

The Wheel

P.O. Box 444. N.Y. and CYCLING TRADE REVIEW 23 Park Row N.Y.

Vol. II.—No. 5.]

NEW YORK, SEPTEMBER 28, 1888.

[WHOLE NUMBER, 31.]

A LETTER THAT NEEDS NO COMMENT.

DETROIT, MICH., AUGUST 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

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

Yours truly,

C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by John A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

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

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

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

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.

Catalogue on application.

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



ON WHAT?

A SPRINGFIELD ROADSTER,

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

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

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

L. A. W. RUN AT BALTIMORE, JUNE 19, '88.—Out of 150 wheels three only surmounted the hill; two of these were Springfield Roadsters, ridden by Messrs Harris and Decker.
L. A. W. RACES, BALTIMORE, JUNE 19, '88.—The Springfield Roadster scored three victories: 2-mile Safety, by J. Fred. Midgley; Half-mile Dash and 3-mile Handicap, by W. E. 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.

**NEW MAIL
Bicycles.**

**COLUMBIA
Tricycles.**

**CLUB
Safeties.**

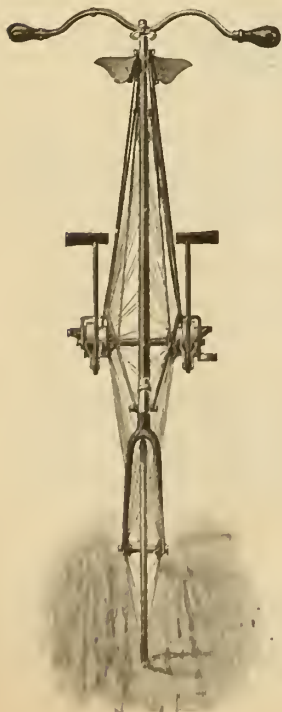
Bargains in Second-hand Wheels, at Low Prices. Renting, Storage, Lockers, Teaching, Repairing. Skillful Workmen.

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.

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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
57-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

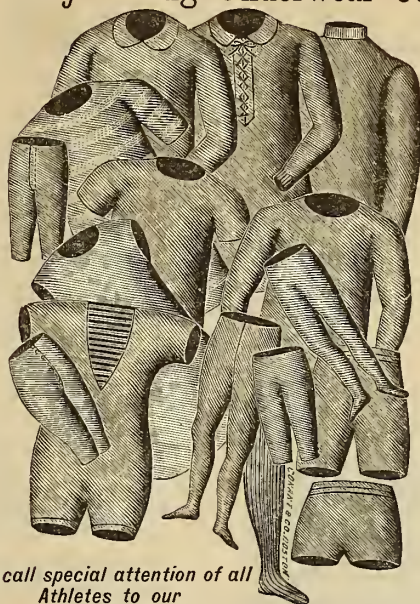
Note A.—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

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.

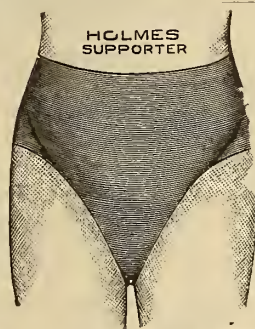
Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

JERSEY-FITTING GARMENTS.

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

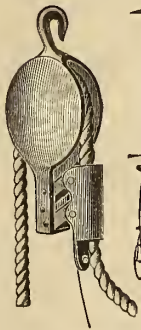


Jersey-Fitting Supporter.—This Supporter is in use by Bicycle Riders, Baseball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and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

MANUFACTURED BY
HOLMES & CO.,
17 Kingston St.,
Boston, Mass.
Please mention this paper.

BICYCLE HOIST.

(Pat. applied for.)



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

Send for circular.

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LINCOLN HOLLAND & CO.,
Worcester, Mass.

Petroleum VASELINE, Jelly.

Grand Medal at the Philadelphia Exposition.
Silver Medal at the Paris Exposition.
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

WRITE

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 A. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings excellent. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No. Size.	Name	Cost.	Price.	Finish.	Bearings.	Condition.
365 48	Columbia Expert,	\$122.50	\$83.00	3	1	2
376 54	Special Club,	135.00	78.00	3	1	1
386 42	Victor Junior,	55.00	55.00	4	3	1
389 42	Am. Pony Star,	85.00	39.00	4	Plain	5
390 —	Beeston Hbr. Tdm.,	260.00	115.00	4	2	4
397 —	Col. 2-track trike,	165.00	85.00	4	1	2
410 52	Columbia Expert,	122.50	85.00	4	1	2
411 56	British Challenge,	147.00	60.00	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
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
429 54	Victor Roadster,	130.00	85.00	4	1	2
430 —	New Rapid Safety,	135.00	135.00	4	1	1
431 55	Rudge Light Rdstr.,	141.25	64.00	4	2	4
433 —	Ladies' Quad. No. 14,	175.00	175.00	4	1	1
435 52	Special Club,	160.00	160.00	1	1	1
438 51	Special Star,	160.00	85.00	3	Ball	2
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	73.00	4	2	2
445 48	Rudge Lt. Rdstr.,	132.50	80.00	4	1	1
446 54	Columbia Expert,	135.00	80.00	1	1	1
447 52	N. Rapid Lt. Rdstr.,	137.50	95.00	4	1	2
448 52	Victor Lt. Roadster,	142.50	120.00	3	1	1
450 56	Victor Safety,	135.00	115.00	4	1	1
454 —	Genuine Hbr. Tdm.,	250.00	150.00	4	2	1
457 52	Volunteer Columbia,	102.50	80.00	4	1	1
460 48	Columbia Semi-Rdstr.,	75.00	50.00	4	3	2
461 50	New Mail,	142.50	110.00	4	1	1
462 51	Semi-Racer Star,	120.00	50.00	4	Ball	4
463 —	Victor Safety,	130.00	115.00	4	1	1
464 54	Am. Rudge,	110.00	60.00	4	1	4
466 55	Col. Lt. Roadster,	140.00	85.00	3	1	2
467 —	Rudge Hbr. Tdm.,	250.00	175.00	4	1	2
468 —	Victor Safety,	135.00	85.00	4	1	2
469 —	Kan. Safety (36x54)	140.00	75.00	4	1	1
470 40	Otto Special,	35.00	18.00	5	4	2
471 —	Columbia 3 trk. Trike,	105.00	60.00	4	1	2
472 52	N. Rapid Lt. Rdstr.,	132.50	112.00	4	1	1
473 54	Columbia Expert,	135.00	90.00	3	1	1
474 50	Universal Club,	105.00	65.00	4	1	1
475 51	Special Star,	120.00	65.00	4	Ball	4
476 51	Special Star,	135.00	80.00	3	Ball	2
477 52	New Rapid Roadster,	142.50	130.00	3	1	1
478 54	Columbia Expert,	125.00	65.00	4	1	2
479 44	Special Facile,	123.00	55.00	4	1	4
480 45	Pony Special Star,	115.00	70.00	4	Ball	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."

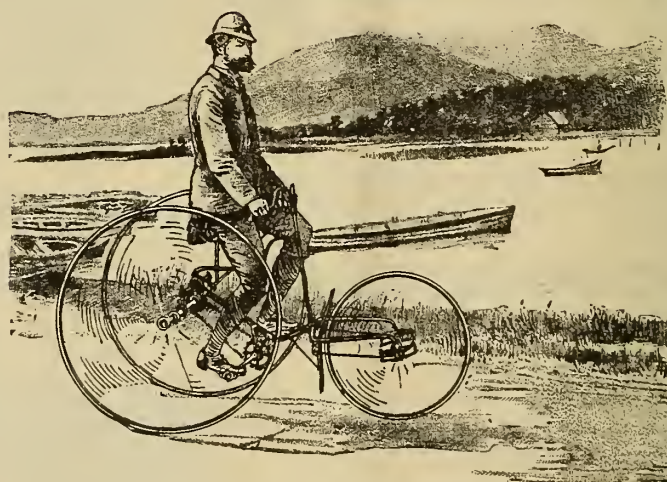
QUADRANT TANDEM No. 15.

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.

It's "Go."—When the very stout and extensively English comedian sings his topical song in "Nadjy," the burden of which is that it's the "go" of a thing that is the attraction—using "go" in the sense of dash, brilliancy, snap—he furnishes an idea that will produce good results if our race meet committees would give it proper mental mastication. This fall there has been a slight approach to a race-meet boom, started principally by that exponent of energy and "go," Henry Ducker, and well seconded by many prominent clubs in various parts of the country. The boom was not so great as it might have been, and it is our purpose to dwell on the causes of its failure to reach more respectable proportions.

The average race meet, as at present conducted, is a stupid affair, and not for one, but for many reasons. The grand central reason is the lack of "go" so highly commended by the singing comedian in "Nadjy." The events are not started on time, and when started there are long waits between events, while contestants are hunted up or the officials haggle over some trifle—some new question which has not been included in their previous and generally limited experiences. We point out below what factors most contribute to the success of a race meet.

TRANSPORTATION.—A meet can never be a success when it costs time and money to reach the grounds, or when the means of transportation are not adequate, or when the journey is unpleasant. The Buffalo track is easy of access and is a success; Springfield was but a few minutes walk from the hotel centre and cost neither time nor money; it was a brilliant success. Hartford's track is several miles from the city and is only a partial success. Poughkeepsie's track is a mile and a half out of town, is reached by a lumbering, antiquated, ten-cent stage line, and is a failure. The Roseville track is reached from New York and Newark only by a dusty and expensive railroad trip, with a quarter-mile walk over railroad ties; it has thus far been a failure. If a club means to hold annual successful race meets, the track must be near the people, or the means of transportation must be of the best.

THE GROUNDS.—Having brought your crowd down comfortably and cleanly, you must seat them well and give them something to look at. It is not alone the racing events that *make* a race meet, but a blending of several feelings. The eye must be rested by a green field, with spick and span fences and rails. The mind revolts from a bare patch of brown earth or weed-grown field and tumble-down fences; anything that indicates decay is a blot. If the field is brightened up by a bit of color here and there, in the shape of a flag or club device or banner, so much the better; and if the prizes are displayed in front of the grand stand more interest is excited. If not too expensive, music should be provided, for obvious reasons.

THE PROGRAMME.—Owing to the sad fact that race meet committees have fallen into a rut, the public has been surfeited by one and two mile handicaps. In making up programmes it should be kept in mind, first, that in these days almost all scratch and class events are decided by last lap spurts; and even in handicaps the interest does not climax until the last quarter. The race committee should not compel the audience to sit through a 5-mile race, watching a 17m. procession and a 38s. brush; on the contrary, it should get as many of these brushes out of the men as possible. This fall, the introduction of Rover bicycle, both single and tandem, and single and tandem tricycle events, have somewhat varied the monotony of the bicycle events. The most interesting races have been found to be short handicaps, run in heats. If you have twenty men entered in a mile handicap, you can have five heats of four men each, the first and second men to compete in the second trial heats; this will give ten men to run in two heats of five men each, the first and second in each to run in the final, giving four men in the final heat. The interest in the first trials is great, in the second trials greater, and in the final, greatest. In this half-mile handicap, we get eight rushes for place. A model programme should consist of a short handicap—say one-half or one mile—to be run in heats; a long handicap—say three or five miles—to be run in one heat, and a scratch event, all of them bicycle. There might also be events for Rover type bicycles and tandems, and a single or tandem tricycle scratch or handicap event. There should always be a sensational event, consisting of the meeting of the local cracks in a scratch event, and there is usually a national, State or county championship on the programme. A variety might be introduced in the form of a team race between local clubs, a ride and run race, or obstacle race, or a cross country race; but the main events should be the heat handicaps. Have less events and more valuable prizes.

PROMPTNESS.—The events should be run off with military promptness. A first bell should make ready the men and a second should call them all to the post, a start being effected as soon as possible. Irregularity and slowness are the greatest drawbacks to the success of a meet. The results should be announced quickly and correctly. Not to give full reports to the spectators is an insult to them. They must be made interested in the value of different times and the pace of different men. "Contemporaneous human interest" must exist between the spectators and the racing men, otherwise the races fall flat.

THEATRICAL EFFECT.—A hundred little things that go to make success are included under this head. We think that the preliminary parade so popular in Australia might be introduced in this country. This should precede the pro-

gramme, and should be participated in by all the cyclists present. A large crowd of cyclists circling round a smooth track make a brave show. The racing men should dress in better taste than they do at present. We have never seen a poorer display of taste than that shown by our racing men. A man should take pride in his appearance and endeavor to make the best showing possible. Many of the suits worn on the track are positively sloppy, ill-fitting, and sometimes indecent.

