

THE SPRINGFIELD WHEELMAN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Press of Springfield Printing Company.

VOL. II.—No. 6.

SPRINGFIELD, MASS., OCTOBER, 1884.

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OUR ENGLISH VISITORS.

We have nothing but words of praise and congratulation for them. They crossed the ocean at our invitation to contend with us for the mastery, in the greatest tournament of the wheel ever instituted. We hoped to show ourselves their superiors in muscle and training, and we should have done so, if they had not defeated us. That is plain, and that is all there is about it. Some of the spectators at the races were disappointed at some of the results. This was natural, but throughout the whole programme there was nothing unfair or dishonest. Our English friends were gentlemen. We are glad that they carried off a fair share of the prizes. As we think of it now, we should have been rather sorry if they had not done so. We are certain that they will carry home with their trophies a kindly feeling towards us, and a determination to come again and bring more of their friends. Howell, Sellers, Leeming, Chambers, Illston, Gaskell, and James are men whom we shall remember with pleasure, and we shall watch their future successes, as related in the English cycling papers, with renewed interest. That they should carry home from our American tracks a new record is something we can be proud of even if we were defeated. You see we are determined to make the best of the situation, any way. The English riders were fairly entitled to all the credit they won, and it is a satisfaction even to have been outridden by such men.

SPRINGFIELD AS A CYCLING CENTER.

Financially, as well as in every other way, the Springfield tournament resulted satisfactorily. Some of our friends at other places, where the wheel tournaments have been a comparative failure, ask how it is that Springfield has stepped to the front as a cycling center, and is able to command such crowds of people at a bicycle tournament. The Boston *Herald* speaking of the tournament on the Union grounds in that city, says:—

The Union management has certainly done everything to make the races a success. The purses and prizes were of a value and splendor never before equalled in the history of Boston cycling. The track has been refitted and kept in order at considerable expense, a band of music was engaged, and everything done that could subserve the interest and comfort of the public. In Springfield, the attendance was over 40,000 in four days, and at New Haven there were over 3,000 in

two days. At Hartford, the attendance was over 5,000 in one day, and yet in Boston, a greater cycling center than either of these places, the attendance in three days has not approached one day's total in the other places.

There are various ways of accounting for this. For one thing, the success of the Springfield tournament is largely due to judicious advertising. Printers' ink, properly applied, is the very best stimulant to popular interest. We modestly aver that THE WHEELMEN'S GAZETTE had not a little to do in arousing the public expectancy and in bringing to Springfield large numbers of wheelmen from all parts of the country. Then the management of the tournament was the result of considerable experience and not a little patient study and planning. The people knew what to expect and that whatever was promised would be performed. The growth of the popular interest in cycling in this vicinity has been gradual and healthy. We began four years ago, by giving an exhibition in connection with another entertainment on the park. Then we gave rink exhibitions, and the second year we appeared on the park, again in connection with other sports. The third year we gave our first tournament; that drew crowds of people to the park, but not enough money to our coffers. The fourth year we knew how to cut our coat according to the cloth, and made the tournament a perfect success. Meanwhile the interest of the public has been gradually increasing. The bicycle races and all their surroundings have been entirely unobjectionable in character, and the result is that thousands of people who would not attend the circus or the horse races, come out to the tournament and go home delighted. Having achieved a good reputation for the sport we think it will be possible to retain it, and we do not doubt that Springfield will continue to be the great cycling center of the country.

SELLERS VS. HENDEE.

It is but fair to Mr. Hendee to state that he was not in his best condition. Some of his friends desired him to keep out of the races entirely, but he was the popular champion and his good nature could not resist the general demand that he should try his paces with Sellers. But physically Sellers was the better man. Large, strong, muscular, of good staying power, he was too much for Hendee, and fairly wrested the championship from him. His performance at Hartford had foreshadowed Hendee's defeat, among those who knew the latter's condition. And in fact we doubt whether the record of 2.39 will soon be beaten in the amateur lists, while the professionals will have to work very hard to outdo it. As we have said elsewhere, the popular disappointment over Hendee's defeat was great, and the crowd waited and watched from day to day, till the end, in the hope that he might retrieve his fortunes. But Sellers held his ground and he held it honestly. In the unfortunate affair at New Haven, subsequent to our tournament, in which Sellers lost the race to

Hendee, on account of a foul, we believe that the foul was entirely unintentional on the part of Sellers, and that he would have won the race fairly but for a miscalculation of Hendee's distance from him. We still have strong faith in "Our George," if he shall continue to ply the wheel as a racer, and we have confidence enough in Yankee pluck to believe that Sellers will meet his match when he comes again. *Au revoir!* We'll see him later.

THE SPRINGFIELD TOURNAMENT.

Well, it has come and gone.

It was a glorious occasion.

The weather was so fine that "bicycle weather" seems likely to pass into a proverb with Springfield people as a synonym for beautiful September days, with just sun enough for warmth and just breeze enough for coolness.

A sort of meteorological lemonade with a stick in it, as it were.

A threatened shower postponed the fireworks for one night, but that was all the interference experienced from "Old Prob."

And the fireworks got all the riper for waiting. They went off like hot cakes—yes, red-hot, green-hot and blue-hot ones. They "riz" like yeast cakes.

Few events in which so much was promised ever passed off more successfully. There was not a hitch in the programme from beginning to end. The experience of the previous year had taught the managers what to provide for and what to avoid.

The new half-mile race track proved to be all that was promised, and the universal testimony of the crowds on the park was that it was a vast improvement upon the old mile track.

As for its good qualities as a race track the records that were broken are evidence enough.

The arrangements for the comfort of the spectators were heartily approved. The two grand stands at either end of the homestretch supplementing the old grand stand facing the finish, enabled thousands to see and enjoy the races, as would have been otherwise impossible.

The crowds were good natured, intelligent, enthusiastic. Ministers, deacons, doctors, bankers, merchants, lawyers, teachers, mingled with people from the shops and factories, in truly democratic fashion. Quite half of the throng was composed of ladies, and we know of very many who attended every day and kept their scores industriously.

We doubt whether a wheel tournament was ever held elsewhere, to which the whole town and country side devoted itself so thoroughly. Each day the banks closed at an early hour, and on Thursday, "that great day of the feast," all the principal business establishments, the factories and shops, were closed during the afternoon to allow all hands to attend the races.

The enthusiasm on that day extended to all the country towns, and even the academies and schools

took a vacation, from "Hobson's choice." The boys were bound to come and come they did. The result was, on Thursday, an immense gathering of people on Hampden Park, many times outnumbering any that ever attended the horse races at the same place. On the other days the attendance was satisfactorily large.

The great diversity in the races enabled the management to offer an excellent programme for every day. With scarcely an exception the events were all spirited and interesting, and nothing was promised that was not faithfully performed. Naturally the spectators were disappointed over the failure of the local favorite to hold his own with his English competitor, and followed his fortunes to the last in the eager hope that he would retrieve his record, yet there was no expression of ill-will when he was defeated. As the band struck up "God save the Queen," following Sellers's victory, the crowd cheered heartily, as if remembering that after all, it was a contest between Anglo-Saxon and Anglo-Saxon, and it was no disgrace to be beaten by an Englishman.

Take it "by and large" it was a grand event, and we may easily be pardoned for being proud of it. In behalf of the Springfield Club, we take occasion to thank all who contributed in any way to its success. We are not at all chagrined because those who came across the ocean, at our invitation, bore away their full share of the honors. We also thank them for their attendance and hope they will come again. We are a little in doubt whether we should first thank or congratulate the 50,000 people who witnessed the races, but we do both in equal proportions. We are glad they came, and we feel very sure that they are glad, too. If they didn't get their money's worth of entertainment—well, we will try to do better next time. But we think they did. Nevertheless, we shall try to do better next time, all the same.

A GOOD WORD FOR THE PRESS.

The representatives of the press attending the tournament were given every possible facility for doing their work and warmly commended the arrangements for their benefit, as well as the general management of the tournament. The result was that the races were very fully and in some cases very finely reported. The Boston papers daily gave full accounts of the races, and the New York, Hartford and other papers presented excellent reports. The daily papers in this city devoted themselves to the occasion as one of paramount importance. The reports of the *Union* were very full and complete. An extra edition was issued each day giving complete reports up to a late hour, and on the last day covering all the races and having the edition upon the street when the crowds came off the park. City Editor Newell took personal charge of the work, and his reports were the astonishment and delight of the wheelmen, covering every essential point of the races and presenting them in a very picturesque and readable manner. The Springfield Bicycle Club is greatly indebted to the press for its share in making the tournament a success.

We have printed a large edition of the present number, and wheelmen and others wishing copies for future reference will have a single copy sent on receipt of three two-cent stamps, or five copies for twenty-five cents, postpaid, twenty-five copies one dollar.

A MIDNIGHT RACE.

The Bible informs us that God made and created all beings and things; so He must certainly have created this bicyclist also,—and what a noble piece of work it is! Vanity and stuckupness are not twins—with one exception. Our dear Creator magnanimously or accidentally pumped into me one extra whiff of the quintessence of Morpheus, *ergo* sleep. Ever ready at my bidding, I have but to think thereof, and away I doze.

But what I lack in wakefulness, I amply regain in activeness and perception; and so, on this occasion, while my younger brother was busily engaged in jerking me out of bed and pulling me towards the window, I immediately awoke to a realization of my position. The yellow glare through the open casement, and the bright, lurid sky in the distance, indicated but one thing, a conflagration; and the harsh, but melodious, clanging of a bell served but to locate the same at the large paper manufacturing establishment of friend F— & Co., over whose book-keeping sanatorium I presided.

Perhaps it did take five minutes to throw on some wearing apparel, but no ten had elapsed ere the bright moonlight revealed me astride of my trusty fifty-four, speeding with all possible haste towards Lockland, the destructive element's present site.

I carried no lantern, thanks to the full moon's light; besides years of constant traveling over the same route had so familiarized me with the path, that I verily believe I could ride over it blindfolded. An unfortunate cropper—slipping the pedal—secured for me the only knock-down I received, it also bending my left handle-bar nearly double. Under these contending circumstances, I resumed the race with but limited speed.

Prompted not alone by a sense of duty to my employers was I hastening to the scene; a second motive had drawn me thither. The day before an aged woman, one of the many hands engaged in the mill, had entrusted to my care a package of bank notes, containing, as she said, the savings of her lifetime. The various rumors of assigned banks arousing her suspicions of those institutions, I had accepted the trust, but had negligently placed it in the drawer of my desk, forgetting at my departure in the evening to place it in the fire-proof vault of the firm. Therefore onward, forward!—that poor old woman's treasure must be saved. Long years of steady toil, a life of stinted comforts, and the results of all this might be swept from existence in a single night. The mill-owners' money lay safe in the barred vault; hers would but feed the flames. My employers had other resources to rely upon, but this hapless creature's hope for maintenance in her declining years lay in the preservation of the threatened parcel.

Flames were eagerly lapping that part of the building where the offices were located when I breathlessly arrived. To secure an ax, batter down the door, stagger through the stifling smoke to my desk, and open the drawer with the key I already carried in my hand was but the work of a few moments—many to me at the time; then grasping the coveted treasure, I groped, or rather felt, my way to the outside door, which I reached none too soon; for scarce ten feet had separated me from the burning building, when, with a crash as of thunder, the whole building sank together in one impenetrable mass of chaos and ruin.

Saved, saved! What, the money? Yes; but

that old woman's life, too. Think you, reader, that when three score and ten years of life have passed o'er your head, and your accumulated hard earned possessions, be they many or be they few, are ruthlessly swept away with one single blow, think you, reader, the grave's terrors would blanch your cheek and haunt your brain? Not you, nor I.

"WILLHELM."

OHIO DIVISION L. A. W.

The fourth annual meet of the Ohio division L. A. W. was held at Cleveland, Ohio, August 18 and 19, under an invitation of the Cleveland Bicycle Club, and too much praise cannot be bestowed upon them for the generous manner in which the Ohio wheelmen were entertained, and for the complete and faultless manner in which all of the details of so large and successful a gathering were carried out by the enthusiastic members of the Cleveland Bicycle Club.

The business meeting was called to order at 10 A. M. by Chief Consul T. J. Kirkpatrick, and was held at the Opera House; in the afternoon the races were held on the grounds of the Athletic Park Association, and in the evening a fine exhibition of fancy riding was given at the Opera House. On the morning of the second day, August 19, was the parade of about 400 wheels in line, races in the afternoon, closing with a sumptuous banquet in the evening. The weather was regular Springfield bicycle weather, and *all* voted that for a downright good time wheelmen should go to Cleveland, Ohio.

TOURNAMENT OF THE SCRANTON BICYCLE CLUB.

The racing season of 1884 will close with the first annual race meeting of the Scranton Bicycle Club, Scranton, Pa., which will be held Thursday, October 16. An enjoyable day's sport has been arranged, consisting of a parade in the morning, races in the afternoon, and entertainment in the evening. The races will be held at the Scranton Driving Park, on a one-half-mile track which has gained the reputation of being one of the fastest in the State. The track committee proposes putting it in the very best possible condition for racing, so that fast time will undoubtedly be made. A large sum of money has been expended for prizes, principally handsome gold and silver medals.

The list of races includes the following: Three-mile state championship, one-half-mile dash for novices, one-mile dash, five-mile handicap, one-mile ride and run, one hundred yards slow, one-mile club championship, one-mile consolation, tug-of-war. The entertainment will consist of fancy and trick riding, presentation of prizes, club drill, and roller skating.

Glorious weather, good trotting, but comparatively small crowds attended the annual fall meeting of the Hampden Park Association. There are several opinions as to the cause of the limited attendance, but that which seems to carry the most weight is that the day of horse racing is past and the "bicycle" has taken its place. The management during the racing was all that could be desired, and though the stockholders may come out of it without pecuniary gain, they have the satisfaction of knowing that the lack of interest was owing to no fault of theirs, but rather to a change of taste on the part of the people.—*Springfield Herald*.

THE GREAT AMERICAN ROAD-BOOK.

Such a characterization may, I think, be fairly applied to "Ten Thousand Miles on a Bicycle,"—simply with reference to the great amount of printed matter which it is to contain, and the great number of roads which it is to describe,—without any appearance of boasting that it is to be "great" in a more complimentary sense, or of pretending that it is to be complete and exhaustive in regard to all the roads of "America." The "table of contents and general prospectus,"—which I arranged on the 3d of December, 1883, printed on the 15th of January following, and published ten days later—says: "The book is designed to give minute description of 5,000 miles of road which I have personally explored while driving my forty-six inch bicycle twice that distance in the regions indicated by the list of titles." There are thirty-three of these titles; and my present purpose is to describe the matter represented by each, and also by the additional chapters which my exploration of a thousand new miles of roadway in 1884 will compel me to add to the list.

1. ON THE WHEEL.—This is an essay, of about 6,800 words, which was published by *Lippincott's Magazine* (June, 1882, pp. 576-587), and reprinted by the *Wheelman*, six months later (pp. 170-179). It was favorably mentioned in many of the notices of the first-named magazine, and liberal extracts from it were quoted by two or three papers. It was originally written in competition for the wheel offered by the Pope Manufacturing Company, as a prize for "the best article on the uses of the bicycle." This was awarded, October 1, 1881, to Mr. C. E. Hawley, of Washington, whose essay was printed in the first number of the *Wheelman* (October, 1882, pp. 22-29). The judges in the case were Mr. John Boyle O'Reilly, editor of the *Boston Pilot*; the Rev. H. P. Weston, and Mr. W. F. Halsall, the marine artist.

2. AFTER BEER.—From *Puck*, of August 11, 1880. This is a parody, of 144 words, on the well-known "Beer" verses by George Arnold; and it was reprinted by at least half a dozen newspapers.

3. WHITE FLANNEL AND NICKEL PLATE.—From J. P. Burbank's "Wheelman's Annual for 1882" (pp. 111-118, about 2,640 words). This was written in December, 1881, as an account of my own habits and preferences as to dress and baggage-carrying while on the road; and a few additions will be made, to show the lessons of my three years' later experience.

4. A BIRTHDAY FANTASIE.—Four stanzas, of seven lines each, written for the "mid-winter number" of *Bicycling World* (January 14, 1881, p. 153), in imitation of "Drinking Catch," by T. L. Peacock.

5. FOUR SEASONS ON A FORTY-SIX.—From *Wheelman*, February, 1883 (pp. 368-375, about 5,600 words). This is a chronological summary of my first 6,000 miles of riding, 1879-82; and I have mentioned it as a pattern for the sort of reports which I wish other riders to prepare concerning themselves for the long-distance chapters of my book.

6. COLUMBIA, No. 234.—From *Wheelman*, March, 1883 (pp. 432-436), and *Springfield Wheelman's Gazette*, May, 1884 (pp. 2, 3, 4), about 7,500 words. This gives a minute account of the machine on which I rode 10,082 miles, with exact descriptions of wear, breakage and cost of repairs.

7. MY 234 RIDES ON "No. 234."—From *Wheelman*, April, 1883 (pp. 56-66, about 8,000 words). This "exhibits my various rides and riding ex-

periences so classed together according to character as to be most significant and instructive, and also such facts about my physique and habits of life as may help to an understanding of the record."

8. AROUND NEW YORK.—This will describe the roads of Manhattan Island; the route up the Hudson as far as Tarrytown; the route along the Sound to the border of Connecticut, at Port Chester; the route through Brooklyn to Coney Island, and the various ways of getting through and around the city by railroad and steamboat. Though based upon my earliest road-report, in *Am. Bicycling Journal* of October, 1879, this chapter will be entirely re-written.

9. OUT FROM BOSTON.—This will contain report of rides from that city to Portsmouth, and to Springfield, in spring of '81 (*Bicycling World*, August 26, about 2,000 words); and of ride from Boston to Providence and thence to Worcester in September, 1883.

10. THE ENVIRONS OF SPRINGFIELD.—From *Wheelman*, December, 1883 (pp. 186-192, about 5,400 words).

11. SHORE AND HILL-TOP IN CONNECTICUT.—Description of a ride in summer of 1883, along the Sound, from New London to New Haven, from Derby up the Naugatuck valley to Litchfield, thence to Winsted, Southwick Ponds and Springfield.

12. LONG ISLAND AND STATEN ISLAND.—From *Bicycling World*, November 26, 1880; May 20, 1881; July 28, 1882 (about 3,750 words, most of which will need to be re-written).

13. COASTING ON THE JERSEY HILLS.—From *Wheelman*, June, 1883 (pp. 215-221, about 5,400 words). This describes minutely the Orange and Newark region, with the best approaches thence to New York, and gives a general account of the whole of northern New Jersey.

14. LAKE GEORGE AND THE HUDSON.—From *Bicycling World*, October 7, and November 11, 1881 (about 3,000 words). This describes a ride up the Connecticut valley from Springfield to Bellows Falls, through the Green Mountains from Rutland to Whitehall, and down the Hudson valley from Lake George to Tarrytown.

15. THE ERIE CANAL AND LAKE ERIE.—From *Bicycling World*, May 27, June 3, June 10, 1881 (about 3,750 words). An autumn ride on the tow-path from Schenectady to Oneida, and then from Niagara Falls along the lakeside to Ashtabula, Ohio.

16. ALONG THE POTOMAC.—From *Bicycling World*, June 23 and July 14, 1882 (about 2,500 words). An October ride on the path of the Chesapeake and Ohio canal, between Cumberland, Md., and Washington, D. C.

17. THE HILLS OF KENTUCKY.—From *Wheelman*, October, 1883 (pp. 30-37, about 6,400 words). This describes 340 miles traversed, mostly in the Blue Grass Region, while on a June tour to the Mammoth Cave.

18. FOUR HUNDRED MILES.—From *Wheelman*, January, 1883 (pp. 248-253, about 4,800 words). A September tour from Trenton Falls to Avon Springs, to the falls and high-bridge at Portage, and through the Genesee, Susquehanna and Wyoming valleys.

19. WINTER WHEELING.—From *Wheelman*, May, 1883 (pp. 114-119, about 4,800 words). A tour on frozen ground, ice and snow, in New York, Connecticut and Massachusetts.

20. IN THE DOWN EAST FOGS.—This is the longest chapter of all (about 14,000 words), and

describes the week's adventures in Maine and New Brunswick of the party managed by Mr. F. A. Elwell, who were the thirty-six "participants" in the first extensive bicycle tour ever anywhere organized on so large a scale.

21. NOVA SCOTIA AND THE ISLANDS BEYOND.—From *Outing*, April, 1884 (pp. 11-18, about 6,200 words). A tour of 350 miles through the Maritime Provinces, in August and September, 1883.

22. STRAIGHTAWAY FOR FORTY DAYS.

23. A FORTNIGHT IN ONTARIO.

24. THOUSAND ISLES TO NATURAL BRIDGE.

These three chapters will describe my monumental tour of 1883, from Detroit, Michigan, on the 8th October, to Staunton, Virginia, on the 22d November, a distance by the cyclometer of 1,422 miles, or one-eighteenth of the circumference of the globe. This was the longest continuous straightaway trail ever marked on the surface of the earth by the tire of a bicycle, until Mr. Thomas Stevens wheeled across the continent, from San Francisco, April 22, to Boston, August 4, 1884,—an estimated distance of about 3,700 miles.

25. THE CORAL REEFS OF BERMUDA.—A report (not yet written) of four days' wheeling, 9th to 13th March, 1884, on the ideal roads of that "ocean paradise."

26. FROM CONN. RIVER TO CAVERNS OF LURAY.—This tells about the trial trip of my new bicycle "No. 234, Jr." from the manufactory at Hartford, to New Haven, New York, Newark, Trenton, Philadelphia, Wilmington, Newark (Del.), Baltimore, Washington, Warrenton, Luray, Newcastle, Winchester, Harper's Ferry, Hagerstown, Gettysburg, York, Lancaster, Allentown, Easton and Newark,—a circuit of 800 miles, ending on the 5th of June, 1884.

27. BONE-SHAKER DAYS.—This describes my experiences, as a collegian, with the old "veloss" of 1869; and explains how I happened (when I returned home in April, 1876, from a five months' residence in London) to miss the distinction of "importing the first bicycle into America." The verses entitled "Velocipede," which the *Wheelman* of July, 1883 (p. 256), reprinted from the *Yale Literary Magazine* of April, 1869, will be appended to this chapter.

28. "CURL."—This is a biography (about 12,000 words) of "the best of bull dogs," to whose memory the book is dedicated, and whose portrait will face its title page.

29. CASTLE SOLITUDE IN THE METROPOLIS.—This chapter was planned to contain an account of the very queer building, on Washington Square, which serves the author as a residence. It is not yet written, however, and as it does not directly concern the main object of the book, I may decide, if hard-pressed for time or space, that I will not write it at all.

30. THE TEN THOUSAND MILES MEN.—I desire to present here a summary of the records of all Americans who have wheeled that distance. Messrs. H. W. Williams, A. S. Parsons, W. Farrington, J. G. Dalton, G. F. Fiske and Elliott Mason have already reported to me, and I have the promise of reports from E. R. Drew, C. A. Hazlett and Perry Doolittle. Contributions have also come to me from leading English riders, such as E. Tegetmeier, H. R. Reynolds, Jr., A. J. Wilson ("Faed"), H. Sturme, and Alfred Hayes, while I expect soon to hear from H. Etherington, E. R. Shipton, A. Nixon and others. The reports of the two first-named which I printed in August *Outing* (pp. 394, 395), are models which I wish

other long-distance men would pattern after. All English wheelmen who have "measured the circumference of this planet," 25,000 miles (as I think every one of the above named has done), will be welcome to a place in this part of the book. I shall also make room here for notable annual records, like that of 5,000 miles ridden by Frank E. Yates, of Chicago, in 1885.

31. ROUTES OF LONG-DISTANCE RIDERS.—This title is intended to cover a summary of all important reports of American roads, not traversed by myself, which other tourists have published in the cycling press, or have privately prepared for me. In the former case, exact references will be given to the journals where the full accounts may be found. I desire to give here "some account of all Americans who have ridden as much as 100 miles straightaway in a day; or as much as 25 miles straightaway without dismount; or as much as 1,000 miles of roadway (that is, 'separate miles of road,'—not simply 'miles of riding'); or as much as 500 miles of roadway at a single excursion; or as much as 250 miles of *continuous* roadway, either straightaway or in a circuit; or who have engaged in tours remarkable for any other reason." I invite such men to describe to me as exactly as possible the character of the roads explored, with distances by cyclometer, times, dates, and conditions of weather. The transcontinental ride and tramp (about 3,700 miles) of Thomas Stevens, and the thousand mile tour of W. W. Darnell, are examples of what this chapter will contain. It might easily be extended so as to cover the 400 pages promised for the entire book; and the limits to which I shall feel obliged to restrict it will depend somewhat upon the size of my subscription list. Though my book is not designed to encourage racing, I shall, for the sake of completeness, append to this chapter, or to some other, "a table of best times, amateur and professional, on bicycle and tricycle, in America and England."

32. THE TRANSPORTATION TAX.—I intend to present here a list of the numerous railroad and steamboat lines which have agreed to classify a passenger's bicycle as "personal baggage, to be carried free at the owner's risk"; and also a list of the few hostile lines which have adopted the policy of driving away the patronage of the bicycle tourist, by enacting the collection of a discriminating tax against his personal outfit. The lines will be arranged geographically, and the length of each, with its terminal towns and chief intermediate points, will be indicated, together with its relation to adjacent highways, which are known to be suitable for bicycling. The latest rulings of the Custom House authorities in the United States, Canada, and elsewhere, in regard to the treatment of tourists' bicycles, will also be included in this chapter.

33. HOTELS AND PARADES.—An argument that the League influence should be used in securing to *all* wheelmen the best of treatment at the former, and in banishing the disorderly and grotesque element from the latter. "A list of hotels where this book may be found," alphabetized by towns, will be appended to this chapter.

34. L. A. W., C. T. C., AND C. W. A.—The history of these three touring associations, with list of officers and statistics of membership, will be given in as condensed a form as possible. Mr. E. R. Shipton, its secretary, has expressed an intention of supplying a sketch of the second.

