

VOL. II.—No. 6.]

NEW YORK, OCTOBER 5, 1888.

[WHOLE NUMBER, 32.]

The Greatest Success of the Season!

UNDOUBTEDLY THE KING OF THE REAR-DRIVERS.

— THE —

American Rambler

The Best Hill-Climbing Crank Machine Ever Produced.

THE FASTEST COASTER OF THEM ALL.

NOW READY FOR IMMEDIATE DELIVERY.

SAFE, BEAUTIFUL, FAST, EASY-STEERING.

If your dealer cannot show this Wheel to you, be sure and write for our Catalogue before purchasing.

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GORMULLY & JEFFERY MANUFACTURING CO.,

CHICAGO, ILL.,

Largest American Manufacturers of Cycles and Sundries.

We Still Hold Our Own.



Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

Records for 1888.

L. A. W. meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one-mile safety and one-mile team race. Toronto, Canada, three-mile road wheel, and one-mile safety race. Rochester, N. Y., one-mile, open to all, track record, 2.44½; three-mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half-mile on record; also, two-mile, 6.45 class.

J. R. Weld, of Medina, writes: "In a club of twenty, eighteen ride Springfield Roadsters, and still we want more."

REMEMBER OUR HILL-CLIMBING RECORDS.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all-around road wheel. 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.

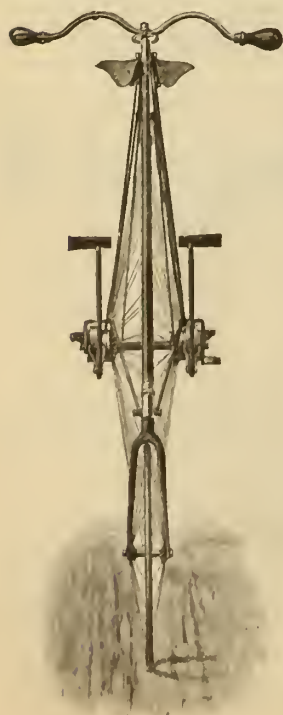
ALL REPAIRING DONE ON THE PREMISES.

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.

CATALOGUES FREE. ADDRESS

H. B. SMITH MACHINE CO.,

New York Salesrooms,
115 LIBERTY STREET.

SMITHVILLE, N. J.

POINTS

RELATING TO

Second-hand Wheels,

SOLD BY

HART

Cycle Company,

No. 811 ARCH STREET,

Philadelphia, Pa.

I.

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

II.

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

III.

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

IV.

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

V.

OUR PRESENT BARGAINS.

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

TRICYCLES.

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

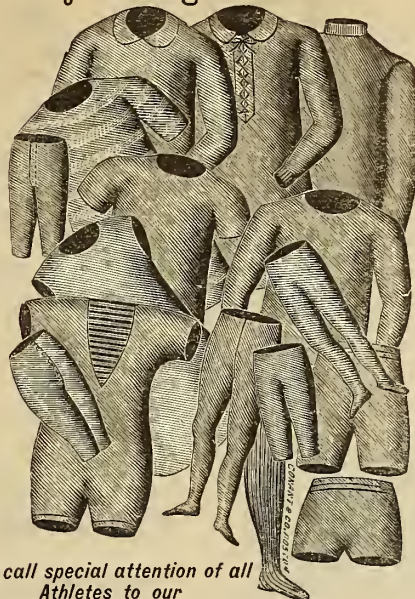
Note A.—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

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

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

Jersey-Fitting Underwear Co.



We call special attention of all
Athletes to our

JERSEY-FITTING GARMENTS.

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



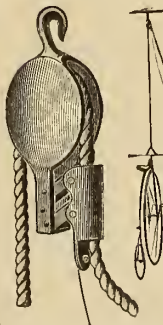
Jersey-Fitting Supporter.—This Supporter is in use by Bicycle Riders, Baseball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and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

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.

Discount to Dealers.

LINCOLN HOLLAND & CO.,
Worcester, Mass.

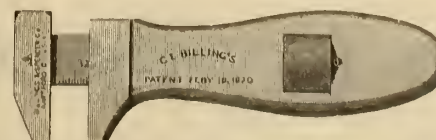
WEBB'S
ALCOHOL

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.



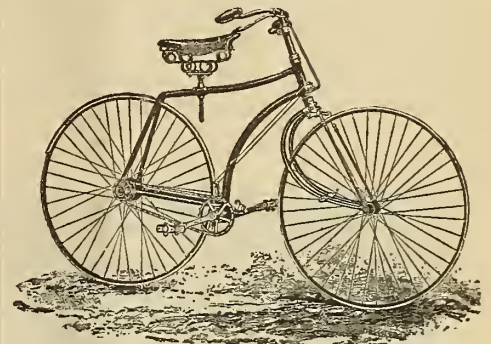
Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

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 Youth's Premier Bicycle.

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

Our Instalment Plan.

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

Racing Wheels to Hire.

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

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

REPAIRS PROMPTLY DONE.

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

A. G. SPALDING & BROS.,

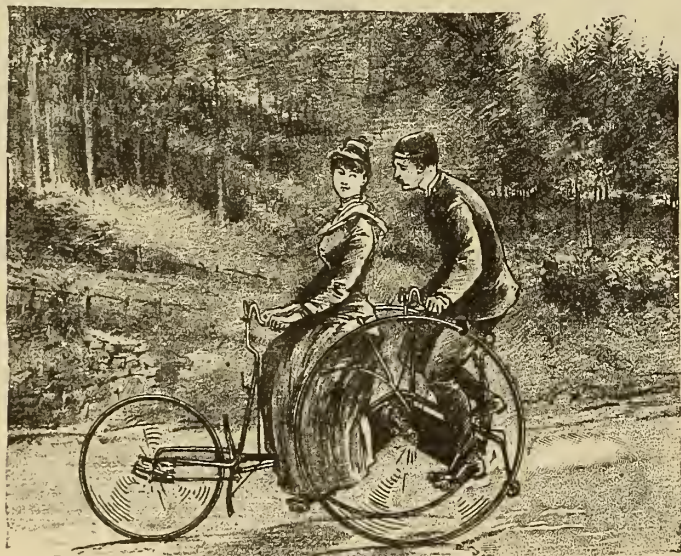
United States Agents for Victor Cycles.

241 BROADWAY, 108 MADISON ST.
NEW YORK. CHICAGO

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.

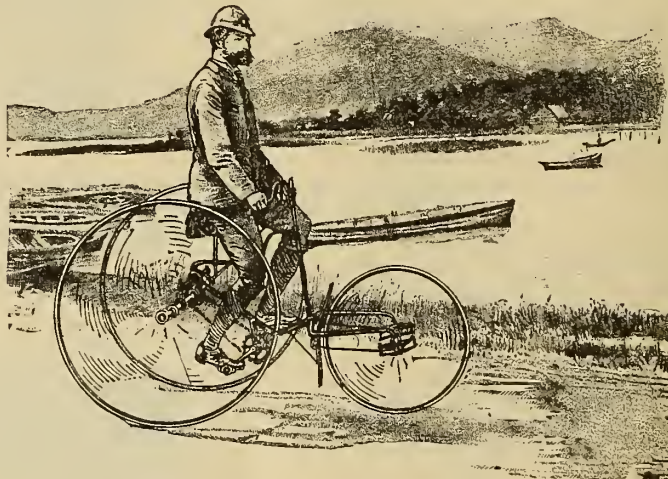
WINNER OF THE TWO-MILE OPEN HANDICAP AT THE
L. A. W. MEET RACES, BALTIMORE, JUNE 19, 1888.

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.

Newsdealers may order through AM. NEWS CO.

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.

TO REPEAL THE LIBERTY BILL.—A number of New York City road men, principally members of the Driving Club, talk of making an organized effort to repeal the Liberty Bill. The wheelmen are largely to blame for this feeling; not the great body of wheelmen, who appreciate the value of the Park, but a few riders, generally new men. It is impossible to describe the monkeyshines of some of the boy cyclists who frequent the Park drives. They cavort in front of the Casino, on a small circle specially built for carriages; they run into drivers from the rear; they rush across the paths of staid coaches, ponderous carry-alls and light buggies; they race around the circuit, and in fact do their utmost to make themselves obnoxious. On Sunday last two accidents happened in the Park, and fifty men were racing pell-mell around the circuit. This circuit should not be used as a race path, and captains of clubs should at least see the club men do not scorch there. If the cyclists of New York City could realize the difficulty of passing the Liberty Bill, and the immense value of the bill throughout the State; if they could realize how hard it would be to be debarred from the Park, now that they have once gained entrance to it, they would be more careful. Almost every horseman who drives regularly through the Park can tell you an incident in which a cyclist came near running into him or being run into by him, through stupidity and careless riding.

GRAND FALL TOURNAMENT.—The Berkeley Athletic Club, an opulent athletic organization with a luxurious Lyceum in a fashionable quarter of New York City, has just completed the best appointed athletic grounds in this country at Morris Dock. These grounds will be inaugurated on October 13, with an athletic exhibition, and on the 20th a grand bicycle tournament will be held. The tournament is managed by Mr. G. R. Bidwell, Captain of Bicycling, Berkeley Athletic Club, and F. P. Prial. The club has built a splendid bicycle track with fast and safe curves, has built luxurious competitors' quarters, and this tournament is given to find out the interest taken in bicycling as compared with other sports.

If the result is satisfactory, New Yorkers may look for several tournaments every year on these beautiful grounds.

It is sad to relate that cycling life in Gotham has the appearance of being very dead at present, but it is to be hoped, very sincerely, that cyclists, both of clubs and unattached, will boom this tournament and personally attend it. The grounds are but fifteen minutes from the Grand Central Depot, and but a short ride up Sedgwick Avenue from Macomb's Dam Bridge. The prizes will be valuable, and it is expected and hoped that all the racing men will enter.

Until the present athletic war is settled, wheelmen who compete at any games held under the rules of the National Association of American Amateur Athletes, dubbed for brevity the "N. four A's," will not be permitted to compete at any games held under the rules of the Amateur Athletic Union; that is, any person competing at N. A. A. A. games will be held by the A. A. U. to have lost his amateur status. The N. A. A. A. has until this spring controlled amateur athletics in this country, the two most important clubs in the association being the New York A. C. and the Manhattan A. C. There has always been considerable ill-feeling between these two organizations, and this has grown until there is positive ill-will on one or both sides, the result being that the N. Y. A. C. recently determined to dislodge the M. A. C. from the premier position it had taken in the N. A. A. A.; or, failing in this, to start an athletic governing body of which the N. Y. A. C. should be the head. The result of various causes, on which it is not necessary to dwell, was the formation of the A. A. U., of which organization the N. Y. A. C. is the controlling power. The A. A. U. is composed of some twenty-eight clubs; the N. A. A. A. of two, the Manhattan A. C. and the Missouri A. C. So far as we can judge, the N. Y. A. C. is using the A. A. U. as a cat's-paw to exterminate the M. A. C. One of the steps in this war of extermination was the passage, by what we believe to be an unconstitutional vote, of the resolution declaring that amateurs who competed at N. A. A. A. games would be debarred from competition at A. A. U. games. We take the ground, that as both the N. A. A. A. and the A. A. U. both recognize the L. A. W. rules and run all wheel contests under these rules, cyclists can compete at either N. A. A. A. or A. A. U. games without imperiling their status. The President of the A. A. U., however, holds a contrary opinion, and writes that bicyclists who compete at N. A. A. A. games are debarred from competing at A. A. U. games. There is work here for the Racing Board. It is the duty of the Board to get a reversal of the A. A. U.'s decision. Until the war is settled we would advise all wheelmen not to compete at either A. A. U. or N. A. A. A. games. The A. A. U. has taken an imperious, dictatorial and offensive stand in the matter.

At the meeting of the Eastern Road Club, held at the office of Dr. W. G. Kendall, 176 Tremont Street, last Thursday evening, to decide about the tie in the race of last Saturday, it was agreed, after considerable discussion, to leave the matter in the hands of the referee, Vice-Consul Dr. W. H. Emery. A subscription paper was started for the benefit of Mr. McCombie, who took a header Saturday afternoon and is now at the City Hospital. Those who desire to contribute can forward their subscriptions to Mr. Willard Forbes, President of the Dorchester Club.

HERE AND THERE IN CYCLING CENTRES.

ALBANY WHEELMEN'S LANTERN PARADE.

The Albany Wheelmen, reinforced by cyclists from Troy, Hoosick Falls and Hudson, made a Chinese lantern parade on the evening of September 28, the first ever attempted in this city. The procession was formed in front of the club house, on Madison Avenue, which was tastefully decorated with Chinese lanterns and flags, shortly after eight o'clock, and took up the line of march up Madison Avenue to Willett, to State, to Swan, to Washington Avenue, to Lexington Avenue, to State, to Willett, to the club house. Captain Joseph L. Adrien, of the Albany Wheelmen, was in command, with First Lieutenant Frank Shields, