night of the first day of the tournament. There was Howard, of the *Globe*, Morse, of the *Herald*, Priall, of the *Wheel*, Myers of *Outing*, Aaron, of the *Bulletin*, Collins of *Recreation*, and "H." besides ourselves. The group was discussing the contents of the refreshment table.

Two new tricycles appeared on the track at Hartford. They were the Victor and the Columbia, and both were modeled after the Crippler.

COREY ordered for two persons at Hartford. He could n't satisfy his stomach on a single portion. And he is in training, too.

THE Pope Manufacturing Company is building a very large fireproof storehouse at Hartford.

THE *Wheelman's Gazette* says that the Englishmen were afraid to come over. There may be truth in that.

A GREAT many papers are openly declaring that Messrs. Rich and Van Sicklen are not pure amateurs. These things are easily said. We know something whereof we speak, and we do not hesitate to say that those men will stand any investigation that can be made. Justice to them demands that the scribes cease their attacks, or else prove what they say.

THE date of the Boston road race has been changed from 27 September to 2 October.

A CORRESPONDENT who writes for a decision, says: "It has been claimed by some parties that a man is forever debarred from entering a class race if he wins either of the first three positions, though his time may be slower, if the winner's is faster, or equal." The claim is not a good one. The rule says plainly that *he* must have won one of the first three positions in the same or better time than the class under consideration.

THE Springfield *Union* is down on cur dogs, and it says that owners should not take them to the races, but should leave them at home. It does not say what good they are at home, though.

WHEN Sellers made a mile at Hartford in 2.39, the audience was wild with enthusiasm. Cheers rent the air, and sober men lost control of themselves. Hendee scored a mile in 2.38 $\frac{3}{4}$, and the crowd thought it was a loafing race.

KENNEDY-CHILD, he of the "silver tongue," made the announcements to the crowd at the Hartford races.

THE Pennsylvania Club has adopted a uniform made of cloth like that used by the League. It is gray in color and does not fade. The League cloth is being condemned by many who say that it turns red in the sun.

R. P. GORMULLY has returned from Europe.

THE Star took its name because the crossed spokes formed a star in the centre. The Columbia racing wheel now has the same kind of a star, and it is brought out distinctly by the use of nickel plate.

COLONEL POPE has waked up. He has lost his Knapp.

SECRETARY AARON is coming to Boston to climb Corey Hill. He tells us that John A. Wells climbed it last May, and thought it not so hard as Ford's Hill, Philadelphia; and as Mr. Aaron has been up Ford's, he thinks he can down Corey.

THE Ohio Division comes out unanimously for Kirkpatrick as the next President of the League.

THE annual meeting of the Ohio Division, L. A. W., was held on Monday, 6 Sept., at Massillon. Chief Consul Kirkpatrick made a long address, giving the history of the division for the past year, and citing several cases where effective measures have been taken to secure the rights of cyclers. He concluded as follows: "In closing, I can only urge you to greater activity in increasing your membership, and faithfully and earnestly fulfilling any duties that may devolve upon you. Avoid all strife. Seek only for the common good. Let no one-horse rival association cause you for a moment to lose your implicit confidence in the tried and true League of American Wheelmen,—an organization that, as the years go by, shall continually increase in effectiveness until she shall be the wonder of the world, and we shall proudly tell the coming generation of wheelmen how we were among its founders and early supporters."

A. B. RICH says he is going to Indianapolis to get another chance at the Pope cup. He thinks he cannot afford to let Van Sicklen take the cup. He is credited with one victory for the cup, and has received his souvenir medal. The Racing Board L. A. W. entered an official protest with the Pope Manufacturing Company against the entry of this victory, but it was ignored. The races at New Haven were not run under League rules, and the rules governing the contest for this cup provide that it shall always be run for at meetings held under League rules.

LANGDON appeared at Hartford in a suit of olive trimmed with blue. His dress was as conspicuous as any that Woodside ever wore.

WOODSIDE and Morgan are going to England to try their fortunes against the English on their own tracks.

It is said that England will move on the works of the makers' amateurs. This has been said many times, but they don't move.

It is not generally known, perhaps, that the Springfield Bicycle Club never has dealings with the racing Englishmen themselves, whether professionals or amateurs, but simply negotiates with British cycle makers for the appearance of their best men, and these firms send such riders as they choose. But the makers' amateurs seem to have decided that they prefer to maintain allegiance to the N. C. U. rather than stand by their contract with the manufacturers. —*Springfield Republican*.

MR. H. S. POTEROUS, the Opera Block jeweller, of Denver, Col., has donated a handsome diamond medal, valued at \$150, to represent the championship of Colorado, and to be raced for every year under the auspices of the Colorado Wheel Club, until won three times by some one of the contestants.

THE Weed Sewing Machine Company is putting up a lot of houses for its operatives at Hartford. They are very fine structures.

"H." INVITED newspaper men to Hartford, and suggested that it was a good place to wind up their quarrels. The men who met there never had any quarrels. If they had them, they were forgotten at Hartford.

FOUR members of the Chelsea Club stopped for a drink at the Swampscott town pump last Sunday. Two of them used 47-inch and the others 52-inch wheels. The 52-inch men thought it would be a good joke to ride away with the smaller machines while their owners were hunting up something more palatable than cold water, so off they rode to Salem. The short fellows were obliged to mount the big wheels, and a hard time they had pushing them along. The jokers, however, fared but little better, and in future will be more careful about playing their pranks. —*Globe*.

THAT portion of the press that has favored the A. C. U. have been making much of the fact that several races lately held under the L. A. W. rules were financial failures. This proves nothing. The Pittsfield races under the A. C. U. rules were financial failures, and we don't think Hartford made much money. The rules have nothing to do with the success or failure of the meets.

W. W. STALL will take views at the Lynn races. Orders will be received by him at Lynn, and he will have the pictures on sale afterwards.

MR. W. H. HUNTLEY started out to beat the twenty-four hour record on Monday last. He selected the course over which McCurdy made his record, and covered eleven laps. He had a serious fall on the first lap, and received injuries which gave him trouble during all his subsequent ride. His effort was brought to an abrupt and painful ending at eleven P. M., after he had gone one hundred and forty miles. When turning the corner of Derby street and Cherry, he was thrown from his wheel by a stone, thought to have been purposely placed in the road by some one interested in preventing him from accomplishing his feat. He received bad contusions about the head and face, one eye being closed, and the arm injured in the beginning of the race again suffered severely. The police are seeking the perpetrator of the outrage, for whose apprehension a reward will probably be offered.