35. LITERATURE OF THE WHEEL.—Here will

be presented the name, size, publisher, and price of every journal, book or pamphlet in reference to cycling, of whose present or former existence I am able to get information. I shall classify the same as American, English, French, German, Dutch, Italian, and Australian. I expect to add the names and prices of such guide-books and maps as seem most useful to the American tourist; and shall endeavor to compile a list of the writers behind the pseudonyms of most frequent appearance in the cycling press.

36. THE INDEXES.—The chief local index will exhibit an alphabetical list of all towns mentioned,—“money-order” towns being marked by full-faced type, and “court house” towns by the initials “c. h.,” after the pattern of the Postal Guide. My original plan of “repeating all these names under an alphabetical arrangement of states and counties” may perhaps be abandoned, if I am hard-pressed for space. There will be special lists of all persons mentioned, of desirable routes for tours, of rivers, valleys, lakes, mountains, waterfalls, battle-fields, monuments, colleges, and places rendered notable for historic or sentimental reasons. In the “appendix of subscribers,” the whole 3,000 names will first be presented in a single alphabetical list, each one accompanied by the town of residence, and a numeral showing the order of enrollment. The names will then be repeated under a geographical arrangement, beginning with an alphabetical list of the towns in Maine, where subscribers of the book reside, and presenting the lists of the other States in succession, until the end is reached at California. It is my wish to show the exact residence or address of each subscriber, and the fact of membership or office-holding (past as well as present) in local wheel club or general association, like L. A. W., C. T. C., or C. W. A. Such officers and members of any given club as are on my subscription list will be grouped together beneath the name of their town. Thus, under “New York City,” I shall show special groups of subscribers who belong to the “New York,” “Citizens,” and “Ixion” Bicycle Clubs (with the address of each club), and a fourth group of the unattached. Non-wheelmen among my subscribers will be designated as such. Hotels and libraries on the list will be made prominent by italics.

In naming “a dollar” as the subscription price of so elaborately planned a book, I “took a leap in the dark,” for I never made any attempt to estimate the amount of material which I had promised to put into it, until the need arose to prepare this present description. I see now that a summary of the estimated matter in the nineteen chapters which are already in existence, amounts to about 103,000 words; and I fear that the sixteen chapters yet to be written, with the indexes, introduction, and contents-table, will require as many more. It does not appear to me, therefore, that I can possibly carry out my plan by printing less than 200,000 words. The expense of impressing that amount of type “in handsome style, on fine paper, and securely binding the same in cloth, with gilt top and side-stamp,” is a thing which I can only guess at, in advance of taking a definite estimate from a printer. I remember that Mr. Burbank's “Wheelmen's Annual for 1882,” whose price was a dollar, contained only 45,000 words. My present doubt, therefore, concerns not so much my ability to pledge 3,000 advance subscribers, as my ability to make any profit in supplying them so expensive a

book at the specified rate. An increase of the price to \$1.50, for all those who delay their patronage until after publication day, has therefore been decided upon by me, as my only chance of securing a satisfactory financial result. It is exactly eight months ago to-day since I began my canvass, and the growth of my subscription list, reckoned by calendar months from then, may be shown by the following numerals: First month, ending 25th February, 533; second month, 272 (805); third, 332 (1137); fourth, 143 (1280); fifth, 141 (1421); sixth, 81 (1502); seventh, 259 (1761); eighth, 179 (1940). I therefore now lack just 1060 one-dollar pledges of the whole number needed as a “guarantee of good faith” before I make my bargain with the printer. KARL KRON.

Washington Square, N. Y., Sept. 25.

In responding to Karl Kron's request for an account of the recent 787-mile tour in California of Mr. H. C. Finkler, of San Francisco, the latter reports: “At last all the railroads under Central Pacific and Southern Pacific management grant us the privilege of carrying wheels free, at owner's risk, my connection with the legal fraternity having been instrumental in gaining this point. The winds and the hills which have to be contended with by tourists in this State are enough to discourage the majority of butterfly riders. For more than four years past I have been exerting myself constantly for the advancement of the sport, and I find that the enthusiasm of many of the wheelmen is only momentary.”

The North German Lloyd Steamship Company is the first one of the transatlantic lines to officially announce that a passenger's bicycle will be transported free at the owner's risk, from Baltimore to Bremen. This announcement is in the form of a letter from the Baltimore agents of the company to Karl Kron, published in *Bicycling World* of August 22. The same letter promises the same concession in behalf of the Allan line from Baltimore to Halifax.

Two members of the Trenton Bicycle Club—W. P. Pray, League consul for Bristol, Pa., and B. S. Rose, of Trenton,—rode from the latter city to Manalapanville, 22 miles, on Saturday evening, August 16, starting at 5 o'clock; and, on the following day, between 5 A. M. and 7 P. M., rode 87 miles in spite of the very hot weather and inferior roads. The route of the second day was from Manalapanville to Long Branch, 26 miles, where a halt was made from 8 to 9.30 A. M., and thence back to Bristol, Pa., 61 miles. I call this 109 miles a very creditable record for 26 hours.

H. C. Ogden writes from Middletown, N. Y., August 20, to Karl Kron: “I had a fine trip last week to Lake Mohonk, going from here by way of Montgomery, Walden, St. Andrews, New Hurley and New Paltz. The road up the valley of the Walkkill from Walden to New Paltz is hard and very level. Two stretches of four or five miles each, having a hard slate surface, are almost on a dead level, and afford an even finer ride than that along the Delaware, from Port Jervis to Milford. The thirty-seven miles from here to New Paltz could be made without dismount.”

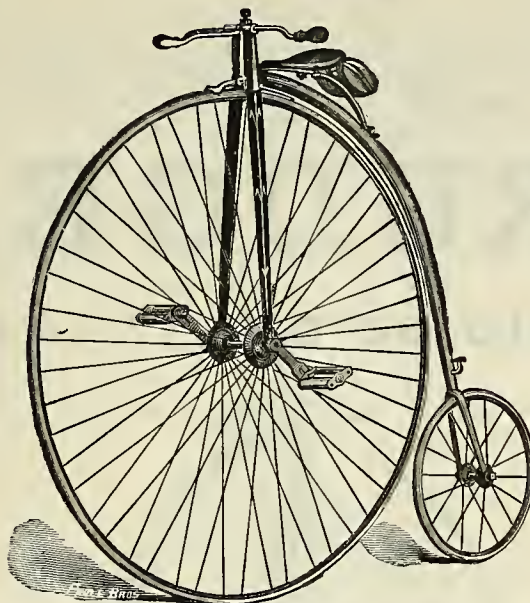
Ohio wheelmen can, by sending items of interest, club elections, correspondence, etc., to Wm. F. Goetze Lockland, insure insertion in the following number of THE SPRINGFIELD WHEELMEN'S GAZETTE.

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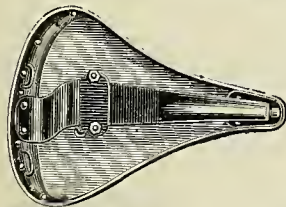
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LONG-DISTANCE SADDLE,
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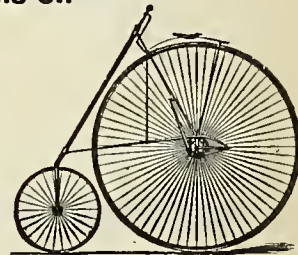
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THE REMARKABLE SALE OF

LORILLARD'S PLUG TOBACCOS

Is Ample Evidence of This. This Concern will Sell over 20,000,000 Pounds of their Favorite Brands this year; or about

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And as there are between 800 and 900 Other Factories in the U. S., it follows that their Goods must give

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THAN THE BRANDS OF OTHER MAKERS.

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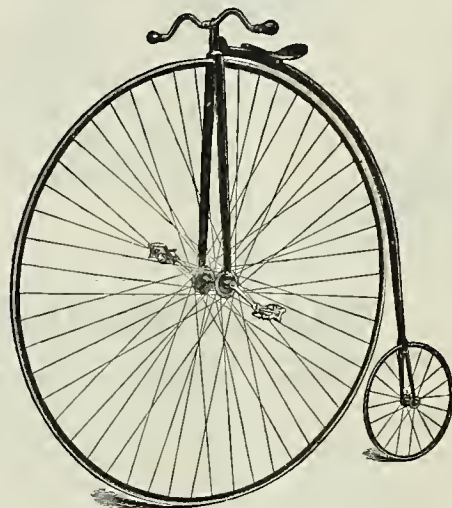
WITH RED TIN TAG,
IS THEIR BEST BRAND. *

WHEELMEN, ATTENTION!

24 out of 29 Races won on the

RUDGE,

AT SPRINGFIELD, SEPT. 16, 17, 18 and 19, 1884.



The following American Records for 1884 were made on the Rudge Racer, viz.:

AMATEUR.

Miles.	M. S.	Names.
1-2 mile.....	1.18 1-5.....	S. Sellers.
1 "	2.39	S. Sellers.
4 "	11.55 2-5.....	L. B. Hamilton.
6 "	18.50	L. B. Hamilton.
7 "	21.57	L. B. Hamilton.
8 "	24.25	John Brooks.
9 "	28.06 2-5.....	John Brooks.
10 "	31.04	S. Sellers.

PROFESSIONAL.

Miles.	M. S.	Names.
1-2 mile.....	1.21	R. Howell.
2 "	5.45 3-5.....	R. Howell.
3 "	8.36 2-5.....	R. Howell.
4 "	12.11 3-5.....	R. Howell.
5 "	15.02 2-5.....	R. Howell.
6 "	18.24 4-5.....	R. Howell.
7 "	21.17 2-5.....	W. M. Woodside.
8 "	24.21 3-5.....	W. M. Woodside.
9 "	27.21 3-5.....	W. M. Woodside.
10 "	30.07 1-5.....	R. Howell.

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SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,

Rode a mile in **2 MIN. 39 SEC.**, beating the World's record.

The following noted flyers also ride the **RUDGE RACER**:-

R. HOWELL,
S. SELLERS,
ELIOT NORTON,
WM. WAITE,
JOHN BROOKS,

ASA DOLPH,
LEWIS HAMILTON,
F. WESTERVELT,
C. H. PARSONS,
W. M. WOODSIDE,

G. M. HENDEE,
E. F. TRACY,
WM. MAXWELL,
J. H. LEWIS,
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The **CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN** have all been won on the **RUDGE RACER**.



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THE ONLY

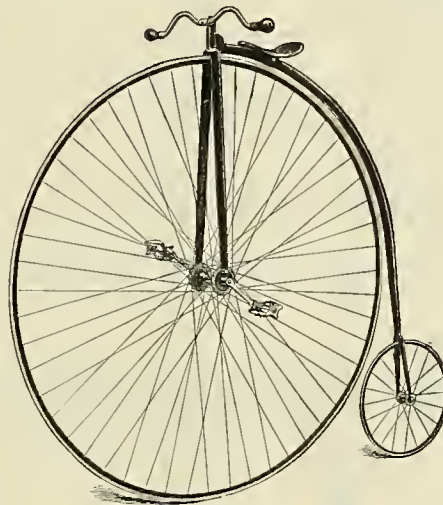
FIRST-CLASS ROADSTER
at a Reasonable Price.

Rudge's Unequaled Ball Bearings to both wheels.

Hollow Forks and Backbone.
Direct Spokes (eighty to front wheel).
Curved Handle-Bars.
Parallel Pedals, nickeled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickeled, \$105.



RUDGE RACER.

One Mile Record of the World,
2 Min., 39 Sec.

Net Weight 53-in. Rudge Racer,
23 Pounds.

Price, 50-in., Enameled and Nickeled, \$140.



RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.

The first Bicycle ever ridden up
Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice
and covered at rim, Hollow Front Forks, Semi-
Tubular Rear, Hollow Handle-Bar, Harwood
Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enameled and Nickeled, \$140.

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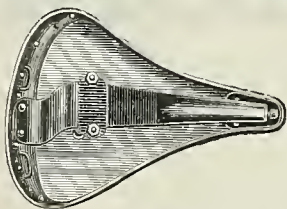
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Oak tanned leather is used for the cover, fastened with copper rivets.

The top of the seat is well rounded, and fits the form nicely. Ventilation is secured by a long slit in the center, which also permits considerable flexibility to the sides.

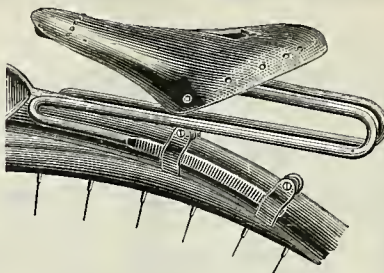
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Best of materials used.

Will soon adapt them to the Star.

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It has the same motions as the "Cradle Spring," but being on longer levers is slower and more comfortable.

It is close built, both up and down and sideways. Does not touch the thighs, and gives an easy reach to the pedals.

It is secured to the backbone by the lightest and most compact clips made.

Spring clips and screws are made of steel and tempered for their work.

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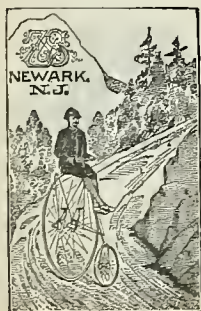
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Of our own make.

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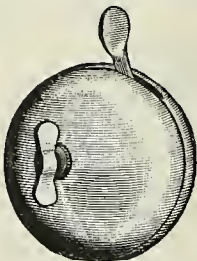
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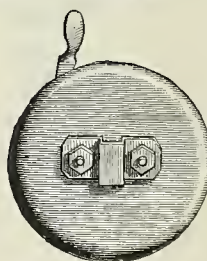


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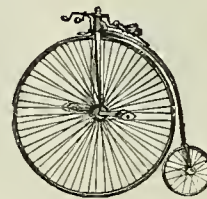
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THE SPRINGFIELD TOURNAMENT.

SECOND ANNUAL REVISION OF THE RECORDS.

The third annual tournament of the Springfield Bicycle Club was held on Hampden Park, Springfield, Mass., September 16, 17, 18, and 19, 1884, and was a success every way. All records from one-fourth up to and including ten-miles (except one-mile amateur), both amateur and professional, were broken, and eight of the world's records had to go.

The Springfield tournament being an important chapter in the history of bicycling, we have compiled a very complete and perfect report of the meeting, and one worthy of a record. The name of each racer is placed in the order of the men on the track, No. 1 being the pole man; the figures following give the position of each man passing the half mile post. The timing is accurate, two men timing the first man, and one each the second and third; the duration of each mile is given, and a general summary, giving the races in a condensed form, together with a list of the winning men and the races won, the whole concluding with the new records for America and England.

The races were run on the new half mile track, which is pronounced by racing men to be the most perfect track in the world. A continuous solid wooden curbing marks the pole, and the track being full measurement, there can be no dispute about the records.

September 16—First Day.

THE WEATHER.

	Ther.	Bar.	Weather.
7 A. M.	60	30.02	Fair.
1 P. M.	76	29.77	Fair.
9 P. M.	68	29.70	Fair.

SUMMARY.

Mean temperature,	68.00	Highest barometer,	30.01
Mean barometer,	29.88	Lowest barometer,	29.79
Highest temperature,	77.00	Rain-fall in inches,	00.00
Lowest temperature,	54.00	Weather,	Fair.

One-Mile Professional Handicap.

R. Howell, scratch; W. M. Woodside, five seconds; Robert James, five seconds; John S. Prince, five seconds; R. A. Neilson, seven seconds; C. J. Young, ten seconds; C. W. Ashinger, ten seconds.

	1/4m.	1m.
1 R. A. Neilson,	3	7
2 J. S. Prince,	6	5
3 Robert James,	5	6
4 C. J. Young,	1	2
5 R. Howell,	7	3
6 C. W. Ashinger,	2	2.53
7 W. M. Woodside,	4	4

WINNERS.

C. W. Ashinger, Eaton, Ohio, first,	Time, 2.53
C. J. Young, Boston, Mass., second,	" 2.54
R. Howell, Manchester, Eng., third,	" 3.04 3-5

DURATION OF TIME.

First quarter, 0.41 1-5; second quarter, 0.43 4-5; third quarter, 0.41; fourth quarter, 0.47.

Ten-Mile Amateur.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.	3 1/2m.	4m.	4 1/2m.
1 S. Sellers,	3	4	3	3	3	3	3	3	3
2 Geo. Webber,	2	3	7	7	0				
3 C. Frazier,	1	2	2	2	4	0			
4 G. H. Illston,	5	6	5	5	6	0			
5 H. W. Gaskell,	7	6	6	5	4	4	4	4	4
6 J. Brooks,	7	1	1	1	1	1	1	1	1
7 T. Roberts,	8	8	8	8	7	5	5	5	5
8 L. Hamilton,	4	5	4	4	2	2	2	2	2
5m. 5 1/2m. 6m. 6 1/2m. 7m. 7 1/2m. 8m. 8 1/2m. 9m. 9 1/2m.									
Sellers,	3	3	3	3	3	3	3	3	3
Gaskell,	4	4	4	4	4	0			
Brooks,	1	1	1	1	1	1	1	1	1
Hamilton,	2	2	2	2	2	2	2	2	2
Roberts,	5	5	5	0					

WINNERS.

Sanders Sellers, Preston, England, first,	31.04 2-5
L. B. Hamilton, Waterbury, Ct., second,	31.05 1-5
John Brooks, Blossburg, Penn., third,	31.07

DURATION OF TIME.

First mile, 3.06 3-5; second mile, 2.58 2-5; third mile, 2.58 2-5; fourth mile, 3.11 3-5; fifth mile, 3.14 2-5; sixth mile, 3.04 2-5; seventh mile, 3.10 3-5; eighth mile, 3.00 3-5; ninth mile, 3.21 2-5; tenth mile, 2.58.

NEW RECORDS.

3 miles, John Brooks, Blossburg, Penn.,	9.03 2-5
4 " " " "	12.15
6 " " " "	18.33 4-5
7 " " " "	21.44 2-5
8 " " " "	24.45
9 " " " "	28.06 2-5
10 " Sanders Sellers, Preston, England,	31.04 2-5

One-Mile 3.20 Class.

21 entries. Two trial heats run; the first five in each heat running in the final heat.

	1/4m.	1m.
1 A. S. Jenness,	7	7
2 H. S. Wollison,	1	6
3 Joseph Powell,	4	2
4 L. A. Miller,	2	1
5 Leroy Weston,	9	10
6 J. W. Lord,	8	8
7 H. T. Fales,	10	9
8 H. E. Bidwell,	3	4
9 F. L. Dean,	6	5
10 W. Waite,	5	3

WINNERS.

L. A. Miller, Meriden, Ct., first,	Time, 2.43 2-5
Joseph Powell, Smithville, N. J., second,	" 2.43 3-5
William Waite, New Haven, Ct., third,	" 2.44

DURATION OF TIME.

First quarter, 0.39 1-5; second quarter, 0.42 4-5; third quarter, 0.39 2-5; fourth quarter, 0.42.

Two-Mile Tricycle.

	1/4m.	1m.	1 1/2m.	2m.
1 E. P. Burnham,	1	1	1	1
2 R. Chambers,	2	2	2	2
3 L. H. Johnson,	4	4	4	4
4 H. W. Gaskell,	5	5	0	
5 G. H. Illston,	3	3	3	3

WINNERS.

E. P. Burnham, Newton, first,	Time, 6.27
R. Chambers, Birmingham, Eng., second,	" 6.27 1-5
G. H. Illston, Birmingham, Eng., third,	" 6.28

DURATION OF TIME.

First mile, 3.19; second mile, 3.08.

NEW RECORD.

2 miles, E. P. Burnham,	6.27
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Three-Mile Tandem.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.
1 R. F. & W. C. Stahl,	3	3	3	3	3	2
2 C. A. Joslyn & W. A. Chase,	1	1	1	1	1	3
3 C. H. Miller & F. Brown,	2	2	2	2	2	1

WINNERS.

Miller & Brown, Springfield, Mass., first,	Time, 10.14 1-5
Stahl Brothers, Boston, Mass., second,	" 10.16 1-5
Joslyn & Chase, Leominster, Mass., third,	" 10.18 2-5

DURATION OF TIME.

First mile, 3.23 2-5; second mile, 3.34 2-5; third mile, 3.16 2-5.

NEW RECORD.

3 miles, Miller and Brown,	10.14 1-5
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One-Mile Time 3.16.

	1/4m.	1m.
1 H. H. Hull,	4	4
2 D. E. Hunter,	3	1
3 W. Waite,	13	0
4 J. W. Lord,	9	10
5 G. H. Illston,	11	7
6 C. J. Connelly,	1	3
7 W. Maxwell,		
8 R. Chambers,	12	11
9 E. P. Burnham,	8	8
10 W. A. Hurlburt,	7	12
11 H. T. Fales,	6	6
12 C. B. Ripley,	5	5
13 E. Norton,	10	9
14 C. H. Miller,	2	2

This being a time race, the man coming the nearest to the time given wins the race, and not the first man in.

WINNERS.

C. H. Miller, Springfield, Mass., first,	Time, 3.16 2-5
D. E. Hunter, Beverly, Mass., second,	" 3.15
C. J. Connelly, Rome, N. Y., third,	" 3.17 4-5

Three-Mile Professional.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.
1 C. J. Young,	1	5	6	6	6	5
2 R. A. Neilson,	3	6	5	0		
3 W. M. Woodside,	6	1	1	1	1	4
4 C. W. Ashinger,	7	7	7	5	5	6
5 R. Howell,	2	2	2	2	2	1
6 Robert James,	4	3	3	3	3	2
7 J. S. Prince,	5	4	4	4	4	3

WINNERS.

Richard Howell, Manchester, Eng., first,	Time, 8.36 2-5
Robert James, Birmingham, Eng., second,	" 8.39 1-2
John S. Prince, Washington, D. C., third,	" 8.39 4-5

DURATION OF TIME.

First mile, 2.53 2-5; second mile, 2.53; third mile, 2.45.

NEW RECORD.

3 miles, R. Howell,	8.36 2-5
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Three-Mile Tug-of-War.

Springfield Bicycle Club, first,	Time, 9.16 2-5
Berkshire County Wheelmen, second,	" 9.17 4-5

DURATION OF TIME.

First mile, 3.06; second mile, 3.05 2-5; third mile, 3.05.

Two-Mile 6.25 Class.

	1/4m.	1m.	1 1/2m.	2m.
1 D. E. Hunter,	4	5	4	3
2 W. Waite,	8	4	3	4
3 Leroy Weston,	1	2	2	5
4 C. H. Chickering,	5	6	5	11
5 H. S. Wollison,	2	8	7	2
6 F. L. Dean,	10	1	1	10
7 J. W. Lord,	6	9	8	7
8 L. A. Miller,	7	7	6	1
9 H. T. Fales,	9	10	10	6
10 A. B. Rich,	11	11	9	9
11 W. A. Hurlburt,	3	3	7	8

WINNERS.

Lewis A. Miller, Meriden, Ct., first,	Time, 5.55 1-5
H. S. Wollison, Pittsfield, Mass., second,	" 5.56 2-5
D. E. Hunter, Beverly, Mass., third,	" 5.57

DURATION OF TIME.

First mile, 3.01; second mile, 2.54 1-5.

September 17—Second Day.

THE WEATHER.

	Ther.	Bar.	Weather.
7 A. M.	65	29.80	Fair.
1 P. M.	80	29.76	Fair.
9 P. M.	69	29.75	Fair.

SUMMARY.

Mean temperature,	70.50	Highest barometer,	29.80
Mean barometer,	29.79	Lowest barometer,	29.77
Highest temperature,	79.00	Rain-fall in inches,	00.00
Lowest temperature,	65.00	Weather,	Fair.

THE PARADE.

At 8.30 people began to gather at the street corners along the line of march, while at the park there was a general bustle of active preparation for the formation of the procession. It was decided not to have a police escort, but officers were stationed at the corners of the streets where the crowds were likely to gather the thickest, for the purpose of keeping an open passage for the procession, and preventing accidents. All along Main street the curbing was lined, several thousand persons congregating at the junction of Main and Clinton, and Main and Worthington streets, and about Court Square, while the smaller thoroughfares through which the line was to move had their gatherings. On the whole, probably 20,000 people viewed the parade and enjoyed the spectacle. There was no band with the parade, but at the junction of Clinton and Main streets Little's band was placed on an elevated stand and gave a good concert, while Hutchins's band did similar service at Court Square. Promptly at 10 A. M. the procession started; the line of march was through the south gate of the park, thence through Clinton, Main, Carew, Worthington and Main streets, around Court Square, thence through Main, Bliss, Water, Howard, and Main streets, countermarch,

and Clinton street to the park. There were about 300 men in the line, about half as many as were in the parade a year ago, and there were not a great many tricycles, though there were a few, three of which were propelled by women. The procession, however, was notable for the neatness of its display. The following is the order of the parade:—

THE MAKE-UP OF THE PROCESSION.

Pace markers, Charles Whipple and E. Leonard, of this city.
Commander-in-chief, Dr. T. S. Rust, of Meriden, Ct.
Aids, C. E. Stone, of Scitico, Ct., Henry E. Ducker, of Springfield, J. E. Savell, of Boston.
Adjutant, W. J. Winans.

FIRST DIVISION.

Commander, Charles Chase, of Hartford, Ct.
Aids, J. F. Ives, of Meriden, Ct., and E. H. Harrington and J. F. Tilden, of Hartford, Ct.
Meriden Wheelmen, of Meriden, Ct., twenty-five men.
Greenfield Wheelmen, of Greenfield, Mass., ten men.
Stamford, Ct., Bicycle Club, six men.
Ariel, of Poughkeepsie, N. Y., five men.
Leominster, of Leominster, Mass., eight men.
Bijou of South Framingham, Mass., three men.
Payagu, of Weedsport, N. Y., two men.
Wesleyan, of Wilbraham, Mass., ten men.
Pequot, of Hartford, Ct., five men.
Citizens, of New York, two men.
Trojan, of Troy, N. Y., two men.
Unattached wheelmen from Needham, Columbia Club of North Attleboro, Winchester, N. H., and Holyoke, Boston and Greenfield.

SECOND DIVISION.

Commander, C. H. Potter, of Cleveland, O.
Aids, W. V. Gilman, of Nashua, N. H., J. H. Collister, of Cleveland, Dr. A. G. Coleman, Canandaigua, R. V. R. Schuyler, of New York, and Frank Weston, of Boston.
Northampton Wheelmen, twenty-four men.
New Haven, fourteen men.
Thorndyke, of Beverly, eight men.
Wakefield, four men.
Germantown, of Philadelphia, three men.
Poquonnoc, of Bridgeport, Ct., two men.
Williamsburg, two men.
Providence, two men.
Rota, of Holyoke, seven men.
Binghamton and Scranton clubs, two men.
Unattached wheelmen from Rockingham Club of Portsmouth, and Hinsdale, N. H.

THIRD DIVISION.

Commander, Fred L. Benton, of New Haven.
Aids, Arthur Wells, of Hartford, Walter Wellman, W. H. Hale and J. De Selding Brown, of New Haven, Louis Cooper, of Meriden, Charles Spooner, of Bridgeport, and F. E. Belden, of Hartford.
Berkshire County Wheelmen, of Pittsfield, twenty men.
Connecticut, of Hartford, twelve men.
Lowell, eight men.
Buffalo, six men.
Westfield, four men.
Norristown, Penn., two men.
Holyoke, seventeen men.
Genesee, of Rochester, N. Y., three men.
Suffield, eight men.
Brattleboro, eight men.
Willimantic, Ct., four men.
Springfield Club, of this city, fifty men.

WINNERS.

Meriden Wheel Club, Meriden, Ct., first prize.
Northampton Wheelmen, Northampton, second prize.
Holyoke Bicycle Club, Holyoke, third prize.

Ten-Mile Professional Open.

	1m.	1m.	1½m.	2m.	2½m.	3m.	3½m.	4m.	4½m.
1 R. A. Neilson,	4	4	5	0					
2 R. Howell,	2	2	2	2	2	1	1	1	2
3 R. James,	5	5	4	4	4	2	2	2	3
4 J. S. Prince,	3	3	3	3	3	4	3	4	4
5 W. Woodside,	1	1	1	1	1	3	4	3	1
6 C. Ashinger,	6	6	5	5	5	5	5	5	5
5m.	5½m.	6m.	6½m.	7m.	7½m.	8m.	8½m.	9m.	9½m.
Howell,	2	2	2	2	2	2	2	2	3
James,	4	4	4	4	4	4	4	3	5
Prince,	3	3	3	3	3	3	3	3	4
Woodside,	1	1	1	1	1	1	1	1	2
Ashinger,	5	5	5	5	5	5	5	5	1

WINNERS.

Richard Howell, Manchester, Eng., first, Time, 30.07 1-5
W. M. Woodside, Chicago, Ill., second, " 30.09 2-5
Robert James, Birmingham, Eng., third, " 30.09 3-5

DURATION OF TIME.

First mile, 2.50 2-5; second mile, 2.55 1-5; third mile, 3.03 4-5; fourth mile, 3.17; fifth mile, 3.07 4-5; sixth mile, 3.00 3-5; seventh mile, 3.02 3-5; eighth mile, 3.04 1-5; ninth mile, 3.00; tenth mile, 2.45 3-5.

NEW RECORDS.

2 miles, W. M. Woodside,	5-45 3-5
4 " R. Howell,	12.06 2-5
5 " W. M. Woodside,	15.14 1-5
6 " "	18.14 4-5
7 " "	21.17 2-5
8 " "	24.21 3-5
9 " "	27.21 2-5
10 " R. Howell,	30.07 1-5

Two-Mile Open.

	½m.	1m.	1½m.	2m.
1 Chas. Frazier,	4	1	1	3
2 G. H. Illston,	5	6	8	5
3 T. W. Roberts,	8	7	5	0
4 G. M. Hendee,	2	3	3	2
5 Asa Dolph,	6	4	7	6
6 H. W. Gaskell,	7	8	6	7
7 S. Sellers,	3	2	2	1
8 John Brooks,	1	5	4	4

WINNERS.

Sanders Sellers, Preston, Eng., first, Time, 6.03
Geo. M. Hendee, Springfield, Mass., second, " 6.04
Chas. Frazier, Smithville, N. J., third, " 6.04 2-5

DURATION OF TIME.

First mile, 3.15; second mile, 2.48.

One-Mile Without Hands.

	½m.	1m.
1 H. H. Hull,	4	4
2 T. R. Finley,	2	3
3 H. S. Wollison,	3	1
4 C. H. Chickering,	1	2

WINNERS.

H. S. Wollison, Pittsfield, Mass., first, Time, 3.00 2-5
C. H. Chickering, Smithville, N. J., second, " 3.00 4-5
T. R. Finley, Smithville, N. J., third, " 3.01 1-5

DURATION OF TIME.

First quarter, 0.46 2-5; second quarter, 0.42 1-5; third quarter, 0.45 2-5; last quarter, 0.46 2-5.

NEW RECORDS.

¼ mile, C. H. Chickering,	0.46 2-5
½ " "	1.28 3-5
¾ " "	2.14
1 " H. S. Wollison,	3.00 2-5

Three-Mile 9.50 Class.

	½m.	1m.	1½m.	2m.	2½m.	3m.
1 D. E. Hunter,	1	2	2	2	4	6
2 H. T. Fales,	2	8	8	0		
3 Joseph Powell,	3	1	1	3	2	0
4 A. B. Rich,	9	9	10	9	3	7
5 A. L. Jenness,	4	3	3	4	7	8
6 L. A. Miller,	6	5	6	6	8	5
7 E. Norton,	5	4	4	1	5	1
8 W. Waite,	8	7	9	8	9	4
9 H. E. Bidwell,	7	6	5	5	1	2
10 H. S. Wollison,	10	10	7	7	6	3

WINNERS.

Eliot Norton, Springfield, Mass., first, Time, 8.53 2-5
H. E. Bidwell, Hartford, Ct., second, " 8.54 3-5
H. S. Wollison, Pittsfield, Mass., third, " 8.55

DURATION OF TIME.

First mile, 2.56 2-5; second mile, 3.05; third mile, 2.52.

Five-Mile Victor Tricycle.

	½m.	1m.	1½m.	2m.	2½m.	3m.	3½m.	4m.	4½m.
1 L. Johnson,	2	2	3	3	3	4	3	3	3
2 R. Chambers,	1	1	1	1	1	1	1	1	2
3 E. Burnham,	3	3	4	4	4	3	4	4	1
4 G. Illston,	4	4	2	2	2	2	2	2	4

WINNERS.

R. Chambers, Birmingham, Eng., first, Time, 17.14 2-5
E. P. Burnham, Newton, Mass., second, " 17.15 2-5
G. H. Illston, Birmingham, Eng., third, " 17.16

DURATION OF TIME.

First mile, 3.27; second mile, 3.30; third mile, 3.36; fourth mile, 3.35; fifth mile, 3.06 2-5.

NEW RECORDS.

3 miles, R. Chambers,	10.33
4 " "	14.08
5 " "	17.14 2-5

Half-Mile Dash, Open.

	½m.
1 H. W. Gaskell,	2
2 Wm. Waite,	4
3 C. J. Connelly,	6
4 Chas. Frazier,	3
5 H. S. Wollison,	5
6 S. Sellers,	1

WINNERS.

Sanders Sellers, Preston, England, first, Time, 1.18 1-5
H. W. Gaskell, Birmingham, Eng., second, " 1.18 4-5
Chas. Frazier, Smithville, N. J., third, " 1.19 2-5

DURATION OF TIME.

First quarter, 41 2-5; second quarter, 36 4-5.

NEW RECORDS.

¼ mile, S. Sellers,	0.41 2-5
½ " "	1.18 1-5

One-Mile Professional Open.

	½m.	1m.
1 R. A. Neilson,	6	0
2 R. Howell,	1	3
3 J. S. Prince,	3	1
4 R. James,	2	2
5 C. W. Ashinger,	4	0
6 C. S. Young,	5	0
7 W. M. Woodside,	7	4

WINNERS.

John S. Prince, Washington, D. C., first, Time, 2.39
R. James, Birmingham, Eng., second, " 2.39 2-5
R. Howell, Manchester, Eng., third, " 2.40

DURATION OF TIME.

First quarter, 40 2-5; second quarter, 40 3-5; third quarter, 38 2-5; fourth quarter, 39 3-5.

NEW RECORDS.

¼ mile, R. A. Neilson,	0.40 2-5
½ " R. Howell,	1.21
¾ " "	1.59 2-5
1 " J. S. Prince,	2.39

Five-Mile Record.

	½m.	1m.	1½m.	2m.	2½m.	3m.	3½m.	4m.	4½m.	5m.
1 Frazier,	4	5	2	7	3	3	3	3	5	3
2 Roberts,	5	0								
3 Hamilton,	3	4	6	3	5	4	1	1	7	6
4 Dolph,	2	3	4	5	6	5	2	0		
5 Brooks,	1	2	3	2	2	4	2	3	4	
6 Webber,	7	1	5	4	7	1	6	5	6	7
7 Chambers,	6	8	8	8	4	7	8	6	1	2
8 Gaskell,	9	6	1	1	1	8	7	7	2	1
9 Way,	8	7	7	6	8	6	5	4	4	5

WINNERS.

H. W. Gaskell, Birmingham, Eng., first, Time, 14.51
L. B. Hamilton, Waterbury, Ct., second.
Geo. Webber, Smithville, N. J., third.

NEW RECORDS.

2 miles, H. W. Gaskell,	5-42 3-5
3 " George Webber,	8-50 2-5
4 " Lewis B. Hamilton,	11-55 2-5
5 " H. W. Gaskell,	14.51

DURATION OF TIME.

First mile, 2.46; second mile, 2.56 3-5; third mile, 3.07 4-5; fourth mile, 3.05; fifth mile, 2.55 3-5.

NOTE.—In the above race, the man winning the most half-miles wins the race. Hamilton and Webber were tied for second place, but the relative positions in the other heats being considered gave Hamilton second place. H. W. Gaskell winning the last half mile breaks the record and gets the additional prize.

Two-Mile Tandem.

	½m.	1m.	1½m.	2m.
1 R. F. & W. C. Stahl,	1	1	1	2
2 C. H. Miller & F. Brown,	2	2	2	1
3 C. A. Joslyn & W. H. Chase,	3	3	3	3

WINNERS.

R. F. & W. C. Stahl, Boston, Mass., first, Time, 6.56 2-5
C. Joslyn & W. Chase, Leominster, Mass., second, " 6.58 2-5
C. Miller & F. Brown, Springfield, Mass., third, " 6.54 3-5

DURATION OF TIME.

First mile, 3.34 3-5; second mile, 3.20.

R. F. & W. C. Stahl claimed a foul on C. H. Miller & F. Brown, which was allowed, giving the Stahls first place, Miller & Brown third place.

NEW RECORD.

Miller & Brown, 6.54 3-5

September 18—Third Day.

THE WEATHER.

	Ther.	Bar.	Weather.
7 A. M.	60	29.72	Fair.
1 P. M.	73	29.68	Hazy.
9 P. M.	60	29.82	Fair.

SUMMARY.

Mean temperature,	63.50	Highest barometer,	29.82
Mean barometer,	29.77	Lowest barometer,	29.72
Highest temperature,	74.00	Rain-fall in inches,	00.01
Lowest temperature,	57.00	Weather,	Fair.

Three-Mile Professional Record.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.
1 W. M. Woodside,	2	2	3	3	1	2
2 C. W. Ashinger,	5	3	4	4	4	4
3 R. James,	3	4	2	2	2	3
4 R. A. Neilson,	4	5	5	5	0	
5 R. Howell,	1	1	1	1	3	1

WINNERS.

R. Howell, Manchester, England, first,	Time, 8.55
W. M. Woodside, Chicago, Ill., second,	" 8.58 1-5
R. James, Birmingham, England, third,	" 8.58 3-5

DURATION OF TIME.

First mile, 2.51; second mile, 3.01; third mile, 3.03.

Half-Mile 1.40 Class.

Seventeen entries, and two trial heats were run, the first four in each to run in the final.

	1/4m.	1m.
1 W. Waite,	1	
2 D. E. Hunter,	3	
3 H. E. Bidwell,	2	
4 A. B. Rich,	4	
5 H. P. Williams,	6	
6 Leroy Weston,	5	
7 W. D. Hurlburt,	7	

WINNERS.

William Waite, New Haven, first,	Time, 1.23 3-5
H. E. Bidwell, Hartford, second,	" 1.23 4-5
D. E. Hunter, Beverly, third,	" 1.24 2-5

DURATION OF TIME.

First quarter 0.45; second quarter, 0.38 3-5.

One-Mile Open.

	1/4m.	1m.
1 E. Norton,	8	4
2 J. Brooks,	4	3
3 S. Sellers,	3	1
4 G. Webber,	1	7
5 C. Frazier,	7	6
6 G. H. Illston,	6	5
7 J. W. Lord,	5	9
8 G. M. Hendee,	2	2
9 H. W. Gaskell,	9	8

WINNERS.

S. Sellers, Preston, Eng., first,	Time, 2.45 2-5
G. M. Hendee, Springfield, Mass., second,	" 2.45 3-5
John Brooks, Blossburg, Penn., third,	" 2.46

DURATION OF TIME.

First quarter, 0.46; second quarter, 0.39; third quarter, 0.42; fourth quarter, 0.38 2-5.

One-Mile Ride and Run.

	1/4m.	1m.	Time
1 T. R. Finley,	2	2	4.43 3-5
2 C. B. Ripley,	1	1	" 4.31 2-5

DURATION OF TIME.

First quarter, 1.11 2-5; second quarter, 0.53; third quarter, 1.33 1-5; fourth quarter, 0.53 4-5.

NEW RECORDS.

1/4 mile, C. B. Ripley,	1.11 2-5
1/2 " "	2.04 2-5
3/4 " "	3.37 3-5
1 " "	4.31 2-5

Five-Mile 16.40 Class.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.	3 1/2m.	4m.	4 1/2m.	5m.
1 L. Miller,	3	3	2	2	4	5	2	1	2	2
2 H. T. Fales,	5	4	3	4	1	9	5	6	9	0
3 L. Weston,	9	12	11	10	10	2	4	3	1	3
4 N. Tyler,	1	2	7	0						
5 R. Way,	7	6	5	5	5	7	9	8	6	0
6 E. Wheaton,	4	8	12	0						
7 Chickering,	2	1	1	1	9	3	0			
8 C. Parsons,	11	10	6	3	6	8	8	7	3	1
9 Wollison,	10	9	10	8	8	10	6	4	8	6
10 W. Waite,	6	5	4	9	2	1	1	2	5	5
11 A. B. Rich,	12	11	9	7	3	4	7	9	7	0
12 D. Hunter,	8	7	8	6	7	6	3	5	4	4

WINNERS.

C. H. Parsons, Springfield, Mass., first,	Time, 15.46 2-5
L. A. Miller, Meriden, Ct., second,	" 15.47
Leroy Weston, Adams, Mass., third,	" 15.47 2-5

DURATION OF TIME.

First mile, 3.02 2-5; second mile, 3.16 3-5; third mile, 3.13; fourth mile, 3.20; fifth mile, 2.54 2-5.

Five-Mile Professional Open.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.	3 1/2m.	4m.	4 1/2m.	5m.
1 R. A. Neilson,	1	4	1	5	3	5	4	5	0	
2 C. W. Ashinger,	4	5	5	4	4	3	5	4	4	
3 R. James,	2	3	4	3	2	4	3	3	3	
4 W. M. Woodside,	5	1	2	1	5	1	1	1	1	
5 R. Howell,	3	2	3	2	1	2	2	2	2	

WINNERS.

R. Howell, Manchester, England, first,	Time, 15.42 3-5
R. James, Birmingham, England, second,	" 15.43 4-5
W. M. Woodside, Chicago, third,	" 15.45

DURATION OF TIME.

First mile, 3.16; second mile, 3.08 2-5; third mile, 3.18; fourth mile, 3.07 4-5; fifth mile, 2.52 2-5.

One-Mile Tandem.

	Time
R. F. and W. C. Stahl, Boston, first,	3.13 3-5
C. A. Joslyn and W. A. Chase, Leominster,	" 3.13 4-5

DURATION OF TIME.

First quarter, 0.46; second quarter, 0.46 3-5; third quarter, 0.53; fourth quarter, 0.48.

NEW RECORDS.

1/4 mile, Stahl Brothers,	0.46
1/2 " "	1.32 3-5
3/4 " "	2.25 3-5
1 " "	3.13 3-5

Ten-Mile Record.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.	3 1/2m.	4m.	4 1/2m.	5m.
1 T. Roberts,	4	3	4	4	5	4	4	4	4	
2 S. Sellers,	2	1	2	3	4	0				
3 H. Gaskell,	5	5	1	1	1	2	3	3	3	
4 L. Hamilton,	3	4	5	5	3	1	1	1	1	
5 J. Brooks,	1	2	3	2	2	3	2	2	2	

	5 1/2m.	6m.	6 1/2m.	7m.	7 1/2m.	8m.	8 1/2m.	9m.	9 1/2m.	10m.
Roberts,	4	4	4	4	4	4	4	3	3	0
Gaskell,	2	3	2	3	3	3	2	1	1	2
Hamilton,	1	1	1	1	1	1	3	4	4	0
Brooks,	3	2	3	2	2	2	1	2	2	1

WINNERS OF RACE.

L. B. Hamilton, Waterbury, Ct., first,	11 half-miles.
H. W. Gaskell, Birmingham, Eng., second,	5 " "
J. Brooks, Blossburg, Penn., third,	3 " "

WINNERS OF LAST ONE-HALF-MILE.

John Brooks, Blossburg, Penn., first,	Time, 31.54
H. W. Gaskell, Birmingham, Eng., second,	" 31.55

DURATION OF TIME.

First mile, 3.05 1-5; second mile, 3.10 2-5; third mile, 3.14; fourth mile, 3.02 4-5; fifth mile, 3.09 3-5; sixth mile, 3.08; seventh mile, 3.07; eighth mile, 3.19; ninth mile, 3.15 2-5; tenth mile, 3.22 3-5.

NEW RECORDS.

6 miles, L. B. Hamilton,	18.50
7 " "	21.57

One-Mile Tricycle.

	1/4m.	1m.
1 G. H. Illston,	3	2
2 R. Chambers,	1	1
3 L. H. Johnson,	2	3

WINNERS.

R. Chambers, Birmingham, Eng., first,	Time, 3.13 1-5
G. H. Illston, Birmingham, Eng., second,	" 3.15 2-5
L. H. Johnson, Orange, N. J., third,	" 3.18

DURATION OF TIME.

First quarter, 0.48 2-5; second quarter, 0.46 3-5; third quarter, 0.49 1-5; fourth quarter, 0.49.

NEW RECORDS.

1/4 mile, R. Chambers,	0.48 2-5
1/2 " "	1.35
3/4 " "	2.24 1-5
1 " "	3.13 1-5

September 19—Fourth Day.

THE WEATHER.

	Ther.	Bar.	Weather.
7 A. M.	51	30.14	Clear.
1 P. M.	64	30.11	Clear.
9 P. M.	53	30.18	Fair.

SUMMARY.

Mean temperature,	55.25	Highest barometer,	30.18
Mean barometer,	30.15	Lowest barometer,	30.14
Highest temperature,	65.00	Rain-fall in inches,	00.00
Lowest temperature,	46.00	Weather,	Clear.

Five-Mile Amateur Open.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.	3 1/2m.	4m.	4 1/2m.	5m.
1 S. Sellers,	1	2	2	2	2	3	1	1		
2 E. Norton,	4	6	7	7	5	6	6	6	2	
3 C. Frazier,	7	3	4	1	4	4	5	3	4	
4 R. Chambers,	2	7	1	4	6	5	4	4	6	
5 J. Brooks,	6	5	6	3	1	1	1	5	5	
6 G. H. Illston,	5	1	3	6	3	3	2	2	3	
7 H. Gaskell,	3	4	5	5	7	7	7	7	7	

WINNERS.

S. Sellers, Preston, Eng., first,	Time, 16.06 2-5
C. Frazier, Smithville, N. J., second,	" 16.06 3-5
John Brooks, Blossburg, Penn., third,	" 16.07 2-5

DURATION OF TIME.

First mile, 3.19; second mile, 3.27; third mile, 3.09 1-5; fourth mile, 3.19; fifth mile, 2.52 1-5.

Five-Mile Professional Record.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.	3 1/2m.	4m.	4 1/2m.	5m.
1 R. Howell,	1	1	1	1	3	1	2	1	1	1
2 R. James,	2	2	2	2	3	3	3	3	4	
3 Woodside,	3	3	3	3	1	2	1	2	2	
4 C. Ashinger,	4	4	4	4	4	4	4	4	4	

WINNERS.

R. Howell, Manchester, Eng., first,	8 half-miles.
W. M. Woodside, Chicago, Ill., second,	2 " "
R. James, Birmingham, Eng., third,	

NEW RECORDS.

R. Howell, Manchester, Eng., first,	Time, 15.02 2-5
W. M. Woodside, Chicago, Ill., second,	" 15.11 3-5
C. W. Ashinger, Eaton, Ohio, third,	" 15.27 2-5

DURATION OF TIME.

First mile, 2.54; second mile, 3.02 3-5; third mile, 3.10 4-5; fourth mile, 3.04 1-5; fifth mile, 2.50 4-5.

Half-Mile 1.32 Class.

	1/4m.	1m.
1 W. Waite,	1	
2 H. S. Wollison,	9	
3 H. E. Bidwell,	5	
4 L. A. Miller,	3	
5 George Webber,	4	
6 A. L. Jenness,	8	
7 D. E. Hunter,	2	
8 J. W. Lord,	10	
9 A. B. Rich,	6	
10 C. J. Connelly,	10	
11 Leroy Weston,	7	

WINNERS.

William Waite, New Haven, Ct., first,	Time, 1.20 3-5
D. E. Hunter, Beverly, Mass., second,	" 1.20 4-5
L. A. Miller, Meriden, Ct., third,	" 1.21 1-5

DURATION OF TIME.

First quarter, 0.41 2-5; second quarter, 0.39 1-5.

One-Mile Tug of War.

	1/4m.	1m.
Berkshire County Wheelmen,	4	2
Springfield Bicycle Club,	1	1
Connecticut Bicycle Club,	2	3
Thorndyke Bicycle Club,	3	4

WINNERS.

Springfield Bicycle Club, first,	Time, 2.48 4-5
Berkshire County Wheelmen, second,	
Connecticut Bicycle Club, third,	

DURATION OF TIME.

First quarter, 0.42 2-5; second quarter, 0.40 3-5; third quarter, 0.44 1-5; fourth quarter, 0.41 3-5.

Three-Mile Amateur Record.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.
1 T. W. Roberts,	4	6	0			
2 E. Norton,	6	5	0			
3 J. Brooks,	2	1	2	1	2	3
4 C. Frazier,	3	2	3	2	3	2
5 H. W. Gaskell,	5	4	1	3	1	1
6 E. P. Burnham,	1	3	4	0		

WINNERS.

H. W. Gaskell, Birmingham, England, first,	3	half-miles.
J. Brooks, Blossburg, Penn., second,	2	" "
E. P. Burnham, Newton, Mass., third,	1	" "

NEW RECORDS.

H. M. Gaskell, Birmingham, England, first,	Time, 9.02 4-5
C. Frazier, Smithville, N. J., second,	" 9.03 1-5
J. Brooks, Blossburg, Penn., third,	" 9.03 4-5

DURATION OF TIME.

First mile, 2.54 4-5; second mile, 3.05 2-5; third mile, 3.02 3-5.

Five-Mile Professional.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.	3 1/2m.	4m.	4 1/2m.	5m.
1 J. S. Prince, 4	4	3	4	3	3	3	3	3	2	
2 C. Ashinger, 5	6	5	6	5	5	5	5	4	5	
3 Woodside, 6	2	5	6	1	1	1	1	1	3	
4 R. Howell, 3	3	2	3	2	2	2	2	2	1	
5 R. James, 2	5	4	1	4	4	4	4	5	4	
6 R. Neilson, 1	1	1	2	5	0					

WINNERS.

R. Howell, Manchester, England, first,	Time, 15.32 2-5
J. S. Prince, Washington, D. C., second,	" 15.35 1-5
W. M. Woodside, Chicago, Ill., third,	" 15.35 3-5

DURATION OF TIME.

First mile, 3.17 2-5; second mile, 3.08 3-5; third mile, 3.10 3-5; fourth mile, 3.10; fifth mile, 2.45 4-5.

Three-Mile Tricycle.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.
1 L. H. Johnson,	3	3	3	3	3	3
2 G. H. Ilston,	2	2	2	2	2	2
3 R. Chambers,	1	1	1	1	1	1

WINNERS.

R. Chambers, Birmingham, England, first,	Time, 10.07
G. H. Ilston, Birmingham, England, second,	" 10.07 1-5
L. H. Johnson, Orange, N. J., third,	" 10.08 3-5

DURATION OF TIME.

First mile, 3.19 2-5; second mile, 3.30 3-5; third mile, 3.17.

Three-Mile Amateur Open.

	1/4m.	1m.	1 1/2m.	2m.	2 1/2m.	3m.
1 H. W. Gaskell,	4	3	4	5	5	3
2 J. Brooks,	3	2	2	2	1	2
3 G. M. Hendee,	2	1	1	3	2	1
4 E. Norton,	6	6	6	6	6	4
5 W. Waite,	1	5	5	4	4	5
6 R. Ray,	5	4	3	7	7	7
7 George Webber,	7	7	7	1	3	6

WINNERS.

George M. Hendee, Springfield, Mass., first,	Time, 9.25 4-5
John Brooks, Blossburg, Penn., second,	" 9.26
H. W. Gaskell, Birmingham, England, third,	" 9.26 1-5

DURATION OF TIME.

First mile, 3.12; second mile, 3.26; third mile, 2.47 4-5.

One-Mile Consolation.

	1/4m.	1m.
1 E. L. Wheaton,	5	9
2 A. B. Rich,	2	3
3 H. T. Fales,	4	6
4 J. W. Lord,	3	2
5 H. H. Hull,	7	8
6 T. W. Roberts,	9	5
7 A. L. Jenness,	8	1
8 W. A. Hurlburt,	6	7
9 F. L. Dean,	1	4

WINNERS.

A. L. Jenness, Rye Beach, N. H., first,	Time, 2.52
J. W. Lord, Baltimore, Md., second,	" 2.52 1-5
A. B. Rich, New York, N. Y., third,	" 2.52 2-5
F. L. Dean, Worcester, Mass., fourth,	" 2.52 4-5
T. W. Roberts, Poughkeepsie, N. Y., fifth,	" 2.53 1-5

DURATION OF TIME.

First quarter, 0.44 1-5; second quarter, 0.43 1-5; third quarter, 0.42 3-5; fourth quarter, 0.42.

EVENING.

Grand display of fireworks.

OFFICERS OF THE DAY.

General Director—HENRY E. DUCKER.

Referee—ABBOT BASSETT, Boston.

Judges—DR. N. M. BECKWITH, President L. A. W., New York, HAL B. DONLY, Secretary and Treasurer Canadian Wheelmen's Association, F. W. WESTON, Chief Consul C. T. C., Boston, LELAND HOWARD, President Capital Club, Washington.

Starter—CHARLES E. WHIPPLE.

Clerk of Course—D. E. MILLER; Assistant, F. E. RIPLEY.

Scorers—GEORGE S. MILLER, E. M. WILKINS, J. H. FENNESSY, JR.

Timers—O. N. WHIPPLE, H. M. WASHBURN, W. C. MARSH, Springfield, A. G. CARPENTER, Providence.

Timer for the Referee—A. D. CLAFLIN, Boston.

Police—W. H. JORDAN.

SUMMARY.

September 16—First Day.

One-Mile Professional Handicap.

C. W. Ashinger, 10 seconds, first,	Time, 2.53
C. J. Young, 10 seconds, second,	" 2.54
R. Howell, scratch, third,	" 3.04 3-5

Ten-Mile Open.

Sanders Sellers, Preston, England, first,	31.04 2-5
L. B. Hamilton, Waterbury, Ct., second,	31.05 1-5
John Brooks, Blossburg, Penn., third,	31.07

One-Mile 3.20 Class.

L. A. Miller, Meriden, Ct., first,	Time, 2.43 2-5
Joseph Powell, Smithville, N. J., second,	" 2.43 3-5
William Waite, New Haven, Ct., third,	" 2.44

Two-Mile Tricycle.

*E. P. Burnham, Newton, Mass., first,	Time, 6.27
R. Chambers, Birmingham, Eng., second,	" 6.27 1-5
G. H. Ilston, Birmingham, Eng., third,	" 6.28

Three-Mile Tandem.

Miller & Brown, Springfield, Mass., first,	Time, 10.14 1-5
Stahl Brothers, Boston, Mass., second,	" 10.16 1-5
Joslyn & Chase, Leominster, Mass., third,	" 10.18 2-5

One-Mile Time 3.16.

C. H. Miller, Springfield, Mass., first,	Time, 3.16 2-5
D. E. Hunter, Beverly, Mass., second,	" 3.15
C. J. Connelly, Rome, N. Y., third,	" 3.17 4-5

Three-Mile Professional.

*Richard Howell, Manchester, Eng., first,	Time, 8.36 2-5
Robert James, Birmingham, Eng., second,	" 8.39 1-2
John S. Prince, Washington, D. C., third,	" 8.39 4-5

Three-Mile Tug-of-War.

Springfield Bicycle Club, first,	Time, 9.16 2-5
Berkshire County Wheelmen, second,	" 9.17 4-5

Two-Mile 6.25 Class.

Lewis A. Miller, Meriden, Ct., first,	Time, 5.55 1-5
H. S. Wollison, Pittsfield, Mass., second,	" 5.56 2-5
D. E. Hunter, Beverly, Mass., third,	" 5.57

September 17—Second Day.

Largest Number in Parade.

Meriden Wheel Club, Meriden, Ct., first prize.
Northampton Wheelmen, Northampton, second prize.
Holyoke Bicycle Club, Holyoke, third prize.

Ten-Mile Professional Open.

Richard Howell, Manchester, Eng., first,	Time, 30.07 1-5
W. M. Woodside, Chicago, Ill., second,	" 30.09 2-5
Robert James, Birmingham, Eng., third,	" 30.09 3-5

Two-Mile Open.

Sanders Sellers, Preston, Eng., first,	Time, 6.03
Geo. M. Hendee, Springfield, Mass., second,	" 6.04
Chas. Frazier, Smithville, N. J., third,	" 6.04 2-5

*World's Record.

One-Mile Without Hands.

*H. S. Wollison, Pittsfield, Mass., first,	Time, 3.00 2-5
C. H. Chickering, Smithville, N. J., second,	" 3.00 4-5
T. R. Finley, Smithville, N. J., third,	" 3.01 1-5

Three-Mile 9.50 Class.

Eliot Norton, Springfield, Mass., first,	Time, 8.53 2-5
H. E. Bidwell, Hartford, Ct., second,	" 8.54 3-5
H. S. Wollison, Pittsfield, Mass., third,	" 8.55

Five-Mile Victor Tricycle.

R. Chambers, Birmingham, Eng., first,	Time, 17.14 2-5
E. P. Burnham, Newton, Mass., second,	" 17.15 2-5
G. H. Ilston, Birmingham, Eng., third,	" 17.16

Half-Mile Dash, Open.

*Sanders Sellers, Preston, England, first,	Time, 1.18 1-5
H. W. Gaskell, Birmingham, Eng., second,	" 1.18 4-5
Chas. Frazier, Smithville, N. J., third,	" 1.19 2-5

One-Mile Professional Open.

*John S. Prince, Washington, D. C., first,	Time, 2.39
R. James, Birmingham, Eng., second,	" 2.39 2-5
R. Howell, Manchester, Eng., third,	" 2.40

Five-Mile Record.

H. W. Gaskell, Birmingham, Eng., first,	Time, 14.51
L. B. Hamilton, Waterbury, Ct., second,	
Geo. Webber, Smithville, N. J., third,	

Two-Mile Tandem.

R. F. & W. C. Stahl, Boston, Mass., first,	Time, 6.56 2-5
C. Joslyn & W. Chase, Leominster, Mass., second,	" 6.58 2-5
C. Miller & F. Brown, Springfield, Mass., third,	" 6.54 3-5

September 18—Third Day.

Three-Mile Professional Record.

R. Howell, Manchester, England, first,	Time, 8.55
W. M. Woodside, Chicago, Ill., second,	" 8.58 1-5
R. James, Birmingham, England, third,	" 8.58 3-5

Half-Mile 1.40 Class.

William Waite, New Haven, Ct., first,	Time, 1.23 3-5
H. E. Bidwell, Hartford, Ct., second,	" 1.23 4-5
D. E. Hunter, Beverly, Mass., third,	" 1.24 2-5

One-Mile Open.

S. Sellers, Preston, Eng., first,	Time, 2.45 2-5
G. M. Hendee, Springfield, Mass., second,	" 2.45 3-5
John Brooks, Blossburg, Penn., third,	" 2.46

One-Mile Ride and Run.

C. B. Ripley, Hartford, Ct., first,	Time, 4.31 2-5
T. R. Finley, Smithville, N. J., second,	" 4.43 3-5

Five-Mile 16.40 Class.

C. H. Parsons, Springfield, Mass., first,	Time, 15.46 2-5
L. A. Miller, Meriden, Ct., second,	" 15.47
Leroy Weston, Adams, Mass., third,	" 15.47 2-5

Five-Mile Professional Open.

R. Howell, Manchester, England, first,	Time, 15.42 3-5
R. James, Birmingham, England, second,	" 15.43 4-5
W. M. Woodside, Chicago, Ill., third,	" 15.45

One-Mile Tandem.

R. F. and W. C. Stahl, Boston, first,	Time, 3.13 3-5
C. Joslyn and W. Chase, Leominster, second,	" 3.13 4-5

Ten-Mile Record.

L. B. Hamilton, Waterbury, Ct., first,	11 half-miles.
H. W. Gaskell, Birmingham, Eng., second,	5 " "
J. Brooks, Blossburg, Penn., third,	3 " "

One-Mile Tricycle.

R. Chambers, Birmingham, Eng., first,	Time, 3.13 1-5
G. H. Ilston, Birmingham, Eng., second,	" 3.15 2-5
L. H. Johnson, Orange, N. J., third,	" 3.18

September 19—Fourth Day.

Five-Mile Amateur Open.

S. Sellers, Preston, Eng., first,	Time, 16.06 2-5
C. Frazier, Smithville, N. J., second,	" 16.06 3-5
John Brooks, Blossburg, Penn., third,	" 16.07 2-5

Five-Mile Professional.

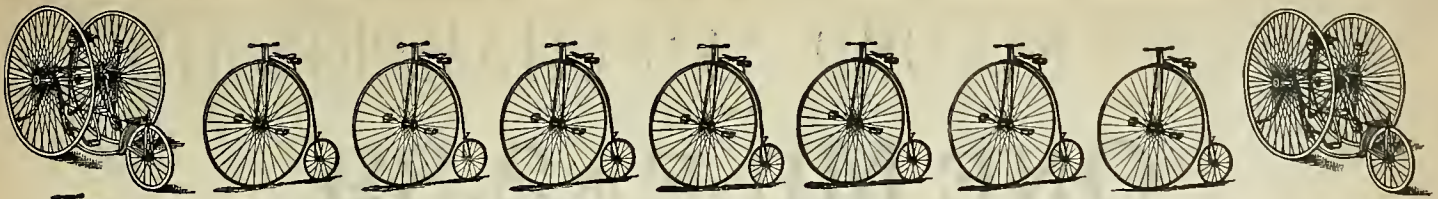
R. Howell, Manchester, England, first,	Time, 15.32 2-5
J. S. Prince, Washington, D. C., second,	" 15.35 1-5
W. M. Woodside, Chicago, Ill., third,	" 15.35 3-5

Half-Mile 1.32 Class.


William Waite, New Haven, Ct., first,	Time, 1.20 3-5
D. E. Hunter, Beverly, Mass., second,	" 1.20 4-5
L. A. Miller, Meriden, Ct., third,	" 1.21 1-5

One-Mile Tug of War.

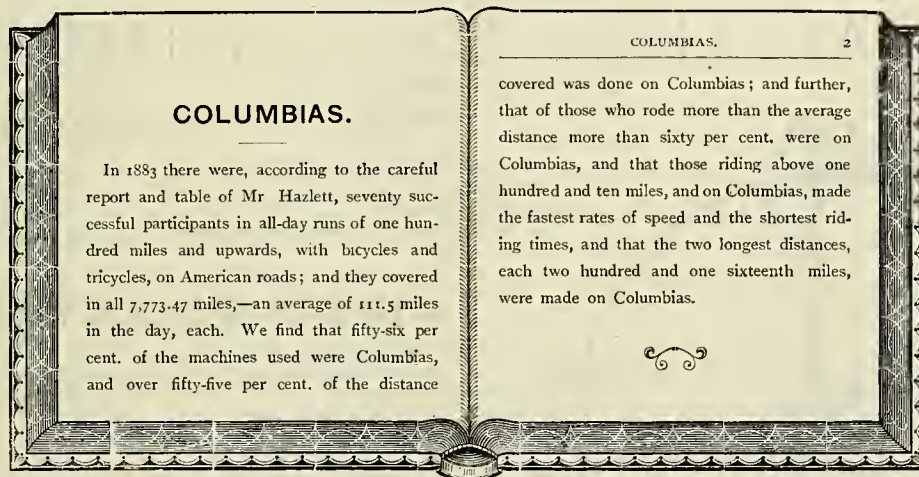
Springfield Bicycle Club, first,	Time, 2.48 4-5
Berkshire County Wheelmen, second,	
Connecticut Bicycle Club, third,	



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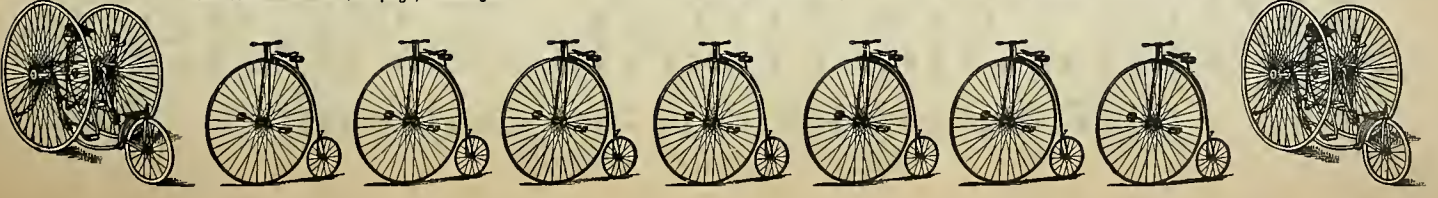
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which has become so popular weighs 36 lbs. A strong, rigid, true running wheel. On the Chicago tour they stood the rough roads better than many heavier machines, and received much commendation. As our demand has been almost entirely for these, and as this is their first season in America, but few Racers have as yet been brought over; but yet is shown this remarkable record.

ROYAL MAILS have won 23 1st Prizes in America this year and reduced records.

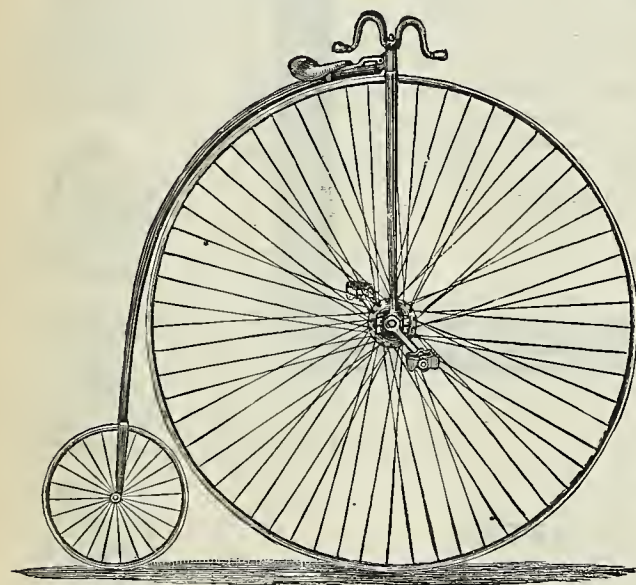
In England ROYAL MAILS, in 1883, won 46 1st Prizes.

In England ROYAL MAILS, in 1884, won 41 1st Prizes.

Every Scratch Race in the Midlands this year has been won on ROYAL MAILS.

The 5-Mile Amateur Championship of England won June 28, on a ROYAL MAIL.

The Great Midland Amateur Prize, 10 Miles, for the Speedwell Challenge Cup, June 28, won on a ROYAL MAIL.



ROYAL MAIL TRICYCLE

ALSO TO THE FRONT!

R. CHAMBERS, ON A ROYAL MAIL TRICYCLE, HAS WON THESE RECORDS:

½ mile, 1.35; 1 mile, 3.13½; 3 miles, 10.07; 4 miles, 14.08; 5 miles, 17.14½.

WE OFFER IT AS THE EASIEST RUNNING TRICYCLE IN THE MARKET.

DON'T FAIL to examine ROYAL MAILS before purchasing. Send Stamp for Circulars.

WILLIAM READ & SONS,

107 Washington St., Boston.

SOLE AMERICAN AGENTS.

Three-Mile Amateur Record.

H. W. Gaskell, Birmingham, England, first,	3	half-miles.
J. Brooks, Blossburg, Penn., second,	2	" "
E. P. Burnham, Newton, Mass., third,	1	" "

Five-Mile Professional Record.

R. Howell, Manchester, Eng., first,	8	half-miles.
W. M. Woodside, Chicago, Ill., second,	2	" "
R. James, Birmingham, Eng., third,		

Three-Mile Tricycle.

R. Chambers, Birmingham, England, first,	Time, 10.07
G. H. Illston, Birmingham, England, second,	" 10.07 1-5
L. H. Johnson, Orange, N. J., third,	" 10.08 3-5

Three-Mile Amateur Open.

George M. Hendee, Springfield, Mass., first,	Time, 9.25 4-5
John Brooks, Blossburg, Penn., second,	" 9.26
H. W. Gaskell, Birmingham, England, third,	" 9.26 1-5

One-Mile Consolation.

A. L. Jenness, Rye Beach, N. H., first,	Time, 2.52
J. W. Lord, Baltimore, Md., second,	" 2.52 1-5
A. B. Rich, New York, N. Y., third,	" 2.52 2-5
F. L. Dean, Worcester, Mass., fourth,	" 2.52 4-5
T. W. Roberts, Poughkeepsie, N. Y., fifth,	" 2.53 1-5

THE WINNERS AND THE RACES THEY WON.

PROFESSIONAL.

RICHARD HOWELL, Manchester, Eng.

Third prize, September 16, one-mile handicap,	\$20 00
First prize, September 16, three-mile open,	75 00
First prize, September 17, ten-mile open,	250 00
Third prize, September 17, one-mile open,	20 00
First prize, September 18, three-mile record,	75 00
First prize, September 18, five-mile open,	100 00
First prize, September 19, five-mile record,	100 00
First prize, September 19, five-mile open,	100 00
Total,	\$740 00

Additional for Records.

September 18, three-mile record,	Silver watch
September 19, five-mile record,	Gold watch

ROBERT JAMES, Birmingham, England.

Second prize, September 16, three-mile open,	\$45 00
Third prize, September 17, ten-mile open,	100 00
Second prize, September 17, one-mile open,	30 00
Third prize, September 18, three-mile record,	30 00
Second prize, September 18, five-mile open,	60 00
Third prize, September 19, five-mile record,	40 00
Total,	\$305 00

W. M. WOODSIDE, Chicago, Ill.

Second prize, September 17, ten-mile open,	\$150 00
Second prize, September 18, three-mile record,	45 00
Third prize, September 18, five-mile open,	40 00
Second prize, September 19, five-mile record,	60 00
Third prize, September 19, five-mile open,	40 00
Total,	\$335 00

JOHN S. PRINCE, Washington, D. C.

Third prize, September 16, three-mile open,	\$30 00
First prize, September 17, one-mile open,	50 00
Second prize, September 19, five-mile open,	60 00
Total,	\$140 00

C. W. ASHINGER, Eaton, Ohio.

First prize, September 16, one-mile handicap,	\$50 00
C. J. YOUNG, Boston, Mass.	
Second prize, September 16, one-mile handicap,	\$30 00

AMATEURS.

SANDERS SELLERS, Preston, England.

First prize, September 16, ten-mile open,	Time, 31.04 2-5
First prize, September 17, two-mile open,	" 6.03
First prize, September 17, half-mile dash,	" 1.18 1-5
First prize, September 18, one-mile open,	" 2.45 2-5
First prize, September 19, five-mile open,	" 16.06 2-5

R. CHAMBERS, Birmingham, England.

Second prize, September 16, two-mile tricycle,	Time, 6.27 1-5
First prize, September 17, five-mile tricycle,	" 17.14 2-5
First prize, September 18, one-mile tricycle,	" 3.13 1-5
First prize, September 19, three-mile tricycle,	" 10.07

H. W. GASKELL, Birmingham, England.

Second prize, September 17, half-mile dash,	Time, 1.18 4-5
First prize, September 17, five-mile record,	" 14.51
Second prize, September 18, ten-mile record,	6 half-miles
First prize, September 19, three-mile record,	3 " "

G. H. ILLSTON, Birmingham, England.

Third prize, September 16, two-mile tricycle,	Time, 6.28
Third prize, September 17, five-mile tricycle,	" 17.16

Second prize, September 18, one-mile tricycle,	Time, 3.15 2-5
Second prize, September 19, three-mile tricycle,	" 10.07 1-5

GEORGE M. HENDEE, Springfield, Mass.

First prize, September 16, three-mile tug-of-war,	Time, 9.16 2-5
Second prize, September 17, two-mile open,	" 6.04
Second prize, September 18, one-mile open,	" 2.45 3-5
First prize, September 19, three-mile open,	" 9.25 4-5
First prize, September 19, one-mile tug-of-war,	" 2.48 4-5

JOHN S. BROOKS, Blossburg, Penn.

Third prize, September 16, ten-mile open,	Time, 31.07
Third prize, September 18, ten-mile record,	3 half-miles
Third prize, September 18, one-mile open,	Time, 2.46
Third prize, September 19, five-mile open,	" 16.07 2-5
Second prize, September 19, three-mile record,	2 half-miles
Second prize, September 19, three-mile open,	Time, 9.26

L. B. HAMILTON, Waterbury, Ct.

Second prize, September 16, ten-mile open,	Time, 31.05 1-5
Second prize, September 17, five-mile record,	2 half-miles
First prize, September 18, ten-mile record,	" "

H. E. BIDWELL, Hartford, Ct.

Second prize, Sept. 17, three-mile 9.50 class,	Time, 8.54 3-5
Second prize, Sept. 18, half-mile 1.40 class,	" 1.23 4-5
Third prize, Sept. 19, one-mile tug-of-war,	" 2.49 2-5

E. P. BURNHAM, Newton, Mass.

First prize, September 16, two-mile tricycle,	Time, 6.27
Second prize, September 17, five-mile tricycle,	" 17.15 2-5
Third prize, September 19, three-mile record,	1 half-mile

CHARLES A. FRAZIER, Smithville, N. J.

Third prize, September 17, two-mile open,	Time, 6.04 2-5
Third prize, September 17, half-mile dash,	" 1.19 2-5
Second prize, September 19, five-mile open,	" 16.06 3-5

D. E. HUNTER, Beverly, Mass.

Third prize, September 16, two-mile 6.25 class,	Time, 5.57
Second prize, September 16, one-mile time 3.16,	" 3.15
Third prize, September 18, half-mile 1.40 class,	" 1.24 2-5
Second prize, September 19, half-mile 1.32 class,	" 1.20 4-5

LEWIS A. MILLER, Meriden, Ct.

First prize, September 16, one-mile 3.20 class,	Time, 2.43 2-5
First prize, September 16, two-mile 6.25 class,	" 5.55 1-5
Second prize, September 18, five-mile 16.40 class,	" 15.47
Third prize, September 19, half-mile 1.32 class,	" 1.21 1-5

ELIOT NORTON, Springfield, Mass.

First prize, Sept. 16, three-mile tug-of-war,	Time, 9.17 4-5
First prize, September 17, three-mile 9.50 class,	" 8.53 2-5
First prize, September 17, one-mile tug-of-war,	" 2.49

WILLIAM WAITE, New Haven, Ct.

Third prize, September 16, one-mile 3.20 class,	Time, 2.44
First prize, September 18, half-mile 1.40 class,	" 1.23 3-5
First prize, September 19, half-mile 1.32 class,	" 1.20 3-5

H. S. WOLLISON, Pittsfield, Mass.

Second prize, September 16, two-mile 6.25 class,	Time, 5.56 2-5
Second prize, Sept. 16, three-mile tug-of-war,	" 9.17 4-5
First prize, Sept. 17, one-mile without hands,	" 3.00 2-5
Third prize, September 17, three-mile 9.50 class,	" 8.55
Second prize, September 19, one-mile tug-of-war,	

L. H. JOHNSON, Orange, N. J.

Third prize, September 18, one-mile tricycle,	Time, 3.18
Third prize, September 19, three-mile tricycle,	" 10.08 3-5

F. W. WESTERVELT, Springfield, Mass.

First prize, September 16, three-mile tug-of-war,	Time, 9.20 3-5
First prize, September 19, one-mile tug-of-war,	

C. H. MILLER, Springfield, Mass.

First prize, September 16, three-mile tandem,	Time, 10.14 1-5
First prize, September 16, one-mile time 3.16,	" 3.16 2-5
Second prize, September 17, two-mile tandem,	" 6.54 2-5

CHARLES H. CHICKERING, Smithville, N. J.

Second prize, Sept. 17, one-mile without hands,	Time, 3.00 4-5
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FRANK L. DEAN, Worcester, Mass.

Fourth prize, Sept. 19, one-mile consolation,	Time, 2.52 4-5
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THOMAS R. FINLEY, Smithville, N. J.

Third prize, Sept. 17, one-mile without hands,	Time, 3.01 1-5
Second prize, Sept. 18, one-mile ride and run,	" 4.43 3-5

A. L. JENNESS, Rye Beach, N. H.

First prize, Sept. 19, one-mile consolation,	Time, 2.52
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JERE W. LORD, Baltimore, Md.

Second prize, Sept. 19, one-mile consolation,	Time, 2.52 1-5
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CHARLES H. PARSONS, Springfield, Mass.

First prize, Sept. 18, five-mile 16.40 class,	Time, 15.46 2-5
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JOSEPH POWELL, Smithville, N. J.

Second prize, Sept. 16, one-mile 3.20 class,	Time, 2.43 3-5
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C. B. RIPLEY, Hartford, Ct.

First prize, Sept. 18, one-mile ride and run,	Time, 4.31 2-5
Third prize, Sept. 19, one-mile consolation,	Time, 2.52 2-5

A. B. RICH, Albany, N. Y.

THEO. W. ROBERTS, Poughkeepsie, N. Y.

Fifth prize, Sept. 19, one-mile consolation,	Time, 2.53 1-5
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GEORGE WEBBER, Smithville, N. J.

Third prize, September 17, five-mile record,	
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LEROY WESTON, Adams, Mass.

Third prize, Sept. 18, five-mile 16.40 class,	Time, 15.47 2-5
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F. BROWN, Springfield, Mass.

First prize, Sept. 16, three-mile tandem,	Time, 10.14 1-5
Second prize, Sept. 17, two-mile tandem,	" 6.55 2-5

R. F. AND W. C. STAHL, Boston, Mass.

Second prize, Sept. 16, three-mile tandem,	Time, 10.16 1-5
First prize, Sept. 17, two-mile tandem,	" 6.56 2-5
First prize, Sept. 18, one-mile tandem,	" 3.13 3-5

C. A. JOSLYN AND W. H. CHASE, Leominster, Mass.

Third prize, Sept. 16, three-mile tandem,	Time, 10.18 2-5
Third prize, Sept. 17, two-mile tandem,	" 6.58 2-5
Second prize, Sept. 18, one-mile tandem,	" 3.13 4-5

CYCLING RECORDS, 1884.

