

AND RECREATION.

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NEW YORK, JULY 22, 1887.

[Whole Number, 303.

VICTORY.

QUADRANT



VICTORY.

Again Victorious!

On May 21st in England occurred the greatest hill-climbing contest the world ever saw. The famous Weatheroak was the scene of the contest, and the best hill-climbers in all England were specially engaged to snatch from the QUADRANT the glory it had gained by previously surmounting this formidable eminence. The following is the result:

Machine.	RIDER.	TIME.
. Quadrant Tricycle	Frank Moore	1.27
	A. J. Wilson	1.30
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. Humber Cripper Tricycle	M. D. Rucker	1.42
. " Safety Bicycle		1.42
. Quadrant Tricycle	H. G. Priest	1.43
. Humber Safety Bicycle	S. C. Stephenson	1.54
	W. Allen	2.17
Four others fai	led to get up.	

MR. Alfred Bird, who previously had climbed this hill four times on a Quadrant, rode another make of machine in this contest and failed to reach the summit—an incontestable proof of the superiority of the Quadrant.

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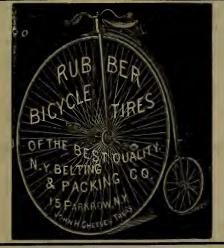
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is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accom-plishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but herefold. less,

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Chemical analysis shows its ingredients to be pure and healthful.—The American Analyst.

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We Guarantee the American Light Champion to carry 200 pounds. Here is some proof:

ATHENS, OHIO, May 24, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago, Ills.:

Lear Sirs:—It gives me much pleasure to announce the complete satisfaction produced by your wheels here. My weight is 200 lbs., yet I rode the 52-inch Light Champion, over the very roughest roads in the world, sixty-three miles yesterday, and it proved itself as staunch as the staunchest, and the ram's horn bars are, to say the least, the most desirable handle-bar made, for hill climbing they are indispensable.

I remain, very truly,

DR. FRED. HIBBARD.

We claim our Wheel is the most rigid, and has the easiest running bearing in the world. Here is some testimony on that point:

PEORIA, ILL., May 7, 1887.

Gentlemen:—I want to say that I am more than pleased with the 52-inch Light Champion I bought of you this Spring. I have given it every possible test and it gives me great satisfaction to be able to say that it suits me better than any wheel that I have ever ridden—and I have ridden nearly, if not quite, all the modern wheels. It is the most rigid and by far the easiest running wheel I have ever ridden. I am well satisfied that it goes up hills much easier than any other I have ever ridden, while I know it will out-coast anything here. Its ease of running is a most noticeable feature, and this I attribute to the ball and socket connection of the front forks to the bearing case. The ball-head is a great advantage—perfect control and no rattle. The Cobblestone saddle is the most comfortable I have ever been on.

Yours truly,

BERT. MYERS, Captain Peoria Bicycle Club.

You must bear in mind, gentlemen, that our Wheels are strictly original. Every vital point is covered by a patent of our own, and the latter in most cases gotten up by ourselves. We make our Wheels from the bottom up, too, with our own plant and on our own premises, and, as a natural consequence, we know what goes into them.

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New York.

EDITORIAL.

Mr. Frank H. Rich tells us this week of a day's jaunt up through the Westchester hills past Croton Lake, thirty-eight miles, and Lake Mahopac, fifty-six miles. Doubtless Mr. Rich's careful directions will enable others to follow in his footsteps. Touring wheelmen can do no greater tavor to their fellows than to open up some new route they have discovered, some delightful experience they have had, by publishing a sketch of their route in the wheel papers. We welcome all such.

A friend encloses a clipping from the American revarieator, in which we are accused of editorial Prevaricator, in which we are accused of editorial blackguardism. We thank him very kindly, but we cannot afford to notice the actions of the editor of the Prevaricator. We had the pleasure of running to earth this contemptible sneak, and mercy now bids us let him severely alone.

Since the American Wheelman calls us "friend" and "esteemed" we cannot reply too harshly to its criticism on the comments we recently made on its prediction that Mr. G. R. Bitwell would be next President of the League. We are too happy to fight, too busy to refute the false motives with which the Wheelman has credited us. Our personal relations with the past and present editors of the Wheelman have been of the most agreeable nature, as for Mr. Bidwell, we reside in the same village with him, and perhaps we understand each other much better than does our far-western contemporary either of us.

At the meeting of the New Orleans Division, L. A. W., which our correspondent admirably details, Mr. W. W. Crane reflects on the willingness and ability of the Rights and Privileges Committee to undertake the work that comes within their province, even when opportunity for doing such work is pointed out to them. The case in point is the opening up to wheelmen of the Bay Beach shell road at Mobile, Ala. Mr. Crane had a long correspondence with the Rights and Privileges Committee, and they finally decided that there was no case for the League, since there was not a single wheelman in Mobile, and but seven in the entire State of Alabama. It might be well to fight for a principle, if the League were overburdened with money, but under the present straightened circumstances, it would be most unwise.

The success of the "Liberty Bill" has encouraged the brainy men of the New York State Division to still further effort for the "comforts and pleasures" of wheelmen. This time it will be a grand coup. At the Fall session of the New York Legislature, a bill will be introduced for the building and proper maintenance of better roads. It is pro-

posed to interest the horsemen in the movement posed to interest the horsemen in the movement if possible. This is the real work of the League. It will commend itself to every wheelmen throughout the country, and when the proper time comes, the money and labor should be forth oming. The editorial which we quote from the New York World would indicate that the support of the press could be easily obtained could be easily obtained.

It is probable that the League will shortly take action on the question of road racing, by passing resolutions coudemning these contests. Personally we are heartily in favor of and never fail to work up the proper amount of enthusiasm over these contests, but they are illegal, and we hope the dictum of the League will be obeyed. Had a New Jersey Senetor attempted to drive along the local road race course on the occasion of the last contest, he would not fail to raise his voice in the State Legislature against this practice. Mr. C. S. Luscomb has given a careful digest of the subject, which all right-minded people will accept as right

Some cycling papers have been good enough to insert the letters of a certain professor of cycling, at so much per line, and this causes The Owl to re mark that he can see no reason for this extraordinary waste of space and printers' ink; that cycling journalism is already weak enough; without further dilution by such trash. It is rather absurd for The Owl to rail at the weakness of cycling journalism, since he has a hand in the make-up or so-many papers. There is no one more ready to admit this weakness than the writer. But that they are weak is the fault of the wheelmen, not of the editors and publishers. The wheelmen are afraid to part with their little dollar, for which they can obtain a first-class paper—such as they are—for one year. Out of every hundred, one subscribes, fifty read of every hundred, one subscribes, fifty read the club copy, and the minority care nought for the cycling press. Once upon a time an underbred person made it the burden of an insult to tell us that cycling journals were no good, very amateurish, the insult being in the manner of the man, pened to look him up on our books, found out that he had never subscribed to THE WHEEL, had subscribed to Recreation, that was, and was in arrears for six months. Of such are these quib-

THE LEAGUE AND ROAD-RACING.

CHAIRMAN LUSCOMB HOLDS ROAD CONTESTS TO BE ILLEGAL.

TO THE EDITOR OF THE WHEEL

DEAR SIR:-Responding to your request for an official statement upon the question of Road-racing, its legality, and the position of the "L. A. W." in relation thereto; after a careful examination of the matter in its legal bearings, the logical conclusion is irresistible, that the use of bicycles and tricycles in racing upon public roads and high-ways is unlawful, and should be disapproved and discouraged.

Our foundation argument and constant contention is that the bicycle and tricycle are vehicles, entitled to all the rights and privileges accorded to other carriages; but we must not, and cannot, claim exemption from the restrictions they are under. Otherwise, we are wholly inconsistent and are forced to occupy the untenable position that we are carriages when we want to be, and something else when we seek favors, carriages do not and

Road racing upon public highways, by drivers of carriages, is unlawful, and the bicycle and tricycle have no superior rights which permit them privileges prohibited to the carriage. Under certain circumstances, this form of sport

might be proper; where, for instance, a county, city, village or township, owning and having entire control over and management of a road, and legally qualified therefor, expressly perm ts a race thereon at a specified time.

When, either by statute or ordinance, the speed

at which vehicles may! e driven is regulated, the bicycle and tricycle must conform thereto, and in all such localities this is practically a bar to racing and plainly declares its unlawful character.

endurance, and they could not be lawfully so used without the general assent of all entitled to use them.

No man has the right to go upon the highway in an unusual manner. If such use shall in any wise prejudice the free and orderly use, and the comfort and safety of another.

So much for the principles applicable to and

governing road-racing.

The practical application of racing upon the highways by a number of contesting wheelmen, emphasizes the force of the argument against such use and indicates without semblance of doubt, the

position law abiding riders must take regarding it.
We are now, with much labor, and gratifying success, establishing our legal status and firmly demonstrating our equal rights upon the highways.

In the near future, the grand undertaking of improving the condition of the roads, is the great burden, the crusade, the "L. A. W." has to enter upon. In this important enterprise, no action, which the League cannot logically and legally defend, should be permitted to hamper the effective-

ness of our progress

Looking over the whole field, there appears but one course for League members, loyally interested in the advancement of the organization, and that, to withdraw from all participation in road-racing and exert actively their strongest influence in its discouragement.

Yours fraternally,

C. H. LUSCOMB.

WHEELING AMONG THE WESTCHES-TER HILLS.

FROM NEW YORK TO CROTON LAKE AND LAKE MAHOPAC.

Outside of the regular routes laid down in the road books; viz: one along the Sound and another along the Hudson, with possibly one to

White Plains, there seems to be very little wheeling done in this beautiful section of the country.

On Decoration Day, having two days together, I started to explore the country in between the above mentioned routes, my objective point being above mentioned routes, my objective point being Lake Mahopac, On Sunday, May 29. at about 7:30 A. M., I started alone from North New York, on my fifty two-inch Expert. The Southern Boulevard, a few blocks off, is, I believe, well known in this city. About five miles up this macadam road, opposite Fordham, we turned east a short distance, past the beautiful Lorillard's woods—one of the sites for the new parks—cross the Bronx River, and wind through the devious lanes of the little village of Bronxdale, till we meet the macadam village of Bronxdale, till we meet the macadam boulevard running through William's Bridge, and east a short distance from the Harlem Railroad all the way to Mt. Vernon, most of the way along

an tife way to Mt. Vernon, most of the way along a high ridge overlooking Woodlawn Cemetery. The road is pretty rough macadam, and the cyclometer registers nine miles.

At the point where we meet the New Haven Railroad, we have a choice of two routes; one the old White Plains Post road, pretty good up to Scarsdale and then very sandy; and the other a good gravel road, a little west of the Harlem Railroad, running through a partly wooded madulcting road, running through a partly wooded, undulating country, with the pretty Bronx winding along near by. I took the latter. A mile or so above Mt. Vernon it crosses the railroad to the east for a short distance, and recrosses at Bronxville, where there is a railroad station, and then west and north, past a dam and fall on the Bronx; here it is fine macadam for a mile up to a junction of Central avenue and a macadam road running to Yonkers.

From here the road is seven miles straight away to White Plains, mostly good gravel; near White Plains it passes across an old battle ground of the Revolution. 1 reached White Plains at 10:30, about twenty minutes from starting point. This is a very pretty town, with wide shady streets and road, running through a partly wooded, undulating

is a very pretty town, with wide shady streets and pretty residences.

Crossing the Harlem Railroad again, east a few Crossing the Harlem Railroad again, east a few blocks, and then north, we soon strike very hilly country and sandy, but ridable roads, and after a mile or two cross the railroad again, west, and had a twenty-five minutes' walk up an immense shady hill; the road winds a good deal, and is mostly shaded, and picturesque rocks rise up here and there; from the top of this hill I could see long stretches of the Long Island Sound, fully ten miles away, between the summits of the lower intervening hills, and had a good bird's eye view of a large section of country to the south-east. From a large section of country to the south-east. From this point the hills of the county fairly commence, rising higher and higher till Croton Lake is

The roads now became very sandy and hilly,

necessitating a walk of two or three miles, excepting for short distances; but it is through a beautiful country, with substantial farm-houses here and there, the road mostly shaded, and the air sweet with the perfume of locust trees, now in blossom, and cherry, apple and pear trees lining the roads everywhere.

I soon reached Unionville, a small town about five miles from White Plains, and then descended from the hills to lower country, reaching in a short time Neperan, a station on the H. R. R. The time Neperan, a station on the H. R. R. The roads here are ridable, gravel and a little sand pasture and wood alternate along here, giving a

pleasing variety to the landscape.

At about 1:30 I reached Pleasantville, the largest village above White Plains on the Harlem line. It is a neat, shady town, with one, long main street, which was wretched riding, being covered with sand about four inches deep. I rode it, however, and tried to find a hotel, but nobody knew of one. Finally, after retracing my tracks for a mile, I found a wretched hotel, where all I could get was bread and milk, at an exorbitant price.

As soon as I finished this slim meal, I immediately dug in for Chappaqua, a couple of miles be-yond, over a new road the hotel-keeper told me of. This road was the best since leaving White Plains, it being hard gravel, and I made Chappaqua in about fifteen minutes. This road runs just east of the railroad alongside a beautiful high-

wooded ridge all the way.

Passing by Horace Greeley's homestead, and crossing the Harlem Railroad for the last time, the roads improve some, but rise rapidly, and finally, in the vicinity of Croton Lake become low mountains, entirely wooded. The first two miles are steep enough to force me to get off and push, but from the top I rapidly rode down a pretty rough road into a long deep hollow; in fact, the roads here continually ascend and descend im-mense hills, generally ridable on the descent; but the country is so beautiful that one does not mind walking now and then; deserted houses and barns line the road here and there, and from every hill top an entirely new view may be had; from some only a few near mountains could be seen, and from othdistant, light blue highlands, back of Peekskill, filled the gaps between the neighboring hills. The views along the Hudson are grander, and to a wheelman it takes hours for a view to change, but here the landscapes are crowded close together, and every hill top passed gives an en-

tirely new picture,
At about 3:30 P. M. I descended the last mountain rising from the banks of Croton Lake, and the road being very steep, a good deal more so than the rake of my wheel, I think, I dared not apply the brake, and before I knew the wheel acquired such speed as to make dismounting impossible the road was visible only a rod or two ahead, through the woods, continually turning, and it descended in a succession of steep declines, each ended by a mound two to three feet high across the road, intended as gutters, I suppose, up which the wheel would jump like a bird; however, after the fastest time of the trip, the bottom was reached safely, and a sudden turn in the road revealed the

waters of Croton Lake.

Here I met two young ladies from the city, out fishing, and after a pleasant little conversation, mounted and followed the lake to Pines Bridge, which crosses it at a norrow spot. The lake is pretty sheet of water, mostly surrounded by low mountains; and very long and narrow, but arms or bays project from it here and there; below this bridge could be seen the high trestle-bridge on the Northern Railroad, which crosses here; there is

also a hotel at this spot.

From here I took a road which turned a few times and then ran straight northward up a long times and then ran straight northward up a long hill (about a mile walk), called on the map Cat Hill. Cold springs abound, and brooks of all sizes come rushing down the hill everywhere, the roads now gradually bettered, the hills lowered and spread further apart, and by the time I made Yorktown, a small town on the Northern Railroad, a few miles from Croton Lake, the riding was very

At this place I was astounded to meet a wheelman from this city, who had ridden up along the Hudson the day before. He was a very pleasant fellow, and told me how he was obliged to walk most of the way from Sing Sing, on account of the small amount of rake in his Rudge machine; but I had to hurry on—I was here within a mile of Lake Mohansic, but had no time to stop. The road continued nearly level for some miles, winding around and thus avoiding the high hills, and giving variety to the landscapes.

I soon met a party of young farmers in a wagon, who wanted to give me a tow; but I asked them to turn out of the road for a moment, which they obligingly did, and I sped past and left them out of sight in a short time, a proceeding which much surprised them.

All went well till within five miles of Lake Mahopac, when I encountered a succession of long low hills, just a little too steep to ride, and of the modest length of two miles or so each; the country about here is generally open, farming land and

orchard scattered here and there.

At seven o'clock, after a last toilsome climb, I made my way through a little village at the foot of Lake Mahopac, and stood upon its shores just as the twilight settled down. After riding along its bank a short ways, past the big hotels, I succeeded, after numerous inquiries, in finding my friends, with whom I was to pass the night. My cyclometer registered fifty-six miles, and at Croton Lake thirregistered fifty-six miles, and at Croton Lake thirty-eight miles; although 1 must have walked fifteen miles of steep hill on the way, I was amply repaid by the numerous pictures of sylvan scenes and clustered hills passing by in endless succession. Cool, clear springs abound, being found every few miles, and every wheelman knows what a blessing they prove on a warm day. Sand is rare, except a little washed down in each hollow from the hills above, but seldom forcing a dismount. One region, however, is very sandy, that is, the country around "Lower Cross Roads," a hamlet northeast of Tarrytown a few miles, near the Northern Railroad; the remainder of the roads are generally good FRANK H RICH,

No. 285 Alexander avenue, New York City.

A CLERGYMAN RACES WITH A CYCLER.

There was an event of late occurrence which escaped the notice of sporting reporters. It was the trial of speed between a bicycle rider and a railroad train, the principals in the race being a

clergyman and a grocery clerk.

The clerk has a record for fast time on the wheel equaled by few in this immediate vicinity. The clergyman has a strong inclination to secure a better record, but has not yet had the opportunity to experience a "header," having never mounted a machine. He spoke of his desire, and the enthusiasm of the clerk knew no bounds. He was anxious to convert the clergyman into a cy-cler, and freely talked of wonderful achievements on the road. The dominie was on his way to Newark, and the clerk challenged him for a race. the former to go by train on the Central Railroad branch, and the latter on his wheel.

The cycler started from Broad street less than The cycler started from Broad street less than four minutes ahead of the train containing the clergyman, and speeded up North Broad street to the boulevard and so into Newark. The clergyman's train male only its regular stops at the stations on the line, and rolled into the Broad street station inside of twenty-two minutes.

The clergyman consulted the time table for return trains, and then sauntered out to stand in the shade on Broad street to appoint the street of

the shade on Broad street to await the arrival of the wheelman. Crossing from the depot his surprise was great to meet the cycler cooly walking

over to greet him.

Time for the return trip was agreed upon, and the start was made together. On coming down the Boulevard the cycler fell in with a fellow rider, and for a distance slackened his racing speed. In consequence of this the clergyman won on the home stretch by exactly seven minutes.

The race has created a great deal of amusement, but as far as reported no one has reason to feel bad over misfortune in the exchange of money. It was a bona fide test of a cycler's speed.

The clergyman will get a wheel.—Elizabeth Tournal.

RACE MEET AT TERRE HAUTE.

The Terre Haute Bicycle Club held a successful race meet on Wednesday, July 13, about 1,500 people being present. A summary of the races is as follows

One-Mile Club Championship.--Anton Hulman

walked over; time, 3:47.
One-Mile Novices.—S Wilhite, Crawfordsville, 3:13 2-5; A. Griswold, Terre Haute, 2d; O. F. Jamieson, Cambridge City, 3d; Ira Calder, Terre Haute, o.
Two-Mile State Championship —T. B. Nichol-

son, Crawfordville, 6:12; A. Hulman, 2d. Beaten just at the finish

One-Half-Mile Ride and Run .- Henry Gordon, St. Louis, 3:05 2-5; L. M. Wainwright, Noblesville, 2d; Hal Greenwood, St. Louis, 3d; M. Goodwood, Newcastle, o,

Three-Mile Championship. - A. Hulman, Terre Haute, 11:42; H. Gordon, St. Louis, stopped at four laps.

four laps,
One-Mile, 3:30 Class.—J. F. Lee, Crawfordsville, 3:15 2 5; H. Wilson, Rushville, 2d; L. J.
Kech, Rushville, 3d; W. Ridenour, Terre Haute, o.
One-Half Mile State Championship.—A. W.
Allen, Indianapolis, 1:30 2-5; A. B. Allen, Indianapolis, 2d; Charles Crain, Terre Haute, o.
One-Mile, Forty-Pound Road Wheels—Ed.
Hulman, Terre Haute, 3:13; A. B. Taylor, Indianapolis. 2d; Josh Zimmerman, Indianapolis. o.
One Mile Bicycle, Scratch.—T. B. Nicholson,
Crawfordsville, 6:08; Chas. Crain, Terre Haute,
2d; Hal Greenwood, St. Louis, 3d.

One-Mile, Star Wheels.—F E. Eastlack. Crawfordsville, 3:16; Hal Greenwood, St. Louis, 2d; Frank Fisbeck, Terre Haute, 3d; Al. Murphy, Terre Hante, o

One Half-Mile, 1:40 Class.—A. B. Taylor, Indianopolis, 1:28 3-5; J. A. Lee, Crawfordsville, 2d; H. Wilson, Rushville, 3d; L. J. Kech, Rush-

Three-Mile Team Race.—Terre Haute, first; Crawfordsville, nowhere, having dropped out on the second lap. Terre Haute Team: A. Hulman, Ist; Ed. Hulman, 2d; Chas. Crain, 3d. Crawfordsville Team: T. Nicholson, F. E. Eastlack and J. H. Lee.

Prince Wells added to the interest in the tour-Prince Wells added to the interest in the tournament, by a fancy riding exhibition. He also rode a mile on one wheel in 4:47. Harry Gordon also gave an exhibition. While Gordon and Wells were doing a double act, they fell heavily to the ground, Wells being badly bruised.

In the evening the Park was thronged, the feature being the distribution of the prince.

ture being the distribution of the prizes.

MINNEAPOLIS WHEELMEN IN LINE.

The wheelmen of Minneapolis held a successful parade on Saturday evening, July 9. There were one hundred and seventy-one wheels in line, each one hundred and seventy-one wheels in line, each one having from one to twenty-four Chinese lanterns affixed to his wheel. The get-up of some of these was remarkably good, showing considerable ingenuity in finding places to hang a lantern. The procession was headed by the St. Paul, Minneapolis and Mercury Bicycle Clubs, followed by an army of unattached riders, some riding crank machines and others star and safeties. Four tricyclists and a tandem completed the procession. In the procession there were one hundred and forty-five crank bicycles, twenty star bicycles, five tricycles, including a tandem. An attempt was made to get the names of those in the parade and of those who made the best display, but as only a small number was obtained it was thought best to dispense with the names and so prevent any ill feeling from those who would inadvertently be left out. Among the wheelmen there were many staid business men in wheelmen there were many stand business men in the city who turned out with the younger men and boys to have a little fun. And they got it and everybody had a good time. The public seemed to like the spectacle, and there was no disturbance, no hitch of any kind, no frightened horses and best of all no accidents. The streets were literally crowded, thousands turning out to see the novelty in the way of a parade. Preceding the wheelmen were four mounted patrolmen in command of Sergt. Fred Coffin, and the boys all voted that they be thanked for their presence in the parade. The line of wheel formed on Fourth street, between Hennepin and Nicollet avenues, and wheeled down Fourth street to Second avenue south, and Second avenue to Thirteenth street. back on Second avenue to Tenth street, on Tenth Third street, on Third street, on Nicollet avenue to Third street, on Third street to Hennepin avenue, on Hennepin avenue to Eighth street, back on Hennepin to Fifth street, on Fifth street to Nicollet, on Nicollet to Fourth street, where the wheelmen removed lanterns and disbanded at the place of starting. The small boy got there in great shape, one or two of them having their wheels decorated in a beautiful style, which suggested that the hand of a kind mother or fair sister had something to do with the decorations.— Tribune.

Adams & Sons are making arrangements to place their automatic Tutte Frutti Vender in all the club houses. It is a small, finely finished case, for which a bar of chewing gum drops, when a nickel is slipped into a slit. The fun makes all collections, renews the stock, and allows the club a handsome per cent, for the privilege of keeping the seller in its wheel room. There is something in this, and club Secretaries and Presidents should correspond with the firm, Messrs. Adams & Sons, Sands street, Brooklyn, N. Y.

X/E desire to communicate with every responsible Bicycle, Athletic and Tennis Club in the country with reference to the greatest and newest novelty, the Tutti-Frutti Automatic Selling Machine. The Company will allow you a handsome percentage on the sale of the Gum for the privilege of placing the machine in Club Houses. It is handsome. The size of the machine is 22 x 12 x 8 inches. We present a few of the testimonials received:

New York, July 5, 1887.

MESSRS. ADAMS & SONS, Brooklyn, N. Y.

Gentlemen:-It is not my custom to publicly acknowledge the merit or value of any article, but I feel that in calling the attention of wheelmen to your preparation I am doing them a positive benefit, just as much as if I pointed out to them where a specially fine tour might be taken. My attention was first called to your Chewing Gum by the many racing men who use it on the path both in training and in actual competition. I learned from them that the Gum produced a flow of saliva which greatly relieved the thirsty and even parched condition of the mouth and throat, caused by the excitement and nervousness always felt just before a race. I had frequently suffered on the road and determined to try the Tutti-Frutti, and I found it exactly what I wanted, the mouth being kept constantly moist, the dust prevented from accumulating, and what is more—and this is important to those with weakish stomachs—it greatly aided digestion. By your efforts you have opened the eyes of wheelmen to the value of Tutti-Frutti, and many never race or tour without it. I never fail to recommend it in private to my wheeling friends, and now do so publicly and conscientiously.

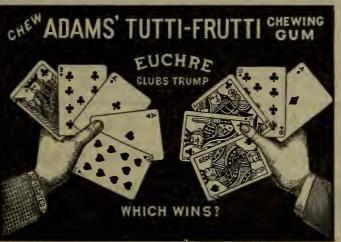
Very truly,

F. P. PRIAL.



SOLD BY ALL DRUGGISTS. 5 cts. per Bar.







SOLD BY ALL CONFECTIONERS. 5 cts. per Bar.



NEW YORK, June 13, '87.

MESSRS. ADAMS & SONS.

I have lately used your Tutti-Frutti Chewing Gum just previous to my races. I find it keeps the mouth moist, and makes a man fitter for the contest than if he was "spitting cotton," as the boys say. I learn that most of our club men, and indeed many athletes, use it both on and off the track with good effect.

ROBERT E. SHAW, Captain Olympic Athletic Club.

BROOKLYN, July 12, 1887.

MESSRS. ADAMS & SONS.

I am pleased to call the attention of wheelmen to the pleasant properties and value of your Tutti Frutti Chewing Gum. Since placing your Gum on sale in my wheel headquarters at Prospect Park it has become a great favorite with the hundreds of bicyclists who frequent my store. Those who use it on the road once never afterwards go out riding without it. It keeps the mouth moist by inducing a plentiful supply of saliva, is pleasant to the taste, and greatly aids digestion. My sales have remarkably increased, and I think Tutti-Frutti has come to stay among the wheel-

men. I almost forgot to say that all racing men now use it.

Very truly yours, CHAF

PROSPECT PARK PLAZA, Brooklyn. CHARLES SCHWALBACH

THE ILDERAN TOURISTS.

ROUND ISLAND PARK, N. Y., July 15, 1887.
The tourists had ridden twenty odd miles while at the Falls, and fifteen miles on Monday, July 11.
At eleven A. M. about eighteen of the Toronto Wanderers met us at the Walker House, and showed us the sights of the city, including the Corporation buildings, the University buildings and the beautiful country outskirts of Toronto. We also made a halt at the athletic grounds, where we let a hose play on our heads to cool us off. This is the track on which Fred Foster, the Canadian dark horse, trains. It is fit for us to say here, that this gentleman is the most retiring and modest racing man we ever knew; he hardly ever talks of himself and, if he does, it is because people want him to. The Toronto small boy and dog is much politer than this species of animals in the States; we hardly ever noticed any disrespectful behavior on the part of either.