OFFICIALS.—A different method of appointing officials should be adopted. The important positions of referee, judges, timers, umpires, scorers and clerks of course should be filled by experienced men, and not by personal friends and followers of committee men, or people whom the committee wish to honor; these should be relegated to the honorary positions of ushers, marshals, etc. The chairman of the committee, who is practically the manager of the meet, should see that the track is kept absolutely clear of all interlopers. In reporting race meets in the future we shall base our criticisms on the above points.

Our always clear-headed Brooklyn correspondent, H. G., explains the relations between the Cyclists' Union of Long Island and the League of American Wheelmen. Those members of the League who stand aside waiting for time to prick the Cyclists' Union bubble, will learn that the new organization is not based nor built upon dissatisfaction and disagreement, but upon a real desire to get more pleasure out of wheeling. It is, at this late date, very generally conceded that the *real work*, by which is meant the improvement of roads, the protection of wheelmen's rights, etc., etc., must be accomplished by local organization. Those who have studied the growth of the League, its abortive efforts to understand itself and utilize its power for something more than the conservation of wheelmen's rights and the extension of transportation privileges, those students of the League must foresee that with local needs local organizations will spring up, and every such association means loss of money and power to the national body. They must see that time will find the League a great national body, tens of thousands strong, with little real power for good, but simply a great factor, standing for wheel good-fellowship, and overpowering the lay mind with the immensity of wheeling. The only plan which could hold the League in its present position is just in its incipency—*i. e.*, decentralization, giving more money and more power to State divisions. As soon as there is cause for a local organization in any State, the State division should spread its wings over it and direct and help its operations. This has not been done in New York State, which has not recognized the existence of the Long Island Cyclists' Union, nor has it been done in Pennsylvania, where a local organization is being formed at Huntingdon.

At the fall meeting of the New York and New Jersey Road Racing Association but four delegates out of eighteen were present, of which three represented Brooklyn clubs. The clubs who have selected men to represent them in the Road Racing Association should know why their delegates were not present at this important meeting. It can scarcely be true that the interest in these local contests, which have been among the most interesting events of the year, has so suddenly fallen away. It is true that several clubs have lost the services of their crack

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.

men, but this will only serve to improve the chances of those clubs who have hitherto had little opportunity to show to the front. The places of those men will soon be filled by new riders, and if the members of the Association will only work up a little enthusiasm just at this time, when it is most necessary, the Association will thrive for many years with pristine vigor. We remember the enthusiastic meeting at which the Association was born. Let President Edwards call another meeting, at which it is to be hoped that the club representatives will all be present and revive the interest in the American blue-ribbon road event. We think it would enhance the interest if a prize were offered the first man of each team, irrespective of his position in the race.

A PROMINENT WHEELMAN SAYS.

A prominent wheelman said to us the other day: "These wheel papers do the cause of cycling more harm than good. They do not strive to advance the cause, but bend all their energies to growling at those who are giving their time and talents to the good work."—*Bulletin*.

Almost all the stupid rumors and statements we have ever read or heard emanated from that mysterious individual, the "prominent wheelman." The cyclist who is generally referred to as "a prominent wheelman" will generally be found to be a sort of meandering gas-bag, a wholesale manufacturer of such things as "So-and-so says," "Did you hear that Jones?" "I have it on good authority," and "We on the inside," etc., etc.—a comet-like peace destroyer, a meddlesome tattler with a nucleus of space and a trail of rumors, innuendos and unintelligent criticisms. No one would speak of President Kirkpatrick, or George Bidwell, or Emery, or Luscomb, or Dean as "prominent wheelmen;" it would be a waste of language. Decidedly, the "prominent wheelman" is not prominent; he only thinks he is; he clutches on to the coat-tails of prominence and is only within telephone distance of desirable notoriety. We almost forgot to state that the "prominent wheelman" generally does *not* subscribe to any cycling paper. The particular prominent wheelman under discussion thinks that the wheel papers do the cause of cycling no good, but bend all their energies to growling at those who give their time and talents to the good work. When the "prominent wheelman" runs up against the newspaper man and attempts to tell him his business, he is trying to imprison a blizzard in a snuff-box, to control a cyclone, to outblow a sirocco. No doubt it would be very sweet, but very imbecile, to slather every prominent cyclist with sweet sentences, but that is not newspaperism; the newspaper man is not in the wholesale confectionery line. He has eyes, generally four, and judgment, with a pen or pencil behind it all. Let us remark, in conclusion, that no cycling writer has written more trenchant criticism or conducted more bitter newspaper battles than good old Brer Bassett.

IN CYCLING CENTRES.

EASTERN ROAD CLUB'S TWENTY-FIVE MILE RACE.

J. P. CLARK, DORCHESTER CLUB, WINS—A SERIOUS ACCIDENT.

The annual 25-mile road race of the Eastern Road Club, which is the blue ribbon road event in the eyes of Boston wheelmen, was decided on Saturday last. The course was as follows: Start at Faneuil House, Brighton; Chestnut Hill Avenue to and through Reservoir, between basins, and direct via Beacon Street; right, through Newton Centre, past great signboards, and through Newton Lower Falls to Wellesley Hills; left, Wellesley Avenue and Great Plain Avenue to Needham Centre; left, Highland

Avenue, Needham, Winchester and Centre Street, nearly to Newton Centre; right, Parker Street; left, Dedham Street; left, Brookline Street; left, Hammond Street; right, Beacon Street to Reservoir and make one and a half turns around the upper basin, finishing within about thirty yards of the rendezvous.

The Chelsea Cycle Club entered as its team Captain Woodman, Messrs. Beazley and McCune, while the Dorchester Club was represented by Captain Benson, Messrs. Clarke and McCombie, and the Cambridgeport by Frank Carman, Ed Himeon and Charley Fay.

The rainy weather of the past few weeks had put the roads in miserable condition, and the threatening weather on Saturday afternoon undoubtedly kept many people from witnessing the race.

A few minutes after three the team came up to the scratch, and at 3:11 Doctor W. G. Kendall gave the word, McCune getting off first. Chestnut Hill Avenue was ridden at a rapid pace, McCune leading to the bridge at Beacon Street Hill, where he was compelled to dismount. Meanwhile Carman came up and took the lead, but before getting to the top of the hill gave way to Benson, Clarke and McCune, who rode to Needham in the order named. At Needham a dog upset Beazley, and McCune also came a cropper over the fallen cyclist.

Both riders mounted their wheels and rode to Newton Centre, where McCune, who was suffering from a sprained ankle, took a carriage, and Beazley rode by the nearest way to the Reservoir. After that Clark made pace for the rest, and at the foot of the Reservoir Clark was in the lead, with Benson and Fay at his heels. A few minutes later Carman and Woodman came down the hill. The first time around the basin Clark, Benson and Fay did some good work, while Carman and Woodman almost closed the gap. On the last quarter Fay tried hard for position, and superior riding of Clark put him across the line first, with Benson second, thus scoring seventeen points for the Dorchester Club. Fay finished third, scoring seven points for his club. Carman finished fourth and scored six points, while Woodman, the only one of the Chelsea Cycle Club who finished, crossed the line fifth and scored five points. Himeon crossed last and scored four points, which made the Cambridgeports' number of points seventeen, and made the race a draw.

The times of the men were: Clark, 1h. 36m. 15s.; Benson, 1h. 36m. 30s.; Fay, 1h. 36m. 45s.; Carman, 1h. 37m.; Woodman, 1h. 45m. 45s.; Himeon, 1h. 48m. 45s.

TRICYCLE AND TANDEM RACE.

A few minutes after starting the bicycle races, Messrs. A. S. Hill, of Coventry, and M. S. Thomas, of England, mounted on tricycles, and Dave Drummond and Peter Berlo and the Bailey brothers, of Somerville, on tandems, came to the scratch to start in the supplementary tricycle and tandem race. They got away at 3:17, the Bailey brothers leading, with Hill hanging on to their rear wheel, with the others a few feet behind. From here to the finish it was a sure race for the Baileys and Hill. Before the finish, Bailey brothers crept away from Hill and finished in 1h. 7m. 15s. Hill finished the twelve miles in 1h. 13m. 45s. As the other tandem party were seen going around the basin, the Baileys rode out and met them. Turning around, they made pace for Dave and Pete, who finished in 1h. 13m. 30s. The prizes for these races were gold medals.

Owing to the race having resulted in a tie, the cup remains the property of the Chelsea Cycle Club.

The officers were as follows: Judges—J. B. Seward, Kirke Corey and E. P. Craig; Referee—Dr. W. H. Emery; Starter—Dr. W. G. Kendall; Timers—Messrs. Atwell and Kerrison; Clerk of Course—Mr. Wilson, of the Newton Cycle Club; Superintendent of Course, W. Forbes.

PENNSYLVANIA AND HUDSON COUNTY WHEELMEN.

On Saturday, September 22, a party of jolly wheelmen from the Pennsylvania Club came by special car to Newark, where the Hudson County boys had assembled to meet them at the 7 o'clock train. As usual, when the Quakers come to town, it rained; but the shower was soon over,

and, unloading the wheels from the train, mounting and starting by lamp light, the party of forty were soon *en route* for Orange by way of Central Avenue. The stately figure of Dr. Johnson was seen leading the cavalcade on a tricycle—we know it was the Doctor, for he burned Bengal lights all the way out, making the road as light as day.

At the Windsor, in Orange, another committee was in waiting, and when the word was passed, "Here they come," red lights were burned and a bomb exploded (it would have done credit to an anarchist pow-wow), and these mild-mannered friends aided the Hudson boys in painting the town orange. Dinner was served here, forty-seven men sitting at a long table, while the officers and a few guests sat at a table that made a T at the head. Hearty appetites aided the waiters in clearing the plates. As course after course disappeared, conversation became louder, and laughter and merriment kept time to these good spirits, till Dr. Johnson rapped for order and made one of his famous speeches of welcome to the visitors. Responses from President Lang and Captain Supplee were made on the part of the visitors, and after a few more speeches the fun broke loose. Lyle played the banjo and sang songs that have yet to be equaled. Johnson, as toast master, called upon various dime museum freaks, as he called some of his men—the "Bearded Lady," responded to by Nichols; "He of the Sunset Head," by Herr Tom Smith, of the Citizens, who told of "The Baptism of the Two Adults," and Johnson finished off by singing his favorite song, "The Night I Stuffed the Pig." The party remounted and all rode back to the Park Hotel, Newark, where some got a night's rest and some didn't, owing to the festive nature of some of the boys.

Sharp at eight the next morning the men assembled, and were led by a body of the Jersey men from Newark to Jersey City. The route made famous by "Sheridan's Ride" was taken; this is none other than the plank road, warranted to be made of the best hemlock. One of the Jersey leaders was overheard telling Captain Supplee what Jersey was noted for—her Guttenberg, Hokokus, Weehawken and Hoboken, what thousands of acres of salt meadow land she had, what fine slaughter-houses, what excellent and honest city government in Jersey City, and the beauties of Snake Hill; his greatest claim seemed to be laid on her famous mosquito coast defenses and the Jersey City Athletic Club.

At Jersey Heights the visitors were met by more Hudson County men and shown through the handsome club-houses of the Hudson County Wheelmen and Jersey City Athletic Club. From there the party, now numbering fifty-seven, rode to Bergen Point, took ferry to Port Richmond and from there to South Beach, where dinner was served, covers being laid for seventy-six men. The dinner was good, and among other delicacies Philadelphia chicken and Philadelphia ice-cream were served to please the taste of the visitors. The only event to mar the pleasure of the dinner was occasioned by a mosquito biting one of the visitors through the sole of his shoe. After dinner a 100-yard dash was run, each club putting in three men. The Pennsylvania team was Kohler, Chambers and Supplee; H. C. W. team, McAra, Griffiths and Gubleman. It was run in one heat and finished in following order: Griffiths first, Kohler second, Chambers third. Six protests were entered, but the referee threw them all out and gave the race as above.

Returning, the men wheeled to Fort Wadsworth, thence to St. George, where the Brooklyn Club, twenty-three strong, were met, and all took the boat for New York; as a matter of fact they did take the boat, and the string band but aided in the general jollity. One fair damsel on the upper deck threw sunflowers down upon the handsome Quakers.

Broadway presented a novel sight when the boat got in, as all the wheelmen mounted and rode up Broadway to Cortlandt Street and thence to the ferry to put wheels aboard their special car. Supper was eaten at Everett's, where more speaking and club chat was indulged in, and then the whole party went over to Pennsylvania Depot and saw the Pennsylvania boys off. In his parting speech Mr. Supplee said had it not been the seventh day he would have brought more shining lights with him.

