

The Wheel

P.O. Box 444.
N.Y.

AD
CYCLING TRADE REVIEW

23 PARK ROW.
N.Y.

VOL. II.—No. 2.]

NEW YORK, SEPTEMBER 7, 1888.

[WHOLE NUMBER, 28.]

A LETTER THAT NEEDS NO COMMENT.

DETROIT, MICH., AUGUST 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

GENTLEMEN—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the Meet in 1887 there were 60 wheels and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade there were 34 American Champions—an increase from 1-60 to about 1-3. I can **prove** that there have been **more** American Champions sold in Michigan this year than any other **two** makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders, too. Three out of five races at St. John's were won on Champions. A \$250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly,

C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by John A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

Eagle Rock Climbed Nine Times Thursday afternoon, August 23. Start was made at 4 P.M. and finish at 6.23 P.M., when darkness interfered. This time is a two-minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York Avenue, Jersey City, N. J.; Geo. J. Pforr, 64 Washington Street, Chicago; Herman Kneisel, 97 Webster Street, Jersey City, N. J.; E. C. Wells, 365 Broad Street, Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

We are now delivering Ramblers with a reasonable degree of promptness.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.

Catalogue on application.

TO THE FRONT AGAIN!
EAGLE ROCK HILL, 12 TIMES WITHOUT A DISMOUNT.



ON WHAT?

A SPRINGFIELD ROADSTER,

50-inch. Geared equal to a 52-inch Ordinary.

BY WHOM? J. HARRY SHURMAN, of Lynn, Mass. Witnessed by E. H. Banks, N. Y.; L. S. Klotz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver, of Concord, N. H.

WHAT NEXT? STICKNEY HILL, LYNN, MASS. TRY IT. WE GOT THERE.

L. A. W. RUN AT BALTIMORE, JUNE 19, '88.—Out of 150 wheels three only surmounted the hill; two of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.
 L. A. W. RACES, BALTIMORE, JUNE 19, '88.—The Springfield Roadster scored three victories: 2-mile Safety, by J. Fred. Midgley; Half-mile Dash and 3-mile Handicap, by W. E. McCane.
 J. R. WELD, JR., MEDINA, N. Y., WRITES: "We believe in the Springfield Roadster out here. In a club of 20 members 16 of them ride your make of wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely Safe, Speedy, the Best Hill-Climber and All-Around Road Wheel ever offered to the Public, at a Moderate Price. Catalogue Free.

SPRINGFIELD BICYCLE MFG. CO., No. 9 Cornhill, Boston, Mass.

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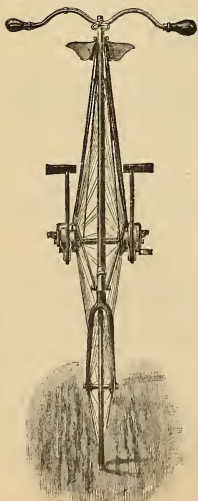
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ALL REPAIRING DONE ON THE PREMISES.

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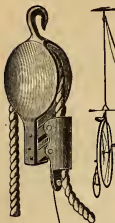
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New York Salesrooms,
 115 LIBERTY STREET.

SMITHVILLE, N. J.

BICYCLE HOIST.

(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary.

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Champion, Light Champion, Rambler and Ideals, Tricycles, Velocipedes, &c., &c.

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WE have the most complete Repair Shop in New England, devoted exclusively to Bicycle and Tricycle Repairing, Brazing and Small Machine Jobbing. Work done at short notice and prices reasonable.

BENNETT & HALE,
112 Orange Street,
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The Billings & Spencer Co., Hartford, Conn., U.S.A.
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



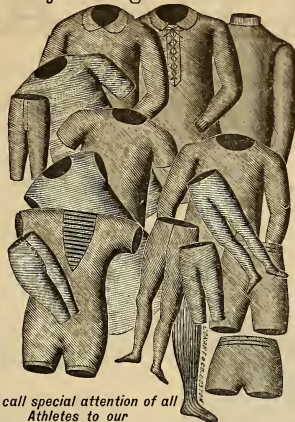
Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

CYCLES FOR SALE.

No. Size.	MAKE.	BEARINGS.	FINISH.	PRICE.
1	Expert.....	Ball.....	Enamel.....	\$75 00
2	Expert.....	Ball.....	Enamel.....	65 00
3	Expert.....	Ball.....	Enamel.....	100 00
4	Expert, with lamp.....	Ball.....	Enamel.....	110 00
5	Expert, with lamp and cyclometer.....	Ball.....	Enamel.....	120 00
6	Expert, with lamp and stand.....	Ball.....	Enamel.....	75 00
7	Standard, with lamp and stand.....	Ball.....	Enamel.....	50 00
8	Standard, with lamp.....	Ball.....	Enamel.....	60 00
9	Special Columbia.....	Ball.....	Nickel.....	40 00
10	Victor.....	Ball.....	Enamel.....	100 00
11	Victor, with lamp.....	Ball.....	Enamel.....	120 00
12	Harvard.....	Ball.....	Nickel.....	65 00
13	Royal Mail.....	Ball.....	Enamel.....	85 00
14	Otto.....	Ball.....	Nickel.....	65 00
15	American Club.....	Ball.....	Enamel.....	65 00
16	Rudge Rotary Tandem Bicycle.....	Ball.....	Enamel.....	125 00

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Each garment in above cut we make in three different qualities.



Jersey-Fitting Supporter.—This Supporter is in use by Bicycle Riders, Baseball Players, Athletes, Gymnasts and Bathmen, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and Hip. Send for Illustrated Catalogue and Price List.
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Please mention this paper.

KEEP YOUR CYCLE CLEAN!

REMOVE THE
RUST, DIRT, GRIME AND GUM.

MAKE IT SHINE BY USING

GLISTENINE.

Price, 25 Cents Per Box.

Apply with a Chamois.

GLISTENINE MANUFACTURING Co.,
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Highest Award at London Medical Congress.

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The most valuable remedy known for the external treatment of Wounds, Burns, Cuts, Skin Diseases, Rheumatism, Hemorrhoids, Catarrh, Chills, Scurvy, and for every purpose where a liniment is needed.
Also when taken internally for Coughs, Colds, Sore Throat, Croup, Diphtheria, Dysentery, etc.

In order that there may be no excuse for buying imitations of our goods, we put up genuine Vaseline in one, two and five ounce glass bottles.

Chesebrough Manufacturing Co.
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Bargains in Second-hand Wheels

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EISENBRANDT BROS.,
124 E. Baltimore Street, BALTIMORE, MD.
STATE SIZE OF WHEEL WANTED, AND THEY CAN SUPPLY YOU AT YOUR OWN PRICE.

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Bicycles and Tricycles.

We make a Specialty of taking Old Mounts in Part Payment for New Victors, New Rapids, New Mails, Stars and Springfield Roadsters.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickled. "2" All nickled except rims. "3" Wheels enameled, balance nickled. "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 plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.
CONDITIONS.—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearing A. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings excellent. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No. Size.	Name	Cost.	Price.	Finish.	Condition.
285	Special Star.	\$120.00	\$70.00	4	1
286	Special Facile.	123.00	60.00	4	1
298	39 Otto.	35.00	18.00	5	4
301	Special Star.	135.00	80.00	3	2
302	Columbia 1 trk. Trike.	166.00	65.00	3	1
343	52 New Rapid Roadster.	147.50	134.00	3	1
350	52 N. Rapid Lt. Rdstr.	137.50	112.00	4	1
351	52 Columbia Expert.	135.00	75.00	4	1
354	56 Columbia Expert.	142.50	109.00	1	1
355	48 Columbia Expert.	122.50	83.00	3	1
376	54 Special Club.	135.00	85.00	1	2
377	46 Victor Roadster.	132.50	82.00	4	1
384	54 Columbia Expert.	140.00	75.00	1	2
386	42 Victor Junior.	55.00	55.00	4	1
389	42 Am. Pony Star.	85.00	50.00	4	1
390	— Beeston Hbr. Tdm.	260.00	115.00	4	2
391	53 Col. Lt. Roadster.	145.00	95.00	4	1
394	48 Columbia Expert.	122.50	60.00	2	2
397	— Col. 2-track trike.	165.00	90.00	4	1
403	— Quadrant, No. 8.	185.00	125.00	4	1
409	50 Columbia Expert.	130.00	100.00	1	4
416	52 Columbia Expert.	122.50	80.00	4	1
417	56 British Challenge.	147.00	70.00	6	1
418	52 Columbia Expert.	132.50	80.00	1	2
419	56 American Club.	135.00	52.00	4	2
416	52 Columbia Expert.	132.50	75.00	3	2
418	54 Columbia Expert.	140.00	90.00	1	1
421	52 New Rapid Rdstr.	132.50	132.50	4	1
422	— Col. Light Rdstr.	127.50	90.00	4	1
423	52 Columbia Expert.	122.50	100.00	3	1
425	— Quadrant No. 8.	185.00	170.00	4	1
427	— Premier.	140.00	80.00	4	1
428	50 New Mail.	127.50	105.00	4	1
429	54 Victor Roadster.	130.00	90.00	4	1
430	— New Rapid Rdstr.	135.00	135.00	4	1
431	55 Rudge Light Rdstr.	141.85	64.00	4	2
433	— Ladies' Quad. No. 14.	175.00	125.00	4	1
434	50 New Mail.	127.50	80.00	4	1
435	52 Special Club.	160.00	100.00	4	1
437	55 Columbia Lt. Rdstr.	140.00	95.00	3	1
438	51 Special Star.	120.00	85.00	3	1
439	51 Quad. No. 15 (Tdm.).	250.00	200.00	4	1
440	— Columbia Veloce.	135.00	110.00	4	1
441	54 Columbia Expert.	125.00	64.00	4	2
442	48 Horsman.	35.00	10.00	5	4
445	56 Columbia Expert.	127.50	78.00	4	2
446	48 Rudge Lt. Rdstr.	132.50	85.00	4	1
447	54 Columbia Expert.	135.00	80.00	1	1
448	— N. Rapid Lt. Rdstr.	137.50	95.00	4	1
449	— Columbia 2-track trike (Ladies' Special).	185.00	80.00	4	1
450	— Springfield Roadster.	100.00	75.00	4	1
451	56 Victor Lt. Roadster.	142.50	120.00	3	1
452	50 Victor Roadster.	125.00	67.00	4	1
453	54 Columbia Expert.	135.00	100.00	3	1
454	— Victor Safety.	115.00	115.00	4	1
455	— Genuine Hbr. Tdm.	250.00	150.00	4	2
457	53 Volunteer Columbia.	102.50	80.00	4	1

All Machines Guaranteed Sound.
Upon receipt of \$5 any bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Wheels Bought, Sold and Exchanged.

FULL LINE CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,
8 Warren St., New York

QUADRANT.

What's in a name? Possibly, nothing; but if it is applied to **TRICYCLES**, and that name is **QUADRANT**, then there is indeed much.

It tells you at once of a machine "not only distinct, but distinctly superior to others;" of one that has set the fashion in such important features as a *large steering wheel*, an *extended bridge over the main axle*, the use of more than two bearings over this axle, and a perfectly rigid frame without a joint in it. It is a name that for years past has carried with it a guarantee of perfect workmanship and honest materials—consequently, satisfactory Tricycles.



"It is the hour when from the boughs
The nightingale's high note is heard;
It is the hour when lovers' vows
Seem sweet in every whispered word."

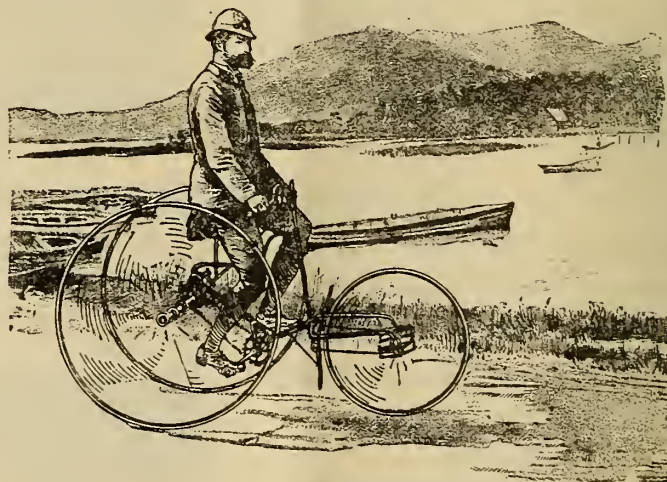
QUADRANT TANDEM No. 15.

WINNER OF THE TWO-MILE OPEN HANDICAP AT THE
L. A. W. MEET RACES, BALTIMORE, JUNE 19, 1888.
THE FASTEST AND BEST HILL-CLIMBING TANDEM
EVER BUILT.

In this age of high-class ball-bearing Cycles, now thought to be as near perfection as possible, nothing so clearly and decisively proves the superiority of the **QUADRANT TRICYCLE** as the following:

At the late military manœuvres in England, all cycle manufacturers were invited to send their machines, with competent riders to form a corps, with a view to proving the adaptability of the Cycle for military purposes. **Ninety** Cycles were engaged in the forced march, and **fifteen** only completed the distance.

The first to arrive was a **No. 8 QUADRANT TRICYCLE**, thus beating all the Safeties and Ordinaries, while no Tricycle of any other make got through at all. Such a fact needs no padding.



"Air—I want air and sunshine and blue sky,
The feeling of the breeze upon my cheek,
And no walls but the far-off mountain tops;
Then I am free and strong."

QUADRANT TRICYCLE No. 8. For Gentlemen Only.

WINNER OF THE L. A. W. ONE-MILE CHAMPIONSHIP,
BALTIMORE, JUNE 19, 1888.

HAS MADE A MILE ON THE ROAD IN 2 MINUTES
AND 38 SECONDS.

QUADRANT TRICYCLE No. 14. For Ladies.

BUILT LIGHT THROUGHOUT, AND ESPECIALLY
ADAPTED FOR LADIES' USE. ALSO SUITABLE FOR LIGHT
GENTLEMEN.

SEND FOR DESCRIPTIVE CATALOGUE, FREE.

RELIABLE AGENTS WANTED.

The Clark Cycle Company,

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WASHINGTON BRANCH, 908 PENNSYLVANIA AVE.

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

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

P. O. Box 444, New York.

Persons receiving sample copies of this paper are respectfully requested to examine its contents and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully serves. Subscription price, \$1 per year.

ROAD IMPROVEMENT.

TO THE EDITOR OF THE WHEEL:

Apologies of road improvement, I herewith enclose a clipping from the Red Bank (N. J.) Register. It comes from Jersey, where, so far as I know, there has been no missionarying done by the League or a Road Improvement Association, or any one else. It not only shows that the country press is waking up on this question, but it outlines a practical and practicable plan for road improvement. It is in the line of action proposed by the Long Island Road Improvement Association, and seems to go several points better. It is a plan which will commend itself to the community and to legislative bodies, and which can be inaugurated and pushed to enactment, and enforced when enacted, by the League.

[Red Bank Register.]

The roads throughout the county cannot be said to be in as good condition as they should be for the amount of money which is annually spent upon them. So generally is this the case throughout the State that at the last meeting of the State Board of Agriculture it was proposed to have a general law enacted, changing the present method of appropriating the road money and of electing the road overseers. Under the present method a road master is occasionally found who spends the road money honestly and intelligently, and the roads are benefited in consequence, but according to the statements made at the meeting of the Board of Agriculture, this is the exception and not the rule throughout the entire State.

In many instances the failure to improve the roads is due to a lack of knowledge of the proper way to make and maintain a road. The money of a township is apportioned among half a dozen or more road districts, each of which has a considerable mileage of roads which must be kept up in some sort of shape. Road masters are not elected with any particular view to their knowledge and efficiency as builders and repairers of roads. It not infrequently happens that a skillful road overseer is defeated by a person who is thoroughly ignorant of the work he is expected to perform, and who is only desirous of getting the position in order to have the handling of the road money. Under such overseers the road district derives but little benefit from the money appropriated. A load of clay or gravel is dumped here and there, a little patching up is done in places, but at the end of the year the road is as bad as it was at the outset.

The measure proposed by the State Board was to have the main roads of the county worked by some man, appointed by the Board of Freeholders, or elected by the county, who should

give his entire time to the work. This would give the townships only the by-roads and minor roads to look after; and these roads in each township were to have an overseer, who, like the county official, should devote his entire time to the work. The election of road masters by districts was to be done away with entirely, and the amount voted by each township was to be expended on the various roads, as the judgment of the overseer should decide. In order to secure good work and efficient road officers, it was proposed to make the term of office of the road masters as permanent as possible, say from five to ten years. Such a term of office would make it an object for a man to acquire knowledge concerning roads, and a conscientious man could in that time greatly improve the roads of a township with the money ordinarily appropriated. In order to insure good work and honest expenditure of the road money, the road officials should be subject to removal by the town committee-men, or Board of Freeholders, for neglect of their duties.

It is certain that some sort of reform is needed in the manner of dealing with the public roads of the county, whereby the people will get better roads than they have had in the past.

THE GROWTH OF CYCLING IN DENVER, COL.

