

THE WHEEL

A JOURNAL OF CYCLING

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[WHOLE NUMBER, 256.]

THE RUDGE HUMBER TANDEM.

Probably the most popular tandem in use in England to-day is the well-known and popular Humber, which enjoys an enviable reputation for its many excellent qualities, not only in Great Britain, but in France, Germany, Italy, and America as well.

This machine was invented some years ago by Mr. Thomas Humber, of the firm of Marriot & Cooper, and although other tandems similar to it have appeared on the market from time to time, some of them having points which at first sight appear to the casual observer to be superior, still it is noticeable that, in spite of great competition, the Humber still leads, and no machine in the country where it is used, stands higher in the opinion of the cycling public.

It was on this form of tandem that Mr. Joseph Pennell and wife rode during their trip through Italy, a description of which appeared in the *Century Magazine* a short time ago, under the title of "A Canterbury Pilgrimage."

In 1885 the firm of Messrs. Marriot & Cooper dissolved, Mr. Humber still keeping on the original works at Beeston, Nottingham, while Messrs. Marriot & Cooper removed to Coventry. It was chiefly under the guidance of Messrs. Marriot & Cooper that the Humber Tandem was brought into such prominence; they were two of the most popular riders in England, and the names of Marriot & Cooper will be remembered for years to come.

Upon the dissolution of the firm of Messrs. Humber, Marriot & Cooper, each retained the right to manufacture the original Humber tandem, together with the trade-mark of "Humber," under which it was so well known. After the dissolution, Messrs. Marriot & Cooper perfected a number of improvements over the original machine, and in order to meet the rapidly increasing demand, they deemed it advisable to procure the aid of a large manufacturer; and after a careful consideration of all the cycling manufacturers in England, they selected Messrs. Rudge & Co. of Coventry, whose world-wide repu-

tation for the Rudge machines, together with their immense plant and factories (covering nearly six acres) would enable them to fill all orders promptly.

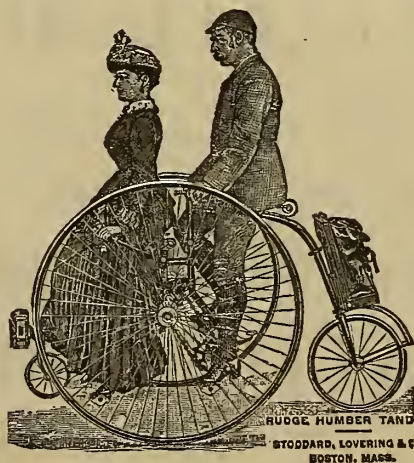
The name of Rudge & Co. is a sufficient guarantee for workmanship and material; but in spite of the capacity of their works the demand for these machines has been so great, that at times they have been compelled to work night and day to fill orders.

To distinguish any tandem made by Messrs. Rudge & Co. from that of Humber

THE RUDGE HUMBER TANDEM

Price, \$250.00.

MANUFACTURED BY D. RUDGE & CO., AND
IMPORTED BY MESSRS. STODDARD,
LOVERING & CO., BOSTON,
MASSACHUSETTS.



New York Agent:

GEORGE R. BIDWELL,

313 WEST 58TH STREET.

& Co. of Beeston, it is necessary to state that one is called the Rudge Humber, and the other the Beeston Humber, although in form and outward appearance they are practically the same machine, except in details.

The Rudge "Humber" Tandem (Convertible) offers advantages which are found combined in no other form of machine. The speed is such that bicyclists have great difficulty in keeping up with two moderate riders on the Tandem. It can be ridden in its double form by one rider only, as easily as

most tricycles in their single form. It can be converted into an ordinary "Genuine Humber" tricycle with far less trouble than most of the so-called convertibles. Its width is only forty inches, making it easy of storage and transit by rail. The weight complete is not more than one hundred pounds actual.

For comfort, we have the most convincing proofs that it has attained its object. Ladies in particular are loud in its praise, on account of the small amount of labor required to propel the machine at a good pace, up steep hills even, and for the comfortable position they are enabled to take; while its peculiar construction entirely obviates the much-complained-of displacement of the dress even when pedaling at a fast pace.

The delightfully easy and reliable steering of the Rudge "Humber" Tandem forms one of its great charms, and has done much towards making it the universal favorite it now undoubtedly is.

The rider, sitting behind, has the entire control of the steering, thus making the seat in front a luxury, especially when used by a lady (which is often the case), and requiring only a minimum of the labor and attention necessary in ordinary tricycle riding.

Probably no machine in England has acquired such a prestige, chiefly owing to the well known practical and mechanical knowledge of its inventors, and we have every reason to believe it will be fully as popular in this country as it is in England.

The Rudge "Humber" Tandem for 1886 will have several improvements, to which we would call your special attention.

1st. Instead of having one single brake, a powerful double-lever brake is attached to it, which is considered a great advantage, as it does not throw the responsibility entirely upon one lever.

2d. The semi-circular handle-bar on the front part of the machine can be adjusted so as to make it practicable for either a lady or a gentleman, with short or long arms.

3. Extending from the drop tube holding the forward pedals and rear tube is a detachable brace, which effectually prevents any springing together or loosening up of the chains. The front chain is entirely covered by a guard, which protects a lady's dress from dust or dirt.

The wheels are 42 inches in diameter, fitted with direct spokes and 7-8 rubbers, making them very strong and extremely rigid.

To those who doubt the ease of propulsion or the speed of the Rudge "Genuine Humber" Tandem, we simply say, try it and be convinced.

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

GORMULLY & JEFFERY,

CHICAGO, ILLINOIS.

THE AMERICAN CHAMPION.

THE AMERICAN CHALLENGE.

THE AMERICAN SAFETY.

THE AMERICAN IDEAL BICYCLE.

THE AMERICAN IDEAL TRICYCLE.

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

GORMULLY & JEFFERY, CHICAGO, ILLS.

INDIANAPOLIS, IND., July 17, 1886.

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

Respectfully yours,

E. H. WILCOX.

THEY * WILL * ALL * BE * THERE!

ENGLAND, IRELAND, AUSTRALIA and AMERICA,

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

CRACKS FROM ALL THE CORNERS OF THE EARTH

❖ IN * BATTLE * ARRAY! ❖

— AT THE —

ROSEVILLE MAMMOTH TOURNAMENT.

ROSEVILLE STATION, NEWARK, N. J.

September 30, October 1 and 2.

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

LOOK OUT FOR THE PROGRAMME.

ADDRESS ALL COMMUNICATIONS TO

FREDERICK JENKINS, Manager,

Oraton Hall, Newark, N. J.



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Wheel Combination Subscriptions.

	PER YEAR.
Wheelman's Gazette and The Wheel -	\$1.00
The Cycle and The Wheel - - -	1.75
Bicycling World and The Wheel -	1.50
Century and The Wheel - - -	4.00
Harper's Weekly and The Wheel -	4.00

A WORD TO ADVERTISERS.

If advertisers will consult their own best interests they will not fail to advertise liberally just at this time of the year, when the bicycling season is at its height. In this connection, we might be pardoned for saying, (though everybody knows we are usually far too modest to blow our own trombone) that THE WHEEL is the best medium in New York, for reaching wheelmen. Its large circulation, and its metropolitan prominence place it easily at the head of bicycling journals in this country. As an evidence of the value of the WHEEL as an advertising medium, we may state that one firm tells us they received one hundred and fifty replies to a single advertisement in this paper, and sold several machines in consequence. They considered their ad. in the WHEEL the best investment, judging from results directly traceable to this source, that they had made this season.

Our circulation is among the best classes of people in this country, people who, from the very fact that they are wheelmen and as patrons of this high class and gentlemanly sport, are liberal, and not only readily disposed, but abundantly able to purchase articles of merit that may be brought to their notice. Among them are prominent merchants, lawyers, physicians, clergymen, etc.

IMPORTANT NOTICE.