Crocker, Neilson and Knapp, of the American

Team, were found aboard the train and invited into the Pennsylvania car. Below we give the personnel of the party:

Pennsylvania Club: George T. Lang, President; W. D. Supplee, Captain; C. A. Roberts, E. B. Newcomer, Frank Detwiler, S. B. Chambers, Robert Patterson, F. H. Lippincott, J. H. Lehman, W. S. Delp, William P. Street, Jr., George D. Firmin, H. Meyer and Bernard Clark. Hudson County: Dr. Elliott Johnson, Charles Edge, E. R. Grant, W. Robertson, J. J. Griffiths, C. Rollfe, D. Mitchell, E. P. Baggot, W. Saulter, V. Meyer, George Bowling, J. W. Cornwall, H. Strugnell, J. E. Day, C. E. Kluge, H. A. Benedict, T. F. Merceles, W. E. Eldridge, G. Heine, N. E. Fury, George Betcher, F. Keer, F. J. Gubleman, J. Wilson, W. Miller, H. Morse, C. Nichols, E. T. McLaughlin, J. Hartman, O. B. Borneman, R. A. McCara, H. Nichols; and S. White, Jr., Thomas C. Smith and Elliot Mason, of the Citizens.

This visit was a return of one made by the H. C. W. to Philadelphia last June. A strong feeling of friendship exists between the clubs, and these visits foster yet kindlier feelings.

SAND SNIPE.

JERSEY CITY.

The Hudson Counties had about twenty-eight members at the Roseville meet on the 21st. Three firsts and two seconds were secured by Hudson County boys at the races.

One paper, in giving an account of the meet, stated that the "Jersey City Wheelmen" were present. Who are they?

We had the pleasure of having twenty-four members of the Pennsylvania Bicycle Club with us on Saturday evening and Sunday last. A delegation of Hudson Counties met the "Penns" at the P. R. R. station in Newark, where they arrived shortly after seven o'clock P. M. They were escorted to the Windsor Hotel at Orange, Doc. Johnson doing the firework act en route. The supper at the Windsor Hotel was enjoyable, and the following was the

MENU:		
Bicycle Broth.	FISH.	Sperm Oil Soup.
	Ball-bearing Cod.	
	ROASTS.	
Cow Horn Beef.	Hollow Frame Lamb.	Tangent Turkey.
	ENTREES.	
Spade Handle Stew.	Dallet Duck.	Doc. Johnson Hash.
	VEGETABLES.	
Enameled Celery.	Betcher Pretzels.	
	Whoop-de-doodle Kerr.	
	DESSERT.	
Penna. Bi. Club Pudding.	Hudson Co. Wheelmen Pie.	
	WINES.	
	Bay Rum (diluted).	

At the termination of the supper, Dr. Johnson gave the address of welcome to the Philadelphia boys, to which Captain Supplee happily responded, followed by Mr. Lang. Several "freaks" from a New York dime museum were on exhibition, and Billy Lyle rendered several songs with banjo accompaniment. Messrs. Thomas Smith and Elliott Mason, of the Citizens' Club, were present. The former convulsed the boys with several well-told anecdotes. When the fun was at its zenith a halt was called and we started for Newark, where the Penns put up for the night and were brought to Jersey City the next morning. The start for South Beach, S. I., was made from our club rooms at about ten o'clock. On arrival at our destination we were grouped for a photograph, Captains Supplee and Baggot lying on the grass in the foreground, with their calves gracefully entwined among the spokes of their wheels, while in the background could be seen "Appetite Joe," better known as Billy Muller, "Picture Frame Kerr," "Nichols, the Bearded Lady," and "Corpse." After dinner we strolled about the grounds, and finally started an impromptu "Fall Athletic Games of the H. C. W." A 100-yard foot-race was proposed; four entries from each club were secured, prominent among them being the two dwarfs, Baggot and Supplee, each measuring six feet, thirteen inches. At the word "go," Griffiths, known among his pals as "Lengthy Jack," caught his pedals first and won by *two feet*, the two Caps coming in neck and neck. The time as taken has been questioned, but the timekeepers were reliable, and we have recorded the time given by them as 7 5-9s. for the 100 yards. My private opinion is that the 100-yard track shrunk, owing to the rain the night before.

The start for home was made at 3:30, and the party was given an opportunity to inspect Fort Wadsworth and view the Narrows. At St. George we took the ferry to New York. On the way over from Staten Island, a boat supposed to be the steamer City of New York turned out on better acquaintance to be the J. B. Schuyler. We rode up Broadway to Cortlandt Street and down to the ferry, where we left our wheels and walked to Everett's Hotel, where a light lunch was awaiting us. None of the boys were suffering from hunger, with the exception of Captain Supplee. I don't want him to know that I noticed it, but "Appetite Joe" and myself counted forty-seven dishes piled in front of the Pennsy's Captain, and he afterwards asked for a bill of fare. Another pleasant hour was spent at the table, when we started for the P. R. R. station at Jersey City, and after ten minutes of roof-loosening cheers, given most heartily by the members of both clubs, our Philadelphia friends left for the Quaker City, leaving behind them a feeling of personal friendship in the heart of each one of us. May the time soon come when we will again have the pleasure of their company among the rolling stones of our Jersey City streets.

I sincerely regret, Brother Prial, that you were unable to accept the invitation extended to you to be present on that occasion, as, in my opinion, "you missed it."

COASTER.

SUNDAY CYCLING AT "THE HUB."

The condition of the roads and atmosphere of Sunday last kept the "fine weather" riders indoors, and, therefore, there were not as many wheelmen on the road as is usually the case on a Sunday. The feature of the day was the run of the Boston Bicycle Club to old Squantum. At 10:30 o'clock Capt. Kendall, with all his bad weather riders and Lieut. Newman, Charley Clark and Messrs. Burns and Haley, mounted on their new tandem safety, left Trinity Square for a ride to the rendezvous. A slow pace was set to Meeting House hill. At the summit of the hill Mr. Myers, of the Boston club, was met, and joined the party, which proceeded to Atlantic, where a short stop was made. Then the cyclists proceeded to Squantum, where they met the associate members of the club, who had sailed over from City Point in the yacht Queen Mab. Directly after dinner all started for home.

Capt. Perkins, of the Cambridge club, managed to get a goodly number of his men to take a trip to Hough's Neck, and Capt. Robinson, of the Charlestown Rovers, turned out his usual number of riders for a run to Cobb's tavern at Sharon.

Capt. Kimball, of the Somerville club, and an extra large number of his men, left their clubhouse early in the morning for a run to Echo bridge. At Allston they stopped at the residence of Mr. C. W. H. Sanborn, who had invited them to take lunch. Arriving at Echo bridge the party busied itself in examining it, while the club bugler blew a blast on his trumpet, and seven distinct echoes were heard.

A very fair representation of the Jamaica Plain Cycle Club rode to Marblehead, and the Roxbury club went to Bailey's, South Natick.—*Boston Herald.*

NEWSPAPER NOTICES AND SUBSCRIBERS' OPINIONS

OF "TEN THOUSAND MILES ON A BICYCLE."

This is the title of a pamphlet of which Karl Kron has issued 5,000 copies to advertise his book; the pamphlet also contains specimen pages of "X. M. Miles," contents table, preface and indexes, also "the instructions and arguments of the publisher to his three thousand co-partners."

One cannot but admire the prodigious assiduity, the masterful collective faculty and management of details which have enabled Karl Kron to compile the matter contained in this advertising pamphlet. The author has collected both the good and the bad things said of his remarkable book, and arranged them in such fashion that the reader, if he has any intelligence, can quickly pass judgment on its merits or demerits.

From the table of contents we republish a few lines which are keynotes of the various opinions written of the book: "Magnitude, Lowness of Price, Literary Style, Egotism, Individuality,

Eccentricity, Comprehensiveness, World-Wide Scope, Laudation at London, Condemnation at Coventry, Appreciation at the Antipodes, A \$5.00 Book for \$2.00, A 'Free Advt.' of Cycling in General," etc., etc.

Besides the collected press notices and subscribers' opinions, the pamphlet contains portions of chapters of "X. M. Miles," such as that on "Curl," "Castle Solitude," "On the Wheel," "White Flannel and Nickel Plate," "My 234 Rides on '234,'" "Kentucky and Its Mammoth Cave," "In the Down-East Fog," etc., etc.

Karl Kron appeals to the readers of the pamphlet as follows:

"Dear Sir—Though this book, which I now present to you, is avowedly an advertisement of a larger volume, I hope the magnitude and unique quality of the 'ad.' may command your perusal, and that you will find the pages readable enough to make the pamphlet seem worth recommending, as a literary curiosity (at least to those of your patrons who are interested in riding or driving), especially as I mail it gratuitously to all applicants. It contains more printed matter than the '75,000 words' which were promised by the original prospectus for 'Ten Thousand Miles' itself; and the specimen pages culled from that book are numerous enough to enable the writing of an intelligent review thereof. Indeed, I do not suppose many reviewers of the book looked at as many of its pages as are now presented to you, for the great size of it discouraged them in advance. Whether you notice the pamphlet or not, I shall be glad to have you give it to an acquaintance who may be interested in cycling, or to your local librarian; while, if you do print a paragraph about it, a copy of same will be very acceptable for possible quotation in later editions.

"Of the 3,600 subscriptions volunteered in advance, from 852 towns, as a guaranty to ensure the book's publication, 414 were pledged in 130 towns outside the United States. Subscribers in 72 towns of Great Britain and Ireland numbered 160; in 17 towns of Australia and New Zealand, 115. These facts are mentioned as evidence that a notice of the pamphlet may have interest to some of your readers, even if it does not induce them to send a post-card to America and procure a copy."

The pamphlet is an interesting and unique production. It will be sent free upon application to Karl Kron, The University Building, Washington Square, New York.

OSMOND'S GRAND MILE.

On Wednesday, September 12, Fred J. Osmond, of the Brixton Ramblers Bicycle Club, created a new amateur mile record on the Crystal Palace Track. Timekeeper, Mr. G. Pembroke Coleman, the official timekeeper of the N. C. U.; starter, Charley Wilson. The track was in grand order, but it was late before the rider could get down, and the evening mists were rising, though there was, happily, no wind.

Osmond first went for the Flying Quarter, and exactly tied his former record, doing 33 4-5s. After a rest he came out and went to the starting point, Douglas McRae going from thirty yards, and F. P. Wood starting some way further round to pick him up for the second quarter.

At the crack of the pistol Osmond got off, but slovenly, but piling it all on he collared McRae, who led him at a rattling pace to the quarter mile, when Osmond passed him and went in pursuit of Wood, who led him capitally to the half mile. Here he should have been picked up by Sydney E. Williams, but, owing to a misunderstanding, the West Kent man was a bit too far away and Osmond went the third quarter alone. When he got up to Williams the latter brought him along in grand style, and Osmond beat the record, doing 2m. 31 4-5s.

As it is an open secret that the track is a good ten yards over the distance, the performance is a grand one, and, with a little better luck in catching on to the pacemakers; the Norwood flyer will easily beat 2m. 30s.

The starting quarter occupied 37 3-5s.; half-mile 1m. 14s., which exactly ties W. A. Illston's Coventry record, made in a half-mile race, on July 9, 1887; three-quarters 1m. 53 4-5s., which ties Furnivall's record; and full mile, 2m. 31 4-5s., which beats Furnivall's 2m. 32 2-5s., accomplished August 23, 1886, at Long Eaton. —*Land and Water.*

THE RACE PATH.

FIXTURES.

- 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—Kansas Div. L. A. W. Board of Officers meet at Topeka.
- Oct. 4-5-6—Ladies' North Shore tour.
- Oct. 6—Temple-Rowe 1-mile match race at Lynn, Mass.
- Oct. 6—East Orange A. C. games at Roseville, N. J. One and two mile handicap. Entries close September 29, with L. C. Fairchild, 15 Halstead Street, East Orange, N. J.
- Oct. 6—Wakefield, Mass., 25-mile road race.
- Oct. 9-10-11—Tournament at Quincy, Ill.
- Oct. 10—Temple-Rowe 5-mile match race at Springfield or Hartford.
- Oct. 10-11-12—Tournament at Columbus, Ga.
- Oct. 11-12—Races at Wilmington, Del. Entries close Oct. 1 with T. D. Brown, Secretary.
- Oct. 13—Temple-Rowe 10-mile match race at Hartford, Springfield or Lynn.
- 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 TOURNEY A FAILURE FINANCIALLY.

Fortune did not smile on Manager Ducker's efforts at Poughkeepsie on Friday and Saturday last, and, notwithstanding good advertising, the amateur entries were poor, and the attendance scarcely reached 2,000 for both days. This is not to be wondered at, as the Hudson Driving Park is nearly two miles from the centre of the town, and the facilities for reaching it, with no street cars or trains, is meagre in the extreme. It is strange Manager Ducker should select Poughkeepsie in preference to the well-tried people of Springfield and other places. Ducker is said to be nearly \$1,000 out of pocket over the venture, as he was financially responsible, but this is placing it too high, as the professionals rode for "gate," and are out their expenses. The visitors were treated well by the local club, and the amateurs were generous enough to waive claim to some prizes, in order to lighten Manager Ducker's burden. The professionals rode well and deserve credit for same, knowing they were not getting one cent for their hard work. The chill of Buffalo seemed to pervade the atmosphere, and Poughkeepsie will wait long before another such aggregation of talent will disport themselves before her chilly citizens, who failed to enthuse.

The officers of the meet were: Judges, H. W. Bullard, George Sweet, G. T. Cluett and C. F. Cossum; timers, George Halliwell, Frank Tracy and James Myers; umpires, Alexander Klady, W. A. Caire and Prof. Hamill; starter, F. J. Schwartz.

FRIDAY, SEPTEMBER 21.

The following is a summary of the events decided on the first day:

ONE-MILE NOVICES.—H. D. Betts, Poughkeepsie, first; E. T. Van Benschoten, Poughkeepsie, second, by five lengths; Jesse Colwell, Rochdale, third. Time, 3m. 15s.

ONE-MILE CLUB HANDICAP.—J. Van Benschoten, 50 yards, first; Theo. W. Roberts, scratch, second, by ten lengths; W. H. Boshart, 130 yards, third. Time, 2m. 57½s.

ONE-MILE PROFESSIONAL HANDICAP.—R. A. Neilson, 50 yards, first; W. F. Knapp, 30 yards, second, by a length; W. A. Rowe, scratch, third; H. G. Crocker, 20 yards, fourth. Time, 2m. 46s.

FIVE-MILE AMATEUR SCRATCH RACE.—W. I. Wilhelm, Reading, Pa., first; L. Foster, Hartford, Conn., second; W. E. Crist, Washington, D. C., third; T. W. Roberts, Poughkeepsie, N. Y., fourth. Time, 16m. 20¾s.

THREE-MILE PROFESSIONAL HANDICAP.—W. F. Knapp, 70 yards, first; W. A. Rowe, scratch, second, by a length; H. G. Crocker, 50 yards, third; R. A. Neilson, 110 yards, fourth. Time, 9m. 20s.

ONE-MILE AMATEUR BICYCLE, SCRATCH.—W. I. Wilhelm, first; W. E. Crist, second; L. Foster, third. Time, 3m. 5s.

ONE-MILE PROFESSIONAL TANDEM BICYCLE HANDICAP.—H. G. Crocker and R. A. Neilson, scratch, first; W. J. Morgan and T. W. Eck, 150 yards, second. Time, 3m. 15¼s.

TWO-MILE AMATEUR BICYCLE, 6:20 CLASS.—L. Foster, first; J. Van Benschoten, second; H. Von der Linden, third. Time, 7m. 2¾s.

ONE-MILE PROFESSIONAL BICYCLE, SCRATCH.—W. A. Rowe, first; H. G. Crocker, second; W. F. Knapp, third. Time, 2m. 41½s.

ONE-MILE CHAMPIONSHIP OF DUTCHESS COUNTY.—J. Van Benschoten, first; T. W. Roberts, second, by six inches; H. Von der Linden, third. Time, 3m.

SATURDAY, SEPTEMBER 22.

ONE-MILE TEAM RACE.—Reading Bicycle Club, first; Poughkeepsie Bicycle Club, second; time, 2m. 51½s. The Reading Club was represented by B. Wallace and E. E. Alley, and the Poughkeepsie Club by J. Van Benschoten and W. H. Boshart.

TWO-MILE PROFESSIONAL BICYCLE, HANDICAP.—W. F. Knapp, 50 yards, 6m. 1¾s.; W. J. Morgan, 150 yards, second; H. G. Crocker, 20 yards, third.

ONE-MILE, 3:20 CLASS.—J. Van Benschoten, Poughkeepsie, 3m. 15s.; L. Foster, Hartford, Conn., second; H. Von der Linden, Poughkeepsie, 0; H. D. Betts, Poughkeepsie, 0; E. T. Van Benschoten, Poughkeepsie, 0; Jesse Colwell, Rochdale, 0; Ed. Winans, Poughkeepsie, 0.

ONE-MILE PROFESSIONAL TANDEM, HANDICAP.—H. G. Crocker and R. A. Neilson, 2m. 49½s.; W. F. Knapp and T. W. Eck, second.

ONE-MILE BICYCLE, 3:00 CLASS.—J. Van Benschoten, 3m. 17¼s.; H. Von der Linden, second. ONE-HALF MILE BICYCLE, PROFESSIONAL.—H. G. Crocker, 1m. 17½s.; W. F. Knapp, second; R. A. Neilson, third.

FIVE-MILE AMATEUR BICYCLE, 16:00 CLASS.—W. E. Crist, Washington, D. C., 18m. 28¾s.; L. Foster, Hartford, Conn., second.

THREE-MILE PROFESSIONAL BICYCLE, SCRATCH.—W. A. Rowe, 9m. 31½s.; H. G. Crocker, second; W. F. Knapp, third.

TWO-MILE AMATEUR BICYCLE, SCRATCH.—W. E. Crist, Washington, 6m. ½s.; W. I. Wilhelm, second.

NEW JERSEY DIVISION RACE MEET.

Although the weather clerk favored the Orange Wanderers and the New Jersey Division with a bright, windless, sunny afternoon for their race meet of Friday last, a miserable fifty-yard stretch of mud interfered with the success of the meet, and late in the day, when sufficiently churned by the passage of many wheels, it almost turned the meet into a burlesque.

It had been raining for several days, and though efforts were made to get the track into proper condition, it was yet damp all the way, and fifty yards of the backstretch was nine-inch mud of a holding nature. This mud gave added variety to the various contests, even if it did interfere with time, for the problem of each race was not who would win, but whether the men would get through the mud or not. On the first round they generally got through in brave shape; on the second it was a tug, and on the last they generally dropped into the mud or gracefully dismounted.

The track is three laps to the mile, and can be made very fast. Not more than three hundred people were present. The press stand was overcrowded; there were some unnecessary delays between events, and the track was overrun in the most disgraceful manner. One youth from the backwoods had a unique racing shirt, cut V-shaped, showing off his boyish chest. He should have been ruled off the track. The following is a summary of the events:

ONE-MILE BICYCLE, STATE CHAMPIONSHIP.—S. B. Bowman, N. J. A. C., 3m. 30¾s.; E. P. Baggot, Hudson Co. W., second by seven yards; C. E. Kluge, distanced; H. W. Peck, Plainfield, 0; F. M. Burgess, Rutherford, 0; A. A. Zimmerman, Freehold, 0. Bowman led all the way, and securing a good lead on the last lap could not be overtaken by Baggot, who is a superior sputter. It was entirely a head victory, and the "vegetarian" deserves credit.

ONE-MILE BICYCLE HANDICAP, PASSAIC COUNTY W. AND A. A.—W. E. Shuit, scratch, 3m. 40s.; Charles Finch, 90 yards, second; B. F. Spencer, 50 yards, third; R. H. Blake, scratch, 0; Fred Butterworth, 50 yards, 0.

ONE-MILE SAFETY TANDEM BICYCLE HANDICAP.—L. H. Johnson, Orange, and W. H. Caldwell, Elizabeth, 4m. 1-5s.; L. A. Hill and E. I. Halsted, Philadelphia, second by twenty-five yards. The Quaker City men had a hard drive

of it through the mud, and were beaten by twenty-five yards.

ONE-MILE BICYCLE, ELIZABETH WHEELMEN CHAMPIONSHIP.—W. H. Caldwell, 3m. 36s.; L. B. Bonnett, second by forty yards; A. T. Downer, distanced; F. C. Gilbert, 0.

ONE-MILE HANDICAP, ORANGE WANDERERS.—H. T. Dodd, 125 yards, 3m. 47-4-5s.; Fred Brodessor, 175 yards, second by eight yards; C. A. Lindsley, 150 yards, third; E. J. Decker, scratch, out at two laps; C. W. Freeman, 175 yards, 0; C. H. Foiles, 200 yards, 0.

TWO-MILE STATE CHAMPIONSHIP.—E. P. Baggot, H. C. W., 7m. 39-2-5s.; F. N. Burgess, Rutherford, second by six yards; H. W. Peck, Plainfield, third by fifteen yards; C. E. Kluge, out at one mile; Joseph Powell, 0. Burgess led at the mile in 3m. 46-2-5s.

ONE-MILE BICYCLE HANDICAP, HUDSON COUNTY WHEELMEN.—S. B. Bowman, 35 yards, 3m. 30-4-5s.; F. J. Gubelman, 75 yards, second by a long way; J. E. Day, 135 yards, third by a yard; C. E. Kluge, scratch, 0.

ONE-THIRD MILE DASH.—E. I. Halsted, N. Y. A. C. and Pa. B. C., 59-4-5s.; W. H. Caldwell, N. J. A. C., 61-4-5s.; W. F. Pendleton, N. Y. B. C., third; A. A. Zimmerman, Freehold, 0; J. V. Pierson, Bloomfield, 0; F. B. Monell, Brooklyn, 0; W. J. Masterson, Brooklyn, 0; C. E. Kluge, H. C. W., 0; E. P. Baggot, H. C. W., 0; Joseph Powell, Smithville, 0. Halsted sailed away in good style, and led easily from start to finish.

ONE-MILE PLAINFIELD B. C. CHAMPIONSHIP.—M. S. Ackerman, 3m. 58-4-5s.; F. P. Van Buren, second.

ONE-MILE TANDEM TRICYCLE.—Caldwell and Bowman, 5m. 13-2-5s.; Kluge and Johnson, second. By the time this event was called the mud had commenced to become bellicose. On their preliminary ride round the tandemons found they could not get through the mud, and it was agreed that they should dismount, push their wheels across the bog, remount and ride on. On the first lap the boys got through all right; on the second Johnson ran ahead, and left Kluge to push the wheel; on the last lap Johnson and Kluge rode too fast into the mud, and the big fellow dived over Johnson's head into the slime. Of course, this was much more interesting than an actual race, and a number of level-headed spectators, including a large proportion of small boy, adjourned to the mud patch to watch the fun.

ONE-MILE CONSOLATION.—F. N. Burgess, 3m. 56-1-5s.; A. A. Zimmerman, second, by six yards.

After the races a number of riders tried the mud, but all succumbed to the king.

Lamb, of Smithville, who has a record of 2.46, made at Roseville, was present with a Star safety. He has grown stockier, and should show 2.40; but the boys say he is lazy, and likes the good things of life too well to train.

Joe Powell and C. E. Kluge, two brilliant Star performers of by-gone days, rode in third-class form.

Five doctors were present—Sanger, Gray, Johnson, Cooley and Brown.

"Jonah" made the welkin ring when the N. J. A. C. men scored heavily. Jenkins coached the N. J. A. C. boys with professional excellence. Brer. Barkman helped THE WHEEL report the races. Eye-Glass Chester was present, and represented himself as reporter of the New Jersey Mosquito Bite.

In the evening a lantern parade was held on the principal streets of Orange.

HILL-CLIMBING CONTEST.

On Saturday several runs were held, and in the afternoon a hill-climbing contest was held at Eagle Rock, at which about seventy-five wheelmen were present. The course was a measured mile from Bramhall Avenue to and over the crest of the mountain, being identical with the one ridden by Hal W. Greenwood, of St. Louis, when he made his record of 7m. 37-2-5s., on July 28. The course was in excellent condition, much better than when Greenwood rode over it. There were seven starters—J. V. L. Pierson, Bloomfield Cyclers, 52-inch Light Columbia; C. L. Leisen, Pennsylvania Bicycle Club, 45-inch Star; Everett Townsend, Orange Wanderers, 53-inch Columbia Roadster; Frank Brock, of Newark, 42-inch Pony Star; J. R. Sutterly, Trenton Bicycle Club, 52-inch Expert Columbia; Fred Coningsby, Brooklyn Bicycle Club, Victor

safety; Edgar J. Decker, Orange Wanderers, 50-inch Springfield Roadster. All except Pierson rode as novices, never having been in an open contest before. The start was made at 4:05, Pierson getting the first push-off; the rest were started at intervals of three minutes in the order named. The first prize was won by Fred Coningsby, in the very fast time of 7m. 43s.; Leisen came in second in 8m., 17s., and Decker third in 9m. 15s. All the others fell before the finish, the grade being too stiff for them. Charles A. Lindsley was starter, Frank P. Jewett timer at the start, and Llewellyn H. Johnson and Thos. N. Gray timers at the finish.

A 2-mile handicap will be decided at Albany, N. Y., October 6, at 3 P. M. Entries close October 1 with H. R. Sweney, 5 Elk Street, Albany, N. Y.

JERSEY RACE NOTES.

The cry of the N. J. A. C. Cycling Committee for a flyer to come out to Bergen Point and prevent the monopoly of the prizes by home talent was answered by the appearance on Saturday of Irving Halsted, who treated the spectators to two very pretty exhibitions of riding in beating the track records, and himself to two first prizes in the shape of a pair of handsome cuff-buttons and a sapphire ring.

In the mile he had Caldwell for an opponent. The Jerseyman made pace until a lap and a half from the finish, when the New Yorker rushed to the front and held an advantage of two lengths to the finish in 2m. 56 1-5s.—the best record for the track and a very fast performance for a roadster on a cinder track.

Twenty minutes later (Bowman having generously waived the rule that the 2-mile should follow the 1-mile immediately) Bowman, Baggot, Halsted and Caldwell faced the starter. They started in this order and maintained it for a mile, which was done in 3m. 6s. A lap and a half from home Bowman succumbed to the pace and fell behind, while Halsted put on steam for the lead. As they entered the last lap, Halsted led Baggot two lengths, and Baggot was three to the better of Caldwell. The final rush made a 4 1/2s. quarter. Baggot made a hard fight and a good gain, but was beaten a length. Caldwell did some rapid pedaling and got within a length of Baggot. The time—6m. 7 1-5s.—beat the track record 10 3-5s. Halsted was heartily cheered by the spectators and congratulated by the losers.

This finished the series, with the following result:

ONE MILE.	TWO MILES.
Halsted.....2.56 1-5	Halsted.....6.07 1-5
Caldwell.....2.59 4-5	Bowman.....6.17 4-5
".....3.01	".....6.24 1/4
".....3.06	".....6.24 1/2

This gave Halsted first prizes in the one and two; Caldwell second and third in the one; and Bowman second and third in the two.

If I am not mistaken these are the best records ever made on cinder paths in this vicinity, and the fact that they were made on a roadster adds to the credit of Halsted's performances.

At the N. J. State meet, Caldwell, Baggot, Bowman, Pendleton and Gubelman—the N. J. A. C. team—scored six firsts, three seconds and a third. In the five open events they scored five firsts, two seconds and a third.

Caldwell and Bowman will ride in the 2-mile at Plainfield on Saturday.

Caldwell would like very much to settle his controversy over the fourth place in the Labor Day handicap with Schumacher, by allowing him 25 yards in a mile on roadsters on the N. J. A. C. track any time before the season closes. If any Long Island men wish to back Schumacher on these conditions for a medal, I am sure I can get some N. J. A. C. men who will do the same for Caldwell. The losing backers will, of course, pay for a medal, the value of which shall be determined on beforehand.

JONAH.

PROVIDENCE RACE MEET.

In connection with the State Fair, the Rhode Island Division, L. A. W., held its race meet at Providence on Tuesday, September 25, the various events resulting as follows:

One-mile Bicycle, Rhode Island Championship.—Entries, William Van Wagoner, Newport; B. T. Bruce, Providence; W. A. M. Scott, Providence; G. P. Hutchins, Providence. Scott won in 2m. 59 2-5s.; Hutchins, 3m. 5 4-5s.; Van Wagoner, 3m. 8 1-5s.

One-mile Tricycle Handicap.—Entries, P. J. Berlo, South Boston, 15 yards; Charles H. Weld, East Greenwich, 50 yards. Weld led all the way round quite easily, and finished in 3m. 20s.; Berlo, 3m. 31 2-5s.

Three-mile Bicycle Handicap.—The entries were: R. H. Davis, scratch; Kenneth Brown, Cambridge, 35 yards; P. J. Berlo, 40 yards; J. P. Clark, Dorchester, 50 yards; Arthur W. Porter, Newton, 60 yards; C. A. Fenner, Milbury, 70 yards. Brown and Fenner did not appear, and the others turned up with Davis on a Rover. Davis passed Clark, who dismounted with some trouble with his wheel, and mounted again. Davis passed Berlo between the distance pole and the tape, Porter coming in first. On the second mile Berlo passed Davis before the half was reached, and the latter then surrendered the race and dropped out. His saddle and handle-bars were not in trim, through some handling of the wheel previous to the race. Newton easily finished first, but kept up a good pace. Clark and Berlo had a pretty battle from the quarter on the third mile, and came down the home-stretch neck and neck, Clark finally getting over the tape first with Berlo alongside of him. Times, 9m. 55 1-5s.; 10m. 23 2-5s.; 10m. 23 3-5s.

J. West, of Birmingham, England, champion one-legged rider of the world, raced against time to break his record of 3m. 6s. He failed to do it, finishing in 3m. 49s. West gave a pretty exhibition, and his mounting of his racer without assistance was a notable feature of it.

The fourth event was a 1-mile safety, road machines only, with R. H. Davis, Wm. Van Wagoner and W. A. M. Scott entered. Davis won a close race, with Van Wagoner second and Scott third. Scott protested Van Wagoner. Scott found his opponent an uncomfortable man to pass, as did Davis, owing to Van Wagoner's erratic riding, but the protest was not allowed. Times: 3m. 5s.; 3m. 5 3-5s.; 3m. 7s.

The next event was a 1-mile boys' (sixteen and under) bicycle race, with A. W. Hutchins, H. B. Scott, Joseph Burk and A. W. Porter starting. Porter won easily, with Hutchins second and Scott third. Times: 3m. 24 1-5s.; 3m. 25s.; 3m. 33 3-5s.

The seventh event was a 1-mile bicycle handicap, with P. J. Berlo, 15 yards; G. P. Hutchins, Providence, 20 yards; J. P. Clark, 25 yards; Arthur W. Porter, 25 yards; C. H. Weld, 30 yards; C. A. Fenner, 30 yards; E. Lafoe, Hebronville, 60 yards; William Martin, Warren, 175 yards. Martin, who had the big start given him by the handicapper, held his own nearly to the three-quarter pole, when the rest overtook him, and they came down the home-stretch together. Just this side the pole Hutchins took a header, throwing him out of the contest, though not injuring him seriously. It was the only accident of the tournament. They finished with Clark first, Weld second, and Martin a close third. This was one of the closest races of the meet. Times: 2m. 57 4-5s.; 2m. 59 1-5s.; 2m. 59 2-5s.

J. West, the one-legged rider, then gave another exhibition, this time on a Rover racer, but he only succeeded in doing his mile in 3m. 49s., the same as on a tall machine.

The 1-mile tandem race had for entries J. P. Clark and P. J. Berlo; R. H. Davis and partner; E. S. Dayton, G. A. French, Fairhaven; G. P. Hutchins, W. O. Scott, Providence. The race was a pretty one, the notable feature of it being the work of Hutchins and Scott on a roadster Quadrant, while the others were light machines. Berlo and Clark finished first, Hutchins and Scott second. Times: 3m. 12 3-5s.; 3m. 15 3-5s.; 3m. 20 2-5s.

The novice race had O. E. Darling, Providence; Leonard J. Berlo, South Boston; Arthur Cummings, Newport; George Gondreau, Warren; Ralph Childs, Warren; William Martin, Warren; Arthur Barrus, Warren; E. R. Phillips, Providence; A. W. Hutchins, Providence,

entered, and they all turned up at the tape. Phillips won handily, Berlo second, and Hutchins third. Times: 3m. 16 3-5s.; 3m. 18 3-5s.; 3m. 24s.

The tenth event was a 2-mile Rover (road machine) handicap. P. H. Davis, scratch; Kenneth Brown, 25 yards; P. J. Berlo, 25 yards, and W. A. M. Scott, Providence, 50 yards, were entered. Berlo dropped out on the first mile, and Scott, when near the finish in the last mile, also gave up with a loose pedal. Davis and Scott were making a splendid race of it, Scott pushing the leader hard and keeping neck and neck. Davis finished alone in 6m. 41 4-5s.

The last event was a 1-mile bicycle team race, with the following-named teams: Rhode Island Wheelmen—G. P. Hutchins, E. R. Phillips, B. T. Bruce; Bristol County Wheelmen—Ralph Childs, Wm. Martin, A. W. Barrus. The Rhode Island Wheelmen had by far the best team; indeed, the younger men of the Bristol County Wheelmen are deserving of credit for entering and making a race of it. The times for the three R. I. W. men, who all finished first, were 3m. 12 2-5s., 3m. 29s., 3m. 29 2-5s. Bruce finished a splendid first on his Victor Rover, Hutchins second, and Phillips third.

The tournament as a whole was successful, and was witnessed by a large number of people, but the events were run off rather slowly and things dragged a little, especially at the beginning.

The officers of the meet were as follows: Referee—Charles S. Davol, Warren. Judges—Abbott Bassett, Boston; W. W. Stall, Boston; W. H. Emery, Roxbury. Timers—C. H. Howland, J. L. Spiers, J. W. McAuslan. Assistant Timer—W. A. Bennett. Starter—H. L. Perkins. Clerk of the Course—J. C. Davis. Assistant Clerk of the Course—F. E. Donle. Handicapper—H. L. Perkins. Scorers—C. M. Stamels, C. E. Lincoln, H. O. Hilton.

TRACK NOTES.

The dates of the Rowe-Temple races are October 6, 10 and 13.

Harry Hall, Jr., is training on a Star racer weight twenty-three pounds.

The Kansas Division meet is being held at Kansas City on Thursday, Friday and Saturday of this week.

S. G. Whittaker has put the safety records ahead of the ordinary figures from four to eleven miles.

Woodside arrived in New York from Buffalo on Monday. He has entirely recovered from his attack of rheumatism.

The records have been altered very much this year, especially on the other side. When the English get through revising the figures we will publish a complete table of records.

Mr. and Mrs. Peterson, of Christiana, want to make a match at a mile on tandem tricycles with Mr. and Mrs. J. S. Smith, of London. It is probable that the match will be arranged.

A 2-mile bicycle handicap will be held at the Warren A. C. games at Wilmington, Del., October 6. Entries close September 29, with W. F. Kurtz, 212 Finch Street, Wilmington, Del.

Temple arrived at the Faneuil House, Boston, on Tuesday. He will train at the Chestnut Hill Reservoir for his races with Rowe. W. J. Morgan will also train at the Reservoir for the Chicago six-day bicycle race.

A 2-mile bicycle handicap will be held at the Y. M. C. A. grounds, 150th Street, near Mott Haven, New York, on Saturday, October 6. Entries close September 29, with George Poole, 639 Walton Avenue, New York City. Games at 2:30 P. M.

ENGLISH PROFESSIONAL MILE BICYCLE RECORD.

On Wednesday, September 12, A. H. Robb, on a "Rudge" ordinary, made an attempt to beat the mile professional record—viz., 2m. 35 2-5s. Robb finished the quarter in 40 2-5s., the half in 1m. 17 1-5s., the three-quarters in 1m. 55s., and the mile in 2m. 33 4-5s., beating record.

W. J. Morgan publishes a lengthy letter on the Rowe-Temple foul at Buffalo. While it is to be expected that Morgan, as Temple's manager, would object as a matter of course, still much of what he says of the judges and referee at Buffalo is true. The decision that Temple had deliberately fouled Rowe was most unjust.

A number of wheel events will be held at the Queens (L. I.) track to-morrow, commencing at 3 P. M.

Rowe will ride his last race with Temple, when he will retire, winner or loser. Of course we all know that Crist, Rich, Rowe and other cracks are always on the retire, but, Patti-like, they still keep at it. Rowe seems determined to leave the path, go into business, and live the life of a model benedict.

Our old friend "Jonah" can smell a match race months away. He is anxious to promote a gentleman amateur sporting match race between W. H. Caldwell, N. J. A. C., and W. D. Schumacher, Long Island Wheelmen, the latter to receive a handicap of twenty-five yards. We hope the match may come about.

Willie Windle, the fastest amateur now on the path, has applied to the New York Athletic Club for membership. Willie will doubtless be elected to membership, as the New York Athletic Club is always in search of first-class athletic material. Any man who shows first-class form is boarded at Travers Island all summer at the club's expense.

The following events will be decided at Queens, L. I., to-morrow: One-mile novices; 2-mile handicap; 1-mile heat race, for members of the Cyclists' Union of Long Island; 1-mile handicap, rover-type wheels. No racing wheels will be allowed in ordinary wheel events. A special prize will be given if track record of 2m. 59 4-5s. is broken.

The Orange Athletic Club games to be held at Roseville, October 6, promise to be exceptionally interesting, as over 200 entries have been received, and about fifty men are expected to start in the two wheel handicaps. The club, which has a membership of 600, has just signed papers for a new property, on which a quarter-mile track will be built.

The Poughkeepsie (N. Y.) meet, held Friday and Saturday last under Mr. Ducker's management was a financial failure, the main cause being the lack of quick transportation to the Hudson Driving Park, which is over a mile out of town, and is reached only by a stage line. The events of the meet were Rowe's mile in 2m. 41 1/4s., and Crocker's half in 1m. 17 1/2s. A good amateur was discovered in Van Benschoten.

TIOGA MEET HANDICAPS.

Among the events to be decided at the Tioga meet, to be held at Philadelphia to-morrow, are the following handicaps: One-mile Tricycle—Crist and Kingsland, scratch; Brown, 40 yards; Wells, 100 yards. One-mile Safety—Crist, scratch; Wilhelm and Kingsland, 25 yards; Halsted, 35 yards; Brown, 45 yards; Taxis, 90 yards; Pearson, Wells and McDaniels, 100 yards; Egolf, Welt and Fernelton, 125 yards.

SAFETY RECORDS AT LONG EATON.

On September 12, H. E. Laurie made amateur safety records from one-quarter to a mile. The times made were as follows:

LAURIE'S TIME.		PREVIOUS RECORD.	
M.	S.	M.	S.
Quarter.....	0.39 3-5	0.40	2-5
Half.....	1.17 1-5	1.22	
Three-quarters....	1.56	2.03	
Mile.....	2.36 3-5	2.37	4-5

RACES AT HUNTINGTON, L. I.

The Long Island Live Stock Fair Association announced two cycle events to be run on the Fair Grounds on Tuesday and Thursday of last week. Owing to the rain both events were decided on Thursday, September 20, with the following result:

One-mile Championship of Queens and Suffolk Counties.—N. F. Waters, Brooklyn B. C., 3m. 40s.; S. C. Ebbetts, H. B. C., second.

One-mile, 3:10 Class.—F. G. Brown, K. C. W., 3m. 27s.; W. F. Murphy, K. C. W., second; N. F. Waters, Brooklyn B. C., third. In the 3:10 race there were three prizes. The track was rough and muddy, although the Fair people did all in their power to make it ridable.

FIFTEEN-MILE RACE AT HARRISBURG, PA.

The first bicycle race ever contested in Harrisburg took place on Saturday last, over the half-mile trotting track, under the auspices of the Harrisburg Wheel Club. The distance was fifteen miles. Some 400 people were present. The contestants were E. L. Fry, F. Roher, George Oves, T. J. Carpenter, Miles Fry, W. G. Schooley, George Hutman, H. W. Stone, Carl Duke, Elmer McFarland and William Froelich. Schooley, Fry, Roher and Oves alternated in the

lead. Hutman dropped out on the sixth lap, Schooley on the seventh, Duke on the ninth, Froelich and Stone on the eighth, McFarland on the tenth, Miles Fry on the eighteenth and Carpenter on the twenty-sixth. E. L. Fry finished first, Roher second, and Oves third.

WHITTAKER MAKES WORLD'S RECORDS ON A SAFETY.

On September 11, at Long Eaton, S. G. Whittaker beat the safety records from two to eleven miles, and beat Rowe's and Crocker's world's records from four to eleven miles. The following table will show the value of Whittaker's efforts:

WHITTAKER'S TIMES.			ROWE'S TIMES.		
MILES.	M.	S.	MILES.	M.	S.
1.....	2.41	1-5	4.....	10.41	2-5
2.....	5.18	2-5	5.....	13.23	4-5
3.....	7.59		6.....	16.12	3-5
4.....	10.40	1-5	7.....	18.59	
5.....	13.22	1-5	8.....	21.41	2-5
6.....	16.07		9.....	24.26	2-5
7.....	18.52	3-5	10.....	27.07	1-5
8.....	21.38		11.....	29.51	3-5
9.....	24.22	2-5			
10.....	27.05	2-5			
11.....	29.50	2-5			

Australian cyclists are preparing for a two days' amateur championship meeting, which will be held at Melbourne November 17 and 24. The aggregate value of the prizes is £650. Here are some of the novel features of the meet: Riders entering in six events or more will receive a discount of 20 per cent off entrance fees; satin jackets must be worn in every event; every competitor must wear long sleeves, plain white knickerbockers and black socks; competitors running in colors other than those advertised will be fined 10s., and in default of payment of fine will not be allowed to start. Any purchaser of a 1s. ticket to the grounds will have a chance to win the undermentioned prizes: First prize, piano, valued at £50; gold watch, value £15; lady's silver watch, value £5. Among the odd events are: One-mile obstacle novelty race, grand parade around the track of road riders and racing men, 1-mile third-class American bicycle lap race, 2-mile ladies' bracelet bicycle race.

CRIST AND HALSTED AT CARLISLE, PA.

The second day of the fair opened September 26 with favorable weather. The chief features were the bicycle and horse races. The first bicycle event was a 3-mile race, open to all. The entries were E. I. Halsted, of New York, and W. E. Crist, of Washington, D. C. The gold medal was won by Crist by a short distance. Time, 7m. 53 3/4s. The next event was a 10-mile race, open. In this the first prize was the Arnold silver cup, valued at \$125; second, Souder medal, valued at \$50; third, gold medal; fourth, silver medal. Entries were W. E. Crist, of Washington; E. I. Halsted, of New York; E. F. Frey, of Harrisburg; Ernest Emmert, of Hagerstown, and Elmer Wagoner, of Carlisle. Crist and Halsted gave the other contestants a start of one minute. Frey led for the first nineteen laps, but on the homestretch Crist and Halsted made a spurt, the former winning by a short distance over the latter. Frey took the gold medal, and Emmert the silver medal. Time, 39m. 31 1/2s.

ENGLISH PROFESSIONAL SAFETY RECORDS—TWENTY-TWO TO THIRTY MILES.

On Wednesday, September 12, at the Coventry track, E. Oxborrow started for the 20-mile record with the intention of going on for the fifty miles, should he be successful in the former. Starting at 4:30 P. M., he completed the first mile in 2m. 39 2-5s. He was not, however, inside record until the twenty-second mile was reached. From this point upwards he maintained his lead, and completed thirty miles in 1h. 28m. 29s., beating the ordinary record by twenty seconds. His mount was a Rudge "Bicyclette." The following are the times accomplished:

MILES.	H.	M.	S.	MILES.	H.	M.	S.
1.....	0	2	39 2-5	24.....	*1	10	07 3-5
5.....	0	14	09	25.....	*1	13	16 1-5
10.....	0	28	50 3-5	26.....	*1	16	23
15.....	0	43	26 4-5	27.....	*1	19	27 3-5
20.....	0	58	00 2-5	28.....	*1	22	37
22.....	*1	3	54 4-5	29.....	*1	25	40 2-5
23.....	*1	6	59	30.....	*1	28	20

* Safety records. † Ordinary records.

BROOKLYN.

The League-Union controversy is spreading. Mr. F. W. Loucks, of the Kings County Wheelmen, an old rider and the president of his club, takes up that side of the question which has not been championed by the correspondents of the cycling press. His views are as true as they are conservative, and in view of the one-sided drift of opinion, as expressed through various correspondents in THE WHEEL, their appearance is most timely. While not being called upon to answer him, his communication being distinctly addressed to others, nevertheless, in justice to our voluntary advocacy of the Union, we feel impelled to again touch on its relation to the League.

Neither the exact facts in the case, nor the general principles involved, seem to justify the implication that fault was found with the League because it had not built a cinder path between Brooklyn and Jamaica. We do not believe that a single wheelman of Brooklyn, who has given the matter consideration, could be guilty of such an absurd thought. The Second District represents one-fourth of the State, and about one-twentieth of the League membership, and for it to expect a return of the moneys expended by the League directly, proportionate to these figures, would display a lamentable ignorance of the principles actuating the establishment of the national body over a territory in which Long Island plays an extremely insignificant part. Then there naturally follows the assertion, as made by the Secretary-Editor of the League, who quotes from Mr. Loucks' letter a paragraph which is full of wisdom, though we believe based upon false premises, that the Union is being fostered by the theft of the life-blood of the League, that it depends for its success upon defection in the other's ranks, and, further, that the League is being attacked to that end. It was to be hoped that the Union could be pushed without further reference to League affairs, but the *Bulletin's* assertion of the above justifies a renewal. In the first place, the attacks (so called) on the League had no bearing on the question, as they were begun before the Union was started, and were based on different issues. In the second place, the Union disclaims a "mushroom" origin, the outcome of fickle enthusiasm or misguided effort, but looks back through months to its real starting point. In 1886-87 the League Representatives of Brooklyn formed a local board. The idea was good, but lack of funds precluded the accomplishment of the same improvements, which have always been and are patent to the wheelmen of Brooklyn as necessary to the healthful extension of the sport. The only source through which this board could have derived pecuniary help—the New York Division—is itself compelled to raise the annual dues to \$1.50 in order to retain the plank of "road improvements" which was inserted in its platform. Put these two facts together, and we see why we need in Brooklyn an organization independent of the League. And if, in starting this enterprise, in giving to the waiting that which fills their wants, these promoters offer advantages which irresistibly induce wheelmen to leave the League and "trade across the way," are they to be blamed for it? Are they to be accused of a deliberate attempt to draw members from the League, when, as numerous instances under our personal observation testify, wheelmen come voluntarily forward and say: "Put down my name for membership in the Union, I am tired of the League?" The indications of the past few months pointed to a decreased renewal list from the Second District. It is undeniable that the Union will still further reduce it. There is room on Long Island for both organizations without toe-treading, for their purposes are not at all antagonistic. But because all the wheelmen may not feel called upon to support both, the result should be looked at from a purely business standpoint and attributed to that most natural of all desires—the desire to get the most for one's money. Many of the clubmen of Brooklyn are and have been League members because club stipulations made it necessary. And if next year such men have the liberty of a choice between the League and the Union, and in exercising that liberty sever their allegiance (?) from the League, should its losses with any degree of fairness be charged to unfair treatment by the Union, an organization run on business principles?

On Saturday evening, 22d inst., an enthusiastic meeting of the Brooklyn Bicycle Club's charter members in the Union was held for the purpose of electing its representatives on the Cyclists' Union Executive Committee. Fifty-three names had been enrolled. Several nominations were made and Messrs. H. E. Raymond and H. Greenman were elected, they agreeing to serve until the annual meeting in December. Before the meeting adjourned the issues presented by the formation of the Union were thoroughly discussed and the remarks listened to with interest by those present.

UNATTACHED WHEELMEN, ATTENTION!

Unattached wheelmen who have joined the Union will be enabled to have one representative on the Executive Committee as soon as they number twenty, provided they take concerted action. If those who have not joined, but intend so doing, will communicate at once with Mr. A. J. Hook, care of Law Library, Brooklyn, sending in their applications, that gentleman will see that they are properly put through and will also notify them when their number reaches twenty, stating time and place for holding a meeting to elect a representative. A few more names will accomplish this. Send in your applications *now*, with dues for balance of the year—fifty cents.

Twenty-two members constituted the party of Brooklyn who responded last Sunday morning to Mr. Fuller's invitation for a nice ride across the "Beautiful Isle of the Bay." The day previous Mr. Fuller had gone over the ground, principally to remove sundry small stones scattered along the highway, and incidentally to make dinner arrangements for the capacities of his club mates. Starting later than the scheduled time the party struck a lively gait to South Ferry, but made connection with the 9:30 Staten Island boat on the New York side. The ride from St. George to Tottenville, sixteen miles, was done in two hours. The roads were in fair condition, and about the only invariable elements in the topography of Staten Island were there in all their glory, the hills and the dogs. The only unfair difference between them was that the former claimed all for its victims, the latter feasted only upon the temptingly near calves of the "goat" riders. The hills, however, were such that an ordinarily strong rider could take them all, and the roads improved somewhat after leaving Giffords, which is about half way across the island. An occasional stretch of shell road afforded relief, as the side path riding so abundant on Long Island is conspicuously absent in Staten Island. From Tottenville the party crossed by ferry to Perth Amboy. Hotel Central was waiting with open arms for the dusty boys in blue, who ate their dinner with the oft-described ravenous joy of a hungry cyclist.

The entire trip was most enjoyable. The scenery is pleasant to the eye, and it seems strange that this one day's trip is not taken oftener by our wheelmen. The expenses are light, as no charge is made on the two Staten Island ferries for the carrying of wheels. It is a trip, however, that should not be attempted by "green" riders with the hope of thoroughly enjoying it, as several of the above party, who had not ridden for some time previous, were badly used up on the return trip. The majority, however, pulled through in good shape.

H. G.

BROOKLYN, September 26, 1888.

DETROIT.

The A. A. U. games were a big success at their grounds on Wednesday last. There were about 5,000 people present. The bicycle race was the most interesting event of the day, Crist and Halsted making as fine a 2-mile race as we ever saw, the Washington man winning by only six or eight inches.

Mr. T. T. Roe and wife, of Chicago, were in town last week. Mrs. R. had her bicycle with her, and as it was the first ladies' bicycle ever seen in Detroit, it attracted great attention.

This is just the time of the year when there is little interest taken in the wheel in general. Several of the club boys have taken short runs all by themselves of late, and we have our suspicions in the matter. Take George Lane, for instance. It looks as though his runs were all out on the road where he saw that fine-looking

young lady last spring. It's none of our business unless he made her acquaintance while out with his bicycle, in which case we consider it in the line of bicycle news.

W. K. Bush extended an invitation to the club to spend last Sunday at his home in Gaines, Mich., and Messrs. Jacobson, Murphy, Thorn, Smith, Andrews and Balch accepted it and went out on the Saturday night train. On Sunday morning they went "a-wheel" to Swart's Creek and back in time for as fine a dinner as was ever set before hungry wheelmen. In the afternoon they wheeled to Fenton, where they took the train for home, as well pleased with their trip as any they have taken this season. Mr. Bush spared no pains to make every one have a good time, and aside from the short time he spent with "someone else" at Fenton he was with the boys all the time.

We understand that the minstrel show is off for the present, owing to several of the club men refusing to take part in the ballet.

It is reported that John Hanley, mounted on a 30-inch jigger, run down A. D. Boulby, with his 60-inch wheel, and the two bikes were having a regular fight when Rob Traub came up and took a header on top of the pair, smashing things up in general.

BE BE.

ODDS AND ENDS.

Clarence H. Smith, Southern agent for the Gormully & Jeffery Manufacturing Company, reports a heavy demand for the Smith luggage carrier. For circular, address C. H. Smith, 249 Woodward Avenue, Detroit, Mich.

The New York Bicycle Company send us very encouraging reports of their season's business, both in perfectly new wheels and those second-hand. It is worth while for intending purchasers to look through their stock. Their wheels are bought in excellent condition, and particular pains are taken to always keep them so. We note their prices, in another column, have been still further reduced, and really A 1 machines are offered lower now than ever.

Our correspondent says of the Philadelphia races: "After the races were over the prizes were distributed in the main Exhibition Building, and were the finest ever given in Philadelphia." These medals were made by Pedersen and Buckingham, of New York.

[Special to THE WHEEL.]

John A. Wells yesterday, September 26, climbed Irwin's Hill three times without a dismount, and to-day, September 27, broke all records on Sycamore Street, the longest and steepest grade roadway ever ridden on a bicycle—one foot in six and four-fifths for 2,600 feet.

A grand bicycle tournament, under the management of George R. Bidwell, will be held by the Berkeley Athletic Club, at Morris' Dock, New York City, on October 20. The meet will be the greatest ever given in New York. See next week's WHEEL for details.

G. M. Nisbett, New York Bicycle Club, will start October 1 to make a month's record of 2,000 miles. Mr. Nisbett at present holds a month's record of 1,600 miles.

The entries for the Orange Athletic Club one and two mile handicaps close to-morrow, September 29. See the medals in Spalding's and enter. Address, L. C. Fairchild, 15 Halsted Street, East Orange, N. J.

The Pennsylvania Division Board of Officers met at Harrisburg on the 27th.

Races will be held to-morrow at East Hartford, Kansas City, Philadelphia, Plainfield, N. J., and Queens, L. I.

LADIES' NORTH SHORE TRIP.

Arrangements for the ladies' annual North Shore trip are fast being completed, and it has already been decided that this year's tour shall be begun at 7:30 p. m. Wednesday, October 3, when the party will take a train at the Eastern depot and go to Newburyport, where they will remain over night. In the morning the party will mount their machines and ride over the white shell roads of Newbury, through the Essex district to Gloucester, stopping at the Pavilion over night. Next morning the delightfully

romantic tour of the Cape will be begun. A picnic lunch will be taken along and eaten in Folly Cave. The riders will return to Gloucester in time for supper, and remain there over night. Friday morning the party will ride to Magnolia and spend the forenoon at that country place; from there a ride to Beverly will be taken, and the evening spent there. Saturday morning they will ride to and dine at Nahant, and then the homeward trip will be commenced.

The Maine Division had a meet in Waterville yesterday, 27th.

At the meeting of the New Jersey Division Board the following delegates to the National Assembly were elected: John B. Lunger, Essex Bicycle Club, of Newark; F. L. C. Martin, Plainfield Bicycle Club, and George C. Pennell, Elizabeth Wheelmen. The treasurer reported a balance on hand of \$433.

The Citizens' club-house is in the hands of the decorators.

Mr. George Wilson has called a club run of the Citizens' Club to Milford, Pa. The party will leave New York on Saturday afternoon, October 6, and be gone four days.

Chief Consul Bidwell has taken away the certificate or the Genesee House, Buffalo, N. Y., for good and sufficient reasons. The Tift House will in future be the League headquarters at Buffalo.

Rev. T. McKee Brown, Citizens' Club, returned on Saturday last from a three months' trip abroad. He reports a great boom in cycling there.

Fred Coningsby rode a Victor safety in the Eagle Rock hill-climbing contest. Fred is sure he can beat Greenwood's record, as well as Wells' nine-times record, and he will shortly try to break both.

The K. C. W.'s had a club run to Olmstead's, twenty-three out, on Wednesday night. After the run supper was served at Van Name's, on Bedford Avenue.

Tom Hall, while training for the road race, was run into by a runaway horse. The horse carried a shaft which struck Hall's wheel, causing him a severe header.

While out riding at Roslyn, L. I., on Sunday last, W. F. Murphy, K. C. W., collided with his club mate, Mr. Nellis, both taking headers. Murphy's fall was very severe, resulting in a sprained wrist, bruised hip, swollen lip, blackened eye, cut nose, and distortion of face generally. Three stitches brought the nose into proper shape, a few days' care caused the lip to retire to respectable and natural proportions, and Murphy is himself again. He will be unable to keep up the hunt after Nisbett's 1,600-mile record. When he fell, September 23, he had a mileage of 1,237 for the twenty-three days.

The Swift safety captured single and tandem records at Hartford. On the single Davis rode a mile in 2m. 46s., and on a tandem Crist and Davis covered a mile in 2m. 44¼s.

The Kings County Wheelmen will decide a 10-mile club championship at the Queens (L. I.) track, on Saturday.

"AROUND THE WORLD ON A BICYCLE," VOLUME II

We have received from the author a copy of the second volume of "Around the World on a Bicycle," of which we will give an extended review next week. The story of Steven's journey from Afghanistan to India has been especially reserved for Volume II., and much of the Indian and Chinese part of the tour, aggregating nearly one-third the contents of the volume, is all new matter. At the end of the volume is an itinerary, giving the date and sleeping places for each night of the entire trip around the world.

The Bloomfield Cyclers, of Bloomfield, N. J., have challenged the Elizabeth Wheelmen to a cross-country hare-and-hounds race, to take place on Saturday afternoon, October 27. As the E. W. are the challenged parties, they will be hares, and will also have the choice of the course.

Howard A. Smith & Co., Oraton Hall, Newark, N. J., have one of the most complete repair shops in the country, being especially fitted up for difficult repairing.

WHEEL GOSSIP.

Karl Kron wants 30,000 buyers for his cycling cyclopedia.

The Chicago six-day race will commence October 16.

G. M. Nisbett is riding a Demon racing goat, weight twenty-five pounds.

E. Irving Halsted has applied for membership in the New York Athletic Club.

The Riverside Wheelmen will take part in the parade of the Plainfield Club on the 28th.

The greatest newspaper genius of the age is a resident of St. Louis, and his name is Page.

The Wakefield, Mass., Bicycle Club will hold a 25-mile road race on Saturday, October 6.

The Brooklyn Bicycle Club may reconsider their present intention and enter a team in the inter-club road race.

Stevens' humorous sketch, "A Wild Chase for a Pamphlet," has been republished in several of our exchanges.

It is doubtful if any remarkably fast time will now be accomplished on the Buffalo track on account of the strong wind which comes from the lake.

The New Jersey Athletic Club will send a team of racing men to all local meets and games. Messrs. Caldwell, Bowman and Gubelman are already on the team.

The Russian military authorities have selected the Swift Safety, No. 1, for use in the Russian army. The Swift is manufactured by the Coventry Machinists Co., Ltd.

An enterprising London dealer sends out a procession of boy cyclists wearing green caps bearing the inscription in gold, "Electrine oils for cyclists, burning and lubricating."

The Coventry Machinists Company will import a ladies' bicycle. The company has just received through the Custom House a tandem bicycle, suitable for a lady and gentleman.

The Pennsylvania Bicycle Club were guests of the Hudson County Wheelmen on Saturday and Sunday last. This exchange of club courtesy fosters kindly feeling; it is true wheel free masonry.

Mr. Joseph D. Huggins, President L. I. W., has been taking a two weeks' vacation at Milford, Pa. Mr. Huggins took the stage journey from the Gap to Milford, a thirty-two mile stretch, of which nineteen miles is first-class riding.

We urge our readers to write Karl Kron for a copy of his "Newspaper Notices," which they will find very interesting. A postal card dropped to Karl Kron, University Building, Washington Square, New York, will reach the proper destination.

Gerry Jones has resigned as Chairman of the Racing Board. The friends of Doctor W. G. Kendall, Boston Bicycle Club, are advocating him for the vacancy. Mr. Jones is compelled to devote all his time to the management of the business of "Jones, of Binghamton," of which firm he is a member.

English cycling papers are severely commenting on the dangerous rush which occurs at the termination of important contests, and in which the crowd takes possession of the track, endangering the life and limb of the competitors. Several remedies are suggested, but it seems to us that a stout fence and an athletic policeman with a penchant for clubbing would keep the mob in order.

The cycling scribe of the *Pittsburg Bulletin* has a phantasmagorical idea of some things we have written of the Van Sicklen header. We are sorry the scribe is wrong, but we have neither the time nor inclination to set aright all the jay quill-drivers and backwoods pen-pushers, inflated, confused and made ridiculous by a perverse fate which drifted them into the newspaper world, when their forte is wood-chopping or some other purely muscular bread-earning employment.

A NEW CYCLING MONTHLY.

We are in receipt of Vol. I., No. 1, of the *Cycler*, a new cycling monthly published at Stamford, Conn. The *Cycler* is about the same size as *Outing*, and

contains twenty-four pages. Its publishers state that it will present the best of cycling literature of American and foreign periodicals. It pays a compliment to THE WHEEL by republishing "The Red-Headed Girl and the Ladies' Bicycle," "Ralph Temple on Training," and "The League Constitution," all of which appeared in our Buffalo number.

The annual fall games of the New York Athletic Club were held at Travers Island on Saturday last. Special trains were run between New York and Pelham Manor, and stages were run between Pelham Manor and the Island. About six thousand people were present, and when the games were in full swing the sight was one to delight the eye and heart of the out-door man. The island, which is so situated as to afford gems of land and water scape wherever the eye rests, has been made an athletic paradise, with its boathouses, outhouses, dressing-rooms, cinder path, ball field, etc., etc. The ground has been terraced so that the track is sunk below the level of the spectators' seats, which are massed about it in amphitheatrical manner. The sport was of the highest class, and the people of a fine grade socially and pleasant to look upon. The crowd was well handled, and the New York's inaugural of their athletic island was a success. Among those present were many cyclists, though we only noted Messrs. Gulick, Beckwith and McCormack, of the Citizens' Club. There was no cycling event, which the cycling members of the club should see does not again occur at future games.

John A. Wells, who was a spectator at the Buffalo meet, throws a clear light on the Temple-Rowe foul. It is quite true that Temple was a few lengths ahead of Rowe entering the homestretch, and could the Lynn man have chosen the inside he would have certainly done so. Mr. Wells comments as follows on the incident: "The question as to whether Temple fouled Rowe in the world's championship race on the third day seems to resolve itself into one regarding the rules of the track. When Temple entered the homestretch he had a clear lead of at least three feet, and he rode toward the outside of the track, which was decidedly the best surface, taking a straight but diagonal course to the tape. Rowe, coming after him with a rush, rode outside of Temple, either from choice or from inability to turn the corner short enough to take the inside. By the time the front of his wheel had reached Temple's pedal, he found he had no room to ride between Temple and the fence, and he took his feet off the pedals as the only alternative to a header. Temple took the course that he did deliberately and with the acknowledged intention of forcing Rowe to take the inside of the track, which was softer. If he had a right to do this, no foul was committed."—*American Athlete*.

THE CYCLING CURE.

Dr. Oscar Jennings, a Paris physician, who has collected a deal of medico-cycle knowledge, recently expressed himself as follows to a representative of *Galignani's Messenger*:

"When I began cycling I had been taking short exercise for three months. I had endeavored to make a beginning in fencing, and had gone so far as to purchase the necessary implements and pay for a month's lessons in advance. I had also tried walking. Horse-riding to fatigue had not done what I wanted. To commence fencing at my age was a *corvée*, and, according to the initiated, was likely to continue one for many months. Walking alone was far from cheerful, and I soon said that nothing short of the direst necessity would induce me to continue this mode of taking a constitutional. As a forlorn hope, one never-to-be-forgotten day I mounted a tricycle. At the end of the first ride I foresaw its possibilities. What it has done for me may be judged from two facts—first, I have lost fourteen kilos. of superfluous fat; secondly, I am always ready to rise at 6 A. M., and this, to borrow a cycling expression, used by no means to be "my record." Rational cycling, more than any other athletic exercise, tends to promote the *mens sana in corpore sano*. There is every reason to believe that in the near future the medical profession will take up cycling as they have rubbing. Naturally, it will receive a high-sounding name, and doctors will then recognize it as a method of 'cure.'"

AN ENGLISH VIEW OF KARL KRON.

Once again that energetic, if eccentric and egotistical, individual, "Karl Kron," bobs up serenely with his "Ten Thousand Miles on a Bicycle." The discretion of our editor saved the readers of *The Cyclist* from much of the monotonous pages of puffery concerning this book which its enthusiastic author sent the rounds of the press both of this country and of America during the years of its compilation; but quite enough paragraphs were admitted to create some sort of an interest in the appearance of the book, and to stamp the author and publisher in the minds of our readers as an indefatigable worker to an end. That end was only partially attained by the appearance of the book complete, and the work its author has now set himself to do is to sell 5,000 copies of it. With this object in view he has now issued for free distribution a pamphlet of over 150 pages, consisting of carefully compiled "Newspaper Notices and Subscribers' Opinions" on his wonderful book, which almost rivals the book itself for the laborious care of its compilation. We have no doubt the irrepressible Karl will get through his edition of 5,000 copies, for he has set his mind on it, and he is evidently gifted with as much tenacity of purpose as is proverbially credited to that breed of dog to which his favorite "Curl" (immortalized in the book) belonged. He will deserve it truly, and no one will envy him his task or its results. Our publishers and proprietors can afford to ignore the spiteful attacks made upon them, which are but the vaporings of a disordered imagination, and for ourselves, whilst wishing this harmless, laborious crank a successful end to his exertions, we can but pity the man, and for his own sake wish so much intense energy had been expended on a better object.

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RECORDS!

Hartford, September 14, R. H. Davis, in the Safety Handicap, won from scratch, in 2m. 46s. on a

SWIFT SAFETY.

This is the 1-mile Amateur Safety Record for America!

On the same day, Messrs. Crist and Davis established a

WORLD'S RECORD

ON A

SWIFT SAFETY TANDEM,

Riding a mile without pace-makers in 2m. 44½s.

THE COVENTRY MACHINISTS CO., Ltd.,

239 COLUMBUS AVENUE, BOSTON.

A DUEL ON CYCLES.

The following paragraph has been going the rounds of the general press: To even a casual visitor to Berlin it has been plain of late that a considerable part of the population have gone fairly mad over tricycling. The craze began in April, when the police at last removed the prohibition of tricycling in the city. At first the rider of the "Dreirad," as the Teuton calls the machine, appeared timidly in the streets, amid the jeers of the cabmen, who did all they could to impede his progress, in more than one case even running him down. Now, however, he has triumphantly asserted his rights, and has become the stock figure of the caricaturist, and his doings the refuge of the editor wanting "copy." In all the principal thoroughfares tricycles may be hired, and to judge by the great numbers in the streets their owners do a brisk trade. Ladies as yet have not been able to brave German prejudice, and are rarely to be seen on "cycles," and then only at night. As a natural consequence, tandems are not very popular. The suicide about a month ago of a young Berliner, who had won several races, because his doctor had told him that he must give up racing, shows how passionately the sport is pursued. This week, however, the tricycle has appeared in quite a new light, for it has been used for the first time in a duel. The combatants rode out with a number of friends to a retired spot some five miles north of Berlin. There 300 yards were measured on the road, and the two duelists, after taking off hat and coat, charged madly against each other. In the collision that ensued one was thrown on his side and had his leg badly damaged; the other on the back of his head. As the machine of the former was hopelessly smashed, honor was declared satisfied, and, after bandaging the duelists, the whole party returned to Berlin—the beaten combatant on a "carrier" tricycle, while the remains of his machine were towed along by an obliging friend.—*The Cyclist*.

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.

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

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.

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FOR SALE.—A 48-inch Semi-Roadster Columbia, in good order; was new last year. Ball-bearing front wheel. Will sell for \$45.00. Address W. B., P. O. Box 444. 10-5

WANTED.—Humber Tandem Tricycle in exchange for Columbia Expert Bicycle, 52 or 54 inch; first-class and little worn. Address, T. D. Hodges, 160 Broadway. 10-5

\$90. Sacrifice; 54-inch Columbia Expert, 1887; full nickel; not run 15 miles; perfect condition; spoke-grip, luggage-carrier, lock, etc. Cost \$150. Leonard Dakin, Cherry Valley, N. Y. 10-17

BIG BARGAIN.—1888 Springfield Roadster Bicycle. Ball bearing, spades, ridden about 300 miles, condition excellent; make an offer. Bargain, Lock-box 14, Richfield Spa, N. Y. 9-28

HERE'S A CHANCE.—Who is looking for a 54-inch Rudge Light Roadster, at a bargain, balls all around, King of Road lamp, Kirkpatrick saddle, etc., good as new? Address "Bargain," P. O. Box 498. 10-5

FOR SALE.—A Veloce Columbia, 1888 patent; good as new; ridden three months; price, \$105; reason for selling, owner to travel next two years. L. W. D., Pittsfield, Mass. 9-28

FOR SALE.—A Star bicycle which cost \$160; good as new; price \$85 if taken immediately. W. E. Hubbard Brattleboro, Vt. 9-28

FOR SALE.—56 inch Expert Columbia, full nickeled, in excellent condition; new last season. Address, H. Elting, New Brunswick, N. J. 9-28

SEND 50 cents, together with your League number and name of club, for handsome pack CARDS. Every description of fine printing. Seving & Co., Baltimore, Md. 9-28

A BARGAIN.—52-inch 1888 Expert, full nickel, perfect order, ball bearing all over, pedal cyclometer, K. of R. lamp, bell, ridden only 400 miles; cost \$152.50, for \$125.00. Also a 50 inch Standard; good order; \$40.00. Wm. T. Shannon, 435 Union Street, Brooklyn, N. Y. 9-28

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

FOR SALE.—Full nickeled Expert 1888 pattern; in perfect order; ridden but little. Hub lamp; pedal cyclometer; bell; cost \$151.75; will sell for \$100. A. C. Luck, 297 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 Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

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

**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, EXAM-EL, 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.



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.

PRICE LIST

Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	American Club	Ball	Enamel	\$55 00
402	50	American Club	Ball	Nickel	60 00
432	48	Expert	Ball	Nickel	65 00
435	55	Col. Lgt. Rdstr.	Ball	Enamel	80 00
438	54	Harvard	Ball	Enamel	50 00
458	54	Expert	Ball	Enamel	70 00
459	50	Victor	Ball	Enamel	75 00
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	56	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
526	..	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.



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.



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.

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.



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.



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 alkalies. 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 28, 1888.

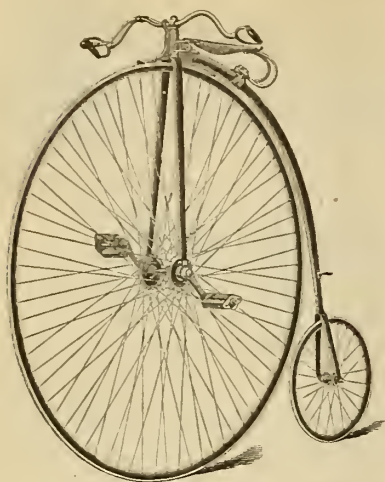
- No. 29.—55-in. racer, built for Keen. Wt. 22
lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with
nickel wheels. Ball wheels. Price \$55.
- No. 129.—48-in. Stand. Col. Enam. Price \$35.
- No. 141.—English Premier 3 track, loop frame
tricycle. Two speed gearing. Cyclom.
Reduced 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. 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 Crippler Tricycle.
New last season. Prime order. Cost \$180.
Sacrificed at \$110.
- No. 183.—52-in. Premier. Ball to front wheel.
Cowhorn bars. Suspension saddle. Enam.
Price \$50.
- No. 184.—Sparkbrook Crippler Tricycle. New.
Just out of crate. A chance to save big
money. Price \$130.
- No. 186.—48-in. Special Star, '86. Nickel with
enam. rims and bar. Only \$85.
- No. 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 \$85.
- No. 198.—48-in. Stand. Col. Painted. Price
\$40.
- No. 199.—Humber Crippler Tricycle. Weight,
47 lbs. Perfect cond. Sacrificed at \$80.
- No. 200.—48-in. Singer Light Roadster. Nickel
with enam. wheels. All balls. Cowhorn
bars and spades. Looks like new. Price \$85.

- No. 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.
- 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.

THIS WEEK'S BARGAINS.

- 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.
- No. 213.—48-in. Am. Star. Enam. Cowhorn
bars. Susp. saddle. Price \$50.
- No. 214.—54-in. Expert Col. Nickel, with enam.
wheels. Drop bars. Price \$65.
- No. 215.—54-in. Victor. Enam. New wheels
this year. Price \$80.



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.

Victor, 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
wholesaler. 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 Bear-
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.



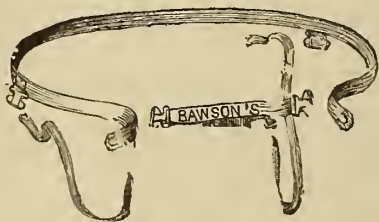
No. 1278.

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, \$5.50
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, 8.50
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

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.

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 Detec-
tive, 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.



SMITH'S
Sporting Goods,
LOWEST PRICES
121 FULTON ST
Send for Catalogue.

THE "BEST" BICYCLE LOCK



Neat, handy and strong. So constructed that the strain
comes on wire at right angles to lock, and cannot be pulled
apart. Price \$1.00.

WHITTEN & CO., Providence, R. I.

HARLEM BICYCLE CO.

284 LENOX AVENUE,

(Late Sixth Avenue.) Between 124th & 125th Streets.

AGENTS FOR

Victors, Youth's Premiers, Champions,
Ideals, Clubs, Singers, Spring-
field Roadsters, Humbers.

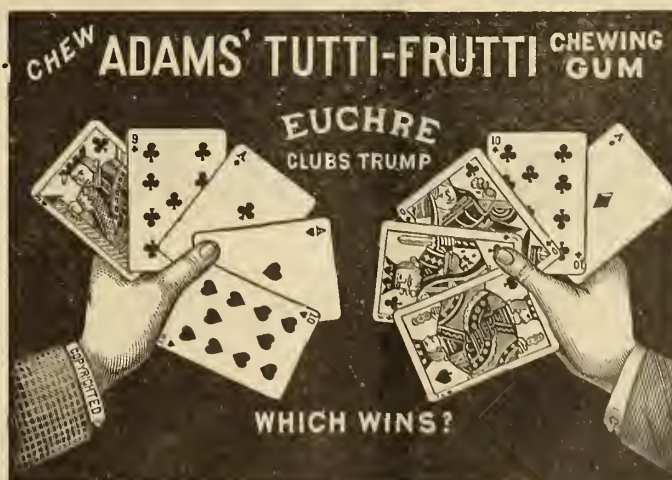
ALSO A FULL LINE OF BOYS' AND GIRLS'
Bicycles, Tricycles and Velocipedes.

REPAIRS! — REPAIRS!

Fully Equipped Repair Shop. Work
Quickly Done. Reasonable Prices.
Skillful Machinists.

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES
AND WHEELMEN



ON THE ROAD,
ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing
wheelmen, and it keeps the mouth moist, thus preventing excessive thirst.

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

EARL & WILSON
MEN'S LINEN COLLARS AND CUFFS.
"ARE THE BEST"
FOR SALE EVERYWHERE.



VICTOR LIGHT ROADSTER
BICYCLE.

VICTOR LIGHT ROADSTER
TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

SPALDING'S YOUTH'S BI-
CYCLE.

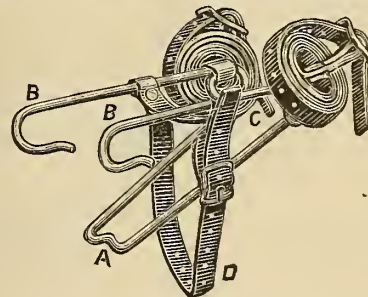
Also a Full Line of
BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

426 Nicollet Ave., Minneapolis.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

"A." Bracket rests on brake spoon. "B" "B" Hooks over
handle bars. "C," Straps. "D" passes under brake spoon.
Weight, only 4 ounces. Can be carried in a tool bag.
Will carry a 10-pound dead-weight and not sag. Send
stamp for circular. Price by mail, 75 cents. For
Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH,
249 Woodward Avenue, Detroit, Mich.

J. O'CONNOR,

Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.

All kinds of Foreign and Domestic Patent Dressings. A
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