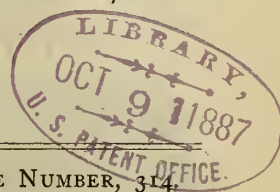


AND RECREATION.

Vol. XIII.—No. 2.]

NEW YORK, OCTOBER 7, 1887.

[WHOLE NUMBER, 314.]



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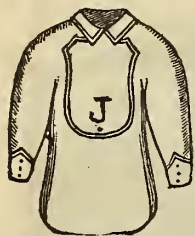
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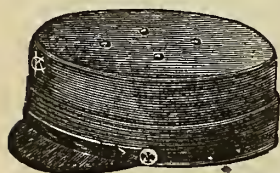
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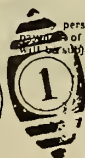
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NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

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STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

1/2-mile Boys' Race.

1-mile STATE CHAMPIONSHIP.

3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

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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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No. 70.—56-in. Royal Mail. Balls all over. En-
amel. Cowhorn bars. Price \$80.
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Prime cond. Big chance at \$90.
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a little wear, finish first class. "5" Tires some worn,
finish somewhat marred. "6" Tires badly worn or cut
and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
131	51	Special Star,	\$120.00	\$75.00	4	1	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
146	56	Columbia Expert,	132.50	80.00	4	1	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	105.00	4	1	1
157	46	Standard Columbia,	85.00	40.00	5	2	4
167	50	Premier,	110.00	80.00	4	1	1
174	50	Sparkbrook,	135.00	80.00	3	2	2
176	54	University,	135.00	80.00	4	1	1
179		Sp'k'b'k Crippler Tri.	180.00	110.00	4	1	2
180		"Hbr. Tandem,	260.00	220.00	4	1	1
202	50	Challenge	95.00	45.00	3	2	4
207	51	Special Star	130.00	85.00	3	1	1
209		Columbia Safety	140.00	100.00	4	1	1
213	52	British Challenge	135.00	60.00	3	1	4
217	48	Special Star,	120.00	105.00	4	ball	1
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	90.00	4	1	1
229	56	Royal Mail,	140.00	60.00	4	1	2
234	52	Rudge Lt. Rdstr.,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	60.00	3	1	4
237	48	Columbia Expert,	132.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
239	52	Columbia Expert,	127.50	90.00	4	1	4
244	45	Special Pony Star,	107.00	90.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	45.00	4	4	1
252	56	British Challenge,	150.00	70.00	1	1	5
256	50	Col. Std.,	100.00	40.00	4	4	4
257	56	Spl. Col.,	130.00	40.00	4	3	5
258	48	Spl. Star,	129.00	90.00	4	1	1
259	52	New Rapid Rdstr.,	147.50	115.00	3	1	1
260	50	Col. Std.,	100.00	28.00	5	4	5
261	52	Mail,	125.00	45.00	4	3	4
262	48	Am. Star,	90.00	60.00	4	1	4
263	55	Rudge Lt. Rdstr.,	138.75	73.00	4	1	4
264	54	Col. Xprt,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	75.00	3	1	2
266	55	Sp'dg. Semi-Racer,	140.00	40.00	4	1	4
267	52	Am. Rudge,	112.50	65.00	4	1	4
269	51	Spl. Star,	160.00	90.00	4	1	1
270	56	Racer,	140.00	40.00	4	1	4
271	52	Sans.,	127.50	75.00	4	2	1
272	52	Victor Lt. Rdstr.,	132.50	110.00	4	1	1
273		Sp'g'd Rdstr.	75.00	65.00	4	1	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Col. Xprt.,	137.50	105.00	1	1	1

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THE NEW RAPID	was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.	THE QUADRANT	led the way in the proper distribution of the rider's weight.
THE NEW RAPID	was the first Bicycle to use pure black rubber tires—so pure that they would float in water.	THE QUADRANT	led the way with a central geared axle and with a long bridge over the axle.
THE NEW RAPID	has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.	THE QUADRANT	never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.
THE NEW RAPID	weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.	THE QUADRANT	led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.
THE NEW RAPID	has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.	THE QUADRANT	has done a mile <i>on the road</i> in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.
THE NEW RAPID,	although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.	THE QUADRANT	is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.
THE NEW RAPID	is fitted with Pear, T or spade handles; Lilli-bridge, Cobblestone or Kirkpatrick Saddle.	THE QUADRANT	is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.
THE NEW RAPID	is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.	THE QUADRANT	

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EDITORIAL.

A number of correspondents of the various cycle journals have suggested the advisability of a monster parade to celebrate the passage of the "Liberty Bill". While it is to be regretted that this triumph over stubborn political opposition was accepted with such apparent apathy by the wheelmen of New York, still, any public demonstration at this late day seems improbable if not impossible. At all events, a parade is out of the question, for not one New York club of influence would countenance nor support any such display. The older clubs affirm that they are tired of the "show" business, having attended so many parades that it has become nauseating. From conversations had with members of the different clubs, we have come to the conclusion that the parade would not be supported by half the wheelmen in this vicinity, and it is better not to undertake any demonstration which half the men will ignore. Why the "parade" is so reprehensible to the average wheelman, we fail to understand, since this is a feature in all nations and among all conditions of people. We recently had a Royal English spectacle, which cost many thousands of pounds to swing; and we believe the victors in the "late unpleasantness," were not belittled by a parade in the Capitol City.

It is amusing, not to say incomprehensible, why the cycling public should take so much interest in the affairs of *Outing*, when it troubles itself so little about theirs. Its promises of a few months since to give its wheel constituency the food they crave seem to have been nipped in the bud, for its cycling editor has been dispensed with, and its editor-in-chief is galivanting over Europe. *Outing* did more "missionary work" in its day than perhaps the present wheeling generation is aware of, and we regret that it has lost its distinctive cycling feature. A thought strikes us that perhaps it is the fault of the wheelmen themselves, who failed to support the magazine in its efforts to give them the highest kind of wheel literature. These thoughts are borne of a glance over the October *Outing*, which will delight the devotees of fencing, cricket, hunting, yachting, equestrianism, but is wholly devoid of interest to wheelmen.

It is true that the English are fields ahead of us in some things. For superior, scientific villainy, they win the trophy by a walk-over. A popular London racing man went into the Midlands to race. His presence upset the calculations of a certain clique of racing men, who had arranged the races to suit themselves and the bookmakers. So it was arranged that the popular London racing man, who spent the evening previous to the races at the town in which they were to be held, should sleep between damp sheets. Of course the man was unfit to ride and the sharpers won. *Wheeling* refers to this trick as incredible, horrible, dastardly, and asks whether the energy of the N. C. U. is to be wasted on straight-riding makers' amateurs, or in finding out amateurs who resort to just such tricks as the above.

The Canadian Wheelmen's Association has added a clause to its Racing Rules, empowering the referee to impose certain penalties on any competitors guilty of loafing or otherwise prejudicing a race. The rule is as follows: "The referee shall, acting with or on appeal from the majority of the executive board, suspend from the race, or the remainder of the race meeting then being held, or from any meet held under these rules, for such period as he may see fit, any competitor guilty of loafing or otherwise prejudicing the race; and notice of such suspension shall be at once published by the referee of the official organ, provided always that the party suspended, if it be for a longer period than the meeting in question, shall have the right to appeal to the racing board; said appeal to be made in writing to the chairman of the racing board, accompanied with a full statement of the appellant's claim and a fee of \$1.00, which will be refunded if the appeal is allowed. The chairman of the racing board shall at once place the appeal, accompanied with a statement from the referee, in the hands of the racing board, and as soon as possible announce their decision to the appellant."

We understand that the local Inter-Club Road Racing Association intends to make a new departure this Fall and make different arrangements for the proper conduct of the Election Day race. The course along the finish will be roped off, so that the roadway will not be over-crowded with sight-seers and wheelmen. This is a very good move, but we would also suggest the following to the committee having the race in charge: Arrange with some hotel,—not that at Milburn—to give a good dinner for seventy-five cents. Invite the clubs to the race and give them positions along the line. Start the race at two o'clock, and after that time request all wheelmen to keep off the course; a competitor in the Spring race tells us there was more trouble from wheelmen than from drivers during the race. Demand of the umpires of the course a proper discharge of their duties, and if they be assigned to a point one mile from the finish, impress upon them the necessity of remaining at that particular point. Have a number of competent, aggressive, able-bodied marshalls at the turning points and finish, to see that the course is kept clear.

Road hogism is placed in a new and perhaps truer light by our sensible correspondent, C. H. K. Hitherto all the essays on this interesting subject which have come under our notice have dealt with the equine species of this porcine animal, but here is a cyclist who takes the broad view that a road hog is still a hog whether he holds the reins or the handle-bars. As the advertisements say of "Jekyll and Hyde," there is a deep moral underlying C. H. K.'s little story.

RACES AT MITCHELL, DAK.

The results of the races at the Second Semi-Annual meet of Dakota Wheelmen, held Sept. 28-29-30, at Mitchell, Dakota, under the management of the local club, were as follows:

FIRST DAY, SEPT. 28.—Weather clear, no wind and attendance very large.