TRANSPORTATION TO THE N. Y. STATE DIVISION MEET.

Arrangements for transportation to the Meet having been completed, I would announce that wheelmen from N. Y. City and vicinity will, as far as possible, take the train via the West Shore Route, leaving New York September 2d, at 6.30 P. M., arriving at Buffalo at 6.30 A. M. on the 3d. The baggage car will be at depot at Weehawken after 2 P. M. on 2d for reception of wheels. Secure certificate entitling holder to the reduced rate of fare. Purchase tickets and sleeping car accommodations, as early as possible.

GEORGE R. BIDWELL,
313 W. 58th St.

RECORD BREAKING EXTRAORDINARY IN ENGLAND.

[BY CABLE.]

LONDON, August 25, 1886.

Some remarkable record runs were made at the new Long Eaton track to-day. George Gatehouse, the Cambridge University crack, rode a mile on a tricycle, finishing the first quarter in 40 seconds, the half in 1m. 19s., and the full mile in 2m. 41 2-5s., beating all records. P. Furnivall made an attempt to beat the world's record for one mile. He did the quarter in 37s., the half in 1m. 15 4-5s., and the mile in 2m. 30s., beating Howell's American record by 1 2-5 seconds. Sydney Lee also beat all cycling records in a fifty mile road ride, finishing that distance in 3h. 9m. 15s.

* * *

The following tables show the value of these new records.

ONE-MILE TRICYCLE.

GATEHOUSE.	PREVIOUS WORLD'S RECORD.
$\frac{1}{4}$ -mile 40s.	$\frac{1}{4}$ -mile 41 2-5s.
$\frac{1}{2}$ -mile 1m. 19s.	$\frac{1}{2}$ -mile 1m. 21 4-5s.
1-mile 2m. 41 2-5s.	1-mile 2m. 49 2 5s.

ONE-MILE BICYCLE.

FURNIVALL.	PREVIOUS WORLD'S RECORDS.
$\frac{1}{4}$ -mile 37s.	$\frac{1}{4}$ -mile 35 1-5s.
$\frac{1}{2}$ -mile 1m. 15 4-5s.	$\frac{1}{2}$ -mile 1m. 12 4-5s.
$\frac{3}{4}$ -mile 1m. 51 1-5s.	$\frac{3}{4}$ -mile 1m. 52 4-5s.
1-mile 2m. 30s.	1-mile 2m. 31 2-5s.

EXTRAORDINARY PRACTICE RUN AT SPRINGFIELD.

On Tuesday afternoon a number of prominent wheelmen assembled at the Hampden Park track at Springfield, to witness Rhodes make a five miles practice trial, as a preparation for his record attempt to be made next Saturday at the preliminary meet. Several fast men took turns in making the pace. The result was the most remarkable feat yet credited to the sport. The following table tells the story:

	RHODES.	MILE TIME.	PREVIOUS WORLD'S RECORD.
1-mile,	2.38 2-5	2.38 2-5	2.31 2-5
2-miles,	5.18 1-5	2.39 4-5	5.21 3-5
3-miles,	7.57 3-5	2.39 2-5	8.07 2-5
4-miles,	10.44	2.46 2-5	11.05
5-miles,	13.26	2.42	13.57 2-5

WILLIAMSPORT MEET.

Nearly 3,000 people attended the Williamsport, Pa., race meet on August 19th.

SUMMARY.

One mile novice—Arthur Mormies, Scranton, 3.08 2-5; J. B. Nallen, Scranton, second. Half-mile ride and run—U. R. Hubbard, Westport, 2.05. Half-mile club championship—J. W. Bownan, 1.21. Quarter mile heats—H. C. Hersey, Elmira, 39 1-5s.; 40s.; W. J. Wilhelm, Reading, 39 2-5s.; 41s. Two miles—G. W. Houck, Wellsboro, 6.36. One-mile State championship—J. R. Schlager, Scranton, 2.47s. One-mile hands off—B. Brown, Wellsboro, 3.23 3-5. Three-miles League championship—J. R. Schlager, Scranton, 9.22; W. J. Wilhelm, 9.22 4-5. One-mile club—E. L. Sheffer, 3.08. One mile consolation—E. Gohl, 3.02. One mile unicycle exhibition—W. H. Barber, 3.39 4-5.

THE WIND-UP OF THE CLERICAL TOUR.

Monday morning, August the 17, brought to a conclusion one of the most satisfactory recreating ventures which any twenty-five or thirty clergymen ever enjoyed. And why satisfactory? Because of physical improvement. Every man was required to ascertain his weight at the commencement of the tour, and at its conclusion. Statistics are not yet obtainable from all, but so far as your correspondent is concerned, one hundred and thirty-four pounds was all he could muster at the beginning of the campaign, while accurate scales yesterday under precisely the same condition as to clothing testified to the possession of one hundred and forty. An intimate friend left with one hundred and fifty-two and returned with one hundred and fifty-six. Doubtless full returns will show a proportionate increase in others.

The tour was satisfactory because of the exceptional region of country visited. Our route took us as far east of the Hudson as Lebanon Springs, beautifully situated in the midst of the Berkshire Hills. It extended as far north as Saratoga, and as far west of the Hudson as Sharon Springs, on the western spur of the Catskills. Those morning rides in those high altitudes can never be forgotten. Amsterdam furnished the only mosquitoes encountered, which served to remind us what our fate might have been, had we been content to vegetate at some one of the resorts upon the Jersey shore—especially this Summer. It was satisfactory because its comparative freedom from accident. Our good Professor Nicolassen, of the South-western Presbyterian University, sprained his ankle in such a way as to annoy him for a day or two, but with this exception there was no need for a physician. It was satisfactory because of the weather. No rain fell except in the night, during the two weeks. It was satisfactory because of the delightful fellowship enjoyed. The early morning prayer together, and the cheerful conversations on the way, will be among the sweet reminiscences of this tour. To me personally it was satisfactory for two additional reasons:

First, because it gave illustration to the possibilities of the tricycle. At no point was the Columbia three-track found in the rear. For three hundred and fifty miles it was found on time, and each of the dozen mornings saw it fresh for the start. It is my candid opinion, after an abundant test, that to a man of reasonable strength, no machine exists quite so well adapted for long journeys over roads as you ordinarily find them. Our pathway tourists and bicyclists will laugh at this I am certain, but I have found that usually where the three wheels fail to go, the two seldom ventures.

Second, it was personally satisfactory to witness the perseverance of the Presbyterians in the party. So far as I remember not one fell by the way. One day between Hudson and Albany, for one reason or another, the company was reduced to the Presbyterian contingent. The lapsing brothers, however, of the three sister denominations put on their armour again at Saratoga, and were in generous numbers at Sharon Springs. We are satisfied to state the fact without elaborating an argument.

C. E. C. in *Elizabeth Journal*.

RACE MEET OF THE NEW CASTLE BI. CLUB.

The above meeting was held on Thursday, August 19th, 1886, and was pronounced a decided success by all who attended.

One mile novice—C. D. Pierce, New Castle; L. N. Crawford, New Castle; Geo. A. Cubbison, Beaver Falls; Geo. Acker, Clarks Mills, Pa.; time, 1.27 2-5.

One-half mile open.—S. P. Hollingsworth, Russiaville, Ind.; C. M. Brown, Greenville, Pa., time, 1.27 2-5.

One mile 3.10 class.—C. M. Clarke, Pittsburgh; Elder Moorhead, Beaver Falls; time, 3.05 3-5.

One mile open.—C. M. Brown, Greenville, Pa.; S. P. Hollingsworth, Russiaville, Ind.; W. D. Banker, Allegheny City, Pa.; time, 2.59 3-5.

Two miles open.—C. M. Brown; S. P. Hollingsworth; time, 6.54.

One mile, 3 minute class.—S. P. Hollingsworth, Russiaville, Ind.; W. A. Crawford, New Castle; W. D. Banker, Allegheny City, Pa.; time, 3.09 4-5.