Denver's cycling history is interesting. The first agent here was Mr. George E. Hannan, representing the Pope Manufacturing Co., from May, 1880, until the latter part of 1881. In July, 1880, he sold the first bicycle ever brought to this city to Louis Rice. Your correspondent had the pleasure of looking over this wheel last week, while it was in the repair shop of Mr. Hannan. It had had a new front fork put in, the first repair of any account it has had in eight years' constant usage. It is a Mustang Columbia, 48-inch, and the rubber tires and bearings are still in the best condition; in fact, by looking at the parts mentioned, and not at the old style of the machine, you would think it had been run for perhaps nine months. So much for the life of a bicycle. In 1880 this wheel was the only one sold; in 1881 there were fifteen wheels sent out.

In 1882 Mr. George F. Higgins made his appearance as an agent, and these two gentlemen had a monopoly of the business until July, 1886, when Mr. W. L. Van Horn and Wilbur F. Knapp came out as agents for the Rudge and Singer's Apollo. At the beginning of this year Salamon Bros., two gentlemen long connected in England with wheeling, opened an agency here for the Fly Cycle Co., of Coventry. They also manufacture a high grade ball bearing wheel for youths. This makes them the only bicycle manufacturers west of Chicago. But enough as to the trade.

The first club was the Denver Bicycle Club, organized May 22, 1882, which ran along with very hard work until February 4, 1884, when it disbanded. This was one of the first organizations of the kind west of the Mississippi. The next venture was the Colorado Wheel Club, which was organized in the fall of 1884, and kept up for two and a half years, disbanding in July, 1887. In the same month the Denver Ramblers started up and are running along smoothly, taking in new members at every meeting, and turning out lots of good riders, two of whom, Capt. Robert Gerwing and Mr. C. C. Hopkins, are at Buffalo and will be heard from during the races.

The Social Wheel Club, organized January 18, 1888, although only seven months old, has a membership of fifty-six, and two of the most comfortable club rooms in the West. Their representatives at Buffalo are Mr. A. Banks and Mr. Sid. Eastwood; the latter will enter professional races only, as his races with Mr. Gerwing one year ago for a prize of \$300 made him a "pro." Mr. Gerwing has been reinstated by the L. A. W., and will enter the 100-mile road race for amateurs.

The roads in the vicinity of Denver are the best natural ones in the country. About ten miles out, going south, is Littleton, a pretty little village of 800 people, where the hotel proprietor furnishes a fine meal at reasonable rates. I have known boys, barely sixteen years old, to have made the run from town to the hotel at Littleton (very near eleven miles by cyclometer) in forty-five minutes. This speaks for the quality of the roads. Passing through Littleton until twenty-five miles from Denver, one comes to

Sedalia, where, if he has any respect for hills, he'll turn back. But if he is ambitious to become a Greenwood, he will go on to Palmer Lake, twenty-four miles from Sedalia, with 2,000 feet rise in those twenty-four miles. From the lake to Colorado Springs is twenty-five miles more (mostly down hill); this trip of seventy-four miles generally takes eight hours riding.

We return to Denver, take the road east, and twenty miles out come to Brighton. Seven miles further is Fort Lupton; nine miles still further, and thirty-six miles from the city, is Platteville, while by going sixteen miles further we run through Evans, and are on the road to Greeley, fifty-six miles distance from Denver. Dozens of wheelmen have made this run in less than four and a half hours—another good word for the roads. The return trip will take probably six hours, and the rider has been on one of the best century run roads in the country.

In other directions from Denver are Golden, 16 miles; Morrison, 18; Louisville, 30; Boulder, 36; Parkers, 26, and Erie 22 miles, all on different roads, half of which are rather hilly, but, with three or four exceptions, all ridable.

The riders now in Denver number between eleven and twelve hundred—a dozen of these are lady tricyclists—(nothing under a 50-inch counted), which, in proportion to our population, would put Denver as the first wheel city in the Union. The prospects of Denver as a wheel centre are very brilliant, over 450 wheels having been sold so far this year. Both the clubs are booming things for all they are worth, and by the time our fast riders return from the East we will be all ready for a big race meet.

NOVICE.

NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

Another, and this time a final, change has been made in the arrangements for the New Jersey Division meet. Instead of having the race meet on Saturday, 22d, as previously announced, the committee has been obliged to put it on the programme for Friday, 21st, as the Roseville Athletic Club, having leased the grounds for the former date for a baseball match, have refused to make any concessions to the Division. The Orange Wanderers, who have the affair in hand, held a meeting on Friday evening, August 31, and completed all the arrangements for the business meeting, which will be held in the Park Rink, Orange, at 10 o'clock on Friday morning, the races to begin at 3 o'clock Friday afternoon, on the Roseville track; Chinese lantern parade over the Orange streets on Friday night, to be followed by a "smoker," concert and supper, and for a number of runs to points of interest on Saturday morning.

The programme, as arranged for the track events, is an attractive one, and looks as though it ought to suit everybody. The events will be as follows:

- One-mile bicycle, State championship.
- One-mile tricycle, State championship.
- Three-mile bicycle, State championship.
- One-mile safety tandem bicycle, open.
- One-mile tricycle, open handicap.
- One-third mile dash bicycle, open handicap.
- One-mile bicycle, Orange Wanderers, handicap.
- One-mile bicycle, consolation.
- One-mile bicycle, championship Hudson County Wheelmen.
- One-mile bicycle, championship Elizabeth Wheelmen.
- One-mile bicycle, championship Passaic County Wheelmen.
- One-mile bicycle, championship Plainfield Bicycle Club.

The races are in the hands of a competent committee, comprising Llewellyn H. Johnson, Thomas N. Gray, Charles W. Freeman, Frank P. Jewett and J. Warren Smith, all of whom are sufficiently versed in the ways of the track to do their share toward smooth running.

At the meeting of the Wanderers on August 31, Charles A. Lindsley was unanimously chosen as Captain to succeed Charles W. Freeman, resigned. A better choice could not have been made.

W. Van Wagoner, the well-known Star racer, of Burlington, succeeded a week ago, on the Ocean Drive at Newport, in covering ten and a half miles in 41m. 5s., being just five seconds better than the previous record for the course.

WARWICK

CYCLE

IT WAS WORTH WAITING FOR.
WHAT?
 WHY, THE **WARWICK** PERFECTION.

IT HAS
 MORE GENUINE
 IMPROVEMENTS
 THAN ANY WHEEL

ON THE
 AMERICAN OR
 EUROPEAN
 MARKETS.



WATCH THE

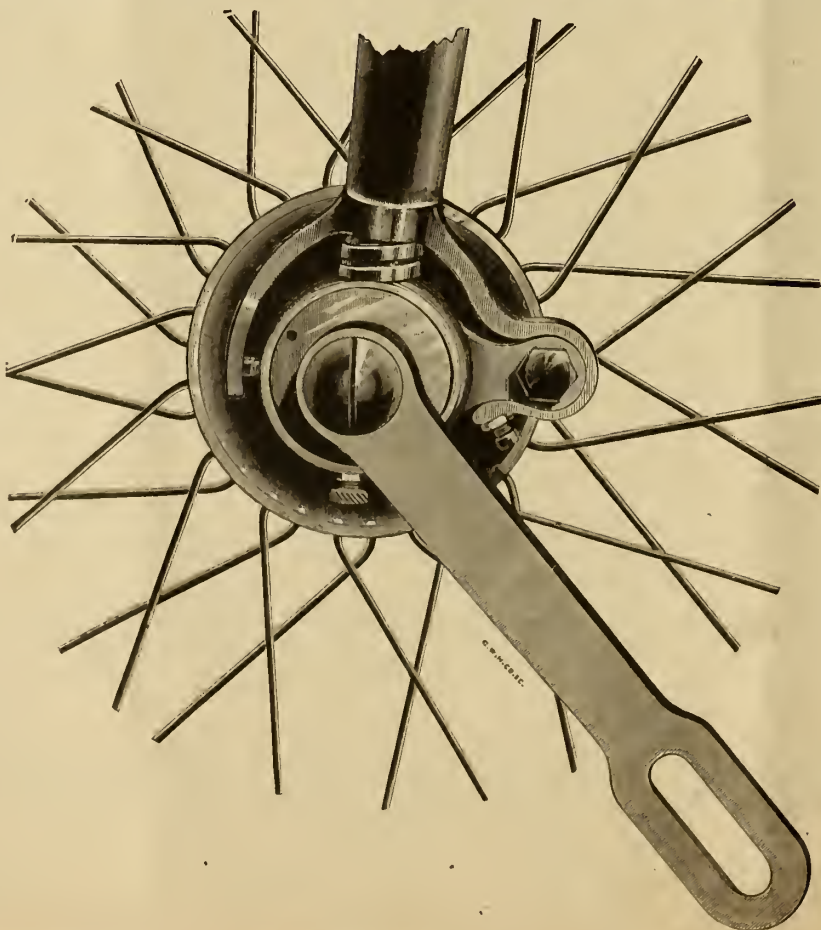
WHEEL PAPERS

FOR ITS SPECIALTIES.

STUDY THIS ONE.**How Shall We Overcome Vibration?**

This has been the study of inventors for years. The Warwick Spring Bearing Frame is THE FIRST and ONLY satisfactory solution of this problem. This Spring Bearing is so constructed as to take up all concussion, resulting in the production of the only absolutely non-vibratory bicycle. Inside the bearing frame and underneath the fork is a spring made of STEEL AND RUBBER. The steel takes the strain and the rubber takes the vibration, in such a manner that the rider, no matter how rough the riding, does not feel the least jar.

This is a point that cannot fail of inestimable appreciation.



By means of a set screw the BEARING can be perfectly adjusted to the weight of any rider. For a heavy man the screw is tightened, which closes the spring, allowing it to receive the extra weight. The bearing is simply jointed to the bearing frame, which gives an elastic and easy motion when the wheel comes in contact with rough surfaces. Another device holds the frame rigid in such manner as to take up all side strain. The crank is detachable. On thorough inspection, it will be the universal verdict that the Warwick Spring Bearing and Frame is THE ONLY perfectly constructed frame on the market, and the only invention in existence, on an ordinary bicycle, which overcomes concussion and prevents all vibration.

MFG. CO.

SPRINGFIELD,
MASS.

On Labor Day I saw the Misses Mulford bowling along High Street at a lively rate, mounted on their Royal Salvo bikes. Frank Brock, on a Star, was acting as an escort. These young ladies are doing a great deal toward popularizing the use of the whirling wheel among the fair sex in this vicinity, as they are very enthusiastic riders and can be seen on the road whenever the riding is half decent.

The roads in all directions, within a radius of twenty miles of Newark, are in the very pink of condition, and cyclers without number are seen daily taking spins to the Oranges, Montclair, Elizabeth, Springfield, Passaic, Paterson and other outlying points. The weather could not be better if made to order, and the scenery, especially in and around the "Juicy Oranges," is now at its best. Those who ride and fail to "do" the Oranges, this month will miss a treat.

Howard A. Smith did not go to Buffalo after all, but I see that he very sensibly sent a representative in the shape of a full-page advertisement in last week's WHEEL.

And, by the way, Mr. Editor, allow me to remark that I am possessed of a sufficient amount of self-conceit to think that I know a good thing when I see it, and I also think you'll give me credit for knowing whereof I speak when I tell you that the finest issue of a cycling journal upon which I ever cast my optics was THE WHEEL AND CYCLING TRADE REVIEW of August 31, 1888. The amount of news contained therein has never been equaled in quantity or quality, and covers more ground than any other paper has ever reached in a single issue. The composition is clean; the paper is good; the make-up first-class; and, best of all, the press-work is a credit to the craft. If you don't think this worth putting in print, why, use the w. b.

Quite a number of Wanderers took an enjoyable run to Elizabeth and Plainfield on Labor Day.

The bowling contingent of the Atalanta Wheelmen, of Newark, began its season's practice on the Academy of Music alleys on Thursday evening, September 6.

THREE RATTLING RACES AT THE N. J. A. C.

From every standpoint, the all-day carnival of sport given by the N. J. A. C. at their grounds at Bergen Point on Labor Day was a pronounced success. For the twelve foot and bicycle races there were over two hundred entries, and the best of it all was that over ninety per cent. of them faced the starter. The races were run without a hitch and on the nick of time. The shell and canoe races were exciting, and the ball match a perfect exhibition. The day's sport concluded with a grand hop at the La Tourette House, threatening weather having caused this as a prudent substitute for the promenade concert on the grounds. The bicycle races proved the events of the day, and resulted as follows:

The 1-mile novice race had for starters: M. S. Ackerman, Plainfield B. C.; V. F. Pelin, N. Y. A. C.; F. N. Burgess, Rutherford Wheelmen; F. M. Brush, N. J. A. C.; J. E. Day, H. C. W.; Fred Gubelman, H. C. W. Pelin set a lively pace for a couple of laps, after which Gubelman made the running for a lap. On the bell-ring Burgess and Ackerman set sail for the lead, Burgess finally winning by three yards from Ackerman, who was followed three yards behind by Gubelman, the rest strung out for twenty yards. Time, 3m. 9.4-5s.

Wheelmen and spectators voted the 1-mile handicap the best specimen of handicapping ever witnessed by any of them, and the ears of the absent L. A. W. O. H. must have tingled at the encomiums heaped on him after the race was over. It was as follows: G. W. Kreger, L. I. W., scratch; W. H. Caldwell, N. J. A. C., 25 yards; S. B. Bowman, N. J. A. C., 30; E. P. Baggot, N. J. A. C., 35; W. Schumacher, L. I. W., 45; L. H. Wise, L. I. W., 50; W. F. Murphy, K. C. W., 50; F. G. Brown, K. C. W., 50; W. F. Pendleton, N. J. A. C., 80; Fred. Gubelman, H. C. W., 80; E. H. Allaire, P. A. C., 110; W. B. Rhett, N. J. A. C., 110; J. E. Day, H. C. W., 130. Of these Kreger and Rhett were absentees, and I must own I am not sure about Brown and Murphy, as I was otherwise engaged when the men were on their marks, and I may have

lost sight of some in that bunch and grand rush on the finish. The limit men set full sail, but the back markers went after them hammer and tongs. It was soon manifest that it was to be a great scramble from start to finish. At the quarter-mile Allaire got his wheel in front and made the running, followed by Pendleton. By this time Schumacher had got through and was close behind the leaders. Baggot was next, and the rest followed in a solid bunch. At the half-mile Pendleton had shoved his Star in front with Baggot and Schumacher in hot pursuit. Caldwell and Bowman were working like demons and dodging about to get through. When the bell rang Pendleton led, with the whole field in a bunch at his little wheel. The spectators were roused to the highest pitch of excitement. The band played a lively jig and the people yelled. On the racers rushed, closely packed, and I held my breath expecting the whole business to go down in a heap. The homestretch was reached, and still the bunch was unbroken. A mad scurry for a hundred yards, and the dense mass crossed the line. The crowd yelled itself hoarse, and no one could tell who the winners were until the judges announced Baggot first, Wise second, Pendleton third, Caldwell fourth. Eight men had crossed the line inside of five yards. It was without doubt the best bicycle handicap ever framed in the history of racing in this country, and the official handicapper has added a very bright feather to his plumage. Time, 3m. 1-5s.—very fair for roadsters on a cinder track.

The mile race between Caldwell, Baggot and Bowman, for the N. J. A. C. championship, was looked forward to with much local interest, and proved, as was expected, a hard fight. Caldwell took the lead, and at the end of the first lap led Baggot by an open length, with Bowman the same distance behind Baggot. The men maintained this position to the last lap, when Bell put on steam, but Baggot could not gain an inch on Caldwell, though he increased his lead on Bowman a few yards. Time, 3m. 3s.

JONAH.

BROOKLYN.

What is destined to become an immediate and recognized power in the cycling world of Long Island has, in the time of a few weeks, passed through three important stages—its conception, its execution, its reception. The Cyclists' Union has come to stay. Its conception and execution were at the hands of a few, but its reception has been one grand, enthusiastic shout of approval from the wheelmen at large. Scarcely a week has passed since the inaugural meeting, and every one is alive to the issue. It has created an excitement and an interest which remains unabated so long as its features present points for discussion. Its promoters are at work with blanks for the signatures of applicants for membership, which read:

THE CYCLISTS' UNION OF LONG ISLAND. *Extracts from Constitution.*

MEMBERSHIP.—Any resident of Long Island, at least eighteen years of age, shall be eligible to membership, and shall become a member upon his election by the Executive Committee.

DUES.—The annual dues shall be at the rate of one dollar per year, payable upon the first days of January and July. There shall be no initiation fee.

The undersigned desire to be enrolled members of this organization, and will cheerfully support the movement when called upon to do so

At every turn they are greeted with a word of encouragement, and names are subscribed with unexpected promptness. The task is a pleasant one, too. Persuasion or argument are not relied upon to obtain signatures. Every one seems to know and appreciate the chain of circumstances linking past events and present issues—conditions inevitably resulting in local assertion. Explanations become unnecessary, as the unhesitating endorsement and keen interest of those approached prove that it is the right thing in the right place. Altogether the outlook is such as to warrant a feeling of enthusiasm which will carry the Union on and up, strengthening fraternity and dispelling prejudice, working one for all and all for one.

The result of the meeting called for the 8th inst. is awaited with interest. The Committee on Constitution and By-Laws will report and furnish food for discussion, as there will nat-

urally be several ideas presented on the best way to avoid the evils of politics and "ringocracy," the tendency towards which only a carefully executed document can check. But the meeting will be representative, ideas will be given thorough ventilation, and the Union will probably be established on a permanent foundation—a simple, practical, invulnerable constitution.

