

The Wheel

P.O. Box 444.
N.Y. CYCLING TRADE REVIEW 23 PARK ROW
N.Y.

VOL. II.—No. 3.]

NEW YORK, SEPTEMBER 14, 1888.

[WHOLE NUMBER, 29.]

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.

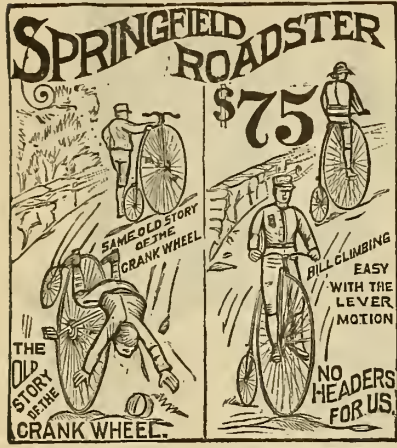
We are now delivering Ramblers with a reasonable degree of promptness.

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. Kloz, 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. McCune.
 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.

Chas. Schwalbach,
 PROSPECT PARK PLAZA, = = = BROOKLYN.

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Bicycles.

COLUMBIA
Tricycles.

CLUB
Safeties.

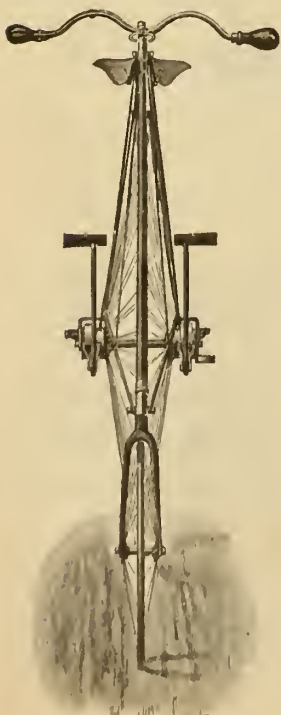
Bargains in Second-hand Wheels, at Low Prices. Renting, Storage, Lockers, Teaching, Repairing. Skillful Workmen.

ALL REPAIRING DONE ON THE PREMISES.

NO WORK GIVEN OUT.

Telephone Call, 125 South Brooklyn. Send for Illustrated Catalogue and Price List.

THE STAR
THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

CATALOGUES FREE. ADDRESS

H. B. SMITH MACHINE CO.,

New York Salesrooms,
 115 LIBERTY STREET.

SMITHVILLE, N. J.

POINTS

RELATING TO

Second-hand Wheels,

SOLD BY

HART

Cycle Company,

No. 811 ARCH STREET,

Philadelphia, Pa.

I.

Prices are fixed according to the condition and make of the machine.

II.

Condition.—We repair all second-hand machines before selling, and refinish many, and have sold several thousand, which have given entire satisfaction.

III.

Guarantee.—We warrant all our second-hand machines to be free from defects, except such as are caused by wear and which are apparent.

IV.

Lists.—We publish frequent price lists, fully describing our entire stock of second-hand machines, and mail them free to applicants. As the stock constantly changes, it is advisable for intending purchasers to obtain these lists, as issued, until they are supplied with a machine.

V.

OUR PRESENT BARGAINS.

42-inch American Safety (new machine)....	\$70 00
44-inch Ideal; in good order.....	25 00
46-inch Otto Special; in good order.....	35 00
46-inch Facile; nearly new; 1887 pattern.....	75 00
48-inch Harvard; ball bearings; newly finished.....	55 00
48-inch Expert Columbia; 1888 pattern.....	100 00
50-inch Victor; nearly new; 1887 pattern.....	80 00
51-inch American Star.....	50 00
52-inch Special Columbia.....	50 00
52-inch Champion Lt. Roadster; not used.....	100 00
52-inch Apollo; scarcely used.....	90 00
52-inch Expert Columbia; full nickel; 1887 pattern.....	95 00
54-inch English make; ball bearings.....	50 00
54-inch Expert Columbia; nickeled.....	90 00
54-inch Humber Racer; new.....	75 00
54-inch Sanspareil Lt. Roadster.....	60 00
54-inch American Star.....	40 00
54-inch Expert Columbia.....	75 00
54-inch Sanspareil.....	65 00
55-inch Rudge Lt. Roadster.....	75 00
55-inch Columbia Lt. Roadster.....	90 00
56-inch D. H. F. Premier.....	75 00
56-inch Club.....	65 00
56-inch Expert Columbia.....	75 00
57-inch British Challenge.....	60 00
58-inch Expert (very cheap).....	75 00

TRICYCLES.

Victor; 1885 pattern.....	60 00
Humber Tandem; nearly new.....	150 00
Columbia Two Track; nearly new.....	100 00

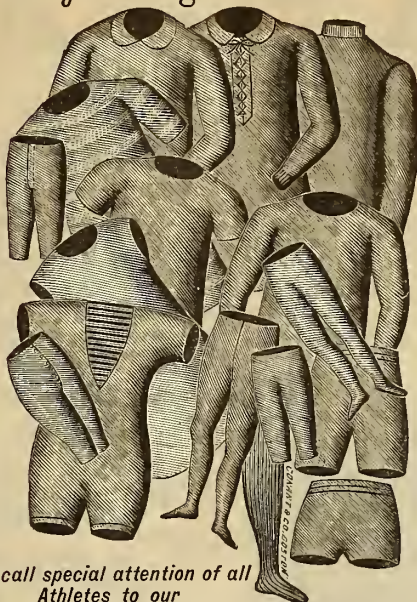
Note A.—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

Note B.—Any bicycle or tricycle will be sent C. O. D. to any address, with privilege of examination, on receipt with the order of a sum sufficient to pay transportation charges.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

JERSEY-FITTING GARMENTS.

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

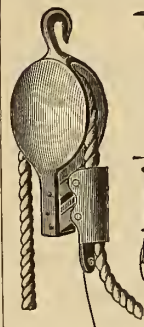


Jersey-Fitting Supporter.—This Supporter is in use by Bicycle Riders, Baseball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and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

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Boston, Mass.
Please mention this paper.

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(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.

Send for circular.

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LINCOLN HOLLAND & CO.,
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Petroleum VASELINE, Jelly.

Grand Medal at the Philadelphia Exposition.
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Highest Award at London Medical Congress.

Used and approved by the leading Physicians of Europe and America.

The most valuable remedy known for the external treatment of Wounds, Burns, Sores, Cuts, Skin Diseases, Rheumatism, Hemorrhoids, Catarrh, Chilblains, Sunburns, 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.
NEW YORK.

Bargains in Second-hand Wheels

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

BARGAINS!

SECOND-HAND

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

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and 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 Ar. "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.	Bearings.	Condition.
285	51	Special Star,	\$120.00	\$70.00	4	Ball	4
286	44	Special Facile,	123.00	60.00	4	1	4
298	39	Otto,	35.00	18.00	5	4	2
306	51	Special Star,	135.00	80.00	3	Ball	2
334	—	Columbia 3 trk. Trike,	166.00	65.00	4	2	2
343	52	New Rapid Roadster,	147.50	134.00	3	1	1
350	52	N. Rapid Lt. Rdstr.,	137.50	112.00	4	1	1
365	48	Columbia Expert,	122.50	83.00	3	1	2
376	54	Special Club,	135.00	78.00	3	1	1
377	56	Victor Roadster,	132.50	82.00	4	1	1
386	42	Victor Junior,	55.00	55.00	4	3	1
389	42	Am. Pony Star,	85.00	50.00	4	Plain	5
390	—	Beeston Hbr. Tdm.,	260.00	115.00	4	2	4
391	55	Col. Lt. Roadster,	145.00	95.00	4	1	1
394	48	Columbia Expert,	122.50	60.00	4	2	2
397	—	Col. 2-track trike,	165.00	90.00	4	1	2
403	—	Quadrant, No. 8,	185.00	125.00	4	1	1
410	52	Columbia Expert,	122.50	80.00	4	1	2
411	56	British Challenge,	147.00	70.00	6	1	1
416	56	American Club,	135.00	52.00	4	2	2
417	52	Columbia Expert,	132.50	65.00	3	2	1
418	54	Columbia Expert,	140.00	90.00	1	1	2
421	52	New Rapid Rdstr.,	132.50	132.50	4	1	1
422	53	Col. Light Rdstr.,	127.50	90.00	4	1	1
425	—	Quadrant No. 8,	185.00	170.00	4	1	1
427	56	Premier,	140.00	50.00	3	1	2
429	54	Victor Roadster,	130.00	90.00	4	1	2
430	—	New Rapid Safety,	135.00	135.00	4	1	1
431	55	Rudge Light Rdstr.,	141.25	69.00	4	2	4
433	—	Ladies' Quad. No. 14,	175.00	175.00	4	1	1
434	50	New Mail	127.50	80.00	4	1	1
435	52	Special Club,	160.00	160.00	1	1	1
436	—	Kan. Safety (36x54)	140.00	75.00	4	1	1
438	51	Special Star,	160.00	85.00	3	Ball	2
439	—	Quad. No. 15 (Tdm.),	250.00	250.00	4	1	1
440	—	Columbia Veloce,	135.00	110.00	4	1	1
441	54	Columbia Expert,	125.00	65.00	4	2	1
443	38	Horsman,	35.00	14.00	5	4	2
444	56	Columbia Expert,	127.50	78.00	4	2	2
445	48	Rudge Lt. Rdster.	132.50	85.00	4	1	1
446	54	Columbia Expert,	135.00	85.00	1	1	1
447	52	N. Rapid Lt. Rdstr.,	137.50	95.00	4	1	2
448	—	Columbia 2-track trike					
		(Ladies' Special),	185.00	80.00	4	1	1
450	56	Victor Lt. Roadster,	142.50	120.00	3	1	1
451	50	Victor Roadster,	125.00	67.00	4	1	2
454	—	Victor Safety,	135.00	115.00	4	1	1
455	—	Genuine Hbr. Tdm.,	250.00	150.00	4	2	1
457	52	Volunteer Columbia,	102.50	80.00	4	1	1
458	—	Springfield Roadster,	75.00	55.00	4	Plain	2
459	—	English Rover Safety,	135.00	83.00	4	1	1
460	48	Columbia Semi-Rdstr.	75.00	50.00	4	3	2
461	56	New Mail,	142.50	110.00	4	1	1
462	51	Semi-Racer Star,	120.00	55.00	4	Ball	4
463	—	Victor Safety,	130.00	115.00	4	1	1
464	54	Am. Rudge,	110.00	60.00	4	1	4
465	—	Rudge Bicycleette,	135.00	115.00	4	1	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."

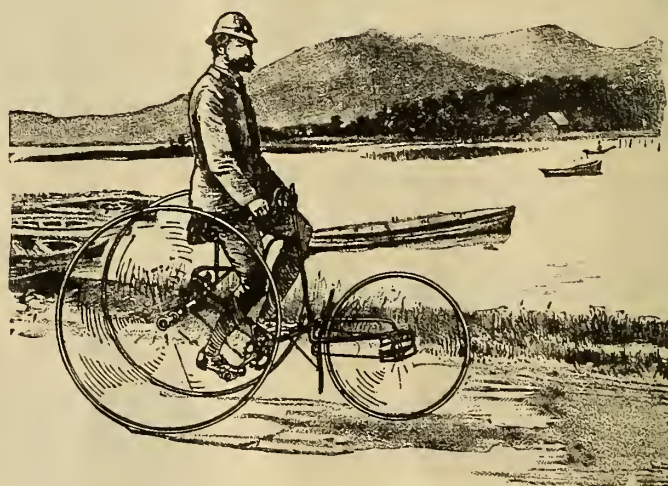
QUADRANT TANDEM No. 15.

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,

2 and 4 Hanover Street, Baltimore, Md.

WASHINGTON BRANCH, 908 PENNSYLVANIA AVE.

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.
Foreign Subscriptions, - - - 6s. a year.
Single Copies, - - - - - 5 Cents.

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All copy should be received by Monday.
Telegraphic news received till Wednesday noon.

Advertising rates on Application.

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.

Mr. Franklin W. Loucks sends us an interesting letter explaining the relations of the League and the Cyclists' Union of Long Island. Mr. Loucks points out the benefits of League membership, the financial and social benefits, which we have never denied, but, on the contrary, have emphasized on every occasion. Mr. Loucks also re-echoes the cry of those best versed in League possibilities, who are on record in favor of the idea that local improvements must be the work of local organization. But it is not necessary, in order to accomplish this local work, to drift away from the League. The question is whether men will contribute to the support of a local organization as well as to the support of the League. The problem will solve itself very gradually.

The Juniata Wheelmen, of Huntingdon, Pa., have issued a circular letter to all wheelmen in the Huntingdon Valley, with a view to forming a local organization for the advancement and enjoyment of wheeling.

Our Pittsburg correspondent makes mention of a somewhat amusing, but very unfortunate incident of the hundred-mile road race. Towards the finish a rider was coached by two of his club mates, who seem to have helped him somewhat, but who stated that had he ridden a Victor they would have coached him home a winner. The man rode a Columbia; the coaches were "Victor" agents. We believe in "trade" patriotism; in loyalty to the parent house; but in this case it was in bad taste—it was a breach of wheel free masonry—not to aid a fellow wheelman, and that wheelman a fellow clubman.

"THE FOREMOST CYCLING PAPER."

No. 1. of Volume II. of *The Wheel* is lying before us, and we congratulate our enterprising friend, Mr. F. F. Prial, the editor, upon the neatness and the general useful information contained in its columns. *The Wheel*, no doubt, is the foremost cycling paper published. Mr. Prial has established his headquarters at the Exposition Buildings, Buffalo, which will remain open during the week of the race meet.—*Brooklyn Weekly Press*.

BUFFALO.

In order to hurry our copy down to the publication office we divided the first day's races at Buffalo, and were horrified to find that our report of several of the events held on Tuesday never reached our office. With apologies for Uncle Sam's mail service we hasten to complete the record of Tuesday's races.

ONE-MILE PROFESSIONAL BICYCLE HANDICAP, 150 YARDS LIMIT.

1. H. G. Crocker, 10 yards.....	2.43 2-5
2. W. F. Knapp, 20 yards.....	
3. Sidney Eastwood, 100 yards.....	
4. R. Neilson, 60 yards.....	
5. L. D. Munger, 120 yards.....	
6. Eddie McDowell, 100 yards.....	
7. W. J. Morgan, 140 yards.....	