One mile club.—W. L. Horner; L. N. Crawford; A. G. Thalerier; time, 3.26.

One-quarter mile, L. A. W. Penna. State Championship.—C. M. Brown; W. A. Crawford; W. D. Banker; time, 42 seconds.

Two miles, 6.30 class.—S. P. Hollingsworth; W. D. Banker; time, 6.42 1-5; last quarter, 41 1/4 seconds. Crawford was obliged to withdraw at 1 1/2 miles on account of cramps.

It was the verdict of all that they never saw so many close finishes and evenly contested races in one day. The prizes consisted of gold and bronze medals and bronze art pieces, and were greatly admired. 1952

RACE MEET OF WEEDSPORT B. C.

The third annual race meet of the Weedsport Bi. Club was held at the Driving Park last Thursday.

SUMMARY :

One-half mile novices.—L. W. Putnam, Weedsport, 1m. 35s.; W. B. Perry, Syracuse, 2.

One mile scratch.—J. R. Rheubottom, Weedsport, 2m. 58s.; E. H. Gamble, Batavia, second; C. E. Titchener, Binghamton, o.

One-half mile boys.—Bert Kenyon, Weedsport, 2m. 17s.; Henry Brewster, Weedsport, second.

One mile club handicap.—J. R. Rheubottom, (scratch) 3m. 4 1/2s.; L. W. Putnam, (100 yds.) second; F. L. Durbin, (150 yds.) third.

One mile, 3.20 class.—B. A. Pratt, Rochester, 3m. 20 1/2s.; W. B. Perry, Syracuse, second; W. C. Herring, N. Y. City, o.

One mile, Central N. Y. championship.—C. E. Titchener, 3m. 09 1/2s.; J. R. Rheubottom, second; John G. Elk, Rochester, o.

One hundred yards. slow race.—J. R. Rheubottom, 1m. 56s.; S. G. Elbs, second.

One mile without hands.—J. R. Rheubottom, 1m. 42s.; J. G. Elbs, second; C. J. Connelly, Rochester, o.

One mile tricycle.—W. C. Herring, N. Y. City, 4m. 46 1/2s.; J. R. Rheubottom, second.

One mile ride and run.—W. H. Stone, 4m. 42 1/2s.

Three miles lap race.—C. E. Titchener, 24 points; time, 9m. 44s.; J. R. Rheubottom, 18 points.

One-half mile, time race, 1m. 40s.—W. H. Stone, 1m. 40s.; C. J. Connelly, second.

One mile consolation.—F. L. Durbin, 3m. 24s.; E. I. Rice, second.

THE SPRINGFIELD PRIZES.

The committee chosen to select the prizes for the September bicycle tournament has just finished its labor. The result is the finest collection of prizes ever contested for in a bicycle tournament, and there is no prize not worth trying for. There is less silverware than last year, and the selection has been made with a view to have articles which will be useful and of value to young men. Seventy-five hundred dollars were at the disposal of the committee and \$2700 has been used for purses in the professional races. The prizes for the one mile race for the world's championship, while given in the list for the first day, will not be decided until the last, as two heats will be ridden each day. The full list of prizes is as follows :

FIRST DAY—THURSDAY, SEPTEMBER 14.

One mile bicycle, world championship—Three prizes; To the winner of the final heat, a fine gold watch and medal; to the contestant riding the fastest heat, a fine gold watch.

One mile bicycle, amateur novice—Three prizes: First, hammered copper and oxidized vase-lamp; second, scarf-pin with diamond setting; third, fancy inkstand with dog's head, gold and oxidized.

Ten mile bicycle, promateur; A. C. U. champion ship—Three prizes: A. C. U. gold medals.

Five mile bicycle, professional, handicap—Three prizes: First, \$100; second, \$60; third, \$40.

Five mile bicycle, amateur, 16.30 class—Three prizes: First, open-face gold watch; second, gold and silver vase-lamp; third, smoking set, hammered and apique, gold lined.

One mile tricycle, promateur, open—Three prizes: First, open-face gold watch; second, antique brass embossed ewer; third, pearl mounted opera-glass.

Three mile bicycle, professional open—Three prizes: First, \$62.50; second, \$37.50; third, \$25.00.

One mile tandem tricycle, amateur, A. C. U. championship—Two prizes: First, two gold medals; second, two silver medals.

SECOND DAY—WEDNESDAY, SEPTEMBER 14.

Five mile bicycle, amateur, lap race—Three prizes: First, open-face gold watch; second, French clock with bronze figure; third, glass vase with richly decorated gold stand.

Five mile promateur, handicap—Three prizes: First, diamond stud; second, hunting-case gold watch; third, silver chronograph watch.

Three mile bicycle, professional, lap race—Three prizes: First, \$62.50; second, \$37.50; third, \$25.00.

Five mile bicycle, promateur, lap race—Three prizes: First, hunting-case gold watch; second, Stevens double-barrel breach-loading shotgun; third, silver chronograph watch.

Five mile bicycle, professional, handicap—Three prizes: First, \$62.50; second, \$37.50; third, \$25.00.

Three mile tricycle, amateur, open—Three prizes: First, gold medal; second, one dozen silver knives, renaissance pattern; third, traveling clock and case.

THIRD DAY—THURSDAY, SEPTEMBER 16.

Three mile bicycle, amateur, open—Three prizes: First, gold medal; second, French clock with bronze figures; third, gold watch chain.

Ten mile bicycle, promateur lap race—Three prizes: First, diamond stud; second and third, hunting-case gold watches.

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

Five mile bicycle, amateur, open—Three prizes: First, satin embossed tea set, six pieces; second, Stevens sporting rifle; third, Stevens hunter's "Pet" rifle.

Three mile tricycle, promateur, open—Three prizes: First, hunting-case gold watch; second, diamond stud; third, gold watch chain.

One mile bicycle, professional, handicap—Three prizes: First, \$50; second, \$30; third, \$20.

Three mile tricycle, professional, handicap—Three prizes: First, \$62.50; second, \$37.50; third, \$25.

FOURTH DAY—FRIDAY, SEPTEMBER 17.

Three mile bicycle amateur, 9.45 class—Three prizes: First, open-face gold watch; second, carving set, renaissance pattern; third, pair gold cuff-buttons with stone settings.

Three mile bicycle promateur, open—Three prizes: First, diamond stud; second, complete fishing outfit; third, silver water set, gold lined.

Ten mile bicycle, professional lap—Four prizes: First, \$120; second, 90; third, 60; fourth, \$30.

Three-mile bicycle, amateur handicap—Three prizes: First, diamond stud; second, scarf-pin with diamond setting; third, biscuit jar of decorated china, gold and oxidized finish.

One mile bicycle, promateur 2.40 class—Three prizes: First, open-face gold watch; second, antique brass pedestal lamp, tulip globe.

Five mile bicycle, professional, open—Three prizes: First, \$100; second, 60; third, \$40.

One mile bicycle, amateur, consolation—Five prizes: First, gold watch chain; second, Steven's bicycle rifle; third, seal ring; fourth, alligator skin traveling bag; fifth, Lakin cyclometer.

A NEW PHASE OF THE RACING IMBROGLIO.

Messrs H. D. Corey and W. H. Huntley, of Boston, Mass., recently made a tandem road record. It now appears that Huntley is a promateur, and it is possible that the A. C. U. and L. A. W. will both expel Corey for riding with a promateur. We take the following paragraph from the *Boston Globe*, which fully explains the matter.

"When the League racing board announced that it would no longer have jurisdiction over races on the road, the impression was created that hereafter League members could race on the road with professionals without hazarding their amateur standing. It appears, however, that such is not the case. Mr. Bassett stated yesterday that this was so until the American Cyclists' Union assumed control of road racing, and forbade amateurs riding with professionals or promateurs. He says that any rider who is declared to be a promateur or professional by the A. C. U. will be so regarded by the L. A. W. The League has no jurisdiction over running and jumping but if the N. A. A. A., which has, should declare a man to be a professional runner or jumper, the League could not accept him as an amateur whelman. A despatch from Mr. Ducker, president of the A. C. U., states that the union will take immediate action against Mr. Corey.