ONE-MILE PROFESSIONAL.—Stone 1st; Bell 2nd; Healey 3rd; Wells 4th; time 3:01. Stone and Healey took headers in the first heat and smashed both of their racers.

ONE-QUARTER MILE AMATEUR.—F. Montelius 1st; D. P. Long 2nd; Colie Bell 3rd; time 41 1-4 sec.

ONE MILE AMATEUR.—F. Montelius 1st; Colie Bell 2nd; E. White 3rd; time 3:08.

ONE-HALF-MILE SAFETY.—F. Montelius 1st; Colie Bell 2nd; time 1:49.

SECOND DAY, SEPT. 29.—ONE-QUARTER-MILE PROFESSIONAL.—Prince Wells 1st; Perry Stone 2nd; W. J. Healey 3rd; Grant Bell 4th; time 41sec.

ONE-MILE PROFESSIONAL HANDICAP.—Healey 15 yds; Bell, scratch, 2nd; Wells, 20 yds, 3rd; time 2:57.

ONE MILE AMATEUR HANDICAP.—Montelius, scratch, 1st; Case, 60, 2nd; Long scratch, 3rd; time 3:09 1/2.

TWO-MILE AMATEUR.—F. Montelius, 1st; W. Case, 2nd; time 7:37.

ONE-QUARTER MILE HANDICAP.—Long, scratch. 1st; Case, 30 yds. 2nd; Rogers, 30 yds., 3d; time 42 1/4.

ONE-HALF MILE AMATEUR.—Rogers, 1st; Long, 2nd; Case, 3rd; time 1:33.

ONE MILE MITCHELL CLUB.—Rogers, 1st; Kibbe, 2nd; Gilbert, 3rd; time 3:46.

FIVE-MILE PROFESSIONAL.—Grant Bell, 1st,

17:08 1/4; Percy Stone, 2nd, 17:09; W. J. Healey 3rd, 17:09 1/2; Prince Wells, 4th, 17:18.

The races were held on a 1/4 mile track with smooth surface but sharp corners. It has been the most successful meet ever held in the N. W.

There were 2 special races on Saturday following.

A 5 mile between Bell and Stone, which was won by Bell, Stone slipping a pedal, and a 3 mile lap race between Bell and Healey. Healey took the first four laps when Bell dropped out.

The club are indebted for valuable prizes to the generosity of the Overman Wheel Co., the Pope Mfg Co., St. Louis Wheel Co., H. A. Smeth & Co., A. W. Gump, Holmes Knitting Co., Shaw Stocking Co., Strickland & Pierce, Wm. Read & Sons, and Geo. D. Barnard & Co.

NEW CASTLE, PA., RACE MEET.

A fair crowd of spectators gathered at Wheelmen's Park, on Wednesday, September 28, to witness the race meet of the New Castle Club. The weather was threatening and the track soft, though it had been smoothly rolled. In no race, except in the Novice event, was there more than two starters. Summary:

ONE MILE NOVICE.—Frank Marquis, New Castle, 1st; R. A. George, Pittsburg, 2d. Time, 3:07. Marquis was protested; and the prize is held, pending inquiries.

ONE MILE OPEN.—W. I. Wilhelm and P. J. Berlo, Boston. The referee decided it a dead heat. Time, 3:05. In the second trial Berlo won in 3:10.

ONE MILE, 3:10.—A. C. Banker, Pittsburg, 1st; R. A. George, 2d. Time, 3:17 2-5.

The Quarter Mile Open was a spirited event, W. I. Wilhelm finishing 1st, with W. D. Banker 2d. Time, 40s.

The Quarter Mile Handicap, for boys, was won by Bertie Greer, New Castle. Time, 58 2-5s.

ONE MILE, 3 MINUTE CLASS.—W. D. Banker, 1st; A. C. Banker, 2d. Time, 3:06 2-5.

HALF MILE OPEN.—W. I. Wilhelm, 1st; P. J. Berlo, 2d. Time, 1:23 1-5.

The Two Mile Handicap was won by P. J. Berlo (118 yds.), with W. D. Banker (356 yds.) 2d. Time, 5:51. Wilhelm was unable to make up the heavy handicap.

ONE MILE, 3:20 CLASS.—A. C. Banker, 1st; R. A. George, 2d. Time, 3:18 2-5.

THREE MILE LAP RACE.—P. J. Berlo, 1st; A. C. Banker, 2d. Time, 10:23 1-5.

RECORD BREAKING ATTEMPTS AT CLARKSVILLE.

BOSTON, Oct. 4, 1887.

EDITOR THE WHEEL.

DEAR SIR:—Will you kindly state to the wheeling public in general, and to wheel makers in particular, that we are going to Clarksville, Mo., to try some road records, and hereby extend a general invitation to all comers to make these trials competitive.

We will try these records, commencing October 7, for ten days. We select Clarksville, Mo., because it is the only place we know of where a rider *must* go the entire distance, without the possibility of a chance to cut off distance; and also because the Clarksville Belt Road has been accurately surveyed and chained, and the distance is positively known, and is a matter of record.

We do not propose to claim records where it is possible for distance to be cut off, or for any question to arise as to the authenticity of the performance. We believe records have been claimed which were not substantiated, and which were not capable of being substantiated, and we do not propose to allow the public a chance to raise any question in the case of our records.

Very truly yours,

OVERMAN WHEEL CO.

DETROIT BICYCLE CLUB'S MEET, AFTER TWO POSTPONEMENTS.

On account of rain, the Detroit Club managed to run off its annual race meet on Monday and Tuesday last. The wind blew and the sky glowered, so that the attendance was light. The track was fairly smooth. Summary of events run Monday, October 3d:

ONE-HALF MILE NOVICES.—Bert Brown, Toronto Wanderers, 1.45 2-5; George B. Toye, Toronto Wanderers, 2nd.

TWO MILES HANDICAP.—Bert Brown, Toronto, 100 yards, 6:19 1-4; Fred Foster, Toronto, scratch, 2nd; G. E. Lane, Detroit, 100 yards, 0; W. W. Todd, Adrian, 20 yards, 0. Todd showed promi-

nently till the fifth lap, when he dropped out, leaving Brown, Foster and Lane well up. On the last lap spurt, Lane took a header, and let Foster into second place, Brown being some lengths ahead.

ONE MILE, 3:20 CLASS.—Bert Brown, 3:20 3 5; W. W. Todd, 2nd; S. B. Toye, 3rd. Brown won easily; good race for second place.

ONE MILE OPEN.—Fred Foster, 3:23 2-5; F. X. Spranger, Jr., Detroit, 2nd. Foster came away on the last lap and won handily.

ONE-QUARTER MILE BOYS.—W. Hayes, 56 2-5; A. Marshall, 2nd.

ONE MILE, 3:10 CLASS.—Bert Brown, 3:15; W. W. Todd, 2d. Won easily.

TWO MILES LAP RACE.—Fred Foster, 22 points; B. Brown, 18 points; F. X. Spranger, Jr., 11 points.

The result of second days' races were not received at the time of going to press.

FIXTURES.

October 8.—East Road Club's Road Race.

October 6-9.—Ladies' Tour to the North Shore. W. W. Stall, 509 Tremont st., Boston.

Oct. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

Oct. 17.—Fall Meet Board of Officers L. A. W., at Grand Union Hotel.

Nov. 8.—N. Y. and N. J. Team Road Race.

THE WHEELMEN'S BOWLING LEAGUE.

Messrs. C. H. Luscomb, Shaw of the L. I. W.'s, and Pennell and Barry of the Elizabeth Wheelmen, were all that answered the call for the Brooklyn League. A letter was read from the K. C. W.'s, in which they stated that owing to a number of other schemes on foot for this winter they would not be able to join.

The Citizens will bring up the matter at their next meeting, Oct. 17, 1887. Mr. Pennell will endeavor to arouse the interest of the New Jersey section, Mr. Luscomb will do the same for Brooklyn, and Mr. Bingham will attend to the New York City.

When they have found out the position each club will take in the matter, then another meeting will be called at some convenient locality in the lower part of the city.

The Harlems have organized a club of twenty members, and if a League cannot be formed they will probably make arrangements for friendly games with such clubs as are willing.

The rooms of the H. W. will soon be finished, and it is expected to have the pool and billiard tables in position by the 14th of the month. A pool tournament will be given during the month of November.

B.

KINGS COUNTY WHEELMEN'S ANNUAL PARADE.

Silent as shadows and like an army of the will-o'-the-wisps rode Brooklyn's cyclists on Wednesday night in gorgeous parade. From out the gloom they glided, bearing resemblance to spectres astride a streak of flame, and on through the city streets between rows of spectators, who gazed in silent admiration. Slowly wheeled they, with dancing colored lights and gay lanterns of many hues, like an unbroken line of brilliant light, and with never a sound save the clarion notes of a solitary bugler, who heralded the processional march. On from rendezvous to terminus, dazzling as they went, finally gliding away amid a burst of pyrotechnic glory.