AMATEUR.

Miles.	Place.	American.	English.
$\frac{1}{4}$	Springfield,	41 2-5	39
$\frac{1}{2}$	"	*1.18 1-5	1.19 4-5
$\frac{3}{4}$	Hartford,	*1.59 4-5	2.01 3-5
1	"	*2.39	2.41 2-5
2	Springfield,	5.42 3-5	5.36 3-5
3	"	8.50 2-5	8.41 1-5
4	"	11.55 2-5	11.34 2-5
5	"	14.51	14.39 2-5
6	"	18.50	17.37
7	"	21.57	20.32
8	"	24.45	23.31 1-5
9	"	28.06 2-5	26.31 2-5
10	"	31.04 2-5	29.30 2-5

PROFESSIONAL.

$\frac{1}{4}$	Springfield,	*40.2-5	41
$\frac{1}{2}$	"	1.21	1.20
$\frac{3}{4}$	"	*1.59 2-5	1.59 4-5
1	"	*2.39	2.40 1-2
2	"	5.45 3-5	5.36 4-5
3	"	*8.36 2-5	8.39
4	"	12.11 3-5	11.39
5	"	15.02 2-5	14.28
6	"	18.24 4-5	17.34
7	"	21.17 2-5	20.30
8	"	24.21 3-5	23.29
9	"	27.21 3-5	26.28
10	"	30.07 1-5	29.20

HOW THE RECORDS ARE HELD.

AMATEUR, AMERICAN.

$\frac{1}{4}$ mile, Sanders Sellers, at Springfield, Mass., September 17.	
* $\frac{1}{2}$ mile, Sanders Sellers, " " "	
* $\frac{3}{4}$ mile, Sanders Sellers, at Hartford, Ct., September 9.	
*1 mile, Sanders Sellers, " " "	
2 mile, H. W. Gaskell, at Springfield, Mass., September 17.	
3 mile, George Webber, " " "	
4 mile, Lewis B. Hamilton, " " "	
5 mile, H. W. Gaskell, " " "	
6 mile, Lewis B. Hamilton, " " "	
7 mile, Lewis B. Hamilton, " " "	
8 mile, John Brooks, " " "	
9 mile, John Brooks, " " "	
10 mile, Sanders Sellers, " " "	

AMATEUR, ENGLISH.

$\frac{1}{4}$ mile, H. A. Speechly, England, August 23.	
$\frac{1}{2}$ mile, A. Thompson, " June 30, 1883.	
$\frac{3}{4}$ mile, H. L. Cortis, " " 7, 1881.	
1 mile, H. L. Cortis, " " "	
2 mile, R. H. English, " September 13.	
3 mile, R. H. English, " " "	
4 mile, R. H. English, " " "	
5 mile, R. H. English, " " "	
6 mile, R. H. English, " " "	
7 mile, R. H. English, " " "	
8 mile, R. H. English, " " "	
9 mile, R. H. English, " " "	
10 mile, R. H. English, " " "	

PROFESSIONAL, AMERICAN.

* $\frac{1}{4}$ mile, R. A. Neilson, at Springfield, Mass., September 17.	
$\frac{1}{2}$ mile, R. Howell, " " "	
* $\frac{3}{4}$ mile, R. Howell, " " "	
*1 mile, John S. Prince, " " "	
2 mile, W. M. Woodside, " " "	
*3 mile, R. Howell, " " "	

4 mile, R. Howell, at Springfield, Mass., September 19.	
5 mile, R. Howell, " " " " 19.	
6 mile, W. M. Woodside, " " " " 17.	
7 mile, W. M. Woodside, " " " " 17.	
8 mile, W. M. Woodside, " " " " 17.	
9 mile, W. M. Woodside, " " " " 17.	
10 mile, R. Howell, " " " " 17.	

PROFESSIONAL, ENGLISH

¼ mile, W. Phillips, England, July 31.	
½ mile, R. Howell, " August 18.	
¾ mile, R. Howell, " " 18.	
1 mile, R. Howell, " " 18.	
2 mile, J. Keen, " May 21, 1879.	
3 mile, F. J. Lees, " August 11, 1879.	
4 mile, F. J. Lees, " " 11, 1879.	
5 mile, R. Howell, " October 8, 1883.	
6 mile, F. J. Lees, " August 11, 1883.	
7 mile, F. J. Lees, " " 11, 1883.	
8 mile, F. J. Lees, " " 11, 1883.	
9 mile, F. J. Lees, " " 11, 1883.	
10 mile, F. J. Lees, " " 11, 1883.	

AMATEUR TRICYCLE RECORDS.

¼ mile, R. Chambers, Springfield, Mass., Sept. 18,	48 2-5
½ mile, R. Chambers, " " " 18,	1.35
¾ mile, R. Chambers, " " " 18,	2.24 1-5
1 mile, R. Chambers, " " " 18,	3.13 1-5
¾ 2 mile, E. P. Burnham, " " " 16,	6.27
3 mile, R. Chambers, " " " 19,	10.07
4 mile, R. Chambers, " " " 17,	14.08
5 mile, R. Chambers, " " " 17,	17.14 2-5

AMATEUR TANDEM BICYCLE.

One-quarter mile, 0.46, R. F. and W. C. Stahl, Springfield, Mass., September 18.	
One-half mile, 1.32 3-5, R. F. and W. C. Stahl, Springfield, Mass., September 18.	
Three-quarter mile, R. F. and W. C. Stahl, Springfield, Mass., September 18.	
One mile, 3.13 3-5, R. F. and W. C. Stahl, Springfield, Mass., September 18.	
Two mile, 6.55 2-5, C. H. Miller and F. Brown, Springfield, Mass., September 17.	
Three mile, 10.14 1-5, C. H. Miller and F. Brown, Springfield, Mass., September 16.	

AMATEUR BICYCLE WITHOUT HANDS.

¼ mile, C. H. Chickering, at Springfield, Mass., Sept. 17.	
½ mile, C. H. Chickering, at Springfield, Mass., Sept. 17.	
¾ mile, C. H. Chickering, at Springfield, Mass., Sept. 17.	
1 mile, H. S. Wollison, at Springfield, Mass., Sept. 18.	
One-quarter mile, 46 2-55; one-half mile, 1m. 28 3-58; three-quarters mile, 2m. 145; one mile, 3m. 2-58.	

RIDE AND RUN BICYCLE.

1 mile, C. B. Ripley, at Springfield, Mass., September 18.	
Time, 4.31 2-5.	

*World's Record.

‡The only American wheel holding a record of the world.

Correspondence.

MACON, GA., Sept. 16, 1884.

Editor Springfield Wheelmen's Gazette:—

Thinking that a stray note from the "Sunny South" might not be out of place, I will first give you an insight of our club. We have a fine club of twenty-two members, among which are lawyers, doctors, ministers and mainly clerks, with Dr. N. G. Gewinner, president; J. H. Polhill, captain; John C. Flynn, first lieutenant; J. Slocumb, second lieutenant; Charles Guernsey, bugler; and G. T. Beland, secretary and treasurer. The club is in very good trim at present. Messrs. Polhill and Slocumb attended the Montgomery (Ala.) meet on September 10th, and brought away the first prizes in the one-mile, half-mile and handicap races. They were highly elated over their success. We are expecting to have a grand meet in Macon in the latter part of October, at which time the Georgia State Fair will be in operation, and the managers promise to give the bicyclists some handsome prizes, in which event we are ex-

pecting to hold a grand meet of Southern cyclists. The roads down here are not what would suit some of our Northern friends, but we have to put up with them, and occasionally some of our boys indulge in a Sunday jaunt. A couple, Messrs. J. Slocumb and John C. Flynn, took a trip of 28 miles to the town of Forsyth, and returned the same day. They started at 7 A. M. on Sunday the 31st of August, arriving there at 11.30 A. M., and allowing for stoppages made the trip in 3 1-2 hours. The roads were in a very bad condition and in some places they were compelled to ride up the middle of the railroad, which they found rode better than the public highway. Our club is now having a four lap track built at the park grounds, and when it is completed we expect to be able to record some fast time, as we have the stuff to make good riders; but the difficulty is that hardly any of our boys own first-class machines. But with the races to come off at the next fair in mind several are contemplating purchasing racers, and then I hope to show you what time we "Johnny Reb" cyclists can put up.

"REB."

WINNIPEG, MAN., August 25, 1884.

Editor Springfield Wheelmen's Gazette:—

The outside world has a queer idea of us Canucks. The impression is abroad that we live in a land of "perpetual ice," the haunt of blizzards, icebergs, and grizzlies, and I guess the best way to convince the O. S. W. of its mistake is by actions, not by words.

Let me give you a short sketch of the rise and progress of wheeling in this city—a city three years of age. One year of the three was "boom" year; fortunes large enough to make a Vanderbilt turn green with envy were made daily, yea, even hourly—on paper. Another year was spent in things finding their level, and a general squaring up of accounts.

This year is the third, and the first year of bicycling. We have a live bicycle club of thirty-two members, including every wheel in the city, and are adding to the number almost daily.

Club races are to be held this fall, when provincial championships will be established; of this I will post you in due course.

An enterprising firm of wheelmen has started into importing machines, and is in a fair way to make a neat little thing.

A touring party is now completing arrangements for a 600-mile tour through Western Manitoba, at an early date. The party will consist of Cliff B. Keenleyside, late secretary of the F. C. Bicycle Club of London, Ont., and the acknowledged father of the "Canadian Wheelman's Association"; A. J. Darch, a new but enthusiastic wheelman; W. E. Slater, the secretary of the Winnipeg Bicycle Club, and Harry Pommel, late of the "Wanderers," of Toronto, Ont.

You Eastern wheelmen, cramped as you are by narrow roads, high fences, trees, and hedges, know comparatively little of the pleasures of touring. I mean nothing disrespectful to the army of Eastern cyclists, by this remark. Personally, I have toured through all the best parts of Ontario (that paradise for wheelmen), and can candidly say, I never knew half the pleasures of the sport until I tried it in this country. I can conceive of no sport so exhilarating, so exciting, or so pleasant, as to be mounted on my "52" full nickeled, flying, as I often have, before a stiff nor'easter, on

a trail worn smooth by ages of travel, surrounded as far as the eye can pierce, by the flower-decked prairie, dotted here and there by the homes of the settlers, with an occasional "bluff" or stream thrown in to break the monotony. Ten miles an hour over such roads, through such scenery is bicycling.

A couple of riders of "trikes" will be enrolled among our members next season.

We intend renting a large upper flat for the winter, in which to practice fancy riding and club drill.

In conclusion, Mr. Editor, I must compliment you on your excellent typographical appearance, and crisp, newsy get up. Your paper is bound to be popular here.

Yours, "MACHINE."

COLUMBIA VS. COMBINATION.

OTTUMWA, September 9, 1884.

Editor Springfield Wheelmen's Gazette:—

Reading in your valuable paper for September, my attention was drawn to an article entitled "That Header," which seemed somewhat familiar, not in the way it was written, but from a participant's view. Now, as you have heard one side of the case, you will permit me to give the other, which, by the way, was mine.

A description of the wheels in the fracas may not be out of place. The "little forty-nine," as the "professional" (?) delights to term his wheel, is a combination, not in name, but in construction, and is a novelty in its way, as will be seen: Open head; steel front fork of crescent cross section; suspension wheels, ten-inch tread, with brass hubs and wooden felloes; steel spokes of large size, and the tires made of rubber garden hose, stuffed with rope (patent applied for) to prevent collapse. The backbone is made of a boiler flue having a cylindrical cross section, with the other parts to correspond. A brief description of the "timid rider's" wheel will suffice: It was a 52-inch Standard Columbia, with ball bearings.

Of the first part of the "professional's" story I will say nothing, but a true version of the latter part will be forthcoming. There were ten of us in the party, and as we rolled silently down Main street we elicited a goodly share of admiration. Turning Market street, we crossed the Des Moines river bridge, thence down the river road for six miles. After resting a few minutes, we mounted to return. It was dusk then. Riding until within two and one-half miles from town, the "professional" and I side by side, myself being about four or five feet in the lead, when my wheel went into a rut in the road, causing me to fall, my wheel falling to the right in front of the "professional," who could have dismounted by jumping backward, but from timidity, on his part he preferred to take "that header." The "little forty-nine" fell on my wheel, with the "professional" capping the climax. When I had picked him up and separated the "combination" from the "Columbia," we found the "little forty-nine" in a dilapidated condition. The wooden felloe was broken in two places by the "professional" falling on it, which prevented it passing through the fork. The wrought-iron handle-bar was bent like a hook, a number of spokes broken, and several other dislocations which I have forgotten. Well, there we were,—the moon just coming up above the trees which fringe the river. The "professional" could not lift a pound; so the "timid rider" had to place the "little forty-nine" over

the handle-bar and saddle of his Columbia, and push the Columbia with the corpse of the "little forty-nine" to town, with the "professional" bringing up the rear. The Columbia was not damaged in the least, notwithstanding both the "little forty-nine" and the "professional" fell on it. The boys wore crape on their arms for thirty days in respect for the funeral. This is the reason the "professional" was the cripple.

We have fourteen wheels here, and not very good roads either.

A TIMID (?) RIDER.

NEW ZEALAND ITEMS.

Editor Springfield Wheelman's Gazette:—

I am afraid I cannot contribute many items of interest to your paper at the present time, this being the winter season with us, consequently matters appertaining to the wheel are almost at a standstill. The cycling season commences in September and terminates in May, so that we have nine months out of the twelve to devote to the pastime, although in some of the northern districts riders can stride their machines nearly all the year round; thus the season with them is, so to speak, perpetual. It is estimated that there are at least 1,000 bicyclists in the colony. This may appear a small number compared with other countries; but when it is considered that seven years ago the number did not exceed fifty, it will readily be seen the progress made. This has been very noticeable during the last three years, and is rapidly increasing. The number of clubs does not exceed a dozen, those at Dunedin, Auckland, and Christchurch being the strongest in point of membership. The latter town possesses advantages over other parts of the colony. Owing to the flat nature of the country, riders may traverse a hundred miles at a stretch without encountering a hill to mar their pleasure. Many long rides have been undertaken at various times and in various parts of the colony, the most prominent being that of Foxley Norris, from Christchurch to Dunedin, a distance of 230 miles, over some of the roughest country imaginable. The longest distance ridden within the day stands to the credit of Messrs. Jenkins and Paynter, who rode from Christchurch to the Wairau (an inland township) and back, the distance covered being 180 miles,—sixty miles of the journey being little better than a sheep track.

Annual race meetings are held in the principal towns, at which the public attend in large numbers, bicycle races being very popular. The honors for the championship being about equally divided between W. H. Langdown, of Christchurch, and F. A. Cutten, of Dunedin, both having won a considerable amount of fame by their superior riding abilities. The New Zealand Cyclists' Alliance is expected to establish championship races next season, which will definitely decide as to who shall occupy the premier position.

The principal machines are of English manufacture, those of Messrs. Singer & Co., the Coventry Machinists' Co., and other noted makers being conspicuous, though machines are made in the colony; but, as the majority of riders prefer the very latest ideas, machines are in nearly all cases obtained from England. "PAKEHA."

CHRISTCHURCH, August 15, 1884.

Sellers stands 5 feet 11 inches in height, weighs 165 pounds, and was born at Preston, England, in April, 1863.

Among the Clubs.

THE RUTLAND (Vt.) BICYCLE CLUB has formed two polo clubs. The following are the members and their positions: First club—Right cover point, C. G. Ross; second rusher, W. Ross; cover point, F. P. Clement; goal cover point, J. H. Edson; first rusher, G. W. Pratt; goal, G. H. Emery; left cover point, E. H. Fox. Second club—Captain and first rusher, E. L. Farr; goal, C. H. Weed; cover point, J. A. Putnam; right cover point, W. L. Davis. Each club is to have a suitable uniform, the first club adopting as its colors garnet and slate, and the second club blue and white.

THE CLEVELAND BICYCLE CLUB is the best drilled club in the United States. On parade they rode in three lines twelve abreast with locked handle-bars, a very pretty sight and one which called forth abundant applause at the meeting at Cleveland, August 18, 19, 1884.

THE KEYSTONE BICYCLE CLUB held a very successful meeting on Saturday, September 27, at Pittsburgh Exposition course.

THE BERKSHIRE COUNTY WHEELMEN cleared \$400 by their recent tournament at Pittsfield.

THE MASSACHUSETTS BICYCLE CLUB has about 180 members.

THE MILWAUKEE BICYCLE CLUB now has a membership of 35.

CLUB ELECTIONS.

GREENFIELD (Mass.) WHEEL CLUB—President, H. O. Edgerton; captain, F. R. Hollister; secretary and treasurer, G. H. Kaulback; first lieutenant, B. F. Butler; second lieutenant, C. H. Field; bugler, F. L. Gaines.

HOLYOKE BICYCLE CLUB (Holyoke, Mass.)—President, William Green; secretary and treasurer, Herbert Fenno; captain, E. C. Clarke; first lieutenant, H. Fenno; second lieutenant, F. H. Browne; third lieutenant, D. L. Farr; bugler, C. O. Tuttle.

NASHVILLE (Tenn.) BICYCLE CLUB—President, A. E. Howell; vice-president, A. J. Dyas, Jr.; secretary and treasurer, J. R. Dortch; captain, J. B. Burdett; first lieutenant, J. Gibson; second lieutenant, E. A. Coles; standard bearer, V. L. Cunningham; bugler, James K. Polk.

STAR BICYCLE CLUB (Lynn, Mass.)—President, F. S. Winship; vice-president, Wm. Smith; secretary, W. H. Prevear; treasurer, W. O. Faulkner; captain, Frank Faulkner; first lieutenant, H. Y. Emery; bugler, William Smith.

WORONOCO WHEELMEN (Westfield, Mass.)—President, C. M. Goodnow; vice-president, A. P. Howe; secretary and treasurer, C. J. Lounsbury; captain, J. T. Case.

RACE MEETINGS.

CLEVELAND BICYCLE CLUB.

The races were held in connection with the fourth annual meet of the Ohio Division L. A. W., and were a complete success every way.

AUGUST 18—FIRST DAY.

One-Half-Mile Championship L. A. W.

	MIN.	SEC.
Charles Frazier, 1st,	1	33 1-4
C. E. Stone, 2d,	1	35
George Collister, 3d,		

One-Fourth-Mile.

	MIN.	SEC.
C. Frazier, 1st,		45 1-2
C. E. Stone, 2d,		47

One-Mile Novice.

L. Grove, 1st,	3	30 1-2
C. A. Paine, 2d,	3	32 1-5
C. E. Farnsworth, 3d,		

Five-Mile State Championship.

Asa Dolph, 1st,	17	55 3-4
C. W. Ashinger, 2d,	17	57 1-5

One-Mile Handicap.

George Collister, 1st,	3	23
C. M. Brown, 2d,	3	24 4-5
C. Howland, 3d,		

Three-Mile Race.

Chas. Frazier, 1st,	10	17 1-2
C. W. Ashinger, 2d,	10	18 3-5
C. E. Stone, 3d,		

One-Mile State Championship Tricycle.

Clarence Howland, 1st,	4	23 1-4
George Collister, 2d,	4	53 3-5

Two-Mile Handicap.

C. M. Brown, 1st,	7	07 1-5
A. C. Bates, 2d,		

AUGUST 19—SECOND DAY.

Twenty-Mile Pope Cup.

A. C. Bates, 1st,	1	26	27 3-4
A. E. Sprockling, 2d,	1	26	52

Half-Mile Tricycle.

C. E. Howland, 1st,	2	08 1-4
W. F. Knapp, 2d,	2	16

One-Mile State Championship.

*C. W. Ashinger, 1st,	3	21 1-4
W. F. Knapp, 2d,	3	26
Geo. Collister, 3d,		

Ten-Mile.

C. Frazier, 1st,	37	24
Geo. Webber, 2d,	37	34 1-4
C. E. Stone, 3d,		

Two-Mile State Championship.

*C. W. Ashinger, 1st,	6	51
W. F. Knapp, 2d,	6	55 1-5

One-Mile Consolation.

G. E. Thackray, 1st,	3	27
J. N. Wright, 2d,	3	29 2-5
R. G. Kingsbury, 3d,		

OWEGO BICYCLE CLUB.

The first annual tournament of the Owego Bicycle Club, held Wednesday afternoon, August 20, was a success.

One-Mile Dash.

	MIN.	SEC.
C. E. Titchener, 1st,	3	13 1-2
F. B. Roberts, 2d,	3	14 1-2

Half-Mile Novice.

W. P. Mosher, 1st,	1	43 1-2
A. M. Durkee, 2d,	1	45 1-2

One-Mile Without Hands.

M. Howard, 1st,	3	40
Fred Hinds, 2d,	4	02

Three-Mile Handicap.

C. E. Titchener, 1st,	11	20 7-8
J. R. Schlager, 2d,	11	44

One-Mile Club Championship.

W. Decker, 1st,	3	40
G. H. Wade, 2d,	3	44

One-Mile Ride and Run.

W. H. Stone, 1st,	5	23 1-2
Fred Hinds, 2d,		

*Mr. Ashinger was a professional runner at the time, and was disqualified.

Five-Mile Handicap.

	MIN.	SEC.
C. E. Titchener, 1st,	19	33
M. Howard, 2d,	19	45

BUFFALO BICYCLE CLUB.

One-Mile Club Championship.

J. S. Hedge, Buffalo, N. Y., 1st,	3	08	1-5
H. Smith, Buffalo, N. Y., 2d.			

One-Mile Green Race.

H. L. Drullard, Buffalo, N. Y., 1st,	3	18	1-5
T. A. Russell, Buffalo, N. Y., 2d.			

One Hundred Yards Slow Race.

J. H. Addington, last man in.

Two-Mile Bicycle.

D. N. Milley, Buffalo, N. Y., 1st,	6	20	
Geo. H. Terry, Batavia, N. Y., 2d.			

One-Mile Tricycle.

N. Campbell, Niagara Falls, 1st,	4	10	2-5
Geo. Dakin, Buffalo, N. Y., 2d.			

Three-Mile Club Championship.

D. N. Milley, Buffalo, N. Y., 1st,	10	16	
H. L. Drullard, Buffalo, N. Y., 2d.			

Five-Mile Bicycle.

J. N. Barrows, Attica, N. Y., 1st,	16	39	
Robert Barker, Lockport, N. Y., 2d.			

Time Race, Time 4.25.

C. B. Graves, 1st.			
R. H. James, 2d.			

CONNECTICUT BICYCLE CLUB.

The first annual tournament of the Connecticut Bicycle Club was held at Charter Oak Park, Hartford, Tuesday, September 9, and was witnessed by about 5,000 people. The races were very exciting, and the meeting a notable one, from the fact of Sanders Sellers's feat of beating the world's mile record in the remarkable time of 2.39.

One-Mile 3.20 Class.

	MIN.	SEC.
C. H. Parsons, Springfield, Mass., 1st,	2	49 1-2
William C. Tracy, Rockville, Conn., 2d,	2	50
Frank W. Westervelt, 3d.		

Two-Mile Tricycle.

E. P. Burnham, Newton, 1st,	6	32	
R. Chambers, Birmingham, Eng., 2d.			

Half-Mile Boys' Race.

Fred R. Brown, Springfield, Mass., 1st,	1	24	1-2
H. S. Hart, New Britain, Conn., 2d,	1	25	1-4

One-Mile Club Championship.

H. E. Bidwell, Hartford, Conn., 1st,	2	55	3-4
A. C. Gruendler, Hartford, Conn., 2d,	2	59	1-2

One-Mile Open.

Sanders Sellers, Preston, Eng., 1st,	*2	39	
Asa Dolph, New London, O., 2d,	2	41	
Eliot Norton, Springfield, Mass., 3d,	2	41	1-2

One-Mile Ride and Run.

C. B. Ripley, Hartford, Conn., 1st,	4	36	1-4
C. H. Miller, Springfield, Mass., 2d.			

Five-Mile State Championship.

L. B. Hamilton, Waterbury, Conn., 1st,	15	52	
L. A. Miller, Meriden, Conn., 2d,	15	52	1-4
J. F. Ives, Meriden, Conn., 3d.			

Five-Mile Open.

Sanders Sellers, Preston, Eng., 1st,	15	48	
R. Chambers, Birmingham, Eng., 2d.			
G. H. Illston, Birmingham, Eng., 3d.			

One-Mile Tug-of-War.

Springfield Bicycle Club, 1st,	2	45	1-4
Connecticut Bicycle Club, 2d.			

One-Mile Consolation.

G. H. Illston, Birmingham, Eng., 1st,	2	55	1-2
Geo. Webber, Smithville, N. J., 2d.			

*The World's record.

ALBANY BICYCLE CLUB.

The third annual race meeting of the Albany Bicycle Club was held at Island Park, September 10 and 11, and in connection with the meet of the New York Division L. A. W. The meeting was a grand success every way.

SEPTEMBER 10—FIRST DAY.

One-Mile Novices.

	MIN.	SEC.
Chas. Gove, 1st,	3	22 1-2
A. J. Gallien, 2d,	3	25 1-5

J. J. Van Schoonhoven, 3d.

One Hundred Yards Slow Race.

T. R. Finley, 1st,	5	21	
Neil Campbell, 2d.			

Two-Mile Tricycle.

W. R. Pitman, 1st,	7	48	2-5
Clarence Howland, 2d.			

Fancy Riding.

T. R. Finley, 1st.			
Neil Campbell, 2d.			

Five-Mile Club Championship.

C. H. Ross, 1st,	18	22	
W. W. Cole, 2d.			

One-Mile Without Hands.

H. S. Wollison, 1st,	3	17	1-5
T. R. Finley, 2d,	3	19	1-2

Half-Mile Dash.

S. Sellers, 1st,	1	23	
H. S. Wollison, 2d,	1	25	1-4
C. E. Titchener, 3d.			

One-Mile 3.20 Class.

A. B. Rich, 1st,	3	00	1-2
Earl Wheaton, 2d,	3	01	1-2
T. R. Finley, 3d.			

Five-Mile State Championship, L. A. W.

A. B. Rich, 1st,	17	44	3-5
T. W. Roberts, 2d.			
E. H. Ross, 3d.			

SEPT. 11—SECOND DAY.

One-Mile State Championship, L. A. W.

C. E. Titchener, 1st,	3	30	1-2
T. W. Roberts, 2d.			
B. G. Sanford, 3d.			

One-Mile.

C. H. Ross, 1st,	3	39	1-2
W. W. Cole, 2d.			
A. J. Gallien, 3d.			

One-Mile State Championship, L. A. W., Tricycle.

W. R. Pitman, 1st,	4	58	
G. W. Huse, 2d.			

Three-Mile Handicap.

C. H. Rogers, 45 seconds, 1st,	11	22	3-4
T. W. Roberts, 25 seconds, 2d,	11	27	1-2
P. M. Harris, 45 seconds, 3d.			

One-Mile Ride and Run.

W. H. Stone, 1st,	5	20	
H. Gallien, 2d,	5	24	

Ten-Mile Handicap.

C. H. Ross, 2 minutes, 1st,	38	23	1-2
H. S. Kavanagh, 1 min. 45 sec., 2d,	38	51	
W. W. Cole, 1 min. 45 sec., 3d.			

Half-Mile Consolation.

W. M. Waite, 1st,	1	40	1-2
P. M. Harris, 2d.			

P., G., AND P. MEETING.

The second annual meet of the Pennsylvania Division L. A. W. was held in Philadelphia, September 13, in connection with and under the auspices of the Philadelphia, Germantown, and

Pennsylvania Clubs, at the Gentlemen's Driving Park.

Twenty Miles, Pope Cup.

	H.	MIN.	SEC.
E. Kohler, Philadelphia, Pa., 1st,	1	26	27 3-4
H. M. Ebert, Morristown, Pa., 2d.			

One-Mile Novices.

G. Gideon, Germantown, Pa., 1st,	3	16	
C. B. Nichols, Germantown, Pa., 2d,	3	17	

One-Mile Tricycle State Championship.

A. G. Powell, Philadelphia, Pa., 1st,	3	53	
M. W. Brinkman, Philadelphia, Pa., 2d,	4	06	

Three-Mile Open.

Asa Dolph, New London, O., 1st,	10	04	
Geo. D. Gideon, Philadelphia, Pa., 2d,	10	34	

One-Mile Pennsylvania Club.

Frank Kohler, Philadelphia, Pa., 1st,	3	14	1-2
M. W. Brinkman, Philadelphia, Pa., 2d,	3	17	

Half-Mile State Championship.

Geo. D. Gideon, Philadelphia, Pa., 1st,	1	31	
F. Dampman, Honey Brook, Pa., 2d,	1	34	

One-Mile Open.

Asa Dolph, New London, O., 1st,	3	08	1-5
A. G. Powell, Philadelphia, Pa., 2d,	3	31	

Five-Mile State Championship.

F. Dampman, Honey Brook, Pa., 1st,	18	50	1-2
Frank Kohler, Philadelphia, Pa., 2d,	18	52	

One-Mile State Championship.

Geo. D. Gideon, Philadelphia, Pa., 1st,	3	20	
M. W. Brinkman, Philadelphia, Pa., 2d,	3	22	1-2

One-Mile Tandem Tricycle.

Germantown Bicycle Club, 1st,	3	44	1-2
Ladies' Tricycle Club, 2d,	4	13	

RACES AT ROCKFORD, ILL., SEPT. 4.

One-Mile.

N. H. Van Sicklen, 1st,	3	32	
W. C. Wise, 2d,	3	40	

Three-Mile.

N. H. Van Sicklen, 1st,	12	10	
W. C. Wise, 2d,	12	20	

One Hundred Yards Slow Race.

W. C. Wise, 1st,	3	45	
J. S. Gibson, 2d,	3	47	

Five-Mile.

N. H. Van Sicklen, 1st,	20	10	
W. C. Wise, 2d,	20	45	

NEW HAVEN BICYCLE CLUB.

The fifth annual races of the New Haven Bicycle Club were held on Hamilton Park, New Haven, September 23 and 24. The meeting was not as successful as the former meetings of this club, owing to the rainy, disagreeable weather, which spoiled what would otherwise have proved a most enjoyable occasion.

SEPT. 23—FIRST DAY.

One-Mile Novice.

	MIN.	SEC.
William Waite, New Haven, Conn., 1st,	3	04 1-2
C. L. Clark, New Haven, Conn., 2d.		
L. G. Cannon, New Haven, Conn., 3d.		

Two-Mile Club Championship.

William Waite, New Haven, Conn., 1st,	6	52	
N. P. Tyler, New Haven, Conn., 2d.			

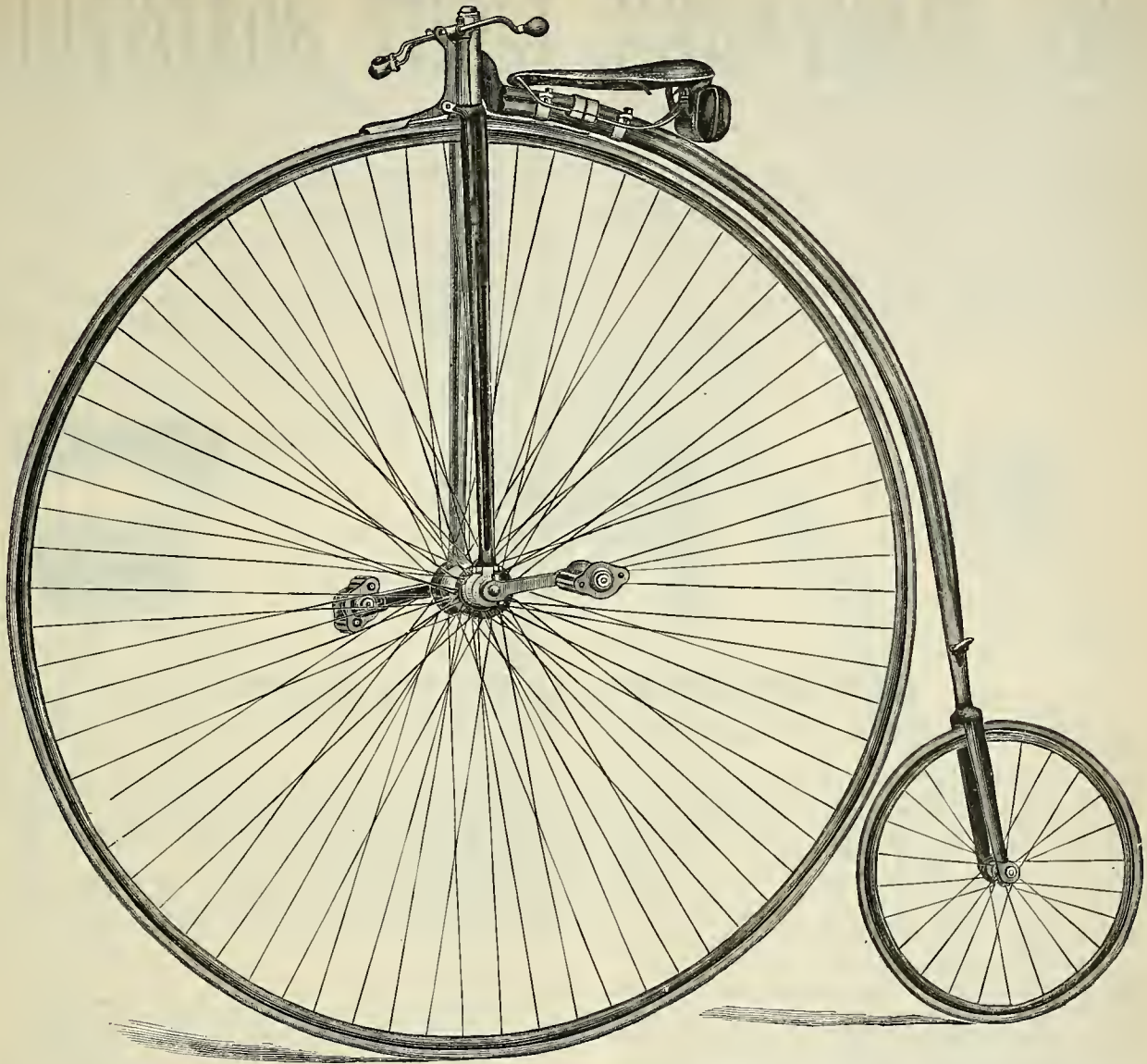
One-Mile Open.

G. M. Hendee, Springfield, Mass., 1st,	3	01	3-4
Sanders Sellers, Preston, Eng., 2d.			

Five-Mile Tricycle.

R. Chambers, Birmingham, Eng., 1st,	21	46	
G. H. Illston, Birmingham, Eng., 2d.			

SEPTEMBER, 1884.



THE SANSPAREIL LIGHT ROADSTER.

THE STRONGEST AND LIGHTEST BICYCLE IN THE WORLD.

Weight of 50-inch Machine, ready for the road, 36 pounds.

SPECIALTIES: Tangent Spokes, Fluted Forks, Fluted Elliptical Backbone, Single Ball Bearings, Warwick Hollow Felloes, Andrews Head, $\frac{7}{8}$ and $\frac{3}{4}$ Moulded Rubber Tires, Dropped Handle-Bars, **DETACHABLE CRANKS**, Duryea Combined Spring and Saddle.

FINISH.

B—Head, Handle-Bar, Brack, Cranks, Bearings, and Hubs nicked on copper; Wheels, Forks, and Backbone, Harrington's enamel (by Harrington), either plain black or delicately striped in gold and color.

C²—Wheels enameled; balance nickel-plated.

PRICES:

Machine complete, as above, with Handy Tool Bag containing oil can and spanner,

50-inch, "B" finish, \$130 00

50-inch, "C²" finish, \$142 00

Each rise of 1 or 2 inches, \$2.50 extra.

EXTRAS—Ball Pedals, nicked, \$7.00; Rubber Handles, \$1.00.

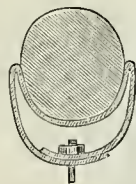
Sizes in stock—48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, and 60 inch.

THE SANSPAREIL LIGHT ROADSTER.

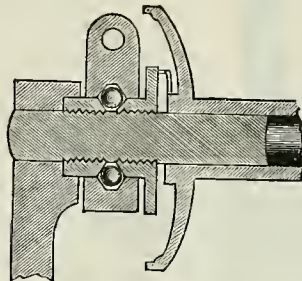
Light wheels no longer require to be pushed on the American market. The success of the **SANSPAREIL LIGHT ROADSTER** and other light wheels which followed it has been unprecedented, and in many instances, where ordinarily good roads exist, they have entirely superseded the heavier and more lumbering full Roadsters.

By light wheels we mean those that weigh, say, from 35 to 40 pounds; by heavy wheels, those that weigh from 45 to 50 pounds. Such a difference in weight can be appreciated only by those who, having ridden a heavy wheel for a season, try a light one for their second mount. Hills that formerly were insuperable are ridden with comparative ease, journeys that formerly were accomplished only with fatigue are finished with a freshness scarcely credible, and a speed may be attained and continued which on a heavy Roadster would have been impossible. These are axioms. So also is the fact that a light wheel can be built as strong as the heavier one; but, to accomplish this, radical changes in construction are indispensable. The solid rim must give way to the hollow; the direct spoke to the tangent or laced; the large and heavy gun-metal hub to the thin steel flange with hollow axle; the inch tire to the $\frac{3}{4}$;—thus several pounds of unnecessary weight are saved and the machine is none the less strong.

Besides these general principles, enjoyed in common with other light machines, the **SANSPAREIL LIGHT ROADSTER** possesses features which appear in no other machines, and to these are due, in great part, its superlative excellence, superior strength, and adaptability to use on American roads. A careful perusal of the annexed specification will enable one to judge of the superiority of the **SANSPAREIL LIGHT ROADSTER**.



HOLLOW FELLOE.



SECTION OF BEARING.



SECTION OF
FLUTED HOLLOW FORK



SECTION OF
BACKBONE.

SPECIFICATION.

- 1.--*Warwick Patent Hollow Rims (see cut).* These Rims are the lightest and strongest of all the Hollow Rims, and are proof against buckling.
- 2.--*Tangent or Laced Spokes*, 72 to front and 24 to rear wheel, of specially prepared steel wire, No. 14 B. W. G. These Spokes are laced at an angle of 35 degrees, thus crossing other Spokes before reaching the Rim. Where the Spokes cross they are firmly soldered to prevent rattling. At the Rim they are firmly secured by lock nuts, thus rendering the removal of a broken Spoke and the substitution of a new one an easy matter. This makes an exceedingly light and strong frame, on which are cemented $\frac{1}{8}$ and $\frac{3}{4}$ *Moulded Para Rubber Tires*.
- 3.--*Detachable Cranks*, $4\frac{1}{2}$ to $5\frac{1}{2}$ inch throw. The importance of Detachable Cranks cannot be over-estimated.
- 4.--*Single Ball Bearings*, dust-proof and noiseless, to both wheels. Those to the front wheel (see cut) are made on the well-known Columbia principle, and are the same as those on the Expert except that the axle and cones are threaded and the adjustment cone is held in place by a spring plunger. Perfect adjustment may be secured in five seconds. These Bearings are marvelously easy-running, durable, and steady.
- 5.--*Parallel Pedals*, with Hancock non-slipping rubbers.
- 6.--*Andrews Patent Head*, with long centers.
- 7.--*Fluted Hollow Front Fork*, (see cut,) of the best weldless steel tube.
- 8.--*Fluted Hollow Backbone*, (see cut,) of the best weldless steel tube. This section of Backbone is the strongest now in use, and is most elegant in appearance. It is proof against twisting and spreading. This is the only Machine on the American market that possesses this feature.
- 9.--*Handle-Bar*, tough steel, 26 inches long, dropped $1\frac{1}{2}$ inch.
- 10.--*Cyclist D. L. S. Brake*, short fulcrum and long spoon.
- 11.--*Duryea Combination Spring and Saddle*, made especially for this Machine. This is the most comfortable and easy Saddle now made, as attested to by hundreds of riders. It permits a larger Machine to be ridden with ease, does not chafe the rider, and places him in the right position for hill climbing. The Combination Duryea is not uncomfortable for coasting, as was the case with the old style Duryea.

Every part of this Machine kept in stock.

Each Machine is fitted with Handy Tool Bag containing Spanner, Spoke Nut Key, and Oil Can.

TERMS:

CASH WITH ORDER.—When cash accompanies order on retail purchases we will prepay freight to destination anywhere east of the Mississippi River.

C. O. D.—By Express, with privilege of examination, on receipt of \$10 to cover transportation charges both ways in case Machine is not accepted.

SAMUEL T. CLARK & CO.

SOLE IMPORTERS,

2 AND 4 HANOVER STREET, - BALTIMORE, MD.

Reliable Agents wanted everywhere.

Terms on application.

THE SPRINGFIELD WHEELMAN'S GAZETTE.

— THE —

American Club Bicycle,

THE HANDSOMEST AND MOST ELEGANTLY FINISHED FULL
ROADSTER IN THE WORLD!



Patentees and Sole Manufacturers,

THE COVENTRY MACHINISTS' COMPANY, LIMITED,
COVENTRY, ENGLAND,

Makers to H. R. H. the Prince of Wales.

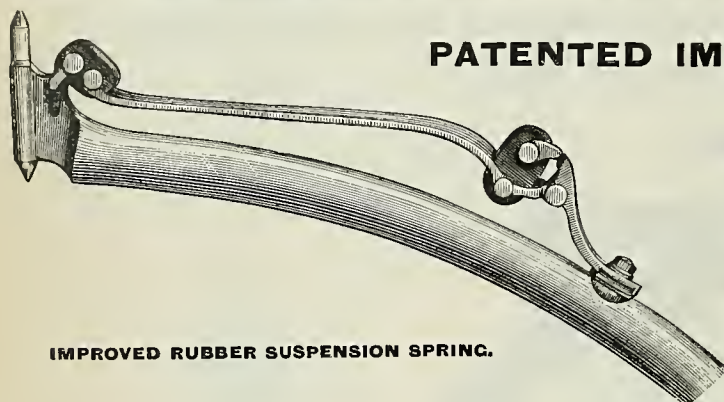
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2 and 4 Hanover Street, - - BALTIMORE,

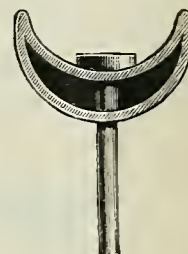
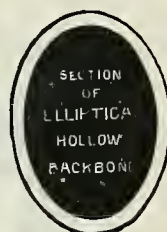
IMPORTERS AND SOLE AGENTS FOR THE UNITED STATES.

THE AMERICAN CLUB.

The annexed engravings will show the general appearance of this truly magnificent Bicycle, and the patented improvements which are owned exclusively by the COVENTRY MACHINISTS' COMPANY, LIMITED, and are to be found only on machines of their manufacture. It is safe to say that no machine in England enjoys a more enviable reputation than the celebrated Club. It combines the results of the vast experience of the oldest and largest bicycle manufacturers in the world, and is unequalled for **perfect workmanship** and finish. It is in no sense a cheap Bicycle. On the contrary it is the highest priced machine on the American market, but it is perfection of its kind in style, material, workmanship, and careful attention to detail. These points, together with the patented improvements, make the American Club the most desirable bicycle on this or any other market for those who want elegant mounts.

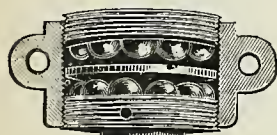


IMPROVED RUBBER SUSPENSION SPRING.

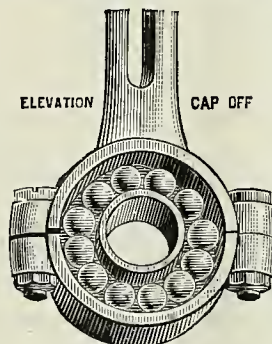


RIM.

DUST PROOF BEARINGS.



SECTION

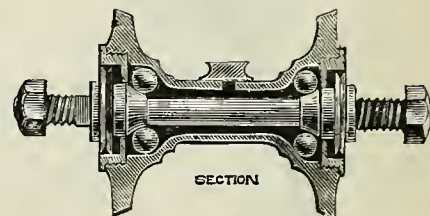


ELEVATION

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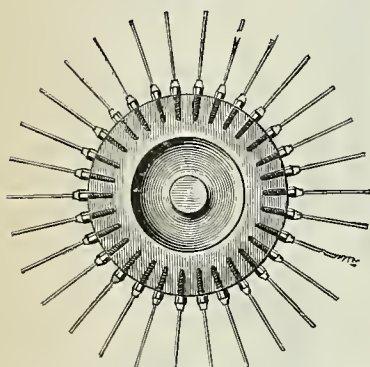
PATENT CRANK.



SECTION



SPOKE.



STEEL HUB,

Showing direct action, large ended spokes with patent lock nuts.

SPECIFICATION.

1. Improved Patent Rubber Suspension Spring, securing isolation from metallic vibration. A marvel of ease and comfort.
2. Fluted Hollow Front and Back Forks of best weldless steel tube.
3. Elliptical Backbone of best weldless steel tube.
4. Andrews Head, long centers and deep neck.
5. Adjustable Double Ball Bearings to front wheel and Adjustable Single Ball Bearings to back wheel, both of improved pattern, perfectly dust proof, noiseless and easy running.
6. Improved Patent Hollow Felloe, rendering buckling impossible.
7. Hancock Non-Slipping Tires.
8. Direct, Enlarged Ended Spokes, screwing into Steel Hubs and secured by patent Lock Nuts, rendering a loose spoke almost impossible.
9. Patent Detachable Cranks, doing away with the unsightly tangent pins.
10. Straight Handle Bar, 26 and 27 inches, horn ends.
11. Grip Lever Spoon Brake, shaped to prevent slipping of fingers.
12. Handy Tool Bag, containing tools and oiler.

IMPROVEMENTS

Used only on this machine and patented by the COVENTRY MACHINISTS' COMPANY:

CLUB HOLLOW RIMS, CLUB DOUBLE BALL ADJUSTABLE BEARINGS, CLUB SINGLE BALL ADJUSTABLE BEARINGS, DIRECT LOCKED SPOKES, PATENT DETACHABLE CRANKS, RUBBER SUSPENSION SPRING.

FINISH.

- B² Usual bright parts **nicked on copper**, balance (including spokes) **enameled** plain black, full polished by John Harrington.
 B³ Same as above, except that **spokes are nicked**.
 C Full nicked, except rims.

EXTRAS.—Club Ball Pedals, nicked, \$7.00. Rubber Handles, \$1.50.

PRICES:

Machines crated F. O. B.	
50-inch Machine, B ² or B ³ finish,	\$145.00
C " " " " " "	155.00
Each rise of two inches \$2.50 extra.	

SIZES in stock, 48, 50, 52, 54, 56, 58.

TERMS:

C. O. D. by express, with privilege of examination on receipt of \$10 to cover transportation charges both ways, in case machine is not accepted.

CASH WITH ORDER.—When cash accompanies order we will prepay freight charges to destination, anywhere east of the Mississippi River.

Cabinet Photographs, 15 cents each.

MIN. SEC.

One-Mile Boys' Race.

W. G. Redfield, New Haven, Conn., 1st, 3 31 3-4
R. R. Jones, New Haven, Conn., 2d.

Five-Mile Handicap.

R. Chambers, scratch, 1st, 15 50 3-4
G. H. Illston, 5 seconds, 2d.
H. E. Bidwell, 5 seconds, 3d.

One-Mile 3-20 Class.

William Waite, New Haven, Conn., 1st, 3 06 1-2
J. Ives, Meriden, Conn., 2d.

Ten-Mile Open.

Sanders Sellers, Preston, Eng., 1st, 33 22 3-4
H. W. Gaskell, Birmingham, Eng., 2d, 33 23
L. B. Hamilton, Waterbury, Conn., 3d, 33 23 1-4

Two-Mile Handicap.

R. Chambers, scratch, 1st, 6 03 1-4
Wm. Waite, 21 seconds, 2d.

SEPT. 24—SECOND DAY.

Three-Mile State Championship.

Wm. Waite, New Haven, Conn., 1st, 9 24
H. E. Bidwell, Hartford, Conn., 2d.

Five-Mile Open.

Sanders Sellers, Preston, Eng., *1st.
Geo. M. Hendee, Springfield, Mass., 2d, 16 54 1-4
L. B. Hamilton, Waterbury, Conn., 3d.

One-Mile Tricycle.

G. H. Illston, Birmingham, Eng., 3 36

Three-Mile Handicap.

Wm. Waite, 40 seconds, 1st, 9 31
A. G. Palmer, 25 seconds, 2d.

Twenty Mile Open.

R. Chambers, Birmingham, Eng., 1st, 1 12 30 1-4
W. Maxwell, New Haven, Conn., 2d, 1 12 30 1-2

One-Mile Consolation.

J. C. Lewis, New Haven, Conn., 1st, 3 14 1-4
A. M. Ferguson, New Haven, Conn., 2d.

*Sellers fouled Hendee on the fourth mile and was given second place.

TOLD BY THE PARSON.

Yes, gentlemen, that was a *good* run, but I had a curate four years ago who beat any one I have ever heard of; he could ride anything from a bone shaker to a racer. Do any of you know Canterbury? No. Well, there is a hill that runs from Canterbury to Herne Bay, eight miles long. Four years ago I started with Mr. Meek (that was my curate's name) from Canterbury to Herne Bay by coach. Just as we reached the brow of the hill a front wheel came off, and away we went down the hill on *three wheels*, at about the rate of sixteen miles an hour, the other wheel just in front of us. I expected a collision every minute, when quick as thought Meek jumped from the box seat, and using his hat (much like the one I have on) for a saddle, he sprung on the wheel, and in five minutes was out of sight. Gentlemen, we did that eight miles in thirty-eight minutes, and when we pulled up at the Dolphin, at Herne Bay, we found Meek had dined and had gone to have a look at the new pavilion on the pier. "Wonderful," said our captain, "and, strange to say, my brother drove the coach that very day, and he told me the story before."

"Oh, Ananias," said the parson.

"What, sir?"

"I said, gentlemen, Anna's nigh us, and while she is in the room I'll take another drink."—*Wheeling.*

News Notes.

2.39.

A record number.

What about our new track?

The Victor tricycle was there as usual.

Referee Bassett gave general satisfaction.

The Rudge holds the world's amateur record of 2.39.

Records are revised annually at Springfield, Mass.

The Royal Mail holds the world's professional record of 2.39.

For a new and plucky rider C. W. Ashinger takes the cake.

Gaskell rode a Club bicycle and tricycle in the Springfield races.

The editor of the *Wheel* graced the occasion with his presence.

Referee Bassett was the right man in the right place.—*Boston Herald.*

The Pope Cup was won at Philadelphia on a 55-inch Sanspareil Racer.

Woodside's gorgeous suit captured the audience on his first appearance.

In the opinion of all the racing men the Springfield track can't be beat.

The natty suits of the New Jersey tricycling ladies were greatly admired.

The timing at the Springfield races was perfect, and credit is due Mr. O. N. Whipple.

Twenty-four of the twenty-seven races at Springfield were won by riders of the Rudge.

Of the thirty-six events, ten amateur and six professional were won by Englishmen.

The next meet of the League of American Wheelmen will be held at Buffalo, N. Y.

The next annual revision of the records will take place on Hampden Park, September, 1885.

S. T. Clark was on hand as usual, ready to expound the merits of the Club and Sanspareil machines.

Stoddard, Lovering & Co., of Boston, have been appointed agents for the Kangaroo, the new safety bicycle.

The Royal Mail captured thirteen of the twenty races held at the Boston Union Athletic Co's tournament.

The new '84 pattern of Sanspareil Light Roadster is proving a valuable acquisition to our light roadsters.

The Connecticut Bicycle Club cleared \$1,000 by its tournament, and now we look for the new club house.

The next meeting of the Ohio division of the League of American Wheelmen will be held in Springfield.