Mr. Corey says that he intends remaining perfectly quiet for the present, and let the organizations take whatever action they may please, but later on when the matter drifts into club affairs, he will probably be heard from. He says that he does not consider Huntley a promateur. It is true that he is one of the men supported by the League, but no official action has been taken against him by the A. C. U. and until such has been done, he considers Huntley as good an amateur as the rest of them. If Corey is expelled from the A. C. U. on this charge it will also be necessary to expel many other riders who acted as pace-makers for him. Corey does not deny that Huntley has been paid his expenses; for, he says: "No one would suppose we made such a long ride for nothing." The outcome of this matter will be watched with interest by wheelmen throughout the country."

THE HARLEM WHEELMEN'S RACE MEET.

The medals for the meet are now on exhibition at Spalding Brothers, No. 241 Broadway. Daisies? Several times.

The local cracks are almost eating the Manhattan track in their efforts to "get onto" the curves, and to get into condition. It is said one man sleeps at the track.

The prize for the team race is a handsome silver cup, having the Harlem Wheelmen's pin on the top, and two graceful wings at the sides. The cup will be *twenty-three* inches in height. Lucky the club that wins this elegant piece of silverware.

Special arrangements will be made with the young man on the top of the Equitable Building, by which crisp, smiling, Indian summer weather will be supplied in large quantities.

THE WHEEL.

TRIGWELL'S BALL HEAD!

THE GREATEST MODERN IMPROVEMENT IN BICYCLES,

and used ONLY on the

ROYAL * MAIL,

Is enough in itself to determine one in the choice of this Favorite Wheel.

THE ONLY WHEEL HAVING THIS HEAD.

— * A * Great * Success. * —

Genuine Trigwell Ball Bearing Head.

Used on the Royal Mail.

The rigidity of a bicycle and the freedom in steering, are 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 100-Mile race of the London Bicycle Club from Bath to London was won last year on a bicycle fitted with this Head, in 7h. 33m., against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS:

Mr. FURNIVALL, of the Berretta B. C., 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.

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 here 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, Secretary 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.

Also the Grip-Fast Rim and Tire, needing no Cement. A Great Success.

Latest importations just received have the Strong Red Rubber Tire, which makes the new system a perfect success. Also ROYAL MAILS with the Common Head and Cemented Tire if preferred, or Ball Head and Cemented Tire.

THE WHEEL OF WHEELS!!!

EXCHANGE YOUR OLD WHEEL FOR A ROYAL MAIL.

 We take Other Wheels in Exchange if Desired. 

Send stamp for Circulars and Second-hand List.—Some Bargains now on hand.

ADDRESS,

WM. READ & SONS,

107 Washington Street,

BOSTON, MASS.

A RACING MAN FROM THE ANTI-PODES.

William H. Langdown, the Antipodean crack, arrived in Springfield last Thursday night, after a journey of some 16000 miles. Several representatives of the Springfield Bicycle Club journeyed to Hartford, to meet the late train which conveyed the champion to the scene of battle. Upon arrival at Springfield he was met by Mr. Ducker, who introduced him to the score of wheelmen present, and then whisked him off to Barr's where he dined in Royal Bengal tiger style. Langdown "looks every inch a racer," says the *Republican*, and as he is not nearsighted, he looks a considerable number of inches. "He stands 5 feet 8 $\frac{3}{4}$ inches high, and has a considerable stoop on his shoulders." He is open to bids for the stoop, which he expects to dispose of to some house builder. "He tips the scales at 165," but it is not stated whether he tips the waiters or not. "His candid jovial face bespeaks unmistakable grit, and his body (in what tongue it is not stated) immense power. Langdown left the town of Christchurch, New Zealand, July 15th. His long voyage has naturally taken the go out of him, but he expects to be in good condition by Tournament day, as he will begin to train in a few days.

RECORD BREAKING EXTRAORDINARY.

On Friday, August 16th, two attempts were made at the new Coventry tracks to establish new records, viz.: F. S. Buckingham made an attempt on the five miles tricycle, and A. P. Engleheart, on the five miles bicycle records, both being coached by pacemakers. The following tables give the results of their efforts:

FIVE MILES TRICYCLE.

Buckingham.		Previous Record.	
MILES.	TIME.		
$\frac{1}{4}$	43 $\frac{1}{5}$		
$\frac{1}{2}$	1 20 $\frac{3}{5}$		
$\frac{3}{4}$	2.11	2.11	
1	2.56		
2	6.06 $\frac{2}{5}$		
3	9.17	9.38 $\frac{3}{5}$	
4	12.34	13.03	
5	15.40 $\frac{2}{5}$	16.19	

FIVE MILES SAFETY.

Engleheart.		
MILES.	TIME.	MILES.
$\frac{1}{4}$.43 $\frac{1}{5}$	
$\frac{1}{2}$	1.24	
$\frac{3}{4}$	2.05	
1	2.47 $\frac{2}{5}$	2.47 $\frac{2}{5}$
2	5.37	2.49 $\frac{5}{10}$
3	8.27	2.50
4	11.14	2.47
5	14.1 $\frac{1}{5}$	2.47 $\frac{1}{5}$

At one mile, 2.47 2-5, Engleheart was 2 2-5s. outside his record made the previous week. The world's record is 2.43 made by Howell at Springfield.

The two miles time, 5.37, is a world's safety record, beating Engleheart's 5.45 3-5 made at Springfield.

The three, 8.27, beats the world's safety record of 8.35 4-5, made at Springfield last fall, and also surpasses the English amateur ordinary bicycle record—G. L. Hillier's, 8m. 32s.

At four miles, 11.14, Engleheart makes another world's safety record, beating Battensby's 11.55, made at Leicester in 1885; it is also 10 seconds inside Hillier's English amateur ordinary bicycle record of 11.24; it

is also but 2 1-5 seconds behind Rowe's world's record, made at Springfield last year. The *Cyclist* overlooks Rowe's record and credits the world's records—11.16 1-5—to M. V. J. Webber.

At five miles, 14.1 1-5, Engleheart beat all records except the promateur. The following table shows the comparative values of the various five mile records:

13.57 $\frac{2}{5}$	Promateur,	W. A. Rowe.
14.01 $\frac{1}{5}$	World's Amateur,	A. P. Engelheart.
14.07 $\frac{2}{5}$	American Amateur,	W. A. Rowe.
14.18	English Amateur,	G. L. Hillier.
14.23 $\frac{3}{5}$	Am Professional,	W. M. Woodside.
14.28	English Professional,	R. Howell.

Engleheart rode a Kangaroo. At the finish he received an ovation. We can only say that this is the most remarkable record run ever made.

At Paignton, on August 4th, J. E. Fenlon, F. S. Buckingham, and W. T. Ball rode twenty-five miles in an attempt to cut the bicycle record. Buckingham rode a safety and cut the record for that style of machine at four miles, 12m. 20s. The following table gives the result of their trial:

MILES.	LEADER.	TIME.	ENG. RECORD.
1	Fenlon,	2.55 2-5	
2	Ball,	5.51 1-5	
3	Fenlon,	8.45 1-5	
4	"	11.43 4-5	
5	"	14.41 4-5	
6	"	17.37 1-5	17.33 $\frac{2}{5}$
7	Ball,	20.35 1-5	20.30
8	Fenlon,	*23.28 3-5	23.28 $\frac{2}{5}$
9	"	26.25 3-5	26.22 $\frac{2}{5}$
10	"	29.20	29.19
11	"	*32.16 2-5	32.19
12	"	*35.14 3-5	35.15
13	"	*38.12 3-5	38.16
14	"	*41.08 3-5	41.26
15	"	*44.05 4-5	44.29 $\frac{2}{5}$
16	"	*47.07 2 5	47.26
17	"	*50.11 2-5	50.22
18	"	*53.11 4-5	53.20
19	"	*56.15	56.15
20	"	56.16 2-5	59.06 $\frac{2}{5}$
21	"	*1.02.27 3-5	1.03.45
22	"	*1.05.31 3-5	1.06.51
23	"	*1.08.35 1-5	1.10.09
24	"	*1.11.40 3-5	1.13.26
25	"	*1.14.38	1.16.41

* English amateur record.

† World's record.

Distance in one hour, 20 miles, 380 yards.

NEW YORK STATE DIVISION.

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Frank Hawkins, 237 Lafayette av., Brooklyn.
 F. W. Loucks, 181 McDonough st., Brooklyn.
 Frank Munsell, 82 State st., Albany.
 Charles E. Titchener, Binghamton.
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 C. W. Sadlier, Walden.
 W. J. Garrison, Garrison.
 Harry H. Brown, Wappinger's Falls.
 G. E. Haman, Ellington.
 W. J. Walters, Prospect.
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 George W. Holmes, Downsville.
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 J. G. Ford, Dryden.
 H. K. Carpenter, Clifton Springs.
 T. H. Clancy, Livingston.
 N. Le Roy Lee, Westmoreland.
 Frank Masterson, Chester.
 A. Wilson Dods, Silver Creek.
 George S. Morley, Clyde.
 C. L. Nichols, Elmira.
 R. C. Marshall, Troy.
 George F. Rand, Tonawanda.
 C. W. Adams, Buffalo.
 E. G. Latta, Friendship.
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NO.	PLACE.	NAME HOTEL.	Rooms \$1 up.	Meals a la carte.
0	N. Y. City.	Grand Union,		L. A. W. REGULAR RATE. RATE.
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2	Garrison,	Highland House,	2.50	
3	Dunkirk,	Hurlbert House,	2.00	
4	Fredonia,	Park House,	1.50	
5	Silver Creek,	Silver Cr'k House,	2.50	
6	Nyack,	St. George Hotel,	2.00	
7	Blue Store,	Blue Store House,	1.40	\$2.00
8	Pawling,	Dutcher House,	2.50	3.00
9	Ithaca,	Ithaca Hotel,	2.00	2.50
10	Randolph,	Central Hotel,	1.00	1.50
11	Angelica,	Charles Hotel,	1.50	2.00
12	Watkins,	Jefferson House,	1.50	
13	Croton Falls,	Croton House,	1.65	2.00
13	Sherman,	Dean House,	1.50	2.00
14	Downsville,	Downs House,	1.10	2.50
16	Auburn,	New National,	1.50	2.00
17	Mt. Vernon,	Mt. Vernon Hotel,	2.00	2.50
18	Geneva,	Kirkwood,	1.50	2.00
19	Campbell,	Central Hotel,	1.10	
20	Hudson,	Worth House,	2.50	3.50
21	Lockport,	Judson House,	1.10	2.50
22	Warsaw,	Purdy House,	1.60	2.50
23	Mexico,	Boyd House,	1.60	2.00
24	Syracuse,	Vanderbilt House,	2.00	2.25
25	Tarrytown,	Franklin House,	2.25	3.00
26	Po'keepsie,	Morgan House,	2.00	3.00
27	Wappinger's Falls,	Rush House,	1.25	1.50
28	Canajoharie,	Wagner House,	2.00	
29	Moravia,	Moravia Hotel,	1.60	2.00
30	Batavia,	Washburn House,	1.60	2.00
31	Clifton,	Church Hotel,	1.50	2.00
32	Cohocton,	Waner Hotel,	1.00	2.00
33	Troy,	Troy House,	2.25	3.50
34	Albany,	Kenmore,	3.00	4.00
35	Albany,	Globe Hotel,	2.00	
36	Utica,	St. James,	2.00	3.00
37	Weedsport,	Willard,	1.60	2.00
38	Prospect,	Dodge House,	1.50	2.00
39	Cohoes,	Harmony,	2.00	2.50
40	Kinderhook,	Kinderhook,	2.00	3.00

W. C. Herring, of the Ixion Club, is now touring to Cleveland. He rode up to Troy—on the day boat—and stopped over at Weedsport, where he struck a "quiet corner," winning the tricycle race.

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 Wabash 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.



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

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THE
First Annual
RACE MEETING
OF THE
Harlem Wheelmen

SATURDAY, SEPT. 11, 1886.

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

AT 3:30 P. M.

- ¼ mile One legged, open.
- ½ mile Without hands, open.
- 1 mile Novice, open.
- 1 mile 3.10 class, open.
- 1 mile Club Championship, (Morrisania Wheelmen, open.
- 1 mile Club Championship, (Harlem Wheelmen.
- 3 miles N.Y. State Champ. L.A.W.
- 2 miles Handicap, open.
- 2 miles Team race, (4 men to club), open.
- 2 miles Lap race, open.
- 1 mile Consolation.

EIGHT OPEN EVENTS.

Entrance fee to all events except team race, 50 cents. Team race, \$4.00.

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

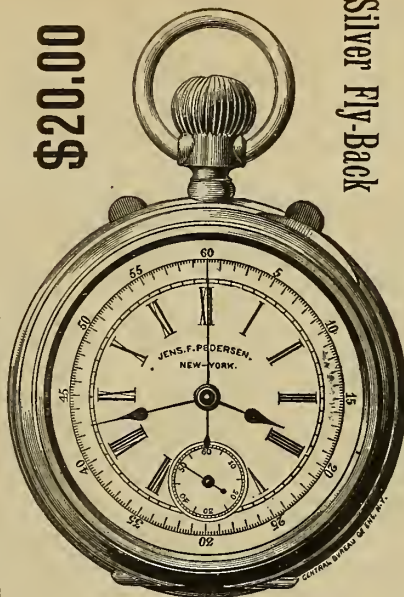
Entries close Sept. 4th, with F. L. Bingham, 49 Rose Street, N. Y. City.

BICYCLE
MEDALS.
ATHLETIC
MEDALS.

LAWN TENNIS.
MEDALS.
CLUB * BADGES.

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1½ MAIDEN LANE,
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MAKER OF THE L. A. W.
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Under 16 words	-	-	30 cents.
Three insertions	-	-	75 cents.
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SPRINGFIELD.

FIFTH
GRAND * INTERNATIONAL
TOURNAMENT

OF THE
SPRINGFIELD BICYCLE CLUB.

ON THE FAMOUS

Hampden Park, Springfield, Mass., U.S.A.

SEPTEMBER, 14, 15, 16, AND 17, 1886.

GRAND RACE

FOR THE

World's Championship.

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Machines Repaired, Machines Hired.
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THEOPHILUS WOBBLE'S
Trip around the World on a Bicycle.

ILLUSTRATED.

Commenced in Texas Siftings,

JULY 3d, 1886.

FOR SALE BY ALL NEWSDEALERS.

BACK NUMBERS CAN BE OBTAINED FROM

THE TEXAS SIFTINGS PUB. CO.

240 BROADWAY,

— NEW YORK. —

WHEEL GOSSIP.

Cortis' records will no longer figure on the slate.

J. W. Gaskell will train for the fall tournaments.

The latest thing in "coming men" is Haridon of Springfield.

New Orleans boasts of two hundred bicycle riders. We hope N. O. is happy.

The Louisiana Division holds a race meet on August 27th and 28th, at New Orleans.

Sanders Sellers has cabled that he will not visit America this fall. Howell sails on the 28th.

The Connecticut Division will have a parade on the morning of the first day of the races.

Percy W. Stone, of St. Louis, arrived at Springfield last week. He will remain East till after the fall tournaments.

Gormully & Jeffery are already at work on novelties for next year. They intend to add a number of machines to their present line.

