

Established 1880.

23 Park Row, N. Y.

## AND RECREATION.

VOL. XIII.—No. 9.]

NEW YORK, NOVEMBER 25, 1887.

[WHOLE NUMBER, 321.

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

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

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

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

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

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

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

### EASY RUNNING QUALITY OF OUR BEARINGS.

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

100 Miles in 5h. 38m. 44 1-5s.

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

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

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

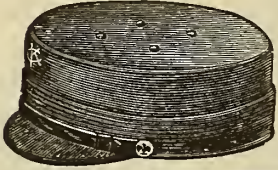
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123 FULTON ST  
In Hat Store, upstairs.



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### BARAINS IN SECOND-HAND WHEELS.

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### NEW MAIL, THE WHEEL OF PERFECTION.

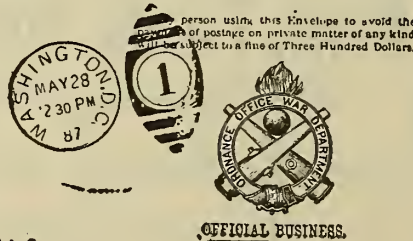
Sole Agent for Long Island.

Large Stock of Boys' Wheels. Competent Teachers. Fine Track, Storage, Renting, ETC., ETC.

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Prospect Park Plaza, Brooklyn.

*Jens F. Pedersen,  
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New York City*



Athletic, Bicycle  
AND  
Lawn Tennis  
**MEDALS**  
MADE FROM  
STRICTLY  
Original Designs  
AND AT  
POPULAR PRICES.  
Correspondence Solicited.  
Send 3 two-cent stamps for illustrated catalogue and price list.

# THE STAR.

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

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

ROSEVILLE, N. J., JULY 4TH.  
STAR first and second in 1-mile Novice.  
" " second and third in 1-mile STATE CHAMPIONSHIP  
" " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.  
STAR WON Hill-Climbing Contest.

" " 1-mile Open.  
" " 2-mile Open.  
" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

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

WILKESBARRE, PA., JULY 4, 1887.

STAR  
WON  
FIVE FIRSTS: { 1-mile Novice.  
2-mile 6.45 Class.  
1/2-mile Boys' Race.  
1-mile STATE CHAMPIONSHIP.  
3-mile " "

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

STAR FIRST in 1-mile Open.  
" " in 1-mile Class.  
" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

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

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

**H. B. SMITH MACHINE CO.,**  
Smithville, N. J.





Price, post-paid, 75 cents.

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108 Madison Street, Chicago.**NEW INDEXED MAP OF THE  
Environs of N. Y. City.**

Scale, 1-4 Miles to 1 inch.

Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

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

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

**\$4.00.**

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

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ALCOHOL**AND COLOGNE SPIRIT,  
SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb &amp; Son, 165 Pearl St., New York.

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BILLIARD AND POOL**Tables, celebrated for fine workmanship, quickness  
and durability of cushions. Prices low and terms  
easy. Send for Illustrated Catalogue. Factory and  
WAREROOMS 105 EAST 9th St., N. Y.**LAMP CONTROLLER.**A weight placed above  
the axle raises the centre  
of gravity of the lamp to  
the point of suspension and  
counterbalances its ten-  
dency to swing.**ADVANTAGES**

OF

**ITS USE.**It secures a steady light  
upon the track.It prevents lamp from go-  
ing out on rough roads.It prevents spilling of oil  
from the cup.It is ornamental to either  
nickel or black wheel,  
weighs less than half-a-  
pound, and can be at-  
tached to any lamp in  
fifteen seconds.Ask your dealer for  
it, or send name of your  
lamp to**C. H. KOYL,**1406 New York Avenue,  
WASHINGTON, D. C.who will mail a sample, postpaid,  
for one week's trial, upon  
receipt of price.**Price \$1.50.****RADWAY'S READY RELIEF.**Not only gives instant ease to those who suffer Pain,  
but cures all Colds, Congestions and Inflammations,  
whether of the Lungs, Throat, Bowels, &c.Internally, in water, fortifies the system against  
Malaria, Chills and Fever, in malarious regions.**DR. RADWAY'S PILLS.**Purely vegetable, mild and reliable. Are a cure for  
Indigestion, Bilioussness and Disordered Liver.**EUREKA HOME TRAINER** and Bicycle Stand, ad-  
justable, well made; improved; will keep muscles  
and cycle in good condition through the winter; price  
\$7.50. M. A. Woodbury, Bradford, Pa.**THE  
Continental Hotel,**

448 &amp; 454 BROAD STREET,

OPPOSITE D. L. &amp; W. R. R.

Newark, N. J.

The largest and finest appointed Hotel in the city,  
and for many years the acknowledged League Head-  
quarters.**SPACIOUS BILLIARD PARLORS AND CAFÉ**

Connected with the Hotel.

**H. C. WHITTY & CO.,**

Proprietors.

**FOR SALE, EXCHANGE, WANTS.****FOR SALE.**—BRAN NEW SPRINGFIELD ROADSTER  
Bicycles for \$68.00. A. W. Gump, Dayton, Ohio.**FOR SALE.**—50-inch New Rapid, model '86; condi-  
tion excellent. Correspondence solicited. Address  
Robt. Moore, Box 240, Philadelphia, Pa.**\$50** CASH buys Yale Light Roadster in good order,  
ball bearings, tangent spokes, cowhorn bars,  
rubber handles, 54-inch; cost \$127.50. P. M. Harris,  
351 West 59th street.**HUMBER TANDEM;** excellent condition; balls all  
round, 4 bearings on axle, hollow cowhorn bars;  
positive bargain. "Sparkbrook," Post Office Box 444.**51-INCH RUDGE LIGHT ROADSTER,** all nickeled  
except wheels, balls to both wheels and pedals,  
latest pattern, spade handles, lantern and drop, perfect  
order; cost \$157, sacrifice for \$75 cash. C. H. D., 240  
West 127th street, New York.**\$60**—"Humber," 52-inch, enameled, balls to both  
wheels and pedals; good as new; cost \$137.00;  
rare chance. D. H. C., care WHEEL Office.**TO EXCHANGE.**—44-in. 1887 Light Roadster Facile,  
in fine condition, for a 40 or 42 Special, '84 preferred  
and cash. Arthur Munson, Stamford, Ct.**TO EXCHANGE.**—44 Light Roadster, Facile, vintage  
of '87, valued at \$120, for 40 or 42 regular Facile,  
'84 pattern preferred, and cash. Arthur Munson, Stam-  
ford, Ct.**WANTED.**—To exchange a solid gold 18k. Hunting  
Case, Stem-Winding Watch, with Waltham  
movement, 13 jewels, patent regulator, for a good Bi-  
cycle, 50 or 52 inch. Willard Hamman, Millwood, Ind.**"HINTS** to Prospective Cycling Tourists in England  
and Wales;" particulars they most want to know;  
from start to finish. Price 25 cents. Stamson, Stam-  
ford, Conn.**BARGAINS IN BIKES AND TRIKES.**—Fine lot new  
and slightly used wheels. Standard Makes. *Only  
machines sold that can be guaranteed!* All sizes at prices  
suitable for excellent wheels. Buyers can save from  
\$50.00 to \$70.00 by purchasing of us. Call or send for  
Bargain List! New York Bicycle Co., No. 38 Park Place,  
New York.**WANTED.**—Bicycle or tricycle, Humber tandem  
preferred, in exchange for piano or Lillie safe.  
Address Exchange, P. O. Box 444, N. Y. city.**STAR FOR SALE.**—48-in., 2-3 nickel, hollow framing,  
S power traps, balls to front wheel, splendid condi-  
tion. Cost \$140. Sell for \$95. W. T. Connell, Room 46,  
Grand Central Depot, New York, N. Y.**A BIG BARGAIN.**—A 52-inch American Rudge Bi-  
cycle, nickeled, with enameled wheels, balls to  
both wheels, cost \$127.50, will sell for \$55. Bicyclist.  
Box 496, Imlay City, Mich.**FOR SALE.**—One new genuine Special Rover, one  
second hand Springfield Roadster and one second  
hand 48 inch Star. Address Box 73, New Knoxville, O.**SPECIAL BARGAINS IN BICYCLES.**56 Club, new, \$58.00. 52 Premier, almost new, ball bear-  
ing, \$42.00. 58 Expert, good order, \$57.00. 54 Harvard,  
splendid order, \$47.00. 60 Champion, full nickeled, like  
new, \$75.00. 50 Victor, ball bearings, \$65.00. 52 Cham-  
pion, used four weeks, \$60.00. 48 Expert, ball bearings,  
\$50.00. 46 English Bicycle, new, \$25.00. 54 Victor Light  
Roadster, latest pattern, \$73.00. 50 Harvard, spade  
handles, \$48.00. 42 American Safety, \$45.00. Springfield  
Roadster, new, \$68.00. Also a job lot of new English  
Bicycles, with ball bearings, in 48, 50, 52, 54 and 56 in., at  
only \$48.00, and the same sizes in plain bearings at  
\$43.00 each. Over 100 other second-hand bicycles. Send  
stamp for list and mention this paper. A. W. Gump,  
Dayton, Ohio.**TOBOGGANS! TOBOGGANS!**—We are Sole New  
York Agents for the Celebrated Proctor Toboggan,  
the Swiftest and Most Durable! Prices from \$1.50 to \$9.  
Big discount on orders for quantities! Send for circu-  
lars! New York Bicycle Co., 38 Park Place, New York.**WANTED TO PURCHASE.**—50 or 52-inch Expert in  
good condition, cheap for cash. Write full par-  
ticulars to Chas. Newbourg, 57 Willoughby st., Brook-  
lyn, N. Y.**TO EXCHANGE.**—A 7x10 Rotary Model Job Printing  
Press; complete; warranted to do good work; cost  
\$125. Exchange for a 52-in. '87 Victor Roadster or a  
51-in. '87 Royal Mail. Must be in good condition. Write  
at once. August Kinne, Richfield Springs, N. Y.**WANTED.**—An offer for a 30-lb Racing Star. Address  
W. I. Wilhelm, Reading, Pa.**FOR SALE.**—Buy now, instead of waiting until  
Spring, and thereby save from \$10.00 to \$20.00 on a  
machine! Besides being Sole New York Agents for  
New Rapid and Quadrant Cycles, we have a fine assort-  
ment of slightly used machines, many really as good as  
new, and which we are selling at prices to suit the  
times. Prices from \$25.00 upwards. Ball-bearing wheels  
from \$40.00. Our stock of machines is not equalled  
around here for Condition, Variety and Price. All  
sizes and makes. New Bargain List issued weekly.  
Send for it. NEW YORK BICYCLE CO., No. 38 Park  
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\*~~THE~~\*