ONE-MILE AMATEUR BICYCLE, 3:10 CLASS.

1. Bert Meyer, Peoria, Ill.....	2.54 4-5
2. A. C. Banker, Pittsburg.....	2.56 4-5
3. E. O. Rascoe, Woodstock.....	
4. S. Wallis Merrihew, Wilmington.....	

TWO-MILE STATE CHAMPIONSHIP.

1. W. S. Campbell, Niagara Falls.....	6.22 2-5
2. H. J. Hall, Jr., Brooklyn, by 5 yards.....	
3. C. J. Iven, Rochester.....	
4. T. W. Roberts, Poughkeepsie.....	

THREE-MILE PROFESSIONAL BICYCLE, FIRST HEAT OF WORLD'S CHAMPIONSHIP.

1. H. G. Crocker.....	11.07 2-5
2. W. A. Rowe, by 2 lengths.....	
3. W. F. Knapp, by a few inches.....	
4. Ralph Temple.....	
5. Jack Lee.....	
6. Robert Neilson.....	
7. Sidney Eastwood.....	

This was the first heat of the world's championship, to be run in three heats. The winner received a number of points equal to the number of competitors; the second man a point less, and so on. The men rode slowly and watched each other till a half mile from home, when they fought for place and made a grand rush for the tape on the last quarter. Crocker easily out-spurred the others, and Knapp drew up from almost last position in the last fifty yards, and would have beaten Rowe had they a yard further to go, so fast was he coming at the tape.

THREE-MILE AMATEUR TANDEM TRICYCLE, ROAD WHEELS ONLY.

1. W. E. Crist and P. S. Brown.....	9.48 2-5
2. A. C. and W. D. Banker, by 50 yards.....	
3. C. P. Adams and H. E. Ducker, Jr.....	

TWO-MILE PROFESSIONAL SAFETY BICYCLE HANDICAP.

1. F. W. Allard, 10 yards.....	6.20
2. Jack Lee, scratch, by a length.....	
3. George Seymour, 150 yards.....	
4. Jules Dubois, 70 yards.....	

ONE-MILE AMATEUR TANDEM BICYCLE.

1. A. C. and W. D. Banker.....	3.00 1-5
2. R. A. Davis and H. J. Hall, Jr., by 20 yards.....	
3. P. M. Harris and Val Muller.....	
4. W. E. Crist and P. S. Brown.....	

MONDAY, SEPTEMBER 10.

The races of Saturday were looked forward to with great interest, as it was expected that an improved track and no wind would increase the interest in the events. All the factories and business houses had promised a half holiday to their employes, and no doubt Saturday would have been the day of the meet. But the rain came down all Friday night and on Saturday morning until the track was half a foot deep with mud, and the competitions were postponed till Monday morning, when the events were run off on the trotting track. The crowd was greater than on any previous day. The following is a summary of the events:

One-mile Amateur Tandem Bicycle, open, road wheels only.—W. E. Crist and P. S. Brown, won by 30 yards; A. C. and W. D. Banker, second by a length; R. H. Davis and Harry Hall, third. Time, 3m. 4s.

Half-mile Amateur Bicycle, open.—Willie Windle won by 30 yards; W. S. Campbell, second by 2 yards; A. E. Lumsden, third by a yard; W. I. Wilhelm, fourth. Time, 1m. 22 3-5s.

Two-mile Professional Bicycle Handicap, 300 yards limit, nine starters.—W. A. Rowe (scratch) won by 3 feet; Ralph Temple (scratch) second by 5 yards; H. G. Crocker (scratch) third by a length; W. J. Morgan, New York (250 yards) fourth; the others did not finish. Time, 5m. 54 3-5s.

One-mile Professional Bicycle, final heat for the world's championship.—The starters were:

Rowe, Neilson, Crocker, Knapp, McDowell, Eastwood. It was a procession race. In the stretch Rowe and Crocker pulled out. Crocker led to within 200 yards of the tape, when Rowe passed him and won by 5 yards; H. G. Crocker, second by 20 yards; W. F. Knapp, third; Robert Neilson, fourth; Sidney Eastwood, Denver, Col., didn't finish. Time, 2m. 52 3-5s.

One-mile Amateur Tandem Bicycle, handicap.—A. C. and W. D. Banker (120 yards) won by 5 yards; P. M. Harris and Val. H. Muller (300 yards) second by 30 yards; R. H. Davis, Cambridge, Mass., and H. P. Hall, Jr. Brooklyn, N. Y., third. Time, 2m. 47s.

One-mile Amateur Bicycle—(Seventh and eighth races combined).—E. O. Rascoe, Woodstock, Ont., won by a yard; Bert Meyer, Peoria, Ill., second by a yard; C. J. Iven, Rochester, N. Y., third; Austin Banks, Denver, Col., fourth; A. C. Banker, Pittsburg, Pa., fifth; Kenneth Brown, Cambridge, Mass., sixth; E. P. Cochran, Leroy, N. Y., seventh; W. B. Milley, Buffalo, N. Y., eighth. Time, 3m. 2s.

One-mile Professional Tandem, handicap.—H. G. Crocker and Robert Neilson (scratch) won by 5 yards; Jules Dubois, Paris, France, and W. F. Knapp (30 yards) second by 5 yards; F. W. Allard, Coventry, England, and Jack Lee, Nottingham, England, third. Time, 2m. 56 1-5s.

One-mile Amateur Bicycle, open.—Willie Windle, won by 5 yards; W. I. Wilhelm, second by 10 yards; W. E. Crist, third; W. D. Banker, fourth; Kenneth Brown, fifth; A. E. Lumsden, sixth. The others did not finish. Fred J. Midgley, of Worcester, Mass., fell, but was not seriously hurt. Time, 2m. 58 4-5s.

Mile Professional Rovers Handicap, 100-yards limit.—Jules Dubois, Paris, France, (40 yards) won by 2 yards; F. W. Allard, Coventry, England, (scratch) second by 10 yards; Jack Lee, Nottingham, England, (scratch) third; George Seymour, Boston, Mass., (100 yards) fourth. Time, 2m. 51 3-5s.

One-mile Amateur Bicycle, consolation.—E. P. Cochran, Leroy, N. Y., won by 5 yards; C. J. Connolly, Rochester, N. Y., second by 100 yards; Robert T. M. McLaren, North Adams, Mass., third. Time, 3m. 9s.

The tournament closed with trick riding by W. S. Maltby, and star riding by John Stout, the deaf mute.

The officers of the tournament were:

General Director—Henry E. Ducker, Buffalo.
Referee—Howard P. Merrill, Springfield, Mass.

Judges—T. J. Kirkpatrick, Springfield, O.; George R. Bidwell, New York; W. S. Bull, Buffalo; Charles H. Potter, Cleveland; Harry H. Hodgson, New Orleans; C. H. Luscomb, Brooklyn; Thomas Stevens, New York; Charles A. Pyne, Woodstock, Ont.

Starter—George M. Hendee, New Haven, Conn.

Timers—J. H. Isham, Buffalo; C. H. Kimball, Buffalo; W. N. Watson, Buffalo; H. D. Corey, Boston.

Clerk of Course—Will L. Fuchs, Buffalo.

Assistant Clerks—Albert F. Reiman, Buffalo; W. O. Graham, Buffalo.

Scorers—Louis Bruch, Buffalo; John Hauenstein, Buffalo; C. G. Wanenmacher, Buffalo.

Police—John J. Wirtner, Buffalo; Edward F. Dold, Buffalo; Frank R. Schwinn, Buffalo.

Umpires—George C. Laub, Buffalo; Otto Schmidt, Buffalo; Andrew L. Prentiss, Buffalo; George C. Kempke, Buffalo; S. J. Kelly, Buffalo; Joseph J. Kane, Buffalo.

BUFFALO RETROSPECTIVE.

"THE WHEEL" AT BUFFALO.

Our special edition took Buffalo by storm, and it is impossible to recollect all the encomiums heaped upon our special number. It was the largest American cycling newspaper ever published, and an ambitious send-off of Volume II. With the aid of the small boy, thousands of copies were circulated about the fair grounds, and *THE WHEEL* was to be seen everywhere—in the press stand, the grand stand, on the wheel stands, and in every hole and corner of the grounds and building. It was a great "go."

THE PARADE.

It is worthy of note that no person except a representative of *THE WHEEL* took pains enough to count every wheel in the great parade. It is also worthy of remark that no paper, either cycling or lay, except *THE WHEEL*, published a list of the participating clubs.

WARWICK

CYCLE

WANTED!

RELIABLE AGENTS

IN THE
PRINCIPAL CITIES OF THE U. S. A.

FOR THE SALE OF THE

WARWICK PERFECTION WHEELS

WHICH HAVE MORE GENUINE IMPROVEMENTS
THAN

Any Wheels on the American or European Markets.

ITS ADVANTAGES WILL SELL IT.

The Following are Some of its Many Advantages:

- 1st.—**A DIRECT ACTION PLUNGER BRAKE** whereby the hand does not have to be removed from the spade handle to apply the brake.
- 2d.—**A SPRING BEARING AND FRAME TO FRONT WHEEL** whereby concussion and vibration are brought to a minimum.
- 3d.—**ITS PEDALS** have a perfect vertical adjustment and are perfectly dust proof.
- 4th.—**THE HANDLE BARS** are made from tapering weldless steel tube, tapered internally so as to give great strength at the part where required—*i. e.*, at or close to the head—and will not break as is the case with other handle bars.
- 5th.—**THE RIM** is made from one piece of sheet steel, thickened at the bottom where the spokes are connected.
- 6th.—**THE SPOKES** in case of breakage can be quickly replaced (without sending to factory or repair shop) by removing a nipple, which can be removed from the outside of the rim without taking out the tire.
- 7th.—**THE RUBBER TIRE** being made the shape of a spherical triangle and covering the edges of the rim, will wear longer and will run with less labor than any other tire now in use, and are **WARRANTED NEVER TO COME OUT**, being secured in the rim by a flexible core, and are stretchless in their circumference.
- 8th.—**THE BACKBONE** is made from weldless steel tube, being tapered internally, and is four gauges thicker at the part where the greatest strain comes—namely, at the neck or head. Over 5,000 of these backbones were made and sold in England last year.
- 9th.—**THE FRONT FORKS** are of the same well-known perfection patent, thickened at the part where the greatest strain comes.
- 10th.—**THE BEARINGS** are vertically adjusted and are warranted perfectly dust proof, and will run several thousand miles without oiling or adjustment.
- 11th.—**THE SADDLE** is a new departure from the unsightly coil springs used in other saddles. The springs used are India Rubber Buffers, which take up concussion and vibration. The saddle will not stretch in case of its becoming wet, either from perspiration or rain. It has, also, a new side rocking motion, and its ease and comfort can only be appreciated by its use. It can be adjusted to any wheel.
- 12th.—**THE SPADE HANDLES** are detachable and of a new form, the grips being made to conform to the angle of the rider's body.
- 13th.—**THE ENAMEL** is of a high grade and polish, and cannot be broken with ordinary use.

MANUFACTURED BY

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

MFG. CO.

SPRINGFIELD,
MASS.

THE CYCLERIES.

The cycle exhibition occupied a considerable portion of one of the upper floors of the main building and attracted much attention from all visitors to the exposition. Messrs. Pope and Overman had the largest stands.

The Pope Manufacturing Company's stand occupied a space 100 feet long. It was under the charge of Messrs. E. W. Pope, Harry Corey, Elliot Mason, "Bob" Garden, Charlie Joy and Lienhard, the suave. Their trump card was an exhibition of "antiques" and of Kron's and Stevens' famous wheels. These attracted the attention of the great uninitiated. Among the wheels on exhibition were Surprise tricycles, Light Roadsters, Veloces, full-nickel Veloces, full-nickel Light Roadsters, semi-Roadsters, Experts, single and tandem tricycles and Volunteers.

The Overman Wheel Company's stand, with C. R. Overman in command, also occupied 100 feet. It was nicely decorated, and the company showed off the following Victors: Fourteen full nickeled and fourteen enameled ordinaries; one full nickeled and one enameled safety, besides sundries, etc.

The Coventry Machinists' Company's exhibit, in charge of A. S. Hill, consisted of two Swift Roadsters, a 22-pound Swift racing wheel, a racing Marlboro trike a Junior Swift, ladies' Marlboro trike, a Marlboro tandem, a Swift tandem and a King of Clubs bicycle.

The Gormully & Jeffery Manufacturing Company, represented by A. E. Schaaf, had a very complete exhibit, as follows: Boys' Ideals, American Light Champions of standard and nickel finishes, a Champion, half nickeled Challenge, 44-inch American safety, Challenge tandem trike with child's seat attached, nickeled and enameled Rambler safeties, half nickeled Champion, full-nickel Light Champion, and Ideal and Challenge tricycles. An heroic crayon drawing of the firm's well-known trade mark enhanced the appearance of this stand.

The Springfield Bicycle Manufacturing Co. made a brave display, with George M. Hendee in charge, while Messrs. McCune and Yost hovered near like guardian angels. The firm showed a full line of both plain and ball bearing Springfield Roadsters in all sizes, besides a case of sundries.

Mr. W. B. Toulmin, of Buffalo, exhibited a case of bicycle shoes.

Messrs. Singer & Co. had an attractive stand, showing off the excellent bicycles, tricycles and safeties manufactured by this firm.

There were two luggage-carrier Smiths on hand—Clarence H. Smith of Detroit, and Smith of Ohio—both having excellent devices for carrying luggage. The new Smith is of the firm of Smith, Credlebaugh & Co., and hails from New Carlisle, Ohio. His carrier is the Eureka, price \$1. It can be converted into a shawl strap and grip.

Messrs. William Read & Sons, W. S. Atwell in charge, showed eight New Mails, handsomely finished and good looking wheels. Inside a wheel rim tacked against the wall was a display of parts and sundries attractively arranged.

The Warwick Cycle Manufacturing Co. had one of their new Perfection wheels on hand, a handsomely finished mount. We noticed a number of cyclists examining that anti-vibration device.

A DELIBERATE-FOUL.

On both the first and second days there were two very close bids for second place in the professional events—so close, indeed, that the judges had difficulty in placing the men, though we agreed with their decision in both cases, notwithstanding the clamor of the crowd. In the second heat of the professional championship event, however, we disagree with the referee's decision that Temple had deliberately fouled Rowe, and was disqualified from the race. The stake at issue in this event was \$1,000. In his previous races at the Buffalo meet Temple invariably entered the homestretch close to the inside border, and could not get through. In the championship event Temple decided before the race that his only success lay in turning into the homestretch clear of the field. About a quarter of a mile from home the men came with a grand rush, and, assisted by the gale, they rounded into the homestretch at a pace possibly never exceeded in a bicycle race. The men swung wide, with Rowe and Temple on the extreme outside, Temple leading by a few lengths. The big Lynn man made a superb

effort, gained inch by inch till within a length of Temple, and then fell away, taking his feet off the pedals and wobbling dangerously near the rails. It was clear that Temple outspurred every man in the race, yet there is no doubt that Rowe was dangerously close to the rails and might not have been able to get through. In the light of facts there might have been ground for a claim of foul; but that it was deliberate is claiming too much. We think it was not deliberate, because Temple was always ahead of Rowe—so far ahead as not to know where the Lynn man was; because Temple has never been accused of tricky riding; and, finally, if the foul had been deliberate, the judges, umpires and referee must have seen it at once. We think a grave injustice was done Temple in this matter.

FROM BUFFALO TO NIAGARA.

On Thursday, September 6, while at the Buffalo meet, it was suggested that we make a trip on our wheels to Niagara Falls. The party was to consist of both lady and gentleman riders, and it was arranged that we start at eight o'clock the next morning; consequently, at that hour or soon after we left our various hotels and met at the end of Delaware Avenue.

Our party was not limited, and included such celebrated riders as the two Miss Rumels, on a tandem, the Misses Ducker, all of Buffalo; Mr. Frisbie and wife, of New Haven, Conn.; Dr. Johnson, of Jersey City, and his charming daughter, and Mr. and Mrs. Newcane, of New York. On the rear tandem was the Judge and his wife, followed by Miss Raisbeck, on a single tricycle, accompanied by "the Deacon" on his wheel. Among the bicycle riders were Smith, of Brooklyn, who, from his apparent knowledge of the road, was unanimously elected Captain; four of the Manhattan Club, of New York City; five of the Riverside Club, of New York; the tall, handsome bugler, Rauchfuss, of the Harlem (N. Y.) Club, and Culver, on a safety or "goat," together with some ten others, made up our party. Homespun, from Whitehall, had intended going, but was summoned home on a matter of business. His not accompanying us so affected the Manhattans that "Little Charlie" Sheehan rode all over Buffalo blowing his bugle before he found us, leaving "Billy" Sheehan and the "Thistle" to watch the Colonel and prevent him from taking any unnecessary headers. In fact, we were afraid we had lost our Charlie, but just as we left the asphalt road and were proceeding into the country, from afar in the rear we heard the bugle, and, looking back, our young man was seen approaching at a fearful rate. As he neared us he rode, not like other wheelmen, but sometimes he would be standing on his saddle, then, again, cleaning the backbone, then, with another blast on his bugle, he would make his wheel spurt forward, and finally reached our party, with the remark of "What's the matter with the Judge?" and "Has the Colonel taken another header?" (Mr. Editor, you should know Charlie, of the Manhattans, and hear him play on the bugle.) [We do know him, and are happy.—ED.]

We proceeded over a very fair road to within three miles of Tonawanda, where a halt was called, and Friend Frisbie passed around the gum. While we remained at this place, from a neighboring well cool water was procured, and Captain Smith was allowed time to brush the dust from his coat. As we were about to start again, inquiry was made for the Colonel. He was finally found, and looking towards the ladies, acknowledged their presence, as well as his own, by lifting his hat. The bugle at last sounded and we proceeded on, Dr. Johnson and daughter taking the lead of the tandems, the Judge, with his wife, bringing up the rear. The road being excellent, a good pace was kept up until our Riverside boys observed apples on some trees a short distance from the road. Captain Smith immediately called a halt, and a foraging party, with the Colonel in the rear, proceeded to the orchard. They quickly returned, with the Colonel one of the advance guard, the rear being held by the tall Harlem bugler endeavoring to pacify two of the farmer's dogs who had interrupted our friends in their search for fruit. The apples some of our boys had been fortunate enough to procure were now used to force the dogs to retreat, and this ammunition was very effective. We now proceeded on to Tonawanda, arriving

there, a distance of twelve miles, in two hours, including the stops, making actual running time one hour and thirty minutes. We found Tonawanda to be a very pretty place, and as we all placed our wheels in the shade and threw ourselves on the grass, I must say I never saw a more jolly set of people in my life. Everyone appeared to be happy. The natives gathered in force, and were much interested in seeing our ladies mount and ride. We were greatly amused at some of the questions that were asked us.

At the sound of bugle we mounted our wheels and resumed our journey on through the town of Tonawanda to the river road. The view now beside the river was something very fine, and as we passed different gangs of men at work loading and unloading lumber vessels they would cheer us, and were answered by our party with our bells and Charlie's never failing bugle. All this was very encouraging and we felt immense, and already began to regret that our journey must be so short; some suggesting that some other road be taken on our return. Our pace was kept up without a break for some five miles beyond Tonawanda, when a halt was called, and here the Riversides again discovered apples in the distance. Another foraging party was organized, and as there were no dogs apparent in the vicinity, the Colonel this time led the charge on the trees, while the Judge endeavored to purchase some milk at a house by the roadside. He was not successful, however, and we were all compelled to content ourselves with apples alone. Under ordinary circumstances the fruit we ate at this place would have caused illness, but this is not the case among those who ride the wheel. Both ladies and gentlemen devoured the apples without any bad effect, showing conclusively that riding is good for digestion. While we stopped at this spot, on a bend of the river under shade of a large oak tree, I could not help but congratulate myself as being one of the party. We were here passed by several "scorchers" on bicycles who had left Buffalo an hour after us and were endeavoring to make the Falls as soon as possible as a matter of record. Our party was not of that kind; we traveled for pleasure.

Our ladies were now in good humor, and as the Colonel made his appearance from the orchard with his bodyguard of "Billy" and the "Thistle," who had accompanied him to prevent his taking a header from a tree, they clapped their hands with pleasure and the whole party gave him an ovation. We now discovered that we had some people with us who were punsters, and the words apples, besides and cider were used to such an extent that our Doctor and several others were threatened with instant death if they did not desist. The Judge's wife was particularly persistent in this line until she was utterly crushed by her honorable husband.

When we resumed our journey the roads gradually became worse, and our progress was necessarily quite slow. A continual troop of "scorchers" overtook and passed us, and one riding very near our beloved Colonel, he did not wait for further instructions, but immediately took a header. The road being exceedingly dusty, when he arose he had the appearance of having been through a flour mill. He received no serious damage, and apologized to the ladies as only the Colonel can. As we passed a house a man informed us we could obtain some milk. We all alighted and the Judge was appointed a committee of one to investigate. He proceeded to the rear door and was informed by a woman who answered his knock that he could have some milk in a few minutes. The rest of the party remained under the trees anxiously awaiting the return of the Judge with the promised milk, which would refresh us and give us strength to travel over the hard road before us. In a few minutes he made his appearance and reported the woman had discovered the milk she thought she could give us had been used for another purpose, and so we were obliged to submit to circumstances and continue on without it. From this point on the road was very bad, but finally our advance guard entered the town of Niagara. The "Thistle" of the Manhattans was here detained by the tire coming off the little wheel of his bicycle. The delay was only for a few minutes, however, for the Judge's wife produced a string from her pocket and the tire was soon repaired. On reaching the main street we were joined by several couples on tandems, one single tricycle, and a Mr. Smith and his wife from Washington,

she riding a ladies' bicycle. We now formed into line and proceeded to the Spencer House, where, after a wash and brush up, we entered the dining room. At this hotel I would advise all wheelmen to stop, as we had an excellent dinner. The Colonel, for some reason, did not occupy a seat at the same table with the Judge, the Deacon and the rest of the party, but sat at an adjoining table and would occasionally make a trip to where the rest were seated. (Our unfortunate Colonel.) On one of these trips he collided with a Harlem bugler, who in turn fell against the waiter with a tray of dishes. The smash was fearful.

After our dinner we got the sound of the bugle, mounted our wheels and rode to the park to obtain a view of the Falls. It is useless for me, Mr. Editor, to attempt to describe Niagara. I will say this, however, that, although I have visited the Falls on several occasions, I shall never tire of them, and can always see something new to interest me at every view; and I believe that our party felt fully rewarded for having made the trip, although the last few miles was over a very hard road. Our first stop was at the Cave of the Winds, under the Falls. From this we proceeded on to Goat, Luna and the Sister Islands, and it was on this trip that our day of extreme pleasure came very near being turned to one of sadness. It happened in this way: Captain Smith, with our Charlie acting as guide, and the main party, were ahead, leaving the Judge and the Doctor, with their tandems in the rear. As they passed a rather hard spot in the road, their progress was stopped by one of the Colonel's little headers. These had become so frequent that we simply passed him by without any unusual remark other than to recommend a little care on his part, as the road was bad, and a fall over the ridge might cause his instant death. Doctor Johnson had proceeded only about thirty feet from where he left the Colonel trying to remount, when he happened to turn, and to his horror saw the Colonel on his wheel making directly for the edge of the ridge, having apparently lost all control of his wheel. The Doctor immediately jumped from his tandem and ran back, and lucky for the Colonel that he did so, for it was now that he fell directly over the ridge, and had it not been for the timely arrival of Dr. Johnson I am afraid I could not write this little sketch. With the help of the Judge the Colonel was pulled up the bank, and his wheel was recovered. The signal of alarm had been sounded, and it was only a short time before all our party were congratulating each other that our beloved Colonel was still among us, and not in the Falls or whirlpool below. After an ample apology on the part of the Colonel (he always apologizes), he was placed by Charlie in charge of "Billy" and the "Thistle," and thus was conducted over the rest of the road. Hardly had the excitement caused by the last event subsided before the Misses Ducker took a header, and received due consideration from the company. After a visit to the Sister Islands we returned to the starting point, and then by way of the little Suspension Bridge to Clifton, on the Canada side. The weather up to this time had been very pleasant, but now it commenced to rain. This did not detain us, as those who ride the wheel have no fears of rain unless it makes the road soft.

The ride across the bridge was grand. You have an excellent view of the Horseshoe Falls, and, as you look down into the raging currents below, you can hardly realize that you are safe. Our party was completely carried away by the grandeur, and the ladies were seemingly overcome. As we reached Clifton an enterprising photographer wished to take our pictures, but we had no time to stop, although I believe the Deacon did make an attempt to have the Colonel and the Judge stand for their photos. We now had a rough ride in the rain to the Whirlpool Rapids, but we enjoyed it, and, after taking the car, proceeded below, where we remained watching the surging waters for some thirty minutes, we returned to the bluff, and thence by the old bridge to Niagara again. It was now storming so hard that it was decided to have supper at the hotel, and then return to Buffalo by train. The supper at Atwood's Hotel was very good, and, while we were eating, the Colonel, who had been lost sight of for a few moments, entered the dining-room and said he would like to apologize to the ladies for not being able to eat any supper. He was allowed to go, and the ladies sympathized with him. He

was afterward discovered asleep on a lounge in the parlor. The wheels were kept dry until train time, then taken to and placed in a special car, which Charlie, who is a railroad man, had succeeded in obtaining. The return trip to Buffalo by train was very pleasant, and we reached our hotels in a splendid condition, having had a very enjoyable day. L. A. N.

J. H. ADAMS vs. TIME.

On August 22, J. H. Adams went for the 100-mile record (F. R. Fry's 5h. 50m. 50 2-5s.) on the Crystal Palace track, H. H. Griffin timing. He started at 2 P. M., and was well paced, though perhaps a little too fast. Sticking to his work, and carefully coached and fed by Charley Wilson, Adams secured his first record at 26 miles, displacing F. J. Nicolas' record made on the same path on May 28, 1885, and he also took Nicolas' 27-mile record. At 28 miles he began to wipe out Charles Potter's figures, made on 24th September, 1887, at Surbiton, and put on new records from thence to 37 miles, when, owing to the wind, the "Long 'un" began to show signs of exhaustion. He covered 50 miles in 2h. 43m. 25 2-5s., and again began to cut records, the 51 to 54 miles, made by G. Lacy Hillier on the Crystal Palace track on 29th September, 1884, in the course of his ten hours match with Major T. Knox-Holmes, being wiped out, and the 55-mile record made by F. R. Fry on the C. P. on 27th July, 1883, was also secured. Adams then stopped for a rest, and on resuming was evidently in trouble. Led by Hillier, Adcock and Brown, he struggled on for a few miles, but at just over 63 miles Adams stopped, the heavy winds having fairly beaten him. Appended are the figures made in the course of the ride:

MILES.	H. M. S.			MILE TIME.			OLD RECORD.		
	M.	S.	F.	M.	S.	F.	M.	S.	F.
1.....0	03	06	4-5	...	3	06	4-5	...	---
5.....0	15	29	4-5	...	3	04	2-5	...	---
10.....0	31	02	3-5	...	3	08	...	...	---
20.....1	01	42	3-5	...	2	57	...	...	---
*26.....1	20	49	3-5	...	3	09	2-5	...	1 21 07
*27.....1	24	04	4-5	...	3	15	1-5	...	1 24 25
*28.....1	27	18	1-2	...	3	13	2-5	...	1 27 52 2-5
*29.....1	30	31	2-5	...	3	13	1-5	...	1 31 03 4-5
*30.....1	33	47	2-5	...	3	16	...	...	1 34 18 3-5
*31.....1	37	12	2-5	...	3	15	...	...	1 37 34 1-5
*32.....1	40	34	...	...	3	21	3-5	...	1 40 49 1-5
*33.....1	43	51	1-5	...	3	17	1-5	...	1 44 01 1-5
*34.....1	47	14	3-5	...	3	13	2-5	...	1 47 15 3-5
*35.....1	50	36	4-5	...	6	22	1-5	...	1 50 37 2-5
*36.....1	53	55	3-5	...	3	18	4-5	...	1 53 58
*37.....1	57	22	4-5	...	3	27	1-5	...	1 57 16
40.....2	07	29	4-5	...	3	15	3-5	...	2 07 16 1-5
45.....2	25	04	3-5	...	3	31	2-5	...	2 24 01
50.....2	43	25	2-5	...	3	44	1-5	...	2 40 33 2-5
*51.....2	47	21	3-5	...	3	56	1-5	...	2 55 24
*52.....2	51	04	1-5	...	3	42	3-5	...	2 59 23
*53.....2	54	47	...	...	3	42	4-5	...	3 02 50
*54.....2	58	38	2-5	...	3	51	3-5	...	3 16 15
*55.....3	02	33	4-5	...	3	55	2-5	...	3 10 58
56.....3	14	52	1-5	...	12	18	2-5	...	3 14 30
57.....3	18	33	2-5	...	3	41	1-5	...	3 18 03
58.....3	22	28	4-5	...	3	55	2-5	...	3 21 32
59.....3	26	28	...	...	3	59	1-5	...	3 25 01
60.....3	30	48	1-5	...	4	20	1-5	...	3 28 30
61.....3	34	55	1-5	...	4	07	...	...	3 32 07
62.....3	38	40	3-5	...	3	44	2-5	...	3 35 35
63.....3	42	41	1-5	...	4	00	3-5	...	3 39 01

* World's amateur records.