It was a big success, this annual parade of those who ride the silent steed, given under the auspices of the Kings County Wheelmen. The latter, with their guests and a large number of volunteers, met on Brevoort place and Bedford avenue about 8:30 o'clock and prepared for the ride through the latter thoroughfare. The start was delayed nearly an hour, owing to a fire on the route. Each of the machines had its decorations, generally Japanese lanterns, swung from a pole laid across the handles. The tricycles made a better showing than the bicycles, some of them having bamboo umbrellas completely shading them, while from each of the ribs hung a tiny lantern. R. W. Creuzbaur and G. R. Neville led the riders, being immediately followed by the Kings County Wheelmen, captained by M. L. Bridgman. Then followed the others in this order: Brooklyn Bicycle Club, A. B. Barkman, captain; Ilderan Bicycle Club, R. L. Calkins, captain; Calumet Cycling Club, H. E. Willis, captain; Manhattan Bicycle Club, and unattached wheelmen of Brooklyn and vicinity.

The route was down Bedford avenue to the fountain, then they countermarched to Flushing avenue and then to the rooms of the Kings County Wheelmen, at No. 159 Clymer street, where an entertainment was held and refreshments served. One of the features of the parade was four ladies on tricycles.

The Committee of Arrangements was M. L. Bridgman, Captain; H. J. Hall, jr., First Lieutenant; T. C. Crichton, Second Lieutenant; R. W. Steves, Color-Bearer; E. R. Nichols, Bugler.—*N. Y. World*.

THE RUTHERFORD WHEELMEN.

RECEPTION TO MR. EUGENE A. EDGAR.

The handsome club rooms of the Rutherford Wheelmen's Association, on Park avenue, were brilliantly lighted up and decorated on Tuesday night, the occasion being the reception given to Eugene A. Edgar, one of the original organizers of the Association, who returned to Rutherford last Saturday, after an absence of nearly two years in Europe.

Before entering upon the festivities of the evening, the Association held a short business meeting. President J. N. Higbie in the chair and S. D. Magie officiating as Secretary. During the proceedings Mr. Edgar, who had not been told of the preparations made for his reception, quietly entered the room, and most of the members were unaware of his presence until a vote was taken which necessitated the calling of the roll, and that gentleman responded to his name. Then the room resounded with applause, and for a short time the calling of the roll was dispensed with, the members crowding around the popular "Eugene," demonstrating by their hearty congratulations "how firm a foundation" of respect and affection had been laid in the hearts of his companions for him. When the time for the adjournment of the business meeting was reached, President Higbie quietly and with much tact appointed a Committee on Safety to watch Mr. Edgar, for fear he might slip out of the room as mysteriously as he had entered it.

Mr. H. Emerson Dean, Chairman of the Executive Committee, then announced that the remainder of the evening would be devoted to amusement and the partaking of a banquet which the Committee had prepared, and was in readiness in an adjoining room. The chair did not put the question for adjournment, but adroitly slipped from his seat, followed by Secretary Magie, when the following programme was carried out:

Banjo Solo, by G. R. Collierd.

Song, "Home Again," by Messrs. Bulkley, J. L. Chapman, S. L. Magie, and S. C. Kipp, the entire company joining in the chorus.

Song, by S. C. Kipp.

Quartette Singing, by Messrs. E. M. Bulkley, S. C. Kipp, A. L. Jackson and Wm. Hingle.

Sparring Match, between Gus Morgan and S. C. Kipp. Short Sword Exercise, by Messrs. Higbie and Wellcome.

Singing, by Messrs. Gus Morgan, Ward, Magie, Burgess, Ducommun, Withington, and others.

Sparring Match, by Frank Burgess and George R. Collierd.

Quartette Singing, by Messrs. Wellcome, Luce, Bulkley and Doolittle.

After this the order was given to "Fall in," and the members, escorting their guests, Messrs. J. N. Edgar, E. J. Luce, A. L. Watson, A. O. Jackson, A. H. Hutchings, Stewart Winslow, N. W. Wilson, of the New York *Star*, James N. Bookstaver, of the Rutherford *News*, and Nelson W. Young, of the Bergen County *Herald*, entered the banquet room and filed around the table. After all had partaken of the "good things" provided, President Higbie addressed Mr. Eugene A. Edgar, congratulating him upon his return home in such marked improvement in health, and assuring that gentleman that although thousands of miles had been placed between him and the members of Rutherford Wheelmen's Association, for nearly two years, yet his name had never been omitted at roll call at every meeting of the latter. Mr. Higbie's speech was a very happy one, and the recipient of the ovation was visibly affected by the kind allusions made to him. During Mr. Higbie's remarks he was frequently interrupted by applause from those present.

Mr. Edgar replied to President Higbie's pleasant words. His voice trembled with emotion when he first began to speak, but as he proceeded he regained his composure. After thanking the members of the association for their kindness towards him, and referring to the origin of the Wheelmen's organization in Rutherford, he entertained the company with a humorous description

of bicycling in Switzerland, Germany and other places he had visited during his absence from home. Mr. Edgar's words were well chosen and fitly spoken, and demonstrated that he had learned the value of punctuation in talking, in order to effect a complete understanding by his hearers.

A letter was read by President Higbie from the editor of THE WHEEL regretting his inability to be present, and concluding with a deserved commendation of the Association.

Speeches were also made by Messrs. Burtis, the Orator of the Association; J. N. Bookstaver, H. H. Copeland, H. E. Dean and N. W. Young, after which the company again repaired to the meeting room, where festivities were resumed, which lasted until eleven o'clock, when all retired to their home, well satisfied with the events of the happy occasion which had brought them together.

A NEW MILITARY CYCLE.

On Thursday last a number of well-known wheelmen assembled at Hanwell to witness a practical trial of a new Safety bicycle, especially designed for scouting purposes in connection with military manoeuvres.

The machine is appropriately called The Scout, and is the property of Messrs. Wilkins and Co., of High Holborn.

Instead of, as in the ordinary Safety, the wheels being of almost equal size, the rear and driving wheel is 32in. in diameter, while the front wheel is 24in.

The frame is a hollow tube, which follows the shape of the hind wheel a third of the way around, and is joined by a short stout neck to the head of the machine. This neck is in the centre of two spiral springs, so that in going over rough ground the front wheel moves up and down quite independently of the hind wheel, and *vice versa*, thus doing away with a large amount of vibration.

The machine is driven by two chains, one on each side of the hind wheel, and the rider sits directly over the centre of the hind wheel, the balance being so nicely adjusted that the rider can lift the front wheel off the ground in going over obstacles somewhat after the fashion of the American Star Bicycle. The hollow tube above mentioned will be fitted at both ends with screw caps so as to enable a scout to use it as a receptacle for ammunition or dispatches.

After the machine had been examined by those present, the rider Heasman, who has manufactured the machine for Messrs. Wilkins and Co., made a start from the centre of the town, followed by those interested in a couple of carriages and a horde of villagers.

On arriving at the banks of the Grand Junction Canal at a point where it is over 50 feet wide and 20 deep the rider dismounted and inflating a couple of square india-rubber bags, which were attached to the handle-bar, dropped the machine in the water, where it floated, dived in and towed it across safely to the other side, the whole occupying a very few minutes. Letting the air out of the bags and remounting he rode across a meadow, and the Great Western Railway lines, lifted the machine over a wicket, through a ploughed field, two meadows, through a small wood, recrossed the railway, carried his wheel across the lock gates, through a copse, and wading through a backwater about 20ft. wide, and 2ft. deep finished over some rough grass; the distance being about four miles and the time taken about 35m. After having changed his wet clothes Heasman gave an exhibition of the capabilities of the machine in the bottom of a sunken piece of land called the "gravel pit," this was plentifully besprinkled with bricks and large stones, and on one side there was a smooth cinder slide made by the children tobogganing down it on tea-trays. This slide is 15ft. long and the gradient one in one and a-half. Up this Heasman rode several times, and as some of the party began to think him a clever trick-rider, one of them who had never seen the machine before, after four failures succeeded in accomplishing the same feat. An exhibition was then given of the way in which the machine could surmount obstacles, going over bricks, ladders, crosswise and lengthwise, with comparative ease, and simply romping up granite kerbs of six inches deep.

The machine will be tried before the military authorities as soon as it can be arranged, and there should be a big future before it. The machine on which these experiments were made was geared to 52in., and although only weighing 35lbs. stood the rough tests given it remarkably well.—*Wheeling*.

WHEEL GOSSIP.

The latest safety is named "The Scout."

J. S. Rogers, of St. Louis, still lingers in Gotham.

The Ladies North Shore Tricycle tour commenced yesterday.

The Missouri Division has 346 members, of which 240 are in St. Louis.

Woodside, Temple and Morgan will remain on the other side of the Pond till Spring.

W. F. Knapp, the professional bicyclist, has been married to a Miss Essie Williams, of Lynn, Mass.

The Wisconsin Division holds its annual Fall meet October 7, 8, and 9th, at Milwaukee.

The second day's races of the Detroit Club were postponed indefinitely on account of the rain.

The Coventry Machinists' Co. have just turned out a racing "Marlboro" trike weighing 29½ pounds.

Mr. R. P. Gormully, of the Gormully & Jeffery Mfg. Co. is at the Adams House, Boston, for a short stay.

G. M. Hendee has gone to the South for a six months' business trip in the interests of the Springfield Roadster Company.

The Poughkeepsie race meet, which was announced for last Saturday, was postponed till yesterday, on account of rainy weather.

Use Adams' Tutti Frutti gum. It keeps the mouth moist. All athletes who have used it recommend it. 'Tis a delicious confection.

Mr. F. W. Wilder, formerly cycle editor of the *Lynn Bee*, has accepted a position on the *Lynn Item*, which will hereafter keep us well informed on Lynn cycle affairs.

The twenty-four hour tandem road record was put up to 259 miles by Messrs. W. C. Goulding and C. W. Brown, of the London T. C., on September 20.

The Lynn Cycle Club attended service in a body on Sunday last and listened to an enjoyable sermon on "Dr. Jekyll and Mr. Hyde," by Rev. Mr. Pickles.

At the N. J. Division meeting it was "Resolved, that it is the sense of the N. J. Division, L. A. W., that road racing is detrimental to the interests of wheelmen at large."

The New York Division has a balance on hand of \$18.87. The expenses of the Division for 1887 up to September 15 were nearly \$1900. The actual membership is 2,144.

The St. Louis Exposition is attracting a number of wheelmen. Among those present last week were J. R. Dunn, C. C. of Ohio, and a party of wheelmen from Cincinnati.

Fred. T. Merrill keeps cycling in Portland, Oregon, in a lively state. He will establish a school at Mechanics' Parlor during the Winter and run a series of race meets there.

Our photograph gallery has been enriched by a picture of Ralph Temple. The photo represents a vastly improved young man, and Temple is now as good looking as his name is romantic.

"President" Bates, Secretary-Treasurer Bear and Consul Snow, all of the Michigan Division, L. A. W. left Detroit, October 4th, on a two weeks' tour through Ohio, Pennsylvania and New York.

At the Oregon State Fair, held at Portland from September 12 to 17th, several bicycle events were decided each day, and a diploma of merit was awarded to Fred T. Merrill for an exhibit of bicycles.

"The Roses Smile to the Sun," sings Mary B. Dodge, in October *Outing*. The roses must have had a hard time of it last week, for His Solar Highness was off on one of his mysterious semi-annual equinoctial disappearances.

F. E. Dingley and L. D. Munger started for Chicago Friday, after notice was received of the postponement of the 1,000-mile road race. Manager T. W. Eck and S. G. Whittaker left Lynn Saturday afternoon. W. F. Knapp will remain here awhile longer, at least.

The Racing Board announces that the charges of professionalism against Harry Gordon, Richard Hurch and Henry Oellin, all of St. Louis, are un-

founded and are withdrawn. By unanimous vote, the R. B. reinstated J. B. Ferguson, Princeville, Ill., and C. E. Kluge, Jersey City.

A feature of the Harlem Wheelmen's newly furnished headquarters will be three billiard tables, of the famous Brunswick & Balke pattern. This is a favorite make with bicycle clubs, and doubtless the ivories will be kept rolling at the Harlem's rooms every night of the "off season."

Several of our contemporaries seem to think that the coming Board meet will resolve itself in Chinese laundry session, and cleanse an unlimited amount of dirty linen. This is a false notion; the Board will convene for business, and will not waste any of its valuable time raking over the cinders of last January's conflagration.

Several members of the Ilderan Club are organizing a party to attend the Inter-Club Road Race on a "Four-in-Hand" coach. We hope this plan will be abandoned, or if the Tally-Ho appears, may its passengers be treated with derision. The wheel should be good enough for wheelmen, at a notable wheel gathering, and especially over the Orange roads.

A number of bicycle events will be decided at Queens, L. I., on Saturday afternoon, at 3 o'clock. The events are: Brooklyn Bicycle Club's one mile championship, and one mile novices race; also the following open races: One mile novices, two miles handicap, and one mile handicap. Boats leave James Slip, for L. I. R. R. depot, at 1:30, and Long Island City at 2 o'clock.

HURRY UP! And exchange your old mounts for a superb new Mail, with Trigwell Ball Head and Perfection Backbone. The offer of Messrs. William Read & Sons, to accept old wheels at a fair value, in part payment for their new Mails, will be kept open but a short time longer. Wheelmen desiring to avail themselves of this opportunity should communicate with the firm at once.

The Quincy (Ill.) Bicycle Club will have a reunion and celebration Oct. 11, 12 and 13. The programme of the first day includes a run to Canton, hill contest and ball. On the second day there will be a parade, races, lantern parade, and smoker. The third day will be spent at the Soldier's Home, where there will be a competitive drill and festivities. A cordial invitation to wheelmen is extended by the club.

TWENTY-FIVE MILES TRICYCLE RECORD.—At Crystal Palace on September 20, A. L. Bower established new amateur tricycle records from twenty-one to twenty-five miles. The wind was blowing very strong, or Bower would have made better figures than those recorded. The new records are: 21 miles, 1:08:29 3-5; 22, 1:11:50 4-5; 23, 1:15:10 1-5; 24, 1:18:41 3-5; 25, 1:22:05 4-5. In the first hour, 18 miles, 620 yards were ridden.

A MEET FOR NEXT AUGUST.—It is proposed to run a three day's meet at Island Park, Albany, next August. The meet will be backed by the New York State Division and will be managed by the Albany and Troy Clubs, working with a representative of the Division. The Division meet will be called during the race meet, and prizes of sufficient value to attract the fastest riders in this country will be offered. Of course the matter is yet in embryo, but it is thought such an event would be a pronounced success.

RACES AT TAUNTON, MASS., September 30th.—In connection with the County Fair, four bicycle events were decided. There were 29 starters in the mile novice, Rogers, of Taunton, coming in first; Dean, of Fall River, second; time, 3m. 26s. In the contest for the medal now held by Brigham, of Attleboro, Anthony, of Taunton, was first; Brigham second; time, 3m. 36s. Mile handicap, boys under 15; Borden, of Taunton, first; Belcher, of Taunton, second; time, 3m. 45s. Mile open to all; Cauldwell, of Cambridgeport, first, Anthony, of Taunton, second; time, 2m. 12½s. In the three-mile lap race, Cauldwell, of Taunton, took first prize.

The Minneapolis *Tribune* of October 2nd devotes five columns to "Prominent Wheelmen who live in the Flour City." There are two columns of matter on bicycling in general, and may be read by any one with pleasure. Then follow illustrations, accompanied by short biographies, of the following wheelmen: J. R. Stockdale, E. A. Savage, Colie Bell, L. B. Graves, C. T. Barwick, H. C. Schroder, S. F. Heath, Fred. A. Leland, G. L. Hunt, A. J. Blethen, Jr., Prof. D. E. McGadon, Prof. J. T. Richardson, H. D. Lackor, W. S. Pardee, E. J. Hale,

G. M. Bartlett, and J. Purvis Bruce. Altogether the *Tribune* article is a valuable contribution, and its appearance in the lay press will doubtless work good for the sport.

It will be interesting to our readers to learn the doings of the American trio in Britain up to date, so we cull the note below from our Irish contemporary: "Out of 75 races in which the members of the team competed, Temple won 35 firsts, Woodside twelve firsts, and Morgan five firsts—a grand total of 52. Within the last thirty days, Temple has won 15 firsts, and for twelve mile races in succession he clocked under 2m. 43s., on one occasion doing 2m. 35½s. He also beat the half-mile record in 1m. 13½s., and was clocked to do 1m. 11s. at Long Eaton, but the performance was not credited to him, owing to some informality in the timekeeping."—*Bicycling News*.

Cycling, in short, is steadily asserting its position as an established feature of our English life, and the more it works itself into our everyday life, the less shall we see of the show and glitter of the butterfly clubman, with his gold braid, gauntlets, bugle, and half-military, half-German band attire; and although some may regret the extinction of this well-known relic of the earlier days, he will depart from our sight unwept, unhonored and unsung, for we know that his presence is not essential to the well-being of cycling, and that the trade will prefer the patronage of the unattached and matter-of-fact business man to the juvenile who, as a bugler or sub-captain of his club, demands in an authoritative manner 25 per cent. off his machine, and expects to get it. Finally, although times are changing as the seasons go by, and with them cycling, too, undergoes in the natural sequence of events a certain metamorphosis in its manners and customs; the change is for the better, and not for the worse, and cycling, rather than declining, is making steady strides ahead.—*The Cyclist*.

An enthusiastic rider of a Rover-type safety, writes us that while waiting on a railroad platform, he ran off on his Rover-type safety, fell four feet, landing squarely on both wheels, and then rode over the ties, neither himself nor the wheel having been injured. The advantages of rear-driving safeties are: reduction of wind resistance, reduction of vibration, ease of mounting, dismounting and balancing, steadiness of steering at speed and down hill, freedom from sliding in hill-climbing and on greasy surfaces, momentum sustained in rut riding, sand and other unfavorable surfaces, adjustability for riders of different heights, luggage-carrying abilities, ability to get well over the pedals and ample break power. The disadvantages of this type of machine are inclination of lamp to shake out, unless one with anti-vibration cushions is used, and insecure fastening of mudguards. We have talked with a number of dwarf-wheel riders, and all speak in the highest terms of admiration of their mounts. There will certainly be a demand for this form of wheel in the Spring; whether the demand will reach the proportions of a craze, time alone will tell.

The Thousand Mile Road Race projected by the *Bicycling World* has fallen through for lack of entries. It must have required a deal of energy and expense to arrange the details, and we sympathize with our contemporary that its efforts have resulted in naught. The Pope Manufacturing Co. declare that "all available men want too much money to compete, and the Overman Wheel Co. have other engagements for its team after October 3d. The Gormully & Jeffery Manufacturing Co. entered Whittaker and Dingley, and the Springfield Roadster Co. entered Midgeley and Worden. The former declined to run their team with the "Victor," and "Columbia" teams out of the race, and so the race fell through. It seems strange that at the proper time two firms were unable to control their men. Last year we were told that no professionals would be subsidized this year and that the keeping of a "team" was the most expensive form of advertising. Looking over the field during the racing season of 1887, we fail to see any benefit of the "team" system. Had the professional riders been allowed to "shift for themselves," we should have had interesting professional races, and clubs would have been compelled to put up large purses to attract these fast men. As it was, small purses were offered, and the managers of meetings, putting the services of the teams without even a "thank you." The advancement of professional racing in this country lies with the professionals themselves. As soon as they race independently and squarely, they will obtain an attractive value they have not at present, and the public will want to see them; and when the public wants anything, it pays for it,

MINNEAPOLIS NOTES.

MINNEAPOLIS, September 28, 1887.

Before I fairly get started, kindly allow me to remonstrate a little with your proof-reader, who in the issue of September 23 makes me speak of a "male" vote being taken. This latter blunder is partly excusable, for the vote necessarily must be a male one, Minnesota having, I believe, but one lady member in the Divisions; till that was hardly the idea I intended to convey.

Since I last wrote you, the half-mile race has again been run at Lake Harriet, and with the same result as before. This time both contestants claim the race, and although Colie Ball is willing to try a third time, Hale refuses, saying that having won two races fairly, he does not feel called on to try again. Not witnessing the second trial, I have to rely entirely on the report of the few that were there—no referee or judges being present.

This week, Grant Bell and his brother Colie have gone to Mitchell, D. T., to take part in the races held there, commencing to-day and we look to them to make a good showing for Minneapolis.

The Tribune's promised pictures and biographies are postponed till next Monday's issue, and anxious readers will be in a state of suspense till the agony is over. Those mentioned will at once rush out and buy several copies to send away, and those left out will content themselves with poking fun at the pictures. St. Paul wheelmen are to take part in the parade to be held October 10, in honor of President Cleveland's visit, and as the Chief Magistrate is himself a tricyclist, it is only fitting that the sport of wheeling should be represented.

If the plans laid out here for his entertainment embrace no parade of the sort planned there, it would be an excellent time to carry out the idea suggested in my last, of having at least a hundred and fifty wheelmen go down and help out the St. Paul boys. All that is necessary is for some one to go ahead and get figures for the round trip, make sure of a special baggage car, and see that the sporting columns of our various papers have full announcement of the same. The evening's fun will more than repay any trouble it may entail to get off for one evening.

We have been waiting to see some mention made, in Eastern wheeling papers, of Dingley's record breaking at Lynn, September 22, where it is claimed he lowered all records from 50 to 100 miles, on an ordinary Champion roadster, in a race against Knapp. A long and enthusiastic dispatch was received by the *Tribune*, giving full details, and stating that quite a strong wind was blowing at the time. Riders here all admit Dingley to be a plucky rider and a fast one, but they have also learned to take the statements of pros. with a liberal allowance of salt—and so are looking for further evidence before they become wildly enthusiastic.

If it be true, and I certainly hope it is, the Champion wheel could have no better advertisement of its capacity for speed.—[It is quite true.—Ed.]

Quite a number of League members are interested to know why we do not receive the St. Paul *Herald*, our supposed-to-be League organ, with more regularity. For myself, I have seen but two copies in the course of several weeks, and think if arrangements were made with a responsible cycling paper like *THE WHEEL*, or even the *Bicycling World*, whereby each member would receive a copy regularly, and feel that the interests of the Division were sure of representation, it would be much better for all concerned.

I was much interested in the article "Concerning Lamps," which "C. H. K." contributed to your last number, and would respectfully suggest that some enterprising manufacturer take a step ahead and bring out a lamp with a ball-bearing. Any lamp now in use must, of necessity, act much in the light of a brake, as the bearings are very primitive, and always full of dust and grit. Most wheelmen would gladly pay the increased price for the sake of the corresponding increase in comfort. It's an easy matter to make suggestions, but entirely another thing to get them carried out.

An enterprising rider, of this city, wishing to tour from here to Chicago, has written to Burley Ayres, and as the reply he received may call out the desired information if printed, I venture to insert the part of most interest. He says:

"The route through Wisconsin is no good. Has just been tried, and pronounced sand from La Crosse via Sparta, Wis., down the Baraboo Valley, and over to Kilbourne City, thence around to Portage and down to Madison.

'I have spent several years trying to find a good

route between here—Chicago—and Minneapolis, and this Fall give it up as a poor job. Am now trying to find a route through Iowa. From here to the Mississippi river at Savannah, Ill., via Elgin and Rockford, it is fine. Should be ridden from Savannah to Chicago to take advantage of the down grade. From Savannah to Dubuque and thence cutting through Ohio and southern Minnesota, I am at sea for a general course, but fancy a run to Spirit Lake, Iowa, near border of Minnesota, thence to central Iowa, and striking the Mississippi river at Savannah or Rock Island, could be made with ease. The Iowa League officials are the only ones I know of in that State to tackle on the subject. J. F. Rall, at Iowa City, can give information concerning the route. As a matter of fact, I hardly think there is a really good route *all* the way between Minneapolis and Chicago, for the reason that the intervening country is rather new yet, and what roads there are are Nature's own macadam—mud.

"I have tried Minnesota and Dakota roads, and they are fine in season, but in damp weather make excellent glue. I have got stuck in it, and might say with untruth that I went back in dry weather and dug the machine out. But it is mud in Minnesota and Iowa, *versus* sand in Wisconsin, down far as Madison. 'You pays your money and takes your choice.' Between the two evils choose the least—the railroad train *via* C. M. & St. P. to Madison, or boat to Savannah Ill.

"B. R. AYRES."

The above is an expert's opinion, and valuable as such. Now what new Columbus of the wheel will start out and sail eastward until terra firma is reached, and give us the result of his travels that all who would run may read and be wise in season?

L. B. G.

BROOKLYN NOTES.

We were glad to note in the *Bulletin* a short discussion of the Boulevard question by our Brooklyn friend "Bon." Although not an encouragement to any efforts in the direction of improving the road in question, it is nevertheless very welcome because it expresses the views of one who is foremost in the local practical work of the League, and one who has no doubt previously given the subject his earnest consideration. That it is an old question cannot be denied, but that never before has it so strongly demanded a solution, is a truth that likewise defies contradiction.

We trust that the task of cajoling or forcing our noble Park Commissioners into giving to us a comparatively small proportion of the vehicular public privileges which were never granted to those who paid for them—if such a task has been imputed to us as our object in trotting out this threadbare subject, we must say that our modesty and discretion have not shown forth as brilliantly in our ideas as we could wish. Private enterprise must certainly be the means of procuring anything, but private enterprise is often sluggish, and if the Brooklyn Wheelmen can be stirred up to a sense of the necessity for action of some kind, it certainly seems as though the resources which they have at their command could be applied towards the getting up of some scheme whereby a fund might be realized to be used to the advantage of all local wheelmen.

But to revert. Can *anything* be done in the matter? Can we enter the thin edge of the wedge only in this obstruction and thereby be ready for a heavier blow in the future with telling effect? What do the wheelmen of Brooklyn say? Are they content to abide by what has always been accepted as the inevitable, or are they ready to combine in remedial action? These are the questions to be considered seriously, and if the general sentiment be an approving word, however faint, let us interpret it as a note of encouragement. If the wheelmen, on the other hand, see not their way clear towards a solution—Amen!