Toronto is a splendid city and is justly called the "Queen of the Lake cities." The Toronto Wanderers are the jolliest set of fellows we have Wanderers are the jolliest set of fellows we have met; they spared no time or trouble to make us comfortable. After our run through the city we were conducted to the Wan lerers' club-house. They occupy an entire house, very cosily and neatly fitted up. We were served refreshments and cigars in abundance, after we viewed the parade of the Orangemen from the club's balcony. We then wheeled to the Walker House in a body. At one P. M. we dined at the Walker House and then set out for a tough ride of thirty-two miles:

then set out for a tough ride of thirty-two miles; tough, because the weather was growing dreadfully warm. George H. Orr, our Canadian convoy, (one of the Wanderers) joined us with about twelve of the Wanderers, who wheeled to different places with us, according to the time that was at their disposal. At Norway, about five iniles out of Toronto, while we were wheeling along over good Toronto, while we were wheeling along over good but dusty roads, we met a road hog, a porcus Canadiensis. He growled at us first, then encouraged by our seemingly quiet behavior, he crowded Mr. Rogers, who was riding alongside of him at the time, into the ditch. We all dismounted, and after serving him several well-dealt lashes across the back with his own whip we threatened to arrest him. This intimidated him so that he entreated us, almost begged us to let him go, affirming in the most docile and gentlemanly way that he would give us no further annoyance. We then wheeled

on. As we covered more and more ground the accompanying Wanderers gradually thinned in numbers. The roads were good but hilly, and as it was dreadfully hot, good time could not be thought of. We simply wheeled on enjoying ourselves. We came to Whitby, thirty-two miles from Toronto, at 6:30. There we had a light supper and then took the train to Newcastle. At Brownsville, five miles before Newcastle, we heard that the local club had turned out to meet us. When we left the cars at Newcastle, one of the local wheelmen accompanied us to our hotel. the local wheelmen accompanied us to our hotel. Newcastle is a small Canadian village, so we found accommodations proportioned to its size. Some of the boys painted the town a mild crimson. At 8:30 A. M. the following morning, July 13, we left Newcastle and wheeled to Coburg, twenty-four miles off reaching that delightful place in time

four miles off, reaching that delightful place in time for dinner. The roads were an improvement over

four miles off, reaching that delightful place in time for dinner. The roads were an improvement over the other day's, as they were less hilly. Several of the party took headers, but no one was hurt. When we reached Port Hope, seven miles this side of Coburg, we were met by one of the local evclists and escorted part of the way. The road between Port Hope was fine. One word about Canadian hospitality. When we would stop at a farm-house for milk, the farmers would gladly give it to us, if they had it, but refused pay. We were feasted all the way. When we came to Coburg we had a hearty meal and then waited for the stragglers to catch up. But they came not. The boys had a game of ball; some took a dip in Ontario, but they tound the water too cold to stay in long. By the time one of the stragglers arrived and informed us that those behind had taken the train to Belleville, it was too late to ride there, so we took the train to that place. Here our convoy, "Georgie" Orr, left us, amid hearty cheers. We were met at Colborne, twelve miles out of Coburg, by Mr. W. Miller, one of our party, who had wheeled twelve miles further than the rest. The accommodations at Belleville were very poor. The local cycle club had expected us later, as per time-card, but we had decided to reach the Thousand Isles a day ahead of time, so we had altered our time-card. It was three A. M. when we left Belleville in squads intending to reach Kingston, forty-nine miles off, by W. Miller, one of our party, who had wheeled twelve miles further than the rest. The accommodations at Belleville were very poor. The local cycle club had expected us later, as per time-card, but we had decided to reach the Thousand Isles a day ahead of time, so we had altered our time-card. It was three A. M. when we left Belleville in squads intending to reach Kingston, forty-nine miles off, by supper. The roads were fine, the only disadvantage being a head wind. Later on the weather grew more and more agreeable for touring. We reached Napanee at twelve, and after taking a

EAST HARTFORD NOTES.

The second of the series of club races given by the East Harrford Wheel Club was run on Satur-day evening last. The distance was one mile, and the result of the race was as follows: C. T. Richmond, scratch, 3:08¾; S. H. Tyrrell, scratch 2d; W. K. Ackley, 95 vards, 3d; L. T. Brush scratch. Next Saturday there is to be a novel race in the

shape of a relay race or team race. Every member of the club, old and young, will be required to ride and they will be divided into two teams of an equal number by choice. Instead of starting altogether as in an ordinary race, they will ride in pairs, the first pair starting from standstill at the tape and riding one-half mile, another couple being in waiting on the home stretch and each one riding abreast of the one on his side to the tape and then keeping on riding a half-mile when he in turn will be relieved and so on until all have ridden.
The losing team is to provide ice cream for the winning. The track is in good condition and the winning. The track is in good condition under club mean to keep up the interest by having races club mean to keep up the interest by having races. H. E. B.

Our Western monthly contempory reckons without its host when it offers Mr. G. R Bidwell the League Presidency for next year. Mr. Bid-



MANUFACTURING CO.,

103 & 105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town.

SUPPLIES FOR

Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Boating, Lacrosse, Shooting Fishing.

WHEELMEN, ATTENTION!!

For a one-dollar bill we will make to order and send you postpaid an elegant pair of Bicycle Hose in any color you may desire. Dealers charge \$1.50 for hose not nearly as good in quality as ours. In ordering mention size of shoe worn, color desired, ribbed or plain.

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HOSIERY MANUFACTURER,
Special prices to clubs.
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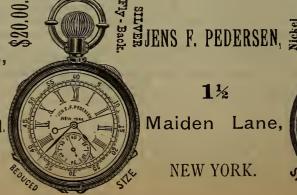
Agents for Singer's Apollo, Challenge, S.S.S. Single & Tandem Tricycles

The beauty and value of my Medals have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.



WATCHES. Club Pins, Diamonds, PRIZE CUPS, JEWELRY, CHEAPEST Split-Second Stop-Watch FLY-BACK.

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1½ Maiden Lane,

NEW YORK.



My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

WHEEL GOSSIP.

Pennsylvania has decided that it wants a new road-book

The Bi-News refers to "Karl Kron's egotistical autobiography.

The Kansas Division meet took place at Paola on July 18, 19, and 20.

The Worcester Wheelmen have decided not to hold a tournament this Fall.

The St. Louis Cycle Club banquetted Hal Greenwood on Saturday evening last.

The Pall Mall Gazette reviewer has written with gall of Stevens and Kron's books.

Thus far this season, W. A. Illston has won twelve first and two second prizes.

There is some talk of a road race between the Missouri and St. Louis Cycle clubs.

The New Haven Club held a successful illuminated parade on Wednesday evening last.

It is reported that Messrs. D. Rogers & Co., owed \$450 for advertising in the Bulletin.

It is rumored that Mr. Ducker will treat the Buffalonians to a real Springfield tournament.

The Boston Club will occupy a cottage during the Massachusetts Division meet at Martha's Vine yard.

A cyclist has been stopped on the North Road, England, and robbed of his purse. Delightful experience!

The Cambridgeport Cycle Club have joined the East Road Club, and will put a team in training for the Fall race.

Crawfordsville has a "coming man" in the person of Bull Nicholson. Greenwood says he is a second George Weber.

LONDON, July 15, 1887.—In the athletic sports at Norwich to-day, Temple beat the quarter-mile bicycle grass record in 36 2-5s. - Cable

The ruling passion-We believe that when the arch-enemy of mankind rings up rare old Bassett he will reply: "Death away out of there."

Puck was immortalized by the P. P.—Professional Poet—but we expect the *Bulletin* to be mortalized by its P. P.—Professional Punster.

A five-mile road race for the championship of Union County, N. J., will be decided at Westfield on Saturday afternoon, starting at four o'clock.

Violet Lorne refers to "a Mr. Dodge, whose name is not altogether unknown in literary circles." Poor Charles Richards! Such is fame.

Mr. N. C. Fowler, advertising manager of the Pope Mfg. Co., is off for a week's trip to the White Mountains. His wife accompanies him.

Furnivall is carrying one hand in a sling and his face is badly cut, the result of a flight over the handle-bars, while coasting at a twenty-mile an hour

At the Terre Haute race meet, Hal Greenwood of St. Louis won the following prizes: Japanese tea set, silver cream and sugar stand and a stop-

After reading "The Owl's" oft-cracked wheeze anent the "Bridal Path," we felt like thoroughly "Malling" him, or cutting him in "Transverse

Our friend Jonah has betaken him off to the oxygenic breezes of the Catskill Mountains. His notes will be missed this week, but will afterwards reappear as usual.

Says the Boston Herald: "According to the League's ruling, amateurs can race on the road for cash prizes and still retain their status as amateurs. Funny, isn't it." Yes, very funny.

Illston has won the one, five, and twenty-five miles bicycle championships. If he wins the half century event, in which he intends to start, he will have equalled Cortis' record of 1879.

When a young man takes his best girl and walks on the bluffs at Cottage City, they call it "bluf-fing." Benny Sanford and "Ye Owl" are masters at the game, and neither have ever been at Cottage City.

commence training, and Mr. Day has money which says he will ride a mile this season in 2m.

Taciturnity Illston, the English mile champion, attributes his success to his method of training. He is trained to spurt a half m le, so that he goes right away from his men at the end of 300 yards, which is the extent of most men's spurting abili-

The latest League political fad is "The Cabinet." President Kirkpatrick's idea of submitting important questions to the Committee Chairmen and the ex-Committee, is a commendable one, but why call this aggregation of intelligence a "Cabinet?"

Mr. Frank Spencer, proprietor of the Prospect Park Hotel, has succumbed to the powers of Schwalbach, whose place adjoins his, and has purchased a bike. Thirsty wheelmen riding in the Park should give him a call, as he understands how to treat them.

The Elizabeth Wheelmen held their regular monthly meeting Wednesday, July 13. Two ladies were admitted to membership, Miss Grace Pope and Miss Augusta Bauchelle. W. N. Edelston was elected to the Board of Trustees, to fill the vacancy caused by the resignation of C. A. Hutchinson.

LONDON, July 17, 1887 —At Birmingham, yester-ay, Ralph Temple, the American rider, won the day, Ralph Temple, the American rider, won the half-mile bicycle championship and beat the quar-ter-mile grass record made at Norwich on Thurs-William Woodside lost the twenty-five mile championship race by a yard. In the same race Morgan's machine collapsed while he was leading.

In the last issue of the Bulletin, we find "Daisy working in an admirable advertisement for Mr. A. B. Hart, of Philadelphia. Can it be that Daisy may be subsidized? We would refer her to Mrs. Ayer, of Recamier Cream, so good for the complexion, used by Mrs. Lilv Langtry, you know, or to Cox's Ladies Shoe Polish. Just the thing after a dusty ride!

Ye New York papers of Tuesday, July 19. A. D., 1887, announce ye acceptance of Mr. Park Commissioner Crimmins' resignation from the Park Board. Great is Allah! To give the devil his due, Mr. Crimmins was a very energetic Commissioner, but his ideas travelled in narrow channels; he had no soul above erecting blocks of tenement houses, and filling up holes in the earth.

Says "London W:" "I see that my friend Kennedy-Child." Says "The Owl:" "I see that my friend Kennedy-Child." What a triumph for Kennedy; what a tribute to his astuteness, intelligence and sociability! Comparatively a new comer to the country, and yet two such prominent men as "London W" and "The Owl" never fail to blazon it forth to the world that Kennedy Child is their friend.

At its annual meeting, the Pennsylvania Diviof officers in taking away the right of appeal is against the best interests of the League."

And again: "That it is the sense of this meeting that a large portion of the annual dues should be paid to the Divisions, and that the pay-ment should be made to the Secretary-Treasurer of the Division instead of the Secretary-Editor of the

The papers which have reported Kluge as making an "arrangement" to ride for the Pope Manufacturing Company, are in error. Kluge is making an effort to re-enter the amateur ranks, and if we mistake not, his club has already applied for his readmission. He will work at his trade, and having plenty of leisure, will often be seen on the path this season, and will ride a Columbia. We sincerely hope the Racing Board will welcome Kluge back

W. H. Senter, of Rockland, Mass., challenges any boy between fifteen and sixteen years of age to race him for the boy championship of the United States, the challenge to remain open for three days. This is altogether too short a time to wait for championship aspirants. The immediate neighborhood of Rockland, Mass., is not quite the whole United States. We have a fifteen-year-older down here to Gotham, whom we think could show Senter a clean pair of heels.

The C. C. of Pennsylvania about hit the nail on the head when he said, in his annual address: "I would suggest that the members of this Mr. Day, Mr. Rich's friend and trainer, contradicts the statement that Seton Rich would not be seen upon the path this year. S. H. will shortly There is a grand opportunity for work in this avenue, Roxbury.—Boston Globe.

direction, and I am firmly of the opinion that we can wield our influence in this direction, which will be felt throughout the whole State. This matter of roads is the important one.

A number of members of the New Jersey Wheelmen and a few friends left by the three o'clock boat from pier 25, North river, on Saturday last, for New Haven, where, upon their arrival, they will be taken in charge by the New Haven Bicycle Club and escorted to their headquarters. This morning the party was to take a run to Savin Rock for a bath. Runs in the country will fill up the time till noon, when dinner will be discussed at the Rock. The party will start for home at ten o'clock this evening. o'clock this evening.

The Passaic County Wheelmen are on the ragged edge" in the matter of a tournament. Their plan was to secure possession of the race meet on July 30. The owners or managers, however, have been hanging fire so long, it would be impossible to get the track in shape by the date mentioned. It may be held later in the season. The Clifton track is of hard clay, two laps to the mile and some fairly good time could be made on it, were it properly leveled down.—Newark Call.