As a result of the Hartford races, Rowe will, in future, swell around with a diamond ring and a diamond stud; Hendee will go around with a shot-gun looking for the men who dare to call him a professional; Ives will arrange his toilet with a silver brush and comb, and defend himself with a revolver; Crocker will go for protesters with a rifle; Hart, of New Britain, will ride a Columbia Light Roadster; Burnham will sport a scarf pin and alligator travelling bag; Foster will wear a diamond ring; Rich will put on his shoes with a silver shoe horn and button hook; Rhodes will gaze at his sweet face in a mirror and go fishing; Gaskell will drive away advertising agents with a revolver; and Crist and Brown will promenade Washington streets with gold-headed canes.

THE Hartford Club gave Fred Wood a gold medal for his brilliant record.

AN associated press dispatch from Ithaca, N. Y., dated 10 Sept., says: About twenty members of the League of American Wheelmen, who started from Buffalo on the 6th for Harper's Ferry, on their annual tour, arrived here at seven o'clock to-night. In descending the steep hill leading to the village, two of the party — Warner and Dakin — took headers. Warner received a ghastly cut under the chin, and was severely jarred. Dakin struck on the right side of his forehead, sustaining concussion of the brain, and, possibly, fracture of the skull. Dakin now lies in an unconscious and critical condition. The remainder of the party, with the exception of one or two who will stay here to care for the injured, will leave for New York to-night.

THE League of Essex County Wheelmen held its eighteenth annual meet in Salem, Saturday forenoon, and then rode to Lynnfield. About twenty members assembled on Salem Common and rode away. A few more joined the party at Lynnfield. In the afternoon there were games of base ball, foot ball, etc. A very enjoyable day was passed.

LOST IN RUSSIA.

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 Archangel 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 this instrument was the excuse for his arrest.

HOLLINGSWORTH, the hardy road-rider from the Hoosier State, won a five-mile race at the recent Buffalo meet. The prize was a diamond collar button. When the gem was presented to him, he innocently exclaimed: "Why, what can I do with this? I never wear a white shirt." —*Globe*.

DR. TYLER handicapped the Hartford racers.

HARTFORD gave us some new promateur tricycle records.

IN yachting circles England condemns America for using racing machines. In the wheeling world, England used racing machines long before America did.

CYCLING PATENTS.

C. E. Courtney, Union Springs, N. Y., velocipede.

H. J. Curtis, Hartford, Conn., tricycle brake.

J. A. Lakin and C. J. Emerson, Jr., Westfield, Mass., cyclometer.

J. M. Marlin, New Haven, Conn., clutch for tricycles.

D. H. Rice, Brookline, Mass. (2), clutch and wheel.

W. M. Wilson, Philadelphia, Pa. velocipede wheel.

FROM A FEMININE POINT OF VIEW.

NOT only the weather, but the country, just now seems to be in an exceptionally cheerful and beneficent mood. Something in the golden air, the bountiful harvest, the coming home after the summer's holiday, and settling down to the routine of duty again, has worked together to bring all the kindly influences of human nature uppermost, and to put gloom and bitterness out of sight for a season.

WE are in the midst of the month of months for wheelmen. There is a mellow richness in the opening month of Autumn which is suggestive of the best fruits of the season of warmth which has preceded it.

THE same month which gives to us the juicy and delicious products of our orchards, makes all external nature redolent of a richness and color which delight the eye and elevate the mind. There is a freshness and crispness in the air which gives new life to the system that has been made languid by summer heats; the blood courses more quickly through the veins, and the whole nature is conscious of a more vigorous and abounding vitality.

I AM writing now in Nature's studio, far removed from the haunts of men. I am sitting alone on a great rock which overlooks a wide expanse of territory, and no human being is in sight. Can it be wondered, then, that my thoughts take a turn in the direction of a glorification of nature? My ride has taken me fifteen miles from my home, and I sit with note-book on knee and pencil in hand to give vent to the enthusiasm of the moment.

WHAT can be finer than the scene stretched out before me? It is an ideal September landscape, with its varied hues, the rich brown of the hill and meadow contrasting so finely with the bright colors of the leaves as they set the woods aflame. The flowers give to the scene a gorgeousness unknown to the painter's canvas. The golden rod and the aster gleam brightly in the fields; the lady's slipper shows its yellow clusters amid the grass, and the frost flower adds its bluish purple to the hues that glorify the landscape.

THE thought of the wintry coldness and desolation that must follow this warmth and richness of color should make us appreciate more keenly the short-lived splendors of the scene, and invest September with a fascination appropriate to its fleeting glory.

I HEAR the notes of preparation for the fall runs, and already plans are being laid for days of outing at the North Shore and elsewhere. There were gay times last year, and I do not doubt we shall see them repeated the present and the coming month.

WE are not a little dependent upon the gentlemen for the arrangement of these trips, and just now we find our lords and masters carried away with ideas about racing and the tournaments. Oh, well! The races are soon over with, but the touring possibilities are forever with us. I hope to tell the

ladies very soon of events to come which will be of interest to them.

"MERRIE WHEELER" and her spouse have been telling of a wonderful run they made on a tandem to see the yacht race at Marblehead. I don't know the statistics in detail, but they accomplished their journey in quicker time and with greater pleasure than had they taken the train.

MY friend Maud, the enthusiast, has had another tricycling experience which is worthy of note. She has been spending the summer at the beach, and occupied a cottage with an elderly lady and her daughter. One night the lady was taken dangerously ill and it was necessary to summon a doctor. The nearest physician lived in a town three miles distant, and the road to it lay across the marshes. As may be readily seen, it was not an inviting road for a lone female to take after midnight, and there are few who would venture it on foot. But Maud had her tricycle with her, and is moreover a brave little body, and she volunteered to go for the doctor. The ladies would not hear of the proposition at first, but their necessities were great, and they yielded. Maud mounted her machine and spun over the deserted highway without a fear. She reached the doctor's house in safety, told her errand, and pedalled home in the wake of his carriage. That is all. You will say that is not much to tell of, and I shall perhaps agree with you. The point of the story lies in the fact that Maud did in a tricycle what she would have been incompetent to do without it; for knowing the character of the road, I venture to say that few women would venture to traverse it alone at midnight. Maud says she would not have dared to.