"Lewee" in the *Wheel* does the Springfield tournament up in good shape, and is deserving due credit therefor.

The Club Racer won seven prizes at Springfield, two at New Haven, and two at Boston, with Gaskell out of form.

Mrs. J. N. Smith, the secretary and treasurer of the Orange, N. J., Wanderers, was at the Springfield tournament.

Not one American bicycle on the race path at

Springfield, but the Victor tricycle "bobbed up serenely" as usual.

It is not necessary for the Overman Wheel Co. to build racing tricycles to win, the ordinary everyday wheel is good enough.

Save this issue till the next tournament in 1885, then bring it with you and witness the third annual smashing of the records.

Of the eighteen amateur events won by American riders, fourteen were class, tandem, tug-of-war, ride-and-run and hands-off races.

Bicycle soup, *a la Prince*, was served at one of the hotels during the tournament, in honor of Prince's victory and record of 2.39.

Charter Oak Park was heard from Tuesday, September 9. Our Hartford brethren are to be congratulated on their excellent park and track.

An official at a recent race meeting in Oldham, England, was fined five shillings for carrying a pistol without a license, the pistol being used to start the men.

Abraham Lincoln rides a 45-inch Star. He is the son of Hon. Robert Lincoln, Secretary of War. His grandfather was once the champion of the United States.

A prominent wheelman of Hingham, Mass., was mounting his machine when the sharp report of a cannon so startled him that he jumped too far, taking a perfect "header."

Through carelessness of the Express Co., a Royal Mail Racer ordered by Dolph, and sent him just before the races, was so badly smashed on the way as to be unfit for use.

John S. Prince's 2.39 was the surprise of the meeting; in fact, Prince outdid Prince, and the champion Howell was taken back when the American champion flew past him.

Mr. Hunter, of Beverly, made a splendid record for his first appearance as a racer. He rode a half mile in 1.20 3-5, and did well for a beginner. He rode a 55-inch Royal Mail Racer.

It remained for the Springfield Bicycle Club to find out how to make men race for three, five or ten miles. It was the *record races* that did the business, but they are hard on the racing men.

On the curb-stone: First smoker—"How shall we bet?" Second smoker—"On Hendee." First voice—"But suppose he should Sellers?" Thud—One less punster, one more on the cyclist.

A Florida, N. Y., gentleman, 72 years old, recently ordered a bicycle of the Pope Manufacturing Company, which he expects to use for the next ten years, after which he will be content to ride a tricycle.

As Ashinger fell from his machine after winning the one-mile handicap, Corey, who was standing near by, was heard to remark, "The Rudge is bound to win, even if it has to tumble over the scratch."

With a single exception the races were interesting from start to finish, and were conducted in a way that reflects much credit on the Springfield Club and the officials of its tournament.—"*Lewee*" in *The Wheel*.

On Sunday, August 17, Rev. Mr. Stall preached in bicycle costume at the Methodist church at Mt. Hermon, Pa. He is probably the first man who has preached in knee breeches since they went out of fashion.

Prince brought the Royal Mail Racer to the front in the great one-mile contest with Howell at Springfield, September 17, lowering the professional records of the world to 2.39, and now claims the championship of the world.

The Boston *Globe* has this welcome bit of news: "It is rumored that next spring an extensive race meeting will be held in Boston, on a plan that will exceed anything yet held, not even barring the monster meets at Springfield."

Thomas Battensly won the twenty-five mile race for the champion challenge belt and money prizes at Leicester, England, August 30. Time, 1h. 20m. 39 1-5s. F. Lees, second, and F. Wood third. The latter promptly challenged the winner.

"You make me tired," the wheel said to the bicycle manufacturer. "Was it you that spoke?" asked the astonished manufacturer, "or was it the fault of my big gears? The bearings of your remark will take crank in standard literature."

W. H. Wetmore, of the Cleveland Bicycle Club, is the best fancy rider in the West, and one which our eastern riders had better keep shy of. Mr. Wetmore is a very graceful and easy rider, accomplishing the most difficult feats with apparent ease.

Among the recent comers in the field of wheel journalism is *The Bicycle*, published at Montgomery, Ala., by Frank X. Mudd and J. C. McKenzie. It is an eight page paper and appears to be finding a good field for itself in the South. May it live long and prosper.

"Ever had a cyclone here?" asked a Kansas man who was visiting a country aunt in the East. "A cyclone? Oh, yes," said his aunt. "Deacon Brown's son brought one from Boston a spell ago, but, law! he couldn't ride it. Tumbled off every time he tried."—*Ex.*

The prediction of last year, that a racing man "must ride a Rudge in order to win," has been heeded. Twenty-four out of the twenty-nine bicycle races at the Springfield tournament were won on the Rudge, and the records from one-half mile up to ten belong to this machine.

The Cincinnati Club had its wheel room entered July 29, by a sneak thief, who carried off a 52-inch Expert, No. 2,901, full nickeled, ball pedals, extra long dropped handle-bars, with rubber handles, belonging to Harry Hall. A reward of \$25 has been offered for the recovery of the same.

J. L. H.—No, sir; the Rudge machine is not made in Springfield, it is an English wheel, and made by D. Rudge & Co., Coventry, England. The nearest factories to us are the Pope Manufacturing Company, at Hartford, making bicycles, and the Overman Wheel Company at Chicopee, makers of the Victor tricycles.

The *Amateur Athlete* is following in the footsteps of the former official organ as regards statements concerning the Springfield Bicycle Club, having made in the past three months nearly a dozen statements concerning the club that have not even the shadow of truth. Come, Brother Baird, give us the whole truth and nothing but the truth.

Eight riders of the New Jersey Wheelmen contested in a road race for three prizes, September 13. The run was from a point on Springfield avenue, Newark, to Milburn, and return, a distance of 10 miles. The road although a little "hully" was in good condition for riding, and the distance was covered first by J. C. Willerer, in 41m. 5s;

F. E. Theberath second, in 44m. 15s.; August Hann third, 45m. 55s.

The "Kangaroo" machine, which made its appearance here at the tournament, is making itself quite a reputation as a roadster in England. It is a safety machine of extraordinary power, and can be speeded to a very lively gait. A hundred mile competition for riders of the "Kangaroo" was announced to take place at Coventry, Eng., September 27.

The *Mirror of American Sports* was the only sporting paper published under date of September 20, that gave an account of the Springfield tournament, which speaks well for its enterprise, when such papers as the *Clipper* and *Spirit of the Times* had no report whatever. The *Mirror* is fast coming to the front in cycling matters and is to be congratulated upon its success.

The following is a list of the winning men and the machines they ride: R. Howell, Rudge; S. Sellers, Rudge; G. M. Hendee, Rudge; Eliot Norton, Rudge; L. B. Hamilton, Rudge; C. H. Parsons, Rudge; H. S. Wollison, Rudge; G. H. Waite, Rudge; A. Jenness, Rudge; F. Westervelt, Rudge; C. Ashinger, Rudge; L. A. Miller, Warwick; J. S. Prince, Royal Mail; H. Gaskell, Club.

In speaking of the Hampden Park track, the *New York Clipper* says: "The track (which is new, and when measured by competent persons after the tourney was found to be over a half-mile in circumference) was in such fine condition that it elicited the admiration and commendation of our English visitors, who found it to compare most favorably with the paths of Leicester, Wolverhampton and Crystal Palace."

The Springfield track speaks for itself. The track holds all amateur American records from one-quarter mile up to and including ten miles except the one-mile, all tricycle records from one-half to five-miles inclusive; the one, two, and three mile tandem records, and all of the professional records of America from one-quarter mile to ten-miles inclusive, including the one-mile record of the world, and still crying for more records to conquer.

The race for the mile championship and \$250 between R. Howell and F. Wood came off at the Molyneux grounds, Wolverhampton, Eng., August 16. Howell getting best away, at once took the lead. After going twenty yards, however, Wood rushed to the front, Howell being content to bide his time. Entering the last lap, however, the Coventry man made his effort, and at once took the lead, Wood being apparently outpaced, and Howell eventually winning very easily by four yards in 2m. 47 4-5s.

Henry Goodman & Bro., of Hartford, Ct., furnished the official score cards for the Springfield meet in a very satisfactory manner. Messrs. Goodman and Bro. have furnished score cards at all of the prominent meets in the country, beginning with the Springfield meet in 1883. Bicycle clubs and others will consult their own interest by writing to them, as they pay liberally for the privilege in addition to the furnishing of free programmes. They furnished 21,000 score cards and 50,000 programmes for the Springfield meet.

Rev. Sylvanus Stall spent two weeks of his vacation on a bicycle, touring in company with several other clergymen through the States of Pennsylvania, New Jersey and New York, visiting Philadelphia, New York, along the Hudson river to Albany, Round Lake, Saratoga, Sharon Springs, Coopers-town, down the Delaware through Port Jervis and

the Water Gap to Easton, where he met his family. The entire distance covered with the bicycle was 590 miles. The average distance was about 50 miles a day, and the longest distance ridden in a single day was 77 1-2 miles.

The following comes from abroad, but we have had to cook it over to suit it to the delicate American digestion: Angelina wanted a tricycle awfully and told Edwin, her husband, that she only wanted to hear him say the word "buy" and she would go to the city and order one. One morning as Edwin was starting for the train, he murmured affectionately, "buy-buy, love," and in less than three hours a bill of £25 for a tricycle was sent to his office in town. Now when he starts for the city he says more coolly, "good morning." It prevents misunderstandings, you know.

There was one event connected with the tournament that didn't come off, and there was no little disappointment in consequence. That was the half-mile tricycle race for which Eugene M. Aaron, editor of the *Amateur Athlete*, challenged his fellow editors, Fred Jenkins, Abbot Bassett and H. E. Ducker. The challenged parties were on hand, but the challenger, where was he? He has forfeited the stakes, which were a supper to be ordered by the first man in the race. No matter who orders it, is Mr. Aaron ready to come down with the supper, or does he want to be barred out of all future editorial races?

It never has been settled how old a fellow must be before he gives up all hopes of getting married, and perhaps the question will be raised how old a fellow must be before he should give up all expectations of riding a bicycle. But here is a note received by the *Cyclist* from Mr. Henry Damond of Orleans, France, which will help towards solving the problem:—

Sir, I am informing to you that the 24 August, 1884, I have won the first prize of slowness in the Heat of Bicycles to Etampes (Seine et Oise) town of few thousand inhabitants near Paris. I am old of 72 years and two months. I am writing to you this triumph that to encourage the bicyclists in the perseverance and prove that the exercise are very good for the Health. Will you if you please insert this fact in your *Cyclist*. I am, sir, with distinction,

Yours very truly,
S. Y. HENRY DAMOND D'ORLEANS.

The *Spirit of the Times* says of us: "The International Wheelmen's Tournament, held September 16 to 19, by the Springfield (Mass.) Bicycle Club, was the most successful race meeting known to the annals of bicycling, as regards either intelligent and honest management, value of prizes, number of spectators, number and quality of contestants, or wonderful performances. The path, a half mile in circuit, was constructed especially for these races, using the homestretch of Hampden Park, and completing the half-mile inside the field. It was in no place less than thirty feet wide, was made of soil and marl peculiar to that locality, and proved to be a smooth, safe, and fast path—wonderfully so considering its newness, having been finished only a few days before the races. It was bounded by a solid, continuous curb, and correctly measured—a much needed reform in bicyclic management."

The *Mirror of American Sports*, in reviewing the Springfield tournament, says: "The results of the tournament of 1884, at Hampden Park, Springfield, Mass., are vastly important in their effect upon American (and English) bicycling interests. A new and healthy influence has been exerted upon our amateur wheelmen. The practical side

of bicycling is now uppermost. As a branch of American athletics, bicycle races will hereafter take a front rank. The performances of Hamilton of Waterbury, Ct., Miller of Meriden, Parsons of Springfield, and other newly developed fast amateur riders, will stir up a generous rivalry among clubs all over the country, and even the western metropolis may be able to have a representative racing man in the 2.50 class at Springfield next year. The track at Hampden Park cannot be improved upon. The turns are easy and wide enough, the soil hard and smooth as polished granite, and the "L. A. W." pole was certainly correct this year.

Items of Interest.

2.32!

The record at

Springfield, Mass., September, 1885.

The Springfield track holds more records than any other track in the world.

865 miles in eight and one-half days has just been accomplished on a tricycle by a Nixon rider, from Land's End to John O'Groat's.

Three members of the Genesee Bicycle Club of Rochester, N. Y., recently made a cycle tour of 282 miles in 40h. 45m. actual riding time.

The Canadian amateur record of 3.09 1-2 was reduced to 2.59 1-8 by H. Clarke, of Woodstock, who is now the amateur champion of Canada.

The Royal Mail tricycle holds the tricycle records 1-4 to 5 miles (except two mile record of the world held by Victor tricycle), for the U. S.

Mrs. Reynolds, of Stockport, N. Y., is now figured as having ridden forty-five miles daily for three days while the thermometer averaged about 90° in the shade.

Mr. Morris Sargent, of New Bedford, Mass., a vigorous old gentleman now in his ninety-third year, on a recent visit to Nashua, N. H., astonished the people by riding a bicycle.

M. Baby, of Pau, on the 16th ult., succeeded in beating M. Rousset's tricycle record of 288 kilometres, by accomplishing 305 kilometres, or about 189 1-2 miles, in the 24 hours.

Hampden Park, Springfield, Mass., had 46 records made during the third annual tournament, eight of which are the records of the world. This includes amateur and professional bicycle, amateur tricycle and tandem bicycle.

A LONG BICYCLE TOUR.—Hugo Barthol, a native of Saxony, has just completed a long bicycle journey. In eleven weeks he has covered 2,800 miles. Starting from Gera, he rode to Frankfort, thence down the Rhine to Switzerland, stopping at Basle, Zurich, Lucerne, across the St. Gothard mountains to Milan and Turin. He accomplished the difficult task of riding across the Apennines on his way to Genoa. Following the coast he rode to Pisa, thence through southern Italy to Florence, Rome, and Naples, from which point he started the home ride, crossing the Apennines to the eastern coast of Italy, the whole length of which he covered. He passed through Ancona, Venice, Bologna, Trieste, Larch, Graz, Vienna, Tetschen, Dresden, back to Gera. Mr. Barthol remained from three to six days in the larger cities. The feat is the most remarkable on record.—*Hamburg Morning News.*

REMARKABLE RIDING.

F. J. Lees of Sheffield and Albert Hawker of Leicester engaged in a most spirited contest at the Belgrave Road Grounds, Leicester, Eng., August 11, for £15 a side. Both men were in the best of condition, and Lees, with the inside position, at once took the lead and was away at a terrific pace. The totals at the end of each mile are given below, an asterisk denoting the records broken:—

Miles.	Duration.	Time.	Miles.	Duration.	Time.
1	2.50	2.50	6	2.59	*17.34
2	2.53	5.43	7	2.56	*20.30
3	2.56	*8.39	8	2.59	*23.29
4	3.00	*11.39	9	2.59	*26.28
5	2.56	14.35	10	2.52	*29.20

R. H. English, of North Shields, B. C., England, on September 13, beat the world's record, held by Cortis, of 20 miles 325 yards in the hour, by accomplishing 20 miles 560 yards. The following is the official time, an asterisk denoting the records broken:—

MILE.	DURATION.	TIME.	PREVIOUS RECORD.
1	2.42	2.42	2.41 2-5
2	2.50 2-5	*5.32	5.36 3-5
3	3.00 3-5	*8.33	8.41 1-5
4	3.00	*11.33	11.34 2-5
5	3.00 2-5	*14.33 2-5	14.39 2-5
6	3.00 1-5	*17.33 3-5	17.37
7	2.57 2-5	*20.30	20.32
8	2.58 1-5	*23.28 4-5	23.31 1-5
9	2.53 3-5	*26.22 2-5	26.31 2-5
10	2.57	*29.19 2-5	29.30 2-5
11	3.00	*32.19 2-5	32.30
12	2.55 3-5	*35.15	35.30 4-5
13	3.01	*38.16	38.35 4-5
14	3.10	*41.26	41.36
15	3.03 3-5	*44.29 3-5	44.37 2-5
16	2.56 2-5	*47.26	47.37 1-5
17	2.56	*50.22	50.32 2-5
18	2.58	*53.20	53.27 2-5
19	2.55	*56.15	56.22 3-5
20	2.51 3-5	*59.06 3-5	59.20 1-5

PROFESSIONAL CHAMPIONSHIPS.

TWENTY-FIVE MILES.—The race for this championship was run at Aylestone Road Grounds, August 2d. The trophy for competition is a magnificent silver belt, valued at £30, and a similar amount in coin is added. The result was: T. Battensby (1), 1h. 17m. 20 4-5s.; H. O. Duncan (2), F. Cleminson (3), F. DeCivry (4), E. Weston (5), R. James (6), F. Hawker (7), F. Bone (8). The time beats the record, which was held before by Wood, at 1h. 17m. 25s. This time was made in the 50-mile race, 5th July last, and the times made were given only for the five-mile distances. If the intermediate times were not taken, new records were made in this race, as follows: T. Battensby, 21 miles, 1h. 4m. 45 4-5s.; 22 miles, 1h. 7m. 58 2-5s.; 23 miles, 1h. 11m. 12s.; 24 miles, 1h. 14m. 31 2-5s.; 25 miles, 1h. 17m. 20 4-5s.

TWENTY MILES.—The third race for this championship was run at Belgrave Road Grounds, August 2d. Howell and Wood had each won a victory in this championship, but by the terms three victories must be scored for the prize, a gold chronograph watch, valued at £25. The result was: R. Howell (1), 1h. 3m. 13 3-5s.; F. Wood (2), F. J. Lees (3), J. Keen (4). The last lap was ridden in 34 2-5s.

TEN MILES.—The fifth contest in this championship was run at Aylestone Road Grounds, August 4th. In the previous races Howell and Wood had secured equal victories. The result was: R. Howell (1), 20m. 15 1-5s.; F. Wood (2), T. Battensby (3), H. O. Duncan (4), F. J. Lees (5), F. DeCivry (6).

THE SONG OF THE WHEEL.

A man in a factory far away
Is polishing burnished steel,
And still as he works the live-long day,
He sings the song of the wheel.

"Oh, I make them smooth and I make them bright,
And many the miles they run,
As they skim along in the dusky night
Or onward fly in the morning light,
Ere the day is yet begun.

"Much joy there is with lightning speed
To traverse the gleaming snow,
Or over the waters a race to lead,
But the joy of a ride on the silent steed
The wheelman alone may know.

"As ever quickly my fingers fly
My mind is far away—
I wonder who my wheel will try,
And never for rest my heart doth sigh,
Though I work the live-long day.

"I see a rider in suit of gray
Who speeds along the moor,
And oft he seems too long to stay,
And many the moments, and long the way,
Ere he reach his lady's door.

"A circus ring before me lies
With glittering tinsel bright,
And girlish forms with weary eyes
Are greeted loud with shouts and cries
As they guide the wheel aright.

"Light, youthful riders now appear
In manhood's glorious strength,
A long and deep descent is near—
They downward go and know no fear,
And never feel the length.

"And so they pass before my mind,
In visions clear and strong,
The weary hours are left behind,
My labor here seems ne'er unkind,
As ever I sing my song."

And still in the factory far away,
The man is polishing steel,
And still throughout the live-long day,
He sings the song of the wheel.

SONG OF THE WHEELMAN

(By an Early Rider.)

I leave the busy house or store,
A rider skilled in wheeling;
And take the road for farm and shore,
A rapid speed revealing.

I see not many as I pass,
But few are up so early.
I roll my wheel along the grass
To catch the dewdrops pearly.

Around the commons then I go,
Or cut across so clever;
For men may run and men may row,
While I ride on forever.

I rattle over cobbly ways,
I bump above the ridges;
The tall and dusty weeds I graze,
I dash across the bridges.

And then I strike a sandy strip
And puff like any bellows;
Whoever saw a wheelman slip?
The stout and lusty fellows!

Upon the pedals now I throw
My weight as on a lever;
For men may run and men may row,
While I ride on forever.

The busy day has now begun,
I lose no time in turning,
For from the East the morning sun
Sends down his sunbeams burning.

There could not all the winds that blow,
From me my wheel dis sever;
For men may run and men may row,
While I ride on forever.

W. A. C.

SUPPOSING A CASE.

The boatman pulls his dripping oars,
And the sun shines merrily over,
For a lady fair on the distant shores
Was waiting the kiss of her lover.
And oh! he was a gallant young knight,
And she was a baron's daughter;
And her tresses were bright as the mellow sunlight
Now flushing the brow of the water.

The boatman pulls his dripping oars,
But the sun shines forth no longer;
And he views the sky with a nervous eye,
And his grip on the oars grows stronger.
A darkness comes across the main,
Relieved by the lightning's flashes;
The sea runs mountain high, and the rain
Comes down, and the thunder crashes.

The boatman pulleth not his oars,
And the boat has ceased its motion;
'Tis scattered and torn, and piecemeal borne
On the bosom of the ocean!
And the knight and the fisher have found their graves,
And the lady has lost her lover,
And she weeps and prays and laughs and raves
Till her journey of life is over.

Supposing the knight had taken his wheel,
And wheeled around by Hoboken;
We shouldn't have had this terrible tale
And the girl's heart wouldn't have broken;
He'd have got there, too, in half the time
It takes by a beastly boat,
And long before would have folded her
To the breast of his Norfolk coat.

DON'T.

AN AMATEUR'S COLLECTION OF TWENTY "PAINTERS."

Presuming you have not invested in a machine, don't learn on a new one. Hire or purchase a second-hand wheel till you can run one without knocking it all to pieces.

If there is a club in your town join it by all means; it will be of great value to you, and will help the cause. After becoming a member don't be afraid of doing your share of the work.

Don't dress flashily; if you have a voice in deciding the club suit, vote for modest cut and dark colors. A club run should not resemble a circus parade.

Don't attempt the pedal mount before you can get into the saddle *via* the step.

Don't try to become a trick rider before you can coast a hill.

Don't lend your machine to the ambitious youth who "just wants to try it a minute."

Before you get accustomed to riding be careful not to overdo. A man cannot travel on a bicycle fifty miles at one stretch without any preparation, and feel very much invigorated. The proper use of a machine brings sweet repose to muscle and brain, but its abuse produces exhaustion.

Secure a good, easy saddle; money put in such a saddle is well spent. Because a cheap hogskin comes with your machine don't imagine you've got to use it.

Don't travel around loose in the dark without a lantern. You will avoid many casualties by taking this advice.

Use dropped handle-bars; they will help wonderfully in hill-climbing, and are easier on the arms than straight bars.

Also use (dark) rubber handles. They will not blister the hands.

"Axe-oil" (so called) is a good thing for hardening the hands. It is produced by burning cotton rags on (axe) steel. The "sweat" thus generated is the oil.

Don't move along the street with a bearing shrieking at the top of its voice. (We believe a hint is *oil* that is necessary in this direction.)

On long journeys walk up the hills and save strength.

Look well to your machine; a loose nut tightened in time may save a twenty-mile walk, or a broken head.

Carry duplicate parts (not of the head).

Don't ride on sidewalks when in conflict with a city ordinance or your own conscience. It may disturb a policeman's nap, and render you liable to be chased.

Don't fail to yield the rights and observe the courtesies of the road. In approaching vehicles from behind, pass on the left side, and if in company with others, all should take same side. Some otherwise well-informed wheelmen are ignorant of this rule.

Don't enter a race without training. It takes wind and muscle to do creditable work even in a short spurt, and these qualities are not attained in a day.

Don't allow your wheel to lie idle. Keep the balls "a rollin'," and remember that every hour spent in riding in the open air adds another day to your life.(?) Double your riding time and live to a ripe old age!

C. S. WADY.

PROVIDENCE, R. I., August, 1884.

THE HISTORY OF THE BICYCLE.

The bicycle is the result of a long-continued effort to solve the problem of how to move over the greatest distance in the shortest time, with the least expenditure of energy and with the least inconvenience and expense. The velocipede, or perambulator, with three wheels, is over a hundred years old, but the bicycle, in its complete form, has existed but a comparatively few years. Baron Von Drais, of Germany, was the first to discard a wheel and to originate a rudimentary bicycle. This was in 1815 or 1816. It was a very crude vehicle, there being no crank propulsion. It consisted of two wheels of about equal size, one before the other, connected by a bar, with handles for guiding the one in front. The rider sat astride the bar, his feet resting on the ground, and propelled the contrivance up grade or on a level with his feet. Various improvements were made at different times, one of them in this country in 1819, but they were but slight. Two Frenchmen named Woirin and Leconde in 1865 made a velocipede to be propelled by foot-crank on the front wheel, but there were two hind wheels. Pierre Lallement, a French mechanic, almost immediately discovered that foot-crank would work on a machine with only two wheels. He made a two-wheeled velocipede in the shop where he worked, and succeeded in riding it, and it was exhibited at the Paris exhibition of 1865. In 1866 he came to America and was induced by an observant Yankee to take out a patent for his velocipede, but it created but little interest. In France, however, many improvements were made upon it from time to time, and it gradually grew very popular abroad. America caught the fever in 1869, and the velocipede was the rage for a short time. Many of the riders of the present day caught the mania, and did their best to utilize the machine, but it called for too much exertion on the road, and was only suited for a plaything. A Lowell shopkeeper, who deals in variety goods and knickknacks generally, has an

old-fashioned velocipede which he exhibits for sale. It is now a curiosity. Once it was a wonder, and its rider a marked man in the community. But what a change has been wrought in two-wheeled vehicles since the days of this relic! The machine under consideration is strongly and well made. Its front wheel is about 40 inches in diameter, the back one 36. They are very much the same as carriage wheels. The seat is upholstered. About eight feet is the velocipede's length. The pedals are round pieces of wood. This machine is a real curiosity for many at this day.

DO NOT MENTION IT.