Bloomfield cyclers have sent to the Call a letter in which they announce to wheelmen that the township law prohibiting the riding of cycles on the sidewalks in that place has been rescinded. "We do not exactly mean by this." the letter says, "that we invite wheelmen to come here and claim the sidewalks as their personal property. Much rather, we ask them to enjoy our good roads so far as possible, and, when they do ride on the sidewalks, to avoid giving offense, so that when we ask again for favors they may be easily won."

The Pennsylvania Division reports a balance on hand of \$98.55. Among the expense items we find: Indignation meeting held in February, \$139 50; Transportation of C. C. and representatives to St. Louis. \$188.40. If the Division had not been hot-headed, and if the exigencies of the League political system did not demand Pennsylvania to send her representatives to St. Louis, the balance on hand would have been \$426.45, instead of a paltry \$98.55. Nearly \$325 foolishly expended. We wonder how many bad patches of Pennsylvania road might be repaired for this amount; how many feet of cinder path, three feet wide, might have been built?

Dr. W. G. Kendall called at the *Herald* office yesterday and left a finely executed photograph of the "Victoria," or first six-in hand ever brought to this country It was made by the Singer people at Coventry, and was imported for the Boston Bicycle Club by W. B. Everett. It can be adjusted to the use of four or six riders. The cost of one of these machines is about \$600 They are very of these machines is about \$5000. They are very fast, will more than hold their own against the average bicycler, and will pass anything on the road. The steering, which is by handle-bar, is done by the second rider, and the brakes are under the control of several of the riders. These are represented as occupying places on the "Victoria," the long and the short of it. Messrs. J. S. occupying places of the Victoria," the long and the short of it. Messrs. J. S. Dean and C. W. Fourdrinier of the Bicycling World occupying, respectively, the last and the front seats; second came W. B. Everett then Dr. Kendall, Frank W. Weston and H. W. Gaskell. A more representative group of cyclists could scarcely be found, and the likenesses are simply perfect. he machine is a great thing for a club, Boston Club members are simply charmed with it. — Boston Herald.

THE WARREN WHEEL CLUB.

The July meeting of the Warren Wheel Club was held last Wednesday at the rooms on Walnut avenue. Considerable business was transacted and the subject of uniform and badges was discussed. The new badge for the club is the Prettiest thing in the way of wheel club badges in Boston. It is an open-work wheel with wire spokes and a solid rim, and on the front in raised scroll-work is the name "Warren." The whole is gotten up in a very neat manner in gold and black enamel, and makes a very handsome badge. It is large enough to wear on the cap and easily distinguished at some distance.

The uniform of the club will probably be a dark brown, black stockings and a brown cap. A white cap will be used for Summer wear. club room is now open for use, and any rider who

ATHENIAN WHISPERINGS.

Eight members of the Chelsea Cycle Club, under Capt. F. A. Woodman, made the run to Cape Ann Saturday afternoon, stopping at the Pavilion in Gloucester. Two or three started back Sunday morning, while the others ran over to Magnolia to spend the day, returning to Gloucester and leaving for Chelsea by train Monday morning. The Club is in a very prosperous condition, and now boasts

about thirty members.

The Cape Ann run is one of the most popular two-days' run that can be made by Eastern Massachu-setts wheelmen, due chiefly to the fine stretches of roads and the magnificent seashore scenery. Then, too, the advantage of having a good hotel at the end of the route, and one where wheelmen are made to feel that they are welcome, and are kindly treated, adds not a little to its popularity. The Pavilion is a League hotel, and its genial proprietor, Wm. P. Davis, has a warm heart for the boys, when they behave themselves. That last sentence may seem a little off, but on one occasion last year two or three young fellows in a large party did not altogether behave themselves, thereby bringing contempt, not only upon themselves in the eyes of other guests, but upon the whole wheel party. It is very pleasant, however, to hear Mr. Davis' testimony to the effect that, as a rule, cyclers are as pleasant and gentlemanly a set of fellows as one could wish to entertain.

My best thanks are due to W. B. Everett for a photo of the Victoria six-in-hand party, who went to Hough's Neck Sunday, two weeks ago. It is in Dr. Kendall's best style, and considering the mugs he had to work upon does him proud. is H. W. Gaskell, just getting ready for a spurt; W. B. Everett holds the tiller, and gazes into futurity, as it were, while Dr. Kendall has drawn a bead on Everett's left ear, and with rigid muscles is awaiting the snap of the camera. Papa Weston, with a how's this for high, beats-a-sociable-all-to-pieces look of satisfaction on his handsome face, pieces look of satisfaction on his handsome face, gazes placidly at the deadly lens and awaits events. The two rear seats are taken by two well-known cycling ink spillers, C. W. Four-drinier and Joe Dean, with the former it is serious business, and he grips the handles with the determination of press day and that editarial are regime board inconsistants. torial on racing board inconsistencies yet to be written, while on the face of the latter appears a milifluous smile translating itself into an "it is I be not afraid" expression that is not quite taking. The Victoria also posed well, and altogether it is a picture that it is a pleasure to possess.

The Quebec party, in charge of Mr. F. A. Elwell, left Boston in a special Pullman car at seven P. M. Sunday evening, and arrived at Bangor the next morning. Boston members of the party are Captain E. G. Whitney of the Boston Club, Mr. E. P. J. Morton, Mr. B. F. Eddy and H. C. Robbins, C. W. Flanders of Malden, and G. E. Cain of Franklin, also represent the old Bay State. The itinerary of the trip is as follows: Leave Edmunston, N. B., Tuesday morning, taking the road to Riviere du Loup on the St. Lawrence, a two-days' run of eighty

iles. ***
Captain Peck and Lt. Burr report a high old time during their recent trip South. Good weather favored them, and they made hosts of friends. Duet-runs seem to be quite popular this season.
A. G. Collins, who "pedals" for the entertainment
of others as well as himself, in company with G. S. Locker of the Suffolk Club, is making an extended tour through picturesque portions of Massachus-etts and New Hampshire; and I have heard of a number of other small parties who are away on

Summer tours, though cannot give particulars.
Gid. Haynes, of the Suffolks, is at Hingham this Summer and is talking of buying a horse and buggy. That comes from living in Hingham, I suppose, though there is no danger that will lapse from the proud position he holds of being a rugged road rider, as well as a prince of good

wheelmen.

Among solitary tourists, may be mentioned George W. Hauk of Wellsboro, Pa., who is spending some time at the cast-on his wheel, riding over our fine sandpapered surfaces. Mr. A. A. Taylor of Toledo, Ohio, is also in the city, for a brief visit, and is amusing himself with day runs into the suburban towns.

**

The will be a big (pascal in Weltham one of

suburban towns. **

There will be a big funeral in Waltham one of these days. Cyclers have, on several occasions, been stoned there by the hoodlums, and, last day afternoon, as Harry Corey was riding with a friend through the town on a tandem, they were assaulted by a tough, who immediately ran away. was not, and from an average woman, with more dinary band wagon.

Mr. Corey gave chase, leaving his friend to guard the tandem, and after punishing the fellow as he deserved, mounted and rode on. I don't know which is worse the R. H., or the rowdy. The latter is the harder to get even with, usually, because being a coward he takes a cycler at a disadvantage, and so gets away.

And this reminds me, did you see that awfully

scaly joke, after the road hog story, in the last Bul-letin? It would appear that its author had been off on a fishing frolic, turned sea-dog, as it wereor a kind of row-dog on his own account. Must have had a p'orpoise on his perch to flounder off in

that manner. Oh Bass it!

**
Is wheelmen patronage worth anything to hotel proprietors? The four-page circular before me, of the Walpole Hotel, would indicate that it was. The circular carries upon its title page a cut of the hotel structure, and on other pages much informa-tion regarding the house, and the attractions of the meighborhood, which prospective League guests will be glad to avail themselves of. Isn't this taking? "It (Walpole) is beautifully situated amid picturesque scenery, with the junction of the Old Colony and N. Y. & N. E. Railroads but a few rods from its centre; has good cycle roads from all directions, and many points and objects of interest within easy runs." "Special rates" etc, touches See Atkin's Cyclists Road Book, Route 36," is business right up to the muzzle. We must get up business right up to the muzzle. We must get up a run to Walpole at once.

Is the hotel reduction scheme worth anything to

League members? One whose business takes him on the road a great deal thinks so with \$73 on the right side of the cash account as the savings of the year past. But for heavings sake don't tell all the traveling men about it, or the League will grow so fast that the worthy secretary-editor will be obliged

to move into a whole block.

GOSSIP OF THE MEET.

The Boston Club will be well represented at the Massachusetts Division meet, and will occupy a

There will be a daisy company of lady riders present if all go who are making plans to at-

The Sea View House is the leading hotel, though all are good, and the others a dollar a day

less in price.

Dr. Kendall will be there, with an outfit, including the celebrated bull terrier Bess. "Keep your positions, please, and wink as often as neces-

sary."

From the talk of the club men there will be a pretty solid representation of eastern cycling organizations, and not a small unattached contin-

The Martha's Vineyard Club are the hosts, and there will be three days of supreme enjoyment, with just enough business for seasoning.

Bring your wheel, your dress suit, your bathing suit, your wife or sister, your ticket and badge. So says the committee in charge. Anything else

"Bluffing" at Cottage City is walking on the

bluffs with your best girl; bluffing elsewhere is walking with some other fellow's girl.

If you do not wish the trouble of taking a wheel, one can be hired from W. W. Stall, or at other agencies on Circuit avenue at fifty cents per hour.

There should be a full attendance at the meetings, particularly the officers' meeting, as the occasion will be a good one for officials to become

The parade will be, for the most part, over concrete. Those who wish to take part will report to Chief Consul Hayes by nine A. M., Friday morning at the Sea View House.

I hope the Washington boys have planned to be

at Cottage City during the meet. I have just heard that a meeting was held July 13, at 1209 K street, to complete final arrangements for the "Capital Outing."

**
A man with a Tandem can be popular at the seashore with the ladies if any one can. I have re-cently had a communication from a friend at a well-known resort, concerning a double tricycle, which is interesting. Extracts are as follows:

"Had an elephant on my hands for the first two or three days, as I could find no one to ride with me, save two or three young boys, who hardly filled the bill. Then I made the acquaintance of Mrs. ——, who was finally induced to take the front seat. She was convertible if the machine

or less of prejudice, she was converted at once into an ardent cyclist. As she is young and companionable we have had a number of short runs since, which were charming. Then the girls from fifteen years old upward (to twenty perhaps), wanted to try—timid creatures they were at first, of course, though they soon lost their timidy, and came out square and solid for cycling—on my tandem. Bless their hearts, I can't refuse them, and where or how it is going to end, goodness only knows. There's only one tandem, and only one of me, and they all want to ride. Mrs. —— wants to ride too, and there it is. Buy or hire a good tandem and come down here for a few weeks and, by Jove, you won't regret it. * * * But oh, the Jove, you won't regret it. * * * But oh, the mature dames and the mamas of interesting (?) babies! Shocked is no name for the outraged state of feeling that some of these old tabbys assumed when Mrs. —— first began to ride with me. They weakened a little when the girls called it "rare sport," and, at this writing, they are even making a faint show of interest, though they do not yet altogether approve. I am sorry for them, very sorry indeed, but I shan't try to remove their prejudice. No, not 1, for I have my hands very full now with a number of charmers whose company is far more agreeable. * * * Was both full now with a number of the state of the pany is far more agreeable. * * * Was both amused and disgusted a few days ago by the reamused and disgusted a few days ago by the rear. Said amused and disgusted a few days ago by the remarks of an old farmer, living quite near. Said he, after the usual volley of fool questions, 'You're sellin' them things, ain't ye?' 'Selling them, what do you mean,' I asked. 'Why I thought you was around sellin' of 'em, because you're so dummed anxious to have people ride with ye.' A tricycle agent! just think of that my boy. However, Mrs. —————————————————says her husband will have to buy one in the Fall, so I shall have that much revenge."

revenge."

Evidently the tandem has a future before it. That the machine is able to plead its own cause, eloquently, when given half a chance, no one can doubt; and as to the prejudice of the "old tabbys," it doesn't amount to much after all, for it is only the narrow-minded ones who condemn tricycling, and they do it on general principles.

OUR LANTERN PARADE, ETC.

MINNEAPOLIS, July 11, 1887.

For a "first offence," we think that 175 bicyclesand tricycles in line is a satisfactory showing. But little time had been taken for preparation, and in consequence not all wheelmen here even knew there was to be a parade, but the number that did turn out went ahead of the expectations of those planing it. Long before dark, Fourth street, South began to present an unusually busy appearance, and the casual spectator and small boy were early on hand. As rider after rider came rolling in, it became evident the supply of lanterns would fall short, and those with a superfluous number were-called on to lend to their less fortunate brethren. st. Paul did nobly, sending over about twenty wheelmen, mostly belonging to the Y. M. C. A. Club of that city, a new organization, and evidently an enterprising one. The Minneapolis Club had the largest number out, nearly forty, and, under command of E. A. Savage, were assigned assented. command of E. A. Savage, were assigned second place in line. Grant Bell had charge of the Star contingent, and T. M. Slosson, with Messrs. Hale and Stockdale as aids, undertook to keep the "unatand stockdare as alus, inheritors to keep the material tached" in motion. This squad contained all makes, styles and sizes, and even the "kids" were represented. They were relegated to the tail end of the procession, and kept up remarkably well. Considering that we had no one to give us hints as to devices, there was considerable variety, and some unique ideas displayed. One venture-some rider carried a sort of Chinese Pagoda above himself, well filled with lanterns, and was liberally annointed with tallow when the parade was over. One Star rider was completely inclosed in large lanterns, and but for the noisy ratchet, one would lanterns, and but for the noisy ratchet, one would not have known whether he rode a bicycle or tricycle. S. F. Heath acted as Chief Marshal, and Paul Archard commanded the Mercury Club which led the way, F. E. Reed and L. B. Graves acting as pace-makers. A squad of mounted police had been assigned for our advance guard, and rendered very efficient aid in opening a way through the crowd that almost solidly filled Nicollet avenue and Fourth street.

Another attempt will be made during Exposition time, and we are going to move for a "Wheelmen's Day," possibly secure a good band, and endeavor to have from two hundred and fifty to three hundred riders in line. If obtainable, the St. John's Bicycle Band would prove a great attraction and be much better to follow than the or-

Before that time, let me urge on all unattached riders, and especially those not accustomed to riding in large bodies, the importance of being able to form a respectable-looking line, mount in a uniform manner, and if necessary ride by twos and fours at the whistle's sound, not occasioning an order like that of Sturday night to "Double-up and look like something," which was passed down the line, much to the spectator's amusement.

Some outside comments were quite amusing. One man said it seemed more like a funeral than parade everything moving so quietly and all

parade, everything moving so quietly, and all riders wearing such a serious expression. Let me rise to explain that if anything is calculated to make a rider wear a serious expression, it is to ride in the midst of an elaborate structure of Chinese lanterns, the glare of which prevents his see ness lanterns, the glare of which prevents his see-ing the road with any certainty, and renders a fine tumble an event likely to occur. We feel proud of the fact that there was no rowdyism on the part of spectators, no sneering comments to be heard, and no runaways or serious accidents to chronicle. Spectators were to be numbered by the thousands, and all seemed to enjoy it hugely. Perhaps I can do no better than quote the Tri-bune's editorial comment: "Long live the trike and bike, they eat no hay." A remedy for the G. A. Road-hog infliction was related to me the other day, which was so effectual, in this particular case, that it deserves to be noised abroad among wheelmen. Let me put it in dramatic form, and term it a tragi-comedy, in one short act. Scene: Road to Minnehaha Falls; time and hour; the present, and three P. M.

DRAMATIS PERSONÆ.
G. A. R. H.—In double "rig," or two-horse carriage.
Wheelman—On Columbia two-track.

(Enter both persons from opposite sides scene, (Enter both persons from opposite sides scene, meeting on unusually rough and rutty piece of road.)
Wheelman.—" Be kind enough to let me have half of the road, sir,"
G. A. R. H.—" Get out of the way, young man!"
Wheelman.—" Road is too rough here, and I would like half of the track."
G. A. R. H.—" Get out of the road, I say, or I'll make you!!"

I'll make you!!"

I'll make you!!"
Wheelman.—(Quietly reaching down and pulling out a forty-seven calibre revolver.) "Well, go ahead and make me!"
G. A. R. H.—(Visibly shaking, and getting as far to one side as the road allows.) 'It's al-l-1 right. young man; I didn't know the 1-1-law allowed them on the r-road."
(Both exeunt rapidly in opposite directions.)
The "Ode to Ye Ubiquitous Water Sprinklers," printed in the Bulletin. just received, strikes an an-

printed in the Bulletin, just received, strikes an answering chord in the bosom of all wheelmen in this city, and they feel it's but a small part of all that's owed to the sprinkling fiend. The popular impression here is that vacancies among the drivers are filled from St. Peter—seat of the State Lunatic Asylum-so little common sense and discretion is shown in the use of water. The only time to really find roads in good shape is at five or six in the morning, before the sprinkler has got in its dastardly work. Anything more conducive to tumbles than a freshly-sprinkled horse-car track is hard to find, and the owners of full-nickeled wheels grow more and more profane as hot weather

THE QUEBEC TOURISTS OFF.

The Quebec Tourists, under the Captaincy of F. A. Elwell, left Boston at six o'clock on Sunday night for Edmunston, New Brunswick, where they will take to the wheel and spend the next ten days riding through Canada and the famous watering-places on St. Lawrence River.

The tourists occupied a special Pulman car, which reached Edmunston at seven o'clock Monday The names of the tourists are as follows:

vevening. The names of the tourists are a J. E. Beal, Ann Arbor, Mich. N. J. Foulks, Vincennes, Ind. E. H. Kennedy, North Easton, Mass. E. P. J. Morton, Boston.

B. F. Eddy, Boston.
H. C. Robbins, Boston.
E. G. Whitney, Boston.

. Flanders, Malden, Mass.

Cain, Franklin, Mass. G. G. Tyler, Baltimore, Md. W. S. Mills, Naugatuck, Conn. F. W. Davis, Hartford, Conn. F. A. Elwell, Portland, Me.

H. S. Higgins, Portland, Me. R. F. Sawyer, Portland, Me. J. B. Moore, Portland, Me. H. D. Cahill, Portland, Me.

C. C. Tukesbury, Portland, Me. N. S. Studley, Portland, Me. R. J. Patten, Skowhegan, Me. H. F. Totman, Fairfield, Me.

H. F. Totman, Fairfield, Me. In addition to the above a party of wheelmen from St. John will meet the tourists at McAdam

The outline of the tour is: Leave Boston seven v. M., arriving at Bangor next morning for breakfast. Edmunston, N. B., will be reached Monday at seven P. M.

From this place the wheelmen take the road to the Riviere du Loup on the St. Lawrence river, distant eighty miles, which will be covered in two

A detour will be made to Cacouna, a famed watering place on the St. Lawrence, where the tourists will stop two days. Returning to Riviere du Loup, the Saguenay river steamer will be taken du Loup, the Saguenay river steamer will be taken for a sail up that magnificent river. Returning to Quebec, Sunday will be passed there visiting the many places of interest in and about the "Walled City." The next morning the wheel will be again mounted and pushed to St. Joseph, where the night will be passed. The next morning, continuing on through St. George, St. Come, Moose river, the forks to North Anson, which place will be reached Friday, July 29. The train will be taken at this place for Boston.

No regular order of riding is observed while on

No regular order of riding is observed while on the road except at the more important places, when the party will be under command of Captain E. G. Whitney of the Boston Bicycle Club.

LOUISIANA'S LITTLE LEAGUE DIVI-SION CONSTITUTIONALIZES.

AND PAVES THE WAY FOR FUTURE WORK.

Just after I despatched my last missive to THE WHEEL came a notice containing the long-looked-for information that a meeting of the Louisiana Division would be held Friday evening, July 8. Pursuant to the call nineteen members (all of N. O.) assembled on the above date at the rooms of the N. O. B. C.
C. C. Hodgson presided, and Secretary Baquie

wielded the pencil.

The minutes of the last meeting (June 23) were read and adopted.

The Committee on Constitution and By-Laws, appointed at that meeting, submitted the results of their labor, which were, with several alterations and amendments, adopted. They provide for quarterly meetings of the Division, and hereafter once in every three months will find the Louisiana Leagueites to ether, if for no other reason than, as that old veteran, A. M. Hill, puts it, "to pro-mote acquaintance and sociability among the members." members.

Sec.-Treas. Baquie submitted his report, showing the present membership to be forty-one, with three applications pending, and a cash balance of \$24.21 on hand. Report received.

The Racing Board also handed in a detailed state-

ment, which was likewise received and ordered filed. Nominations for Secretary-Treasurer being next in order, the present incumbent, George Baquie, was tendered the position, but respectfully declined. After being in turn offered and declined by Messrs. Crane, Fenner and Fairfax, R. G. Betts was nom

inated and unanimously elected.

W. W. Crane then arose and set forth the outcome of labors in connection with those of the wheeling fraternity of our sister city, Mobile, Ala. He told how the cyclers at that place were prohibited the use of the only good road thereabouts, and how he had ridden over the road andbeen ordered off under threats of arrest, notwithst anding his offer to pay the required toll. He went on to say that the Rights and Privileges Committee of the League had been appealed to, and that they showed a disposition to fight shy of the matter. Crane stated that if the road was not opened it would prove a deathblow to wheeling in Mobile, and wound up by calling for protection at the hands of the L. A. W as a member of that organization.

The speaker was listened to attentively throughout, and being fortified with all the necessary proofs was able to speak authoritatively. While in Mobile, Crane had consulted with one of the most prominent lawyers there, who informed him that if the \$10 or \$20 court fees were guaranteed him that if the \$10 or \$20 court fees were guaranteed he would work on a contingent fee for damages, so certain was he of success. The attorney for the Shell Road Company (whose President, by the way, is the keeper of a livery stable,) was also called on, but stated that, while he knew nothing whatever of bicycle law, he would fight the case anyhow.

After all the facts had been brought out, and every one given an opportunity of airing their opinions, resolutions were adopted setting forth "It is the sense of this meeting that the matter was one requiring prompt and decisive action on the part of the League, and urging upon the officials the necessity of proper interest in the matter."

C. C. Hodgson then appointed the following

Committees for the ensuing year: On Racing—E. C. Fenner, Shields, Hill, Crane,

Rights and Privileges-Crane, Gore, F. Fen-

ner, Walters, Bayne.
_ Transportation—O'Reardon, Parks, Zeigler, Fairfax, Rea.

Roads and Road Improvement-Hill, Abbot,

Ruhlman, Fairchild, Betts.

Handicapper—C. M. Fairchild.

After extending a vote of thanks to the N. O. B.
C. for the use of its rooms the meeting adjourned.

The rumors have chrystallized, and the Club is here. As intimated in my last, another club has been organized. The infant was ushered into this world on the evening of the 7th inst., and at last accounts was wide awake and doing some lively hustling for recruits. W. H. Renaud was elected President, and J. P. Phelan, Secretary-Treasurer, and a committee appointed to draft constitution and by-laws, after which the meeting adjourned until Tuesday, 19th inst., when a captain will be elected and the constitution adopted. The committee empowered with the selection of a name for the youngster have decided on Louisiana Cycling Club, and will recommend this cognomen at the meeting of Tuesday.

Where before century runs were rare occurrences, it now appears as if they are to become the rule rather than the exception. Bob Abbot (N. O. B. C.) started the movement on June 14, by rolling up one hundred and one miles; A. M. Hill (unattached) was next, doing one hundred and twenty-five miles on the sloppy asphalt between showers, on the third inst., thereby breaking the Southern twenty-four hour record of one hundred and six miles. On the tenth, R. G. Betts (L. C. C.) put it up another notch, by scoring one hundred and thirty-one miles between five A. M. and 10:30 P. M., less six hours for stops and rests. Ed Jonas (L. C. C.) road seventy-eight miles (accompanying Betts that distance) between five A. M. and seven P. M. the same day, and having ridden twenty-two miles the evening previous between seven and ten o'clock, he also has a century to his credit within the prescribed twenty-four hours. This was Jonas' first really long ride, and he clung to it pluckily, pushing his Star across the line with one knee, nearly "played out." He says he's got enough for awhile, and is resting quietly on his laurels, and as easily as a very much chafed—you know—will permit. Hello! I see I've given the Star wheel a gratuitous notice, and suppose in these "piping times of free puffs" the correct thing to do now is to mention the other mounts as well. Abbot, in accomplishing his feat, used a forty-eight-inch New Rapid, and of course his feet aided him not a little in "getting there" (Get the hartshorn quick). Hill's mount (Get the hartshorn, quick!) Hill's mount was a Columbia, and Betts' a fifty-inch Champion. It is likely that before many days have passed in their time tickets, all of the above exploits will have taken a back seat, as the fever is spreading so that there is no telling who will be the next to try. Crane, I heard, will probably go one hundred and fifty miles next Sunday, and Fairchild thinks of tapping it a week or two later.

BI.

BLOOMFIELD, N. J. CYCLING NOTES.

EDITOR OF THE WHEEL:-The Bloomfield cyclers have scored a point against the Town Committee and gained for wheelmen the use of the sidewalks. So our local paper puts it. We are glad to know this and would extend an invitation to wheelmen in general to come and ride on our sidewalks. We do not know of any pleasanter or better for riding on.

Those availing themselves of our invitation will

undoubtedly forgive us when we dismount simply because a child is on the path, or make a curve through the gutter rather than blow our whistle as warning to some women, that we claim our rights and hers. This much we have promised, that in return, when some stranger is coasting down some of our sidewalk hills, unconscious of danger to others, he will not be arrested and fined; but finding the way made easy, will come to our club rooms and let us rejoice as we show him how much the citizens think of wheelmen and why they do so.

BLOOMFIELD CYCLERS. l do so.

LYNN CYCLE GLUB.

A meeting of the Directors of the Lynn Cycle Club Track Association was held Thursday evening, when several important matters came up for consideration. It was voted to hold a Firemen's Muster at the Lynn Bicycle Park in August, the dates to be either the 25th, 26th and 27th, or 26th and 27th, according as may be subsequently decided regarding the number of days for its continuance. There is to be \$1,500 in cash prizes awarded for horse racing, hook-and-ladder racing and handengine contests. Many companies from Maine, New Hampshire, Vermont, Massachusetts and New York have already signified their intention of participating. It has been a long time since such an event was held in this city, and with the lively interest which Lynn people take in such matters it would seem as though the proposed muster could not fail to be every way successful.

The Directors also discussed the matter of holding a Bicycle Tournament this Fall, and think the outlook favorable. They fixed upon Saturday and Monday, September 3 and 5, for the dates of holding such a tournament, if the future prospect warrants their perfecting arrangements for a meeting.

THE SAFETY CRAZE.

The Irish visitors to the tournament expressed their surprise at the small number of ordinary bicycles to be seen out on the Ripley road as compared with the Safeties, and it is a fact worth noting in connection with this that many of our leading firms have no little difficulty in finding a sale for this type of machine. We cannot but think the road-racing mania is chiefly to blame for this disagreeable, and we trust, only temporary, disregard of the "ordinary." Men want pace up and down hill rather than the contemplation of scenery and the elation of spirits connected with the high seat of the old bicycle, and we hear young men talking of the dangers of a fall from a 52-in, wheel and giving other poor excuses for their choice. But, just as cricket with a soft ball would be a bastard development of the national game calcu lated to destroy all true interest therein so cycling without a spice of danger is devoid of half its delights. To the man of maturer years, the Safety offers irresistible attractions, but the young man who commences cycling on a dwarf machine without an apprenticeship to the ordinary makes an enormous mistake. We have personally now tried all classes of machines, and unhesitatingly declare in favor of the old 53-in. ordinary from whose saddle we could view the country round, and whose wheels were speedy enough for all practical purposes on the road.—Wheeling.