I HAD a little adventure the other day that gave me not a little amusement. It put the politeness of a gentleman to a severe test, and he proved equal to the occasion. Riding along, I came to a cross street from which there emerged a bicyclist going at a very fast pace. We should have struck each other had he not jumped from his machine to avoid it. He was thrown down, but not hurt. Rising, he came to me with hat in hand and said: "Madam, I beg your pardon. I don't know which of us is to blame, but I'm in too much of a hurry to investigate. If it was my fault, I hope you will excuse me. If it was your fault, don't mention it." And he mounted his machine and hurriedly rode away.

THE Chelsea ladies are out on the road a great deal lately. Many new riders have come in this year and they are full of enthusiasm. I note that the ladies have adopted a club color, and their ribbons and tape trimming are of uniform shade. With true feminine instinct, a bright ribbon hangs on the head of the machine. Do I like this? I said that true feminine instinct dictates the action, and I am feminine.

DAISIE.

LONDON, 25 Aug., at Holy Trinity Church, Marylebone, Miss Edith Harris, to W. McCandlish, editor of *Wheeling*. Congratulations and best wishes.

MCCANDLISH, of *Wheeling*, hits the nail on the head when he says the English amateur ranks contain no better men, socially or morally considered, than Rowe, Hendee *et als*.

MR. JOHN H. CUNNINGHAM, Westminster, Md., writes: "The 54-inch American Rudge received all O. K. It is a beauty. In my experience of six years, the American Rudge is the most reliable wheel on the market to-day. It gives splendid satisfaction."

THE PATH.

PITTSFIELD, 10 Sept. — Races under the auspices of the Berkshire County Wheelmen.

One-mile novice, — T. H. Livermore (1), 3.22½; F. H. McKee (2). *Three-mile Berkshire County championship*, — H. Lee (1), 10.26; W. H. Sheridan (2). *One-mile promateur*, — W. A. Rowe (1), 2.48; C. E. Kluge (2). *Five-mile professional lap*, — Woodside (1), 15.37½; Crocker (2), Neilson (3). *Half-mile open*, — E. A. DeBlois (1), 1.29; W. H. Langdown (2). *Two-mile promateur*, — Geo. M. Hendee (1), 6.07½; Ives (2), Kluge (3). *Three-mile B. C. W. Club championship*, — H. J. Grant (1), 10.16; Sheridan (2). *Five mile handicap*, — E. B. Smith, 650 yards (1), 16.33; DeBlois (2), Ware (3).

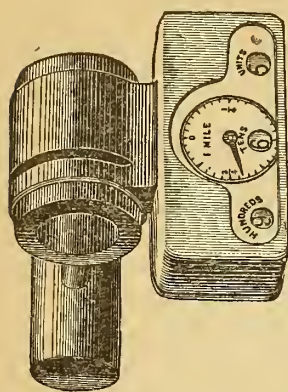
SECOND DAY.

Half-mile promateur, — Burnham (1), 1.21½; Kluge (2). *Three-mile professional*, — Neilson (1), 9.11; Woodside (2). *Two-mile open*, — Foster (1), 6.12; Kavanaugh (2). *Five-mile promateur handicap*, — Ives, 150 yards (1), 17.02½; Rowe, scratch (2); Burnham, 75 yards (3). *One-mile three-minute class*, — W. H. Langdown (1), 3.04½; Ware (2). *One-mile professional*, — H. J. Crocker (1), 2.59; Woodside (2), Neilson (3). *Three-mile promateur lap*, — Hendee (1), 9.56½; Stone (2), Kluge (3). *Five-mile open*, — Foster (1) 16.41½; Langdown (2). *One-mile consolation*, — Brown (1), 3.25; Crist (2).

NEW YORK. — Races under the auspices of the Harlem Wheelmen.

One-mile novice, — Final heat, Joseph W. Whitson (1), 3.25¾; H. Vanderlinden (2). The latter fell at the finish, throwing Whitson, but neither were seriously injured. *One-mile club championship*, — J. W. Powers, Jr. (1), 3.18¾; E. J. Halsted (2). *Three-mile State championship*, — A. B. Rich (1), 11.02½; A. F. Edmans (2). *Two-mile record*, — A. B. Rich (1), 1½ miles. *Four hundred and forty yards one-legged race*, — E. J. Halsted (1), 59½; Edmans (2). *One-mile 3.10 class*, — Final heat, E. J. Halsted (1), 3.28. *One-mile Morrisania Wheelmen championship*, — W. A. Carpenter (1), 3.45; H. B. Hanford (2). *Two-mile handicap*, — Final heat, A. F. Edmans, 125 yards (1), 6.40½; C. R. Hoag, 40 yards (2). *Half-mile without hands*, — A. F. Edmans (1), 1.42½; T. W. Roberts (2).

The closing event was the most interesting race of the day. It was a team race between the Harlem and Kings County Wheelmen. A. B. Rich and E. Valentine won for the Brooklyn team. The prize was a very large silver cup.



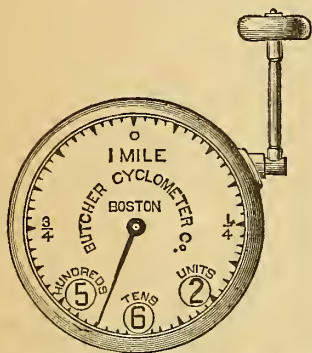
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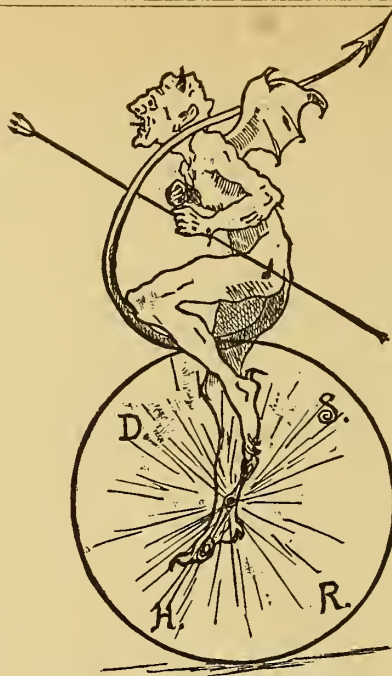
Boston, Mass., U. S. A.