If the Union were now in strong working order, what a splendid chance to exemplify its purpose to *protect* the interests of wheelmen would be the case of the "path-hog" who lives on the Bath road. This useful member of society, not content with throwing Mr. Monell from his wheel and injuring him, deliberately digs two trenches at either end of the path in front of his premises to prevent the passage of bicycles. Although personally ignorant of any legal principle involved, it would seem equitable to demand that the path be restored to its former entirety, and if it could be *proven* that it was done to prevent the uninterrupted passage of bicycles, which, it is understood, labor under no restriction in that vicinity as to the use of side paths, then it would seem we have just cause to demand immediate redress. Such a course would be less harsh than to prefer a charge of assault, and would be more efficient, if successful, in establishing our claim for recognition. Indeed, if it be deemed feasible, why could not the Union take that as its first "*casus belli*" immediately after its permanent organization? It happened on a thoroughfare largely used by wheelmen, and besides being in itself a continued menace and hindrance, it is likely to act as an incentive, breeding open fight in others residing along the road who may now be inactively opposed to us. It is a matter which constitutionally lies in the province of the Union, and a few decisive steps taken in the direction of such abuse will assure that body a title which is not empty and an influence which is not impotent. H. G.

BROOKLYN, September 5, 1888.

LYNN CYCLE CLUB'S OUTING.

The members of the Lynn Cycle Club left Lynn Saturday, September 1, for Portland, Me., taking the boat at Boston and arriving at Portland Sunday morning at 5 o'clock. They then went to the Preble House, where they were received by the members of the Portland Wheel Club, and after breakfast proceeded to the rooms of the club. Here a very pleasant hour was spent, when all of the boys mounted their wheels and started for Prout's Neck, a distance of fourteen miles, arriving in time for dinner at the Checkley House. On the way out to the Neck they came to Spurwick Hill, which no bicyclist had climbed to the top. Shurman said before starting that if any one of the boys would ride down the hill he would climb up, and they thought they had him sure. So, arriving at the hill, some of them went down and he after them. Turning around at the bottom, Shurman went to the top, much to the surprise of them all, for the hill is very rough and sandy. They took their departure from the hotel at 4 p. m., arriving back to Portland at 6:30. After supper they all went to the bicycle club rooms, which are very fine, and something that the Portland boys should be proud of. A very pleasant hour was spent, and then they all went to Dr. Dow's, where some of the Doctor's good things were partaken of (all home made, so the Doctor says), returning to the hotel at 10 p. m.

Monday morning they all went to the famous Park Street hill. Captain Carsley climbed to the top, followed by Allen and Littlefield. Shurman then started to break the record, which is twice up and down. He went six times and stopped, and then they started for Peak's Island, where the day was spent sight-seeing. The boys returned to the city at 6 p. m., where some of the party started for home on the boat, leaving the rest to come by train. The boys who stayed for the train will have to tell where they spent the evening, for the writer could not follow them all, but they all got around so as to start for home at 2 a. m. Tuesday. They all say whenever they want a good time they will go to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley, E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, A. Wiswell and Hasty. They speak in the highest terms of the treatment received at the hands of the Portland wheelmen.


Special Offer!!!

NEW MAIL

THE WHEEL OF WHEELS! NOTHING BUT SUCCESS EVERYWHERE!!

Sales larger this year than ever before, and this demand is evidence of its **Worth** and **Merit**. A Light Roadster **Perfectly Made**, Interchangeable Parts, and which stands the roughest roads. We are receiving **Testimonials** every day of its Perfection and in Praise of the **Trigwell Ball Head**—a delight in Steering, a great aid in Hill-Climbing.

SPECIAL OFFER!!

 Having use for a **Few Only** Good Second-hand Machines, we will take such in part payment for **New Mails**. Here is a chance to get one of these Superb Ball Head Wheels and realize on your old one, which is getting less in value. Send full description of your old mount—size, condition, etc., and state what in your estimation it is worth or your value of it, and we will reply.



This is the tenor of Testimonials we get:

Messrs. WILLIAM READ & SONS:

GENTS—The New Mail came in good shape. I am very much pleased with the wheel, and consider it the very best on the market to-day. As I have had two years' experience with the Trigwell Ball Head, on my old wheel, I know it is a good thing, and as essential to the fine running qualities of a wheel as a Ball Bearing in any other part.

Yours truly,

C. R. FLOWER.

Messrs. WILLIAM READ & SONS:

NEW YORK, N. Y.

DEAR SIRs—I must give you the praise that is due the New Mail. I have been a rider for the last twelve years, and have been on most every wheel in the market, but have at last struck my favorite of all—the New Mail, one of which is now in my possession.

It is, without exception, the truest, easiest, and lightest running machine I was ever on.

I was first struck with its handsome appearance, and when I tried it I immediately disposed of my old one, and purchased this one I now have. I can recommend this wheel above all others, and you are at liberty to use this.

Yours truly,

G. F. PERRIN.

MANUFACTURERS,

WM. READ & SONS,

107 WASHINGTON STREET, BOSTON.

FIXTURES.

Sept. 10—Race meet at San Francisco. Entries close Sept. 7, with H. Houseworth, 439 California Street.

Sept. 10—Race meet at State Fair Track, Philadelphia Address Kirk Brown, 18 South Broad Street.

Sept. 12-13—Hartford Wheel Club's tournament at Charter Oak Park.

Sept. 14—Maine Division, L. A. W., meet at Lewiston.

Sept. 15—N. A. A. A. 2-mile championship at New York. Entries close Sept. 5, with Secretary, P. O. Box 3478, New York City.

Sept. 17—Rhode Island Division road run.

Sept. 21-22—New Jersey Division meet and race meet at Roseville, N. J.

Sept. 22—Easton Road Club's championship club race at Brighton, Mass.

Sept. 25—Rhode Island Division races at Providence, R. I.

Sept. 27-28-29—United Wheelmen's tournament at Kansas City and State Division meet.

Sept. 28—New Orleans, tournament.

Sept. 29—Two-mile handicap, Roseville, N. J. Entries close Sept. 15, with L. C. Fairchild, 15 Halstead Street, East Orange, N. J.

Sept. 29—Tioga Cycling Club's race meet at Philadelphia. Entries close Sept. 25, with Isaac Van Deusen, Jr., 2100 Tioga Street, Philadelphia.

Hartford Tournament—Address Joseph Goodman, P. O. Box 14, Hartford.

Oct. 4-5-6—Ladies' North Shore tour.

Oct. 23-24—Tournament at Richmond, Va. Address L. B. Enslow, P. O. Box 372, Richmond.

CYCLING IN ALBANY.

The progress of cycling interests in Albany has been very rapid during the past season, and the sale of wheels never so large, the Pony Star and safety type predominating; several tandems also appearing, the latter having enthusiastic supporters in R. C. Folger, of the Cyclists' Touring Club, and wife, who take daily rides in our beautiful park.

The decided growth of wheeling is due perhaps entirely to the opening of our park by the Liberty Bill, and in the morning and evening of every favorable day numerous wheels of all sizes and types may be seen circling around the sand-papered drives, up and down easy grades, along by the pretty lake, the happy cyclist drinking in life and health in cooling breezes wafted from the neighboring Helderbergs and distant Catskills.

Notwithstanding this constant use of the park drives, an accident to drivers of carriages or their horses is yet to be recorded, but one of our number has been run down by an intoxicated road hog, whose case is still pending in the courts.

A keen interest is manifested by the ladies, of whom a large number would ride were some few to take the initiative. All are waiting for some one to make a beginning, and even now one of the fair sex has ordered a lady's bicycle and will very shortly appear, when it is expected many more will follow her example.

Club runs were never better attended since the palmy days of '82, when a turn-out of thirty or more was the rule, it being almost impossible during the intervening seasons to get more than a dozen to attend. Captain Adrien, of the Wheelmen, in the beginning of the season offered as prizes two gold medals, one for the member attending the largest number of club runs and another to the one making the greatest mileage. This, together with the extended agreeable riding weather, has brought out good attendance and many enjoyable runs have been taken to Round Lake, Sand Lake, and adjacent country villages.

Touring has been indulged in to an unusual extent, many taking their vacations in this profitable manner both physically and financially.

The great World's Tournament at Buffalo has awakened an interest that has scarcely been equaled, a large party having been formed and ere this is seen in print will be enjoying the hospitalities of Buffalo wheelmen and the many miles of asphalt and fine roads around that favored city.

Taking all things in consideration, the past season has been one of marked interest to the wheeling class, and every indication points toward an even more prosperous year to follow.

TOILER.

HILL-CLIMBING CONTEST AT HARRISBURG, PA.

There was a hill-climbing contest held here August 25, which attracted a crowd of about 200 spectators and occasioned no little interest. The course was laid up the steep hill on Derry Street from a point on Cameron to the summit. The ride up the Derry Street hill is a very rough one, not only on account of the steep grade, but also on account of the deep ruts and the many stones scattered over it.

The distance was 1,040 feet, with an average grade of 9 feet 10 inches to 100 feet. A special prize was offered by Captain Fry, of the Harrisburg Wheel Club, to all members of the club choosing to contest, of a handsome gold badge of about \$25 value. Only six wheelmen crossed the line, and three of them failed to reach the summit. The three successful ones were Geo. Hutman, 1m. 42s.; Frank Rohrer, 1m. 29s.; and Thomas Carpenter, 1m. 24s.; the latter winning the prize. Christian Etter fell from his wheel at the first breaker, about one-third the distance up the hill. George Oves failed to reach the summit, giving up at about one-fourth the distance from the goal. W. E. Fahnestock passed the first breaker, but could not scale the remainder of the course. Captain Fry climbed the hill against time in 1m. 17s.

About the middle of next month the Harrisburg Wheel Club will offer three prizes for a 25-mile contest on the Park track, for all members of the club. By this long-distance contest they propose to determine who is the best wheelman in the organization.

UNION RUN AND RACES OF MASSACHUSETTS WHEELMEN.

Two hundred Massachusetts wheelmen took advantage of the holiday feature of Labor Day Monday, and put in a good day's sport.

The principal event of interest to local cyclists was the union run of Massachusetts clubs, in which the Cambridge, Cambridgeport, Charlestown, Somerville, Jamaica Plain, Roxbury, Waltham, Dorchester, Brookline, Chelsea, Massachusetts, Boston and Hyde Park clubs were represented, besides a large number of unattached men.

Until after 9 o'clock wheels kept coming in sight near the Cambridge Club house, which served as a rendezvous, and when the wheelmen could be counted by hundreds a parade was started, the Cambridge Club leading off with about 19 men, then 20 more from the Cambridgeports, 11 Charlestown Rovers, 25 Somervilles, 8 Brooklines, 18 Jamaica Plains, 15 Roxburys, 11 Walthams, 10 Dorchesters, 7 Bostons, and a few representatives of Hyde Park, West Newton, Chelsea and other clubs.

The first stop was made in front of the Cambridgeport Club house. There the men lined up in front of the club house, and were photographed. The long line next made its way to Holmes' Field.

The programme of races and prizes follows: One-mile bicycle; prize, a nickel-plated hub lamp, presented by William Read & Sons.

Three-mile bicycle; prize offered by the Cambridge Tribune.

One-mile tricycle; prize, a pair of bicycle shoes, donated by W. B. Everett & Co.

One-mile ordinary; prize, a hub cyclometer, given by the Overman Company.

One-mile safety; a cup from the Pope Manufacturing Company.

In the 1-mile bicycle race there were eight entries, numbered in order as follows: J. White, J. P. Clark, A. W. Chamberlain, A. P. Benson, E. C. Hemeon, W. H. Senter, J. Wilson, Jr., and C. Condon. Condon took a header on the first start, and, after the men had made one lap, they were ordered to start again. Condon alone staying out. The race was won by Clark in 3m. 7s., Benson second, 3m. 8s., and the others following at weary intervals.

The entries in the second event, the 3-mile bicycle, were E. J. Clark, A. P. Benson, A. H. Rhodes, J. W. Wilson, Jr., and W. H. Senter. Again accident compelled a second start, Benson colliding with Clark and buckling his wheel, a light racer. Its place was quickly filled with a heavier machine and the men were off.

The men came in after the first mile in the following order: Clark, Rhodes, Wilson and Benson, Clark making the mile in 3m. 16½s. The best time for the second mile was 6m. 33s.

Wilson fell out here and left the last mile to be warmly contested by Benson, Clark and Rhodes, they coming in in the order mentioned; Benson in 9m. 52s., Clark in 9m. 54s., and Rhodes in 9m. 55s.

J. T. Williams and H. Hales entered the tricycle race, and at the earnest solicitation of friends "Jack" Seward of the Boston Club, on Editor Bassett's "carryall," kindly loaned him, entered and showed that he could go around the track as much as once. Hales won the race in 3m. 54s.

The 1-mile ordinary was hotly contested after the men got fairly started. The entries were D. Drummond, J. P. Clark, E. J. Clark and W. H. Senter. Drummond and J. C. Clark made the last two laps very interesting. On the home stretch of the third lap Clark was ahead, but Drummond put in and crossed the stretch neck and neck with him. Going around the corner Drummond got ahead and kept there until the finish. Clark, however, made it hard work for him. Drummond's time was 3m. 30s. and Clark's one-fifth of a second slower.

In the last event Theodore Rothe, J. Seward and William Newman entered, and Rothe was an easy winner in 4m. 38s.

The races were over at 1 o'clock and dinner was served at the Woodland Park Hotel, Auburndale. One hundred and nineteen sat down at 3:30 P. M. Those who were not weary with their cycling indulged in a few games, and then made their way home.

The prizes for the races were awarded after dinner, the officers of the race being as follows: Judges, Dr. W. H. Kendall, Abbott Bassett and W. T. Roupe; referee, Chief Consul H. W. Hayes; timers, J. B. Seward, J. S. Sanborn and E. T. Bigelow.

THE WILLIAMSPORT WHEEL CLUB.

The members of the Williamsport Wheel Club, who are competing for the mileage and century run badges and bars, offered by the club, materially increased their mileage during the past month. Many of the members have been absent from home during August without their wheels, and the general average is not as high as during July. The balance of time allotted to the competition—viz., September, October and November—will no doubt be taken advantage of by those who have thus far been in competition. The record stands as follows to August 31:

Date	Cyclometer Registered.	Total Miles.	July Mil'ge.	Aug. Mil'ge.
H. C. Wheeler..	April 15	2,850	930	380
J. W. Bowman..	" 20	1,924	470	...
E. J. Fisher...	" 20	1,410	630	155
Chas. E. Gohl..	" 21	1,422	280	118
Edw. W. Gohl..	" 21	1,482	962	220
A. C. Wagner..	" 21	1,652	552	175
J. H. Simpson..	" 23	312	112	40
Harry Willets..	" 24	1,070	205	365
F. C. Simpson..	" 27	1,050	500	50
C. N. Hough...May	7	1,591	775	16
S. C. Stenber...	" 7	1,028	200	328
S. T. Bricker...	June 1	556	208	18
C. F. Martin...	" 3	652	300	100
John E. Colket.	" 6	750	214	135
B. C. Updegraff.	" 19	585	180	215
Total...		18,334		

Thomas Lloyd offers a gold medal to the member of the Queens A. A. Club, or any bona-fide resident of that town, making the fastest time for a half mile (flying start) during this month on his track.

Messrs. R. F. and E. M. Schaffner started from Jamaica at 7.45 A. M. for Patchogue and return on Labor Day, arriving at Patchogue at 1.30 P. M., returning by way of Garden City. Total mileage, 105 miles. Actual riding time, 10 hours, 15 minutes.

THE N. J. A. C. SATURDAY RACES.

The third and fourth heats of the open one and two mile competitions of the N. J. A. C. will be run at its grounds at Bergen Point, September 8 and 15, at 3:30 o'clock. The prizes are very handsome to the makers of the first, second and third fastest winning times, and the entry is free at the post. Caldwell now holds 3.01 and 3.06 for the mile, and Bowman 6.17 4-5 and 6.24 1-4 for the two miles. Scorers from this vicinity should encourage the club in its efforts to promote cycle racing by starting in these competitions.

BUFFALO.

Writing in the lounging room of the Genesee, at the close of the first day of the meet, with the hum of voices around, Buffalo may be written as a success. To be sure the races this afternoon were tame, the wind being high, the track bad, and the events run off between waits. However, the people are here, the good feeling is here, and that means success.

The Saturday, Sunday and Monday trains brought in cyclists from all parts of the country. The Saturday night train from New York came near being wrecked. The Sunday night train brought up a number of cyclists, besides a delegation of rubicund individuals, the latter bound for the Liquor Dealers' convention, held at Buffalo this week.

The Genesee is the League headquarters, but all the hotels and hundreds of private houses have wheelmen guests. The fair buildings and track are some three miles from the business part of the city, and are reached by numerous horse-car lines; but the cyclist is independent of these, as the city has some eighty miles of macadam in perfect condition. It is the best wheel city we have seen, the riding being more pleasant than that afforded by Washington. The streets are well lined with trees, making pleasant vistas, are not crowded with vehicles, and are specially addicted to sudden rises and long falls, making superb coasts.

The fair buildings were thrown open this morning, and though many of the exhibits are incomplete, a good many sight-seers were about. The main building has especial interest, as it contains a fine bicycle exhibit by all the leading firms. The great canvas, "Christ before Pilate," is a feature of the art gallery. Outside the main structures are a large number of tents, and immediately in front of them are the mile trotting track and half-mile bicycle track, with grand, open, press and judges' stands, etc. From the press stand the races can be closely followed all the way, but the grand and open stands are some distance from the home-stretch, and the trotting track and a fringe of humanity on the outer edge of the cycle track interrupt clear vision.

To-day might be called Children's Day, as all boys and girls under twelve are admitted free. The result is rather startling. From early this morning to sunset, girls and boys, singly and in groups, have been wending their ways to the great fair with eager and happy faces. The morning comers are invariably accompanied by lunch baskets and packages of eatables, the owners of which are evidently out for the day. The children have simply swamped the Exposition Building. They look open-mouthed at the machinery, finger the delicate pottery ware, forage for picture cards, and are here, there and all over.

TUESDAY'S RACES.

The track, which has just been completed, is a disappointment, but Mr. Ducker (and he ought to know) says that with age it will be the fastest in the world. It certainly is well shaped, and we feel that Mr. Ducker's hopes will be realized. To-day the sharp tires of the racing wheels made two-inch ruts in its soft surface. The wind, too, militated against fast time, blowing lustily and steadily all the afternoon. Against it, it was a stiff pump, but in front of it, a grand swirl.

The races were rather tame, owing to the long waits, but they will improve from day to day. There certainly is plenty of good material here, and the men are in perfect shape. The professionals are a grand lot, as a rule, and the amateurs are of high class.

The event of the day was the brilliant efforts of Crocker in the mile handicap and 3-mile championship, the defeat of Lee, Rowe and Temple, and the remarkable spurt of "Little Windle" in the 10-mile amateur bicycle event. Owing to the high wind, the records were never in danger. There certainly were some fast last quarters, but there being no quarter-mile post, they were not recorded. We give below a summary of the different events.

ONE-MILE PROFESSIONAL TANDEM TRICYCLE SCRATCH.

1. F. W. Allard and Jack Lees..... 3.16 3-5
2. W. F. Knapp and J. Dubois..... 3.17 2-5
3. H. Crocker and R. Neilson..... 3.17 3-5

Allard and Lees, who are about the best in the world at this game, got away quickly, cov-

ered the half mile in 1m. 52s., and won without interference. There was a struggle near the tape, in which Crocker and Neilson were worsted.

ONE-MILE AMATEUR BICYCLE, NOVICES.

1. Kenneth Brown, Cambridge..... 3.03 3-5
2. R. W. Jamieson, Rochester..... 3.04 1-5
3. W. B. Milley, Buffalo..... 3.04 2-5
4. F. N. C. Jerauld, Niagara Falls.....
5. C. R. Fitch, Brantford, Ont.....
6. Tom Roe, Chicago, Ill.....
7. A. J. Menge, New York City.....
8. R. T. McLaren, Adams, Mass.....
9. W. A. Mead, Buffalo.....
10. F. Carroll, Elmira.....

Brown, who is held in high repute in Boston, held the others safe from start to finish. The half was reached in 1m. 30s.

TEN-MILE AMATEUR BICYCLE, SCRATCH.

1. W. Windle, Millbury, Mass..... 31.37 3-5
2. H. R. Winship, Chicago..... 31.41 2-5
3. J. F. Midgley, Worcester..... 31.42
4. Fred Foster, Toronto.....
5. N. H. Van Sicklen, Chicago.....
6. W. I. Wilhelm, Reading, Pa.....
7. H. L. Kingsland, Baltimore.....
8. W. E. McCune, Worcester.....
9. A. E. Lumsden, Chicago.....
10. W. E. Crist, Washington, D. C.....

Van Sicklen broke the wind for the field for nine and a half miles, he and Wilhelm staying close together for that distance, pumping along in the most determined manner. When the bell rang, Windle, who had remained quiet throughout, rushed away, and pedaling down the back-stretch like a demon, left a hundred-yard gap between himself and the man nearest him, and finishing leisurely out, won anyhow. His last half mile, not rushed all the way, and nearly half of it against a strong, steady wind, was ridden in 1m. 18 1-5s. Crist broke a spoke on the first lap, and retired at two miles. McCune stopped at four, Lumsden at five, and Kingsland at five miles. The times were: 1—3.02 2-5; 2—6.10 1-5; 3—9.21 2-5; 4—12.36 4-5; 5—15.41 2-5; 6—19; 7—22.13 3-5; 8—25.31; 9—28.45 1-5; 10—31.37 3-5.

It promises to be a big meet, and Ducker is congratulated on all sides for bringing so many wheelmen together.

The event of Friday is to be a run to Niagara Falls and return. Those who cannot go on wheels may train it to the Falls and back at a special rate of fifty cents.

The private boarding-house fad has been found to be much superior to hotel life. In the residence portion of Buffalo, which is the most beautiful we have ever seen, many wheelmen are boarding within a short distance of the fair grounds.

The track is bad—but little better than a country road. The weather is sunny, blustery, keen and ridable, but very much against fast time.

All the people are here: Bidwell, W. W. Share, Luscomb, Butler, Bull, of the State division; C. R. Overman, Ed. Oliver, Messrs. Vost, McCune, Edward Pope, Schaaf, Will Atwell, Hill, Clark and LeCato, of the trade; and Merrill and the Darrow Bros., of the cycling newspaper world.

Harry Corey makes an efficient judge and M. C.

Merrill, of the Springfield Union, makes a bad referee. A referee should be a combination of intelligence, firmness, energy, politeness, suavity. Merrill lacks the last two.

The tournament is not being run with Springfield precision. The timers manage badly, and one can tell them nothing.

The Star safety attracts attention.

WEDNESDAY, SECOND DAY—THE RACES.

The weather in Buffalo to-day is sunny, clear and cold. A strong breeze blows across the track, and dissipates all hope of fast time. The path has been improved on the back-stretch, but it is still in bad condition, so much so that fast spurring is dangerous. The races are not yet run off sharply enough, and this severely tries the patience of the audience, who wax cold as the afternoon wanes. It has been proven beyond a doubt to-day that neither amateurs nor professionals will race all the way, and all events over a mile are positively tiresome. This feeling is so all-pervading that Morgan, with 400 yards start, won a handicap, because Temple, Rowe and Crocker were afraid of each other, and waited too long. There were some good

short bouts to-day, but these were counter-balanced by some tiresome events. Knapp and Crocker showed off their wonderful spurt powers, and Temple and Rowe had to put up with second and third places. Temple is no good on a rough track, but the continued defeat of the powerful man from Lynn is getting mysterious. Knapp, Crocker and the others come out for almost every event, while Rowe only competes in special events, yet he is ineffective even in these. The mile amateur handicap was the best event of the day. The following is a summary of the various events:

TWO-MILE AMATEUR BICYCLE NOVICES.

1. Kenneth Brown Cambridge..... 6.25 2-5
2. F. M. Brinker, Buffalo.....
3. W. B. Milley, Buffalo.....

HALF-MILE PROFESSIONAL SCRATCH BICYCLE.

1. W. F. Knapp..... 1.23 4-5
2. W. A. Rowe, by a length.....
3. Ralph Temple, by inches.....
4. H. G. Crocker, by inches.....
5. R. Neilson.....

The men got away at a sharp pace, but not until well down the back-stretch did they make play for place. Here Crocker dashed away, with Temple and Rowe after him. The little pedaler gained rapidly, and looked a winner. Rowe also moved forward, and looked dangerous. The men wobbled all over the home-stretch, Temple first, Rowe second, Crocker third, and Knapp fourth. Suddenly the latter moved forward, and, giving a most magnificent exhibition of speed, finished all out a winner. The judges could scarcely separate Rowe and Temple. Knapp's last quarter is worthy of rank with the fastest ever ridden.

FIVE-MILE N. Y. STATE CHAMPIONSHIP.

1. W. S. Campbell, Niagara Falls..... 18.26
2. H. J. Hall, Jr., Brooklyn.....
3. T. W. Roberts, Poughkeepsie.....
4. E. P. Cochrane, Le Roy, N. Y.....

The race was professional till bell lap, when the men easily placed themselves.

THREE-MILE PROFESSIONAL BICYCLE HANDICAP.

1. W. J. Morgan, 400 yards..... 9.05
2. H. G. Crocker, scratch.....
3. Ralph Temple, scratch.....
4. W. A. Rowe, scratch.....
5. W. F. Knapp, 30 yards.....
6. R. Nelson, 100 yards.....
7. W. M. Woodside, 60 yards.....
8. E. McDowell, 250 yards.....
9. S. Eastwood, 250 yards.....

The scratch men made off at a good pace, and quickly got among the field, until Morgan only looked dangerous. From his long mark the latter cut out a steady pace. At two miles the scratch men were within 100 yards of him, and had they kept up the pace, Morgan would have been beaten. But the fear of each other and the effort to save something for the final rush caused Temple, Rowe, Crocker and Knapp to ease up and lose ground. When the bell rang they made a great rush and came within fifteen yards of Morgan, placing themselves as above.

THREE-MILE AMATEUR SAFETY BICYCLE HANDICAP.

1. R. H. Davis, Cambridge, 150 yards..... 9.57 4-5
2. P. J. Berlo, South Boston, 160 yards.....
3. W. D. Banker, Pittsburg, 150 yards.....
4. P. S. Brown, Washington, 120 yards.....

Davis had the race well in hand from the start and was never headed. Brown retired at two miles without having made any great effort.

ONE-MILE AMATEUR BICYCLE CLUB RACE.

1. N. H. Van Sicklen, Chicago..... 2.58
2. H. R. Winship, Chicago.....
3. W. E. Crist.....
4. A. E. Lumsden, Chicago.....
5. P. S. Brown, Washington.....
6. C. J. Iven, Rochester.....
7. C. J. Connelly, Rochester.....
8. F. Jamieson, Rochester.....

The Dearborn Club, of Chicago, won with 20 points; Capital Cycle Club, second, 10 points; Rochester Club, third, 6 points. The race was considered Crist's property, but Van Sicklen kept dark till near the finish, when he got well to the front and won by a length. Time for first half, 1m. 30 4-5s.

FIVE-MILE PROFESSIONAL TANDEM TRICYCLE HANDICAP.

1. H. G. Crocker and R. Neilson, 120 yard..... 16.20 1-5
2. J. Dubois and W. F. Knapp, 250 yards.....
3. F. W. Allard and Jack Lees, scratch.....

This race gave Crocker another opportunity to prove his form on the three-wheeler. He and Neilson gained all the way and won by a few lengths after a sharp brush with Knapp and Dubois. Allard and Lee, who are out of sorts on account of the drinking water, never tried and retired at two miles. The times were: 3m. 7.4-5s.; 6m. 23 4-5s.; 9m. 51 1-5s.; 12m. 52 1-5s.; and 16m. 20 1-5s.

FIVE-MILE TRICYCLE, L. A. W. CHAMPIONSHIP.

1. W. E. Crist, Washington 21.47
2. Fred. Foster, Toronto

This was a very tiresome race with an absurd conclusion. The public sat the four and a half miles procession, and when the climaxical, hair-raising last-lap spurt was about to commence, Foster ran into the rails and Crist fizzled home. Foster was not hurt, but the feelings of the audience were.

TWO-MILE AMATEUR TANDEM BICYCLE.

1. A. C. Banker and W. D. Banker 6.51
2. R. H. Davis and H. J. Hall, Jr.
3. P. M. Harris and Val Muller

The Banker brothers rode in great form and were never in danger, though Davis and Hall made the pace very stiff. Harris and Muller rode third by a furlong. The Bankers exhibited a fast last lap. Time of first mile, 3m. 44 4-5s.

ONE-MILE PROFESSIONAL SAFETY HANDICAP.

1. F. W. Allard, scratch 3-03 3-5
2. Jack Lee, scratch
3. Jules Dubois, 40 yards
4. Geo. Seymour, 80 yards

Allard and Lee showed the fastest safety pace yet seen at the meet, and had Dubois and Seymour dead settled at the half mile. After that Allard and Lee had it their own way, Allard just holding Lee over the tape.

ONE-MILE AMATEUR BICYCLE HANDICAP.

1. H. L. Kingsland, Baltimore 70 yards
2. Bert Meyers, Peoria, Ill. 100 "
3. H. R. Winship, Chicago 100 "
4. W. Windle, Millbury, Mass. Scratch
5. N. H. Van Sicklen, Chicago 90 yards
6. W. I. Wilhelm, Reading 70 "
7. A. E. Lumsden, Chicago 70 "
8. W. J. Grubb, Pottstown 100 "
9. J. F. Midgley, Worcester 50 "
10. S. Wallis Merrihew, Wilmington 90 "
11. Austin Banks, Denver 100 "
12. W. H. Camman, Norwich, Conn. 100 "
13. C. R. Fitch, Brantford 100 "
14. G. M. Worden, New York 90 "
15. E. O. Rascoe, Worcester 60 "
16. T. W. Roberts, Poughkeepsie 90 "
17. W. S. Campbell, Niagara Falls 60 "
18. A. C. Banker, Pittsburg 100 "
19. W. E. Findley, New York 100 "

This proved a grand race, a field of twenty-two causing great enthusiasm. Windle, who was allowed to yards, went back to scratch and gave a fine exhibition of handicap riding. Time of mile, 2m. 47s.; Windle's times, 1m. 22 1-5s. and 2m. 50s.

THIRD DAY'S RACES, THURSDAY, SEPTEMBER 6.

The meet of Thursday was somewhat of an improvement over the two previous days. To be sure it was very much colder, and the wind blew steady and strong and made it unpleasant both for sight-seers, officials and contestants. The poor press men, elevated in an open stand, were half frozen, and might have actually been compelled to desert the post of duty had not unexpected help appeared towards the fag end of the afternoon. The help came in the shape of a philanthropist, and the philanthropist was accompanied by a bottle. The bottle was soon emptied and the press men were happy.

The track was no better than on the other days of the meet, perhaps a trifle more cut up, and this with the wind made even fair time impossible. The attendance and enthusiasm made a distinct advance, some seven thousand people watching the races all the afternoon, and of the 30,000 people who attended the fair, almost all spent a few moments, more or less, watching the contending cyclists.

The events of the day were Crocker and Neilson's wonderful spurt on their tandem trike, and Temple's victorious spurt in the second heat of the five-mile professional championship. Two unfortunate accidents happened. In the first race of the day, the three-mile L. A. W. Championship, McCune, Kingsland and Van Sicklen took bad headers. McCune was leading, and while riding at a stiff gait looked around and took a header. His wheel careened across the track, throwing Kingsland and Van Sicklen. McCune and Kingsland were not badly hurt, but Van Sicklen was thrown with frightful force against the track, where he lay as if dead. He was quickly conveyed to the room of the press stand and was carefully tended by Tom Roe, Ed. Oliver, A. G. Bennett and Samuel T. Clark. Van Sicklen's father was also present. A physician pronounced it simply a case of shock and bruise, but a sharp pain in the side told Van that he was badly hurt. He was removed to the hospital, where the doctors pronounced him out of danger of any serious con-

sequences. F. M. Brinker, of Buffalo, also had a bad fall in the last race of the day. The following is a summary of the races:

THREE-MILE BICYCLE L. A. W. CHAMPIONSHIP.

1. W. Windle, Millbury, Mass.
2. A. E. Lumsden, Chicago.
3. H. R. Winship, Chicago.
4. J. F. Midgley, Worcester.
5. W. I. Wilhelm, Reading.
6. Fred. Foster, Toronto.
7. W. S. Campbell, Niagara Falls.
8. H. L. Kingsland, Baltimore. fell
9. W. E. McCune, Worcester. fell
10. N. H. Van Sicklen, Chicago. fell
11. P. S. Brown, Washington.
12. W. E. Crist, Washington.

A procession from start to finish, Windle riding in a modest position from start to finish and then sailing off, dead settling the field. Crist and Brown stopped early in the race. The event was marred by the unfortunate headers to Van Sicklen, McCune and Kingsland.

FIVE-MILE PROFESSIONAL BICYCLE, WORLD'S CHAMPIONSHIP.

1. R. Temple 6 points.
2. W. A. Rowe 5 "
3. H. G. Crocker 4 "
4. Robert Neilson 3 "
5. W. F. Knapp 2 "
6. E. McDowell 1 "

Time, 18m. 3 1-5s.

This race produced a grand finish. The men waited until 500 yards from home, when Crocker dashed off, pursued by Temple and Rowe. The field turned into the homestretch well evened up and a great fight took place to the finish. Temple and Rowe turned wide, Rowe riding within two feet of the outside rail, Temple about five feet from the rail and four yards ahead. Rowe came with a great flight of speed, but Temple held him safe with a wonderful exhibition of pedaling and won by two lengths. Ten yards from home the wheels of Temple and Rowe lapped, but the Lynn man fell off a trifle, threw his feet off the pedals, narrowly escaped a header over the rails and then claimed a foul. The crowd shouted for Rowe and called "foul" vociferously. The question could not be decided at the time and a hearing was held in the Genesee at 7:30 in the evening.

At the meeting held at the Genesee in the evening, the judges decided to disqualify Temple, and he receives no points in the heat, while Rowe is given first place. While arguing the matter Rowe raised his hand to Temple, but the officials quickly interfered.

TWO-MILE AMATEUR SAFETY BICYCLE, ROAD WHEELS ONLY.

1. R. H. Davis, Cambridge 3m. 40s. 4
2. P. J. Berlo, Boston. 3m. 59 3-5s.
3. W. E. Crist, Washington.

The men began to draw away from each other in the order named, and continued to grow farther apart from start to finish, making a very tame race.

FIVE-MILE AMATEUR BICYCLE, 16-MINUTE CLASS.

1. A. C. Banker, Pittsburg.
2. W. D. Banker, Pittsburg.
3. S. Wallis Merrihew, Wilmington.
4. E. O. Rascoe, Woodstock.
5. W. H. Carman, Norwich, Ont.

The time tells of an uninteresting procession, with the usual spurt wind-up, in which the Banker brothers' speed told.

ONE-MILE PROFESSIONAL TANDEM TRICYCLE, HANDICAP.

1. Crocker and Neilson Scratch
2. Dubois and Knapp 50 yards
3. Allard and Lee Scratch

The scratch teams went after the handicap men, but made no impression on them. A quarter of a mile from home, Knapp and Dubois were 40 yards ahead and the race looked like a gift to them, when Crocker and Neilson shook off the two Englishmen, and, with a splendid rush, caught Knapp and Dubois near the tape. The winners were loudly applauded. We doubt if their last quarter has ever been surpassed in a race.

ONE-HALF MILE AMATEUR TANDEM BICYCLE.

1. A. C. and W. D. Banker 1m. 26s.
2. H. J. Hall, Jr., and R. H. Davis.
3. W. E. Crist and P. S. Brown.
4. P. M. Harris and Val Muller.

The Banker brothers won handily.

ONE-MILE AMATEUR BICYCLE.

1. W. Windle, Millbury, Mass.
2. J. F. Midgley, Worcester.
3. W. I. Wilhelm, Reading.
4. A. E. Lumsden, Chicago.
5. W. S. Campbell, Niagara Falls.

Time, 1m. 42 4-5s.; 3m. 5s.

Windle made pace until the homestretch spurt, when Windle came away in superior style, winning easily by 20 yards.

FIVE-MILE PROFESSIONAL SAFETY HANDICAP.

1. F. W. Allard Scratch
2. Jack Lee 300 yards
3. H. G. Crocker "
4. Geo. Seymour 300 yards

Time, 17m. 51 1-5s.

This was practically a scratch race, the handicap man coming back to the scratch men at two miles. On the home-stretch burst, Allard by a superior effort stalled off Lees' effort.

TWO-MILE AMATEUR BICYCLE HANDICAP.

1. H. R. Winship 250 yards.
2. A. E. Lumsden 175 "
3. A. C. Banker 250 "
4. J. F. Midgley 70 "
5. F. M. Dampman 250 "
6. Austin Banks 180 "
7. C. R. Fitch 150 "

Time, 6m. 9 2-5s.

Winship, Lumsden and A. C. Banker, who have developed superior form, had the race to themselves.

THREE-MILE PROFESSIONAL TRICYCLE.

1. Jack Lee 250 yards.
2. F. W. Allard 250 "
3. H. G. Crocker 250 "
4. Jules Dubois 150 "

Time, 12m. 7 3-5s.

For the first time during the meet Lee seemed in proper shape, and spurted powerfully and effectively, fairly running Allard and Crocker off their legs.

ONE-MILE BICYCLE RACE, CHAMPIONSHIP OF BUFFALO.

1. J. B. Milley 3m. 22 1-5s.
2. W. B. Milley.
3. W. G. Schack.
4. A. M. Montgomery.
5. Jos. J. Kane.
6. F. M. Brinker.

Brinker, while riding in second place, looked back and took a header within twenty yards of the tape, severely cutting his head.

SATURDAY, FOURTH DAY.

The races announced for Saturday were postponed on account of the vile condition of the track. It had rained all the night previous, and the down-pour continued until 12 o'clock Saturday, by which time the track was a quagmire, and the races were declared off until Monday at 10 o'clock.

THE ROAD RACE.

The following wheelmen were given the word at Erie at 6 o'clock Saturday morning: George F. Kahler, Millersville, Pa.; Fred A. Eldred, Springfield, Mass.; Frank M. Dampman, Honey Brook, Pa.; P. M. Harris, New York; Val. H. Muller, New York; Robert Gerwing, Denver, Col.; Roy S. Blowers, Westfield, N. Y.; George McIntire, Erie, Pa.; Frank McDaniel, Wilmington, Del.; S. Wallis Merrihew, Wilmington, Del.; G. A. Tivy, St. Louis, Mo.; Frank G. Lenz, Pittsburg, Pa.; P. J. Berlo, S. Boston, Mass.; Austin Banks, Denver, Col.; C. H. Metz, Utica, N. Y. The heavy rains of the previous night had made the roads very heavy, and the race was not to the speediest, but to the strongest, and later on to the best walker, for the mud was so deep as they approached Buffalo that the wheelmen were forced to walk.

Checkers had been stationed all along the route, and as the bicyclists passed they sent bulletins to the fair grounds, where they were eagerly read. At Harbor Creek, which was passed by the leaders at 6:57, Eldred, Merrihew, Banks and Tivy were ahead. At Northeast 15 miles were completed, and Banks, Lenz, Eldred, Merrihew and Dampman were leading. At Westheld 29 miles had been covered, Dampman, McDaniel, Gerwing and Merrihew, with the others from two to twenty minutes behind. Fredonia was passed at 10:16, with the leaders still in the same positions. Silver Creek, 57 miles, found them still ahead, with the exception that Lenz had got into fourth place. At 11:50, Irving, 61 miles, was reached, with Dampman, Merrihew and Lenz together, and McDaniel four minutes behind. At Evans Center, 68 1-2

miles, Dampman and Lenz were leading. Kahler was five minutes behind them, and the first of the others forty minutes behind him. Bay View, which was passed at 2:13, found Lenz, Dampman, McDaniel and Merrihew again together in a bunch. Limestone Hill showed McDaniel and Dampman leading, with Lenz eight minutes behind.

The first to be seen coming towards the east entrance of the Exposition grounds were McDaniel and Dampman, who crossed the bridge at 3:52. Lenz, Tivy and Merrihew soon followed them. The rest of the course lay along the Park road around the meadow. Dampman made a spurt then and finished first, with McDaniel second.

The time and order of finish was as follows:

	H.	M.	S.
F. M. Dampman.....	4	04	20 3-5
Frank McDaniel.....	4	07	23 4-5
Frank G. Lenz.....	4	16	44 4-5
G. A. Tivy.....	4	20	21 3-5
S. W. Merrihew.....	4	22	52 4-5

The actual riding time of those who finished was:

	H.	M.	S.
F. M. Dampman.....	9	52	29 3-5
F. McDaniel.....	9	55	23 4-5
Frank G. Lenz.....	10	04	44 4-5
G. A. Tivy.....	10	08	21 3-5
S. W. Merrihew.....	10	10	52 4-5

NOTES.

A feature of the fair is the press building, a large structure devoted to telegraph offices, writing rooms, etc. We pen this paragraph in the writing room. An open grate fire of soft coal diffuses a comfortable radiance through the room and beauty fills the eye. Outside on the veranda a superb band plays selections from popular operas. Altogether, it is very comfortable.

Gerry Jones, of Binghamton, has a scale exhibit at the fair, and is one of the busiest men present.

Mr. and Mrs. A. E. Paillard, Citizen's Club, Joe Johnson and Miss Johnson, H. C. W., Mr. W. W. Chester and Miss Harris, Elizabeth, and Mr. and Mrs. Le Cato, of Baltimore, are at the meet.

Mr. and Mrs. John A. Wells are here.

THE PARADE WEDNESDAY MORNING.

The parade of Wednesday morning was almost as imposing in appearance as that held in New York, and it was much larger, there being 824 wheels in line at the start, and that number was increased to 900 or 950 by late arrivals who joined their clubs on the route. The line formed at 9:30 A. M., on Linwood Avenue, right resting on Summer Street. The route was up Linwood Avenue to Ferry Street, across Ferry to Main, to Chippewa, countermarch up Main to Allen, to Delaware, to North, to Richmond, to Massachusetts, to the Front. At the Front a group photograph was taken. The route was over eight miles of tree-lined, finely asphalted streets, mostly through the finer residence portion of Buffalo. The owners of the many fine houses on the principal avenues evidently had a warm corner in their hearts for the cyclists, for many of the houses were decorated with flags of all sizes. At one house we noticed a wheel gayly decorated with flowers and roses.

The parade moved about 10:30, in the following order:

Pacemakers, R. C. Chapin and F. E. Doullard.
Platoon of Mounted Police.
Band.
Chief Marshal, G. R. Bidwell, New York.
Adjutant, C. W. Adams, Buffalo.
Aids, R. B. Hoffman and J. L. Daniels, Buffalo.
Chief Marshal's Staff.
C. H. Luscomb, Brooklyn.
C. S. Butler, Buffalo.
C. S. Davol, Providence.
A. E. Mealy, Baltimore.
Chas. S. Howard, Boston.
H. E. Ducker, Buffalo.
R. D. Gardner, Chicago.

First Division.

Marshal, W. S. Bull, Buffalo, and Staff.
New York State Clubs.

Second Division.

Marshal, W. H. Emery, Boston, and Staff.
L. A. W. Clubs and Wheelmen from all States except New York.

Third Division.

Marshal, A. M. Hill, New Orleans, and Staff.
Non-League Clubs.
Unattached Wheelmen.
Juvenile Wheelmen

First Division.

Marshal, W. S. Bull, Vice-Pres. L. A. W.
Adjutant, M. J. Leonard, Buffalo B. C.
Staff.
Dr. Geo. E. Blackham, Dunkirk, N. Y.
F. B. Graves, Rochester, N. Y.
O. W. Volger, Vice-Pres. Buffalo B. C.
John D. Kellner, Pres. Buffalo Ramblers.
A. T. Lane, Montreal.
Master Teddy Lane, Montreal.
Sam T. Clark, Baltimore.
V. C. Place, Pittsburg, Pa.
Wm. S. E. Pierce, Chicago.
Harry D. Corey, Boston.

Second Division.

Marshal, Dr. W. H. Emery, Boston, and staff.

Third Division.

Marshal, A. M. Hill, New Orleans.
Staff.
Edwin F. Le Cato, Capt. Maryland B. C.
L. A. B. Roache, Carlisle B. C.
George H. Orr, Capt. Wanderers B. C., Toronto.
Arthur Keitch, Birmingham, Eng.

ORDER OF FIRST DIVISION, NEW YORK STATE CLUBS.

Marshal and Staff.
Ladies and escorts.
New York B. C., 9.
Yonkers B. C., 2.
Brooklyn B. C., 7.
Cortland Wheelmen.
Allegheny County Wheelmen, Friendship.
Long Island Wheelmen, Brooklyn, 10.
Columbia Wheelmen, Stockport.
Buffalo B. C., 100.
Mercury Wheel Club, Flushing.
Kings County Wheelmen, Brooklyn.
Weedsport B. C., 1.
Genesee B. C., Rochester, 30.
Niagara Falls B. C., 12.
Walton B. C.
Harlem Wheelmen, New York.
Hoosac Wheelmen, Hoosac Falls.
Albany Wheelmen, 18.
Buffalo Ramblers, 70.
Auburn Cyclers, 4.
Lockport Wheelmen, 20.
Fort Schuyler Wheelmen, 27.
Manhattan B. C., 10.
Riverside Wheelmen, New York, 6.
Universal Cycle Club, Brooklyn.
Y. M. C. A. Cycle Club, New York.
Syracuse Cycle Club, 24.
Elmira Cycle Club, 14.
Wanderers, Buffalo, 5.
Clubs in Second Division.

Band.
New Hampshire, 1.
Massachusetts.
New Bedford B. C., 6.
Northampton Wheel Club, 5.
Holyoke B. C., 6.
New Jersey.
Michigan.
Star Wheel Club, Detroit, 10.
Pennsylvania.
McKeesport B. C., 11.
Scranton B. C., 23.
Williamsport Wheel Club, 10.
Bradford B. C., 21.
Pittsburg B. C., 10.
Ohio.
Toledo B. C.
Forest City B. C., 8.
Maryland.
Baltimore Ramblers, 8.
Centaur Cycle Club, 2.
West Virginia.
Wheeling Wheelmen, 12.
Canadian Wheelmen.
Hamilton, Ont., 1.
Wanderers' B. C., Toronto, 20.

Third Division.

Unattached and Non-League Clubs.
Zigzag B. C., Buffalo, 40.
Rochester B. C.
Binghamton B. C., 15.
Wappinger's Falls B. C., 5.
West End Wheelmen, Rochester.
Ariel Wheel Club, Poughkeepsie, 4.

The following table shows the number of wheels in line:

Ordinaries.....	622
Rover safeties.....	97
Other safeties.....	5
Unicycle.....	1
Stars.....	65
Carrier tandem.....	1
Single tricycles.....	8
Ladies' bicycle.....	1
Tandem tricycles.....	22
Tandem bicycle.....	1
Total.....	823

The parade was a success far beyond anticipation, and a word of praise for Adjutant C. W. Adams is not out of order.

NEW YORK STATE DIVISION MEET.

The following is a brief record of the business gone through with at the State Division meet, held at the Ramblers' club rooms on Tuesday, at 7:30 P. M.:

Members elected to National Assembly—J. C. Gulick, W. W. Share, W. H. De Graaf, C. S. Butler, H. J. Gallien, J. R. Adriance, C. H. Luscomb, J. A. Dakin and L. B. Graves.

Mr. John C. Gulick was elected member of the Executive Committee.

A provision of the new by-laws which provides for raising the yearly dues from \$1 to \$1.50 was submitted, and adopted after some discussion, in which the L. A. W. members of New York City were referred to as small potatoes, kickers, etc., by whom we are sorry to say we know not, as we were unable to be present at the meeting. Mr. C. A. Sheehan, Manhattan B. C., made an ineffectual protest against raising the dues. One of the objects incorporated in the new by-laws is the improvement of the roads.

It was decided that the Secretary-Treasurer of the Division be placed under bonds by some indemnity company, the expense to be borne by the Division.

On recommendation of the Rights and Privileges Committee, it was decided that in future elections in New York State, the Secretary will cause to be printed in the *Bulletin* a list of all candidates, and a blank ballot will be mailed each member of the Division, who will fill in by reference to the *Bulletin*. C. C. Bidwell referred to the delay in sending out the ballots for the late elections. He felt compelled to go ahead since no one else took the initiative.

A TWENTY-FIVE MILE RACE.

CAMBRIDGEPORT CYCLISTS HAVE AN EXCELLENT RUN.

The second annual 25-mile road race of the Cambridgeport Cycle Club came off September 3, at two o'clock. The participants started from the River Street Bridge, and ran through Allston, Brighton, Newton, Waltham, West Newton and Auburndale, to the sign-boards in Newton; thence to Chestnut Hill reservoir, where, after making four circuits of the lower basin, a direct route was taken for the starting point. The starters in the race were: R. B. McLean, G. W. Bean, Jr., Charles E. Fay, Charles E. Leach, Edward LeCroix and Joseph Holmes.

At the signal from President Joshua Sanborn of the club, the men went off evenly, and upon reaching the reservoir, Fay, McLean and Bean were together. Bean then took the lead and was passed on the first circuit by Fay and on the last by McLean. Holmes took a header and fell out of the race. The men finished in the following order: Fay, 1h. 45m. 35s.; McLean, 1h. 46m. 10s.; Bean, 1h. 51m.; LeCroix, 2h. 4m. 25s.; Leach, 2h. 4m. 35s. The prizes were a gold medal, given by the club; a pair of bicycle shoes, given by Captain W. T. Roop, and a box of cigars, given by Charles E. Fay. There were also offered as prizes one year's subscription to the *Cambridge Chronicle* and the *Cambridge Tribune*, and the man who came in fourth was to take his choice of the papers. LeCroix chose the *Chronicle* and Leach took the *Tribune*.

In justice to Bean, it should be said that he worked the crank of his machine loose shortly after the start. Mr. E. P. Craig officiated as timer. In the evening the members of the club enjoyed a social time in their rooms at the corner of Main and Pearl Streets, Cambridgeport.

THE SOUTH.

Cycling has to all intents and purposes been dead for some months, and just now the boys are beginning to awaken from their usual summer lethargy. The Fort Valley, Ga., club (Professor Palhill for short) started the ball rolling August 13 with a race meet. About nine hundred people were present, and saw some fair sport. The interest centred on Chalfont, of Atlanta, and Weibens, of Hartwell, Ga. The honors were easy between them, Chalfont manipulating the sharp corners of the 8-lap track in better shape, and winning the 10-mile Georgia championship, Weibens, however, getting the start and holding it in the 1-mile championship. Palhill, who engineered the affair, netted about \$90.

Betts, of New Orleans, made a plucky ride of 226 miles in twenty-four hours, and while we are proud of him, our boys say the record should not go, as it was all on perfectly level asphalt and shell roads. The road record, straightaway, still stands at 102 miles. Six miles of this same road Percy Stone rode over, and afterwards said he would not again venture over it in a buggy.

The outlook for fall and winter races is very promising. Rome, Atlanta, Columbus, Augusta and Macon all hold races this and next month. Rome opens first, with about \$150 in prizes; Columbus offers about \$600, and more if they can get Senator Morgan's team to come; the others have not yet made definite arrangements. Columbus in 1886 had a track fully equal to the best of the Eastern tracks, and the entire meet was most successful in every way. This year the arrangements will be even more perfect, and every body who attends is guaranteed a royal time for three days.

The trade in wheels has been discouraging—few sales, no enthusiasm, and very little money for the dealers. Durant Brothers, of Atlanta, who carry a fair stock of American wheels, report trade poor. Nunnally, of Atlanta, has a growing trade in Columbias and children's bikes and trikes. Ingram, of Columbus, has a small stock of new wheels and is loaded up with second-hand. Everything considered, he does perhaps the largest business in the Gulf States outside of New Orleans. Of the wheels used, the American is far in the lead, Columbias second. The ordinary is used almost exclusively. One or two tricycles have shown up, but quickly retired. The reason is very apparent. A man can walk much easier without, than have to push a trike. On some of the streets, they can be ridden; on our average road, NEVER. Stars were used quite extensively until recently. We rarely ever see one now. The Rover type has been used very little, but the short experience on road riding has sufficed. They will never take hold much here.

Ned Chalfont is now our fastest rider. A splendid fellow physically and socially, he is showing up strong on the track, and can, with some training, do a little inside three minutes.

Weibens probably comes next. His leg work is good and he has a good spurt, but lacks judgment and head work. Has ridden close to three minutes.

Ed and Harry Durant, of Atlanta, are hustlers on the road, and in a long track race always show up in front. Reid, of Atlanta, is a giant physically, but does not show up well on the track so far.

Brown and Blond, of Augusta, could do well, but lack training.

Hill, of New Orleans, is a little better than the other flyers in that section. Graham and Betts close second and third.

Tom Ingram, of Columbus, was on the track from 1882 to 1886 at all the races, and was beaten once by a header. He has cleaned up his racer and is showing up well on the track. If he is beaten this year, the boys will have to ride way under the Southern record, which stands at 3m. 1s.

NEW ORLEANS MEET.

The following are the races set for our meet September 28:

- One-mile novice.
- One-mile championship of the South, open; \$50 diamond medal.
- Louisiana Cycle Club championship, one mile.
- Boys under sixteen, wheels not over forty-two inches, half mile.
- State championship, one mile.
- One-mile safety.
- N. O. B. C. championship, one mile.
- One-mile handicap.
- Two and one-half mile lap race, open.
- One hundred yards slow race, open.
- One-mile consolation, open.

BICYCLE RACES AT DANVERS.

The Danvers Cycle Club races, on Monday, September 3, resulted as follows:

- Mile Novice Bicycle.—H. Robson, of Salem. Time, 3m. 30s.
- Half-Mile.—E. A. Bailey, of Somerville, 1m. 33s.
- Mile Handicap.—T. M. Budwell, of Danvers, 3m. 18s.
- Mile Tandem Tricycle.—M. W. Robson and mate, of Salem, 3m. 39s.
- Two-Mile Bicycle.—A. W. Porter, of Newton, 6m. 52s.
- Mile Club Race.—M. W. Robson, 3m. 28s.
- Mile Tricycle.—W. M. McCracken, 3m. 35s.
- Mile Bicycle.—A. W. Horton, of Newton, 3m. 41s.



RACE MEET AT BROWNSVILLE, PA.

The Brownsville Cycle Club held their first annual race meeting on Tuesday, August 28. Following is the result of the races: One-mile novice—N. N. Madera, Brownsville, first, 3m. 43 2-5s.; Charles Herbertson, Brownsville, second, 3m. 44s. One-mile open—W. E. Crist, Washington, D. C., first, 3m. 13 2-5s.; P. S. Brown, Washington, D. C., second, 3m. 15s.; Frank G. Lenz, Pittsburg, third, 3m. 20s. Half-mile, 1:30 class—Frank G. Lenz, first, 1m. 40s.; Allie P. Steele, Franklin, Pa., second, 1m. 41 3-5s. Sixth-mile, boys under 12—Willard Griffin, Brownsville, first, 48 3-5s. Half-mile open—P. S. Brown, first, 1m. 31s.; W. E. Crist, second, 1m. 31 4-5s.; Frank G. Lenz, third, 1m. 34s. Mile, 3:30 class—N. N. Madera, first, 3m. 48s.; Charles Herbertson dropped out. Sixth-mile, open foot race—W. Beazell, Pittsburg, first, 34 4-5s.; Thomas Higgins, Brownsville, second, 39 1/2s. Two-mile handicap—Frank G. Lenz, 20 seconds, first, 7m. 46 1-5s.; P. S. Brown, 5 seconds, second, 8m. 1s.; W. E. Crist, scratch, dropped out. One-mile lap race—W. E. Crist, first, 20 points, 3m. 14 1-5s.; P. S. Brown, second, 12 points, 3m. 14 2-5s.

The hill-climbing contest was won by E. S. Michener; W. D. Banker, second, by seven seconds.

BICYCLE RECORD LOWERED.

NEWPORT, R. I., August 31, 1888.—Mr. W. Van Wagoner, this afternoon, made a successful attempt to lower the bicycle record over the Ocean drive. The distance, about ten and a half miles, was covered by Mr. Van Wagoner in 41m. 5s. This beats the best previous record by five seconds.

At Beacon Park, Boston, Mass., Tuesday, September 4, fully five thousand people witnessed the sports in aid of the Working Boys' Home.

First event—Bicycle race for novices, distance one mile; prizes, gold medal to first, silver medal to second. James Clark, first; G. Conley, second; W. Ourish, J. E. Higgins, C. E. Barnard and G. E. Peters, unplaced. Time, 3m. 17 1/2s.

Second event—Bicycle race, open to all amateurs, distance one mile; prizes, gold medal to first, silver medal to second. D. Drummond, of Cambridge, first; P. Alexander, second; T. Conley and J. Clark unplaced. Time, 3m. 17 1/2s.

This was followed by a baseball match and general athletics, and, taken all together, was a grand success.

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Dieter's Table d'Hote, 50 cents. Served 12 to 8 P. M. Fulton Street, opposite City Hall, Brooklyn.

WHEEL GOSSIP.

W. S. Doane, who wheeled across the country from Denver, Col., arrived in Boston on Saturday last.

Messrs. Clark and Bradley, of the South End Wheelmen, Philadelphia, were in Gotham on Saturday and Monday.

J. H. Adams won the 25-mile English amateur bicycle championship at Gunsby on August 18, beating Synyer and others; time 1h. 22m. 34s.

S. G. Whittaker, of Chicago, accomplished a marvelous feat on August 15, riding a "Rover" roadster bicycle 21 miles 126 yards in the hour. The same day he succeeded in beating the 5-mile safety record, his time being 13m. 33 2-5s.

Thos. Lloyd, the well-known promoter of athletic sports, and owner of the athletic grounds at Queens, L. I., is arranging for a fall race meet, to be held on his grounds. With that in view, he is having the track put in proper condition. The contests promise to be highly interesting.

NEW JERSEY'S FIFTH ANNUAL MEET.

The fifth annual meet of the New Jersey Division will be held at Orange on Friday and Saturday, September 21 and 22. The races will be held at Roseville on Friday afternoon. The programme will include a lantern parade, a hill-climbing contest, various delightful runs, and conclude with a smoker on the evening of Saturday.

HUNDRED-MILE ENGLISH ROAD RECORD.

On August 20 Mr. M. A. Holbein, of the Catford C.C., succeeded in handsomely beating the 100-mile road record held so long by Mr. E. Hale. The same route was used, but instead of starting from Holbein, Lincolnshire, and riding south to Hitchin, he rode the reverse way. Monday was hardly a perfect day for record-breaking, the wind being troublesome and dead against the rider for forty miles, and the roads somewhat loose and dusty. Messrs. A. J. Wilson, E. A. Powell and C. H. Larrette had charge of the arrangements. Holbein covered 50 miles in 2h. 54m., and 100 miles in 6h. 20m. 26s., beating the record by 18m. 39s., and finishing up fresh and well. His mount was a Premier safety bicycle weighing twenty-six pounds.

The fire of August 23, which came near destroying J. F. Tapley's bookbindery, at 49 Lafayette Place, this city, had a certain interest to those who are watching the efforts of Karl Kron to make a start as a bookseller. One of the works which narrowly escaped the flames was the "Publishers' Trade List Annual for 1888," a monster volume of 3,000 pages, in the centre of which are inserted two-thirds of the pamphlet of "Newspaper Notices," which K. K. is now mailing gratis to all who make application by postal, at Washington Square, N. Y. "It is without doubt the largest advertisement of a single book that is until now on record," says the *Publishers' Weekly*, alluding to the ninety-six pages reproduced in the "Annual." At the same time, by a curious blunder, it gives the title of this book as "Ten Thousand Years on a Bicycle."

RHODE ISLAND DIVISION MEET.

The Rhode Island Division will give a tournament to the amateurs only, Sept. 25, and the following list of events is presented. Handsome gold and silver medals will be awarded to the first, second and, in some cases, the third men. One-mile bicycle Rhode Island championship, 1-mile bicycle novice race, 1-mile bicycle handicap, 2-mile Safety bicycle handicap, 1-mile tandem tricycle, 3-mile bicycle handicap, 1-mile safety bicycle, 3-mile bicycle special match between W. A. M. Scott, present 3-mile champion of Rhode Island, and G. P. Hutchins, champion of the Rhode Island Wheelmen; 1-mile tricycle handicap, 1-mile bicycle for boys, 18 years old or under; 1-mile club team race (three men each). These races are for amateurs only, and will be run under L. A. W. rules. The committee reserve the right to refuse any entry. The entries close Saturday, Sept. 22, and must be accompanied by entrance fees or they cannot be accepted. The entrance fee in all races will be \$1, except tandem race, where it will be \$2 for each machine, and team race, where it will be \$3 for each team entered. Entries for the handicap races must fill out the inclosed blanks and send same to committee. Otherwise they cannot expect to receive a favorable handicap. The State championship will be confined to L.

A. W. members of the State of Rhode Island. The team race is confined to clubs only; three men to each, and each man in the team must be a resident of the city in which the team belongs. The safety, tandem and tricycle races are for road wheels only. All safety bicycles will be admitted the diameter of whose wheels is not more than 40 inches. Address George R. McAusland, P. O. Box 161, Providence, R. I.

THE NEW CASTLE MEET.

The race meet of the New Castle Club, held August 30, drew a large crowd and was favored with fine weather. The Banker Bros. rode their tandem safety one-half-mile in 1m. 21 2-5s. W. I. Wilhelm was unable to ride on account of illness. The following is a summary of the events:

One-mile novice—T. W. Shaw, Jr., Pittsburg, first; Charles W. Javis, Youngstown, second; time, 3m. 20 4-5s.

One-mile, open—W. W. Windle, Millbury, Mass., first; W. E. Crist, Washington, D. C., second; time, 2m. 50 2-5s. W. I. Wilhelm, of Reading, Pa., and Phil. S. Brown, of Washington, D. C., started in this race. Wilhelm was ill and only went one lap, while Brown gave it up after three-quarters.

T. W. Shaw, Jr., of Pittsburg, won the 3:30 race in 3m. 14 4-5s.; A. P. Steele, of Franklin, second.

One-mile 3:00 class—A. C. Banker, first; W. D. Banker, second; F. G. Lenz, third; time, 2m. 55 3-5s.

Half-mile L. A. W. championship—W. W. Windle, first; Wilhelm, second; Crist, third; Brown, fourth; time, 1m. 19 1-5s.

Quarter-mile, open—Windle, first; Crist, second; Brown, third; time, 38 4-5s.

One-mile Pennsylvania State championship—W. D. Banker, first; A. C. Banker, second; Lenz, third; time, 2m. 51s.

Two-mile lap—Crist, time, 6m. 23s. Brown started out on the last lap, but lost his pedal and fell, bruising himself considerably and wrecking his wheel.

One-mile Rover type safety—W. D. Banker, first; Crist, second; time, 3m. 5 4-5s.

Half-mile, open—Windle, first; A. C. Banker, second; time, 1m. 18 2-5s. F. G. Lenz took a header in this race, but was not injured.

The election of officers of the Æolus Cycling Club, of Chicago, was held Monday, September 3, with the following result: President, Mr. G. Koerten; Vice-President, Mr. Barr; Secretary, Felix Weinberger; Treasurer, Mr. H. Freeman; Quartermaster, Mr. Beygeh; Captain, Mr. Tom Bray; First Lieutenant, Mr. Wal Bray; Second Lieutenant, Mr. Fred Wittenberg; Bugler, Mr. Freeman; Color Bearer, Mr. Raabe; Executive Committee, Messrs. Shuler, Bodch, Uarhurt.

The annual fall race meet and bicycle tournament of the Tioga Cycling Club will be held on the new grounds of the Tioga Athletic Association Saturday, September 29. The track is one-third mile, clay and cinder, with banked turns, and will be put in good condition as soon as possible. Entries close September 25, with Captain Isaac Van Deusen, T. C. C., 2101 Tioga Street, Philadelphia. Entrance fee, fifty cents per man, each event. Races commence at 3 P. M. Handsome medals to winners. Following is the list of events:

One-mile bicycle, open; first prize, 53-inch racing bicycle.

One-mile tandem bicycle.

One-mile tandem tricycle.

One-mile tricycle, open handicap.

Two-mile lap race, open bicycle.

One-half mile bicycle, open to Philadelphians.

One-mile 3-minute class.

One-mile 3:20-class.

One-mile novices' race, open to Philadelphians.

One-mile Rover safety handicap.

One-third mile race for boys under sixteen.

A NOVEL TOURNAMENT.

Parties in New York are arranging for a big tournament of oarsmen and rowing tricycles in October next, just before the oarsmen go into winter quarters. Mr. J. M. Hill, the well-known theatrical manager, is arranging for the event and will manage the affair, which will last six days. The intention is to offer purses large enough to attract all the best oarsmen in America. Teemer, Hamm, McKay, Lee, Ross and

other American scullers will be in the long race of ten hours a day; O'Connor, of Toronto, has been invited to make one of the entries, and Buear and East, English oarsmen, have also been written to. Should they enter, their expenses to this country will be paid, and they will receive whatever part of the large purse they may succeed in winning. Wallace Ross is expected here daily to look after the preparation of a number of tricycles for racing purposes. George Lee says the rowing tricycle is a great thing. "It can be rowed twelve miles an hour in a hall," he said, "and it is impossible for one to extend himself in a small space with four turns. I think on a smooth and level surface a good sculler can make one of them go almost as fast as a good horse can trot."

NEW ORLEANS.

The date of the Division race meet has been changed from the 14th to the 28th of September, and on the latter date, everything being lovely, the following races will be decided: One-mile novice, 1-mile Southern championship (open), 1-mile Louisiana Cycling Club championship, half-mile for boys, 1-mile State championship, 1-mile safety, 1-mile New Orleans Bicycle Club championship, 1-mile handicap, 2½-mile lap (open), 100-yard slow (open), 1-mile consolation.

The meet will be, as last year, a complimentary affair, 6,000 invitations being issued. A fine band of music will be on hand, and, as we have promises of the attendance of several Little Rock, Memphis, Atlanta and Greenville "high flyers," unusual interest is loaned the occasion. Our only drawback is the lack of a suitable track, and, while the only available horse track will be rolled and harrowed and harrowed and rolled, from the nature of things no great shakes in the way of time can be expected. I doubt very much, however, that the matter of time ever cuts much of a figure in the average spectator's mind. Last year 2,000 ladies, and half as many more of the sterner sex, were in attendance on the races, and the enthusiasm was as great and applause as deafening as though 2:29 had been beaten, when in fact 3:12 was the best time of the day; so that I doubt whether the absence of fast time is very much of a drawback after all.

The medal for the 1-mile championship of the South is a beautiful and costly piece of workmanship. It is set with diamonds, and is a donation from Chief Consul Harry Hodgson.

At a meeting on the 29th, C. C. Hodgson appointed the following to constitute the Division Racing Board: R. P. Randall, Chairman; E. A. Shields, W. H. Renaud, R. G. Betts and C. H. Fenner.

A team race having been omitted from this year's programme, the Louisiana Cycling Club announces that it will challenge the N. O. B. C. to a 2½-mile race, to take place on the day of the meet. Last year the N. O. B. C. had a "snap," and the L. C. C. boys are anxious to show them that the snap is not quite so soft this year.

Quite a stir is being created over the contest for the Secretary-Treasurership of this little one-horse division. Until Monday last the name of W. H. Renaud, President of the Louisiana Cycling Club, was the only one mentioned for the position, and it was thought that it would, as in years gone by, prove a walk-over. But such is not to be the case. On Monday H. W. Fairfax, Secretary-Treasurer of the New Orleans Club, took a notion that he wanted the office, and fell to work with a vim. Renaud's friends didn't propose to be left either, and they too fell to work, and in consequence we are being treated to a breeze of spicy and unwonted, but genuine, excitement. There is no doubt in my mind as to who is the most capable man, but I shall do my work here at the seat of the war and not on paper. The election is fixed for Tuesday, September 4, and, as it has been a hard fight, there's no telling how it may end. Both sides are holding "dark horses" in readiness, and—perhaps—perhaps; but wait, Tuesday will tell the tale.

B1.

Dieter's Ice-Cream, Branch, 1150 Fulton Street, near Franklin Avenue, Brooklyn. Best Cream in the city. Fifty cents per quart, twenty-five cents per pint.

NORTHAMPTON NOTES.

The latest topic among cyclists in this place is the sidewalk ordinances, and the limits from the City Hall within which it is dangerous to ride save on the highway. An unfortunate header, by which a pedestrian was brought forcibly in contact with the tire of a little wheel, resulted in the pedestrian feeling aggrieved (!) and unburdening his mind in a letter to the local paper, in which he doubted the moral right of there being any limits within which sidewalk riding was proper. That brought the matter of the legal limit up, and careful inspection of the city map shows that a mile distance from the City Hall takes in about all the sidewalk that a wheelman would ever care to use under any circumstances. Wheelmen striking the city from the direction of Amherst had best take warning, and dismount while the police are yet a great way off.

Many wheelmen from Springfield, Holyoke and vicinity take advantage of the new side-path between Holyoke and Northampton to visit the latter city, and even Karl Kron managed to snatch enough time from his occupation of sending out 5,000 newspaper notices to run up one Sunday to Northampton and test the quality of dinner given at the Mansion House. In fact, wheelmen seemed to form a majority of the guests that day.

Sunday, August 26, fifteen of the Wheel Club started on a club run called for Ashfield. All went well till about three miles from South Ashfield; one of the boys, taking a wrong turn in the road and striking a long, steep hill, was thrown badly and rendered unconscious for some time. He was left in good hands at the nearest farmhouse, and by 2 P. M. was sufficiently recovered to start homewards. At last accounts he was progressing satisfactorily, but will probably after this coast with feet over rather than under the handle-bars. On reaching South Ashfield, the boys encountered a little lunch of coffee, crackers and cheese, set out in the yard of a former member, and, as may be imagined, did justice to it. A short run of a mile and a half brought them to their journey's end, and by half-past two all were able to enjoy a more substantial repast. Among the wheels were a Victor safety and an American Rambler, both of which excited much interest among the towns-people. The rider of the former is a strong man, and although of but a month's experience as a wheelman, kept well to the front on the entire run. With roads in good condition, the run from Ashfield to Northampton is most enjoyable, barring one hill a little more than a mile long, which not even Wells or Greenwood could surmount a-wheel. After the top is reached, the road is nearly a continuous down grade for eight or nine miles, and the entire nineteen can be made in two hours and a half.

Several of the boys expect to attend the tournament at Buffalo, and not a few talk of riding down to Hartford later on. The latter distance, forty-eight miles, can easily be made in less than a day, and it would be a pity not to take advantage of the nearness of so many noted racing men. L. B. G.

MARVELOUS PERFORMANCE.

21 MILES 126 YARDS IN THE HOUR ON A ROADSTER ROVER SAFETY.

At Bordeaux, on August 15, S. G. Whittaker, of Chicago, beat all French records, his mount being a light Rover roadster, manufactured by Starley & Sutton. We append particulars of the ride, every precaution for the proper authentication of which was taken in the matter of time-keepers, judges, scorers, etc.

LAPS.	M. S.	LAPS.	M. S.	LAPS.	M. S.
1.....	0 37	32.....	20 50	63.....	41 16
2.....	1 17	33.....	21 29	64.....	41 57
3.....	1 57	34.....	22 07	65.....	42 38
4.....	2 38	35.....	22 45	66.....	43 19
5.....	3 17	36.....	23 24	67.....	44 01
6.....	3 54	37.....	24 03	68.....	44 42
7.....	4 32	38.....	24 43	69.....	45 22
8.....	5 11	39.....	25 22	70.....	46 03
9.....	5 50	40.....	26 00	71.....	46 44
10.....	6 27	41.....	26 38	72.....	47 26
11.....	7 05	42.....	27 18	73.....	48 06
12.....	7 43	43.....	27 57	74.....	48 47
13.....	8 20	44.....	28 37	75.....	49 28
14.....	8 58	45.....	29 16	76.....	50 09
15.....	9 38	46.....	29 54	77.....	50 51
16.....	10 18	47.....	30 33	78.....	51 32
17.....	10 58	48.....	31 13	79.....	52 13
18.....	11 38	49.....	31 53	80.....	52 55
19.....	12 19	50.....	32 34	81.....	53 36
20.....	12 59	51.....	33 15	82.....	54 18
21.....	13 38	52.....	33 56	83.....	54 59
22.....	14 17	53.....	34 35	84.....	55 40
23.....	14 57	54.....	35 15	85.....	56 20
24.....	15 36	55.....	35 55	86.....	57 01
25.....	16 15	56.....	36 34	87.....	57 43
26.....	16 55	57.....	37 14	88.....	58 24
27.....	17 35	58.....	37 55	89.....	59 05
28.....	18 14	59.....	38 36	90.....	59 46
29.....	18 53	60.....	39 16	91.....	60 27
30.....	19 33	61.....	39 55	92.....	61 08
31.....	20 12	62.....	40 35	93.....	61 49

—Bicycling News.

Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant, café and ice-cream parlor on Main Street is a favorite resort with wheelmen in the Oranges. Dinner is served in the café, and special attention is paid to the comfort of wheelmen.

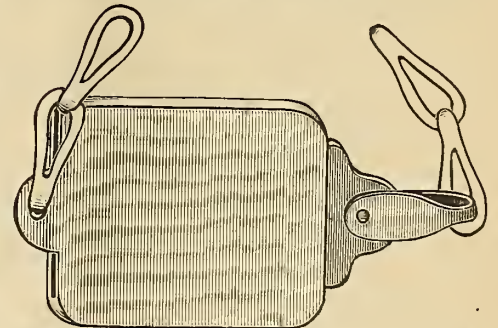
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THE TIFFT HOUSE,
THE MANSION HOUSE,
AND BY DEALERS GENERALLY.
PRICE, - - - 75 Cents.

GILLOTT'S STEEL PENS

ARE THE MOST PERFECT.



KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.
Are dainty, and carefully made.
Are extremely mild and delicate.
Are always uniform and up to standard.

14 First Prize Medals.
PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.
Are unsurpassed for purity and excellence.
Are specially adapted to people of refined taste.
Are composed of only the finest Virginia and Turkish leaf.
WM. S. KIMBALL & CO.
ROCHESTER, N. Y.

BICYCLE AND ATHLETIC GOODS.

THE KINGSTON KNITTING CO., 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high necks and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods and fully trimmed. Knickerbockers in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

CORRESPONDENCE SOLICITED.

KINGSTON KNITTING CO.

GRAND INTERNATIONAL BICYCLE TOURNAMENT

UNDER THE AUSPICES OF THE

Hartford Wheel Club,

AT

Charter Oak Park, Hartford,

SEPTEMBER 12th and 13th.

\$2,500 in Purses and Prizes.

Entries Close September 8th.

Entry Blanks forwarded on application to

JOSEPH GOODMAN,

P. O. Box 14, HARTFORD, CONN.

Coventry Machinists' Company,

LIMITED.

The **SWIFT SAFETY** HOLDS THE SAFETY CHAMPIONSHIP OF THE
WORLD—Birmingham, May 23d, 1888.

The **CLUB RACER** HOLDS THE BICYCLE CHAMPIONSHIP OF EUROPE—
Berlin, June 10th, 1888.

The **MARLBORO CLUB** HOLDS THE TRICYCLE CHAMPIONSHIP
OF EUROPE—Berlin, June 11th, 1888.

The **MARLBORO TANDEM** TAKES THE CAKE—Two Hundred and
Fifty Miles in Twenty-four Hours.

HENRY C. SQUIRES,

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SEND FOR CATALOGUE TO

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Prospect Park Plaza,

BROOKLYN AGENT.

KEEP RIGHT AHEAD.

The *Wheel*, the *Bi-World*, the *Athlete* and Dr. Emery, of Boston, are in a quadrangular row over the inwardness, outwardness and wearing qualities of the new League Constitution. As I mentioned, some weeks since, the *Wheel* dissected that remarkable document which is supposed to be the guiding star and beacon light of all "trooly loil" League members, showing some of its weak points. The *Athlete* chips in its quota by relating some of what it calls the inside history of the composition of the constitution, the *Bi-World* says the *Athlete* man is no such a thing and that he dreamed the history, Dr. Emery enters into a lengthy explanation which explains nothing that any wheelman cares about, and the constitution will have to be patched on the first opportunity. As the gentlemen who fathered this very remarkable piece of legislation were not inspired at the time of its inception, it is not to be wondered at that it is full of flaws and weak places, but that it should have been railroaded through and adopted without discussion by a ring—there is no other word to express the situation—is certainly sufficient justification for tearing the document into tatters and agitating the subject of reform until it becomes impossible for a ring to manipulate and control the affairs of the whole body. It is not a defective constitution which the League has to fear; it is simply the small ambitions of a clique of small men of small calibre who desire to be prominent in some organization. To use a homely but expressive phrase, "they intend to be the biggest toads in the puddle," and the real interests of the body which they govern seem to come in for a secondary share of consideration. Keep right ahead, Brother Prial, and the *SPECTATOR* will support you in the great work.—*St. Louis Spectator*.

PRICE LIST

Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	Universal Club.....	Ball.....	Enamel.....	\$60 00
402	50	American Club.....	Ball.....	Nickel.....	60 00
432	48	Expert.....	Ball.....	Nickel.....	65 00
435	55	Col. Lgt. Rdstr.....	Ball.....	Enamel.....	80 00
438	54	Harvard.....	Ball.....	Enamel.....	50 00
458	54	Expert.....	Ball.....	Enamel.....	70 00
459	50	Victor.....	Ball.....	Enamel.....	75 00
469	54	American Star.....	Plain.....	Nickel.....	35 00
472	50	American Club.....	Ball.....	Enamel.....	80 00
474	54	American Star.....	Plain.....	Nickel.....	50 00
479	52	Brit. Challenge.....	Ball.....	Nickel.....	70 00
483	56	Expert.....	Ball.....	Enamel.....	70 00
486	48	American Star.....	Plain.....	Nickel.....	60 00
489	54	Harvard.....	Ball.....	Enamel.....	30 00
500	32	Monarch Rover.....	Ball.....	Enamel.....	95 00
503	54	Brit. Champion.....	Ball.....	Enamel.....	55 00
508	51	Special Star.....	Plain.....	Enamel.....	65 00
515	54	Expert.....	Ball.....	Nickel.....	80 00
519	48	Sp. Premier.....	Plain.....	Enamel.....	40 00
520	54	Brit. Champion.....	Ball.....	Enamel.....	95 00
521	52	Brit. Champion.....	Ball.....	Enamel.....	90 00
522	50	Brit. Champion.....	Ball.....	Enamel.....	90 00
523	54	Am. Club.....	Ball.....	Enamel.....	60 00
524	52	Brit. Champion.....	Ball.....	Enamel.....	90 00
530	53	Columbia Lt. Rdstr.....	Ball.....	2-3 Nickel.....	90 00
531	53	Columbia Lt. Rdstr.....	Ball.....	2-3 Nickel.....	95 00
535	38	Facile.....	Ball.....	Enamel.....	50 00
544	50	Brit. Champion.....	Ball.....	Enamel.....	70 00
545	50	Expert.....	Ball.....	Enamel.....	70 00
547	46	Special Star.....	Ball.....	Enamel.....	90 00
553	46	Otto.....	Plain.....	Enamel.....	35 00
557	54	Royal Mail.....	Ball.....	Nickel.....	90 00
558	44	Premier.....	Plain.....	Enamel.....	35 00
559	56	Expert.....	Ball.....	Enamel.....	70 00
560	47	Special Star.....	Ball.....	2-3 Nickel.....	85 00
561	51	Special Star.....	Cones.....	Enamel.....	75 00
562	54	Standard Columbia.....	Cones.....	2-3 Nickel.....	55 00
563	54	Expert.....	Ball.....	Enamel.....	75 00
564	52	Expert.....	Ball.....	2-3 Nickel.....	65 00
565	54	Victor.....	Ball.....	Enamel.....	65 00
566	53	Col. Lgt. Rdstr.....	Ball.....	Enamel.....	85 00
567	51	American Star.....	Plain.....	Enamel.....	35 00

TRICYCLES.

301	50	Col. Three-track.....	Ball.....	Enamel.....	50 00
406	..	Spkbrk. Crimper.....	Ball.....	Enamel.....	90 00
511	..	Victor Tricycle.....	Ball.....	Enamel.....	60 00
526	..	Humber Crimper.....	Ball.....	Enamel.....	80 00
534	..	Spkbrk. Crimper.....	Ball.....	Enamel.....	95 00
548	..	Sparkbrook Tandem.....	Ball.....	Enamel.....	130 00
550	..	Col. Two-track.....	Ball.....	Enamel.....	65 00
554	..	Humber Tandem.....	Ball.....	Enamel.....	110 00
555	..	Marlborough C. Tand.....	Ball.....	Enamel.....	190 00
556	..	Humber Tandem.....	Ball.....	Enamel.....	150 00

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address C. O. D., with the privilege of examination, provided the person ordering remits \$10 as a guarantee for express charges both ways in case machine is not bought.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

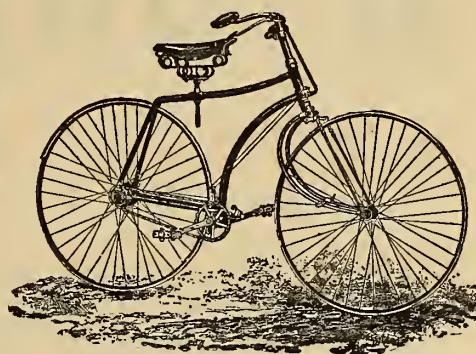
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THREE LEADERS,
VICTOR SAFETY, VICTOR JUNIOR,
VICTOR LIGHT ROADSTER.



THE VICTOR SAFETY.

AS in all Victor wheels, only the best material and workmanship are used in this wheel. Every wheelman knows, and every purchaser ought to know, that vibration is the bane of wheelmen. By the use of the spring-fork, the best anti-vibration device ever invented, the Victor Safety glides over rough surfaces and absolutely does away with all vibration. "The leader of the safeties," is the verdict of all who have tried this machine.

THE VICTOR LIGHT ROADSTER.

An ordinary, in the construction of which are employed only the finest material and the most skillful labor. It combines in its construction three features which a long experience has proven to be most valuable. It is the *hand-somest, strongest and easiest running wheel on the market*, and is built to stand the strain of American roads.

THE VICTOR JUNIOR.

An ordinary of high grade, made in all sizes up to fifty inches, suitable for youths and short men. Price, \$75.00 for 50-inch, \$5.00 for each additional size less. In the largest sizes it is the best and cheapest youths' and men's wheel made; in the small sizes it is the highest grade boys' wheel.

The Youths' Premier Bicycle,

Our specialty in wheels of low cost, is the best to be had for the money. It is staunch, strong and well built, adjustable in every part, and a thoroughly reliable road machine for boys and youths. Price of 50-inch, \$60.00.

Our Instalment Plan.

THE INSTALMENT PLAN, as conducted by us, is the easiest way to own a wheel. We make most reasonable arrangements, making the time and amount of payments to suit almost any pocket-book. Do not lose time by waiting to save up, but commence riding at once. Machine given to purchaser as soon as first payment is made. Call or write and learn particulars.

Racing Wheels to Hire.

We have a fine stock of racing wheels, sizes 50 to 57. These wheels will be rented for \$5.00 per week to responsible parties.

A FINE LINE OF SUNDRIES, BELLS, LANTERNS, CYCLOMETERS, OILS, ENAMEL, TOOL BAGS AND CYCLING GOODS OF EVERY DESCRIPTION.

REPAIRS PROMPTLY DONE.

For a complete illustrated catalogue of Victor Wheels, Boys' Wheels, Sundries, Uniforms, Caps, Helmets and Cycling Goods of every description, send to

A. G. SPALDING & BROS.,

United States Agents for Victor Cycles,

241 BROADWAY, 108 MADISON ST.,
NEW YORK, CHICAGO.

FOR SALE, EXCHANGE, WANTS.

25 Words.....15 Cents
Two Insertions.....25 "

53-INCH Rudge Light Roadster, 1888 pattern; full forks, spade handles, all improvements; Lakin cyclometer, Lillibridge saddle; hardly used; cost \$147.75. Will take \$115.
52-inch Rudge Light Roadster; good condition, Excelsior cyclometer; \$70.
Rudge Humber Tandem; balls all over, Lakin cyclometer; very good condition; only \$140.
XXX., care The Wheel.

FOR SALE.—One Eureka Trainer, 2 Dayton Bicycle Stands, 1 Lamp, 1 Merrill's Bicycle Lock, 1 Lamson's Luggage Carrier, 1 50-inch Cyclometer; all the above are like new, and I will sell them for \$12 cash, or will exchange for chickens or ducks. H. S. Johnson, Suffern, N. Y. 9-7

FOR SALE.—New Safety Veloce; price \$120. Wanted, Columbia Light Roadster or Victor, 52 or 53 inch, '87 or '88 pattern; would exchange for Columbia and Victor and \$40 cash. T. Ford, Jr., 193 Clermont Avenue, Brooklyn, N. Y. 9-7

LANTERN FOR SALE.—A Columbia Nickel Lantern; cost \$7.50; almost new; will sell for \$4. J. L. Miller, P. O. Box 147, New York City. 9-7

FOR SALE.—1888 Rudge Bicycleette; ridden less than 100 miles; good as new. John R. Post, Jr., 341 West Fifty-first Street, New York City. 9-7

FOR SALE.—Standard Columbia, 52-inch; half nickeled, in excellent condition; new last season; only \$45. Address P. O. Box 336, Newburyport, Mass. 10-19

\$75.—RUDGE Light Roadster and Butcher Cyclometer; in fine condition; extra finish and spade handles. Address J. T. P., 128 Concord Street, Boston, Mass. 9-7

CYCLOMETERS! LOOK!!—Lakin Hub, 48-inch, \$6; 53-inch, \$5; 54-inch, \$5; Butcher Hub, 56-inch, \$4; Excelsior Hub, 50-inch, \$5; 56-inch, \$5; three Hill & Tolman Alarms, \$1.50 each. Above are all in first-class shape. It will pay you to examine. New York Bicycle Company, 8 Warren Street, New York City.