An Alabama town with a population of four hundred and five, and a cycling population of three, has three cycling agencies. The agents are all riders.

The Springfield Opera House has been reserved for two nights of the Springfield tournament, and probably another minstrel entertainment will be given.

Wheelmen at the rear—At Carrollton Gardens, August 10th, a number of New Orleans bicyclists heartily endorsed Governor Ireland, of Texas, and offered to do courier duty in the rear of the enemy. Brave, noble fellows!

S. G. Whittaker, who has been in Clarks-ville, training for the past two weeks, ran over seventy-one and one-half miles on the Clarks-ville belt road in the remarkable time of 4:55.32, including four stops and two headers.—*Critic*.

P. Furnivall was to have made an attempt to beat the mile record at Crystal Palace on Thursday of last week. In a practice spin before this trial he stopped the watch at 2:31½. Gatehouse will also try to drive his tricycle twenty miles within an hour.

A. W. Gump, of Dayton, Ohio, who is well known as the largest dealer in second hand machines in this country, has declared in favor of the American Safety, *vide* his testimonial in the Gormully & Jeffery advertisement on another page. This speaks well for that machine.

Australian records—On July 15th, J. W. H. Busst, of Melbourne, made an attempt to lower the two mile record. He rode the mile in 2:55 1-5, and the two miles in 5:36 4-5, beating the record by sixteen seconds. The last mile was ridden in 2m. 41 3-5s. On August 17th, Con Dwyer, the Australian champion, essayed to beat the mile record of 2:43 4-5. Dwyer rode the quarter in 38s.; one-half, 1:15 4-5; three-quarters, 1:59 2-5, and one mile, 2m. 38 2-5s.

Montgomery, Alabama, will indulge in the luxury of a race meet on November 9th. The events are: One mile amateur open; fancy and trick riding, open; one mile Ala-

bama State championship; one mile handicap, open. Address all communications to Frank X. Mudd.

The Harlem Wheelmen have offered the use of their club rooms for the regular Fall meeting of the Inter Club Association. The meeting will probably take place on September 11th, as many members of the Alphabetical Association will do duty at the Harlem's meet on that day.

English twenty-hour's bicycle record beaten—On Thursday, August 5th, G. P. Mills started at 12 midnight to beat the twenty-four hour record—266¼ miles. Although the wind was against the record breaker for 218 miles of the journey, he rode the remarkable distance of 273 miles.

The great success of the English camps suggests a similar gathering here. To be sure, Springfield tried the experiment, but it was secondary to a race meeting. Then there is not much fun camping out in the centre of a race track. Let the right sort of a man in some good club pick out a sylvan retreat, where the roads are good, where there are facilities for bathing, and all the pleasures of out-of-door life, and we will guarantee a tremendous success.—*Bi. World*.

This is a very charming picture, and there is no reason why it should not be realized. All you want is "the right sort of man"; that's all.

The new building of Gormully & Jeffery is fast drawing toward completion. The bricklayers are now at work, and by the first of October the plant will be in readiness for use. This addition, when completed, will give Gormully & Jeffery the largest, most complete, and most modern bicycle plant in the world.

There are a number of large and active clubs in various parts of the United States, who have taken their names from Gormully & Jeffery's machines. On August 15th fourteen riders in Albany, Ga., organized themselves into the "Gormully Bicycle Club." Compliments of this character demonstrate the popularity of this enterprising firm.

A meeting of the Board of officers of the L. E. C. W. was held at Salem last Sunday. George Chinn, of Beverly, R. H. Robson and A. N. Webb, of Salem, were appointed a committee to arrange for a meet of the League. It was voted to hold a race meeting on Saturday, October 9th, which the members of the Board favored holding in Lynn, if satisfactory arrangements can be made with the Lynn Cycle club track association.

Mr. Hillier, the "trenchant" pen wielder of the *Bi. News*, denies that he intends to come to America this Fall. We are very sorry for Mr. Hillier. There was once a goodly gentleman named Charles Dickens—we hope his relations will excuse our mentioning him in the same paragraph with the "trenchant" penman—who effected a complete cure of his "Yankeeophobia" by a visit to this side.

Some fast work was done at the London Wheelers' race meet held at Lilliebridge. F. W. Allard won the mile tricycle handicap from scratch in 2:58 2-5. F. J. Osmond rode second from scratch in the mile bicycle handicap, doing 2:38 for the full distance. The five miles scratch race resulted in a win for George Gatehouse, after a struggle with Speechly, Fenlon, Adams and others; time, 14m. 30 4-5s.

During the Springfield tournament the Pope Manufacturing Co. will open an office at the Massasoit House, and the Columbia tent, upon the ground, will afford an excellent rendezvous for visiting wheelmen, who are cordially invited to make it their headquarters.

THREE UNEQUAL WHEELS.—A patent has been applied for by the Quadrant Tricycle Company for a new arrangement whereby a racing tricycle is made to turn corners with great facility and safety. The invention consists simply in mounting an ordinary racing tricycle with a 40-inch wheel on the off side in place of a 36-inch; thus the whole machine slopes slightly to the left, and takes curves beautifully, while on the straight there does not seem any likelihood of the lobb-sided arrangement interfering with straight steering—at least so we are told by several good judges who have tried the new machine on the Aston and Ball's Bridge tracks.—*Bicycling News*.

The following paragraph in regard to Major Durell's death has appeared in several papers. As we published the other side of the story, we take pleasure in publishing the following:

"It is stated upon good authority that Major William M. Durell did not, directly or indirectly, lose his life by engaging in any fight, or by being present while a fight was in progress. The story was originally printed in a Chicago paper, and given great publicity by the Associated Press. The foundation of the story was based upon the wildest conjecture. The Major had been suffering with apoplexy for several months preceding his death, and it is sensibly concluded that upon the night in question he slipped and fell, striking his head on a curbstone or some other hard object, which brought on a sudden attack of the disease. The story of his body being covered with bruises was literally made out of whole cloth."

The clerical tourists—The "statistics" of the Clerical Wheelmen's party have just appeared in two daily papers. In our opinion, we think it is the height of idiocy to bulletin their private affairs before the world. If the men were in training to meet Sullivan or Mitchell, these things might possess some interest to men who have money to stake, or if they were to be served up to some cannibalistic king, his majesty might be readily excused for wishing to know something about their length, breadth and thickness; but as they are only a band of extremely mild and utterly inoffensive clergymen, traveling through a civilized country, the number of sons and daughters born to them, whether they are violent prohibitionists, absolute teetotalers or lukewarm temperance advocates, can interest nobody, except perhaps, those who have a morbid appetite for personalities.

We are informed that a "pure amateur" has been discovered by Bob Neilson, who will "bring him out" for the Fall tournaments. We are glad to learn that Mr. Neilson's investigations and observations have resulted in the discovery of this new planet. And right here we elevate to orate, why do not the managers offer a prize for the discovery of the largest number of "pure amateurs" between now and September 8th. The plan has been used successfully by a University, who offered \$200 for every new comet. It is needless to say that comets are discovered quite often, the most successful at the game being Professor Brooks—not of Blossburg, Pa.—who discovers a comet or an asteroid whenever his funds run short. If the Springfield club should offer \$100 for the discovery of every cycling planet, Eck, Neilson, Higham and other "bringers out" would simply glue themselves in the observatory chair, and peer into every corner of the country in their efforts to pocket the shekels.

OUR VISIT TO ALBANY AND TROY.

There are various ways of reaching these towns besides going on foot. Having been born tired, we went by boat. Took the steamer Drew and had supper on board. Out of sympathy for our Canadian friends, we ordered codfish. The waiter brought halibut steak, and with indignant *hauteur*, or something of that sort, insisted that it was codfish. The steward, on being referred to, confirmed the statement of the waiter, and offered to bet ten dollars that it was codfish. That settled it. If halibut is codfish on the steamer Drew, no amount of betting could change their rules and regulations. Well, that waiter got no tip from us, and we didn't eat the vile fish, and so we got even.

Albany stands just where we left it long ago. The Dutch who founded it have gone these many years; the legislative solons, who used to make strange laws, and grant sums of money to quack doctors for alleged hydrophobia cures, have died and gone; the bloodsuckers have fled to Canada or gone to Europe, but Albany remains. *Constet aeternum*, or something like that.

There are two flourishing bicycle clubs in Albany—the Albany Bicycle Club and the Albany Wheelmen. The latter club announces their first annual race meet on Saturday of this week, the 28th inst., on the Ridgefield track, a one-third mile "cinder," which is said to be one of the finest in the State. The programme embraces eleven races, which will be participated in by clubs from Hartford, Binghamton and other places. (Catch on to this poetry?) Capt. H. E. Hawley, No. 39 North Pearl street, Albany, has charge of the affair. While in Albany, we called on Mr. F. Munsell, the publisher, No. 82 State street, son of our old friend, Joel Munsell, the well-known pioneer printer of Albany. We also called on Mr. Richard Robe, the efficient Treasurer of the Albany Wheelmen, and the bugler of the Albany Bicycle Club. His brother, Mr. J. W. Robe, of the Albany News Co., was out of town; but we hope to pay our respects to him again, if not in person, at least by a plentiful supply of WHEELS, so that our Albany friends may be able to find them there at all times. Price 5 cents.

Troy is about seven or nine miles from Albany, according to which way you go, and how *complet* you are when you go. This is not the old *Troja qui primus ab oris* of Mr. Pub. Virg. Maro's *Aeneid*, but it is the Troy of cuff and collar laundry celebrity, and the home of Paddy Ryan, who, erstwhile thrashed the (soon to be) Hon. John L. Sullivan of the glorious old town of beans and *real* cod fish—(I know it well, Horatio)—in his mind.

Perhaps this is mixed metaphor, but Trojans and Bostonians will easily understand it.

The old rivalry between Albany and Troy still continues, as of yore, but Troy is easily at the head—of navigation.

Not to be outdone, Troy has two bicycle clubs, the Troy Bicycle Club, and the Trojan Wheelmen. We called on Mr. T. S. Hoyt, of the Trojan Wheelmen, and also of the Northern News Co., No. 10 and 12 Third street, where our Trojan friends may always find the WHEEL (price 5 cents).

We likewise called on Capt. Wm. M. Thiessen, of the Troy Bi. Club, and, on his invitation, went around to the club rooms on Federal street. This is the large building 93x101 feet, formerly known as the Federal Street Skating Rink. The Troy Bi. Club bought it in at a great bargain, and afterward purchased the ground on which it stands, so that they now own the entire property, land and building, and have fitted it up splendidly. The main hall is decorated with over a thousand Chinese lanterns, flags and fancy fans, and has a good, firm, hard, smooth floor to ride on. Below this is the stable or wheelroom, with an array of bikes around the wall.

Off this is the club parlor—a splendidly furnished room, with carpet, grand piano, etc. The President, Mr. Cook, extends the hospitality of the house to all visiting wheelmen. The day we were there a couple of riders came in from North Adams, a distance of about 50 miles, having ridden the whole way between morning and a little after noon. They reported the road good. President Cook made them at home.

The Troy Bi. Club give their fourth annual tournament on Wednesday, September 1st at Rensselaer Park. The events comprise eleven races, and the entries close on August 30th. Capt. Wm. Thiessen No. 556 Fulton street, Troy, has charge of the affair.

While in Troy, we also called upon the veteran publisher and bookseller, Mr. H. B. Nims (now Nims & Knight) Nos. 9 and 10 Cannon Place, who will also keep the WHEEL for *real* Trojans, price 5 cents.

We sailed home on the Drew, but gave codfish a wide berth. Henceforth we are no more friends—at least when on the Drew.

Price, as usual, 5 cents. All bets off.

Truly,

HARRY M.

ODDS AND ENDS.

Why is the League like a little girl? Because it must have a doll-a.

A new club has been formed at Chicago, to be called the Illinois Cycling Club.

Mr. Bassett denies that he considers knee-breeches immodest, with which opinion the Philadelphia *Press* credited him.

At the regular meeting of the Chicago Bi. Club, resolutions were passed expressive of the Club's regret for the untimely demise of the late Major Durell.

The following amateur races will be held in connection with the Falmouth, Ky., Fair, September 14th, one-half mile heats. September 15th, two miles, Kentucky championship. September 17th, one mile open. September 18th, three miles scratch. Entries close at 12 o'clock on day of each race with J. K. Wandeloehr, Secretary, Falmouth Ky.

Racing at Fair Grounds, Cincinnati—Two miles—T. R. Belding, Avondale B. C., 7m. 35s.; T. L. Wayne, second; G. D. Fenley, o. One half mile—C. T. Estabrook, 1m. 27¼s.; Chas. Croninger, second. One mile—Chas. Croninger, 3m. 37s.; Frank Andreas, second. Five miles—Ed Croninger, the "Kentucky Duster," first; time, 19m. 32s.; Ed Mulhauser, the "Brighton Hustler," second.

Kluge ran a trial mile yesterday with Woodside and Adams as pacers, to see if he had made any improvement in the last four days, but the watches stopped at 2.38, which was his former record. Ives made a hasty visit to New Haven Saturday, but will be found on the track to-day pegging away as usual. So will Stone, who is doing well, but rides a little wild, owing, probably, to the bad condition of the western tracks, where he got his training. Langdown also got out yesterday and made a trial mile in 2.48, which is not bad, considering it is his first after his 16,000 miles of travel. Gorman, his trainer, is expected to-day, and will soon get him into form. Langdown has ordered a new Columbia wheel, which will probably arrive to-morrow. A children's quarter-mile velocipede race has been added to Saturday's programme, and will not be without interest. A silver prize medal will stimulate the youngsters to their best efforts.—*Republican*, August 23.

We have received the official programme of the New York State Division meet. It is very artistic from cover to cover, creditable alike to the designers, compilers and printer.

The Roseville track nears perfection. Fifth class racing men are astonishing themselves by the time they are making. A small army of Italians are putting on the top dressing of clay and gravel. This will be rolled to Vermont marble consistency, and by the date of the Orange Wanderer's tournament—September 4th—the track will be in record form.

The position made vacant by the death of Major Durell has been filled by the Pope Manufacturing Co., who have selected for the position Mr. R. D. Garden, a gentleman well known in various parts of the country. Mr. Garden is an athlete of some repute, and was formerly a member of the New York Athletic Club. He has seen considerable of the country, and is a man of splendid business qualities. If you want to know anything of him, socially, you have only to pay him a visit, and be convinced that in this respect he stands second to no one. At least, such has been our experience during a long acquaintance. Whether Mr. Garden will remain here permanently or not will be decided upon the return of Col. Pope, who will visit this city in a few days after his arrival from England.—*S. and T. Journal*.

The hundred mile road race of the Monmouth Wheelmen took place over the roads between Monmouth and Freehold, Seabright and Shrewsbury. The race was open only to members of the club. The contestants were A. R. Coleman, John B. Bergen and F. S. Rockwell. Rockwell dropped out after returning from Freehold, having covered but twenty-eight miles. Bergen could not keep up to Coleman's fast pace, and he also left the rest after accomplishing seventy-seven miles. Coleman was as fresh as a lark as he wheeled up to the finish amid the plaudits of the many spectators. His time was 9h. 55., which, taking into account the dusty and rough condition of the roads, was extremely fast. The prize was a gold medal, presented by Dr. G. F. Marsden, President of the local club.

FIXTURES.

