

AND RECREATION.

Vol. XIII.—No. 7.]

NEW YORK, NOVEMBER 11, 1887.

[WHOLE NUMBER, 319.

Good Men on Good Wheels Put the Records Where They Stay!

It is about a year now since Stillman G. Whittaker made the following set of World's Records, on the Crawfordsville Course, viz.:

10 Miles in 29m. 1 3-4s.

20 Miles in 59m. 35 4-5s.

100 Miles in 6h. 1 1-2m.

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our catalogue, and we claim, therefore, that they are remarkably significant and demonstrate unquestionably the

EASY RUNNING QUALITY OF OUR BEARINGS.

Then that performance of Frank Dingley's on the Lynn Track:---

100 Miles in 5h. 38m. 44 I-5s.

Being 25 minutes better than the American Record and 11 minutes better than the English Record.

Quite a number of attempts have since been made to lower this by other makers, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical and to efface any impression to the contrary caused by the false statements of our traducers. Respectfully submitted,

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILLINOIS.

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→SMITH'S ←



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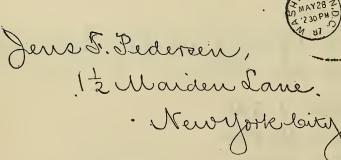
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THE STAR.

OFFICIAL BUSINESS.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

TIME.

I.	H. J. Hall, Jr., K. C. W.,	STAR,	I.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.		Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02
	Roseville, N. J., Jul	LY 4TH.	
STA	R first and second in 1-mile No		
66	" second and third in 1-mile	e State Champ	PIONSHIP
66	" " " " 2-mile	e- " "	
	NEW CASTLE PA., JULY	Y 4, 1887.	
	STAR WON Hill-Clim		
	" " r-mile Op		
	" " 2-mile Ope		
	" " 3-mile Lar		
	DETROIT, MICH., JULY		~
S	TAR WON 3-mile L. A. W	•	ship.

25 MILES. NAME TIME. 6. J. H. Knox, K. C. W., 7. E. P. Baggot, H. C. W., 8. S. B. Bowman, E. W., 9. H. Greenman, I. B. C., STAR, 1.38.17 Columbia, 1.40.02 STAR, 1.40.20 STAR. 1.43.36

> WILKESBARRE, PA., JULY 4, 1887. 1-mile Novice.

STAR WON

2-mile 6.45 Class. ½-mile Boys' Race. 1-mile STATE CHAMPIONSHIP.

FIVE FIRSTS: 3-mile 66

TERRE-HAUTE, IND., JULY 13, 1887. STAR FIRST in 1-mile Open.

in 1-mile Class.

in 2-mile STATE CHAMPIONSHIP.

St. Louis, July 10, 1887. THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. Greenwood won easily. Stone "dropped out" at 46 miles.

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Environs of N. Y. City.

Scale, 1-4 Miles to 1 inch.
Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

Size 3 2-3 ft. x 4 1-2 ft.

Mounted on Rollers, or Dissected to fold up in smaller compass.

smaller compass.

\$4.00.

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desired locality.

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It secures a steady light upon the track.

It prevents lamp from going out on rough roads.

It prevents spilling of oil from the cup.

It is ornamental to either nickel or black wheel, weighs less than half-apound, and can be attached to any lamp in fifteen seconds.

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Proprietors.

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TANDEMS.

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						Finish.	Bearing	Conditi
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	No.	Siz	e. Name.	Cost.	Price.	富	Be	ဦ
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	213	52	British Challenge	135.00	65.00	3	,1,,	4
ı	217	48	Special Star,	120,00	110 00	4	ball	122
	220 ⁻ 234	53 52	Royal Mail,	140.00 135.00	$95.00 \\ 90.00$	4	$\frac{1}{1}$	í
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	261	52	Royal Mail.	125.00	45.00	4	$\frac{4}{3}$	4
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	277	52	Specl. Club,	160.00	105.00	1	1	1
	278	50	Premier,	100.00	75.00	1	4	1 2
	279		Col. 2-track Tricycle,	165.00	90.00	4	2	2
1	281	48	Columbia Standard,	100.00	55.00	4	4	1
	282	38	Rudge Safety,	135.00	70.00	4	1	2
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ľ	289	Sp	k'b'k Cr'p'r Tricycle,	180.00	130.00	$\tilde{4}$	ĩ	2
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Cycle Club and the Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

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New York.

THE N. Y. AND N. J. INTER-CLUB ROAD RACE.

KLUGE THE WINNER IN RECORD TIME-BUT K. C. W. STILL RETAINS THE CUP.

A big crowd, fair weather, no serious accidents and fast time were the incidents of the Road Race. Kluge got there in record time for the course; Stenken, a prime favorite, was thrown out by an accident to his wheel, and Bradley—Bradley, of Wearetheilderans, you know—proved himself "no slouch;" at least, this was the verdict of his

friends. All the morning wheelmen from Brooklyn, New York and the adjacent New Jersey towns percolated through the Oranges. Most of the clubs called runs, followed by dinner at hotels in Newark, Hilton, Irvington and Morristown, ending up with a view of the road race.

AT THE STARTING POINT.

Shortly after one o'clock a delegation of wheelmen left the Hilton Hotel for the starting point, about a half mile below the hotel. The Ilderans took along Bradley in great style. The Hudson Counties trailed along after Charlie Stenken. In fact, the principal contestants were accompanied to the rendezvous by their clubs, and their progress was that of a conqueror marching to a fallen city.

The course is well known; a five-mile stretch, extending from Irvington to a point about three miles beyond Milburn, making five laps necessary to complete the twenty-five miles; permitting a start and finish at the same point, and giving a good view of the race all the way. There are three

hills of various degree and one very steep grade on the course. The surface had been recently rethe course. The surface had been recently re-paired, and in most places it was equal to a racing path, but on the steep grade referred to was a long stretch of sand. The very high wind retarded the contestants on one-half the journey, and made headway on up grades against it laborious and painfully slow.

At the start were gathered a large number of

sight-seers, including wheelmen and wheel-women, as well as those who came in carriages and on foot. Along the entire course people were strung out, and it is impossible to estimate how many witnessed the race. Throughout the day the drivers of vehicles were very obliging, and invariably moved to one side when requested to do so by the marshals and their assistants. A noticeable feature was the falling off in the attendance of New York

The New York Club were up on the suburban roads managing their road race, enjoying a run, and getting photographed, while the Citizens were off on a run to White Plains. The Long Island Wheelmen were conspicuous by their absence; they doubtless intend to live up to the code recently adopted by the L. A. W. Board. President De Graaf, of the Harlems, was present, as was Elliott Mason, of the Citizens. The Brooklyns appeared en masse, under the paternal care of Captain Barkman, and the Ilderans made a brave show. A tally-ho, which stood in the yard of the Hilton Hotel, was pointed out to us as belonging to this club. Of course all the Jersey clubs were there to cheer on their men. The grey uniform of the Elizabeth boys dominated the scene as usual.

THE START.

At half-past one, the Clerk of Course, "Tommy' Crichton, began the work of placing the men. After much shouting and bustling about by the energetic Tommy" they were arranged in six lines, four

At two P. M. the signal was given, and the men were off without accident, disappearing down the road in a cloud of dust.

The first man to appear on the return journey—five miles—was Kluge, who dashed past at high pressure in 17m. 10s., 28 seconds better than Stenken's time on May 30th. Next came Stenken, 46 seconds behind. Baggot, Bradley and T. J. Hall rushed by in short order. On the second lap—ten miles—Kluge again led in 35m. 22s., 39 seconds ahead of Stenken's time in the last race. On this lap Stenken was 1m. 25s. behind Kluge; this rather alarmed his friends, but Charlie was "laying low," as he afterwards said.

On the next lap Kluge rushed by with no one in sight, completing the fifteen miles in 53m. 54s., al-The first man to appear on the return journey

sight, completing the fifteen miles in 53m. 54s., almost a minute ahead of the course record at this

point

STENKEN'S WHEEL GIVES WAY.

The crowd strained its eyes for a first glimpse of Stenken, but as minute after minute passed and he did not appear they gave up all hope, and credited him with an accident. Suddenly a figure hove in sight, and then hopes were renewed. But, alas! it

was Bradley, who went by to an accompaniment of the wild war whoop of Ilderan.

At ten miles Stenken was Im. 25s. behind Kluge.
On the three hills between the starting point and

Irvington, Stenken shot along in lively fashion, actually gaining on Kluge. At twelve miles he was but fifty yards behind the leader and dashing down the hill at a great pace. Here it was that his pedal went down with a snap and refused spring back again. Stenken threw aside his dis-abled wheel, ran to the Irvington Hotel, half-amile distant, and sent back to the start for a wheel, on which he again started, after a wait of over thirty minutes. But he was too far behind to make any impression on the leaders, though he worked himself into 22nd place.

With Stenken out, Kluge's victory was a foregone conclusion, and he finished to a hearty cheer. It is impossible to describe the kaleidoscopic changes in the positions of all the contestants. In the accompanying table, however, each man's time is recorded at every five miles, and from it all nec-

essary information may be gleaned.

POSITIONS OF THE CLUBS.

Kings County Wheelmen	73	Points
Brooklyn B. C	65	6.6
Hudson County Wheelmen	52	
Ilderan B. C	44	"
Elizabeth Wheelmen		6.4
Union County Wheelmen	27	4.6

Stenken felt confident of victory, and says he had Kluge well in hand when the accident happened. Baggot rode five different wheels during the

Gilbert, of the E. W., had a bad fall, cutting himself badly over the right eye.

Warner had a fall at six miles, but was unhurt.

One crank rider, finding himself being left behind, shouted wildly to his friends: "Give me a Star." It is not known whether he gained or lost by the change.

Hall's record last May was 1:33:53. Kluge now holds record for the course—1:31:031/2.

Last Spring twenty-one men finished inside two hours; in this race the same number got home within two hours.

Comparing the Spring and Fall races, Bradley jumps from fourth to second; T. J. Hall did not compete; Schoefer jumped from eighteenth to thir-

From the first lap to the finish Waters picked up 4 men; Knox, 6; Burnet, 7; Rhett, 5. On the last five miles Todd fell off from sixth to tenth.

Kluge's laps were: 17:10, 18:12, 18:32, 18:51, 18:181/2.

The officers of the race were—Judges: R. L. Calkins, I. B. C.; J. L. Chapman, R. W. Timekeepers: D. B. Bonnett, E. W., F. B. Jones, Brooklyn Club.; E. W Starter, E. W. Johnson, H. C. W. Clerk of Course, T. C. Crichton, K. C. W., Assistant, E. B. Moore, U. C. W. Marshall, W. D. Edwards, H. W.

The thanks of the writer are due Messrs. J. C. Wetmore, Recorder in General; E. Hornbostel, the Royal Crier and D. B. Bonnett, Principal Watch manipulator. With the assistance of these gentle-men, the order and times of the men as they dashed past, singly or in groups, were correctly reported.

Name.	Club,	5 Miles Pos. Time.	10 Miles. Pos. Time.	15 Miles. Pos. Time.	20 Miles. Pos. Time.	25 Miles. Pos. Time.	Points.
C. E. Kluge. H. L. Bradley. T. J. Hall, Jr. T. L. Wilson. W. S. Mead N. F. Waters. S. B. Bowman E. P. Baggot. J. Knox. G. E. Todd. W. C. Marion, Jr. S. J. Berry, Jr. J. W. Schoefer	H. C. W. I. B. C. K. C. W. K. C. W. B. B. C. B. B. C. E. W. H. C. W. K. C. W. B. B. C. K. C. W. E. W.	Pos. Time. I—17.10 4—18.19 5—18.21 6—19.03 8—19.26 10—19.39 9—19.39 3—18.19 15—19.45 11—19.45 12—19.45 13—19.45 7—19.20	Pos. Time. 1—35.22 3—37.33 4—37.38 5—39.08 7—39.23 10—39.59 9—39.29 14—41.03 11—40.17 6—39.19 13—41.02 12—40.29 8—39.23	Pos. Time. 1— 53.54 2— 56.45 3— 57.25 5— 58.39 4— 58.39 7— 59.30 9—1.00.11 13—1.01.57 10—1.00.31 6— 59.11 12—1.01.42 11—1.01.03 8— 59.30	Pos. Time. I - 1 . 1 2 . 45 2 - 1 . 16 . 40 3 - 1 . 17 . 27 4 - 1 . 18 . 56 5 - 1 . 18 . 56 7 - 1 . 20 . 05 8 - 1 . 20 . 45 10 - 1 . 22 . 23 9 - 1 . 21 . 42 6 - 1 . 20 . 05 13 - 1 . 22 . 55 12 - 1 . 22 . 46 11 - 1 . 22 . 34	Pos. Time. I—I.3I.03½ 2—I.36.2I 3—I.37.30 4—I.38.52 5—I.39.37 6—I.40.30 7—I.42.I2 8—I.42.35 9—I.42.45 I0—I.43.I9 II—I.43.29 I2—I.47.05 I3—I.47.36	24 23 22 21 20 19 18 17 16 15 14 13
E. D. Williams. T. H. Burnet. W. B. Rhett. E. M. Smith. J. E. Warner A. C. Jenkins. W. G. F. Class. G. L. Warner. C. A. Stenken F. C. Gilbert. A. Farrington.	B. B. C. U. C. W. U. C. W. H. C. W. U. C. W. E. W. I. B. C. I. B. C. H. C. W. E. W.	17—20.10 22—20.35 21—20.34 16—20.10 18—20.17 14—19.45 24—21.58 19—20.33 2—17.56 20—20.33	16—41.59 17—42.06 18—42.46 20—44.25 15—41.27 21—44.25 22—45.15 24—47.38 2—36.47 19—43.00 23—45.48	15—1.03.20 16—1.03.20 17—1.04.17 20—1.08.21 14—1.02.30 21—1.09.01 19—1.07.11 22—1.09.45 No Time. 18—1.05.48 23—1.10.11	14—1.25.18 15—1.25.22 17—1.27.13 18—1.29.44 16—1.26.21 20—1.31.50 19—1.32.06 22—1.33.57 23—1.41.05 21—1.32.43 Stopped.	14—1.47.47 15—1.49.03 16—1.50.00 17—1.50.40 18—1.52.44 19—1.54.43 20—1.56.50 21—1.59.05 22—2.00.18 23—2.00.22 Stopped.	11 10 9 8 7 6 5 4 3 2

LOCALISMS.