# 10-Mile Road Race,

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bi Club, the Balto.  
Cycle Club and the Rambler Cycle Club, all of Baltimore,

## Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

# NEW RAPID BICYCLES.

### POSITION AT FINISH.

		TIME:
2.---	RICHARD WHITTINGHAM, Rapid Light Roadster, . . .	31.03 1-5.
3.---	WALTER GRESCOM, Rapid Roadster, . . .	31.03 2-5.
5.---	J. KEMP BARTLETT, JR., Rapid Roadster. . . . .	
8.---	E. F. LeCATO, Rapid Light Roadster. . . . .	
13.---	S. H. SHRIVER (fell), Victor Roadster. . . . .	

THE FIRST MAN IN WAS H. L. KINGSLAND, RAMBLER CYCLE CLUB, RIDING A

# New Rapid Light Roadster,

IN THE MARVELLOUS TIME OF

## 30 Minutes 44 Seconds.

THE FASTEST TIME EVER MADE IN A ROAD RACE.

SEND FOR CATALOGUE OF NEW RAPIDS.

# SAM'L T. CLARK & CO.,

2 & 4 Hanover Street, Baltimore, Md.





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F. P. PRIAL, Editor and Publisher,  
23 Park Row,

P. O. Box 444. New York.

**THE CASE OF KLUGE.**—The protest against C. E. Kluge, which has excited so much interest in this part of the country, was thrown out by the Executive Committee of the T. R. R. A. by a vote of three to one. There are a number of wheelmen who believe this decision is not in accordance with the facts, and it must be admitted that the question is a singularly complicated one, so much so that perhaps only a legal mind is qualified to deal with it. It is claimed that a clause in the Hudson County Wheelmen's Constitution provides that no man can become a member of the club, who is ineligible to membership in the League. To be sure an effort was made to repeal the clause, and the club allowed its League membership to lapse, but the fact remains that this proviso was not repealed, hence when Kluge, by his resignation from the League and his competition with promateurs was no longer ineligible to League membership, he ceased to be an active member of the club. This was the ground upon which the Brooklyn Club based its protest, and so far so good. But another question arises. On January 28th, of this year, the Hudson County Wheelmen made Kluge a life member, expressly stating in the resolution adopted that he was to enjoy all the privileges of active membership. The Hudson County Wheelmen claim that having once made Kluge a life member and an active member for life, no subsequent considerations or complications could deprive him of this privilege, consequently his resignation from the League and ineligibility to membership in that body could not affect his standing in the club. Our own opinion is that when life membership is conferred on a man, to whom is granted all the privileges of a club, the moment any act of his conflicts with the constitution and governing code of that club, his life membership becomes void. As an instance of our meaning, let us suppose that no man could be eligible to membership in the League unless he was an *active* wheelman; and let us suppose this rule in rigid enforcement. If a man were elected to life membership in that body, so soon as he ceased to be an *active* wheelman, we hold that his membership is null and void. We have submitted both phases to a legal friend, and will report later.

### THE KLUGE PROTEST THROWN OUT.

The protest of the Brooklyn Bicycle Club against C. E. Kluge, of the Hudson County Wheelmen, was investigated by the Executive Committee of the Road Racing Association on Monday evening last.

After a very short deliberation, the protest was thrown out and Kluge was completely exonerated. Kluge's "case" was conducted by Mr. E. W. Johnson, representing the Hudson County Wheelmen. The Brooklyn Bicycle Club sent three representatives.

The protestor's principal argument was based on a clause found in the Hudson County Wheelmen's Constitution. This clause provided that the club join the League, thus becoming a League club,

and, by compulsion, making every man join the League; when a member ceased to be a member of the League he was no longer qualified for membership in the Hudson County Wheelmen. The protestors held that, Kluge having resigned from the League, could not be a member of the H. C. W. until his reinstatement, and this occurred too recently to qualify him to compete in the N. J. Team Road Race.

This objection was met with the following statements: 1. That the Kings County Wheelmen had ceased to be a League club. 2. That Kluge had been a elected a life member of the H. C. W., and that no circumstance could now deprive him of that honor, except the disbandment of the club.

In support of the statement, that the H. C. W. had ceased to be a League Club, Mr. Johnson made the following statements: That a motion was made in a regular club meeting some months since to withdraw from the League. Upon recommendation of Mr. Johnson, who at that time was Chief Consul of New Jersey, the motion was laid on the table on the grounds that it was unbecoming for a club, a member of which was C. C. of his state, to withdraw from the League, as such action might cause unpleasant comment. It was stated that a much wiser cause would be to quietly allow the club's membership in the L. A. W. to lapse, and at the commencement of this year the club did not renew. The Secretary's minutes of the club meeting at which this action was taken, were exhibited to prove the statements made. Two lists which appeared in the L. A. W. *Bulletin*, one giving the names of League clubs, the other giving the names of such clubs whose membership in the L. A. W. was doubtful. In neither of these lists did the name of H. C. W. appear. The club's minutes proved that it was the sense of the membership that they no longer join the League as a body, thus practically nullifying the constitutional provision. The League lists proved that the club was not considered a League club. It was thus proved beyond peradventure that Kluge's resignation from the League in no way disqualified him from membership in the club.

A history of Kluge's life membership was then given. On Jan. 28th, 1887, Kluge was unanimously elected a life member of the club for bringing it to the front, and performing other work for its advancement. This life membership admitted him to the full privileges of an active member, but all dues were waived. On February 4th, 1887, Kluge was elected First Lieutenant, thus proving that while he was a life member, and no longer responsible for dues, he was elected to office. The minutes of these various meetings were exhibited to the Executive Committee as proof of the statements made.

Mr. Johnson, after obtaining the permission of the Committee, then went on to prove that Kluge had never committed an amateur act; that he signed the document sent out some time since by the Racing Board, and swore before a notary that he had received no money from any manufacturer; and that his expenses to the various meets he attended were paid by himself.