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

Wheeling comments as follows on the recognition by the L. A. W. of the A. C. U. rules :

"The question which occurs to us as regards Springfield is this: Will the American Cyclists' Union, even if recognized by the N. C. U., allow all our so-called amateurs to ride as amateurs in America? It will be scarcely fair to Hendee, Rowe, Knapp and others to be relegated to the promateur class, while men holding precisely similar relations to the British manufacturers as the former do to the American, are allowed to ride as amateurs. The difficulties of the situation become more apparent when we reflect that the N. C. U. is practically being requested to recognize a body whose amateur law is purer than its own, and that if our association refuses to own as a brother, a body which separates amateurs from promateurs, our association will look supremely ridiculous in the eyes of the world. Whether the Union here at home will ever be able to follow the lead of the A. C. U. and divide the classes, we are afraid, is a doubtful question, but recognition of that body seems to us a matter of absolute necessity. Our makers' amateurs are racing as pure amateurs every day. Only a week ago one firm entered their man for his races without even consulting him, and it may safely be said that the principle flourishes as strongly as ever. On the other hand, we could name several prominent amateurs, one a shining light of the Touring Club, who have no hesitation in losing races if they can make more money by doing so than by winning, and who are not to be compared for an instant with the straight-forward sporting-minded maker's amateur. With all this going on, not in a few isolated cases but generally, any "highfalutin" on the part of the National Cyclists' Union will be absurd, and we shall therefore look for a hearty recognition, sooner or later, of the American Cyclists' Union."

Mr. R. P. Gormully, of Gormully & Jeffery, sailed from Liverpool for New York August 21st.

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

FOR SALE, EXCHANGE, WANTS.

RUDGE RACERS. Attention Racing Men.
 1 53 Rudge Racer, used twice, - - \$90.00
 1 54 " " three times, - - 90.00
 1 55 " " never ridden, - - 90.00
 1 57 " " " " " " 90.00
 Saddle on backbone, and all latest improvements. Apply early.
STODDARD, LOVERING & CO.,
 152 to 158 Congress St., Boston.

BARGAINS!!

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

PARTNER WANTED. In the bicycle business. One who has a little money to invest, being part or all purchase money in half interest of the business.
T. HUNT STERRY, 425 Flatbush Ave, Brooklyn.

FOR SALE. 54-inch Humber Bicycle, no defects, C. O. D. \$75. CHAS. M. AMS, 372 & 374 Greenwich St., New York.



The only perfect substitute for Mother's milk. Invaluable in Cholera Infantum and Teething. A pre-digested food for Dyspeptics, Consumptives, Convalescents. Perfect nutrient in all Wasting Diseases. Requires no cooking. Our Book, The Care and Feeding of Infants, mailed free.
DOLIBER, GOODALE & CO., Boston, Mass.

FOURTH ANNUAL

Fall Race Meeting

OF THE

KING'S COUNTY WHEELMEN.

Saturday, Sept. 18, 1886,

3:45 P. M.

AT THE BROOKLYN A. C. GROUNDS.

(DeKalb & Classon Aves., Brooklyn, N.Y.)

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

EVENTS:

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

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

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

SEPT 4. Attention Wheelmen!! SEPT 4.

GRAND OPENING RACE MEET

ON THE NEW, FAST TRACK OF THE

N. J. CYCLIC AND ATHLETIC ASS'N, Roseville Station, Newark.

UNDER THE AUSPICES OF THE

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

RACES BEGIN AT 3.30 P. M., SHARP.

PROGRAMME.

RACES.	FIRST PRIZE.	SECOND PRIZE.
No. 1. Three-Mile Bicycle Championship, N. J.	\$30 Solid Silver Cup.	Wonder Saddle and Tool Bag.
2. One-Mile Novice.	Gold Medal.	
3. One-Third Mile Dash.	Onyx Gold Ring.	
4. Two-Mile Tandem Tricycle.	Two Pair Opera Glasses.	
5. Five-Mile Scratch Race.	\$140 Beeston Humber Racing Bicycle.	
6. One-Mile O. W. Club Race.	Fish Saddle and Bag.	Lakin Cyclometer.
7. One-Third-Mile Boys' Race (under 14).	Silver and Gold Medal.	Lantern Side Fixture.
8. One-Mile Tricycle Championship, N. J.	\$30 Solid Silver Cup.	Silver Medal.
9. One-Mile Dash.	Gold Medal.	Nickel Bicycle Lamp.
10. Three-Mile Lap Race.	Waltham \$45.00 Silver Chronograph Watch.	Nickel Bicycle Lamp.
11. One-Mile Consolation.	Gold Medal.	Silver Medal.

Races under L. A. W. Rules and open to League Members. Entrance fee to Three and Five-Mile Races, \$1.00 each; Boys' Race, 25c.; other events 50c. each. Entries close Monday, August 30th and must be accompanied by entrance fees. Address E. P. BAIRD, Brick Church, N. J. Entries for Boys' Race received at the gate.

NOTE.—The Track is five minutes walk from Roseville Station, on the D. L. & W. R. R., forty minutes from New York. Train boats leave foot of Barclay St., 1.30, 2.10 and 2.30. Return trains leave every twenty to thirty minutes. Bicycles will be carried in baggage car at owners' risk, without extra charge. Competitors must be properly attired; the right to refuse any entry is reserved. The prizes have been selected with great care and are exceptionally valuable. The Beeston Humber Racing Bicycle is donated by Mr. L. H. Johnson, of East Orange, the U. S. Agent.



"Home Exerciser"

For brain-workers and sedentary people. Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inches 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.

NEW ROAD BOOK.

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

Price, 20 cents, by mail, postpaid. Old editions (supply limited,) 3 cents.

GEORGE CHINN, Publisher,
BEVERLY, MASS.

Mention THE WHEEL.



MERRILL'S AUTOMATIC

BICYCLE LOCK.

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

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

Can be had of any dealer in bicycles, or sent post-paid on receipt of \$1.00.
MARLIN FIRE ARMS CO., New Haven, Conn.



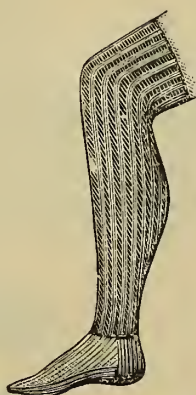
POCKET Drinking Cup

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

Greggill Mfg. Co.,
Meriden, Conn.



They're NOT English, you know,



"Club Hose."

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



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

we make to order to match any shade of cloth

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

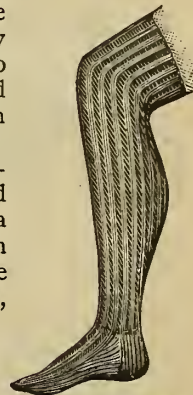
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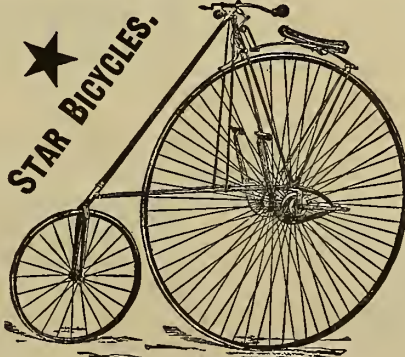
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"Columbia Hose."



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.

SPECIAL ANNOUNCEMENT NO. 1.

THE

COLUMBIA * SAFETY,

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



THE HANDSOMEST SAFETY.

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

SELF-ADJUSTABLE TO ANY REACH OF RIDER.

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

SPECIAL ANNOUNCEMENT NO. 2.



The unprecedented demand for the



KIRKPATRICK * SADDLE

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

LARGE STOCK

of these saddles, ready for immediate shipment.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 WASHINGTON STREET, BOSTON.

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GEO. R. BIDWELL, 313 W. 58TH STREET, NEW YORK.

I rent Rudge and Columbia bicycles and tricycles to responsible and competent riders at reasonable rates.
I sell Rudge and Columbia bicycles and tricycles on easy terms.
I have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—**ALL WINNERS.**

Purchasers taught to ride free.

I have a well equipped repair shop and guarantee my work and prices.

Send for my catalogues, terms, etc.