An article in the New York *Tribune* of Sunday, Oct. 30. entitled "King and Pope at Peace," speaking of the Pope's progressive, modern ideas, concludes in the following: "The Holy Father will end by being so utterly modern that he will institute a messenger service on bicycles, to carry messages from one end of the long galleries to the other, in the Vatican." In this age of progression it is but right that the head of a great body should keep abreast of the times—and why not utilize the bicycle? What is there in the use of either the bicycle or tricycle that is unbecoming the priest? Clergymen of all denominations, save the Catholic, are using the wheel.

In view of any attempt to amend "The Bicycle Bill" no better fortification can be made at present than by strengthening the New York State Div. Who that is a wheelman and not a League member can see the great results from its concerted action, and yet refuse the small aid to the cause of his membership?

The Rhode Island Wheelmen, of Providence, have a pleasant house on Benefit street. They are a live club, and are noted for their "breakfast

The Harlem Wheelmen have furnished their double house, and now offer a tempting place for Winter evenings. The three billiard tables are new, and are kept busy every night. Capt. Hal-stead keeps accurate record of the mileage of his club, and at the end of the year the club will show an excellent record of wheeling. Their house is in an excellent place, both for convenience to members, and for riding from its door. At present 80 active members are enrolled, and each meeting brings new ones. Their departure in taking lady members has been a success, and we notice other clubs following their lead.

Yonkers Bi. Club had their semi-annual 5 mile road race on 8th October. E. C. Thorne, their Sec'y, was the winner. This club's rooms are on B'way opposite Hudson St., Yonkers, where all wheelmen are cordially invited to stop in passing through,

Winter riding requires warmer dress, and greater care in changing. That "all wool" is necessary all wheelmen know. Dr. Jaeger has made a "one piece garment," being shirt, drawers and chest protector in one, that make an excellent garment to wear beneath the riding suit. little difficult to get into at first, but like our saloons on Sunday, easy enough when once you

Remember the ferry to College Point from 99th street takes you right to good roads, and the runs to Oyster Bay, Patchogue, and in fact all of Long Island, are good from this place. Go to Bayside and Queens rather than Jamaica.

The Hoyt Pedal Cyclometer, of which we have heard for some time, is now being manufactured, and will surely be on the market in March next.

John Wood, of Beverly, Mass., has built a steam tricycle; a Shipman one horse kerosene engine supplies the power. It is a front steerer, and has pedals to aid the steam. It runs about nine es per hour.

THE OBSERVER. miles per hour.

PITTSBURGH NOTES.

Though our riding season is waning rapidly, and chill November winds remind us of Winter, many of our riders may still be found awheel. The delightful smoothness of the suburban roads and refreshing Autumn air combine to make this the most desirable time of the year for cycling. The season now closing has been in some respects different from previous ones; first, in the great number of new riders, and next in a revival of interest amongst our oldest riders.

Our Keystone Club has had its most successful season, and the tours and runs held will be long remembered. Scheduled runs have been held from early in the season until now, many of them being one, two and three-day tours to principal points around about us, and one run indulged was over the Lake Shore road to Buffalo. They have gone actively into the entertaining of visit-

same race meeting, the most successful ever held at Pittsburgh, to one person belongs all the credit of carrying out the plan from the most minute detail to the whole affair, and to his earnest untir-ing efforts for days and weeks and personally assured financial responsibility we are indebted.

Mr C. F. Seidell's work is appreciated. Of the other clubs in this vicinity none can be said to have had very active seasons, but individual mileage and riding has been good. Long trips awheel have been much in favor and give promise of being more so next year. A number of our riders made the Shenandoah Valley trip and one continued on through Washington, Philadelphia, New York, Buffalo and Erie to Pittsburgh. The Lake Shore road has had any number ride over its fine surface, whilst local runs of fifty to one hundred miles have been common. have been common.

Seidell, Murray, Smith and McGowin of the Keyseidell, Murray, Smith and McGowin of the Keystone Club attempted a century run over the Lake road 30th ult., but failed, owing to accidents to wheels, Murray's being entirely disabled, and the intense cold and heavy gale of wind blowing all that day. Seidell had eighty-five miles when he stopped and would have finished but for the others.

W. D. and A. C. Banker completed a century, one day last week starting 7.4 M and finishing

one day last week, starting 7 A. M. and finishing about 1 A. M., having 115 miles to their credit in about 141/2 hours' riding time; a good performance, considering the roads, which were mostly hills and KEYSTONE. big ones too.

BROOKLYN NOTES.

The Road Racing Association is proverbial for its good luck, and accordingly Election Day felt in duty bound to repeat its meritorious performance of the year previous by holding in check any such unseemly demonstrations as cold rain or a piercing blizzard which are so common at this period of the vear. Although not so phenomenally perfect as its predecessor, the day nevertheless brought happy thoughts to the minds of hundreds of wheelmen in anticipation of an agreeable day's sport on the now historic Irvington-Milburn course. And they were not disappointed, for the race witnessed was a good one and free from any serious accidents.

The usual whirligig of gilt-badged officials, the arrival of the teams and the rush of spectators to the starting point which have been so often described in these pages on previous celebrations of this road race, were gone through with in good style, and the race is on tiptoe waiting for the pistol shot. A clear road head presents itself and the opportunity is seized. A rush, and we see a vast collection of numerals, surmounting various pairs of pumping and revolving legs, rushing away from us upon a journey which has laid low many a cyclist whose force of imagination was very much disproportionate to his riding abilities.

What started out a compact body of wheelmen came back at the end of five miles a straggling procession, and as they passed one by one their numbers were eagerly jotted down on the score numbers were eagerly jotted down on the score cards. Thus they came and went until the cries of "Kluge," "Kluge," told that the ending of the race had begun. The record for the course is broken and the big Jerseyman secures it together with the gold medal awarded by the association. But how is Brooklyn? Oh!she's——. Bradley dashes across the tape a good second. The cheers swell loudly as he modestly lifts his cap in acknowledgment of the generally expressed senti-

acknowledgment of the generally expressed senti-ment that he is the unprotested winner of the race, and the Ilderans are happy in their possession of him. The dying echoes of the cheers for the young champion swell again into a shout of welcome as Kings County's veteran "Tommy" Hall comes up and takes third place. Then another K. C. W., two Brooklyns, and, by way of variety, two Jersey men sandwiched in between them, and three more representatives of the City of Churches. Eleven men in, and eight of them Brooklyn boys. That settles the race. Kings County will let the cup rest in their safe deposit vault. Capt. Parkman receives the second trophy, a silk banner, from the hands of the Executive Committee, to adorn the walls of the Brooklyn Bicycle Club, and the wheelmen turn their faces homeward. Although the Ilderans lost their grip on second place they were glad that their neighbors, the Brooklyns, stepped into their shoes.

have gone actively into the entertaining of visiting wheelmen, and many have cause to remember the hospitality of the Keystones.

The Allegheny Cyclers, who had a brilliant season a year ago, seem to have taken a cropper and become disabled; except in the case of our race meet, they have been practically dead. And of this

three of them second place, and on two of them third place. In no event has any of her clubs "tail-ended" a race. Taking into consideration the four races which have been run, the following figures may be deduced: Reckoning the position of each club as a unit, there have been scored 84 points. There were 24 representations of teams divided as follows: New Jersey, 10; Brooklyn, 10; New York, 3. Of the 84 points represented by these 24 competing teams. however, Brooklyn has a record of 50, or 60 per cent. on a basis of 42 per cent. of entries. and New Jersey a record of 28, or 33 per cent. on a basis of 46 per cent. of entries. As the races have all been run on Jersey soil the clear superiority of Brooklyn road riders is unquestionably shown, and the "bearding of the lion in his den" has become quite an amusing occupation to us.

the least, the victory of the K. C. W. surprised themselves. Losing the services of two such men as Harry Hall and Valentine seemed to have crippled them in a way to make the victory of such a team as the Hudson County Wheelmen an assured thing. But with their usual good management they got together a representative team which carried the "black" once more to the front. The Brooklyn Club are to be congratulated on the admirable manner in which their men rode, their closeness to one another rolling up their points very fast as they crossed the tape. The only consolation that the Ilderans received was the splendid work of the popular young rider, Brad-ley. The victory of a man who does not make a specialty of racing and receiving training on the cinder path is always acceptable.

The roadway was much clearer than at the last race, although the marshals were kept hard at work to accomplish it, and the clearing of a way for passing vehicles was a special and commendable The crowd did encroach, however, and the only way that an absolute clear space can be gotten is to stretch ropes, by permission of the authorities, and confine all but the marshals within

The only unpleasant feature of the race was the protesting of C. E. Kluge by the Brooklyn Bicycle Club through their captain and delegate to the Association, A. B. Barkman. There were many expressions pro and con on the subject, but the ma-There were many exority seemed to applaud the action of the B. B. C. The protest has yet to be acted upon by the Asso-The question seems to be one so much more of sentiment than of actual right or wrong, that the decision of the Association will be awaited ALERT. with curiosity.

NORFOLK, VA., NOTES.

Your correspondent has been racking his fertile brain for something of interest pertaining to the bicycle, but so far as this community is concerned, the utter lack of news is deplorable. Norfolk is surrounded within a radius of ten miles by the most magnificent roads in this country, not excepting the far-famed roads of Massachusetts. They are nothing more than ordinary dirt roads properly graded and covered with a heavy coating of oyster shells, and ground up into a fine powder by the continuous passing of vehicles. Thus the vilest dirt road, after being covered with shells and opened to the public for two or three weeks, becomes as solid and smooth as a plank floor. Considering these advantages, one would naturally imagine Norfolk quite a bicycle centre. But here they are wrong, On the contrary we have very few wheelmen, probably not more than thirty all told, including a club of fourteen members. This scarcity of numbers is all owing to our miserable cobble stone pavement, which necessitates trundling one's wheel about a mile over this abominable stuff before reaching the shell roads. Naturally one becomes disgusted! However, I trust brighter days are in store for us. Our city fathers are agitating the question of repaving some streets with square granite blocks affording fair wheeling, and already one contract has been awarded. We have one cycle dealer here, a Mr. Field, who is an anthusiast on all wheeling matters, and by selling machines on the installment plan, does much to promote the sport in this section. In my next to promote the sport in this section. In my next epistle I will extol on the merits of Portsmouth, our sister city, from a wheeling standpoint, which, tho' a much smaller town, presents many advantages over Norfolk.

V. P. E.

Slowly but surely the South is "getting thar." Natchez, Miss., has organized a bicycle club.

YOUNG ENGLAND.

It wields the bat on village greens; it rears the tennis-net

Where croquet-balls with gentle click in former days have met.

It rows, it runs, it swims, it rides (with camera and

Packed on its "tandem" tricycle) about its native land.

It hunts, it shoots, and, best of all, it freely "vol-

It wonders how its fathers lived through all the weary years

When football was a game confined to roughs and boys at school.

It's, perhaps, a bit too much inclined to set down as a fool

The man without a pet pursuit demanding more or

Of pliant sinew, steady nerve, and free and easy dress;

To make the title "champion" it's all absorbing And look on "broken records" as the only steps

to fame: Yet, while it plays it trains itself to nobly do and

And the heritage its fathers won is safer in the

care Of fearless hearts and ready hands than in the fee-

ble clasp Of bookworms strong, when strong at all, solely in' mental grasp. -Judy.

RACE MEET AT WEST PHILADELPHIA.

The most exciting and enthusiastic gathering of amateur sportsmen of the Fall months was that at the meeting of the West Philadelphia Athletic Association held on Saturday afternoon last. The grounds were in perfect shape, the gravel track being as hard and as smooth as ice, and the twenty events on the programme were filled with the best entries of their classes. A strong westerly wind made it decidedly uncomfortable for the spectators, but despite this drawback the grand stand seats were well filled, and there were more than one hundred ladies present. The interest in the meeting was centered in the bicycle races, of which there were fifteen. All the home clubs were represented and there were visitors from Camden and Cedarville, N. J., and Honeybrook and Reading, Pa. The inter-club race was run in darkness, and the one-mile, three-minute class, bicycle race was postponed until Saturday next.

The first event was a mile race for novices, with four starters: J. H. Crossley, Camden; George J. Bowman, Vesper; D. L. Douglas, Reading, and W. W. Taxis. The latter fell on the second lap, W. W. Taxis. The latter fell on the second lap, and the race fell between Crossley and Douglas. The former led until the third lap, when Douglas came to the front and won easily in 3:25.

F. E. Bechtold and J. G. Bradley were in the mile race for South End Wheelmen. The former won by twenty feet in 3:16 2-5.

A one-mile match race between J. J. Potter, of Camden, and H. C. Middleton, of Philadelphia, was won by the home representative, who showed to the front on the last lap by a very brilliant spurt. Time, 3:21.

One-hundred-yards dash, E. W. Lapp, Philadelphia; J. C. Terry, A. C. S. N.; J. H. Chesterman. Lapp fell down at the start and then dropped out.

Terry won by five yards in 11 2-5 seconds.

I. Van Dusen had a walkover in the mile race for members of the Tioga Bicycle Club. Time,

3:33 2-5.

The half-mile bicycle race for Philadelphia riders only was won by T. A. Schaeffer, of the Pennsylvania Club, in 1:26 2-5; John G. Fuller, University of Pennsylvania, second, and I. Van Dusen, Tioga Club, third.

There were eight entries in the one mile, three minutes limit, but W. I. Wilhelm and H. B. Schwartz, of Reading, and F. M. Dampman, of Honeybrook, were the only starters. Wilhelm made the pace at the start and held the lead until the fourth lap, when Schwartz showed a big burst of speed and finished first, Wilhelm second, Dampman third. Time, 2:58 4-5.

The event of the day proved to be the one-mile bicycle race for the 3:20 class. The ten entries were divided into two heats. F. E. Bechtold, South End Wheelmen; H. C. Middleton, J. G. Fuller, University of Pennsylvania; W. Flenard and Murray Killiner, of Reading, were in the first heat. Fuller was known to have made the mile in the state of the stat close to 3 minutes, and he won easily, with Bechtold second. Time, 3:06 2-5.

There were also five in the second heat-D. L. Douglas, of Reading; I. Van Dusen, Tioga; R. D. Thompson, Vesper; Homer Synnestdvelt, Pennsylvania Club. Douglas made the pace for a lap and then gave way to Van Dusen, who finished

first, with Synnestdvelt second. Time 3:07 4-5.
Fuller, Bechtold, Synnestdvelt and Van Dusen started in the final heat. The racers were well bunched for two laps, with Fuller having a slight advantage. Bechtold gained the lead in the third lap and from this out it was a test of endurance. Fuller lapped Bechtold on the fourth lap, but it Fuller lapped Bechtold on the fourth lap, but it was only temporary. Both Synnestdvelt and Van Dusen spurted on the last lap and they beat Fuller in the last hundred yards. Bechtold won in 3:09 3-5. Synnestdvelt, second, Van Dusen, third.

J. J. Potter and H. B. Weaver, both of the Camden Club, had a spirited one-mile bicycle race, the former winning in 3:26 2-5.

The half-mile bicycle race for boys under sixteen years was won by W, W. Taxis, who beat Murray Killiner, of Reading, in a close race. Time, 1:34.

T. A. Schaeffer, of the Pennsylvania Club; H. T. Harding, Vesper Club, and D. L. Douglas, of

Harding, Vesper Club, and D. L. Douglas, of Reading, started in the one-mile bicycle race, 3:10 class. Schaeffer took a long lead at the start and

class, Schaeffer took a folg feat at the won easily. Time, 3:01 I-5.

J. G. Bradley, South End Wheelman, and I. Van Dusen, Tioga Club, were the only starters in the inter-club bicycle race. Bradley led for three laps, when Van Dusen spurted and took the lead. pace was too fast for the latter, and Bradley easily regained the lead on the last lap and won in 3:15.

ENGLISH TOURING NOTES.

Wheeling into Buckingham, England, early one afternoon, and wishing to make some purchases of wearing apparel, we put up at a big hotel on the square, where the charge for lodging alone was 2s. 6d., and sauntered out to look about town and catch some notes. Quite a drove of very ordinary looking horses and a few cattle and sheep were on the square, being struck and yelled at by their owners, who were trying to beat a little life into them as the auction sale of them progressed, or as they tried to induce the oddly dressed farmers to bid for them; but the thing seemed to drag, and before long we saw the place occupied by that un-popular nuisance, the Salvation Army band.

After their opening blare of noise,-it could'nt have been called music-the sisters got in some high-keyed singing, and between each verse implored the crowd to throw pennies on the drum, which served as a big contribution box, in the center of the ring which the army formed. And such another rankly odorous crowd we never saw together, and were really obliged to keep on the windward side of it during our short stay near it.

The stench from a fish monger's stand near the hotel entrance was quite endurable compared to the indescribable one from those factory men, boys and girls, whose clothes were shiny and apparently

The burden of the *leftenant's* (as she called herself) exhortation was that coppers might shower down upon the drum, for the Lord's sake, so they could pay their room rent.

She had a coarse, manish voice, a rather fair face, and it seemed as if she would have appeared to better advantage if in some less public and more domestic occupation. A slim young man next told quite a touching story of his condition previous to joining the army, and kept up a constant see-sawing motion with his arms, as he spoke.

The few cyclers we saw over there during the day

was somewhat surprising, when we consider the roads and the number of riders that there are supposed to be. We only saw three during our evening and morning at Buckingham, and they were out before and after working hours; two were on old trikes, out for an early morning spin, and how they can use three wheels when two drive so much easier, on any roads, is more than we can see.

The streets were of the usual narrow, crooked order, and the houses a variety of oddities of design, no two being alike. The paving was generally macadam, in various degrees of smoothness, with now and then a block of nigger-head cobbles; but for a fact we found less of the latter in towns than we expected to.

Every morning at about 8 o'clock, the tourist sees a woman or girl on her knees, scrubbing the door step and stone paving down to the gate, and so regular do they do it, that for miles, at every house, the same work is going on, and it seems almost as if they were overdoing the matter; but remembering what cleanliness is next to, we could not well find fault with this custom, especially as many of the maids were fair to see.

In America we have known the prettiest girl of the flock to make the sweeping of the front piazza a self-imposed task, and she was in no hurry about either, especially if there were many John Henrys passing!

Beg pardon, Susie!

WHEEL GOSSIP.

A large number of wheelmen went over the Inter-Club road-race course on Sunday last.

The Atlanta Wheelmen, of Newark, N.J., have engaged Charles Dickens to give several readings at Association Hall on November 14.

Anton Hulman, a prominent wheelman of Terre Haute, Md., was married on October 27 to a Miss Mary Bannister, of Terre Haute.

Asa Dolph, whose meteoric career on the racing path will be remembered by some of our racing men, was married at Wooster, Ohio, on October 27.

The riding hall at Oraton Hall, Newark, N. will be opened every day for riding, and on Mon-day, Wednesday and Saturday evenings; admis-

Mr. Henry C. Squire, of 178 Broadway, has a very large line of sportsmen's materials, fishing tackle, amunation, firearms, etc. It is a favorite sporting goods depot.

The Cyclist and Bicycling News agree with us that there should be no penalty attached to loafing in races, that head-work is just as important a factor as wind and muscle.

Captain Romaine, Passaic County Wheelman, has won the medal given by the club for the first record of 3,000 miles in 1887. Captain Romaine's record to date is 3,075 miles.

The Chicago members of the L.A.W. have planned a grand run to Pullman on November 15. The start will be made from the Leland Hotel at 8:30 A. M. Fully three hundred riders are expected on the run.

HUNDRED MILES TRICYCLE RECORD. - On October 21, C. W. Brown, North London Tricycle Club, rode 100 miles on the road in 7h. 31m. 49s., beating the previous tricycle road record at this distance.

It has just been discovered that the Crystal Palace track is 5 yards 2 feet and 10 inches over the mile, or nearly 60 yards over in 10 miles. This would make Osmond's recent 10-mile record spin as good as 28 minutes dead.

Karl Kron again asks his subscribers in New York City to call at the various depots and pay their long-pledged dollars. We hope those who have ordered books will call and pay for them. The book is worth much more than a dollar.

A contemporary hopes that Fred Wood's little difficulty in the colony "will not make his home coming in any way embarrassing or unpleasant." "Little difficulty" is good. These "little difficulties" are easily forgiven nowadays; but two homes are broken up and the lives of three people are embittered by Wood's "little difficulty," and as a matter of common decency, we hope Wood's homecoming will be as unpleasant and as embarrassing as it possibly can be.

SOMETHING ENTIRELY NEW .- At last we have found a machine we cannot ride without relearning the art. It is the "Rothgiesser" safety. Mr. G. Rothgiesser, the inventor, was in Coventry last week with the machine, and it was tried by all the best riders in Coventry, but none could ride it, and the trick-riders were least successful in their effort. Mr. Rothgeisser, however, rode it with the greatest ease at the slowest pace without hands. The fact is the steering motions are exactly the reverse of the ordinary system, and before it can be mastered, one has to "unlearn" as it were, all one has learnt before. It is a machine of the "Rover" type, but the saddle is attached to a con-"Rover" type, but the saddle is attached to a continuation of the forks of the front wheel, and the handle-post is a continuation of the backbone. It is steered by the sway of the body. We hope to have one to wrestle with shortly, and when we have succeeded in mastering its eccentricities we will give our readers our experiences .- The Cyclist.

FRIENDS OF WHEELING ELECTED.

CYCLING AND POLITICS.

Yes, the wheelmen did some practical work at

They cast their little ballots in favor of the friends of wheeling, and against its enemies. Of the latter, Theodore W. Myers, who, as Park Commissioner, was bitterly opposed to any concessions, was elected by a large majority.

But our friends were returned handsomely:

Jacob Cantor, re-elected Senator from the Central Park District and F. S. Ransom elected as Surro.

Park District, and E. S. Ransom elected as Surrogate of New York City. Both these gentlemen, especially Mr. Cantor, were active in pushing

through the Liberty Bill.

Mr. Cantor's canvass among the wheelmen was conducted by Mr. Isaac B. Potter, of the Long Island Wheelmen. Mr. Ransom's interests were looked after by Chief Consul Bidwell, who sent an admirable circular letter to every wheelman in the

We may count on Messrs. Cantor and Ransom, and their service and influence will doubtless be of great benefit to us at some future time.

Messrs. Bidwell and Potter are to be congratulated on the success of their electioneering.

H. B. SMITH.

The Hon, Hezekiah B, Smith died on Thursday, November 3rd, after an illness of five days. Mr. Smith succumbed to an attack of pneumonia and brain fever.

Mr. Smith was seventy-two years of age, and was well known in New Jersey politics, having been elected State Senator for several terms.

Mr. Smith came to New Jersey about twenty-one ears ago, and settled at a small village near Mt. Holly. Here he built his enormous wood-working machinery manufactories and greatly enlarged and improved the town, which was afterwards named Smithville in his honor. He was sole owner of the village, and gave employment to a large number of people, in the manufacture of wood-working machinery, tools, and the Star bicycle.

He rapidly accumulated a fortune of more than half a million; then he turned his attention to politics, and was a power in his State, behind the

Democratic throne.

Mr. Smith's fortune was left for the purpose of building a school for the education of young me-chanics. The business will continue on about the same basis as heretofore, as of late years, Mr. Smith has given but little attention to the management of the factory, but has been chiefly engaged in politics and building and improving the village. Though close in business, he was a man of many noble qualities, and will be missed throughout southern and middle Jersey. His death was sudden, and he left incomplete many schemes which he had in view for the comfort of those around Unfortunately, no one has the power to carry out his ideas.

The funeral took place Monday last, and was attended by a number of prominent men.

From the New York Sun we republish an obituary notice of Mr. Smith:

Hezekiah B. Smith, who died at his home in Smithville, Burlington county, on Thursday, was one of the most eccentric and worrisome characters with whom Jersey politicians have ever had to contend. Coming from New England, where he had made a fortune, he settled down near Mount Holly and built a machinery factory and village, He owned the whole place, and when he went into politics he was a power. He was first a Greenbacker, and as such was elected to Congress from the Second district in the Greenback freshet of ten He was nominated again, and beaten, but they had to put votes up to \$15 and \$20 apiece to lay the old man out. Without being extravahe was a free spender, and when he wanted anything he wanted it badly, and didn't care what it cost to get it. His system was open; "\$5 down and \$10 when I'm elected.

After amusing himself for a few campaigns in whooping things up for any local Democratic candidate to whom he took a fancy, and making himself a regular terror to the Republicans of the county, he went in again himself, this time as the Democratic nominee for State Senator, He got

In the Senate he sat in the front row, tall, stal-wart, gray-bearded and wise-looking, saying noth-ing, but always voting. People generally picked him up at first for one of the regulation owl-like flats from the back country districts, but they were

mistaken. He was as keen as a razer when he wanted to be, and always knew on which side of a question he was voting. He had a habit of doing his own thinking, and was little inclined to sociability, so that he came and went almost unnoticed among the legislators.

Wm. A. Stiles, a New York newspaper man, was Secretary of the Senate then, and after having seen Smith at every session for two years, when the third year was nearly passed made up his mind that it was time he did something to strike up an acquaintance with the old Senator, the New Jersey Senate being a little body of twenty-one, and the most "family-like" legislative assembly in the country. Stiles was probably the most familiar figure about the Senate chamber, and had called Smith's name in the roll several thousand times during the three years. He strolled up to the Senator's desk, and, holding out his hand, said:

"Senator, how do you do; it seems as though we had ought to know one another, and "-

Smith looked up in well imitated, bland surprise through his eye-glasses, and asked:

"I beg your pardon, sir. What name?

The quiet sarcasm of the old man, who didn't care to know anybody that let him pass unnoticed for three years, demoralized Stiles. He withdrew precipitately.

While Senator Smith wanted a certain man appointed Prosecutor of Burlington county, Governor Abbett appointed somebody else. Smith fought the confirmation of the appointee and swore vengeance on Abbett. That was the beginning of as pretty a piece of personal politics as ever was seen in Jersey. Smith's successor would have a vote for United States Senator, and Abbett wanted Smith helped the Democrats make a nomination, and then turned in and worked for the Republican. After the Republican was elected Smith summoned his workers from all over the county, and there was a grand wassail in the huge

banqueting hall at his Smithville mansion.

Last year he was on deck again, turned over the Demo cratic Assembly District in his county to the Republicans, and then came up to Trenton and esnablished anti-Abbett Democratic headquarters. Time and fighting had made the old man's step feeble, but he stuck to the fight to the end, and when Abbett was beaten, shut up shop and went home, satisfied that he had got square for that Prosecutorship.

With all his financial politics, Smith was as honest a man and as faithful and impartial a legislator as ever sat in Trenton. He bought others like cattle, but he never sold himself. He reigned like a king in his own Smithville, and was noted for his fairness to his men. Toward the last he turned over his whole business to a stock company, giving every employee an interest in it.

BALTIMORE NEWS-LETTER.

BALTIMORE, MD., Nov. 8th, 1887.

EDITOR OF THE WHEEL:

Having been duly appointed correspondent of your valuable paper, for this section, it may, perhaps, be well that I should give a general outline of what class and style I shall endeavor to make my writings. Being an ardent believer in the L. A. W. my motto will be, "League first, and then the clubs." In connection with League matters I shall put in articles on roads, their improvement, etc.; new routes, how to arrive at them, etc., and any other matters of note to wheelmen generally that may take place in the "Maryland Division." As club news very seldom has anything in it to interest any one but members of such club as the items may be written upon, I shall attempt to avoid that class of writing as much as possible. My articles will always be open to criticism, and some will be expected, as I believe that through friendly criticism we may get the views of many cyclists on various points, that any form of solicitation would not

bring forth.

No doubt, the most troublesome question to our

No doubt, the most troublesome question to our Division members just now is, "Who shall we suggest as next Chief Consul?" Although it is not generally known among the cyclists here, the present C. C., Mr. J. Kemp. Bartlett, Jr., concluded some weeks ago, on account of his many and pressing business engagements, to resign his

office, and has only deferred doing so until he can get the sentiment of the majority of the wheelmen, as to who would be the most suitable man among names have already been put forth, and the one that has so far met with the most approval is that of Mr. A. E. Mealy, one of the charter members of the Balto Cycle Club, and one of the oldest League members in the state. A good speaker, a man of his own ideas, and not afraid to express them, popular with all wheelmen who know him and bound to make himself so with all who become acquainted with him, and last but not least a zealous League man, he would no doubt fill the office in a manner that would prove even more than satisfactory and we would no doubt before long see our Division double its membership, That this is possible I know from a conversation held with one of the few League "workers" we have here, who gives it as his opinion that the only reason why the membership is not double what it is at present, is the tardiness of present members in endeavoring to gain new subscriptions. To assist the good work along I shall later on give you an idea of his methods of soliciting members, and he claims that he has yet to see the wheelman, before whom the League, with the benefits to be derived therefrom, was properly put, who did not immediately hand over his little fee and join the fold.

Yours, etc.,

"RALPH."

The English have a "Footpaths Preservation Society.'

St. Louis wheelmen have a hare and hounds chase on Thanksgiving Day.

The K. C. W's made a splendid appearance at the road race.

Mr. Howard A. Smith has made an improvement in his luggage carrier,

We looked in vain at the road race for Messrs. Reber and Saich's new wheel.

An observant traveller tells us that Bert Owen, of Washington, D. C., has had a very large business this year.

The H. B. Smith Machine Company are building a twenty-eight pound racing Star for Stenken, which he will use next spring.

WILHELM vs. SCHWARTZ .- A five mile match race was decided between these two men, at Reading, Pa., November 4th. Wilhelm won by five seconds, after a waiting race, in very slow time.

Mr. C. J. Taylor contributes a full-page picture to this week's Puck, wherein he depicts a tramp mounted on a wheel, which enables him to keep up with the carriages and beg for largesse with outstretched cap.

A Newark club will make an effort to prohibit road-racing on the Irvington-Milburn course, after this Fall. The club thinks road racing burts its this Fall. The club thinks road racing hurts its interests and it will endeavor to have an act passed forbidding bicycle road races on the popular

A number of riders at the Inter-Club Road Race indorsed our view of the Kluge protest, viz., that that the case should have been settled before the race. The Racing Board and the Executive Committee came in for a fair share of abuse, deservedly too, we think.

The Reading, Pa., Eagle of November 5th, publishes a biography of W. J. Wilhelm, the crack Star rider of that city. Wilhelm is twenty-eight years of age and races for pleasure only; he has won 86 prizes, including 58 medals, valued at \$2,000, sleeve-buttons, rings, operaglasses, bicycle sundries, etc. Wilhelm is captain of his club and very popular.

The marshal and his assistants performed their duty well at the Inter-Club Road Race. The marshal was W. D. Edwards, H. W., and his assistshal was W. D. Edwards, H. W., and his assistants were the following gentlemen: F. G. Brown, J. A. Cavanagh and M. H. Leighton, K. C. W.; J. J. Cordner, L. W. Manton and F. C. Sheldon, H.C.W.; R. A. Burgess, Rutherford Wheelman; F. W. Lang, I. B. C.; R. Edwards, Jr., J. T. Slingerland and E. A. Barker, N. Y. City.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

NEW ORLEANS NOTES.

The cycle races which are to be run in connection with the Shreveport Fair next week promise tion with the Shreveport Fair next week promise to be exceedingly interesting, to say the least; several riders from Little Rock, Ark., Dallas, Tex., and possibly New Orleans, will, so I understand, be in attendance and lend a little more than local interest to the affair. The events are three in number, as follows: November II—Two miles handicap. First prize, silk umbrella; second prize, fine Stetson hat, to be selected by winner.

November 12—Half mile dash. First prize, pair gold sleeve buttons; second prize, gold scarf pin. One mile dash. Prize, gold medal.

Trick and fancy riding will also be a feature of

each day's programme.

Messrs. J. B. Walters, E. L. Alford, M. O. Spring and Guido Marburg, all of the Shreveport Wheelmen, are the gentlemen in charge of the affair.

The Shreveport boys have, I think, made one mistake. They have placed the entrance fee in the one mile dash at \$2.50, a sum calculated to make one think twice before entering, unless he be overburdened with cash. The medal, it is true, cost some \$25, but—well, it will be interesting to see just he were forward with their see just how many will come forward with their

see just how many will come forward with their little two and a half.

The New Orleans Bi. Club's combined smoker and donation party occurs to-morrow night, November 5. President Shields in a happily worded invitation has extended the courtesies of the evening to the entire membership of the Louisiana Cycling Club, who, it is hardly necessary to add, will be there by a large majority.

There has been some little talk of a Thanksgiving

There has been some little talk of a Thanksgiving Day road race between the local aspirants of racing fame, but so far, nothing definite has been arranged. It was proposed to adopt, for the occasion,

ranged. It was proposed to adopt, for the occasion, the moving grand stand as recently illustrated in Atlanta, and the railroad company, alongside whose tracks the proposed course runs, was asked to contribute a medal for first prize, but to date no response has been received and it seems probable that the race will end in talk.

Lieut. Charles H. Fenner, of the N. O. B. C., has just returned from a four months' vacation spent in New York State, interspersed with occasional short trips to Boston, Chicago and other little out of the way places up North. He spent a fair proportion of his time awheel, and says, by gum, that he got so that he could ride through sand first rate. Chas, H. brought the first particulars of Whittaker's great ride, and being a Champion man himself, he feels considerably elated. Whittaker's pressing on after his adventure

then it is queer what little things sometimes interest people.

Something must have been the matter with the Something must have been the matter with the Louisiana Cycling Club boys last night. A quorum failed to turn up for their monthly powwow. I am able, however, to give the mileage of the members reporting during the month. C, M. Fairchild leads with 417 miles to his credit, R. G. Betts comes next with 341½, H. H. Hodgson and his trike covered 77, and W. H. Renaud, Jr., with but three days' cyclometering, turned in 51; a total for the four of 886½ miles—a good showing, weather considered. weather considered.

The recent suggestion to Messrs, Gormully & Jeffery to discontinue the further manufacture and sending out of the present collection of wrenches which accompany their wheels and to substitute therefor one servicable monkey wrench has not been without its effect. Our returned pilgrim, Lieut. Fenner, tells me that while in on a visit to the G. & J. works he was spoken to on the subject, and a disposition shown to weigh the suggestion well. You may rely on it, Mr. Verax the change would prove popular. Before penning my previous remarks I consulted not merely my own wishes, but an expressed desire on the part of

own wishes, but an expressed desire on the part of others as well, and a more general feeling around within the last few days settles the question beyond all dispute that the substitution of a monkey wrench would please the great majority.

The Louisiana Division is greatly indebted to the Bulletin's Owl for a share of his last week's hootings, but we wish to impress upon the dear bird that we have abundant faith in our Chief Consul and believe that whatever he does is for the best interests of cycling and the L. A. W. Consul and believe that whatever he does is for the best interests of cycling and the L. A. W. Perhaps his Owlship will be kind enough to prepare an article and give us an idea of what can be done by a Division with \$25 or \$30 in its treasury; its roads posted; its parks and highways all open; but not enough of them to warrant the issuing of a road book; a few members doing what little they can by word and pen to help along the improvement of the public highways; its officials constantly on the look out for recruits for the fold and—and—well, I believe this is all. Yes, Mr. Owl, we gave a race meet, gave the public a free taste of the glorious sport, brought over many of our enemies and secured not a few friends whose our enemies and secured not a few friends whose influence perhaps might have considerable weight in future matters on which the G. O. L. (grand old League) may be vitally concerned; every individual member of the Division derived a benefit from his membership, and in fact though a race meet may not be practical work in the eyes of the Owl, we consider it such, and feel that we have Champion man himself, he feels considerably elated. Whittaker's pressing on after his adventure with the skunk shows that he has some of his old time grit left yet, and now if he will only follow it up by making St Louis Stone swallow some of his own big talk, his (Whittaker's) admirers—of whom I confess being one—will feel that he is truly himself once more. Lieut. Fenner (the title was bestowed on him during his absence) also furnished us with another pointer; he says McCurdy, the Star Champion, is red headed. 'Taint much, but obe In aved our way with something more substantial than good intentions. Perhaps we might have laid back, held on to our little wealth, and used the good intentions? Under the way to sheed is paved with good intentions? Does he mean to say that the winning over of our enemies, the disarming of prejudice and the bring-race ing of bicycling prominently before the general public, and thereby increase its popularity in its younger days, are not objects aimed at by the L.

A. W., and will he deny that even the "scrubbiest" race at a one-horse country fair is without its good effects? Yes, yes, dear Ow!, your species are generally very wise and solemn looking; but many is the time that they have been forced off their roost, and made to appear otherwise. We would not for the world have you hide your head under your wing, for you hoot real prettily at times; but please, please remember, that the Louisiana Division can take care of itself. Have one! BI.

THE HUNDRED MILES ROAD RACE.

The hundred miles bicycle road race, given un-

The hundred miles bicycle road race, given under the auspices of the Bicycling World, was started on Saturday last, at 9:32 A. M. The winner made the 100 miles in 8h. 14m., which was rather slow time, although the cold and dusty roads doubtless affected the competitors.

There was a large attendance of bicycle men from various parts of New England. Carmen held his own with the professionals up to the last lap, but toward the finish they gained upon him. The contestants were H. Rhodes, Dorchester; S. P. Hollingsworth, Indiana; P. J. Berlo, South Boston; J. Fred Midgley, Worcester; Frank Carmen, Cambridge, and G J. Lyons, Lynn.

The course was just the same as that arranged for the 24-hour race, except that the finish was

The course was just the same as that arranged for the 24-hour race, except that the finish was made at the top of the hill on Chesnut Hill avenue, instead of at the Fancuil House, as in the previous race. Of the six contestants who entered the race, only three finished. Berlo, Midgley and Lyons dropping out, Berlo in the second lap, Midgley in the third, and Lyons in the fourth. The three men the third, and Lyons in the fourth. The three men left in the race finished the fourth lap at 4:09 o'clock almost together, Carmen slightly leading. The racers finished the fifth lap in the following order: Hollingsworth at 5:46 o'clock, Rhodes at 5:46 I-2 o'clock and Carmen at 5:56 o'clock. The time was as follows: Hollingsworth, 8h. 14m.; Rhodes, 8h. 14m. 9½s.; Carmen, 8h. 24m.

The following officers were in charge of the race: Referce, J. S. Dean; time keepers, T. E. Lambert, F. G. Gibbs; judges, George L. Haynes, R. E. Bellows; starter, F. G. Gibbs; checkers, W. S. Doane, F. G. Gibbs, H. A. Lienhard, C. W. Fourdrinier, George L. Haynes, R. E. Bellows.

The friends of Hollingsworth are much pleased with the result, but he was materially assisted in

with the result, but he was materially assisted in winning by his pace makers, Drummond and Berlo, who encouraged him in the final spurt. Rhodes had who encouraged him in the hard sput. Another had no pace makers, and kept up a good race, keeping even with Hollingsworth until within about half a mile of the finish. All three of the men seemed to be in good condition at the close of the race.

to be in good condition at the close of the race.

In the tricycle race, there were only two entries

—A. Kennedy Child, of Boston, and R. G. Beazley,
of Chelsea. The latter only rode a few miles,
when he retired from the contest. Mr. Child completed two laps, and had almost completed the
third, when the axle of his machine broke. The third, when the axle of his machine broke. The race was awarded to him. The accident was most unfortunate, as he was breaking the record, his time for the 46 miles which he covered being 3h.

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LOCAL SUBS. TO "X. M. MILES" EDITOR OF THE WHEEL:

You have helped me all you could, from time to time, in notifying my subscribers of New York, Brooklyn, Jersey City and Hoboken, that their labeled and autographed copies of "X. M. Miles" could be had on paying the promised half-price at 12 Warren street, a few doors west of the City Hali Park.

As most local wheelmen, presumably, read your As most local wheelmen, presumably, read your paper, I suppose few can be ignorant of the fact alluded to, even though I have not been able to write special reminders to the individuals concerned. Accordingly, I now wish to announce to them through your columns, that I have this day erected placards at 12 Warren street, saying that the price of sub. books will be \$1.20 from November 15 to December 15, and \$1.50 after December 15; and that all copies not claimed by January will be marked at the regular \$2 rate. The same rule will be observed at my up-town agency, 313 West Fiftyeighth street, where a few books are labeled to subscribers whose residences are above Forty-first street; also at my Oraton Hall agency, where Newstreet; also at my Oraton Hall agency, where Newark subscribers are requested to call for their books.

If any local resident who pledged his name to the list while residing elsewhere now wishes to claim his book at one of these places, he should send me \$1.20, and receive by return mail his numbered fly-leaf with an order on the agent to hand him a book. The same rule applies to New Yorkers now living elsewhere, and to all subscribers who have changed their abodes. Books are deposited in more than one hundred and fifty towns, and I can send orders for claiming them in which ever town may be most convenient.

KARL KRON, University Building, Washington Square, New York, November 3, 1887.

A SPECIAL BILL OF FARE

A SPECIAL BILL OF FARE

—Is being prepared for the holiday number of the Springfield, Mass., "Good Housekeeping" of date of December 10, to be issued during Thanksgiving week, which will be the finest number "Good Housekeeping" has ever published.

"Good Housekeeping" for 1888 will contain a prominent Serial by Mrs. Hester M. Poole, title "The Philosophy of Living: The Etiquette, Economics and Ethics of the Home," in twenty-six lesson-chapters. Miss Parloa's valuable Series of papers, "Gastronomic Thoughts and Suggestions" will be resumed. Catherine Owen, whose "Ten Dollars Enough," "Progressive Housekeeping," "Molly Bishop's Family" and other valuable papers, we have already given, will have a prominent place. a prominent place.

Had we space we could go on and enumerate what the between six and seven hundred individual contributors are each going to write about in the coming numbers of "Good Housekeeping;" but we think it sufficient to say they will, each and all do their best in making it the most useful, prac-

all do their best in making it the most useful, practical and interesting publication in this country.

To all new subscribers "Good Housekeeping" will be sent from November 12th, 1887 (which is the beginning of Vol. VI.), to January 1st, 1889, fontteen months, for a single year's subscription, viz., \$2.50, if subscriptions are received before lanuary 1st, 1888.

viz., \$2.50, if subscriptions are received before January 1st, 1888,

The "Good Housekeeping Series," "Perfect Bread," "Key to Cooking," "Six Cups of Coffee," and "Lessons in Candy Making," are offered as premiums, any two of the three first or "Lessons in Candy Making," all for one year's subscription, accompanied by \$2.50; or all four for two yearly subscriptions, accompanied by \$5. The publishers will send a copy of the "Ten Dollars Enough," as a premium for one year's subscription accompanied a premium, for one year's subscription accompanied

The New Zealander took kindly to "Karl Kron's Encyclopedia," on its first arrival; promptly paid the dollar subscription which they pledged in 1884, and bought a half dozen extra copies at \$2.25, before the return steamer sailed. The chief sporting paper in the colony, the N. Z. Referee, of October 7, says: "There is no doubt that whatever has been said in way of praise of this book, by the wheel literature of the world, is well merited. "Ten Thousand Miles on a Bi" is of value both to those who take an interest in cycling, and to to those who take an interest in cycling, and to the general reader, not only as a work of refer-ence, but as a means of instruction, amusement and information. Its dog's head is really a work of

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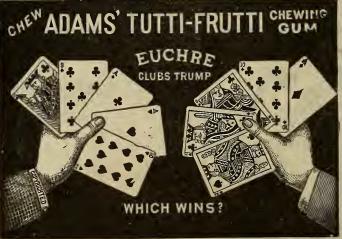
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