The members of the committee present were Messrs. Shriver, Bridgman, Edwards, Miller and Pennell. Mr. Shriver did not vote, and of the other four, three voted to throw out the protest and exonerate Kluge.

### MANHATTAN BICYCLE CLUB.

Gotham's youngest club is setting a brilliant example of energy and swing to the older organizations. Of course these latter have all experienced the elasticity and sanguinity of youth, and have gently slid into that state of quiet respectability which generally develops after a club has been built up. Perhaps the Manhattans may prove an exception.

On Monday last the club held the first meeting at their new house, No. 320 W. Fifty-ninth Street. After the routine business had been disposed of the meeting resolved into a "house-warm." The back-parlor doors were thrown open, and there lay a tempting lunch with refreshments and cigars, which had been prepared by Messrs. Sheehan and Obendorfer. In a very few minutes the lunch had disappeared; it had gone the way of all lunches.

The post-prandial exercises were quite informal, but none the less amusing. "Ike," of Bidwellian fame, yanked on his wonderful accordion and sang to his own yankings, all very acceptably. Two other gentlemen, whom we regret we cannot immortalize, favored the members with a clog-dance to the tuneful twangings of a banjo.

Messrs. Ed and Will Newgass gave a sparring exhibition, and showed considerable fistic talent.

The members decided to run to the Polo Grounds on Thanksgiving Day, and to hold a paper chase in the Oranges on December 4th, to which all wheelmen are invited. Address C. A. Sheehan, 320 W. Fifty-ninth Street.

It was also decided to start a Liberty Bill fund, and almost \$50 was immediately subscribed.

The "racket" broke up at midnight. About fifty gentlemen were present.

### MORE WHITEWASHING FOR THE RACING BOARD.

A movement is on foot to secure Percy Stone's reinstatement as an amateur. It was over a year ago that he resigned from the League in order to race with professionals at the Eastern tournaments. When he did so his action was regretfully commented upon by the Eastern L. A. W. officials. The dictum of racing the past year and the small returns that have come to the professionals have done much to open Stone's eyes. But it is doubtful if Stone's desire to be numbered again with the blest would have moved him to see the error of his ways if it had not been that his membership in the Missouri Bicycle Club was imperiled by his professionalism, the club constitution restricting the membership to amateurs. In fact, Stone declared not long ago that he would not care a snap about getting back into the League if it were not for his club. The club has allowed him to remain in it despite his standing, but lately there have been mutterings among the members, and Stone's friends see that he must get in the League or get out of the club. Consequently, some of his friends are agitating his reinstatement and will probably circulate a petition to secure that result. Stone's chance of succeeding is not considered bad, as a great many repenting pros have been taken back this year. Among them was Chas. E. Kluge, between whom and Stone there was little difference as to the degree of professionalism. A reinstatement would have a bad effect on the Stone-Whitaker race. If Stone be an amateur and Whitaker remain a professional, the races can scarcely come off, though Stone, speaking of it last night, said: "If I should be reinstated there might be an arrangement made with the Racing Board by which we could race, the money going to some charitable institution, so as to remove the professionalizing effect of money getting."—*St. Louis Globe-Democrat*.

### NEW CLUB IN KANSAS CITY, MO.

The "United Wheelmen" is the name of a new club organized on Monday eve, the 14th inst. The club is composed of members of the Kansas City Wheelmen and Outing Cyclists. The two latter clubs will disband. From this date a new era in cycling in this city will dawn. There was never room for two clubs here. With one club a world of good can be accomplished. The new club starts out with a membership of forty, and it is expected will be doubled before spring. The officers elected were exceedingly well chosen, and with the affairs of the club in their hands, the infant can not fail but grow strong, and develop into an active body. The following are the officers: President, Dr. G. L. Henderson; Vice-President, P. H. Kent; Secretary, J. W. Ebert; Treasurer, W. P. Gassard; Captain, Nelson T. Haynes; First Lieutenant, Harry Ashcroft; Second Lieutenant, R. M. Seibel; Quartermaster, J. A. De Tar; Color Bearer, R. B. Hall; Bugler, G. L. Henderson.

### THE CITIZENS CLUB TO THE FRONT.

The Citizens Club has subscribed \$300 for the Liberty Bill fund. In everything that it does the Citizens Club easily upholds its reputation as the first club in the Metropolis, and possibly of this country. Its latest act of generosity cannot be too lightly appreciated by local wheelmen.

The Manhattan Bicycle Club, at a recent meeting, subscribed \$50 to the Liberty Bill fund. The Manhattans have all the dash and enterprise of youth. May they not feel the loss of their donation.

The Harlem Wheelmen are working up a subscription of respectable proportions.

Chief Consul Bidwell informs us that there is but little doubt that the persons opposed to wheelmen being allowed the privileges of the Park, will make an attempt at the next Legislature to repeal the bill, or, at least, close the Park to wheelmen. Every bill will be closely scrutinized, and care will be taken to oppose any attempt to nullify the "Liberty Bill."



## TO WINTER.

When the month of roses  
Flies with Summer past;  
When your purple noses  
Whiten with the blast,  
Rushing from the Polar  
Regions, where the bear  
Retires to suck his sole or  
Paw, for comfort there;  
When on the fleet toboggan  
Frost proof couples lark;  
When in the Androskoggin,  
The trout is frozen stark;  
When your boy is wearing  
Out his trouser seat,  
O'er the glare ice tearing,  
In his progress fleet;  
When the gelid strangers  
Coatlets tightly wrap,  
Braving frosty danger  
With the quaint earlap;  
When the walking's risky,  
E'en the largest feet,  
Innocent of whiskey,  
Taken mild or neat;  
When each time you nearly  
On the sidewalk slip,  
Then you value dearly  
The feel of a handle grip,  
And warmer weather past,  
The time when you did ride,  
On gravel roads, so fast.  
The children now do slide,  
Alas, it's come to stay  
For months, I am afraid,  
And sadly I have laid away  
My wheel, in the back shed.  
"CLEMENTINE."

## NEW LADIES' TRICYCLE.

The Pope Mfg Co. will put a new tricycle on the market next season; a wheel on entirely different lines from anything now made. It will weigh from fifty-five to sixty pounds, and although not made especially for ladies it will be very popular with them on account of its lightness.

## LYNN CYCLE TRACK SOLD.

The property of the Lynn Cycle Club Track Association, insolvent, was sold at public auction, at the bicycle park Saturday afternoon, by Ezra Baker, at the instance of George J. Carr, the assignee. There were about 30 persons present at the sale despite the rain, and the purchasers were Base Ball Manager Henry Murphy, John Sheehan, A. M. Richards and A. Scott Tuttle, the three last mentioned being creditors of the association. The price paid was \$1,250.

## ARRANGEMENTS FOR THE STANLEY SHOW OF 1888.

At a meeting of manufacturers and committee, held on Monday, it was decided that the Stanley Show should be held, as last year, at the Royal Westminster Aquarium, the St. Stephen's Hall being thrown in with the main building for the purposes of the exhibition, whilst the Aquarium stage will be used for performances of a varied character, as in 1886. The opening date is Saturday, January 28th, and the show will remain open a week, *i. e.*, until the following Saturday. Offices have been taken in Chancery Lane, and the secretary will be, as before, Mr. J. Dring.

## HARVARD BICYCLE CLUB'S ROAD RACE.

The Harvard Bicycle club held a handicap race Friday, November 18th, starting from the corner of River and Harvard Streets at 3:15. The course was 15 miles long, extending through Brighton, Newtonville, Waltham and Watertown. The finish was made at the railway bridge near Mt. Auburn. Nine contestants started, R. H. Davis, '91, and Elliot Norton, L. S., being the only ones on the scratch. A rule prohibited men who were out more than an hour and ten minutes from receiving cups. Baily, '91, who ran in 1h. 5m. 20s; Davis, '91, 1h. 1m. 30s., and Norton, L. S., 1h. 7m. 46s., were the only ones awarded prizes. Freight trains interfered seriously with the speed.

The Dorchester, Mass., Club hold three and five mile road races for local riders on Thanksgiving Day.

## LOCALISMS.

It is always gratifying to a fraternity to acknowledge talent in any of its members, and we feel proud in sounding the praise of Mr Henry Holden Huss the pianist and composer.

At the first American Concert given by Mr. Frank Van Der Stucken, at Chickering Hall on Tuesday, Nov. 15th, the third selection was a Rhapsody for Piano and Orchestra, composed by Mr. Huss, and in which he played the pianoforte. Criticisms from the daily papers were very complimentary to Mr. Huss, and we join in congratulating him. Mr. Huss is a member of the L. A. W. and a tricyclist. Mr. Geo. Huss, of the Citizens Club, is a brother, possesses a grand voice, and is a member of the Mendelssohn Glee Club.

Mr. Joseph Huggins, the genial Treasurer of the L. I. W., was married Nov 17th. Thus an A 1 bachelor is torn from wheeling. It must be tandem hereafter.

The N. Y. A. C., at a special meeting held November 18, voted to change their track, boat-house, etc. A site was selected near New Rochelle, where this club will hereafter give their games. It was amusing to the initiated to read in the prospectus detailing the advantages of the new site, that there would be a "bicycle track." It is a well known fact that this club has never encouraged bicycling in any way—we presume the "bicycle track" was put in to gratify the constituents of the "Bicycle Member" recently elected to the governing board.

A wheel in time saves car fare.

Rev. T. McKee Brown gave a dinner to some of his bicycling friends Thursday evening. Covers for twelve were laid, and like former affairs at Father Brown's, the dinner was a social success.

Mr. A. H. Overman, of Victor fame, was in town last Saturday.

Dealers are hoping for clear weather for Christmas, as the suggestion of a present of a wheel is often ignored by the head of the house—and buying put off, "because you cannot use it till Spring," on account of snow and rain.

There was much excitement over the New York's election day race. It was fortunate that there was no second prize.

The invitations to the house warming of the L. I. W. were beautifully engraved. The committee in charge of this affair deserve credit for their good taste—a wedding card need not be handsomer.

Mr. Bradley, of the Ilderans, showed such good form at the 25-mile race that his club should see that he rides in some of next year's track events.

Mr. Robert Garden, Manager of Pope Mfg. Co.'s Chicago Branch, is an old New Yorker, and was formerly a member of the N. Y. A. C. Eastern friends remember him kindly.

The starter at the last 25-mile road race introduced a novelty in the way of starting—not a flying start, but a "torpedo start." He has since been dubbed "Torpedo Doc."

We hear that a Brooklyn Bicycle Club has a double quartette. It would be a pleasant feature in club life, if these gentlemen, wherever they may be, would give their fellow wheelmen hereabouts an opportunity to hear them sing.

Baggage masters on Eastern roads seem to have an equal dread of corpses and bicycles; a tricycle is worse than a ghost. THE OBSERVER.

## BROOKLYN NOTES.

It is acknowledged that there is one of two places through which the responsive chords in the nature of every man may be set vibrating. One is his mind, the other his stomach. But whether we get at him through the higher or the lower medium, there is noticeable the fact that to very few does the actual ending of a feast constitute the ending of its enjoyment. To the one, a subsequent discussion of the subtle points of arguments or the poetically expressed ideas contained—be it sermon, lecture or speech—and to the other the fragrance of the *post-prandial* cigar, carrying one off on the wings of a happy reverie, mark the truest enjoyment of these twofold pleasures. They both resolve into the act of storing up hastily a reservoir from which to leisurely draw the essence of enjoyment. This sequence applies to many things, both cycling and otherwise. The "home circle" at the clubs on winter nights is

filled with reminiscences of trips awheel, and as they are lived over in the chatting conversation passing back and forth, after the true enjoyment comes then only; months after, it may be. Little incidents at the time vexatious to the spirit of any cyclist are dug out of obscurity and keenly relished in the light of by-gone days. And lucky is the member of that circle who escapes a harmless "guying" for the part he may have played in some ludicrous incident, which some one is certain to recall.

At present, the recent road race comes in for a large share of this after-talk. The race was run, and the witnessing of it enjoyed by many, but the minute discussion of its points has enlivened the clubs to an unusual degree. Within a few hours of the ending of the race, an ear glued to the key-hole of 112 St. Felix St. might have heard the tramp of feet and a mysterious chorus of voices. Mysterious, because a view of their parlor would have discovered the "boys" practising for their anniversary celebrations next Spring. Around a banner they solemnly and devoutly circled, chanting their devotion to its emblematical inscription. But a closer inspection would have chilled the heart of a religious visitor, for the legend which brought forth the sounds of thanksgiving was "N. Y. and N. J. T. R. A. Second—Nov. 8, 1887." In brief, the boys were "whooping it up" in celebration of their victory. The K. C. W. are more than elated, in view of having entered a comparatively weak team, and some of their members promise a team for next Spring which will push among the first six men. But their are other counties to be heard from. The Brooklyn have their finger in the pie, and will not be satisfied until they get the plum. The Ilderans feel disappointed at the result of their riding, and of course expect to have a strong representation in the next race. And so the talk goes—no sooner is a race over than the next is begun by those who know all about the future. Only one of the three clubs *could* win the cup next Decoration Day, and the hopeful calculations of the other two must necessarily miscarry.

Some of the familiar faces which we are wont to see at these gatherings were missing. Charlie Schwalback was kept at his shop, attending to his brisk holiday trade. President Shriver's adherence to the Labor Party necessitated his devoted attendance at the polls. Our faithful ex-Sec. Treas., E. K. Austin, probably found that the delights of his Flatbush home outweighed all others. Of late he has sunk almost into obscurity. The fact of his finding little time to ride, combined with the ungracious way in which his two years of faithful and excellent service to the N. Y. Division was passed over without squeezing so much as a "thank you" out of those who knew only too well his worth, and a successor elected, has lost to our view, probably, the most efficient Secy-Treas. that the League has ever had.

Surgeon Brush, of the Brooklyn B. C., received our welcome as a friend, but fortunately, in his official capacity, his services were not required. R. F. Hibson, of K. C. W., forgot his years, and danced about like a schoolboy as "Tommy" Hall went by, leading his club-mates. Capt. Bridgman was everywhere at once, while Capt. Barkman was busy in the discussion of the Kluge protest.

The annual meeting of the Ilderan Bicycle Club was held on Thursday, Nov. 17th. The principal offices for the following year will be filled as follows: President, H. Greenman; Vice-President, D. W. Barker; Secretary, H. C. Mettler; Treasurer, W. F. Miller; Captain, W. J. Savoy; 1st Lieutenant, E. Ropkins; 2d Lieutenant, J. W. Schoefer. Chm. Room and Amusement Com., W. F. Miller. All the above officers have at some time filled their respective positions, except E. Ropkins, and the selection of tried material seems to be a wise move. Entertainments for the benefit of the members and their friends have been arranged, and neat cards giving a programme of the weekly "Saturday nights" for the entire winter will serve to keep them prominently before the members.

The Brooklyn Club are fond of whist and for the season they have inaugurated a tournament, putting up a handsome prize for the winner. It is understood that the latter will donate it to the club. Their monthly receptions have been successfully started and "great sociability" reigns supreme.

The service stripes adopted by the Kings County Wheelmen find great favor among its members in spite of the blast of ridicule from an English paper,



and which was recently quoted in THE WHEEL. They are very unpretentious in appearance, and serve admirably their purpose of making a slight distinction between the older and newer members of the club. They also act as an honorable incentive to retain their membership until their service will entitle them to the decoration.

The records of the *Bulletin* show the Long Island Wheelmen to be walking away from the other clubs in the number of members proposed to the League. THE WHEEL was right when it said that the "fossils" knew how to "get there."

ALERT.

## PITTSBURGH NOTES.

The result of our Keystone Club's riding season, while good, is not quite up to expectations, in that "Century" runs were more talked of than accomplished, and no one rider made two thousand miles. But in the latter particular it is not surprising, since but six months comprised the season, and few wheelmen engaged in business can average over three hundred miles per month, unless time is taken to make occasional long trips, as in the case of a local rider who rode about eleven hundred miles straight away in two weeks. Yet his total mileage for the year is only some twenty-five hundred. Then the natural disadvantages here are great, for though several good roads lead away from the city, riding is poor within its limits, excepting on one or two avenues that are only reached after a pull over cobble-stones for a mile or two. Still, Pittsburgh riders are hard to down, and it is probable that as much riding is done here, in proportion to the number of riders, as on the "highly cultured" roads of the "Hub."