Road Race gossip now goes the rounds. 'Tis said that Rich will ride for the K. C. W. and that a very strong effort will be made this year to put a crank wheel over the tape first, as the Star has had too much of a monopoly in such matters heretofore. Each race has developed or rather brought to notice some wonderful road rider; and as the entries this year will contain many new names, surprises will no doubt be the order of the day. Hall is booked for first place by the Brooklyn contingent although the inclination is towards equal chances if Stenken runs with him. Barring Rich and Valentine, Bradley will be the favorite among the crank riders, although Halstead and Caldwell are dangerous rivals. The K. C. W. feel reasonably sure of first place again, while the fight be-

tween Ilderan, Elizabeth, and Union County for second honors will be close. In both the K. C. W. and the Ilderan, preparations for Election Day seem to be the chief items of interest. Trial races will probably be held for the ultimate selection of the teams, and if Jersey or New York expects to capture either first or second place, they will have to ride better than in the past, for both these crack road teams from Brooklyn will be stronger than before. The Brooklyn Bicycle Club have made a specialty during the past season of their series of road races at different distances. There is enough strong material in their ranks to give an interesting aspect to these contests, and it is to be regretted that they are inclined to fight shy of the Inter-Club race.

Better arrangements for the feeding of the hungry ones will be in force, and plans for the convenience of both spectators and contestants will receive attention at the hands of the Executive Committee. If the enthusiasm so plainly visible in many of our club men in anticipation of the great race could be infused into all wheelmen, we would probably see double the number that attended the race on Decoration Day.

Rain necessarily postponed the Lantern Parade of last Thursday. The event will come off on Wednesday, the 5th inst., but at this writing the outlook for pleasant weather is unfavorable, and we fear that the K. C. W. will again be disappointed. A programme has been issued giving the names of the clubs intending to parade and the events on the card for the entertainment to follow.

The usual Fall races under the auspices of the same club have been omitted, and their absence is regretted by all who have attended those given in the past.

ALERT.

BALTIMORE SQUIBS.

I notice that in *THE WHEEL* of September 30th, Noel claims, under the head of "Baltimore Notes," "that the knowing ones concede this year's race for the Citizen's Cup to the Maryland Club's team," in which he may be slightly mistaken, unless he means the knowing ones of the Maryland Club, as the Rambler Club thinks it has a very strong team entered for that event, and does not, by any means, concede the race to any one and will not let the opportunity go by without a strong effort to carry the trophy to their club headquarters. The Baltimore club also has a team, which it is very confident will make a good showing if nothing more. Then there is the Centaurs, who are sawing wood and saying nothing over in the East-end, and but few know what they are doing down on their bed of shells.

So, friend "Noel," look out; the dark horse oftentimes pays the largest pools, and on October 7th, when the great race of the season in Baltimore comes off, it may be the day for dark teams. It is understood that on the morning after the Citizens' race, the Baltimore Club will run its annual championship race for the Club Cup, which was won last year by Mr. Brown, and on Saturday, 15th, the road race for the M. S. S. Co.'s Cup will come off; hence the next two weeks will be lively ones for the cyclers of this community, and it is expected that about the latter part of this month the associated clubs of this city will hold their Annual Fall Race Meet at Arlington Driving Park, and with the racing men in the condition that they now are, some fine sport is looked for; and we don't think that our esteemed friends in Washington will have the grand picnic with our medals that they had at the Spring Meet. Nevertheless, we want to see them over, and if they give us some good sport, they can have the medals, provided they get there on time, otherwise they will have to remain in King-Land or with the Pope—or the Ham may get well Browned and Tylered up.

At all events, our cycling friends will hear of much activity from old sleepy Baltimore during the present month. The Baltimore Cycle Club will start its annual Fall Tour immediately after their Club Race on the 8th and will visit their friends in the East. Have not heard the complete route, but understand they are to visit Philadelphia, New York, Albany, and wind up around Boston and return in about two or three weeks, *via* steamer from Boston.

SKIB.

Why do you allow your machine to remain rusty when you can, with one bottle of the G. & J. Retouching Enamel, make it look almost new? It costs only 75c., and does the work. The Gormully & Jeffrey Mfg. Co., of Chicago, will be pleased to send their catalogue on application.

* *

NEW ORLEANS NOTES.

News items hereabouts are scarce; scarce almost as is cycling literature in the great and only *Outing*, and that means, as you doubtless know, deucedly scarce. Whether the races were too much for the boys, I know not; but certain it is that things are awfully quiet; plenty of asphalt riding being done, but nothing in the shape of news.

The annual equinoctial storm has just paid us an all too lengthy visit, and this may partly account for the extreme quietness of things cycling. The rain has made our dirt roads unrideable, and the high wind backing the water from the lake into the canals and bayous bordering our three shell-roads has caused an overflow and played sad havoc with the roadways, and it will be some little while yet before they are again in good condition.

Last Sunday the Louisiana Cycling Club's run to West End terminated rather unexpectedly at the toll gate; road soft and trees across the path, gate closed and keeper sayeth can't pass, so the boys betook themselves to the base ball park and obtained some satisfaction in seeing the home team walloping the visitors.

There has been some little talk indulged in since the races concerning the possibilities of building a track of our own. Mr. A. M. Hill and Chief Consul Hodgson guarantee \$100 between them, and if \$200 more can be raised the track will be forthcoming.

Charlie Fairchild has been "humping" himself and has placed League signboards at half a dozen different points around town. Fairchild is a good 'un in more ways than one.

The *Wheelmens Record's* New Orleans bird, a Pelican by the way, has been scratching around lately and thinks he has unearthed a find which will make Burt Pressey and Star people generally open their eyes in astonishment. When last seen the bird was still scratching away, but made me promise not to steal a march on him by divulging his secret yet awhile, and I won't.

Next week will be one of meetings. October 3 the N. O. Bicycle Club's annual election occurs, and on the 12th is their regular monthly meeting, on the 6th the Louisiana Cycling Club hold their monthly confab, and on the evening of the 10th will be held the first quarterly meeting of the Louisiana Division, L. A. W. Br.

CONCERNING THE ROAD-HOG.

Dear WHEEL :-I think the road-hog gets too much abuse. I am something of a road-hog myself, and I know.

Of course there are road-hogs and road-hogs; but the term is so wonderfully expressive, and has taken such hold of the wheelman's fancy, that it is often applied now when the pot ought not to call the kettle black. I have ridden a good many miles on the road, and I have yet to meet a road-hog with a horse, but I have met some on wheels. True, I have been pushed to the ditch a few times by buggies, but always when a woman was driving, and as the woman was generally an old maid, I have attributed the accident not to viciousness, nor to want of skill, but to a desire to get as close as possible—natural in old maids, and very proper, too.

A road-hog is nothing more than a rowdy on wheels, with or without a horse. It matters not whether he drives a heavy wagon and takes all the road because nobody can upset him, or drives a better horse than yours, and insists upon giving you the dust when he might go faster and you cannot, or refuses to let a wheelman pass without taking the ditch, or, whether, on a bicycle, he sees a frightened, plunging horse, and refuses to dismount—he is a road-hog, and if he does not know better than, in this country, to turn left when he meets a man, and right when he passes one, it is charity to say that he is probably not a road-hog, but simply too ignorant to be out alone.

During the summer, while riding through a city, I saw a disgrace to the wheeling fraternity glide alongside a street-car, slip his arm through an open window, brush a lady's cheek and pull the bell-cord so quickly as to be off before any one inside could tell who did it; and to this day, I should be ashamed to pass through that place on a wheel if I had not managed to overtake him further on and pull his bell-cord and brush his cheek until I felt relieved again.

Not far from your great city, I was following a horse and buggy when we met two young men, who, even when the horse ran dangerously near the edge of the road, took no heed and wheeled so close to him that over he went breaking a shaft,

and on they went, utterly careless of the harm they had done. Such men are road-hogs in truth, and it is not much wonder if sometimes an incensed driver classes us all together and takes vengeance on the next man he meets, innocent though he be.

Of course the trouble arises principally from each man's ignorance of the other's means of conveyance. A bicycle rider when driving a horse seldom runs a wheelman into a ditch because he knows the danger, and a horseman on a wheel can tell a hundred yards away whether an animal is likely to shy and governs himself accordingly. He knows that it is ten times more dangerous to be ditched with four wheels and a frightened horse, than with two wheels and no horse.

Unfortunately, Mr. Editor, I am not writing that the road-hogs may read; such men seldom see a bicycle paper. But if we who do read could unite to put down road-hogism on two wheels, it would be easier to put down road-hogism on four wheels.

Yours truly, C. H. K.

DAYTON, OHIO.

THE PHOTOGRAPHER'S INDISPENSABLE HANDBOOK.

We have received for review the above work, which bears the sub-title of: "A complete cyclo-pædia on the subject of photographic apparatus, material and processes, compiled by W. D. Welford, Birmingham Photographic Society, and edited by Henry Sturmey, author of the "Bicyclist's Indispensable Handbook."

While cycling photography has not yet taken a firm hold in this country, chiefly owing to the lack of enterprise of the American photographic trade, it is making rapid strides in popularity and doubtless many devotees of the camera will read this work with interest and profit. The book contains 379 pages, divided into ten sections, with an appendix and index. The sections are devoted severally to: The camera, lenses, tripods and stands, apparatus used before exposure, shutters, complete sets, materials, apparatus used after exposure, enlarging apparatus, and general articles and information. Without going into details, the book may be accepted as the most complete of its kind that has yet appeared. Illife & Son, 98 Fleet street, London, E. C., Publishers. Price, fifty cents.