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ROSEVILLE TOURNAMENT PROGRAMME.

FIRST DAY, SEPT. 30.

- 1 Mile Novice, bicycle.
- 1 Mile Promateur, bicycle.
- 2 Mile Amateur, bicycle, 6-minute class.
- 3 Mile Professional, bicycle lap.
- 2 Mile Amateur, tricycle.
- 10 Mile Professional, bicycle.
- 1 Mile Amateur, bicycle handicap.
- 3 Mile Promateur, bicycle lap.
- 3 Mile Amateur, bicycle handicap.

SECOND DAY, OCT. 1.

- 1 Mile Amateur, bicycle lap.
- 3 Mile Promateur, bicycle handicap.
- 2 Mile Amateur, bicycle handicap.
- 5 Mile Professional, bicycle lap.
- 2 Mile Amateur, tandem tricycle.
- 10 Mile Promateur, bicycle.
- 3 Mile Amateur, bicycle.
- 1 Mile Professional, bicycle handicap.
- 1 Mile Amateur, bicycle, 3-minute class.

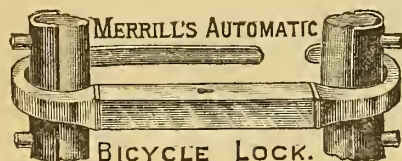
THIRD DAY, OCT. 2.

- 1 Mile Professional, bicycle.
- 2 Mile Amateur, tricycle handicap.
- 1 Mile Promateur, bicycle handicap.
- 5 Mile Amateur, bicycle.
- 5 Mile Professional, bicycle handicap.
- 3 Mile Amateur, bicycle 9.30 class.
- 5 Mile Promateur, bicycle lap.
- 1 Mile Amateur, bicycle, club team race, 3 men for each team.
- 1 Mile Amateur, bicycle consolation.

ENTRIES CLOSE SEPT. 25.

Entrance Fees: \$1.00 for Amateurs and Promateurs; \$3.00 for Professionals. Blank forms and particulars can be obtained by addressing

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Everything necessary provided for 15 cents.

JAMES T. ALLEN.

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HARTFORD, CONN., 8 and 9 Sept.—Fall tournament of Connecticut Bicycle Club. Summary of races:—

One-mile Amateur, 3.10 class.—W. L. Prior (1), 2.53 $\frac{3}{4}$; H. S. Hart (2); Wm. Harding (3); Chas. W. Ware (4); E. B. Smith (5). H. L. Burdick, of Albany, D. C. Pierce, of Brockton, C. D. Heath, of Lee, Eugene Valentine, of New York, and Chas. Ware, of Marblehead, were protested in this race on the ground that they had records better than 3.10. Pierce and Valentine did not appear. Heath and Burdick admitted the records and were barred. Ware denied that he had such a record and rode under protest.

| Leader. | Miles. | M. | S. |
|-----------------|---------------|----|------------------|
| William Harding | $\frac{1}{4}$ | 40 | $\frac{1}{4}$ |
| William Harding | $\frac{1}{4}$ | 1 | 24 $\frac{3}{4}$ |
| William Harding | $\frac{1}{4}$ | 2 | 14 |
| W. L. Prior | $\frac{1}{4}$ | 2 | 53 $\frac{3}{4}$ |

One-mile Promateur, 2.40 class.—F. F. Ives (1), 2.54 $\frac{1}{4}$; Horace Crocker (2), 2.54 $\frac{1}{2}$; Percy W. Stone (3); C. P. Adams (4); C. E. Kluge (5).

| Leader. | Miles. | M. | S. |
|-------------|---------------|----|------------------|
| F. F. Ives | $\frac{1}{4}$ | 54 | |
| C. E. Kluge | $\frac{1}{4}$ | 1 | 36 $\frac{1}{2}$ |
| C. E. Kluge | $\frac{1}{4}$ | 2 | 19 |
| F. F. Ives | $\frac{1}{4}$ | 2 | 54 $\frac{1}{4}$ |

Three-mile Professional.—Fred Wood (1), 8.59 $\frac{1}{2}$; W. M. Woodside (2), 8.59 $\frac{3}{4}$; R. Neilson (3); John S. Prince (4); C. F. Frazier (5).

| Leader. | Miles. | M. | S. |
|--------------|---------------|----|------------------|
| R. Neilson | $\frac{1}{4}$ | 3 | 01 |
| Robert James | $\frac{1}{4}$ | 6 | 06 $\frac{1}{2}$ |
| F. Wood | $\frac{1}{4}$ | 8 | 59 $\frac{1}{2}$ |

Quarters, first mile: 46, 1.33 $\frac{1}{2}$, 2.18 $\frac{1}{2}$.

One-mile Promateur, A. C. U. Championship.—Geo. M. Hendee (1), 2.38 $\frac{3}{4}$; W. A. Rhodes (2), 2.50 $\frac{1}{2}$; C. P. Adams (3). Best record for track:—

| Leader. | Miles. | M. | S. |
|---------|---------------|----|------------------|
| Adams | $\frac{1}{4}$ | 37 | $\frac{1}{4}$ |
| Hendee | $\frac{1}{4}$ | 1 | 19 |
| Hendee | $\frac{1}{4}$ | 2 | 01 |
| Hendee | $\frac{1}{4}$ | 2 | 38 $\frac{3}{4}$ |

Two-mile Amateur Handicap.—H. S. Hart, 200 yards (1), 5.41 $\frac{1}{4}$; E. A. DuBlois, 60 yards (2), 5.41 $\frac{3}{4}$; Fred Foster, 15 yards (3); A. B. Rich, 15 yards (4); W. E. Crist, 30 yards (5); E. B. Smith, 200 yards (6); H. L. Burdick, 75 yards (7); C. D. Heath, 60 yards (8); P. S. Brown, 30 yards (9); C. W. Ware, 150 yards (10); Gaskell was put down for scratch man, but he did not start. No full-mile time was taken.

| Leader. | Miles. | M. | S. |
|-----------------|---------------|----|------------------|
| William Harding | $\frac{1}{2}$ | 1 | 13 |
| William Harding | $\frac{1}{2}$ | 2 | 44 |
| Howard S. Hart | $\frac{1}{2}$ | 5 | 41 $\frac{1}{4}$ |

One-mile Promateur Tricycle.—E. P. Burnham (1), 3.09 $\frac{1}{4}$; F. F. Ives (2), 3.10; C. E. Kluge (3). The times made in this take the promateur tricycle record.

| Leader. | Miles. | M. | S. |
|---------------|---------------|----|------------------|
| E. P. Burnham | $\frac{1}{4}$ | 56 | |
| E. P. Burnham | $\frac{1}{4}$ | 1 | 45 $\frac{1}{4}$ |
| E. P. Burnham | $\frac{1}{4}$ | 2 | 34 |
| E. P. Burnham | $\frac{1}{4}$ | 3 | 09 $\frac{1}{2}$ |

Three-mile Amateur.—Fred Foster (1), 9.15; A. B. Rich (2), 9.15 $\frac{1}{4}$; E. A. DuBlois (3); P. S. Brown (4); W. H. Langdown (5).

| Leader. | Miles. | M. | S. |
|----------|---------------|----|----|
| Langdown | $\frac{1}{4}$ | 3 | 15 |
| Langdown | $\frac{1}{4}$ | 6 | 30 |

Foster.....3 9 15
Quarters, first mile: 46 $\frac{1}{4}$, 1.37, 2.29, 3.15.

Ten-mile Promateur Lap.—W. A. Rowe (1), 30 57 $\frac{1}{2}$, 38 points; W. A. Rhodes (2), 31.05, 32 points; P. W. Stone (3), 6 points; C. E. Kluge (4), 3 points. Four starters and two at the finish.

| Leader. | Miles. | M. | S. |
|--------------|---------------|----|------------------|
| W. A. Rowe | $\frac{1}{4}$ | 2 | 58 |
| W. A. Rowe | $\frac{1}{4}$ | 5 | 57 |
| W. A. Rowe | $\frac{1}{4}$ | 9 | 02 |
| W. A. Rowe | $\frac{1}{4}$ | 12 | 11 $\frac{1}{2}$ |
| W. A. Rhodes | $\frac{1}{4}$ | 15 | 16 $\frac{1}{2}$ |
| W. A. Rowe | $\frac{1}{4}$ | 18 | 26 |
| W. A. Rhodes | $\frac{1}{4}$ | 21 | 37 |
| W. A. Rowe | $\frac{1}{4}$ | 24 | 43 |
| W. A. Rowe | $\frac{1}{4}$ | 27 | 53 $\frac{1}{4}$ |
| W. A. Rowe | $\frac{1}{4}$ | 30 | 57 $\frac{1}{2}$ |

Quarters, first mile: 46 $\frac{1}{2}$, 1.33, 2.21, 2.58.
Summary of points: First man counts four; second man counts three.

| Rowe. | Rhodes. | Stone. | Kluge. |
|-------|---------|--------|--------|
| 4 | 3 | 2 | 1 |
| 4 | 3 | 2 | 1 |
| 4 | 3 | 2 | 1 |
| 4 | 3 | — | — |
| 3 | 4 | 6 | 3 |
| 4 | 3 | — | — |
| 3 | 4 | — | — |
| 4 | 3 | — | — |
| 4 | 3 | — | — |
| 4 | 3 | — | — |
| — | — | — | — |
| 38 | 32 | — | — |

One-mile Team Race.—Hartford Wheel Club (1), 11 points; East Hartford Wheel Club (2), 10 points. DeBlois, of the H. W. C., finished first in 2.50 $\frac{1}{2}$; Bidwell, of the E. H. W. C., was second. There were six entries, and the first man scored six points. The points were made as follows: H. W. C., 6, 4, 1 = 11; E. H. W. C., 5, 3, 2 = 10.

SECOND DAY.

One-mile Handicap, Hartford Wheel Club.—G. C. Dresser, 170 yards (1), 2.41 $\frac{3}{4}$; E. A. DeBlois, scratch (2), 2.42 $\frac{1}{2}$; G. C. Pratt, 170 yards (3); H. H. Chapman, 170 yards (4); Wm. Harding, 50 yards (5); M. A. Norton, 200 yards (6); H. K. Lee, 200 yards (7); Henry Goodman, 170 yards (8). DeBlois' time by quarters: 38 $\frac{1}{2}$; 1.20 $\frac{1}{4}$; 2.33 $\frac{3}{4}$; 2.42 $\frac{1}{2}$.

One-mile Promateur.—W. A. Rowe (1), 2.40; F. F. Ives (2), 2.41 $\frac{1}{4}$; P. W. Stone (3); W. A. Rhodes (4); C. E. Kluge (5); C. P. Adams (6).

| Leader. | Miles. | M. | S. |
|------------------|---------------|----|------------------|
| Charles P. Adams | $\frac{1}{4}$ | 0 | 40 |
| Charles P. Adams | $\frac{1}{4}$ | 1 | 21 $\frac{1}{4}$ |
| C. E. Kluge | $\frac{1}{4}$ | 2 | 07 $\frac{1}{4}$ |
| W. A. Rowe | $\frac{1}{4}$ | 2 | 40 |

Three-mile Professional Handicap.—F. Wood, scratch (1), 2.33; R. A. Neilson, 25 yards (2), 2.33 $\frac{1}{4}$; W. M. Woodside, 15 yards (3); W. J. Morgan, 110 yards (4); R. James, 25 yards (5); F. T. Merrill, 125 yards (6); C. F. Frazier, 60 yards (7). The fastest time ever made in competition.

Three-mile Promateur Tricycle.—E. P. Burnham (1), 9.30 $\frac{1}{2}$; F. F. Ives (2), 9.31. As there were but two starters, a time limit was fixed. The officials notified the men that there would be but one prize unless

10.05 was beaten. All the promateur tricycle records to three miles fell to Burnham in this race:—

| Leader. | Miles. | M. | S. |
|---------------|---------------|----|------------------|
| E. P. Burnham | $\frac{1}{4}$ | 3 | 11 |
| E. P. Burnham | $\frac{1}{4}$ | 6 | 30 |
| E. P. Burnham | $\frac{1}{4}$ | 9 | 30 $\frac{1}{2}$ |

Quarters, first mile: .50, 1.37, 2.24, 3.11.

One-mile Amateur.—A. B. Rich (1), 2.46 $\frac{1}{2}$; H. W. Gaskell (2), 2.48; C. D. Heath (3). Brown, Crist, and Foster collided and fell.

| Leader. | Mile. | M. | S. |
|------------------|---------------|----|------------------|
| Charles D. Heath | $\frac{1}{4}$ | 44 | |
| Charles D. Heath | $\frac{1}{4}$ | 1 | 22 $\frac{1}{4}$ |
| Charles D. Heath | $\frac{1}{4}$ | 2 | 03 |
| A. B. Rich | $\frac{1}{4}$ | 2 | 46 $\frac{1}{2}$ |

Five-mile Professional Lap.—W. M. Woodside (1), 15.59, twenty-three points; R. A. Neilson (2), 15.59 $\frac{1}{4}$, seventeen points; W. J. Morgan (3), sixteen points. Five starters. Summary of points.

| Woodside. | Neilson. | Morgan. | Wood. |
|-----------|----------|---------|-------|
| 5 | 4 | 2 | 3 |
| 4 | 3 | 2 | 5 |
| 4 | 3 | 5 | 2 |
| 5 | 3 | 4 | — |
| 5 | 4 | 3 | 10 |
| 23 | 17 | 16 | — |

Two-mile Amateur Tandem.—Crist and Brown (1), 5.58 $\frac{1}{4}$; Bidwell and Jackson (2), 6.22. Only two men came to the scratch. They were told that the race must be won in 6.10 or no prize.

| Leader. | Miles. | M. | S. |
|---------------------|---------------|----|------------------|
| Bidwell and Jackson | $\frac{1}{4}$ | 0 | 44 $\frac{3}{4}$ |
| Crist and Brown | $\frac{1}{4}$ | 1 | 29 $\frac{3}{4}$ |
| Crist and Brown | $\frac{1}{4}$ | 2 | 14 |
| Crist and Brown | $\frac{1}{4}$ | 3 | — |
| Crist and Brown | $\frac{1}{4}$ | 5 | 58 $\frac{1}{4}$ |

Five-mile Promateur.—G. M. Hendee (1), 16.7 $\frac{1}{2}$; W. A. Rhodes (2), 16.10 $\frac{1}{2}$; E. P. Burnham (3).

| Leader. | Miles. | M. | S. |
|--------------|---------------|----|------------------|
| W. A. Rhodes | $\frac{1}{4}$ | 6 | 12 $\frac{1}{4}$ |
| W. A. Rhodes | $\frac{1}{4}$ | 9 | 31 $\frac{3}{4}$ |
| W. A. Rhodes | $\frac{1}{4}$ | 12 | 55 |
| G. M. Hendee | $\frac{1}{4}$ | 16 | 07 $\frac{1}{2}$ |

Quarters, first mile: 42 $\frac{1}{4}$, 1.27, 2.12, 2.59 $\frac{1}{2}$.

Five-mile Conn. Championship.—H. S. Hart (1), 17.08; E. A. DeBlois (2), 17.8 $\frac{1}{2}$; Wm. Harding (3); W. L. Prior (4).

| Leader. | Miles. | M. | S. |
|-----------------|---------------|----|------------------|
| William Harding | $\frac{1}{4}$ | 3 | 26 |
| E. A. DeBlois | $\frac{1}{4}$ | 6 | 46 $\frac{3}{4}$ |
| William Harding | $\frac{1}{4}$ | 10 | 11 |
| William Harding | $\frac{1}{4}$ | 13 | 50 $\frac{3}{4}$ |
| H. S. Hart | $\frac{1}{4}$ | 17 | 08 |

Quarters, first mile: 56, 1.46, 2.50.

One Mile Consolation.—W. H. Langdown (1), 3.4; C. D. Heath (2), 3.9; E. B. Smith (3); D. C. Pierce (4); H. K. Lee (5); Charles Lee Myers (6).

NOTES.

The tournament was a success. The absence of the English riders was not seriously felt.

Lester and Alden gave exhibitions of fancy riding each day. They used the Star machine and wooden buggy wheels.

England was represented on the Board of Officials in the person of A. Kennedy-Child.

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Secretary-Editor Aaron was present each day on the judges' stand, and was as conspicuous as it is possible for such a little fellow to be.

The grand stand was a scene of great beauty. Hartford has more pretty girls to the square inch than any city in America, always excepting Boston, of course.

The clubhouses were opened each evening, and the festive punch bowl was set out. The punch was very good, so we were told.

The "boys" are not slow to give names to visiting wheelmen. The New Zealand was called the "Cannibal," and Merrill, of Oregon, was the "Pacific Slop."

Fred Wood makes friends wherever he goes, and his great record of 2.33 was received with loud applause.

The "Duffers" races, so called, are always the most interesting of such occasions. The State championship created more enthusiasm than any event of the tournament, and Hart, the winner, was carried to his tent on the shoulders of his friends.

Langdown came 16,000 miles, and won the consolation race. He needed consolation, if any one did.

The defeat of Rich, by Foster, was one of the interesting events of the tournament. These two were looked upon as the rivals for first honors in the amateur events of the fall tournaments.

Our old friend Gaskell made one of his old-time spurts, and took second place in a race, the second day. He was on a Columbia racer.

The storm of the second day deprived the audience of the pleasure of seeing Rowe run a mile against time. He was down for this on the programme of the second day, but when the time came for the event, the track was soft and muddy and he did not run.

Knapp has withdrawn from the Columbia team and gone to Denver.

The crowds expected to see Rowe and Hendee in competition, and there was much dissatisfaction that they did not meet. They had no intention of meeting.

Hendee likes to be one-mile champion. Having been barred from that place in the L. A. W., he has taken it in the A. C. U.

Postponements of the trotting meeting had deferred its end until Saturday, and the club did not have sufficient time to prepare the track. It was in fair condition only.

The parade on the morning of the first day was quite successful, 211 wheelmen being in line. The Connecticut Club turned out 26 men, Hartford Wheel Club 49, East Hartford 24, and Danbury, Bridgeport, New Haven, Bristol, Winsted, and Springfield sent delegations. There were fifty unattached men in line. The parade was under the chief marshalship of Chief Consul Charles G. Huntington. The prizes for the parade were awarded as follows: For the club with the largest number of men in line, first prize, Hartford Wheel Club. For best appearance, the Poquonnock Club. For the best proportionate representation, the Waterbury Club. For the largest non-league organization, the East Hartford Club.

Crocker was protested by Kluge, on the ground that he was a professional. He offered in evidence that Crocker was a paid trainer and coacher for Burnham. This was clearly established and Crocker was disqualified. As he had not entered for any of the professional races, he was thrown out of the tournament.

Cycling journalism was represented by Charles Lee Myers of *Outing and Recreation*. He won no prizes.

It was very evident that Frazier was in too fast company. We seldom saw him come in last in the old days. He may come up yet.

The timing was done by Col. Henry Kennedy, F. G. Whitmore, George Best, and E. Y. Judd.

Prince is having a Columbia racer set up for his use at Springfield.

Ware was protested in the 3.10 class race on the ground that he made a mile at Boston, 5 July, in 1.55. The best mile time made in Boston on that day was 3.15, and Ware's time was 3.20. Ware's best time at Montreal was 3.20½.

The rain of the second day came at a very bad time, for it poured down in torrents just before the races were advertised to commence, and many were kept at home.

Mr. George H. Day, of the Weed Sewing Machine Company, hired the upper story of the judges' stand for the second day, and filled it with ladies and gentlemen.

Stephen Terry, Esq., took a party of newspaper men about Hartford the second day and showed them the sights. They were Editor Aaron, of the *Bulletin*, Mr. C. S. Howard, of the *Globe*, and "We."

The amateur photographer was on hand. Mr. W. W. Stall, of Boston, secured a number of views of the starts, and Mr. C. L. Myers, of New York, also took a number.

The Hartford boys are generous hosts, and they did their "greatest utmost" to make everybody happy. The happiness was at its height with some of the guests at about midnight on the first day.

THE PITTSFIELD RACES gave us a few surprises. Neilson and Crocker won over Woodside; and Ives, with a handicap of 150 yards, beat Rowe.

Special dispatch to CYCLE. San Francisco, 10 Sept.—Three-mile National Championship won by F. D. Elwell, Bay City Wheelmen, 9.46; R. M. Welch, Chief Consul.

FRED LEES won the 10,000 metre (about 6¼ miles) race at Christiania, Norway, 29 August, in 18.10½, beating with all the other competitors world's record at this distance, 18.26. The winner defeated Du Bois by half a second. Fenlon won the amateur international events, 1,609 metres and 10,000 metres.

DAN G. KIRSHBAUM, of Burlington, Ia., writes: "I have just returned from the Iowa Division tour, from Des Moines to Spirit Lake, a distance of 211 miles, and can say that the Rudge Light Roadster stands the racket as well, if not better, than the heavier machines. I have had my wheel for nearly a year, and have not paid out a cent for repairs."

ENGLISH RECORDS.

THE English record sheet is being revised very rapidly, and scarcely a week passes that we do not see new figures taking the place of the old. Our latest English exchanges give us the following: Long Eaton, 24 August, Gatehouse on a tricycle against time, — Quarter, .40s.; half, 1.19; three quarters, 2 minutes; mile, 2.41 $\frac{2}{5}$; beating all records. Afterwards he made a flying quarter in 36 $\frac{3}{4}$.

LONG EATON, 24 August. — Percy Furnivall against time on a bicycle. Quarter, .37; half, 1.15 $\frac{1}{2}$; three quarters, 1.51 $\frac{1}{2}$; mile, 2.30; breaking all records. Afterwards a flying quarter in 35 $\frac{1}{2}$ seconds.

SURBITON, 28 August. — Annual fifty-mile championship of Surrey Club. A walk-over for C. Potter. Records broken from twenty-eight miles up as follows: —

| | | | | | |
|----------|----|------------------|----------|----|------------------|
| 28.....1 | 27 | 55 $\frac{1}{2}$ | 40.....2 | 7 | 48 $\frac{3}{4}$ |
| 29.....1 | 31 | 9 | 41.....2 | 11 | 9 |
| 30.....1 | 34 | 22 | 42.....2 | 14 | 28 $\frac{1}{2}$ |
| 31.....1 | 37 | 38 | 43.....2 | 17 | 49 |
| 32.....1 | 41 | 2 | 44.....2 | 21 | 14 |
| 33.....1 | 44 | 20 | 45.....2 | 24 | 28 |
| 34.....1 | 47 | 41 | 46.....2 | 27 | 53 |
| 35.....1 | 51 | 6 | 47.....2 | 31 | 13 |
| 36.....1 | 54 | 29 | 48.....2 | 34 | 44 |
| 37.....1 | 57 | 58 $\frac{1}{2}$ | 49.....2 | 38 | 17 |
| 38.....2 | 1 | 18 | 50.....2 | 41 | 40 $\frac{3}{4}$ |
| 39.....2 | 4 | 36 $\frac{3}{4}$ | | | |

Record for two hours, thirty-seven miles, 1,010 yards. Best previous fifty-mile record, 3.11.15.

LONG EATON, 26 August. — George Gatehouse against time on a tricycle. The following record was made. All the times above one mile beat the record.

| MILES. | TIME. | EACH MILE. | PREVIOUS RECORD. |
|--------|---------------------|--------------------|-----------------------|
| M. S. | M. S. | M. S. | H. M. S. |
| 1 | 2 50 $\frac{1}{2}$ | 2 50 $\frac{1}{2}$ | 0 2 41 $\frac{1}{2}$ |
| 2 | 5 37 $\frac{1}{2}$ | 2 47 $\frac{1}{2}$ | 0 6 17 |
| 3 | 8 30 $\frac{1}{2}$ | 2 53 $\frac{1}{2}$ | 0 9 38 $\frac{1}{2}$ |
| 4 | 11 26 $\frac{1}{2}$ | 2 56 | 0 13 3 |
| 5 | 14 27 $\frac{1}{2}$ | 3 04 $\frac{1}{2}$ | 0 16 19 |
| 6 | 17 25 $\frac{1}{2}$ | 2 58 | 0 19 35 |
| 7 | 20 16 $\frac{1}{2}$ | 2 51 $\frac{1}{2}$ | 0 22 54 |
| 8 | 23 15 $\frac{1}{2}$ | 2 59 | 0 26 9 |
| 9 | 26 25 $\frac{1}{2}$ | 3 93 $\frac{1}{2}$ | 0 29 23 |
| 10 | 29 26 $\frac{1}{2}$ | 3 04 $\frac{1}{2}$ | 0 32 33 $\frac{1}{2}$ |
| 11 | 32 24 $\frac{1}{2}$ | 2 58 $\frac{1}{2}$ | 0 37 26 |
| 12 | 35 24 $\frac{1}{2}$ | 2 59 $\frac{1}{2}$ | 0 40 51 |
| 13 | 38 24 $\frac{1}{2}$ | 3 0 | 0 44 19 |
| 14 | 41 23 $\frac{1}{2}$ | 2 59 | 0 47 45 $\frac{1}{2}$ |
| 15 | 44 23 $\frac{1}{2}$ | 3 0 | 0 51 4 |
| 16 | 47 16 $\frac{1}{2}$ | 2 52 $\frac{1}{2}$ | 0 54 34 |
| 17 | 50 18 $\frac{1}{2}$ | 3 1 | 0 57 58 |
| 18 | 53 22 $\frac{1}{2}$ | 3 4 | 1 1 35 |
| 19 | 56 15 $\frac{1}{2}$ | 2 53 $\frac{1}{2}$ | 1 5 11 $\frac{3}{4}$ |
| 20 | 59 10 $\frac{1}{2}$ | 2 54 $\frac{1}{2}$ | 1 8 42 |

Records for one hour, twenty miles, four hundred and sixty yards, six inches.

COVENTRY, 27 August. — A. P. Engleheart against time on a safety. The times are best on record for England, but they do not equal the American record except for the twenty miles. Weber's record for twenty miles is 59.46.

| MILES. | M. S. | MILES. | M. S. |
|-----------|------------------|-----------|------------------|
| 1.....0 | 46 $\frac{2}{5}$ | 10.....29 | 55 $\frac{2}{5}$ |
| 2.....1 | 27 | 11.....32 | 52 |
| 3.....2 | 10 | 12.....35 | 54 |
| 4.....2 | 54 | 13.....38 | 55 |
| 5.....5 | 50 $\frac{2}{5}$ | 14.....41 | 54 $\frac{2}{5}$ |
| 6.....8 | 48 | 15.....44 | 55 |
| 7.....11 | 47 | 16.....47 | 53 $\frac{2}{5}$ |
| 8.....14 | 46 $\frac{3}{5}$ | 17.....50 | 48 |
| 9.....17 | 48 $\frac{3}{5}$ | 18.....53 | 44 |
| 10.....20 | 51 | 19.....56 | 39 |
| 11.....23 | 53 | 20.....59 | 27 |
| 12.....26 | 54 $\frac{2}{5}$ | | |

BIGGLESWADE, 31 August. — Sidney Lee against time, on the road, riding a tricycle. Five miles, 16.50; ten miles, 34.34; twenty miles, 1.8.15; fifty miles, 3.9.15. The machine, a Beeston Humber, weighed thirty-six pounds, and was geared to sixty-four inches.

W. A. ILLSTON made a flying quarter mile at Jarrow, 28 Aug., in 34 $\frac{2}{5}$. This beats Furnivall's Long Eaton record.

TWENTY miles in the hour on a tricycle is now an accomplished fact.

MORRIS and Taylor, of England, have made twenty miles on a tandem in 1.00.52 $\frac{3}{4}$.

TWENTY miles in the hour has been ridden on a tricycle by G. Gatehouse. See record elsewhere.

LENOX, who started from Land's End to make a record to John o' Groat's, was run down by a drunken trooper and seriously injured.

THE North Road Cycle Club organized a mixed road race for 100 miles, and run it on the Great North Road 28 August last. The tricycles started at 11.20 A. M., the tandems at 11.25, and the bicycles, ordinary and safety, at 11.30. E. Hale, on a Premier safety, finished first, in 7.3.44. J. H. Adams and R. V. Asbury, on a tandem, were second, in 7.29.5. Nobbs, on an ordinary, was third. Sidney Lee was the first tricyclist to arrive, and his time was 8.29.48. The best bicycle record is 6.39.5, and the tricycle record is 7.35.

COMING EVENTS.

SEPTEMBER.

18 Saturday. — Races of Associated Clubs at Allegheny City, Penn.
Races of Passaic County Wheelmen, at Clifton, N. J.

Fall race meeting of K. C. W., at Brooklyn, N. Y. Entries to C. Schwalbach, 124 Penn street, Brooklyn. Close 11 September.

Races at So. Worcester, Mass.

Races of Owl Cycling Club at Chicago, Ill.

21 Tuesday. — Races by R. I. Division, at Providence, R. I.
Races of Wyoming (Pa.) Wheelmen, at Ag'l Fair.

21, 22, 23 Tuesday-Thursday. — Bicycle races at Junction City, Kansas. Apply to Charles S. Davis, Junction City, Kansas.

Races at Queen's County Fair, Mineola, L. I.

22, 23, Wednesday, Thursday. — Races of the Winona (Minn.) Club, and meet of Minnesota Division, on the 22d, five-mile N. W. championship; 23d, twenty-mile L. A. W. championship.

23, 24, 25 Thursday-Saturday. — Fall tournament of Lynn Track Association, at Glenmere Park, Lynn, Mass.; three days.

27 Monday. — Races by Indianapolis (Ind.) A. A. Address C. F. Smith, 114 No. Penn street, Indianapolis, Ind.

28 Tuesday. — Kansas L. A. W. division meet and races, Junction City, Kan.
Second day of Indianapolis races. Pope Cup race.

30 Thursday. — First day of tournament of New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederic Jenkins, manager, Oraton Hall, Newark, N. J.

OCTOBER.

1 and 2 Friday, Saturday. — Second and third days of tournament at Newark. Apply to Fred Jenkins.

1 Friday. — Illuminated parade of wheelmen at St. Louis, Mo. J. S. Rogers, care of American Wheelman, St. Louis.

1, 2 Friday, Saturday. — Inter-State meet at St. Louis, Mo. Apply to J. S. Rogers.

2 Saturday. — Road races of Dorchester Club.
Annual 100-mile road race of Boston Bicycle Club.

MISCELLANEOUS


Advertisements will be inserted in this column for one cent a word, including heading and address; but no advertisement will be taken for less than twenty-five cents.

FOR SALE. — One 38-inch Rudge Light Roadster, to be sold at once. In good condition (looks almost like new). Price, \$50.00. Will send by freight or C. O. D., for examination. Address C. E. Fitz, 385 Broadway, Somerville, Mass.

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BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

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IF YOU REALLY WANT TO "LET HER GO-SLOW, Gallagher,"

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