Mr. R. C. Swartzwelder, who made the only century, also takes the medal for the greatest distance covered in one day, one hundred and nine miles. Mr. H. E. Bidwell is entitled to two medals; one for greatest number of miles, seventeen hundred; the other for greatest number of days ridden, one hundred and thirty-nine. Five men made over one thousand miles, and last, but hardly least, Mr. J. B. Kaercher, will be presented with a leather medal. Though his intentions were good, he made a bad break in his usually fine riding form, and handed in but eighteen miles for the season, which, in another way has been a "star" one for him.

A summary of the riding is appended; only the mileage of those who handed in reports for four of the six months is given; some six or seven riders riders who began did not finish. Mr. Seidell rode considerably over one thousand miles, but as only a spoke cyclometer can be fitted to his wheel, did not consider that reliable enough to hand in a report.

The top row of figures indicate miles, the lower one days, with totals to the right of column, a footing of which shows a club mileage (reported) of over nine thousand.

May.	June.	July.	Aug.	Sept.	Oct.	—Totals—
BIDWELL, H. E.						
243	295	317	314	450	125	1744
25	26	25	26	22	15	139
MURRAY, S. H.						
238	286	350	257	203	175	1509
19	21	20	17	16	14	107
CARMACK, F. S.						
154	153	146	325	...	...	778
11	9	11	15	...	...	46
MC GOWIN, J. W.						
197	137	66	258	93	249	1000
13	9	4	12	5	8	51
STEFEL, E. C.						
330	134	26	78	159	370	1079
18	8	3	9	9	22	69
LIVSEY, J. H.						
291	76	141	242	137	126	1013
22	9	12	20	12	13	88
SMITH, B. D.						
194	256	153	75	128	...	806
16	15	17	5	12	...	65
LEE, T. B.						
255	155	14	130	50	42	646
13	14	1	10	5	3	46
SMITH, C. A.						
168	58	58	60	159	126	629
11	6	6	5	12	5	45

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"KEYSTONE."

The Somerville, Mass., Club will hold its annual reception on December 12.

H. D. Corey arrived here on Friday, in the German steamer Saale.

## NEW ORLEANS NOTINGS.

## THANKSGIVING DAY ROAD RACE.

NEW ORLEANS, Nov. 18, 1887.

The arrangements necessary to the complete success of our Thanksgiving Day road race are progressing nicely and everything points towards something "very grand." At this writing there are eleven entries, with a prospect of nearly as many more before the date of closing, Tuesday, 22d. Our two champions, Hill and Guillotte, are down for scratch men, and one of their usual exciting fights is looked for. There has been any amount of discussion relative to the comparative merits of these two cracks, for some way or other they have generally managed to each win an equal number of races from the other. Only once before have they met in any sort of a distance contest. In 1886, Hill defeated Guillotte in a five mile race, but the latter was so stiff and lame from a bad fall of the day before that he failed to finish, and it has consequently never been considered a test of the men, hence the interest which overhangs the outcome of the approaching contest. Although we go to Atlanta for the idea of the "moving grand stand" we propose to see the Georgians "one better." With the money received from entrance fees will be purchased several turkeys which will be presented to one of the city's orphan asylums as the wheelmen's Thanksgiving gift. The payment of an entry fee, however, is entirely voluntary, but there will probably be few who will fail to come to time.

## SHREVEPORT RACES.

Hodgson and Betts have returned from Shreveport and report the races there an unqualified success. The weather and attendance were all that could be desired, and while the track was simply wretched, precluding any fast time, no headers were taken, and every one came out with a whole skin, which seems little short of a miracle to one who has ridden on the track. The Little Rock and Dallas riders were conspicuous by their absence, but New Orleans, for the first time in, lo! these many days, was actually represented in an outside affair.

The first race was run on the 11th, and, though on the programme as a two-mile handicap, no attempt was made at handicapping, all three entries starting from scratch. E. L. Alford and M. O. Sprigg, of Shreveport, and R. G. Betts, of New Orleans, were the starters. Sprigg drew the pole, and, getting a big lead at the very start, was never headed, winning handily by forty yards. Betts second, time 8:00 3-8.

The half mile dash on the next day was, I dare say, as pretty a race as has ever been run on a Southern course. The three riders of the day before, reinforced by Guido Marburg, of Shreveport, appeared as starters. At the word, Alford, who had the pole, went to the front, cutting a lively pace; at the eighth pole Betts drew up even, and it was nip and tuck between them to the quarter, when Sprigg also came up and made things more interesting. Around they dashed, first one leading, then another, and then all three abreast and as they swung into the stretch, all going for dear life, it appeared anybody's race. Then came the final rush, but the little 50-inch of the New Orleans entry was equal to the occasion, and gradually forged ahead, crossing the line two feet in front of Alford, after a beautiful contest throughout, Sprigg third by little more than a tire's breadth. Marburg distanced. A blanket could easily have covered the three leaders at almost any time in the race, the time of which was unfortunately not taken.

The one mile Shreveport championship had, for starters, Alford, Sprigg, and Marburg. Sprigg again drew the pole, and at the word jumped in the lead, which he held until the stretch on the last half, when Alford by a game spurt passed him for an instant, but could not hold the pace, and fell back, Sprigg again going to the front, and winning by three or four yards; Marburg nowhere. No time taken.

Hodgson and Betts both report a pleasant time, and specially mention Messrs. Walters and Alford of the Shreveport Club as being mainly responsible for many courteous acts and agreeable moments. Alford and Walters promised to visit New Orleans next year, and Hodgson and Betts have both registered a mental vow to get even with them when they do come.

The Shreveport Wheelmen our two envoys found to be a nice little club of ten or twelve members, with Local Consul J. B. Walters at their head,

and E. L. Alford holding down the captaincy. The country around Shreveport is somewhat hilly, but the roads, as a whole, are easily rideable and furnish some delightful down grades. The boys there, however, so says Captain Alford, seldom venture any distance, and club runs and all day riders are very rare. Another noticeable feature of the Shreveport cycling world is, that almost without an exception the bicycles there have nicked forks and backbones, and enameled wheels, but a full enameled wheel was not seen on the trip.

Sprigg, Shreveport's new champion, has only been residing there a few months, being originally from Alton, Ill., but more recently from St. Louis and Kansas City. He is quite a trick rider, and a full-blown "tough," having made the trip over St. Louis' renowned De Soto road.

T. H. Noriega, of the N. O. Bi. Club, was defeated in the mounted broad sword contest last Sunday, but is not satisfied, and will have another "go" next Sunday.

Bi.

## WHEEL GOSSIP.

The veteran Jack Keen is perfecting a new-fashioned pedal.

The St. George's Engineering Co., manufacturers of the New Rapid, report their sales for 1887 three times as great as their output in 1886.

An English firm has succeeded in producing enamel in all shades, and cyclists who do not favor a dead black can purchase any shade they fancy.

We are "cordially invited" to be present at the "First Paper Chase" of the Illinois Cycle Club, of Chicago, which is announced to leave the club house, 616 W. Adams street, on Thanksgiving Day, at 9:30 A. M.

Alphonse King, the man who rides the waves on a bicycle, is quite a success at a Brooklyn theatre, where he is giving exhibitions of water-riding and water-walking, a large tank of tame water being substituted for the ocean wave.

The list of renewals will no longer be printed in the *Bulletin*, by order of the Executive Committee, on the ground of economy. We are glad to see the Committee actively pursuing the only policy, that of economy, which will permit of the League being built up into what it was intended for.

THE TRICYCLE CURE.—In a certain New York home for crippled children tricycles are used by boys and girls with deformed, emaciated or weak limbs. The children ride up and down a large hall, under direction of a physician. This method of developing strength is not only popular but successful.

A number of Washington wheelmen have formed a social club, with the ultimate object of forming a company of militia on wheels, to be composed of wheelmen of the District of Columbia. The social idea is worthy of encouragement, but with the most advanced thinkers of the country stating their belief that all future international troubles in which America is a principal, will be settled by arbitration, it would seem that the effort to organize a military cycle company is a waste of physical and mental energy.

"There is a demand for a ticket holder that shall be water-proof," says the editor of the *Bulletin*. "We have had several samples submitted to us, and have contracted for a number, which we will supply to members at twenty-five cents each." It is to be hoped sincerely, that this is not a step towards the "nauseating cheap-John" policy which has devitalized the C. T. C. The League is a legislative body, not an exchange agency, and thus early we point out the foolishness of converting it into a depot for the sale of ticket-covers, League uniforms, and later on, possibly, badges, bugles, hotel guides, etc.