TWO OPINIONS OF K. K.

An entire page of the *Saturday Review* (London, Sept. 30) is devoted to commendatory mention of and quotations from the work of a certain New York Bicyclist, whom it characterizes as "a genial and kindly philosopher," who "makes no false or undue pretensions of any kind," and is "as honest as he is shrewd." The reviewer says: "As a book of reference, for information as to the most judicious mode of traveling on wheels in America, the best routes to be chosen, and a thousand other kindred matters, 'Ten Thousand Miles on a Bicycle' will be found almost indispensable. Cyclists of all nations may get from it many useful 'wrinkles.' Even that composite person, 'the general reader,' may find in these pages information well worth possessing on many matters besides 'shop.'"

In contrast to these brief extracts from the long review of the English journalist, we quote in full the opinion of the *Philadelphia Press*, which dismissed the matter in eight lines thus:

"Karl Kron [New York] has written and published at his own expense, the most ridiculous book of the season. It is entitled 'Ten Thousand Miles on a Bicycle,' and contains ten pages of rank egotism and nonsense to every line of genuine interest or information. There is not the faintest reason why any one should buy or read it."

Maltby, the American trick rider, appears nightly at the Gaiety Theatre in the play "Fun on the Bristol."

FURNIVALL BEATEN.—At the Kildare race meet, in the five miles scratch race for the challenge cup, F. J. Osmond beat Percy Furnivall by a remarkable spurt. Furnivall had already won the cup twice, and had just defeated all comers in the Surrey cup race. Had he won the Kildare cup, he would have retired from the path with a record equalled by no man who ever crossed a wheel.

A MARVELLOUS SEA-CYCLE.

TO CROSS THE ATLANTIC AT 40 MILES AN HOUR!!

It is claimed that Mr. Fred. F. Campau, of Detroit, has invented a marine velocipede that will make a mile in a minute and a-half, or about forty miles an hour, and which will cross from New York to Queenstown in two days and a-half. The wheels are fourteen feet in diameter. Properly speaking, they are double wheels, two on each end of the shaft. Between each double wheel is a 20in. space. This is to be boarded over, and the entire wheel covered with canvas, so as to make it watertight. Paddles are to be placed on the outside of each wheel. The length of the shaft between the wheels is eleven feet. The shaft does not turn, the wheels revolving on "sleeves," and the motive power consists of cog-wheels operated by a simple system of cranks and levers. The wheels are constructed of wood. Attached to the shaft, and projecting straight out thirty-one feet, are what look like the thills of a wagon, only they join at the ends. On these are to be placed a platform, on which passengers will be carried. Near the end of the thills will be placed the steering apparatus, which will consist of a small boat-shaped affair, worked by cords from the platform. It is calculated that a weight of about 1,000lbs. will not submerge the wheels more than fifteen inches. The circumference of the wheels is forty-four feet, and, operated by a lever, they will make 100 revolutions in a minute, and will cover 4,400 feet in the same brief space of time. The machine Mr. Campau has now on hand is to carry from fifteen to twenty persons with ease and without danger. It suggests possibilities of formidable competition with passenger steamers. A public trial of the flyer is promised about two weeks hence. There is a bare possibility that a practical test will not absolutely sustain and justify all Mr. Campau's statements and expectations.—*Bicycling News*.

Morgan has challenged Buffalo Bill's cowboys to race his team, but these pets of Royalty have not responded to the invitation.

In the old coaching days, it took from fourteen to sixteen days to travel from London to Edinburgh. The same distance is now ridden by bicyclists in less than three days.

There is talk of the Brooklyn Bicycle Club offering three handsome medals for a hundred mile road race on Long Island, to be open to members of any of the Brooklyn Clubs. We hope the rumor may be true.

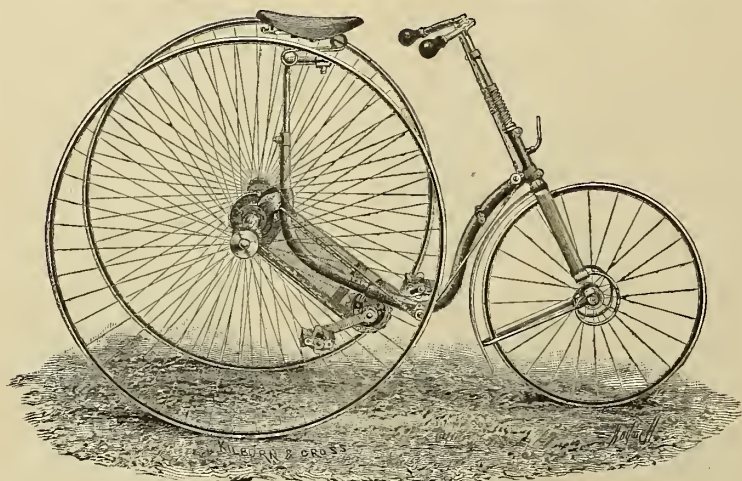
The N. C. U. Records Committee has passed the following claims: Tricycle, path; $\frac{1}{4}$ mile flying start, 39 2-55; standing start: $\frac{1}{4}$, 41 3-55; $\frac{1}{2}$, 1:22 3-5; $\frac{3}{4}$, 2:02; 1 mile, 2:41 $\frac{3}{4}$, all credited to George Gatehouse, made at Long Eaton, July 8, 1887. The claim of E. Kiderlen to the tricycle path record from $\frac{1}{4}$ to 1 mile was withdrawn.

In the Five Mile Race for the Kildare Cup, Osmond, Furnivall and Illston were the principal competitors. The pace was slow, the time for the first four miles being 12:35. Three quarters of a lap from home, Osmond dashed past and took a clear lead on Furnivall of ten yards. Furnivall slightly decreased, and was but five yards behind on turning into the homestretch. From here to the tape, both Osmond and Furnivall made frantic efforts, and Osmond won by a yard, after the most magnificent spurt ever witnessed. Illston, a bad third. Time of the race, 15:26 1-5.

The Eastern Road Club's semi-annual championship road race takes place to-morrow. The route is as follows: (1) Start, Beacon, top of hill back of reservoir, left Hammond, left Ward, left Centre (to Newton Centre), right Beacon, left Woodard and Webster, left Walnut through Newtonville seven miles. (2) Continue on to left Crafts, right High, left Moody (Waltham), left Derby, right Cherry, right River, left Anburndale avenue, left Lexington, left Walcott and Webster, left Waltham, right Crafts, to right Washington, and round water trough at Newtonville, and repeat route number two. Finish in front of Nonantum Club house. Newtonville, nine miles. A total of fifteen miles.

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WHAT THE CYCLING JOURNALS DO.

MARYSVILLE, PA., Oct. 5, 1887.

F. P. PRIAL, Box 444, N. Y.

SIR:—Enclosed find \$1 for renewal of subscrip-
tion to WHEEL. Your paper was the first wheel
paper I ever saw; it was sent as a sample copy to
my father as above address; it fell into my hands,
and I was induced to purchase a wheel, or rather
took the fever and then invested and am now the
owner of a COLUMBIA.

The reading matter of THE WHEEL I found so
interesting that I *must* have it or cycling would be
N. G., as I am isolated and do not get to see any
wheelmen. So you see I am a solitary club.

Forgive me this long essay, and be sure to send
THE WHEEL to. Yours truly,

C. S. WISE,

Lock Box 79.

Marysville, Perry Co., Pa.

The races of the Brooklyn Bi. Club, which were
to have occurred on Saturday last, at Queens, L.I.,
were postponed on account of the rain until Satur-
day next, at 3 p. m.

The longest line of sundries offered in this mar-
ket is that of the Gormully & Jeffrey Mfg. Co., of
Chicago. If you are interested send for their cata-
logue.

Four well-known hammock saddles are manu-
factured by the Gormully & Jeffrey Mfg. Co., of
Chicago. Send for their catalogue if you need
anything in this line.

Now that the weather is getting cooler there
will be a great deal more night riding than during
the hot summer months. It is always safer to
carry a lamp. The Gormully & Jeffrey Mfg. Co.,
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THE FIRST SHOT is fired, gentlemen, and FRANK DINGLEY makes a big hole in the hundred-mile World's Record, at Lynn, September 22d.

HE KNOCKS EVERYTHING from 51 miles up. Time: 5 hours, 38 minutes, 44 1-5 seconds.

ELEVEN MINUTES BETTER than the English Track Record, and twenty-five minutes better than the American Track Record; the latter by Ives, on a racing wheel. Dingley used our ordinary LIGHT CHAMPION. They all say the same thing---"the bearings."