THE TRIP TWO CYCLISTS TOOK.

On Sunday two members of the Outing Cyclists, Messrs. Frank F. Austin and Harry G. Stuart, made a bicycle ride which has never been equalled west of St. Louis, as far as is known. The two wheelmen mentioned started from their club rooms, corner Ninth and Broadway, and rode to Paola and returned, the former to Olathe and the latter Lenexa, fifteen miles south of this city. The start was made at 5:35 o'clock and Paola was reached about one o'clock. Owing to a late start, the wheelmen did not resume the trip back till 3:20 o'clock, Olathe being reached at seven P. M. It was the intention of the two cyclist to make onehundred miles, but they are satisfied with the record they made. There was several disadvantages which prevented the making of the one-hundred-mile run, viz., lateness of start in the morning, exceedingly hot weather and the vexatious late start from Paola. On reaching Olathe Mr. Austin was completely fagged out with the ride, and would not venture farther. Harry Stuart was very anxious to complete the run and struck out for Kansas City, but darkness overtaking him at Lenexa, he stayed there all night, coming in on his wheel this morning, making nine-five miles. The roads were not in the best of condition, but were better between Olathe and Paola. Taken The distance from shanging from the start of condition, but wheeling across the Pacific, it was a altogether, the trip was a record one. The roads of the West do not compare with those of the East, and the ride was, therefore, a good one. Some

time since the members of the Old Ramblers' club of St. Louis, accomplished a hundred-mile run, but the course was over macadamized roads and through the parks. The following are the statistics of the trip: Start, 5:35 A. M.; time to Olathe, two hours and fifty minutes; twenty-three miles. Time from Olathe to Paola, three hours and forty minutes; twenty four and three-fourths miles. Return; start from Paola at 3:20; time to Olathe, seven o'clock; to Lenexa, eight o'clock; total distance, eighty and one-half miles; actual time to Paola, seven hours and twenty-five minutes; actual riding time, six hours and fifteen minutes; average number of miles per hour, seven and eight tenths On the trip down Harry Stuart's rear wheel broke, caused by the rough roads, and considerable time was lost thereby.—St. Louis Post Dispatch.

A CYCLIST PAYS A BILL.

IT COSTS A RIDER THREE HUNDRED DOLLARS TO KNOCK DOWN AND INJURE A BOY.

remarkable case was decided July 14. Elizabeth, N. J., in the District Court, before Judge Gilhooly. It was the third trial of the suit of Fox against Sylvester for damages sustained by the former's boy in being struck, knocked down and injured by Sylvester while riding his bicycle on the evening of October 5, 1886. As the previous trials had resulted in disagreements the jury this time was picked from Elizabethport's citizens. Sylvester swore he was not the party that struck the how and attempted to set up an alibit to prove

the boy and attempted to set up an alibito prove that he was on his way to New York at the time. Two witnesses swore they saw him board a train at 6:45 P. M.. while the accident, it was alleged, had occurred at seven o'clock. The conductor of the train testified to seeing the defendant on it. To make Sylvester's case appear stronger, Jude Decker, another wheelman, swore that on the evening in question, at about the time mentioned, while out riding on his bicycle. The boy, how-ever, was positive that Sylvester was the party who injured him.

It was shown that the defendant sent Dr. Guer, after the accident, to Mrs. Fox, and offered to settle the case by paying her \$25. The defendant tried to explain this away by saying that he would sooner lose that amount unjustly than have his name dragged into court. The jury, however, took a different view and regarded this evidence as proof positive that Sylvester inflicted the injury. After an absence of half an hour the jury brought in a verdict of guilty, assessing the plaintiff's damages at \$300.—New York World.

STEVENS' RIDE ACROSS THE OCEAN.

HOW HE COASTED THE WHITE CAPS.

MR. WHEEL:-From a quotation published in your paper recently, I find that I am the victim of base insinuations at the hands of some editorial wiseacre and geographical Professor away down in Natal. This person openly declares that on my journey "Around the World on a Bicycle" I was guilty of taking the steamer from China to Japan, and again from Yokohama to San Francisco. Now, there is nothing that stirs up the slumbering ashes of one's resentment so much as being ac cused of deception, and of omitting to carry out certain details, that one's inner consciousness approves of having done to the Queen's taste, if not

Therefore, I want that Natal pencil-pusher to understand that I am prepared to prove that I rode my wheel across both the Eastern sea and the Pacific Ocean. By writing to the Captain of the Yokohama Maru, he will learn that I pedaled my way over the shimmering surface of the Tong Hai, sometimes in the wake and sometimes in front of that vessel. He will learn that at meal times regularly rode up to one of the port-holes and had my meals thrust out to me on the business end of a Japanese spear. He will furthermore be told that I held myself down to the speed of the steamer for the sake of company and regular chow, until within a hundred miles of Nagasaki, when I put on a spurt and reached port three hours ahead

The distance from Shanghai to Nagasaki is only

numerous headers over white-capped waves, overtook her in mid-ocean. The greatest trouble in bicycling across an ocean is to get the road to lay still long enough for one to ride past any given point. There is no other difficulty worth mentioning. There is plenty to eat and plenty to drink, and any number of good pl ces to sleep. One can catch a nice tender Spring whale any hour of the day, and roast it in the dancing phosphorescent fires with very little trouble. Certainly, there is something of a sameness about the diet, but by eating an old Greenland whale for breakfast, a spermaceti for dinner, and a nice callow youngster of either variety for supper, the sameness is to a certain extent neutralized. At night I used to lean my wheel up against a whiteto real the wheel up against a winter-capped wave, and permit a gently heaving swell to rock me to sleep. I used to pillow my weary head on a soft, cushion-like billow. I had more fun coasting down the big long swells than a Montreal tobogganer, and reached San Francisco in seventeen days.

I suppose some one will be claiming next, that I took steamer from New York to Liverpool.

THOMAS STEVENS.

THE ROAD'S CRUSADE.

It is beginning to dawn upon others than cyclists that a good road is not only a thing of beauty but a joy forever. The following editorial from the New York World is, we hope, the open-

ing blast of a fight for better roads:

"There is a popular impression that the city of New York occupies a fairly advanced position in modern civilization. While this may be true in some respects, it is far from being the case in others. It is desirable that our people should become generally intelligent on the subject of our deficiencies. The increasing travel in Europe our deficiencies. The increasing travel in Europe of New Yorkers having the time and means to cross the Atlantic ought to assist materially in spreading the desired knowledge.

"This city is a long way behind the age in the matter of its streets. Not only does this fact strike the returned traveller at once, but it fills the visitor from abroad with astonishment. The jolt-ing and the clatter and bang to which he is treated on the way from the wharf to his hotel let us down suddenly a great way in an estimation disposed to be favorable to us. And we deserve to suffer in that respect, since there is no valid excuse for our backward state. The problem of good streets has been solved for us by the experimentation of others, and we refrain from taking advantage of an experience of great value which is ours for the

taking.

"The quiet, smooth, durable pavements of London and Paris might be ours if we only would say so. Instead of the universal, stony, nerveafflicting causeways which we call streets in New York, we might have the civilized roadways that belong to first-class cities. We are rather proud of ourselves in the metropolitan sense, but it is the pride of ignorance. We really cut a very sorry figure in cosmopolitan eyes, and almost solely because of our adherence to pavements of a past age and the unspeakable car rails."

ENGLISH AMATEUR CHAMPIONSHIP.

The five-mile tricycle championship was decided The hve-mile tricycle championship was decided at Aston July 2. Summary—Heat 1: E. Moore, 15:28 4-5; E. Kiderlen, by a foot. Heat 2: R. J. Mecredy, 15:26 4-5; C. E. Taylor, by 4 yards. Heat 3: W. Terry, 16:53 2-5; J. Moore, 2d. Final Heat: Mecredy, 17:22 2-5; Terry, 2d, by nearly a lap. The last mile in second heat was ridden in

A three-mile scratch bicycle race, decided the same day, was won by Illston in 8:41 3-5, beating Kiderlen and Fenlon

Kiderlen and Fenlon
One-Mile Tricycle Championship. This event
was decided at the same track on Monday,
July 4, and resulted in some astonishingly fine
contests. Summary—Heat 1: George Gatehouse,
2:57 3 5; E. B. Turner, by 15 yards Heat 2;
R. J. Mecredy, 2:51 4-5; J. Moore, by 30 yards.
Mecredy set pace from start to finish. Heat 3:
C. E. Tavlor, 2:56 2-5; G. P. Mills, by 10 yards.
Heat 4: E. Kiderlen, 2:56; W. M. Appleton, by 15
vards.

Second Round—Heat 1: Mecredy, 2:53 1-5; Gatehouse, by 2 yards; Moore, by 2 yards. Mecredy paced from start to finish. Heat 2: Kiderlen, 3:14 4-5, Taylor, 2d. Final Heat: Kiderlen, 2:54 2-5; Gatehouse, by 15 yards; Mecredy by 5

THRO' THE WILDS OF WYOMING.

ONE HUNDRED MILES OVER THE RUGGED ROCKY MOUNTAINS.

When we mounted our Expert Saturday morning, at Denver Junction, a tremendous gale came over the hills like an avalanche, and threatened to dislodge our one hundred and forty pounds of avoirdupois. Against this we pedaled on an up grade for fourteen miles to Chappel, and just in time to escape from one of those Nebraska showers which spring up at all hours, and go about as sudden as they come—no formalities about it. At ten o'clock we pointed for Lodge Pole, eleven miles away, and captured it at 11:30. Passing on over hard gravel roads, rather improved by the recent rains, we wheel into Sidney, nineteen miles farther, at one P. M., and take dinner at the Pacific Hotel. At 2:30 we are again in the saddle and making tracks for Potter, twenty miles away, dining there at five o'clock. Nine miles further we pass Dix, and push on to Kimball, nine more miles, over the best road of the day, in just forty-three minutes, registering at Hotel Martha at eight o'clock, with eighty-two miles less between us, Cheyenne and the 'Fourth.' Sunday morning we are off at nine o'clock, and reach Bushnell, thirteen miles, at 10:30. Here the roads begin to grow worse, and we confidently look for a parting kick from Nebraska. About three miles out we come

A SLEEPY OLD BULL

as we imagine, tied by a long rope to a stake in the ground, as our imagination again determines. Not wishing to disturb his bullship's siesta, we dismount and essay to walk past. This act of in-discretion on our part is roundly resented by Mr. Bull, and rising up he proceeds to air his dis-pleasure into unmistakable methods. Yes, he is mad, and determined to get revenge for some fancied insult to his bovine etiquette. Now we have no fear of any animal extant on good roads, but in two inches of sand a mad bull is not to be desired. But we carefully saunter out beyond the slack of his rope as we again judge in our mind's eye, and await developments. Not long have we to wait, for they come in short order. Raising his bushy head Mr. Bull gives one big snort and comes for us like a thousand of brick. For a moment we witness the onslaught and then turn turkey and run. Lucky we did, for that bull was fastened to a heavy iron weight which could move by extraordinary exertions. Well he did some tall pulling and we did some taller skedaddling. For a half mile the programme was carried out to the letter, and it began to grow irksome, to us at least; but the bovine still kept yanking his anchor over the prairie. Ever and anon it would yank him nearly on end; but on he came, determined to meat us, with blood in his eye, with not a fence or thicket in sight to escape from this infuriated snorter at our heels, rendered our chances of seeing the Pacific rather slim unless something turned up. That something presently put in an appearance in the shape of two cow boys, and the way they came to our rescue was a caution to all bulls in general and this one in particular. Hastily dismounting, one of them seized the anchor rope of his bullship, and by a few dexterous swings got it under the animal's forward leg, and

"Now git, youngster," said one of our rescuers; and we did git. The way we piled up sand hills behind would have made Whittaker envious and relegated into obscurity all of Woodside's famous records. We kept no tally, official or otherwise, of the gait, but reached Pine Bluff in time for dinmer, ten miles from Bushnell, and crossed into Wyoming Territory in the bargain. At two P. M. we again set out and finding better roads, push on with renewed vigor. Five miles are passed when we suddenly discover that

OUR SADDLE BAG IS GONE.

Great buckets of gore, but did you ever see such luck? A mad bull was not enough, but we must needs turn around and go back three miles before the innocent object of our new woes is lying as peacefully by the roadside as a dead log, the strap had been worn completely in two and this is why we made twelve miles to Tracy, when the regular distance is but six. This should have been sufficient to suspend further efforts at desereating the Sabbath, but we resolved to see it out now or bust. A ride of six miles and Egbert appeared at 4:30, and we shot out for Hillsdale. Probably a quarter of a mile is made when on peared at 4:30, and we shot out for Hillsdale. by the kind ranchero and his estimable w.fe, Mr.