We went up on Sunday last to inspect the site of the New York Club's new house, near 72d street on West End avenue. This neighborhood, only a few years since entirely given over to squatterdom, with its usual trimmings of bleary-eyed goats and invalidated tomato cans, has now become the choicest residential portion of New York City, fully as select as Boston's Back-Bay district. Blocks upon blocks of artistic dwellings have been put up and inhabited by New York's favored sons of fortune. The New York Club's house is in the most exclusive part of this Belgravia of Gotham.



## AMATEUR PHOTOGRAPHY.

## INTRODUCTORY.

Amateur photography has for many years been held in high esteem throughout Great Britain as one of the most pleasing out-door recreations; but it is only since about 1879 that it has become popular in this country. Although but so recently introduced among us, it has grown exceedingly popular, and its devotees are counted by the thousand. Men eminent in almost every profession are found practicing this pleasing and instructive art. The practice of amateur photography is not confined to persons of wealth alone, but is enjoyed by those in all stations. Unlike many of our other out-door recreations, photography can be enjoyed without incurring much outlay and with the assurance of obtaining good results.

The benefits derived from the practice of amateur photography cannot be overestimated. As a promoter of health there are few recreations that equal it in this respect. It entices one into the open air and sunshine and leads into pleasant rambles, with a burden not sufficiently weighty to become tiresome. It stimulates one to exercise by bringing new scenes constantly to the notice and cultivates the taste by bringing one into communion with the beauties of nature, and suggests ideas to the imagination that are both beautiful and wonderful. In fact, it brings out that which is best and noblest in man.

Like all other arts, photography is one in the development of which a lifetime can be spent solving its mysteries, and then leave much to be learned; yet its elements are so very simple that amateurs have been known to produce results equal in every way to the work of professional artists.

The introduction of the dry plate or new process has, to a great extent, been the cause of making photography so universally popular with the amateur. It does away with the disagreeable odors and stains of the old wet plate, and produces better results. It greatly simplifies its chemistry, and in many other ways is more convenient.

Recent improvements made in cameras have, perhaps, done more than anything else toward making it popular. The amateur now can procure an instrument so light and compact, and yet so simple that a child can manipulate it with good results. The amateur of to-day presents a very different appearance from he of olden time. Now his apparatus has the appearance of a hand satchel; of old he resembled a pack-horse, with his bulky and heavy instrument strapped to his back.



THE NEW METHOD.



THE OLD METHOD.

Many of these improvements are due to the energy and push of the Scoville Mfg. Co. Believing that amateur photography had a great future, they have spared neither money nor pains in perfecting their cameras, the 76 camera and Detective camera being particularly worthy of mention. A description of these instruments will be given later.

To the artist the camera is almost invaluable; with it he photographs the object without disturbing it, and in the course of time reproduces it on the canvas with better results than any sketch would insure. By it he is enabled to reproduce shades and lights as they appeared to him at the time of taking the photograph. Without the camera, much of the detail of the picture to be painted would be left to the imagination of the painter. To the architect, engineer and builder is the camera equally valuable. The clergyman and lecturer traveling in foreign lands make the camera serve them well; by it they are enabled to produce pictures of objects, which at some future time, with the aid of memorandum made at the time, will form the basis for a discourse more instructive and interesting than it would be if entirely dependant on

notes alone. The camera gives him the object as seen; memory gives him a distorted one.

Amateur photography, like all other recreations, can be made an expensive amusement, or it can be practised with as good results at a very moderate outlay. It is said that one of the Vanderbilt family has entered with such enthusiasm into this favorite amusement that he has spent thousands of dollars upon it. It is also reported that another wealthy and equally enthusiastic New York gentleman has expended ten thousand dollars in the past few years on cameras and lenses alone. But as good results can be obtained from an outfit purchased at a moderate figure as can be produced by the more expensive.

Next week we shall tell you how to make photographs, and speak of the mechanical work.

## THE RACING MAN OF THE FUTURE.

The racing man of the future will be an entirely different being from what we are at present used to. The training of the muscles and the strengthening of the wind will be absolutely ignored, and the brain will be the portion of the human anatomy that will alone receive attention. Brawn and staying qualities will be held at a discount, and instead of a contest of speed and endurance, which we poor mortals of low tastes still love to witness on the racing path, races hereafter will be a conflict of intellect, a struggle between tacticians. We draw this delectable conclusion from the fact that Hillier preaches the doctrine of loafing and tactics as being the proper caper, and Priol says "Amen." We regret this much, as we shall miss the fine, athletic forms usually to be seen at race meetings, and in their place we shall have to school ourselves to the unaccustomed sight of racing men displaying abnormally developed skulls, and painfully attenuated trunks and limbs. The development of breathing capacity, and of the *rectus femoris* and the *vastus internus*, etc., will, in the knowledge of the modern trainer, be as so much useless trash; but the study of phrenology will become a necessity in the education of ye trainer of the future. What particular traits will be required to make up the most successful loafer and winner (we suppose we should say *tactician* and winner) we cannot as yet determine. As our phrenological chart lies before us, we feel that we ought to try and give our readers some sort of combination whereby they could guide themselves as to what will go to make up a successful racing man of the loafing (we mean tactical) pattern. We must confess, however, to being entirely at sea as to what will be the correct make up of this prodigy of the future; but we can see that the components must include "casualty," "self-esteem," "secretiveness," and possibly "acquisitiveness." We think, however, that as the News and THE WHEEL have put their seal of approval on the loafing tactics, and the ban of their disapproval on the athlete who vulgarly wins a race by grit and speed, they ought to furnish a waiting world with a correct list of "bumps" to be developed, and some method, other than by headers, of "how to develop." We bid a long farewell to the hearty, robust racing men of the past, and offer our hand in welcome to the dyspeptic, large-headed, scraggy-limbed racing man, who, in future, will dominate our racing paths a la Hillier and Priol.—*Bicycling World*.

Our esteemed contemporary is satirical.

We care not so much for ourselves, but that our good friend, Mr. G. Lacy Hillier, champion all distances, bicycle and tricycle, 1881, should be included in the satire, is a matter of profound regret.

And, by the way, Mr. Hillier did not expound the doctrine, to which, as alleged, we breathed a fervent "Amen!" but *vice versa*.

In a rash moment, we claimed that the Racing Board has no Constitutional or logical right to establish penalties for "loafing" in path races; in other words, that the Racing Board has no right to direct how a man shall run his race. Mr. Hillier, great man that he is, endorsed our opinion.

Some men win with muscle; others with muscle and brains; the muscular-mental are always more successful than the purely muscular.

This statement can be easily proven.

The most successful amateur now living, viz., Percy Furnivall, is the highest type of the mental-muscular class. To be sure he has a great muscular system and of fine quality, yet his head is an invaluable adjunct, and by using it he has become

almost invincible. F. J. Osmond, who recently defeated Furnivall, is a muscular rider. Furnivall has defeated him time and again, yet in a famous cup race Osmond used his head, refused to make pace, and rushed away on the last lap, defeating the hitherto invincible Percy. A. B. Rich, who has scored more wins than any other amateur in this country, except possibly Hendee, is a great head-rider. Crist is a head-rider, so is Rowe, as well as Woodside, since he has come under the management of Senator Morgan. It is useless to multiply examples; the above are quite sufficient to prove that head-work is an important factor on the racing path, and this being admitted, it is not necessary to debate on the advisability of the Racing Board's restriction or stultification of that power.

And, by the way, to return to our satirical contemporary, is it not heretical that a Bostonian, bred in an air redolent with culture, existing under the shadow of the Latin School and Old Harvard—is it not sad that a disciple of Emersonian culture, an enthusiastic supporter of the "Society for the Propagation of Spectacles," should set up the purely muscular as his idol.

## ODDS AND ENDS.

Messrs. Kimball & Co. are making an "Athletic" cigarette which is a great favorite with wheelmen.

The Kings County Wheelmen will have three "house-warms" when their new house is finished.

STARTLING INFORMATION.—The *American Wheelman* for October is out. It quotes handsomely from THE WHEEL.

A half mile trotting track will be built on the Lynn track by its new owners. The bicycle track will not be interfered with.

The Warren, Mass., Wheel Club has displayed originality in the way of winter recreation, by fitting up a shooting gallery in its club-house.

Mr. Harry G. Stuart, a prominent wheelman of Kansas City, will shortly remove to Los Angeles, Cal., where he will permanently reside.