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St. Paul's, Vesey and Broadway.
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Dey street and Broadway, W. U. Tel. Building.
Fulton and South streets.
Wall street Ferry House.
Wall street and Nassau, Treasury Building.
71 Broadway Arcade.
Cortlandt and West streets.
Barclay " " "
Warren " " "
Chambers " " "
Chambers and West Broadway.
Park Place, L. R.
59th street, 359 West.
Harrison & Allen, Brick, N. J.
Chas. Schwalbach, Prospect Park Plaza, Bklyn.

The New York Bicycle Company has handled a very large number of new and second hand wheels this year. Among the new wheels for which they are sole New York agents are the new Rapid Bicycles, Quadrant Tricycles and Tandems and New Rapid Safeties. The New Rapid Ordinary has long been popular by reason of its true tangent spokes, which made it second to none of the first class wheels in point of strength, which make it just the thing for our rough American roads. The Quadrant has gained an enviable reputation, being speedy on the level and up the hill; indeed, it seems to be especially adapted to hill-climbing, having come out successfully in many of the English hill-climbing contests. The New Rapid Safety has come into favor with those who fancy Rover-type wheels, and many of them are now in use on the road. They are strongly made, like the ordinary, and are easy runners. Besides these new wheels, the New York Company carries a very large stock of bicycles, tricycles and tandems, which are listed at very low prices. There are all styles and conditions of wheels, and would-be purchasers should examine their stock. A price list, giving full descriptions of their wheels, is issued weekly, and will be mailed to any address on application.

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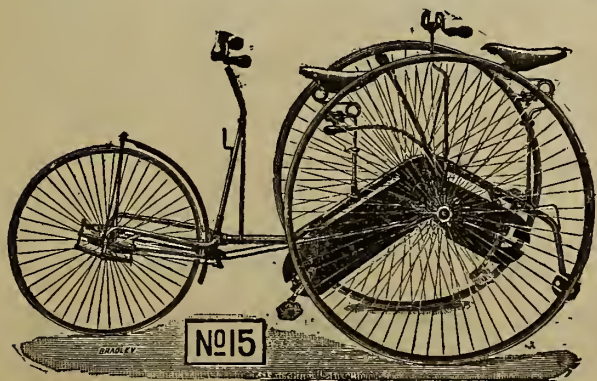
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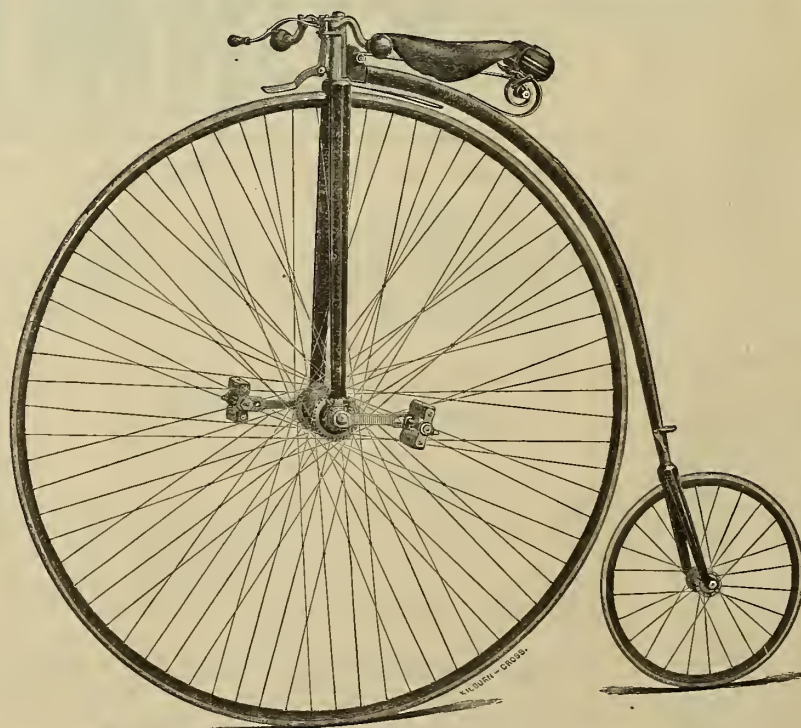
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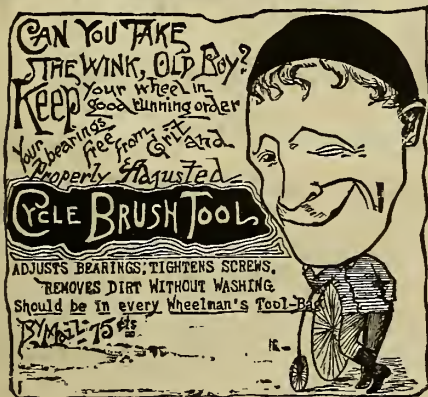
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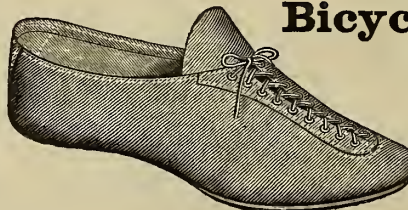
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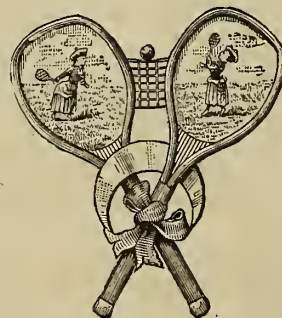
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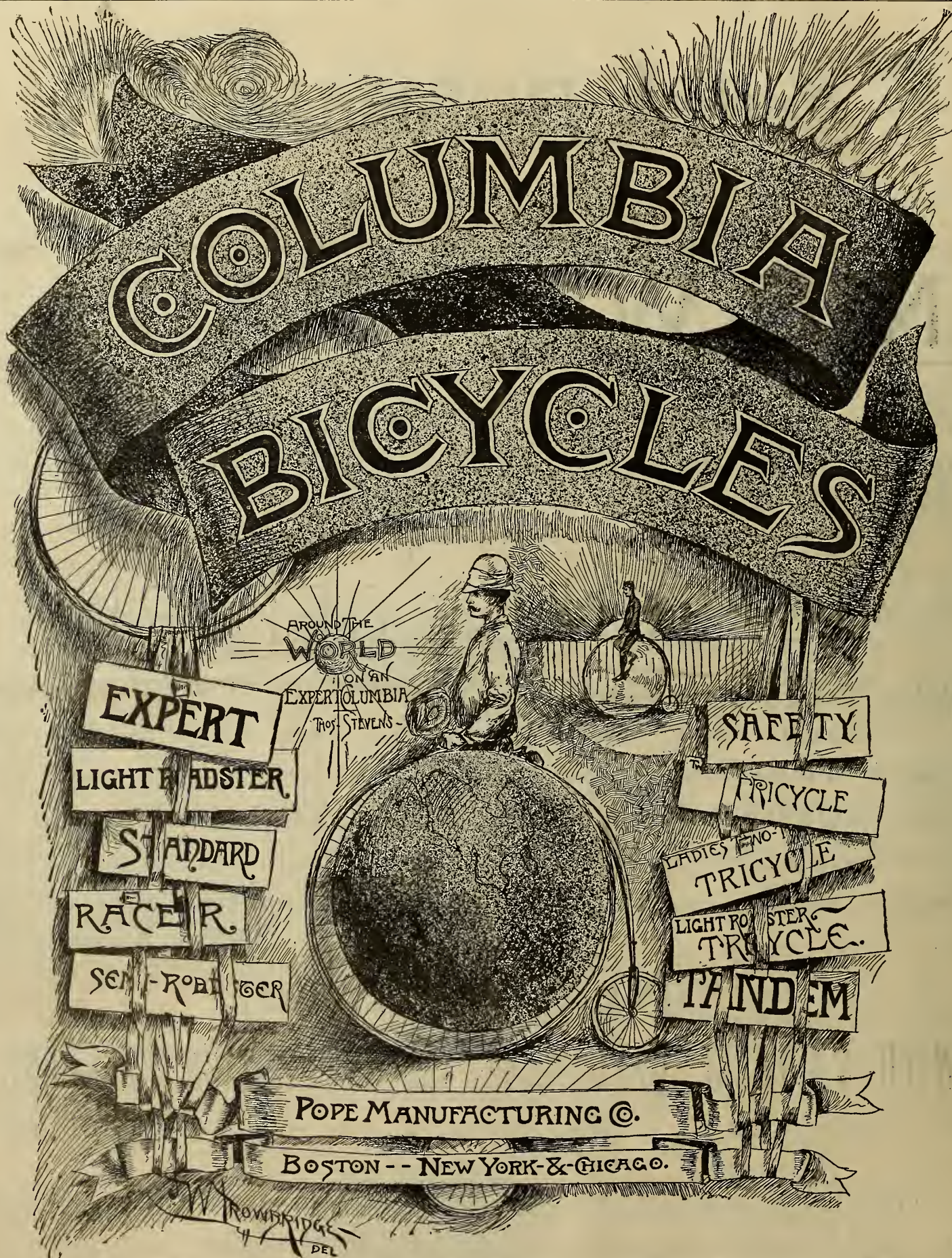
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