19 miles 882 yards in first hour.

37 miles 1,378 yards in second hour

54 miles 578 yards in third hour.

Adams rode a 58-inch racing bicycle, built by his own firm, Messrs. Buckingham & Adams, the same machine which he rode in the 25-mile championship.—*Bicycling News*.

RACES AT ROCHESTER, N. Y.

The following events were decided at Rochester, N. Y., August 30: Two-mile, 6.45 class, W. E. McCune, 6m. 45 3-5s.; half-mile scratch, J. F. Midgley, 1m. 15s.; 5-mile scratch, J. F. Midgley; last quarter claimed as 30 1-5s.; 1-mile scratch, J. F. Midgley, 2m. 44s.; 3-mile handicap, Midgley, 9m. 2s.

JERSEY RACE NOTES.

The third heats of the one and two mile bicycle races of the N. J. A. C. will be run next Saturday, the 15th, at Bergen Point, at 3:30 P. M. Rain prevented the contest last Saturday.

E. Irving Halsted, Baggot, Bowman and Caldwell were on hand and fine races were expected, but the storm made a lake of the track. Previous to the rain, however, Halsted took a warming up half-mile spin in 1m. 32s.

On Saturday, the 29th, the Plainfield Bicycle Club is to have some races in connection with an all-round athletic competition.

The N. J. A. C. Games Committee is talking of holding some open bicycle races in October, in connection with some club athletic sports.

Caldwell, Baggot, Bowman, Gubelman and Pendelton, of the N. J. A. C. and other clubs, are training at Bergen Point for the New Jersey Division and other fall meets.

JONAH.

WHEEL GOSSIP.

F. R. Daley, Spring Green, Wis., writes: "Last number was a scorcher."

Frank M. Dampman, winner of the 100-mile road race, is a member of the Wilmington Wheel Club.

Canary, the fancy rider, has secured a six week's holiday engagement with the Winter Circus at Paris.

Willie Wood, the English professional, recently rode 20 miles 1,578 yards within the hour, on the North Shields track.

The Nottingham cycling clubs are getting up a testimonial purse to be presented to Jack Lee on his return from the Buffalo tournament.

Herbert Synner, England's amateur mile bicycle champion, easily won the Lincoln 50-guinea challenge cup on August 25. Time, 8m. 34 4-5s.

The Roseville track is in bad shape—rough and weedy, and some sharp work will have to be done to get it into shape for the New Jersey meet.

E. M. Mayes, the London crack, recently won the one-mile bicycle scratch race, the 1,000-metre championship and the 1,000-metre scratch race at Norway.

W. E. Crist, Phil Brown and L. J. Barber, of Washington, and H. S. Platt, of Baltimore, have been proposed as active members in the Maryland Bicycle Club.

Eighty-four men competed in the North Road Club's all-day ride. The wheels were divided as follows: Safeties, 36; ordinaries, 13; tricycles, 11, and tandem safeties, 2.

Fred J. Osmond, the English crack, made a flying quarter on a bicycle in 33 4-5s. Osmond also rode a mile in 2m. 35 3-5s. in an attempt to beat the mile amateur record.

John A. Wells has investigated the "bogus telegram" case, and has obtained a satisfactory retraction in the *Bicycling World*, whose St. Louis correspondent, "Linneus," wrote the libel.

The highest 1888 records made by members of the Columbia Bicycle Club, of North Attleboro, Mass., are as follows: Bell, 2,836; Aldrich, 2,326; Lamphrey, 2,026; Gorton, 1,628; Shephardson, 611; Horsteneyer, 462.

Richard Howell, while out driving in a buggy recently, met with an accident, without any serious results, however. Finding it necessary to apply the whip to his horse, the beast plunged forward and quickly deposited him in the road.

MARYLAND DIVISION STANDING COMMITTEES.

Rights and Privileges—Clymer Whyte, J. Kent Bartlett and A. E. Mealey. Road Improvement—S. T. Clark, C. R. Eisenbrandt and C. L. Mitchell. Transportation—Jas. R. Reed, Jos. T. Chism and Thos. J. Lindsay.

S. I. A. C. LABOR DAY RACES.—A. B. Rich won the two-mile bicycle race held on Labor Day at the Staten Island A. C. grounds at West Brighton; J. H. Hanson, N. Y. Bicycle Club; second, F. Pelin, N. Y. A. C.; third, P. V. Caesar, S. I. A. C.; O. Rich's time, 6m. 58 2-5s.; Hanson's time, 7m. 1-5s.

TWENTY-FOUR HOURS' RIDE.

The North Road Club (English) holds a twenty-four hours' competitive ride every year. The ride this year resulted in the following scores: M. A. Holbein, Premier safety, 266 miles; G. R. White, Grand Facile, 254½ miles; G. Green, ordinary, 234 miles; C. E. Glover, ordinary, 234; H. D. Wall, Grand Facile, 227½ miles; C. W. Lea, Whippet, 222½ miles.

WHEEL GOSSIP.

The Kings County Wheelmen will probably hold a race meet this fall.

THE "WHEEL" BUFFALO NUMBER.—"She was a ripper," a subscriber writes.

A. S. Brown has been elected Secretary of the Elizabeth Wheelmen vice A. N. Lukens, resigned.

Mr. Joseph Goodman, of Hartford, has compiled a book of world's records—bicycle, tricycle, safety and tandem.

The races which were to have been held at Philadelphia, on Monday last, were postponed to Saturday, September 15.

The W. M. Frisbie Company advertise \$25 reward for the return of a new Veloce, stolen from their New Haven store on September 8.

Lehr, the German amateur champion, will compete at all the crack English meetings next year, and come over to America for the fall tournaments.

Edgar Brintnall, of Winthrop, Iowa, writes that he is the only wheelman in his part of the county. Mr. Brintnall weighs 200 pounds and rides a 46-inch American safety.

The programme of the New Jersey meet, the full details of which appeared in THE WHEEL of September 2, includes a race meet at Roseville, on Friday, 21st, commencing at 3 o'clock.

Col. A. A. Pope arrived at New York on Sunday on the Aurania. The Colonel, accompanied by Mr. Day, manager of the factory at Hartford, has been abroad for a short business-pleasure trip.

Should a meet be held in Buffalo next fall, it should be the greatest wheel gathering ever held in this country. Those who went want to go again, and those who have heard of the good times are sorry they missed it.

The Atlanta Wheelmen, of Newark, have organized a bowling team, and would like to hear from their opponents of last year, the Harlem Wheelmen's team, or any wheel club team. They are willing to join a bowling league.

Mr. F. Popper, a prominent German cyclist, is over here for a year's stay. He thinks very poorly of our field for cycling, and promises to contrast German and American cycling after he becomes acquainted with the latter phase of the sport.

In the N. J. A. C. Labor Day 1-mile handicap, W. Schumacher finished fourth instead of W. H. Caldwell. Schumacher, with the pardonable pride of an amateur sportsman, will not permit the public to believe that "Little" Caldwell can give him twenty-five yards and a beating, hence this correction.

David B. Hill, who signed the "Liberty Bill," and who may be relied upon to help any scheme of roads improvement, has been renominated for Governor of New York State. Lieutenant-Governor Jones has also been renominated. The Lieutenant-Governor is father of Gerry Jones, of Binghamton, Chairman of the Racing Board.

The Queens Amateur Athletic Club, of Queens, Long Island, N. Y., will hold their second annual fall games on Saturday, September 29, 1888. The programme will be a varied one. Any wheel club wishing to run their own club races in conjunction with this meet will be warmly welcomed. Address W. L. Wood, Secretary, Queens, L. I.

The philanthropist who appeared in the press stand at the Buffalo meet, and saved the press men from a breezy and frigid death, was a representative of the Michigan Stove Company, of Detroit, Chicago and Buffalo. If their stoves are as satisfactory as the bottled philanthropy their representative distributed, they are indeed "the world's best," as the firm claims.

NEW YORK TO NIAGARA FALLS AND DETROIT.

The Erie Railroad will run special trains to Niagara Falls and Detroit for the A. A. U. championships, which are to be held on Wednesday, September 19. A train of Pullman cars will leave New York at 5 P. M. Monday, September 17, reaching Detroit at 1 o'clock Tuesday afternoon. Fare for the round trip, \$19.

The Brooklyn Club will enter no team in the inter-club Election Day road race. On the morning of Election Day the club will hold two 10-mile road races—one a championship and one for novices—over the Irvington-Milburn course. Schoefer has won the one and five mile championship races, and if he gets one, two or three in the 10-mile race, he will hold the road riding championship of his club.

The following men are entered in the 2-mile bicycle A. A. U. championship, to be held at Detroit, September 19: Two-mile bicycle race—S. H. Rich, S. I. A. C.; F. X. Spranger, Jr., D. A. C.; A. B. Rich, S. I. A. C.; P. S. Brown, Columbia A. C.; Washington, D. C.; J. W. Powers, Jr., M. A. C.; A. F. Peck, D. A. C.; E. I. Halsted, N. Y. A. C.; J. D. Lamont, Detroit B. C.; W. E. Crist, Columbia A. C.

At a regular meeting of the Brooklyn Bicycle Club, held last Tuesday evening, it was moved and carried that all reference to the League of American Wheelmen be stricken from the constitution and by-laws, leaving it optional for a member of the Brooklyn club to be a member of the League. This is undoubtedly good policy. It is absurd to compel an applicant for membership in a local club to join the national body.

A number of New York cyclists, returning from Buffalo on the Saturday night train on the West Shore road, are indebted to Mr. Chas. A. Sheehan, of the Manhattan Club, for the assistance rendered in getting wheel accommodation. "Charley," who will be a great railroad man some day, got the wheels of the New York party together, and had them carefully stowed away. But for his kindly aid, many of the wheels would have been left in Buffalo.

The editor and his friend and shadow, "Billy," were with a pleasant party at Buffalo, at a private house on Glenwood Avenue, whose number we will keep quiet, as we all expect to stay there next fall. The party consisted of Messrs. Barkman and Brockway, Brooklyn Club; W. C. Marion, Kin's County Wheelmen, and Mr. W. W. Chester and Miss "Nita" Harris, of Elizabeth, N. J., the presence of the lady being a source of much pleasure. Our host and hostess were incomparable along the line of hospitality, sociability and true gentility.

We had a two hours' chat at Buffalo with our excellent friend, Doctor Emery, assisted by Doctor Butler, both of whom crammed THE WHEEL's head full of facts about workers and kickers and axe-grinders, etc. Three facts were dwelt upon by the medical men: First, that there is no ring—at least, they are not cognizant of its existence; second, that Doctor Emery engaged in no caucus meeting at Baltimore; third, that the way to accomplish reform is to buckle on the harness, get in or near the alleged ring, fight for your ideas, and do some work. Excellent, all of it.

RACES AT YOUNGSTOWN, OHIO.

The annual meet of the Youngstown (O.) Bicycle Club was held August 31, the events resulting as follows: Half-mile, club, Charles W. Davis first, in 1m. 35s.; 1-mile, open, W. I. Wilhelm, Reading, Pa., first, P. Stambaugh second, time 3m. 13 1-4s.; 1-mile, club, C. W. Davis first, 3m. 30 1-2s.; 1-mile, time race, 4m. 19s.; A. J. Nicholas won in 4m. 19s.; M. J. Knapp second; half-mile, open, W. I. Wilhelm first, P. Stambaugh second, time 1m. 37 1-2s.; 2-mile, handicap, P. Stambaugh first, H. S. Evens second, time 9m.

SMITH DID GO A-WHEEL TO CINCINNATI.

On July 26, 1884, C. H. Smith and B. J. Holcombe, of Detroit, started for Cincinnati on their bicycles to attend the National Photographer's Association. They went via Toledo, Perrysburg, Fostoria, Findlay, Kenton, Marysville, Springfield, Dayton and Hamilton, and arrived in Cincinnati on the morning of the 29th. On their return they went to Columbus, Upper Sandusky, etc. They rode about 500 miles in all, and spent eighty hours on their wheels. At the time it was considered quite a ride, but now Holcombe and Smith do their 150 miles in one day.

The New York Star of Wednesday prints a wheel romance. It seems that Mr. F. A. Gillam, a Williamsburg wheelman, while touring in the Oranges, took a header. The dive was caused by a young lady suddenly emerging from the woods by which Gillam was riding, and in order to prevent an accident, the wheel-

man downed brake so suddenly that he was thrown to earth, where he lay insensible. The young lady attended the injured cyclist and had him carried to a near-by farm-house, at which she and her parents were stopping. The cyclist remained long enough to propose to his fair nurse, and so literally fell into matrimony.

IMPORTANT TO RACING CYCLISTS.

At a late meeting, the American Amateur Athletic Union passed a resolution which provides that any amateur who competes in games held under the N. A. A. A. rules will lose his status so far as the A. A. U. is concerned, and cannot compete in any games held under A. A. U. auspices. Thus we now have two antagonistic bodies attempting to control amateur athletics in this country. We presume that both the A. A. U. and N. A. A. A. will recognize as amateurs all wheelmen who are amateurs according to League rules. We shall find out the exact facts; meanwhile, wheelmen will do well to be careful at what games they compete until the matter is settled.

Karl Kron's 150-page gift book, "Newspaper Notices of 'Ten Thousand Miles,'" can now be had by New Yorkers who will make a personal call at 12 Warren Street, and there sign a receipt giving name, residence, occupation, club connection and League number (or else mentioning the fact of non-membership in League or cycling club). The book continues to be freely mailed to all who send requests for it to the University Building, Washington Square. The number of such requests attended to, up to September 12, was 353. "As the manufacturing cost of each copy is ten cents," writes K. K., "the applicant who encloses a three cent stamp to pay the postage at least meets me half way; but a mere request by postal card will be attended to all the same."

The Pittsburg Cycling and Athletic Club have issued a programme of their fall meeting, September 24 and 25, which sets forth the fact that \$1,000 will be spent in prizes. Following is a list of the events: First day—Half-mile open, one-mile novice, road wheels; 100-yard run, handicap; one-mile open; half-mile, 1:35 class; 440-yard run, handicap; two-mile Pennsylvania State Championship; one-mile, 3:30 class; two-mile open; one-mile safety, handicap. Second day—One-mile open; one-half mile novice; 220-yard run, handicap; one-mile handicap; one-mile, 3:10 class; 100-yard run, open; five-mile Pennsylvania State championship; two-mile, 6:20 class; 880 yard run, handicap, and three-mile handicap. It is expected that there will be quite a large field of entries, as Brownsville offers an additional attraction in the way of a race meet on the 26th.

N. H. VAN SICKLEN.

From a private letter to N. H. Van Sicklen's brother, who is living at Rutherford, N. J., we learn that "Van" is slowly recovering from the header he received in the Buffalo races, and expects to leave for his Chicago home on Saturday. Mr. Van Sicklen's parents were at the races, saw the fall, and have been in constant attendance at the hospital ever since. Mrs. Van Sicklen living there and carefully tending her son "Van" was violently thrown against the track, and a physician on the spot, after a casual examination, feared concussion of the brain, or even a broken neck, the chances being one out of many that a man could receive such a fall and not be killed. Van Sicklen was first able to sit up in bed on Monday night. He is suffering from complete shock, and a severe pain and inability to retain food points to abdominal trouble. He is being fed on broths, and is slowly recovering strength. He is fully conscious of his condition and is anxious to get home. On the evening of the accident, a number of cyclists called at the hospital, and the telephone was kept busy until late in the night. Van Sicklen will be accompanied home by Mr. and Mrs. Conkling, of Chicago, who will cut short their pleasure trip East to accompany "Van" home. The fall happened exactly in this way. McCune was leading, when Windle, riding much faster, came up, the front wheel of Windle's wheel kicking McCune's rear wheel. McCune, fearing a collision, looked back to see where Windle was, and it was while looking back that he took the header which finally resulted in Van Sicklen's fall.

NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

AMONG THE ORANGEITES.

Charles and Frank Jones, of Orange, started from that place at 4 A. M. on Labor Day for a "century" run. They ran to Somerville before eating breakfast, after which they covered various roads in Somerset and Middlesex Counties, returning home by way of Bound Brook and Plainfield. They arrived home at 7 P. M. Charles rode a 50-inch Sparkbrook.

The Orange Wanderers have arranged the following schedule of runs to cover the balance of the open riding season:

LONG RUNS.

November 6.—10 A. M. Plainfield and Elizabeth.
November 20.—10 A. M. Caldwell and Roseland.

The 24-hour record for club medal will take place some time in October.

MORNING RUNS.

Every Saturday at 5:30 o'clock.

AFTERNOON RUNS.

September 13.—1:00. Central Park and Riverside Drive, New York.

September 20.—4:30. Irvington and Newark.

September 27.—5:00. Annual 10-mile handicap club road race.

October 4.—1:30. Paterson and Passaic.

October 11.—4:30. Llewellyn Park, Orange Heights and Reservoir.

October 18.—1:30. Pine Brook and Morristown.

October 25.—5:00. Cedar Grove and Mountain View.

ELIZABETH IS ON DECK.

A very important meeting of the "E. W." was held at the club-house on Tuesday evening, 6th inst., to elect officers in place of several who had resigned. Alan N. Lukens resigned the Secretaryship, as his business calls him away from Elizabeth, and Captain S. J. Berry, Jr., resigned the Captaincy owing to lack of time to give to it. The following gentlemen were elected: A. S. Brown as Secretary, and Fred C. Gilbert as Captain. This left the Second Lieutenantcy vacant and W. H. Caldwell was elected to fill that office, with Albert Lloyd as Color Bearer and J. C. Wetmore as League representative. Captain Berry and A. N. Lukens retain their membership in the club, and have the good wishes and esteem of their club mates for the faithful way in which they have worked to advance the interests of the club.

Three of the E. W. members will start this week for a tour to the "Hub" and return. They expect to cover about ten days on the round trip.

The club is talking about having a lantern parade next month which will put that of last year's away in the shade. The only drawback in giving such a parade is the abominable state of the pavements. A number of the citizens along the route have offered to decorate and to induce their neighbors to do so.

Mr. Grymes was elected a member of the club on Tuesday evening. The total membership is now seventy.

The Captain expects to take over forty or fifty men to the Division meet, and the members are unanimously of the opinion that it will be one of the biggest runs the club has ever had.

The riding interest of the club is beginning to have its fall boom. One record of 325 miles for August is reported, and any quantity above 150. A list of the first ten riders of the club and their records will soon be published.

All Elizabeth is rejoicing over the fact of the "Little Wonder," W. H. Caldwell, having won the championship of the New Jersey Athletic Club.

Nothing definite has been stated in regard to chances for the E. W. putting a team in for the Election Day road race; but there is small likelihood of their staying out in the cold.

But very little has been said anywhere, in fact, in regard to this affair, and it would appear as though the members of the Association are getting luke-warm in their interest. Or has the "Big Buffalo" driven all other thoughts out of the minds of those interested in our Irvington-Milburn affair?

The prospects seem to be bright for a successful meet at Roseville on the 21st inst. I understand some of the big amateurs are to be on hand. If the Division wants heavy gate receipts, a couple of professional events would prove a better card than a dozen so-called "amateur" races. We know that those who call themselves professionals are professionals, while we are always in doubt as to the identity of the "simon-pures."

PITTSBURG.

After an absence of several weeks your correspondent under the heading "Pittsburg" again is heard from, but this time from Buffalo. To go into detail or description of all things bicyclic that have occurred during the past week would encroach on your regular correspondent and staff attendant. Therefore I confine myself to more purely Pittsburg items.

Amongst others from our city I noticed J. B. Kaercher, Seward Murray, Dexter Murray, Victor Place, J. W. McGowin, F. G. Lenz, W. D. and A. C. Banker, W. B. Troy, J. H. Livsey, etc., added to which were many Allegheny County wheelmen not seen or spoken to.

The races, so far as concerned our local men, were a success in every particular especially so considering the great number of fast men from all sections, and were it any other place than Pittsburg the Bankers would receive highest encomiums and be lionized for their various good performances, which, to say the least, were very good, and the average being better by far than that of any other two men. Their winnings summarized are as follows: Five first prizes, including double first prizes in four events, four seconds and two thirds—a total of eleven places in thirteen races, winning eighteen or nineteen prizes.

At Lockport, on Friday, they were entered in five events, taking four first and one second out of the five, also a special prize. At New Castle, previous to this, they secured three firsts and two seconds out of five races entered. The three places netting thirty-five out of a possible thirty-eight prizes; and to repeat, as was heard on the grounds, "What's the matter with Pittsburg?"

F. G. Lenz, in the great "century" run, covered himself with considerable renown and a great deal of mud (not the kind newspapers sling), but good, solid Pennsylvania and New York clay, by coming in a good third, which would undoubtedly have been first had he received proper management; and just here the Bankers could have shown the stuff they were made of, and been loudly praised on all sides, by pacing Lenz for the last six or seven miles; but most men fail at some critical moment, and that the Bankers did when they allowed "trade" to stand between themselves and a club mate—a good man and honest in his riding, who bestrode a Columbia, a fact unknown, probably, to that company—and to say to him "that, had he ridden a Victor, they would have brought him in a winner." As it was, he finished in best condition of the three, and deserving of a higher place.

The Pittsburg riders took a benefit on the fine streets of this city, and not one here but that rolled up a large mileage by riding everywhere in and around the place.

KEYSTONE.

CYCLING AT WORCESTER, MASS.

WORCESTER, MASS., August 30, 1888.

There are between four and five hundred riders in the city, but only eighty are connected with any club. The interest in bicycling seems to be on the increase. It was in 1879 that a few riders got together and formed the Worcester Bicycle Club, which was incorporated in 1886. Among its members are some men well known to cyclists—Edw. F. Hill, one of the organizers of the L. A. W.; E. F. Tolman, of the bicycle firm of Hill & Tolman; Lincoln Holland, agent here for Victors and Springfield Roadsters.

Among the racing men of the club you will find a team of three riders that any amateur team of the same number will find it a hard job to defeat. They are W. W. Windle, J. F. Midgley, and W. E. McCune, who has recently joined the club. J. C. Speirs and C. W. Arnold were at one time considered the best fancy riders in the State.

The Worcester Club and the Bay State Club are the only clubs in the city, each having about forty members. The Bay State is a new club and it is in a prosperous and flourishing condition, and will make a fine reputation for itself some day.

There are two firms dealing in bicycles here—Hill & Tolman, Columbia agents, and Lincoln Holland & Co., agents for the Victors and Springfield Roadsters.

The Springfield Roadster, which is made in the city, seems to be the favorite machine among the riders here. The roads here are fairly good, with plenty of hills and sand to keep the riders from going to sleep.

H. H. S.

DETROIT.

Chas. A. and W. F. Sheehan and D. H. Thistle, from the Manhattan Bicycle Club of New York, stopped in town over Sunday, and our boys took good care of them.

We expect to see some good racing here on the 19th of this month at the A. A. A. meet. There is a fine cinder track on the Athletic Grounds, but the corners are very sharp, and we can't expect to see any records broken.

Two of our boys came home from Buffalo filled full of secrets (?) about some P. W. B. Can any one tell us what this P. W. B.—T. T. T. is, anyway?*

The Detroit Bicycle Club are talking about getting new club rooms for this winter, as their membership is larger than ever before.

We want you to have plenty of room for the Buffalo report, so we will wait until next week for more.

BE BE.

*[Hicksssss.—The P. W. B. Society, referred to by "Be Be," is a religious organization composed exclusively of ascetic wheelmen, who have banded themselves together in sacred secrecy to invent and perfect complicated systems of self torture, that they may attain to the highest degree of ecstatic perfection. Their sacred rites of initiation are Druidical and fluidial—largely fluidial. There are three stages: Darkness, signifying secrecy; smoke, typifying obedience, and fire, symbolizing bravery. The P. W. and B. is about to extend its operations, and will organize a body second only to the Klu Klux, the Thugs or the White Caps in diablery, secrecy, cruelty, swiftness and certainty. They are bloodthirsty men, are the P. W. and B.'s; but when the gore market is short they quench their insatiate longings with beer. We are indebted to "Verax" for this information.—ED.]

RHODE ISLAND DIVISION'S ANNUAL RUN ABROAD.

The second annual fall run of the Rhode Island Division, L. A. W., will be held on Monday, September 17, over the following route, which is shaped like the figure 8:

Leave Union depot, Providence, for Boston, at 7 A. M. Leave Providence depot, Boston, at 9 A. M., and wheel through Cottage Farms, Allston, Cambridge (by Harvard College), North Cambridge, western Somerville (by Tuft's College), Medford and Malden, to Crescent Beach (Revere), and southerly along the beaches to Great Head House (about eighteen miles). Dinner there at 1 P. M.

Leave hotel at 2:30 P. M. and wheel through Everett, Malden, East Medford, Somerville, Cambridgeport, Cottage Farms, and return to Boston (about seventeen miles). Supper at Clarendon Hotel, Tremont Street, at 6:30 P. M.

Good riding and level roads, especially adapted to ladies. Expenses will not exceed \$5 per head. Leave Boston on return for Providence at 8:30 P. M. A special car for wheels will be attached to each of the above-named trains. All wheels must be at depot in Providence by 6:45 A. M.

You are requested to notify George L. Cooke (Box 1101, Providence, R. I.), by postal on or before September 14, if you intend going, and if with a lady. If you do not answer by that day, you will not be considered in making the arrangements.

The Columbia Bicycle Club, of North Attleboro, is invited to join the Division in this outing.

AN EMPHATIC PROTEST AGAINST A LIBELOUS CORRESPONDENT.

SAN FRANCISCO, Sept. 2, 1888.

The committee of the Bay City Wheelmen to whom was referred the matter herein below set forth, with instructions to take such action as might seem advisable in connection therewith, offer the following:

Resolved, That the Bay City Wheelmen, the largest wheel club west of the Mississippi River, the club in whose rooms the League of American Wheelmen in California was first organized, and which has given to the Division its first Chief Consul, two Secretary-Treasurers and its present chief officer, hereby emphatically protest against the article, signed "Sparrow," appearing in the *Bicycling World* and *L. A. W. Bulletin* of August 17, as representing the sentiment of the members of the League of American Wheelmen in California.

That the malicious and cowardly attempt to falsely represent the retiring Chief Consul of California before the wheelmen of the country, merits the contempt and scorn of every decent man.

That Robert M. Welch, the first Chief Consul of California, who now retires after two years and a half of active service, for his successful effort in establishing on these distant shores of the Pacific a powerful and wealthy Division of the League of American Wheelmen, deserves the gratitude and consideration of that body at large, as he already enjoys the friendship and esteem of the wheelmen of California.

That we have every reason to believe, and do believe, that "Sparrow" is the same individual who, being sent to Stockton on behalf of a San Francisco daily paper to report the annual Division meet, grossly attacked the judges for their decision in the 1-mile State championship, and subsequently in the papers of the city charged them with being corrupted by persons having money staked on the result.

We further believe him to be the author of the overdrawn, and in many respects untruthful, article signed "Achorne," also appearing in the *World* and *Bulletin*, regarding the behavior of wheelmen at the Stockton meet.

We therefore warn the editor of the *World* and *Bulletin* against this correspondent as a fomentor of discord, and one utterly unworthy of confidence.

CHARLES C. MOORE,
ROBERT A. SMYTH,
J. E. BAUER,
The Committee.

BICYCLISTS AT GLOUCESTER.

GLOUCESTER, Sept. 9, 1888.—A large number of bicyclists from the suburban cities near Boston came here on the steamer City of Gloucester on Saturday. Among them were several of the Charlestown Rovers, Cambridge Bicycle and Chelsea Cycle Clubs, and some few representatives of other clubs. Their ardor was somewhat dampened, however, by the heavy storm which set in at a late hour on Saturday, which continued most of the night, and for that matter has hung around the Cape all of to-day, with but little rain. The roads are very heavy, and those who were courageous enough to make the start homeward must have had a hard time of it, as the mud, a part of the way at least, was over the rim of the wheel. Most of the party spent the night at the Pavilion Hotel, and quite a number are still there.—*Boston Herald*.

Howard A. Smith & Co., Oraton Hall, Newark, N. J., have several immense bargains in second-hand machines which will surely go before many days. Give them a call.

If there is anything that gives pleasure and a feeling of satisfaction and personal respect to the wearer of nice bicycle garments, it is their adaptability to form and figure—in other words, to their ease and perfect fitting. Such we understand are the garments made by the KINGSTON KNITTING COMPANY, OF BOSTON, whose advertisement is in to-day's paper. From their long experience in manufacturing athletic goods, and their reputation for good taste and square dealing, we are pleased to call the attention of our readers to their business.

FIXTURES.

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. 21—22—Grand tournament at Poughkeepsie, N. Y.

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

Sept. 24—25—Pittsburg C. and A. meet.

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

Sept. 26—Race meet at Brownsville, Pa.

Sept. 27—28—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.

Sept. 29—Races at Plainfield, N. J.

Sept. 29—Races at Queens, L. I.

Oct. 3—Maine Division, L. A. W., annual meet at Waterville, Me.

Oct. 4—5—Ladies' North Shore tour.

Oct. 15—20—Six-day, eight hours per day, race at Battery D Armory, Chicago, Ill.

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

THE POUGHKEEPSIE MEET.

The tournament of the Poughkeepsie Bicycle Club will be held at the Hudson River Driving Park on Friday and Saturday, September 21 and 22, under the management of Henry E. Ducker.

PROGRAMME, FRIDAY, SEPTEMBER 21.

One-mile Novice.
One-mile Club Handicap.
One-mile Professional Handicap.
One-mile Amateur open.
One-mile Professional Tandem.
Two-mile 6:20 Class.
Five-mile Open.
One-mile Professional Open.
One-mile Dutchess County Championship.
Three-mile Professional Handicap.

SATURDAY, SEPTEMBER 22.

One-mile Team Race.
Two-mile Professional Handicap.
One-mile Amateur 3:20 Class.
One-mile Professional Tandem.
One-mile Amateur 3 Minute Class.
One-mile Professional Safety.
Five-mile Amateur 16-Minute Limit.
Three-mile Professional.
Two-mile Amateur Open.
One-mile Consolation.

Among the professionals who will compete are Rowe, Temple, Crocker, Knapp, Neilson and others, besides a number of crack amateurs. This will be an excellent opportunity for New Yorkers to witness a first-class tournament without the fatigue and cost of a long journey. The Poughkeepsie men are noted for their hospitality, and we hope many wheelmen within easy distance of Poughkeepsie will take advantage of the opportunity to sample it. For entry blanks and other information address A. J. Klady, Secretary Poughkeepsie Bicycle Club, Poughkeepsie, N. Y.

ORANGE ATHLETIC CLUB TOURNAMENT.

BICYCLE RACES AT ROSEVILLE.

The open fall games of this club will be held at the Roseville track on Saturday afternoon, October 6, at 3:30 P. M. Gold and silver medals of handsome and costly design will be given to first and second in each event. The prizes are now on exhibition at Spalding's, 241 Broadway.

PROGRAMME OF HANDICAP EVENTS.

100-yard run, Running broad jump,
220-yard run, Running high jump,
440-yard run, Pole vault,
1-mile run, Throwing 16lb. hammer,
1-mile walk, 220-yard hurdle race.

BICYCLING EVENTS.

1-mile handicap, 2-mile handicap.
The bicycle events will be handicapped by the L. A. W. official handicapper. Entrance fee, \$1 for each event. Entries close September 22, with Leroy C. Fairchild, East Orange, N. J.

THE HUNTINGDON (PA.) MEET.

The first annual meet of the bicyclists of the Juniata Valley was held August 29. The forenoon was principally devoted to the entertainment of visitors from a distance, and in the afternoon a parade took place, in which representatives to the number of fifty were present from Lewistown, Belleville, Cumberland, Bedford, Phillipsburg, Altoona, Tyrone, Hollidaysburg, Williamsburg, Newton, Hamilton, Mt. Union, Mapleton, Mifflintown, Port Royal and Huntingdon. In the afternoon a competitive race of five miles, from Centre Union to the club-room, was had, in which there were seven participants, to the first three of whom suitable prizes were awarded, in the order of a handsome medal, three volumes of literature, and a handsome hub lamp. The following is a summary of the 5-mile race:

	Time.	Name
J. E. Patterson, Williamsburg.....	M. S. 20 48	Machine.
A. C. Willison, Cumberland.....	23 20	Star.
F. T. Perdue, Tyrone.....	24 00	Sp. Roadster
N. T. Brindle, Belleville.....	24 30	Sin. Chall'ge
W. Utts, Belleville.....	24 30	Star.
C. H. Davis, Phillipsburg.....	25 36	Col. Safety
W. F. Miller, Lewistown.....	30 45	Star.

The race was on a heavy course, the dust being very deep and retarding the riders to a considerable extent.

Immediately after the race an exhibition drill was given in the Diamond and over some of our principal streets by ten of the visiting wheelmen from Phillipsburg. They were ably marshaled by Mr. C. B. Holly, and their graceful evolutions on the wheel incited a spirit of determination on the part of the Huntingdon bicyclists that will be of considerable benefit to them in future. In the early evening some twelve of the wheelmen essayed the task of climbing Fifth Street to the reservoir. But two of their number were successful—Mr. A. C. Wilson, of Cumberland, and W. Utts, of Belleville. The lantern parade held in the evening at eight o'clock was a novel sight to many, and was witnessed by hundreds who had gathered on the principal corners and streets. After this parade an adjournment was had to the festival in Westbrook's Garden, where all visitors were made welcome.

Although the time was short, and the decision to hold a meet only made the latter part of last week, the gathering was a decided success, and the Huntingdon Wheelmen feel much gratified over their first effort. They did not expect so hearty a response to such a short notice, and the dearth of time in which to arrange a more varied programme was much deplored.

TIOGA CYCLING CLUB'S MEET.

The annual tournament of this club will be held at the club grounds, Westmoreland Station, Twenty-second Street Station of the Philadelphia & Reading Railroad, on Saturday, September 29. Track one-third of a mile, banked corners. Entries close September 25, with Capt Isaac Van Deusen, 211 Tioga Street, Philadelphia, Pa. Entrance fee, fifty cents each event. Races commence at three o'clock. 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, 3m. 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 10

The American team will visit Chicago in October and participate in a six-day race at Battery D Armory, commencing on the 15th. The riders will receive fifty per cent. of the gross receipts, to be divided at the rate of forty, thirty, fifteen, ten and five per cent. Morgan, Dubois, Prince, Schock, Knapp, and Louise Armaudo have already entered. The race will be under the auspices of *The Referee*.

THE VICTOR AT BUFFALO.—The Overman Wheel Co. are congratulating themselves over the show of strength of the Victors at Buffalo. In the 100-mile road race, four Victors were among the first five wheels home.

HARTFORD.

The Hartford Wheel Club's tournament, announced to be held at Charter Oak Park on Wednesday and Thursday, September 12 and 13, caught the tail end of the rain storm that has been hovering over this part of the country, and the manager of the meet postponed it a day.

THURSDAY, SEPTEMBER 13.

THE PARADE.

A large number of out-of-town wheelmen were at the tournament. A heavy shower fell at 2 A. M. but cleared off for the parade, which formed on Capitol Hill at 10 A. M. and moved in the following order:

Pace makers, G. L. Bacon and W. Shaw.
W. S. Maltby, on a unicycle.
Weed's Band.
Chief Consul of Connecticut and Staff.
Hartford Wheel Club.
Columbia Cycle Club, of Hartford.
New Haven Bicycle Club.
Marshal of Second Division, D. J. Post.
Danbury Wheel Club.
Piquonnoek Bicycle Club, Bridgeport.
Park City Wheel Club, Bridgeport.
Winsted Wheel Club.
Hartford Juniors.
Unattached Riders.

About 150 men were in line. The streets were muddy but were rideable. The Hartford Wheel Club and the Columbia Cycle Club, of Hartford, presented a fine appearance. Captain H. N. Chapman, Hartford Wheel Club, assisted the Chief Consul in forming the line. One of the features of the parade was the tricycle ridden by James F. Hurst, whose little four-year-old daughter occupied a wicker seat attached to the wheel.

THE RACES.

There were 4,000 people present at the first day's races. The track was in fine condition, but a strong northwest wind made very fast time impossible, and made it uncomfortable for the audience. The following is a summary of the events:

ONE-MILE NOVICE.—E. A. Tucker, Meriden, first; G. A. Pickett, New Haven, second; D. C. Shea, Hartford, third; A. C. Lawrence, East Berlin, 4; H. J. Cudworth, Hartford, 5. Times, 48 $\frac{1}{2}$ s., 1m. 37 $\frac{1}{2}$ s., 2m. 24 $\frac{1}{2}$ s., 3m. 2 $\frac{1}{2}$ s.

ONE-MILE PROFESSIONAL CHAMPIONSHIP.—W. A. Rowe, first; Ralph Temple, second, by a few inches; W. F. Knapp, third; H. G. Crocker, fourth; Jack Lee, fifth; R. Neilson, 6; W. J. Morgan, 7; Jules Dubois, 8. Morgan got away first and made pace till near the quarter, when Lee pedaled into the lead, but quickly fell away again, the field riding easily close up. At the three-quarter post Rowe went quickly to the front, with the rest in hot pursuit. Turning into the homestretch Temple was a few feet in the van, with Crocker and Knapp close up. Rowe steadily closed the gap, pushed his wheel ahead, but slowly fell back to Temple's magnificent spurt. Nearing the tape Rowe made a last great effort and won by a few inches, after the hottest race he has ever ridden. Last quarter, 33 $\frac{1}{2}$ s. Temple immediately challenged Rowe to a match race for \$1,000 a side. Times, 40 $\frac{1}{2}$ s., 1m. 31 $\frac{1}{2}$ s., 2m. 17 $\frac{1}{2}$ s., 3m. 50 $\frac{1}{2}$ s.

ONE-MILE AMATEUR BICYCLE, SCRATCH.—W. Windle, Milbury, first; J. F. Midgley, Worcester, second; W. E. Crist, third; Fred Foster, Toronto, 4; P. S. Brown, Washington, D. C., 5; H. J. Hall, Jr., Brooklyn, 6; J. E. Dauchy, West Winsted, Conn., 7. Time, 2m. 56s.

TWO-MILE AMATEUR BICYCLE, 610 CLASS.—L. Foster, Hartford, first; George Smart, Hartford, second; James Wilson, Jr., Worcester, third; K. Brown, Boston, fourth. Time, 2m. 57 $\frac{1}{2}$ s., 6m. 11 $\frac{1}{2}$ s.

ONE-MILE ROVER TYRE SAFETY.—W. E. Crist, first; R. Davis, Cambridge, second; L. Foster, third; P. S. Brown, fourth. Time, 2m. 55 $\frac{1}{2}$ s.

ONE-MILE UNICYCLE.—T. T. Reid, Hartford, gave an exhibition. Time, 3m. 49 $\frac{1}{2}$ s.

ONE-MILE BICYCLE HANDICAP, COLUMBIA CYCLE CLUB.—F. B. Covel, 150 yards, first; C. W. Loomis, 90 yards, second; J. J. Galvin, 80 yards, third; L. B. Ranson, 150 yards, 4; H. M. Pope, 35 yards, 5; M. Laboie, 120 yards, 6; F. L. Damerey, scratch, 7. Time, 3m. 65s.

FIVE-MILE PROFESSIONAL LAP RACE.—W. F. Knapp, 10 points; H. G. Crocker, 7 points; W. A. Rowe, 6 points; Ralph Temple, 6 points. Time, 16m. 46s.

TWO-MILE AMATEUR BICYCLE HANDICAP.—Fred Foster, scratch, first; P. S. Brown, 100 yards, second; E. A. Tucker, 175 yards, third; James Wilson, 150 yards, 4; H. J. Hall, Jr., 100 yards, 5; C. P. Adams, 100 yards, 6; A. C. Backus, 100 yards, 7; W. I. Wilhelm, 100 yards, 8; G. M. Worden, 150 yards, 9; J. F. Midgley, 50 yards, 10; W. Harding, Hartford, 11. Times, 2m. 55 $\frac{1}{2}$ s., 6m. 50s.

THREE-MILE BICYCLE STATE CHAMPIONSHIP.—L. Foster, first; Wm. Harding, second; H. C. Backus, third; J. E. Dauchy, 4. Time, 6m. 34s.

ONE-MILE AMATEUR TRICYCLE.—W. E. Crist, first; R. H. Davis, second, by two yards. Times, 48s., 1m. 41 $\frac{1}{2}$ s., 2m. 12 $\frac{1}{2}$ s., 3m. 9 $\frac{1}{2}$ s.

W. S. Maltby gave an exhibition of fancy riding.

FRIDAY, SEPTEMBER 14.

The wind moderated on the second day, and there was a general improvement in the times. The more noticeable performances were Knapp's win on the handicap mile, the time being 2m. 34s., from the 30-yard mark; Davis' mile safety bicycle record, 2m. 46s., and Crist and Davis' tandem safety record of 2m. 44 $\frac{1}{2}$ s. The attendance was larger than on the first day. The following is a summary of the events:

ONE-MILE AMATEUR BICYCLE, 300 CLASS.—L. Foster, Hartford, 2m. 52 $\frac{1}{2}$ s.; F. T. Reid, Hartford, second; G. I. Whitehead, Hartford, third.