Probably a quarter of a mile is made when on and Mrs. S. A. Williams, and a better repast we comes another of those sudden showers and we have seldom done justice to. So entertaining are easy running. It is heavy, and this tells, espe-

return in hot haste to Egbert. A section house here gives us supper and at 6:30 we push with a firm determination to sleep at Hillsdale or on the plairie. A run of ten miles and we take the railroad track and foot it into Hillsdale four miles further. Here lodgings are secured with a jolly old Irishman, whose good nature at once turns our dismalness wrong side out and renders us smiling once more. We are still twenty miles from Cheyenne, having only covered fifty-five during the day, and expect to see a part of the glorious Fourth pass away in Cheyenne at least. Monday dawned hot and sultry, but we set out at six A.M. with a light heart, but not lightened purse. Our host does not require compensation, and gentle readers, we do not urge him. Nevertheless, we had as good a bed and breakfast as can be found. Six miles and we passed Archer at seven o'clock. Six miles further and Atkins is left behind at 7:45. An up grade is also left in the rear, and we now take a coast of eight miles into Cheyenne, pulling up before the Metropolitan hotel in the metropolis of Wyoming We are all ready in an hour to at nine o'clock. take in the biggest kind of a celebration ever inaugurated, but find none awaiting our valor. Reader, if you are a bicyclist, and have ever ridden like sixty for a point to lose it at the last moment, you will know exactly the state of our feelings upon learning that no celebration, big or little, not even a horse race was billed to commemorate this glorious day in Cheyenne on July 4, 1887. It was a fact. Nothing, not even a firecracker glorious day in Cheyenne on July 4, 1887. It was a fact. Nothing, not even a firecracker was heard to mar the death-like stillness which hung like a pall over the city on Uncle Sam's birthday. Well, we managed to outlive the day and spent some very pleasant hours with the Cheyenne Bicycle Club, in the elegantly furnished rooms. These model boys have everything arranged for comfort and ease and they generally get it. On the first floor are billiard and pool tables, reading room, well stocked with current literature, bicycling and otherwise, and a fine gymnasium. Session rooms on second floor where Session rooms on second floor where nasium. the b'hoys assemble in silent and owlish conclave once in about six months! No harm done, only as other boys they are slightly averse to frequent conversations with the legislative God. In a ride around the city, over some very smooth streets, we took in the City Park, Lake Minnehaha, and various picturesque and pleasant avenues and drives.
The evening we devoted to "Janish" at the Opera House, and felt well repaid, although we own our ticket was a d. h. At 12:30 Tuesday, we said adieu to a host of newly made Cheyenne friends and pedalled out of the city at a rattling rate. Twentytwo miles away we reached Granite Canyon, at three P. M. This is a lonely though rough and romantic spot, and is only attainable by several miles of tall climbing. Pushing on we stop at Sherman, the highest point on the Union Pacific, for supper, at 6:30, just fifteen miles from the Canyon. This place is 8,242 feet above the ocean level, and the country for miles around is revealed in an endless succession of rock turretted hills and winding valleys, dotted here and there and everywhere with massive boulders, with an occasional mountain peak standing out like grim sentinels on the lovely landscape. A monument of gigantic proportions is here erected to the memory of Gen. Ames, ex-superintendent of the Union Pacific Railroad, whose death cast a gloom over the country some years ago. From here we have an easy coast of seven miles to Tie Siding, and put up for the night at a fourth rate hotel there at eight P. M. Wednesday morning we pushed out at eight P. M., and rode into Red Buttes at 9:45 over nine miles of soft sand. From here to Laramie City, a fine road is met, and we see that rugged western town at eleven A. M., after a ride of nine miles. Dinner is taken aboard here and we push on at 12:30 over the old emigrant mountain trail which leads us out of the city directly west over the hills. Ten miles of good roads are past when we suddenly encounter a rough, stony, unridable road, and eighteen miles out strike Birds Ranch at 4:30. Our Laramie adviser told us to put up here, but we push on, and seven miles further come to Eytyn's Ranch at six eight and secure a good supper lodging and o'clock and secure a good supper, lodging and breakfast. These jolly ranchmen never think of taking pay for these favors and consequently we were so much in pocket. Thanking our host as only a grateful bicyclist can, we set out over some passable roads, which presently grow from bad to worse, and twenty miles away come upon Rockdale, as pleasant and attractive a spot on Rock Creek as can be found in the mountains. Before we have time to ask for it, we are very cordially invited to dinner

our new made friends that it is two P M. before we get started, and after climbing a four-mile hill, take a delightful coast of five miles down the mountain side. Eleven miles of walking follows this, and we bring up at Elk Mountain at five o'clock, and take supper at Jones' Ranch. Crossing the Medicine Bow river, we ride out seven miles to Tatum's Kanch for the night. Although given a bunk of blankets on the hard floor of the ranch, we turn in and sleep like a rocket till six Friday morning, the shrill tones of the ranchero awaken us in the midst of a happy dream of home and mother. Ves, my bicycle readers, there is in Herkimer, N. Y., a home more dear to me than all on earth, and a mother is there second to none in the land, and to a reun on in this happy land, I look forward with all the pleasure a successful completion of my trip can assure. Starting out at seven o'clock, we take a long, weary march of twenty-seven miles to Fort Steele. Barely five of these are made in the saddle, and you may judge of our joy when once more the familiar lines of the Union Pacific road comes into view. From 2:30 to five P. M. we stop at the Fort and figure up our experience. Although one hundred and ninety-four miles from Cheyenne, we have traveled but one hundred and seventy-five miles. the mountain course is that much shorter. But the next fellow who deigns to send us across the mountains in preference to the railroad line, will be a fit subject for a coroner in short order. Still we are not sorry we traversed that lonely but picturesque place, for there are many redeeming features about its monotonous meandearing path. To describe all these would tax the powers of Plato, and as we are not thusly endowed, we'll pass on and record our arrival at Rawlins, eighteen miles from Fort Steele, at eight P.M. Nine of these miles were quite rideable, but the balance we can't account for. The road is sandy and hard navigating, except in occasional spotsoccasional at that. At Rawlins we stop at Hotel Brunswick and here we'll leave you gentle reader for pastures more green, of which we'll tell later on.

G. W. Nellis, Jr.

Rawlins, Wyo., July 8.

WHAT SHALL I RIDE?

REAR-DRIVER, ORDINARY, OR TRICYCLE?

This is a question which has puzzled not only the beginner, but many a veteran of years' standing. The choice of the type of machine is a serious question, and again and again inquirers write us to know if we would recommend ordinary bicycle, tricycle, or Safety. "So many side issues," says the *Irish Cyclist*, "influence the choice of a machine that such queries are almost as hard to answer as if a sick man should write to a doctor and ask for a remedy without specifying the nature of the disease. The quality of the roads over which the machine is to be used, the strength, and various other matters must all be taken into account. Taking the ordinary bicycle first, there is little doubt but that it takes less mustics, there is little doubt but that it takes less mustics. cular exertion to drive than any other machine. It is graceful in appearance, and the construction is simplicity itself; and no type of machine is so ittle liable to get out of order. It is easily stored and easily conveyed. It makes but one track, and so can find good going where a tricycle would be in difficulties; and it is considerably faster than the three-wheeler. Taking its disadvantages, we find that the rider is much more liable to crop-per; that a fall off an ordinary bicycle is often very severe; that it will not stand alone, or run slowly, with any degree of comfort; that the difficulty and labor entailed in mounting and dismounting, especially in wet weather, is considerable; that the vibration is often excessive; and that it is a bad luggage-carrying machine. The the ee-wheeler occupies the other extreme. It is eminently comfortable and safe, and the rider is in the best position to utilize his entire strength. He may regulate his pace as he likes; and can carry an ample supply of luggage. With fair treatment, it will stand as much work as a bicycle; and the absence of vibramuch work as a bicycle; and the absence of vibration stands in strong contrast, and will often cause the rider to be less fatigued than his companion on the two wheeler. It is a good hill-climber, and downhill is the perfection of comfort and safety. It has, however, some serious drawbacks. It is awkward to store or to convey by train or boat. It

cially uphill, and on muddy or very dusty roads, the difficulty of driving it is greatly increased; and, taking it altogether, it requires considerably more muscular strength to drive it than the bicycle. The rear-driving safety occupies a middle position. is almost as safe as the tricycle, and as fast as the bicycle. Over bad roads or good, uphill or down it is equally satisfactory, and the vibration is very slight except in the case of the arms. Mounting or dismounting are easy, and plenty of luggage can be carried. It can be stored or conveyed as easily as the ordinary, and in brake power and comfort in coasting it equals the tricycle. It is, however, more apt than either the ordinary or tricycle to get out of repair, in consequence of being more complicated, and also because riders are apt to urge it at a rapid pace over rough roads. In appearance it is extremely ugly, and in weight exceeds the ordinary. The vibration to the arms is considerable, the mud-guards are apt to rattle loose, and in wet weather the chain gets covered with mud. In districts where the roads are good, and are free from large, loose stones, the ordinary bicycle will be found most satisfactory for the young, active rider, who has plenty of nerve. On bad roads, or for nervous riders, the safety or tri-cycle will be found most satisfactory. If he re-quires pace, at the expense of some slight degree of comfort, let him choose the safety. If he considers comfort and entire safety before everything, let him choose the tricycle. On rough roads, how-ever, where but one good track exists, the safety is far before the three-wheeler.

WHEEL GOSSIP.

The N. Y. Division has 2,032 members.

It is said the Roseville track is being allowed to

The Orange Wanderers are talking up a race meet for August 27.

Rich. Kluge and Stenken rode five miles at Roseville, in 14:50, on Friday afternoon.

J. E. Baker, of the Orange Wanderers, recently cleared Eagle Rock Hill on a 48 inch Victor.

Wheelmen should shun the Claremont Hotel on the drive. They are treated by the waiters as if their room was preferable to their ducats.

President Kirkpatrick has written the League "Cabinet" for their opinion as to what action the League should take on the road-racing question, if

We have received a superb catalogue of the genuine Humber Wheels from L. H. Johnson, Main street. Orange, N. J., who is sole agent for these

C. S. Luscomb has resigned from the Executive Committee of the Team R. R. Association, on the ground that road-racing being illegal and hurtful to cycling, it would be inconsistent for him to aid and abet the same.

We are pleased to learn from Mr. E. F. Burns, of Smithville, that the accident to young Weber is not so serious as at first reported. He is already about, and will soon be able to ride again. He had a narrow escape, however.

We are joyed to learn that Mr. A. Bassett, of Boston, has kindly taken itself upon him to sub-edit the columns of this paper. Such squibs as he may consider of more than ordinary merit will be reproduced in the columns of Mr. Bassett's organ.

The American Wheelman is suffering from a violent hallucination when it entertains the idea that "The Listener's" slating of Mr. Bidwell settled his chances for the Presidency last year. Bidwell never was a candidate; he probably had more to do with the selection and election of Mr. Kirkpatrick than perhaps any other man in the country.

The proprietor of the Mt. St. Vincent Hotel, in Central Park, has announced that he will make special efforts to cater to the wheelmen. He will serve meals at all hours and will make a specialty of breakfast for breakfast runs, provided he he noti-His prices are reasonable, and a reduction of twenty per cent is made to wheelmen.

The Indiana Chatterbox, of July 14, says of itself. "We are the first cycle paper to publish a full account of the Stone-Greenwood De Soto Race. The special correspondent of the Chatterbox also sent a full report to the Bicycling World, and we also published as fine a report as we thought necessary, all of which appeared contemporary with the report of the Chatterbox.

Messrs. D. Rogers & Co. seem to have cleaned out bicycle agents and buyers all over the country. about D. R. & Co., but we wish to assure them that we "saved our bacon" by securing the first judgment against their goods. We believe the precious pair of swindlers have gone to Australia, not to England.

A wheel and athletic tournament will be held at Washington Park, Brooklyn, on Labor Day, Sept. 5. The events are: One-mile handicap; one-mile handicap for roadsters over thirty-six pounds; one mile mount and dismount at stated points on

the course; three miles handicap. Three prizes will be given in each event. Entries close Sept. 2, with H. Grotage, 228 Monroe street, Brooklyn, N. Y.

The groan of the Secretary-Treasurer of the N. Y. Division, that it is "financially embarrassed," is amusing, though true. The Division has \$64.97 in bank, and liabilities exceeding its assets. We remember how we used to gloat over those big bank balances of last year. The money is gone, but it has been spent judiciously; a road-book second to none, and the passage of the "Liberty Bill" are better than a big bank account.

Messrs. Bartlett and MacDonald have lost a fifty-four-inch Standard Columbia bicycle, enamelled wheels, nickel backbone and forks, monogram, A.M.C., and brass plate on head. The thief is a man of slight build, dark hair, about five feet nine inches in height, and between twenty-four and twenty-nine years of age. He gave his name and address as W. J. Wilkins, 1681 Madison ave-nue. The machine was stolen July 15, at 12:30

Cleveland residents who receive a marked copy of this paragraph are requested to call at the store of N. C. Bosworth, 1222 Euclid avenue, and claim their copies of "X. M. Miles on a Bi.," which were dispatched from the manufactory on the fifteenth. Karl Kron informed us that on the same day he sent boxes of books to Hartford (Weed Sewing Machine Co.'s office), and New Haven (M. D. Gillett, at Breck Brothers' rubber store, 802 Chapel St.); and we therefore send marked copies of this paper to his subscribers in those two cities, also, by way of reminding them where they may get their books. K. K. requests that all who do not intend to claim their "numbered autographed copies" at \$1, will notify him by postal card in order that he may be free to put the same on sale to new purchasers at the regular rate of \$2.

There is one ride about Orange, which I am much surprised on inquiry to find that so many visitors to that district have not taken. I refer to the one on the east side of the mountain from Eagle Rock to the top of South Orange avenue hill.

I went over it the other day again in a tandem, and every time I make the trip I am the more charmed with it. After going a hundred yards or so beyond the Eagle Rock Park entrance the summit is reached and the coast begins. A quarter of a mile or more down and then turn to the first road to the left. This is a most perfect macadam and skirts the mountains. Past handsome country houses you wheel, the hill rising on your left and the beautiful valley below on your right with its patches of woodland, its acres of green meadows, its fields of waving crops, and in the distance the blue Morris mountains. The road rises and falls gently and here and there you plunge into a half mile or so of cool and fragrant woods. You keep this road until you come to a little church and then turn to the right until a quarter of a mile beyond a pretty church of modern pattern is reached. Here take the road to the left and following it for a half a mile or so you will come to a series of fine coasts with many turns. A good brake, a watchful eye, and a stout pair of lungs will rob the coast of all danger. After about a mile of coasting the macadam ends, and a ridable country road begins, Follow it for a quarter of a mile and you wooden bridge. Take this and follow it on keeping to the left, and a mile or so of it will bring you to the top of South Orange avenue, when you will have a fine view of the outlying country and a long restful coast to follow. It is well known to many wheelmen, though to some it will prove a pleasant change from much frequented paths. Those who have not taken the ride should take it, and those that have will not condemn me for bringing up pleasant memories.

The celebrated Duryea racing saddle, which has been used for some years past by all the well-know racing cracks, is now being delivered by the Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. Price \$4.—Adv.

The Cobblestone saddle. With it one can ride off the ordinary city curb without danger. Embodies the best points of all the hammock saddles. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.—Adv.

The old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years to be the best hammock saddle on the market. Made for all kinds of cycles. Price only \$5. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.

The Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs and swears by it. In many sections of the country riders will have nothing else. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.—Adv.

> SARANAC LAKE, FRANKLIN Co. July 28, 1886.

I can heartily recommend Tom Smily to any one wishing to learn bicycle riding. By shewing me the "reason why" in every case he taught me in two lessons to ride, and in five lessons to mount, dismount, and ride with confidence. His points on managing a wheel have saved me several headers.

EDWARD W. SCRIPTURE.

Address, 308 W. 20th street.

THE MAIL AND EXPRESS, New York, Oct. 8, 1886.

DEAR SIR:—It affords me great pleasure to tes-tify to the value of your instructions in the art of cycling. Your lessons are clear, and the confi-dence from the very start you give a pupil is a wonderful aid to him. I am more than pleased with the advantage, which in a very short time I have derived from them.

Yours respectfully,

WALTER J. LEE.

Mr. T. A. SMILY, care of G. R. BIDWELL, N. Y.

Madison Square Theatre, New York, August 5, 1886.

MR. T. A. SMILY.

DEAR SIR:—I take pleasure in testifying that the bicycle lessons I took from you were entirely satisfactory and very valuable to me.

WILLIAM GILLETIE.

CHARLES SCRIBNER'S SONS' PUBLICATION OFFICE, Ост. 9, 1886.

Mr. T. A. SMILY.

DEAR Str:-Your instruction on the bicycle was entirely satisfactory to me, and whenever I hear of anyone who desires such instruction I will gladly recommend you. Of course you may use this in any way you please. Yours truly,

W. M. BANGS.

We were pleased to meet last week, while walking down Fulton street, two prominent cyclers from Jersey. They had evidently been shopping and were trying to look cheerful under a load of bundles and perspiration. We joined them, and in the course of conversation they told us that they had just purchased an outfit of Smith's Sporting Goods House, of 123 Fulton street, and were surprised at the varied assortment they found there, and at the courteous treatment they had received.

Charles Schwalbach is as happy as a cricket now that he is sole owner of the wheel headquarters at Prospect Park Plaza. A number of tandems and singles are kept for letting purposes, and the wheelmen should give their "best girls" and sisters a taste of wheeling, by inviting them to a moonlight run through the Park.

Very few of the New York Club will purchase League uniforms. Spaulding & Bros. have gotten up a cloth for the especial use of the Club. It is the finest shade of cloth and cut that we have seen, and it is worth belonging to the club if only for the privilege of wearing it. This firm makes a speciprivilege of wearing it. alty of club uniforms.

Messrs. Radway's Ready Relief are receiving many testimonials as to the benefits of their emmany testimonials as to the benefits of their em-brocation. A thorough application of Radway's Ready Relief will relieve stiffness, rheumatism, soreness, and stiffness of the muscles, sprains, bruises. As a pain reliever it is a great success, and wheelmen should not fail to use it for cuts, sprains or bruises caused by falls.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals.
"2" Balls to both wheels and piain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires hadly worn or cut, and new ones required, finish good.

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136 137	51 42	Sanspariel, Special Star, Standard Columbia, Quadrant Tandem, Columbia Expert, Col. 2-track Tricycle, Humber L't Roadster Columbia Expert, Standard Columbia, "Special Star," American Rudge Col. 2-track Tricycle, Victor ('86 pat.), Standard Columbia, "American Star," Standard Columbia, "American Star," Standard Columbia, Royal Mail,	130,00	95.00	1 3	4]
139	200	Quadrant Tandem.	275.00	$\frac{40.00}{225.00}$	4	4	1
141 142	54	Columbia Expert,	140.00	95.00	î	1	1
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146	56	Columbia Expert.	132.50	85.00	4	$\overset{z}{1}$	4
148	56 50 51	Standard Columbia,	100.00	99.00	$\hat{4}$	3	4
149 153	51 52	"Special Star,"	135.00	90.00 75.00	3	ball	2
154	J.	Col. 2-track Tricycle.	165 00	110.00	3 4 4	ball 2 2	2
154 156 157	56 46	Victor ('86 pat.),	132.50	100.00 50.00	4	1	i
157	46 48	Standard Columbia,	85.00	50.00	4 5 5 1 3 4 4	3	1
158 159	54	Standard Columbia.	110.00	50.00 60.00	9 1	3	1 2 2 2 1
159 160	54 53 54	Royal Mail, Rudge L't Roadster,	140.00	60.00 85.00 105.00	3	ĭ	2
161	54	RIIIUGE LA ROSUSTER	145.00	105.00	4	1	1
162 163	45 51	Special Star,		65 00 70 00	4		2 2 1
164	56	Columbia Expert,	150.00	70.00 110.00 40.00	4	1	ĩ
166	56 50 50 56 56 56 53	Ideal,	80.00	40.00	5 4 3	4	1
167 168	56	New Rapid	110.00 152.50 132.50	85.00	4 3	2 1	1
170	56	Victor,	132.50	$110.00 \\ 105.00$	4	î	i
171	53	Ideal, Premier, New Rapid, Victor, Col. Lt Roadster,	137.50	100 (X)	4	1	1
174 176	50 54 52	Typarkurouk,	135.00 135.00 137.50	85.00 85.00 120 00	3	2	1 1 2 1
178	52	Sparkbrook	137 50	120 00	4	ĩ	1
179		" Cripper Tri.	180.00	125.00	4	2	2
180 182		" Cripper Tri	,260.00 180.00	125.00 225.00 140.00	4	2	
183	5 8	" Cripper Tri. " Hbr. Tandem " Cripper Tri, Columbia Expert,	165 00	100 00	1	ĩ	1 1
184 185	50 52	British Challenge,	120.00 130.00	100 00 65.00	3	2	1 2 3
185	52 52	British Challenge, Humber, Victor, Col. Tri. (3-track) Cunard Tandem, Sparkbrk Hbr Tdm Genvine "	1355 484	70.00 85.00	4 4 4 4 4 4 4 4 4 4 4 4	4 2 1 1 1 2 2 1 2 2 1 2 2 1 1 1 1 1 1	3
189	Cita	Col. Tri. (3-track)	180.00	-75.00	4	1.	1
192		Cunard Tandem,	180.00 250 00 265 00 250.00	150 00 200.00	4	$\frac{\hat{1}}{2}$	2 1 5 1 1 5
195 196		Genuine " "	265 00	200.00	4	2	1
198	52		160.00	75.00	4 4 2 4 5 5	2	5
199	10	Genuine Hbr. Tndm.	250.00	180.00	4	2	4
200 201	42 48 50 54 51	American Club Genuine Hbr. Tndm. Standard Columbia	87.50	30.00 40.00	5	2 2 4 4	4 2 3 4 4 2 5
201 202	50		95.00	50.00	3	2	4
203	54	Mail	95.00 110.00	50.00 65.00 85.00	3 4 3 5 4 3	$\frac{2}{1}$	4
207	51 48	Special Star	130.00	85.00	3		2
208 209		American Star Columbia Safety Harvard Special	90.00 140.00	$\frac{30.00}{105.00}$	4	1	1
210	56	Harvard Special	145.00	85.00	3	$\frac{1}{2}$	1
211 212	56 50 54 52	Sanspareil Mail	130.00	80 00 65 00	1	1	1
213	52	British Challenge	145.00 130.00 110.00 135.00	65.00 60.00	3	$egin{array}{c} \hat{2} \\ 1 \\ 1 \end{array}$	4 2
214	52	American Rudge	112.50	80.00	4	î	2
=				-			_

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wheels, Good cond. Price \$75.

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162 SANDRINGHAM ROAD,

LONDON, N. E., ENGLAND,
February, 1887.

T. A. SMILY, Esq., New York City, U. S. A.
MY DEAR SIR:—I shall be most happy at any
time to recommend you as a thoroughly proficient
master of bicycling riding and an excellent coach
and trainer for racing. 1 will have much pleasure
in forwarding you the addresses of those gentlemen
whom you taught with myself during 1877.82 whom you taught with myself during 1877-82. They will, I am sure, be glad to send you a few words in recognition of your valuable services.

Trusting you will make use of me,

I am, yours very trub.

I am, yours very truly, HERMAN SALOMON.

EXCELSION FERTILIZER Co., 628 West 30th Street NEW YORK, September 24, 1886.

Mr. T. A. Smilly, care George R. Bidwell, Esq., 313 West 58th Street.

DEAR SIR:-Regarding the instruction in bicy-DEAR SIR:—Regarding the instruction in bicycling given me by you, permit me to say, it is more than satisfactory. I profited more from your two short lessons than from a whole week's instructions (?) from another source. In fact when you took hold of me (at which time I had been riding two months) I realized that I had not been taught at all, and did not know anything about riding. The mounts, dismounts, and methods of taking obstructions, etc., taught me by you, were easily made my own and proved of you, were easily made my own and proved of much value. The improved style of riding is also a feature. In point of fact I regard you an unexcelled tutor in the delightful exercise of wheeling. Yours, very truly, JAMES SIMPSON.

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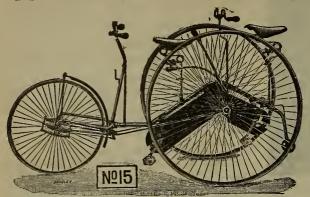
Demand so great that our stock is becoming rapidly

If you wish yours sold quickly, now is the time.

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We have a fine lot of Second-Hand Wheels



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EW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS STARS, VICTORS, OR ANY OTHER MAKE.

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RENTING, REPAIRING, STORING.

FOR SALE, EXCHANGE, WANTS.

WANTED.-47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. FOR SALE CHEAP.-52 inch Standard Columbia. Box 75. Wappingers Falls, N. Y.

COR SALE.—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

FOR SALE.—56-inch, Full Nickeled, Expert, 1885. In first class condition. Address F. W. Lang, care of Ilderan Bicycle Club, 71 Lincoln Place, Brooklyn, N.Y.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

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COR SALE.—A 50-in American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

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NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or addresses

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THESE MACHINES MUST RE SOLD.

Size.	NAME.	BEARINGS.	Finish.	CONDITION.	PEDALS.	PRICE.
.44. .48. .50. .50. .50. .50. .51. .51. .52. .52. .52. .52. .52. .54.	Standard Columbia English. Harvard American Club Standard Columbia Standard Columbia Standard Columbia British Challenge Star American Club Expert University Club Harvard Expert	Ball Ball Ball Ball Ball Ball Ball Ball	Nickel Enamel Nickel Nickel Nickel Enamel Nickel Enamel Nickel Enamel Nickel Nickel Nickel Nickel Nickel	Good. Good. Good. Good. Fair Good. Good Good Good Good Good Good Goo	Plain	\$40 00 35 00 50 00 50 00 50 00 25 00 60 00 75 00 75 00 85 00 75 00 85 00 75 00 85 00 77 00 85 00
.54 .54 .54 .56 .58 .58 .36	Expert Expert Harvard Standard Columbia. Rudge American Club Expert Expert Kangaroo Kangaroo Kangaroo	.BallBallBallBallBallBallBallBallBallBallBallBallBallBall.	Nickel. Nickel. Nickel. Enamel. Nickel. Nickel. Nickel. Enamel. Enamel.	.Good .Good .Excellent .Excellent .Excellent .Excellent .Good .Good	Plain Ball Plain Ball Plain Ball Plain Ball Ball Plain Plain	85 00 65 00 85 00 85 00 65 00 90 00 65 00 65 00

TRICYCLES.

.48. Columbia 3 track	Ball	L.Enamel	Good Plain.	. 1 50 00
Columbia 2 track.		Enamel	GoodPlain	80 00
Columbia 2 track.	Ball	Enamel	Good	90 00
	Ball	Enamel	ExcellentPlain	175 00
.44 Humber Tandem		Enamel	Excellent. Plain	225 00
.40 Malbo. Tandem	Ball	Enamel .	Excellent Plain	175 00
.40 Malbo. Tandem	Ball	. Enamel	Excellent. Plain.	

All these machines can be seen at my establishment, or will be shipped to any address C. O. D., with privilege of examination, provided the person ordering will remit money enough to pay the express charges both ways. All the above machines are in good riding condition, and thoroughly overhauled by skillful employees.

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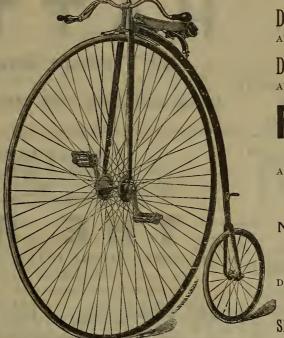
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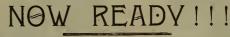


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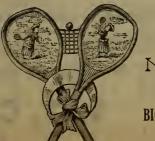
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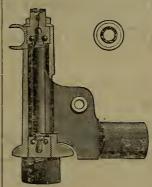
WITH

Trigwell's ball bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough 'road work. And look at our rim with the thickened base; no such thing as buckling.



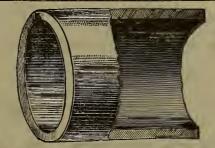
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One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



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NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain. Forks also same construction.



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No seam outside.
Thickened metal at bottom. Cemented
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We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and
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WM. READ & SORS,

107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



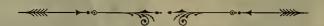
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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