FOR SALE.—Full nickeled Expert 1888 pattern; in perfect order; ridden but little. Hub lamp; pedal cyclometer; bell; cost \$151.75; will sell for \$100. A. C. Luck, 290 Pearl Street, New York City.

ATTENTION!—We want more wheels to supply our large demand. Mounts bought, sold and exchanged; good prices paid. New York Bicycle Company, 8 Warren Street.

BICYCLES taken in exchange for Roll Curtain, Office Desks, Type Writers and Buggies. Indiana Bicycle Company, Indianapolis, Ind.

\$2.50 for Spade Handle; seems small, but we have them just the same, and they are the best ones made. Cycle Supply Co., 3 Berkeley Street, Boston.

YOU CAN get one-third more for that old wreck if you put on our Spade Handle. Sent for \$2.50. Cycle Supply Co., 3 Berkeley Street, Boston.

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54 inch, fine condition, \$75 each. Taken in Exchange for New Wheels. We are selling at Less than Actual Cost. Every Machine offered Guaranteed Sound. No wrecks. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crimpers \$160, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crimper Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

STARS.—Two Special Stars for sale cheap; almost new F. E. C., P. O. Box 444.

WANTED.—45-inch American Pony Star, of latest pattern, new or second-hand. Chas. F. Fisher, Clay-ton, N. J. 9-14

54-INCH BARGAIN.—Full nickeled Expert, fine condition, extras included, \$75, or will exchange for 48-inch nickeled Special Star, new or old. P. A. Little, Meriden, Conn. 9-7

FOR SALE OR EXCHANGE.—54-inch Expert, Rudge Royal Mail, all sacrificed; brand new Rover Safety. All half price. Call. L. C. Jandorf, 34 Maiden Lane. 9-14

FOR SALE, OR MIGHT EXCHANGE FOR A CANOE.—56-inch Expert Columbia Bicycle, full nickeled, all ball bearings, good condition. No reasonable offer refused. Knight L. Clapp, 280 Broadway, New York. 9-14

FOR SALE.—45-inch enameled, all hollow, Special '87 Star. Balls to front, spade handles, Lillibridge saddle; cheap. W. E. B., 115 Liberty Street, N. Y. City. 9-14

BARGAIN.—52-inch Expert, ball bearings and pedals, cowhorn bars, Kirkpatrick saddle, enamel finish, excellent order; price \$67.50. C. W. Seaman, Lewisburgh, Pa. 9-14

WILL TRADE A 54-inch Columbia Light Roadster, balls all round, for 48-inch Special Star. Address 221 Market Street, Paterson, N. J. 9-14

FOR SALE.—54-inch Rudge Light Roadster, all ball bearings, lamp, etc.; or will exchange for Volunteer Columbia. Address H. B. P. O. Box 498.

WANTED.—50-inch full nickeled bicycle, Expert preferred. Must be cheap for cash. C. W. Seaman, Lewisburgh, Pa. 9-7

56-INCH VICTOR BICYCLE.—First-class condition, \$85; cost \$145. Also Uniform, Cyclometer, Lamp, etc., \$20; cost \$75. A. Z. Monell, 44 West Forty-sixth Street, New York. 9-14

WILL SELL VERY CHEAP.—A 51-inch Rudge Racer, 1887 pattern. Make an offer. H. L. B., 237 East 117th Street, N. Y. City. 9-14

BIG BARGAINS!

We are constantly receiving good Second-Hand Wheels. Write us.
Also, we will take your old Wheel in trade for a NEW MAIL. Write us.

A black and white illustration of a person riding a bicycle. The person is wearing a dark jacket and light-colored pants, and is looking towards the viewer. The bicycle has a large front wheel and a smaller rear wheel. The illustration is simple and stylized, with some motion lines around the person's head.

THE JOHN WILKINSON CO.
55 State St., Chicago, Ill.

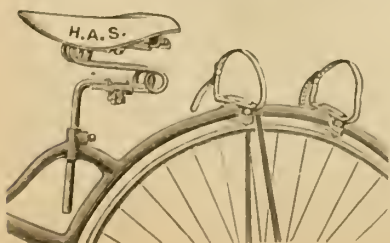
DEVLIN & CO.,

MANUFACTURERS OF

Bicycle, Tennis, Yachting and Tourist Suits,
Caps, Stockings, Etc.

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

WM. READ & SONS,
107 Washington St.,
BOSTON, MASS.



Branch Store, 16 PARK ST., ORANGE, N. J.

WE TAKE

Old Mounts in Part Payment

— FOR —

VICTORS

— AT —

LIBERAL ALLOWANCES.

THE BEST WHEEL
WILL SELL THE BEST,
AND THAT'S WHY WE HANDLE

THE
VICTOR

And the wisdom of our choice is
being daily proved to us.

WE SELL

Second-hand Wheels for Owners

— ON —

COMMISSION,

GIVING THE BEST CHANCE TO
UNLOAD QUICKLY.

WE OFFER

THE BIGGEST ASSORTMENT

— OF —

Second-hand Cycles

— AT —

MOST REASONABLE PRICES.

MANHATTAN

WHEEL EXCHANGE.

WETMORE & CHESTER.

49 CORTLANDT STREET,

NEW YORK CITY.

JOHN C. WETMORE.

W. W. CHESTER.

What Does This Mean?

We Can Get from \$10 to \$15 More

— FOR —

A SECOND-HAND VICTOR

THAN FOR ANY OTHER MAKE OF
WHEEL IN THE SAME
CONDITION.

Don't Believe Us,

But ask those who have
changed, this year, from
other makes to

VICTORS,

How they run, coast and
climb, as compared with
their old mounts.

READ OUR RULES.

No machine placed on our list unless it is in
our hands.

Our charge for selling is ten dollars and stor-
age at one dollar per month. No tricycles
handled on commission.

A receipt is given for each machine, and we
are responsible in case of loss for the net price
charged. Our stock is fully insured.

Our customers are not bound to leave their
machines with us any longer than they may
care, and can remove them by paying freight,
storage and other expenses.

In shipping to us freight must be prepaid.
We are not responsible for breakage in transit.

Our terms to sellers are strictly cash. Charge
for crating, \$2. New wheels crated free.

Men of Moderate Means

Who cannot afford to pay
cash for

VICTORS,

Can get them on the instal-
ment plan from us on six
months' credit at \$5
advance in price.

Notice this Week's Reductions.

Our List, September 7, 1888.

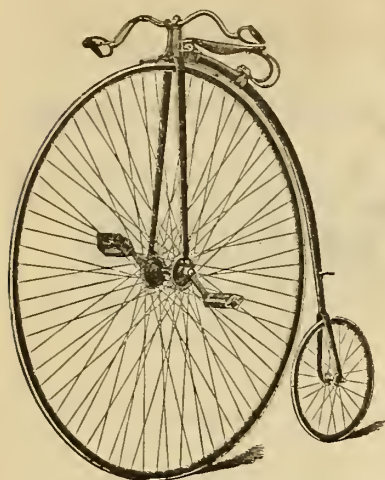
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$55.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$40.
- No. 129.—48-in Stand. Col. Enam. Price \$35.
- No. 141.—English Premier 3 track, loop frame tricycle. Two speed gearing. Cyclom. Reduced to \$60.
- No. 153.—54-in. Sanspareil. Ball wheels. Enamel. Price \$50.
- No. 155.—50-in. Spalding. New. All balls. Cowhorn bars. Only \$90.
- No. 166.—54-in. Victor. Nickel with enamel wheels. Fine order. Price \$85.
- No. 167.—55-in. Yale Light Roadster. Enamel. All balls. Cowhorn bars. Price \$50.
- No. 171.—51-in. Am. Star. Silent ratchets. Nickel bar, rest enamel. Fine cond. Price \$50.
- No. 173.—48-in. Rudge L. R. Enameled. Not ridden 50 miles. Sacrificed at \$85.

- No. 176.—36-in. boy's wheel. Full nickel. Cowhorn bars. Good as new. Price \$30.
- No. 180.—54-in. Stand. Col. Enam. Price \$35.
- No. 181.—Rudge Humber Crippler Tricycle. New last season. Prime order. Cost \$180. Sacrificed at \$110.
- No. 183.—52-in. Premier. Ball to front wheel. Cowhorn bars. Suspension saddle. Enam. Price \$50.
- No. 184.—Sparkbrook Crippler Tricycle. New. Just out of crate. A chance to save big money. Price \$130.
- No. 186.—48-in. Special Star, '86. Nickel with enam. rims and bar. Only \$85.
- No. 188.—50-in. Victor L. R. '87. Nickel finish. Perfect cond. Cheap at \$100.
- No. 190.—54-in. Rudge. Enam. Cowhorn bars. Bell. Price \$60.
- No. 191.—54-in. Expert Col. Enam. All balls. Dropped bars and spades. Price \$70.
- No. 195.—54-in. Rudge. Enam. All balls. Cowhorn bars. Good as new. Price \$75.
- No. 197.—52-in. Matchless Singer. Almost new. All balls. Cowhorn bars and spades. Kirk saddle. Price \$90.
- No. 198.—48-in. Stand. Col. Painted. Price \$40.

- No. 199.—Humber Crippler Tricycle. Weight, 47 lbs. Perfect cond. Sacrificed at \$80.
- No. 200.—48-in. Singer Light Roadster. Nickel with enam. wheels. All balls. Cowhorn bars and spades. Looks like new. Price \$85.
- No. 201.—54-in. Col. Expert. Full nickel. All balls and dropped bars. Prime order. Only \$75.
- No. 202.—48-in. Special Star. Nickel with enamel wheels. Cheap at \$75.
- No. 204.—50-in. Expert Col. Nickel with enamel wheels. All balls. Price \$55.

THIS WEEK'S BARGAINS.

- No. 205.—51-in. Col. Light Roadster, '88. Nickel with enamel wheels. Hardly used. Look likes new. Only \$110.
- No. 206.—44-in. boy's bicycle. Enameled. Dropped bars. Lamp. Price \$30.
- No. 207.—48-in. Mustang. Price \$40.
- No. 208.—48-in. Col. Expert. Full nickel. Cowhorn bars. Ball wheels. Price \$70.
- No. 209.—52-in. Col. Expert. Full nickel. All balls. Fine cond. Price \$75.
- No. 210.—Rover Rear-driving Safety. Not ridden twenty miles. Price \$100.
- No. 211.—Rover Rear-driving Safety. New. Price \$100.



PECK & SNYDER,
124, 126 & 128 Nassau Street, N. Y.,
AGENTS FOR
THE NEW MAIL 1888.
GREATLY IMPROVED THIS YEAR, MAKING IT A
Light Roadster of the Highest Grade.

All parts Steel Forgings and strictly interchangeable. The only Wheel with the Triggwell Ball-bearing Head. Perfection-strengthened Backbone and Forks, and thickened Rim. Tangent Spokes, Spade Handles, Kirkpatrick Saddle, Adjustable Step, etc. Price \$5 less than last year. We also handle the famous IVEL SAFETY. Come in and see them. Send for circular. Also a full line of Sundries, Uniforms and General Sporting Goods.

The B. F. Goodrich Co.
Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

Bicycle Tires, Hard and Soft Rubber
Handles, Spade Grips, Pedal
Rubbers, etc.

Write for Price List.

NEW YORK WAREHOUSE,
65 READE STREET.

EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy

payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & SON, 13 G St., Peoria, Ill.



MERWIN, HULBERT & CO.,

26 West 23d Street,
NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S
American Champion Bicycle.
American Light Champion Bicycle.
American Challenge Bicycle.
American Ideal Bicycle.
American Ideal Tricycle.
American Challenge Tricycle.
AND SUNDRIES.

1888 Springfield Roadster
Plain bearing, \$75.00 | Ball bearing \$100.00

SINGER'S
SAFETY.



All Ball Bearing
\$135.00

Singer's Bicycles, Tricycles, Safeties and Tandems.
BICYCLE SUITS, STOCKINGS, HATS, SHOES, ETC.

Over 100 new machines on our Bicycle floor, on sample. No second-hand machines.
Call and see our stock before purchasing.

ADVERTISE in our For Sale and Exchange Column, and

SELL YOUR OLD WHEEL AT ONCE.

Twenty-five words for Fifteen Cents.

WE WISH TO CALL ATTENTION TO OUR

NEW LINE OF

NOVELTIES,

Which We are Now Introducing.

The high-class workmanship and finish which has gained for us an enviable reputation in our

Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

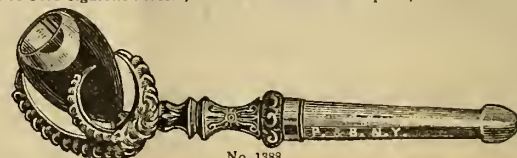
Manufacturing and Importing Jewelers,

1½ Maiden Lane, N. Y.



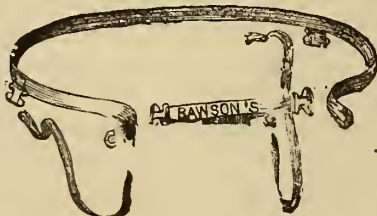
No. 1278.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$3.50
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, . . . 8.00.



No. 1388.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$5.50.
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, . . . 9.50.
WILL BE SENT POST PAID ON RECEIPT OF PRICE.



A Perfect Fit Guaranteed.
Displacement Impossible.

No Wheelman, Equestrian or Athlete should be without THE RAWSON U. S. ARMY PATENT ELASTIC SELF-ADJUSTING SUSPENSORY BANDAGE. They are a safeguard from Accident or injury.

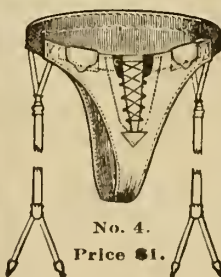
N. B.—“We fill special orders without extra charge.”

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With hose or stocking supporter attached, also with pockets for keys or money. No. 1, plain supporter, 50c.; No. 2, with pockets, 75c.; No. 3, with stocking supporter (no pockets), 80c.; No. 4, same as cut, \$1.00. Order by number, and give tight measure top of hips. Post-paid on receipt of price.

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For headache (whether sick or nervous), toothache, neu-
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swelling of the joints and pains of all kinds, the application
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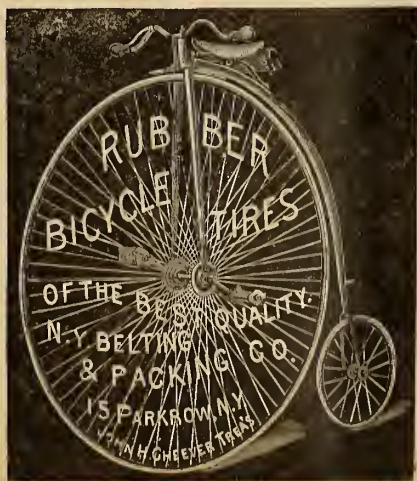
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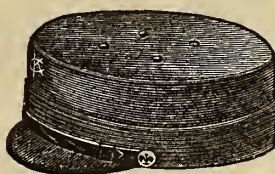
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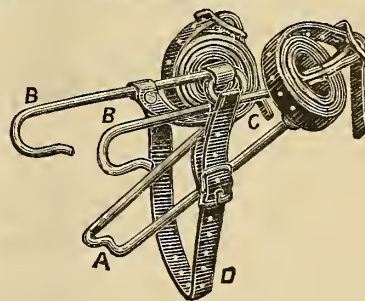
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Weight, only 4 ounces. Can be carried in a tool bag.
Will carry a 10-pound dead-weight and not sag. Send
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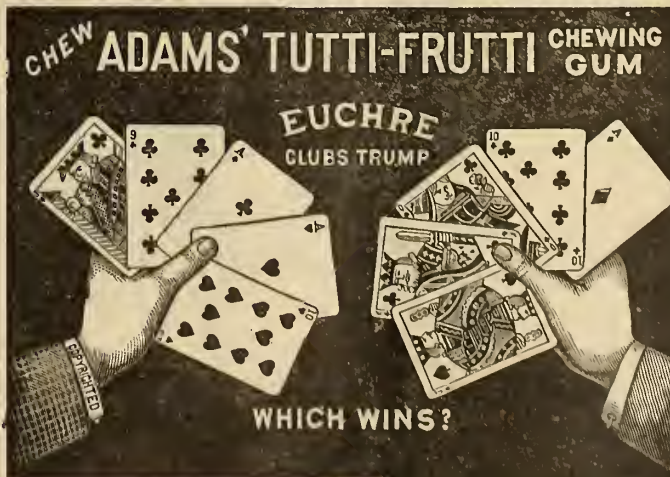
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