The "header," we mean. We are fully satisfied that many timid mortals are deterred from becoming wheelmen by the frequent mention of the awful "header." No one can write an article on wheeling, without, before he is through, getting off some stale joke or fearful word of warning regarding the header. Every speech on the subject must have dragged into it something about the falls received and headers taken, until to an outsider, to one unskilled in the art, it would seem as if the greater part of the time when out riding is spent in picking up yourselves and your wheels. The same thing is followed in canoeing. The "upset" is talked about, written about, and jested upon until the public imagines the canoeist must part his hair in the middle, and "trim ship" when he changes his tobacco from one side of his mouth to the other. The practice is all wrong. We all know headers are an exception. Very few falls are taken—so few in fact as to not be worth the mentioning. This being so—it being of so little import—it seems to us, wheelmen should one and all omit all mention from their articles in the public prints, all reference to it in their speeches and conversation, and so banish it to its very insignificant place in the art of riding a wheel. They should be especially careful not to speak of it in the presence of new men or in the hearing of the uninitiated. Let us hear no more of the "header."
—*Cleveland Mercury*.

THE QUESTION BEFORE THE CHURCH.

A minister in Cleveland rode to church last Sabbath on a bicycle. As he swept up to the sacred edifice a large Newfoundland dog, belonging to the senior deacon, came lumbering out to greet the pastor. The bicycle struck the canine on the head under a full head of steam, and run him down with a shock that could be plainly felt with the naked eye. The reverend took a header, and jammed his high silk hat down over his ears so tight that he had to crawl clear through it to get out of it. The scattered leaves of a seven-head sermon flew around the avenue like a theological snowstorm. The dog made Rome howl with his wails, and attracted a crowd of 300 people. The parson's coat was split down the back, and his trousers ripped across the knees. He pinned up the knees, and he had to wear a pepper and salt sack coat the sexton loaned him. When he appeared in the pulpit in this garb the congregation smiled, and when he announced his text, II. Kings, xii. 6: "But it was so * * * the priests had not repaired the breaches—," there wasn't a dry eye in the conventicle. And now the question before the church is: "Should the pastor ride a bicycle to church, or has the deacon a Christian right to own a dog?"—*Burlington Hawkeye*.

A NEW WHEEL.

We have known for some months that Mr. Overman has had a two-wheeled bee in his bonnet, and now it is announced that a new wheel will shortly make its *début*. The Victor bicycle is a new comer which will receive a warm welcome from the wheelmen of the land. The Overman Wheel Company promises to make it all that a bicycle can be, without regard to cost of production. It will be ready March 1, and will be waited for by many who have already placed their orders with the company for this new mount. It will be in every sense a high class machine, having Bown's ball bearings all round, including pedals, Warwick hollow rims, tangent spokes, and a number of improvements in matters of detail. The Victor will be the first bicycle to use the compressed tire which has become so famous in the Victor tricycle.

AMONG OUR EXCHANGES.

Is it right for a cyclist to say to a beginner, "You are *getting on*," when he is manifestly *falling off*?—*Bicycling World*.

The Bicycle Club deserves much at the hands of Springfield citizens for giving the city such excellent and at the same time clean and reputable amusement.—*New England Homestead*.

When a town of the size of Springfield can bring out 70,000 people to a bicycle tournament, a city ten times as large, as is Boston, should be able to bring out at least half as many, even if interest in the sport is not as great.—*Boston Globe*.

I know a man who perspires fearfully when riding. He can't even wear a celluloid collar. He has invented a patent wooden one therefore. Unfortunately when he wears it, however, no one can tell where his head begins and the collar ends.—*Wheeling*.

The bicycle boys are to have the track at Charter Oak Park specially measured so that there can be no disputing the records made at the September bicycle races. Some enterprising juvenile may be expected very soon to institute an investigation of the Connecticut river to determine whether its water is wet.—*Hartford Courant*.

The Springfield Club is a pushing organization. Its officers understand the value of printers' ink judiciously distributed. In every town and city where bicycles or bicycling literature can be found, there will be found also some one acquainted with the achievements of the Springfield Bicycle Club.—*Mirror of American Sports*.

THE WHEELMEN'S GAZETTE again appears at our table with a large amount of reading matter. A number of papers remarked last year that they could not see how the paper could be issued in its handsome style for so small a subscription price, and this year we wonder even more that so fine a paper can be sold so low. It is emphatically our best exchange. Send your name and fifty cents and receive it for one year.—*Lynn Union*.

The bicycle is one of the great benefits conferred upon this country, in that it educates young men to know the difference between a good road and a bad one. The average man does not know what a good road is, but when a man buys a bicycle and begins to ride, he begins to get interested in roads. I have seen a bicyclist stand on his head to see what was the matter with the road. I, myself, have been so much interested in the way roads were constructed that I have got down and tasted of the dust.—*President Bates*.

Our English visitors will probably all return to the land of dropped "h's" within a fortnight. These amateur racers have made a most excellent impression here, being regarded as not merely plucky and capable on the race-path, but as gentlemanly, sensible, and "square" young men. They train intelligently, and do their racing in a business-like way. That they "run to win" no better evidence is needed than this week has given. Local wheelmen will welcome another visit from them.—*Springfield Union*.

One of the most creditable features of the tournament has been the behavior of the professional riders. Howell will take away with him the genuine respect of those who know what his course has been. He is a "professional" because employed by the Rudge men, but his racing has been honorable from an amateur stand-point, say those who have a right to speak. His intention to revisit the local track next year as a return for the Springfield Bicycle Club's dealings with him, will be welcome information to the public.—*Springfield Republican*.

The performance of Sellers, at Hartford, was a genuine surprise to every one. His previous records did not warrant the belief that he possessed such wonderful powers of speed, while few supposed that Hartford was the *locus* of such a track. While, of course, we should have preferred to see an American wheelman credited with the world's record, we must give our visitor full praise for his splendid performance. We congratulate Mr. Sellers, as well as those riders who maintained the honor of America so well, and trust that the events of this week will prove as auspicious as that of last.—*Bicycling World*.

Some racing men have a hard time of it trying to get themselves into condition, and think that all their friends are as interested in the result of their self-denial as they are. Speaking to an acquaintance some few days since, a well-known racing man who wears his hair very closely cropped said, "For the last 18 months my habits have been as regular as clock-work. I rose on the stroke of six, at 6.30 breakfasted, at seven I was at work, dined at 12, supper at six, and in bed at 9.30; ate only hearty food, didn't smoke, and hadn't a sick day all the time." "Dear me," remarked the acquaintance in sympathetic tones—"what were you in for—forgery or what?"—*Cycling Times*.

Foremost among all amateur wheel organizations in America in its efforts to elevate and promote the interests of cycling, and to demonstrate the value and utility of this sport as a means of obtaining wholesome physical exercise, as well as to establish the wheel upon its rightful basis as an economical and indispensable implement of rapid travel, the Springfield Club has undertaken this year to "beat all the records" of important and successful meetings, and the result has been to attract to the competition the most noted amateur and professional cyclists of two hemispheres—in all respects the most notable representation of its kind ever known in the United States, if, indeed, it has been equaled in the world.—*Mirror of American Sports*.

The third annual meet, which has been the chief topic of conversation with wheelmen for months, goes on record as beyond doubt the finest bicycling event the world ever saw. From start to finish it has been a complete success, and surely no one was more deserving of such an outcome than the enterprising

members of the Springfield Club. No effort was spared, no stone left unturned to attain their ambition, and the whole cycling world will congratulate them on the results of their labors. The attendance each day was immense, while from a racing stand-point nothing more could be wished for. Records were beaten again and again, and it was not until the last day, when the merry cyclers were somewhat fatigued by previous struggles, that old Father Time had any show at all. The numerous races between representatives of England and America were desperate in the extreme, and while the plucky visitors carried off the major part of the honors, our own representatives are deserving of high praise.—*Sporting Journal*.

Come forth on your bicycle, Charlie,
And ride, while I gaze and admire;
But if you won't think it presuming,
I wish you would change your attire.

Your legs are a trifle too thin, dear,
To be so exposed to the light,
So won't you just pull down your trousers,
And keep them wrapped up out of sight?

Your face is so noble and manly,
Your shoulders are well set, and square,
And with such a splendid beginning,
Those spindles but poorly compare.

You just make me think of a story
(You see I must tell you the worst),
About the old man in the Bible,—
Whose last end was worse than the first.

So take my advice now, dear Charlie,
And keep those legs nicely concealed,
And people won't dream they're so scraggy,
In judging by what is revealed.

But come on your bicycle, Charlie,—
Your riding I really admire,
And when you have wrapped up those pipe-stems,
You're all that my heart could desire.

—*Wheeling*.

A NEW BICYCLE FOR YANKEE RIDERS.

Local bicyclists will be glad to know that at last they are to have a machine made on American soil which seems likely to combine those qualities which have made English wheels, like the Rudge and the Royal Mail, so popular on this side. The new machine is to be manufactured by the Overman Wheel Company at Chicopee, and is to be called the "Victor." The company have been at work several years perfecting the model, and Mr. Overman, in several trips to England, has established such connections with wheel-makers and experts there that he now controls the American right to use a number of patents and processes which have hitherto been confined to British soil, except as used in the Victor tricycle, including those four upon which the two English machines most in use here depend for their excellence—Bown's *Æolus* ball bearings, the Warwick rims, compressed tires, and Harrington's enamel. The new machine will be built entirely of steel, malleable iron being discarded; and weldless steel tubing will be used for making all the heavier parts. With these precautions it is believed by the company that the new bicycle will be lighter and stiffer than any now in use. Manufacture has begun, and it is hoped to have the first machine on the market by March 1. A considerable increase in the force now employed at the Ames shops will be necessary; and machinery will be put in at once for making the interchangeable parts. The manufacture of racing machines will be included.—*Springfield Republican*.

THE SPRINGFIELD TOURNAMENT.

The race meeting of the Springfield Bicycle Club has passed into history. Gathering together racing men from all sections of this country and from England, it presented a series of events long to be remembered.

The management throughout was excellent. The track was well nigh perfect, and the weather all that could be desired. Extending as it did over four days, each contestant had an opportunity to do his best. Springfield, as usual, turned out *en masse* to support the club in its endeavors, and nothing occurred to mar the success of the tournament. The Springfield Club is to be congratulated and complimented on the successful issue of its venture. Space forbids us saying all that we would like, and we confine ourselves to a summary of various days and the events.

Regarding the records made, there can be little doubt of their correctness. The officials were furnished a very satisfactory certificate of the measurement of the track made by Stockwell Bettes, and on top of this comes a certificate from Dr. A. G. Coleman, Mr. J. M. Gibbens, of the *Herald*, A. D. Clafin and others, in which they state that they carefully measured the track and found it to be five and a half inches over a half mile.

SPRINGFIELD, MASS., September 9, 1884.

We, the undersigned, hereby state that on this day we took part in a measurement on the bicycle track which was used during the recent bicycle races at Hampden Park. The method used was to take a 100-foot steel tape measure, and, by men stationed short distances around its length, laying it on the ground and taking an eighteenth-inch distance from the inner curb by means of wooden bridges notched at the required length. According to our best knowledge we believe the same to be 2,640 feet and 5 1/2 inches.

(Signed) A. G. Coleman, H. C. Norton, E. W. Pope, A. D. Clafin, W. C. Stahl, Ralph Ahl, M. M. Ripley, L. E. Zuchtmann, A. Whitaker, W. N. Winans, D. E. Miller.

The timing can be relied upon. Mr. A. D. Clafin took the times for the referee, and acted as a check on the official timers. In a majority of races Mr. Clafin made the same time that the official timers made, and in no case was there a material difference. In addition to this there were at all times some two or three watches at work for the judges. We are prepared to say that Mr. Prince's time in the mile race was below the official time given, if it differed at all.—*Bicycling World*.

IT COST HIM FOUR BOB.

A correspondent sends us the following:—"Some little time ago, near a certain town in the Midlands, a bicyclist came upon a stretch of very rough road, and just on a level with it was a smooth, tempting pathway. The weary cyclist looked at it longingly for a minute or two, but the terrors of the law danced forbiddingly before his eyes. Presently, however, a pebble hit his front wheel a sounding thwack, and knocked all his scruples out of him. For a short time, he luxuriated on the footpath, but, as ill-luck would have it, upon turning a corner on an up grade, whom should he see but a member of the county police force standing in front of him, and forthwith our friend was requested to furnish his full Christian and surname, together with his place of abode. The wheelman, not unnaturally, resented this impertinent curiosity, and while the policeman was fumbling at a dirty little pocket-book, cast about in his mind for some means of escaping from his dilemma. 'What do you want it for?' said he.

'For riding on that path,' quoth the constable. 'But you didn't see me.' 'Oh, didn't I though; what's your address?' 'Well, look here, old man,' said the cyclist, 'I'll tell you what, if I'd put a couple of bob in each eye you couldn't have seen whether I was on the path or not, could you?' 'Well, no, perhaps not,' said the other, and forthwith the two florins were handed over. The ill-starred cyclist thought he might now congratulate himself that the affair was over, but he was not to get off so easily. 'That's all right,' said the policeman, as he jingled the vision-obscuring coins up and down in his palm; 'that's all right, and now if you put a couple more in my mouth I can't say anything about it.'—*London Cyclist*.

The Overman Wheel Company has commenced proceedings in the United States Supreme Court against the Pope Manufacturing Company to recover heavy damages for infringement on Bow's Æolus ball bearing patents.

Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be one cent per word, each insertion, cash with the order. Initials and abbreviations count as words. The following example shows the style:—

52-INCH BICYCLE (bright except spokes), Æolus balls, both wheels, hollow forks, movable step, long-distance saddle, King of the Road lamp, stand, etc., \$50; cost \$90 last year. L. C., SPRINGFIELD, MASS.

Such an announcement would cost 32 cents, each insertion. We believe that this feature may be made very useful.

FOR SALE—One 46-inch Special Columbia Bicycle; ball bearings, adjustable handle-bars, rubber handles, and in good order; half bright. Price \$60. Address BOX 407, WAPPINGER'S FALLS, N. Y.

FOR SALE—51-inch Star, nicked except wheel; in first-class condition. Price \$75 cash; cost \$100; new this season. C. W. LEE, ROME, N. Y.

EXCHANGE.—Would exchange THE WHEELMEN'S GAZETTE one year for 50 cents. Send the same to SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

FOR SALE—A 48-inch Star Bicycle, standard finish, latest pattern; new this season, and in excellent order. Price \$75 cash. Address Box 1348, FITCHBURG, MASS.

FOR SALE—Two Bicycles in good condition: One 51-inch American Star, for \$85; one 52-inch Extraordinary Challenge, for \$75. Address DR. H. JARVIS, OXFORD, MD.

LOST—Some good reading by my failure to subscribe for THE WHEELMEN'S GAZETTE. Have sent my 50 cents and shall lose no more.

WANTED—In exchange for Top Buggy made by Kimball Brothers, a Tricycle, either Coventry Rotary, Tandem, Royal Mail, Victor, or Traveler. Call, or address CHAS. W. PIERCE, Union Street, BRIGHTON, MASS.

FOR SALE CHEAP—One new 52-inch American Rudge, never been used; bent handle-bars, half nicked and painted; will sell for \$104 cash. Also, a new Tandem Connecting-Bar for a 52-inch Harvard and Standard Columbia, without saddles or springs; will sell at a sacrifice for \$25. Address HARRY H. BROWN, WAPPINGER'S FALLS, N. Y.

FOUND—That by sending 50 cents to THE SPRINGFIELD WHEELMEN'S GAZETTE I get in return the largest, handsomest, and best bicycling paper published in the world.

FOR SALE—54-inch American Star, plain finish, built in June; good as new, except scratches on nickel; will sell cheap. N. D. LEE, WESTMORELAND, N. Y.

\$1100.—An Extra Challenge, run nearly two summers, in fine running order; balls all round, cradle spring, dropped handles, half bright and painted; cost \$175. LOCK BOX 18, CASTILE, N. Y.

WANTED—50 cents for THE SPRINGFIELD WHEELMEN'S GAZETTE for one year. Address SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

THE SPRINGFIELD
Wheelmen's Gazette

THE GAZETTE will be published monthly at Springfield, Mass., to contain from sixteen to twenty-four pages, as occasion may require; the number of pages will not be limited, but as we are going to print all of the news, we shall increase the size to twenty-four pages during the wheeling season, thereby giving more reading matter in one month than is generally obtained in most of the weeklies. THE GAZETTE will be under the same general management as last year. Our aim will be to make the paper attain a higher sphere in journalism than that hitherto reached; it will be national in its character, furnishing the news in a compact and well-classified form, a firm upholder of the League of American Wheelmen, and an able exponent of the ideas and wishes of gentlemanly amateurs—such a journal will THE GAZETTE endeavor to be, and one which wheelmen will look forward to each month with pardonable pride.

THE GAZETTE, typographically, will be of the best, being printed from new type and electrotype plates on a fine supersized and calendered paper, with occasional illustrations of prominent wheelmen and racing men.

THE GAZETTE will endeavor to keep wheelmen posted as to the doings of the largest and most successful bicycle clubs, thereby stimulating the smaller and weaker clubs to activity, increasing wheel knowledge, and spreading the feeling of good-fellowship now existing among wheelmen.

In order to increase the circulation of THE GAZETTE to large proportions, we have made very low rates, and expect to have an army of cyclists on our list that will be a credit to the wheeling fraternity. Our terms are as follows:—

One year, postpaid, . . . 50 cents.

Six months, postpaid, . . . 25 cents.

Single copies, . . . 5 cents.

Canadian subscribers, . . . 50 cents.

English subscribers, . . . 4 shillings.

Australian and New Zealand

subscribers, . . . 4 shillings.

Bicycle clubs whose entire membership subscribe, per year, 30 cents each name. English clubs, 2s. 6d. each member. Special rates to agents and dealers. Agents and dealers are requested to keep copies on hand for sale.

Address all communications to

THE SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS.

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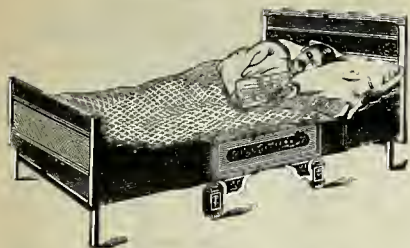
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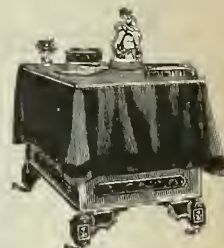
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SECOND-HAND * BICYCLES * AND * TRICYCLES.

The most of these Machines have been taken in exchange for new ones; we do not care to carry them through the winter, and in order to dispose of them soon we shall offer them at the following extremely low prices, which are from 10 to 20 per cent. less than the actual value of the Machines. Any of the Machines will be shipped on receipt of price, or will be sent C. O. D. with privilege of examination, on receipt of \$10 to cover transportation both ways if not accepted. If you do not want a Machine yourself, show this to some one who wants a bargain.

NO.	SIZE.	NAME.	FORKS.	BACKBONE.	BEARINGS.	FINISH.	CONDITION.	COST.	PRICE NOW.
1	36	Challenge	Hollow	Round	Roller	Half Bright	Good	\$70 00	\$37 50
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4	40	English	Solid	Round	Plain	Half Bright	Good	60 00	35 00
5	44	Hecla	Solid	Round	Plain	Half Bright	Very Good	42 50	27 50
6	46	Hecla	Solid	Solid	Plain	Half Bright	Fair	45 00	25 00
7	48	Horsman	Solid	Round	Plain	Half Bright	Very Good	50 00	35 00
8	48	English	Solid	Round	Plain	Half Bright	Very Good	80 00	40 00
9	48	Standard Columbia	Solid	Round	Ball	Painted	Good	97 50	67 50
10	50	English	Solid	Round	Ball	Painted	Fair	62 50	32 50
11	51	Club	Hollow	Oval	Ball	Full Nickel	Excellent	140 00	100 00
12	52	English	Solid	Round	Ball	Painted	Fair	65 00	40 00
13	52	Royal Mail	Hollow	Oval	Ball	Half Nickel	Excellent	135 00	100 00
14	52	Harvard	Hollow	Round	Ball	Nickel	Good	140 00	100 00
15	52	Harvard	Hollow	Round	Ball	Nickel	Good	135 00	95 00
16	52	American Club	Hollow	Oval	Ball	Nickel	Excellent	152 50	115 00
17	52	American Club	Hollow	Oval	Ball	Nickel	Good	150 00	100 00
18	52	Shadow	Hollow	Oval	Ball	Bronzed	Excellent	135 00	100 00
19	52	Shadow	Hollow	Oval	Ball	Enameled	Good	130 00	95 00
20	52	British Challenge	Hollow	Round	Ball	Nickel	Good	140 00	100 00
21	52	British Mail	Hollow	Oval	Ball	Nickel	Good as New	150 00	130 00
22	52	Howe	Hollow	Round	Ball	Half Nickel	Good	137 50	90 00
23	52	Expert	Hollow	Round	Ball	Half Nickel	Good	127 50	90 00
24	52	Yale Racer	Hollow	Oval	Ball	Nickel	Good as New	140 00	110 00
25	52	Columbia	Solid	Round	Ball	Painted	Fair	102 50	45 00
26	54	Matchless	Hollow	Round	Ball	Painted	Good	137 50	90 00
27	54	Columbia	Solid	Round	Plain	Painted	Good	95 00	55 00
28	54	Columbia Racer	Hollow	Round	Ball	Nickel and Enameled	Good as New	150 00	110 00
29	54	Sanspareil	Hollow	Oval	Ball	Nickel and Enameled	Excellent	142 00	115 00
30	54	Sanspareil	Hollow	Oval	Ball	Nickel and Painted	Excellent	135 00	105 00
31	54	Sanspareil	Hollow	Oval	Ball	Nickel	Good	145 00	110 00
32	54	Columbia	Solid	Round	Plain	Painted	Fair	95 00	40 00
33	54	Harvard	Hollow	Round	Ball	All Bright	Good as New	129 50	110 00
34	56	Harvard	Hollow	Round	Ball	Half Nickel	Good	135 00	95 00
35	56	Special Columbia	Solid	Round	Ball	Enameled	Excellent	130 00	80 00
36	56	Standard Columbia	Solid	Round	Plain	Nickel	Good	120 00	85 00
37	56	Sanspareil	Hollow	Oval	Ball	Nickel	Good	147 50	100 00
38	58	Royal Challenge	Hollow	Round	Ball	Half Bright	Good as New	115 00	90 00

TRICYCLES.—One Victor Tricycle, new this season, 1883 pattern, excellent order, \$100.00. One Premier Tricycle, new this season, excellent order, \$100.00. One Columbia Tricycle, new this season, excellent order, \$115.00.

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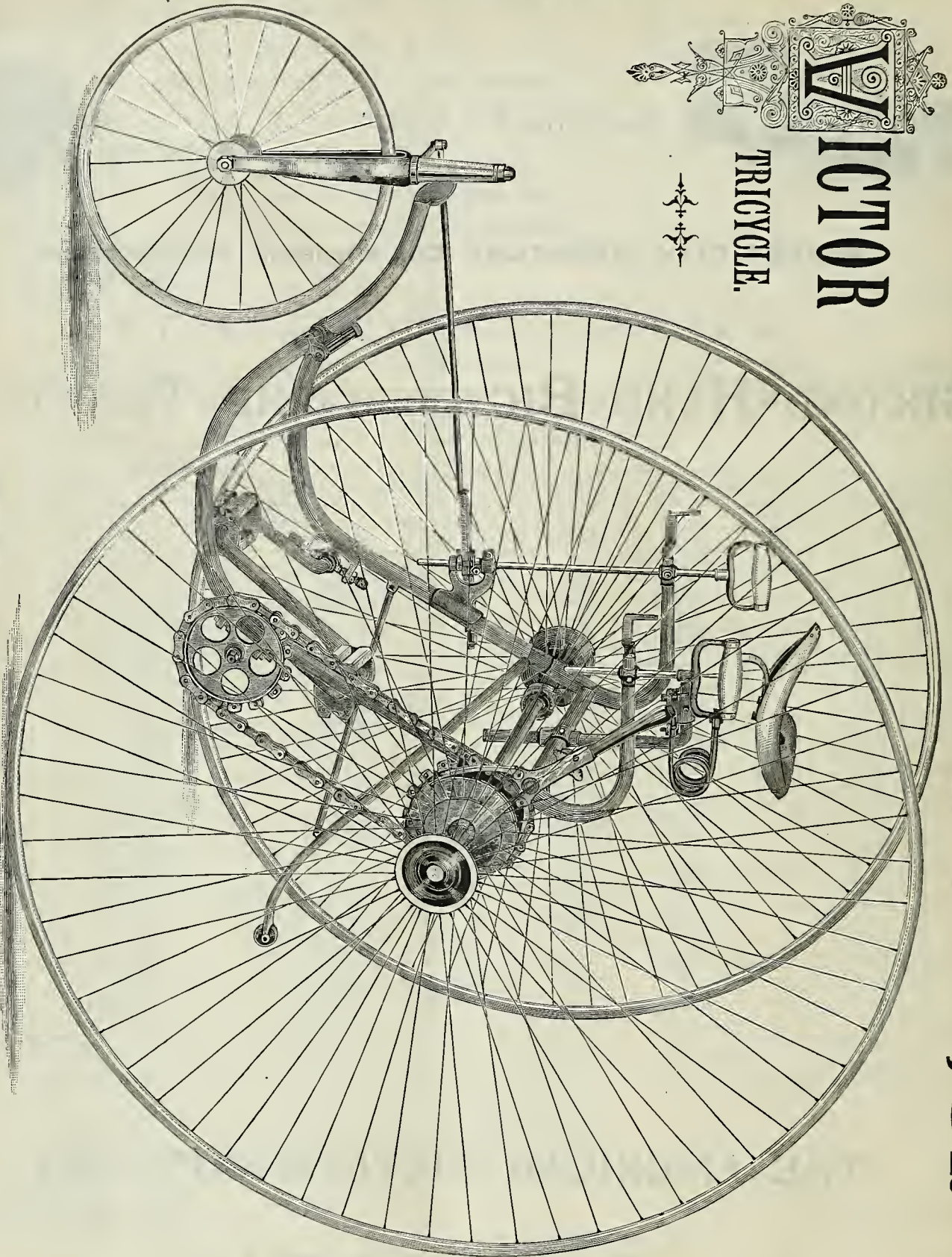
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