BICYCLE 1-MILE PROFESSIONAL HANDICAP.—W. F. Knapp, 30 yards, 2m. 34s.; Jules Dubois, 90 yards, 2m. 44 $\frac{1}{2}$ s.; H. S. Crocker, 20 yards, third; Temple and Rowe, both scratch, started, but dropped out early in the race.

ONE-MILE AMATEUR SAFETY BICYCLE HANDICAP.—R. H. Davis, scratch, 2m. 46s.; W. Harding, 100 yards, second; P. S. Brown, 100 yards, third; H. J. Martel, 175 yards, 4; R. W. Benis, 120 yards, 5; G. I. Whitehead, 100 yards, 6.

ONE-MILE HANDICAP TRICYCLE.—L. Foster, scratch, 2m. 48s.; F. L. Damerey, 100 yards, second.

D. C. Shea, 150 yards, third; F. T. Reid, 100 yards, 4; G. C. Dresser, 100 yards, 5.

ONE-MILE AMATEUR BICYCLE HANDICAP.—S. J. Steele, Bristol, Conn., 100 yards, 2m. 38 $\frac{1}{2}$ s., first; W. I. Wilhelm, Reading, Pa., 40 yards, second; P. S. Brown, Washington, 75 yards, third; James Wilson, Worcester, 150 yards, 4; Kenneth Brown, Boston, 100 yards, 5; Fred Foster, Toronto, scratch, time 2m. 45s.; H. J. Hall, Jr., Brooklyn, 90 yards.

THREE-MILE PROFESSIONAL LAP RACE.—W. F. Knapp, 7 points; W. A. Rowe, 6 points; R. Temple and H. G. Crocker, dead heat for third place, with 3 points. Times: One mile, Rowe, 3m. 30s.; two miles, Rowe, 7m. 36 $\frac{1}{2}$ s.; three miles, Knapp, 10m. 30s.

ONE-MILE BICYCLE STATE CHAMPIONSHIP.—L. Foster, Hartford, 3m. 32 $\frac{1}{2}$ s., first; H. C. Backus, New Haven, second; W. Harding, Hartford, third; D. C. Barnum, Danbury, 4.

FIVE-MILE AMATEUR LAP RACE.—P. S. Brown, 12 points; W. E. Crist, second; W. I. Wilhelm, third. Times: One mile, Wilhelm, 2m. 49s.; two miles, Foster, 6m. 7s.; three, four and five miles, Brown, 9m. 10 $\frac{1}{2}$ s., 12m. 18 $\frac{1}{2}$ s. and 15m. 27 $\frac{1}{2}$ s.

ONE-MILE PROFESSIONAL, CONSOLATION.—R. Neilson, 3m. 83 $\frac{1}{2}$ s.; Jules Dubois second.

ONE-MILE AMATEUR, CONSOLATION.—G. I. Whitehead, Hartford, 3m. 19 $\frac{1}{2}$ s.

ONE-MILE TANDER SAFETY BICYCLE.—R. H. Davis, of Harvard College, and W. E. Crist, of Washington, gave an exhibition, riding the mile in 2m. 44 $\frac{1}{2}$ s., which is record time.

CORRESPONDENCE.

THE LEAGUE AND THE CYCLISTS' UNION.

TO THE EDITOR OF THE WHEEL:

The tone of the letters of your correspondents "Nyx" and "Raymond," this week, seems to make some reply desirable.

Each assumes that the League of American Wheelmen has failed to be of value to its members, and that whatever advantages Brooklyn wheelmen hope for must be sought through some other organization.

Perhaps your correspondents are not old enough members of the League to remember the many struggles in which the League in earlier days championed the rights of wheelmen, and secured the convictions and decisions that have elucidated and confirmed those rights, but an instance of recent date may be named as sufficient answer to the empty cry, "Of what use is the League?"

It is only needed to name the "Liberty Bill" of 1887 to indicate an instance in which the League secured, through its officers in this State, and by help of its able counsel, Mr. Potter, of the Brooklyn Bicycle Club, a most notable piece of legislation that not only confirmed our rights on the roads, but made certain and irrevocable the privileges in our Park previously granted wheelmen on suffrance, and liable at any time to be withdrawn.

Here, certainly, is something the League has done quite worth the paltry one dollar a year its members pay.

Perhaps, too, the road book compiled for the League with such laborious care by Mr. Barkman, of the Brooklyns, and sent free to every member for the year in which it was issued, is not of some value? Park riders (whose right to use the Park was secured by the "Liberty Bill") may not appreciate its value, but no one who has ever enjoyed that best of cycling pleasures, "a vacation tour," would be without that *guide mecum* for many times its cost—i. e., one dollar a year.

These are two examples of what the League has done for its members, apart from its more general benefits. For the present year, its officers in this State are seeking to secure the compliance of highway commissioners and others with the law requiring the erection of direction boards on the roads throughout the State—a work of much importance to touring wheelmen. For the future, prominent members of the League have, I believe, a project under consideration, to attempt to secure such a change in the road tax laws of the State that the primitive method of working out the tax by day's labor be abolished and a more modern and efficient system be substituted, by means of which good roads would become the rule rather than the exception.

The foregoing are such benefits as can be shared equally by members throughout the State, as is proper. It would not be right for the League to expend its efforts for the exclusive advantage of a locality. Would there not be a great outcry if the League should expend its funds for, say, a cinder path from Buffalo to Niagara Falls? Is it any more reason to cry out against the League because it has not built Brooklyn wheelmen a cinder path to Jamaica?

The League is for general purposes; local needs must be met and local improvements secured by local organization. Such is the theory upon which the newly organized "Cyclists' Union of Long Island" is based. It proposes to devote itself to the improvement of the roads of Long Island. Its members are to be drawn entirely from residents of Long Island, and its energies are to be given to the object for which it was organized; an object that has long been our greatest need, but the means of securing which did not seem plain, owing to the antagonism existing to some extent between the clubs rendering co-operation difficult. Fortunately, this old-time feeling has almost passed away, owing to time and the changes in membership in the clubs, and now the time seems ripe for the dreams of its projectors to take visible shape.

Every wheelman, and every owner of horse or vehicle on Long Island, should become a member of the "Cyclists' Union," just as every wheelman should belong to the League of American Wheelmen.

Each has its place and its proper work to do, and each appeals with equal force to the wheelman not entirely selfish; the one consults the immediate interests of its members, the other aims at more general and remote ends; both are for the interests of all wheelmen, and both should have their hearty support.

Fraternally,

FRANKLIN W. LOCKS,
K. C. W.

BROOKLYN, N. Y., Sept. 7, 1888.

The Gormully & Jeffery Manufacturing Company have recently been making large shipments of bicycles to Japan. The Japanese are of small stature and of light weight, so that the American Ideal bicycles, which in this country, are used only by youths, are very popular in Yokohama and other Japanese cities among adults, and amply strong to do the work. The Ideal is fast crowding out English machines in that most progressive of the far Eastern countries on account of its strong and thorough construction and very reasonable price. **

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.

The New York Bicycle Co. advertise in another column of this paper a number of high-grade, slightly-used wheels, including several safeties of the Rover pattern, at very reasonable prices. This company takes unusual pains to exclude from its stock any machine that is not thoroughly sound and durable—many of their wheels are practically *new*—and will not buy and sell machines that have been repaired to death. A careful examination of their stock will certainly establish a proof positive of this fact.

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.

Messrs. E. L. Cook & Co. advertise in our columns a quick drying bicycle enamel, manufactured especially for the use of cyclists. The qualities of their enamel are explained in their announcement. They will make advantageous offers to the trade.

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

L. H. Johnson's Premier Safety Tandems were the leading sensation at the Buffalo Tournament. Among the riders of this new wheel, were Mr. and Mrs. Frank Fairbairn, of Erie, Pa., who rode from that city to Buffalo, one hundred miles, on the machine. The journey was accomplished without accident or undue effort, in fast bicycling time. A couple of friends, on a tandem tricycle, turned back after attempting for half a day to keep up with the two-wheeler. Mr. Johnson's machine, a heavy roadster, was ridden in the half-mile race by Crist and Brown, and although they had never mounted it prior to the race, they got a place and a prize, in the very creditable time of 1.28 $\frac{1}{4}$. **

BROOKLYN.

THE CYCLISTS' UNION.

On Saturday, September 8, the evening called for the meeting of those interested in the new Cyclists' Union, there were present at the house of Mr. H. E. Raymond Messrs. Mabie, Furst, Harris, Bradford and Wilder, of the Long Island Wheelmen; Raymond, Fuller and Greenman, of the Brooklyn Bicycle Club; Bridgman and Austin, of the Kings County Wheelmen; Newbourg, of the Prospect Wheelmen, and Iselin, of the Universal Cycling Club. The main order of business, the report of the Committee on Constitution and By-laws, was at once taken up. As was to be expected, much discussion ensued, but one by one the extreme advocates and opposers of the plan of government submitted by the committee were reconciled to such amendments as seemed most clearly to voice the common sentiment of the majority. Of the nine sections of the constitution as reported, but two escaped mutilation. The net result of the evening's work was the placing of the management of the Union in the hands of an Executive Committee to be composed of representatives, one from every twenty members who may belong to any cycling organization on Long Island, or two from any fifty—two being the limit of representation from any one organization. The customary civil officers, President, Vice President, Secretary and Treasurer, are to be elected at the annual meeting on the third Monday in December from the Executive Committee by the members at large.

The committee reporting the constitution were continued in office for the purpose of effecting a permanent organization on the lines of the proposed constitution. As soon as enough names are received by them to warrant representation in the Executive Committee, the Union will begin its actual existence. As nearly one hundred and fifty names were reported as ready to support the Union when called upon to do so, this part of the committee's work will take but a few days. It will then be in a position to adopt a constitution already passed upon by its strongest supporters, a constitution which, no doubt, will have been strengthened in the meantime through its publication and the surely resulting criticism.

The men who represented Brooklyn at Buffalo have returned, and the "stay-at-homes" know it all. The opinion seems to prevail that the races were hardly to be classed as good. Some blame the track, and some the tendency among professionals to neglect that necessary stimulus to enthusiasm, "a race from start to finish." The parade is praised as being one of the best on record, and the general pleasures of the meet as exceeding the Baltimore convention. There was a report in a local paper that Mr. Class, of the B. B. C., had mysteriously disappeared on his arrival at Buffalo with the rest of his clubmates. This was simply a misapplication of the term "lost." In the amateur race, in which he started, he was "lost" on the first lap. Hence the rumor.

Not long ago the K. C. W. learned from a reporter of the Brooklyn Times that the Brooklyn were organizing a baseball team for a match game with the Williamsburg Braves.

Such was the case, but it was not until after the idea was abandoned that the Brooklyn learned that the K. C. W. had heard of it and were preparing for the contest. On a quiet Sunday morning run the bat and ball were taken along, and a little practising done by the old-time enthusiasts of the game. In view of these circumstances—the readiness with which the K. C. W. took up the idea, and the trouble they went to—the Brooklyn have collected their ball tossers, and will probably cross bats with their opponents at Prospect Park on Saturday, 15th inst.

A pool tournament will inaugurate the winter season in the Brooklyn Bicycle Club, after which they will be in a position to play the games with the Kings County Wheelmen for a silver cup, and which were postponed from last spring on account of the lateness of the season.

Such circumstances as the above are small in themselves, but powerful in their influences. So much direct contact between the clubs, whatsoever the immediate cause may be, cannot be too much encouraged. The more we meet and exchange thoughts, the more we learn and the more we exemplify the principle of "fraternity in the wheel." And what pleasanter or more effective means to this end exist than the meeting in friendly rivalry, be it on the ball field or on the green cloth resounding with the click of the ivory balls.

H. G.

BROOKLYN, Sept. 11, 1888.

E. W. POPE ON THE BUFFALO TOURNAMENT.

Mr. E. W. Pope, who yesterday returned from Buffalo, said to a Herald reporter that: "The tournament was not quite what might have been expected. Everything there was good but the track, which was in very bad condition. If the track had been in good condition, there is no doubt that some records would have been lowered, as some of the best riders in the world were in attendance. However, there was a large field of starters, and the races were fought for until the scratch was reached. The professional races were as good as I have ever seen, although the time was slow. The parade of wheelmen was the largest I have ever seen, 1,036 riders being in line, and this itself shows that a great deal of interest is being taken in cycling. The riding was excellent, and every man seemed to know his place. I was a little surprised at the way in which Crocker showed up against Rowe, who used to play with him once, but who seems to have some work to hold his own with Crocker now. It seemed to me that all the riders worked against Rowe, for when they got a chance to box or crowd him out, they did it. I think Windle is the fastest amateur on the track to-day, and should not be surprised if he was as fast as any professional. No amateur has any business in the same race as Windle, for he would let his opponents keep up with him until coming down the stretch, when he would leave them far behind. One reason the scratch men in the handicap races didn't show up better is that there was a heavy

wind blowing all the time. The tournament was well managed, and everything came off at the time stated on the programme. Western riders were a little sore over the treatment they had received from the railroads, as there were no excursion rates made with the railroad people west of Buffalo".—*Boston Herald*.

CALIFORNIA'S CHIEF CONSUL.

Chief Consul Mohrig has addressed the following letter to the Division members:

"Before entering into the duties of Chief Consul of this Division, I desire to express my appreciation of the manner in which the office has heretofore been filled by my predecessor, Robert M. Welch. The Division has prospered under his direction, both in point of numbers and financially in a manner that allows of no comparison with any Division in the League. His clerical labors and correspondence have been attended to with a degree of precision and thoroughness that can only be imitated and not excelled. As a result of his labors the incoming board of officers are enabled to continue the work of organization of a Division already in practical working order, and with a treasury sufficient to meet all demands. His management has brought forth criticism, both favorable and otherwise, from various sources, the most despicable bearing the *nom de plume* of 'Sparrow' (*L. A. W. Bulletin*, August 17), which only proves a well-known fact, that 'he who works the hardest meets the severest opposition.' If able, at the expiration of my term of office, to render an account of my charge that will bear comparison to that of Mr. Welch, I shall feel that I have done my duty to the League and to my fellow wheelmen. Yours fraternally,
"EDWIN MOHRIG."

A BIG MONTH'S MILEAGE.

Lieutenant L. H. Wise, Long Island Wheelmen, rode 1,437 miles during August. This is record for Long Island, beating W. F. Murphy's record of 1,219 miles, made in July. G. M. Nisbett, N. Y. Bicycle Club, still holds the highest month's record—viz., 1,500 miles—made in July. During the month of August, T. M. Tunison, L. I. W., rode 821 miles, W. Schmid 609, G. G. Teller 598, and W. Schumacher 519.

TOURNAMENT AT POUGHKEEPSIE, N. Y.—A grand bicycle tournament will be held at Poughkeepsie on September 21 and 22. All the fast amateurs and professionals will be present, and a tournament equal to Buffalo or Hartford may be expected. We hope many New York wheelmen will attend the meet either on Friday or Saturday.

Nat J. Fowler, Jr., advertising agent of the Pope Manufacturing Company, and President of the Aphelions of Great Head, was last Friday evening presented with a magnificent imported clock by his fellow Aphelions, in recognition of his services as their president during the last season.—*Boston Herald*.

Fred Bingham, Harlem Wheelmen, is trying to work up bowling for the off season.

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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	55 00
524	52	Brit. Champion.....	Ball	Enamel	85 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	40 00
544	48	Brit. Champion.....	Ball	Enamel	65 00
545	50	Expert.....	Ball	Enamel	70 00
553	46	Otto.....	Plain	Enamel	35 00
558	44	Premier.....	Plain	Enamel	35 00
559	50	Expert.....	Ball	Enamel	70 00
560	42	Special Star.....	Ball	2-3 Nickel	85 00
561	51	Special Star.....	Cones	Enamel	75 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
569	54	Standard Columbia.....	Plain	Enamel	25 00
570	50	Expert Columbia.....	Ball	Nickel	85 00
571	50	Victor.....	Ball	Enamel	85 00
574	42	Special Star.....	Cones	Enamel	65 00

TRICYCLES.

301	50	Col. Three-track.....	Ball	Enamel	50 00
496	..	Spkbrk. Crippler.....	Ball	Enamel	90 00
511	..	Victor Tricycle.....	Ball	Enamel	60 00
516	..	Humber Crippler.....	Ball	Enamel	80 00
534	..	Humber Crippler.....	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	125 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.
Branch Store, Park Street, Orange, N. J.

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

BICYCLE REPAIRS

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,
NEW HAVEN, CONN.

WEBB'S
ALCOHOL

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

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

The Billings & Spencer Co., Hartford, Conn., U.S.A.

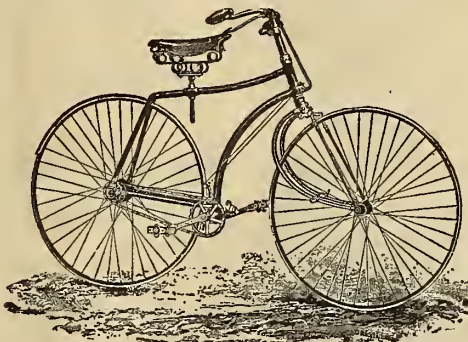
Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



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.

A. G. SPALDING & BROS.

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 "

MUST BE SOLD.—Victor Light Roadster, '88 pattern. A perfect wheel. 27 Warren Street, N. Y. 9-21

FOR SALE.—54-inch New Rapid Roadster. Balls over all. Never touched by repairer, and as good as new. Will be sold cheap; reason for disposal, too small. Address at once, Otto Llewellyn Kroppock, Burlington, Ia. 9-14

BARGAIN.—52-inch Singer's Matchless Bicycle. Almost new. Cost \$175. All balls. Cowhorn bars and spades. May be examined at Manhattan Wheel Exchange, 49 Cortlandt Street. 9-14

FOR SALE.—52-inch Lakin Standard Cyclometer. Run 400 miles. Good as new. Price \$6. August Kinne, Richfield Springs, N. Y. 9-14

FOR SALE.—Veloce Columbia, in fine condition. Price \$100. George Kibbe, Amsterdam, N. Y.

FOR SALE.—46 inch Expert Columbia, enameled. In excellent order; ridden less than 100 miles. Price \$80. H. D. Miles, 57 Chrystie Street, N. Y. City. 9-21

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

CYCLOMETERS! LOOK!!—Iakin Hub, 48-inch, \$6; 51-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 Crippers \$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 Crippler 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 Humbers. 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, Clayton, N. J. 9-14

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. E., 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 408.

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 53-inch Rudge Racer, 1887 pattern. Make an offer. H. L. B., 237 East 117th Street, N. Y. City. 9-14

\$25.00 REWARD

Will be paid for the return of a New Columbia Veloce, No. 850, which was stolen from W. M. Frisbie Company's store, 16 Crown Street, New Haven, Conn., or for the arrest of the person who gave his name as John Crouse, who checked it to Birmingham, Conn., on the 7:30 P. M. train, September 8, on the N. H. & P. R. R.



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.

SEVENTH ANNUAL RACE MEET

OF THE

New Jersey Division, L. A. W.

ON

FRIDAY, SEPTEMBER 21,

AT 3:30 P. M.

ELEVEN SHORT, SHARP RACES, INCLUDING

One-Mile Bicycle State Championship,

Two-Mile Bicycle State Championship,

Safety Tandem Race,

One-third of a Mile Dash,

Club Race.

ENTRIES CLOSE SEPTEMBER 19 WITH

F. P. JEWETT, Secretary,

Main Street,

East Orange, N. J.

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Buy, Sell or Exchange.

ADVERTISE IN OUR

*For Sale, Exchange,
and Wants Column.*

Twenty-five Words, - - - Fifteen Cents.
Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.



When the Robins Nest Again,
We shall have demonstrated that
we have sold more

HIGH GRADE BICYCLES,

for less money, during the season
of 1888 than any other dealer
in America.

Send for the most complete Wheel
Catalogue ever printed.

THE JOHN WILKINSON CO.

55 State St., Chicago, Ill.



AT LAST WE HAVE A PERFECT LUBRICANT

IN THE

Standard Graphite Lubricator,

PREPARED FROM PURE AMERICAN GRAPHITE

Expressly for Ball Bearings and Chains of
Bicycles and Tricycles.

IT WILL NOT GUM OR RUN OFF, AND IS PRACTICALLY EVERLASTING.

25 Cents per Bottle. By Mail, 30 Cents.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.



Oh, come, fair Columbia, and turn from the crowd
Of political combatants, clamoring loud;
Oh, leave them to bicker and quarrel and jar,
Like the flats and the sharps that they frequently are.

And turn to the instrument perfect, complete,
That beats Time himself, and can never be beat
For the SOHMER PIANO, as certain as fate,
Is "the ticket" to win, for the year '88!

Copyright by SOHMER & CO., 1888.

From "The Midsummer Puck," 1888.

In the Midsummer number of Puck, a cut of which is published on the back cover, there is a handsome picture descriptive of the present condition of affairs in the political world, and also showing in the most striking manner that although the politicians are fighting amongst themselves, yet the winning ticket for 1888 in the musical world is the Sohmer piano.

In the front of the picture is Columbia being most courteously received by Mr. Hugo Sohmer, who desires to present to her the "Sohmer" piano. By the side of Mr. Sohmer in a group are Josef Kuder on the left, Mr. Charles Fahr in the centre and Mr. George Reichmann at the right, rejoicing over the recognition of the instrument's merits on the part of Columbia representing the people of the United States. Above this is a banner waving the words, "Sohmer & Co." In the background one sees the Capitol, with masses of struggling politicians surrounding Cleveland, Thurman, Harrison and Morton.

But in one thing they all agree, that is the high position and standing of the celebrated Sohmer piano.



E. L. COOK & CO'S QUICK DRYING BICYCLE ENAMEL.

This carefully prepared article is manufactured with special reference to the requirements of bicyclists. It is the result of years of study and experiment, and is unquestionably the best. It not only beautifies metal but protects it from damage by rust, acids or alkalis. In putting it upon the market, the manufacturers feel perfectly confident that its merits will be appreciated by the great army of wheelmen.

Price, in 4-ounce, white flint glass bottles, having full directions for use, and packed, one dozen each, in neat dove-tailed cases, \$72.00 per gross, or \$6.00 per dozen, F. O. B. N. Y. Discount to the trade. Price, 50c. per bottle.

E. L. COOK & CO., Manufacturers, 77 WARREN ST., NEW YORK.

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 14, 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. En-
amel. Price \$50.
- No. 155.—50-in. Spalding. New. All balls. Cow-
horn 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. Cow-
horn bars. Good as new. Price \$30.
- No. 180.—54-in. Stand. Col. Enam. Price \$35.
- No. 181.—Rudge Humber Cripper 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 Cripper 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 Cripper 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. 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. Looks
likes new. Only \$110.
- No. 207.—48-in. Mustang. Price \$40.
- No. 208.—48-in. Col. Expert. Full nickel. Cow-
horn bars. Ball wheels. Price \$70.
- No. 209.—52-in. Col. Expert. Full nickel. All
balls. Fine cond. Price \$75.
- No. 211.—Rover Rear-driving Safety. New.
Price \$100.
- No. 212.—52-in. Premier. Nickel, with enam.
rims. Cowhorn bars. Balls to front wheel.
Price \$60.



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 Bearings,
ing, \$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,

1 1/2 Maiden Lane, N. Y.



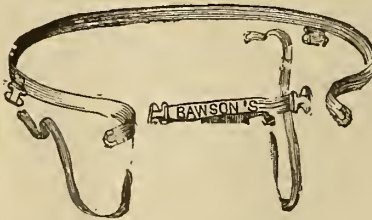
No. 1278.

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, . . . \$3.50.
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-AD-
JUSTING SUSPENSORY BANDAGE.
They are a safeguard from Accident or injury.

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

Send for Circular and Lecture on Nervous
Tension. (Mailed free.)

S. E. G. RAWSON,

SOLE PROPRIETOR AND MANUFACTURER, Saratoga Springs, N. Y.

Mention this advertisement when you order

CYCLE REPAIRING, STORING, ETC. FULLY EQUIPPED REPAIR SHOP.

WORK QUICKLY AND NEATLY DONE AT
REASONABLE PRICES.

J. BERRY,

Practical Machinist,

1197 Atlantic Avenue,

Near Bedford Avenue, BROOKLYN, N. Y.

OPIUM

Morphine Habit Cured in 10
to 20 days. No pay till cured.
DR. J. STEPHENS, Lebanon, Ohio.

COLUMBIA BICYCLES

AND

TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St.

MINNEAPOLIS: 417 Nicollet Ave.

Buy Your Shoes of T. B. BENNELL,

304 BROADWAY, Near Duane.
THE GREAT LONDON SHOE MAN.

My SPECIALTY FOR THE SUMMER IS THE
KANGAROO SHOES,
The Most Durable and Comfortable Shoe Made.

Call and see them and a fine line of BICYCLE SHOES.

LOOK OUT FOR RACE MEET

OF THE
Queens A. A. C.,

AT

QUEENS, LONG ISLAND, N. Y.

Thomas Lloyd, Queens, Queens Co., N. Y.



LOOK AROUND BEFORE BUYING.
SEE OUR LISTS.
HART CYCLE CO.,
 No. 811 Arch St., Philadelphia, Pa.



RUBBER
 Tennis Soling,
 WHITE, BLACK,
 OR RED,
 Corrugated or Diamond Pat-
 tern for
TENNIS SHOES.

NEW YORK BELTING & PACKING CO.
 15 PARK ROW, N. Y.

E. & H. T. Anthony & Co.
 Manufacturers and Importers of

PHOTOGRAPHIC INSTRUMENTS,



Apparatus and Supplies,
 591 Broadway, N. Y.

Sole proprietors of the
 Patent Satchel Detective,
 Schmid Detective,
 Fairy, Novel, and Bi-
 cycle Cameras, and sole
 agents for the Celebrated
 Dallmeyer Lenses.
 Amateur Outfits in
 great variety from \$9.00 up-
 ward. Send for Catalogue or
 call and examine.

More than Forty Years
 Established in this line
 of business.

RADWAY'S
READY RELIEF.

For headache (whether sick or nervous), toothache, neu-
 ralgia, rheumatism, lumbago, pains and weakness in the
 back, spine or kidneys, pains around the liver, pleurisy,
 swelling of the joints and pains of all kinds, the application
 of Radway's Ready Relief will afford immediate ease, and
 its continued use for a few days effect a permanent cure.

INTERNALLY, in a few minutes, cures Cramps, Spasms,
 Sour Stomach, Nausea, Vomiting, Heartburn, Nervous-
 ness, Sleeplessness, Sick Headache, Diarrhoea, Colic,
 Flatulency and all internal pains.

50 cents per bottle. Sold by Druggists.

ASK FOR THE

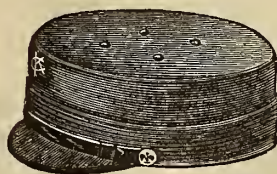
WENCK

PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



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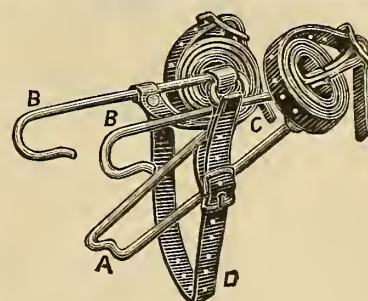
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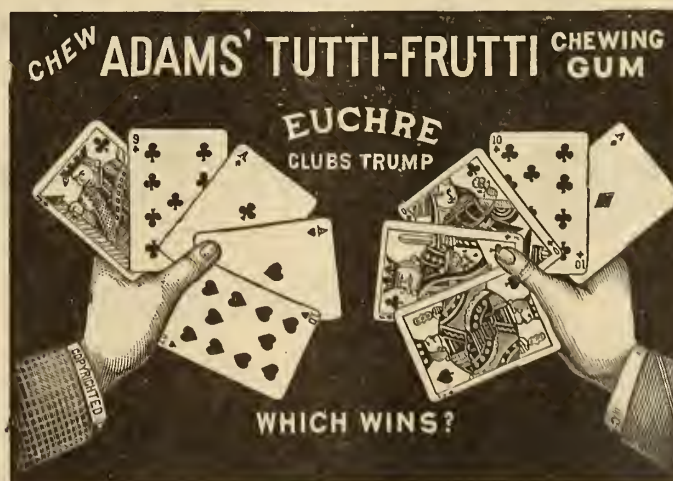
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