"Free Lance" again treats us to a little tour among historic English country. Our readers who fail to read his delightful descriptions miss a treat.

Kennedy-Childe has been fluttering around Gotham during the past week. It is reported that the Childe will make New York his permanent residence.

A company has been formed to build a railroad to the Oranges. It will not run through tunnels, and will be much finer equipped than the present dusty and dirty D., L. & W.

SEVENTH REGIMENT GAMES.—The Winter games of this regiment will be held at the armory, on Saturday evening, December 3d. Among the events are two and five mile handicaps. Their games are the event of the season. The contests are good, the music inspiring, and a very enjoyable evening may be spent at them.

The Racing Board should engage a young, liveried dandy to wait at its front door. The admittance of Kluge to amateurism has given our promateurs and our new fledged professionals ample grounds for belief that they, too, have but to knock and the door will be open to them. Percy Stone has just given the door a sharp rap, giving the case of Kluge as a precedent, and others will doubtless shortly follow his example.

We present this week the first of a series of articles on photography. The papers are contributed by an expert amateur cycling photographer, whose present intention it is to make a more extended review of photography than has yet appeared in any American journal. The pastime is delightful, and since so many new features have been introduced, it may be enjoyed by wheelmen with but little inconvenience. The articles we propose to publish should be read by all wheelmen.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



## THE ROAD TO SOME HISTORIC ENGLISH HOMES.

Like a thing of life the tandem shot forward, and as a horse long confined to stable, bolted away and paused not, till the realms of chimney pots had given place to rustic view, and the fresh air of Hayes Common in Kent made breathing alone worth living for.

Over the open common the eye wanders, and is satisfied, for it is not one of your cut and dried, insipid commons, where a stray donkey or two alone saves it from utter bareness. Certainly not; on the contrary, it is a good, hearty, jovial common, that likes to have plenty of friends about it, and so we find gorse bushes, brambles, and many trees, with the honeysuckle growing, twining over all, and a cottage here and there, not numerous enough to rob it of its wild character, but just a few to show that it, the common, has no objection even to men, provided of course that they behave themselves, and do not set him on fire.

On our left, rather off our road, stands the first historic home which we intend visiting to-day: Hayes Place. Here lived the great Earl Chatham, here his famous son,

WILLIAM PITT, WAS BORN, and in the old house, the Earl, worn out by gout and a stormy life, gave up his proud, pure spirit, and France breathed freer.

Keston Common joins nearly that of Hayes. It stands on higher ground, and commands a more extensive prospect, but in other respects differs but little from its larger companion. However, those energetic people, the Romans, who generally knew what they are about, had a decided preference for Keston, and built a town or fort on the top called Noviomagus.

In Holwood Park, on our left, lived Pitt, who was born hard by at Hayes, but the house, like its master, has departed. The stone seat, however, is still pointed out, where Pitt and Wilberforce used to sit, and hold those mighty palavers that ended in justice and freedom to a few millions of our fellow creatures.

In Keston churchyard a lady stands silent and still, over a fresh made grave. Who she may be we know not, but the authoress of "John Halifax, Gentleman," who chose this quiet spot to be her last English home, is known wherever the language she used so well is spoken. As we looked at the little scene, her own words, written of another grave, came apply to our minds: "One fresh sorrow amongst many old ones."

An unpretentious sign post points "To Down." It is called Down, because it rises up some 400 feet above sea level; at least that's our theory, and Down and theories should go well together, for at Down, in an old red brick house,

DARWIN LIVED FOR FORTY YEARS, issuing forth now and then, like some giant from his castle, to stun the world with a wonderful thought.

We do not go to Down to-day; it is a mile off our road, which now mounts steadily up towards Westerham. Few are the houses, historic or otherwise, on this familiar bit of road. Of what there are, the "Salt Box" is best known to wheelmen, a house with a roof that would seem to have had some idea of sporting a steeple in its early days, but, changing its mind half way, launched out into longitude, instead of latitude, resulting in an architectural monstrosity. At this peculiarly constructed establishment, eggs, tea, bread and butter, earwigs, and other luxuries can be obtained. The views are pretty, but of small extent, until the top of famed Westerham Hill is reached, and then a glorious panorama of the valley beneath and the rolling wood covered hills beyond is unrolled.

Patches of vicious stones spoil the down hill run to Westerham. A quiet old-world village, it is only within the last few years the railway has reached it, and it has probably changed but little since 1727, when a boy was born here, who, as General Wolfe, was to die on the chill heights of Quebec, and live for ever in song, and story.

From Westerham our road climbs a long hill, variously rendered Cookham, Cockham and Crockham; the last I fancy is the most favored, locally—but what is in a name? enough that the common on our left looks wild and broken, and tempts one to explore. Enough! Aye, more than enough for us, that the woods crowd thickly up to the road, blending their autumn tints as only untrammelled nature can. The hill is long; we rest awhile, and, turning, see those hills we late were on. See! The sun has caught them as we gaze. The shadows retreat, like dark thoughts before children's laughter, and beauties of which we scarce had dreamed stand out boldly there.

There is a curious hollow on this hill, into which the road, quite taken by surprise, falls headlong, but quickly recovering its dignity, strolls leisurely out the other side, there to continue the ascent, as if nothing unusual had happened. A few cottages crowded each other here, like birds in a nest, and not a bad place either, snug, very snug in winter, and in summer how fair a prospect, although confined. One of the natives met us going down the hill, an old man who has probably lived there all his life, and never got much beyond it, excepting in the wild days of his youth, when he once went to "Lunnon" in the carrier's cart, and was glad to return, if the truth was known, at any early date, by the same feverish conveyance. He gives a good morning in a quiet, easy manner, and remarks with a twinkle in his eye, as he looks at the machine, that

"SHE GOES STEADY, SHE DO."

We hardly know if we ought to take this as a compliment or an expression of contempt of our extreme caution; we have an uneasy feeling that it is the latter. How do these people exist, away from all trade, and away from all agriculture, possibly, as has been said of the Scilly islanders, they earn a precarious livelihood, by taking in each other's washing. This reflection has brought us to the top of the hill, deep down below the Weald of Kent is resting after harvest, whilst beyond yet other hills bar the view, and thus give play to fancy. Edenbridge is reached, a small town, standing in flat pasture land, where fat oxen feed, in happy ignorance of butchers and Christmas, and the brook Eden, like another of which the poet sings, "steals by lawns and grassy plots, and slides by hazel covers."

Through such soft scenes as these the road we are riding wends, and brings us to a weather-beaten, moat-surrounded manor house, standing cold and bare, out of marsh-like fields. Built of chill, grey stones, away by itself, not even a cottage being near, Hever Castle looks, what it is—a house of sorrows. It was gay enough once, when Henry VIII. ploughed through the mud tracks, that were called roads then, bound for Hever, and

SWEET ANNE BOLEYN.

Was it gay, or did the future cast its shadows over it, when she set out from her father's home, to crown her head, and lose it? And when that poor, old father died, and Henry gave Hever to his latest fancy, Anne of Cleves, did no echo of the step and the laugh that was gone linger to haunt the dreary future of that unhappy woman?

Let us away from this. The sun is not shining so brightly somehow; the Eden flows sullen under the bridge; what a diabolical caw that rook has. Short and sweet is the road to Chiddingstone, and little and sweet the village, simply a row of houses, standing outside the park; but such houses. Any one alone would make a picture; indeed, they often do; witness the Academy catalogues; but taken in one dose, the effect is delirium to those, who, like the writer, have a mania for good old things. A block of stone stands near the village. Hither, in primitive times, came the wild men from the country round, to be punished for their misdeeds, or have their differences adjusted, hence the name—chiding-stone.

In a moment of weakness, we put more trust in the information of a rustic, who became nearly excited, in his vehement assurances that his road 'ud be nigher' than the one the finger-post pointed to. This folly, which, together with short cuts, we ought by now to have grown out of, caused no small amount of collar work, but gave us a better view of Penshurst House and park than we should have otherwise obtained.

Penshurst Place, home of the Sidneys, built in the reign of Edward I., is a noble pile: fit home for that noble warrior, conspicuous, for valor in a gallant age, Sir. Philip Sidney. He it was, when dying on the field of Zutphen, being raised to drink some water, procured with difficulty, met the longing eyes of a poor wounded soldier: "Give it to him, he wants it more than I do," said the hero, then sinking down—slept. Strange, midst all the vile deeds, the great deeds, the brave deeds, that tread on each other's heels in our history, this one touch of nature should have found a place. His great two handed sword hangs on the wall of his old home. In far distant times another Sidney comes forward into history. Algernon Sidney fought under Cromwell; he loved freedom, and gave up his all for it. During Charles II.'s reign, he was allowed to return to Penshurst, but foes soon concocted charges against him, and with the ready help of that never too much to be execrated man, Judge Jefferies, he was executed and laid to

rest in the little village church. The road to Bidborough on leaving Penshurst climbs a stiff hill on the top of which the N. C. U. and the C. T. C. have placed, very properly, one of their danger boards to warn the heedless wheelmen. Charming views of distant hills, well wooded and park-like country, with elastic turf and golden glades, bring us into the world again, when we strike the main road to Hastings, between Tunbridge Wells and Tunbridge. The surface is grand, the tandem's helm is turned for home. Talk about the poetry of motion, what is that to the scene of it, when good roads, fine country, bright sun, brisk clear air all conspire to make the wheeler's life a happy one. We pass many more fair English homes, but we are in a hurry to reach one five and twenty miles away, which, if not historic, is very dear to us, so, with your kind permit, will defer the others to some more leisure time.

FREE LANCE.

## SUMMERTIME MEMORIES OF ENGLAND.

It seemed strange to hear the clanking foot falls of the iron-shod people—man, woman or child, for they almost all wear the same make of shoes—on the stone or brick floors; and they are often sanded, and possibly as often washed as are the door steps and the walk outside, which is every morning. As much room is wasted in the huge fireplace in which the little grate sets as is in the old time houses in our own country built when wood fires were the only kind used.

There are quaint carvings and many little panels all about the old mantle-pieces, and on each side of the fire is a very high-backed settle, or bench, sometimes built in a sort of quarter circle, and they take up a large share of the little room.

Hooks and chains are suspended from the ever present crane over the grate, and the good housewife's kettles are smoked black all over, and she has to endure most of the discomforts that our grandmothers did in the early days of this our native land; and now we know why they were so patient in their many privations, and complained so little—they were used to much inconvenience in their homes over there in the fatherland.

We wondered why the people wear such thick and heavy shoes, but have concluded that they wear them the year round to be prepared for the almost ceaseless rain, which the country has a reputation for, but which during last summer held up for two months, something the early settler had not known for forty years.

What seemed curious, too, was the height and weight of their traps, or two wheeled carts, which are as popular as they are high and unhandy to get in or out of, for you see them used by people in the upper stratum.

They are so large that they make a medium sized horse look a pony, and the many ponies we saw seemed lost, and all out proportion.

We should think that smooth roads called for light and elegant vehicles, but just the reverse holds good over there, and it is rather unfair for the equines.

ART.

## A PLEA FOR GOOD ROADS.

The *American Wheelman* for October contains an article on "Roads" which is as forcible as it is logical. We quote the closing paragraph:

"A word to you, wheelmen, in closing. The people of Missouri are friendly toward us. We have never been troubled as have the wheelmen of other States by wild-eyed and frantic legislation against us. Show, then, your appreciation of this treatment and your interest in the welfare of the community by seeking to promote the welfare of the community at large. The fact that it will be of advantage to you in your sport need not tell against your argument. Convince your friends, farmer, merchant, or journalist, that you are right and you will have his vote and his assistance. First awaken interest in the end and then let us look for the means. One thing you must remember, however, in looking for that means: our taxes to-day, direct and indirect, are an unmerciful burden, and neither farmer nor merchant will submit to an increase. Do not propose such a thing or you will injure your cause. We must obtain our end without that. We have taken this matter up and we mean to see it to the end. Work, think, push and help."

Charlie Howard, member of the Boston Club, and a hard-working reporter of the *Boston Globe*, for which he wrote cycling news and gossip, has been advanced to the position of city editor.



## TEN-MILE UNICYCLE RECORD.

C. C. Hopkins had a "go" at the ten-mile unicycle or one-wheel record November 6 at the old Exposition track at Denver, Col., in the presence of a number of wheelmen and others. He captured the record "by a large majority," lowering the best previous performance 12 minutes and 22 seconds. Prince Wells, the fancy rider, recently did ten miles in 59 minutes 36 seconds Hopkins' time yesterday for that distance was 47 minutes 14 seconds. He rode for an hour's record, and in that time covered 12 11-16 miles. He rode a 55-inch Apollo stripped of everything but pedals, forks and handle-bars. His time by miles was as follows:

Miles.	Time.	Miles.	Time.
1.....	4:32	8.....	38:10
2.....	9:06	9.....	42:36
3.....	13:42	10.....	47:14
4.....	18:20	11.....	51:57
5.....	22:48 3/4	12.....	56:48
6.....	27:21	12 11-16.....	1 hr.
7.....	31:55		

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Warren " " "  
Chambers " " "  
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**BEARINGS.**—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain 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 badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
146	56	Columbia Expert,	\$132.50	\$85.00	4	1	4
149	51	"Special Star,"	135.00	98.00	3	ball	2
179		Sp'k'b'k Cr'p'r Tri.	180.00	110.00	4	2	2
180		"Hbr. Tandem,	260.00	220.00	4	1	1
213	52	British Challenge	135.00	85.00	3	1	4
217	48	Special Star,	120.00	110.00	4	ball	1
220	53	Royal Mail,	140.00	95.00	4	1	2
234	52	Rudge Lt. Rdstr.,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
244	45	Special Pony Star,	107.00	100.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	55.00	4	4	1
252	56	British Challenge,	150.00	70.00	1	1	5
256	50	Columbia Standard,	100.00	40.00	4	4	4
257	56	Spl. Columbia,	130.00	40.00	4	3	5
258	48	Spl. Star,	129.00	100.00	4	1	1
260	48	Columbia Standard,	100.00	40.00	5	4	5
261	52	Royal Mail,	125.00	45.00	4	3	4
263	55	Rudge Lt. Rdstr.,	138.75	83.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	95.00	3	1	2
266	55	Spldg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	100.00	4	1	1
270	56	Racer,	140.00	40.00	4	1	4
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Columbia Expert,	137.50	105.00	1	1	1
277	52	Spec. Club,	160.00	105.00	1	1	1
278	50	Premier,	100.00	75.00	1	4	1
279		Col. 2-track Tricycle,	165.00	90.00	4	2	2
281	48	Columbia Standard,	100.00	55.00	4	4	1
282	38	Rudge Safety,	135.00	70.00	4	1	2
283	51	Spcl. Star,	130.00	90.00	4	3	1
285	51	Spcl. Star,	120.00	80.00	4	3	4
286	44	Spcl. Facile,	130.00	70.00	4	1	4
287	52	Columbia Expert,	127.50	80.00	4	1	2
288	56	Columbia Standard,	107.50	40.00	4	4	4
289		Sp'k'b'k Cr'p'r Tricycle,	180.00	130.00	4	1	2

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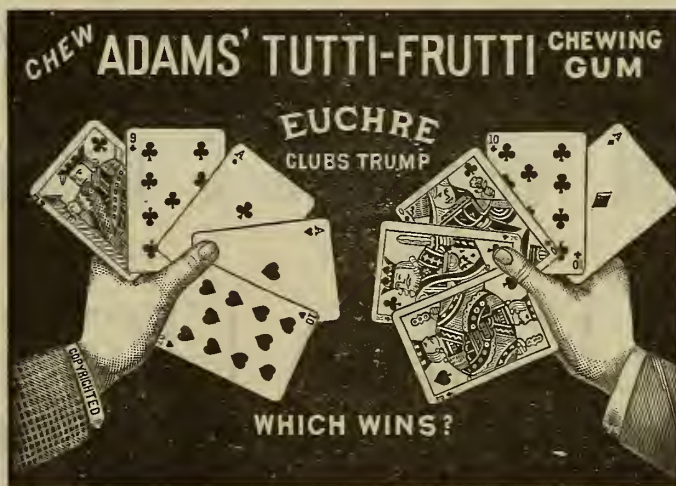
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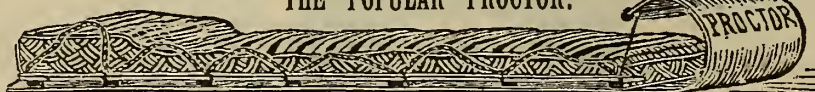
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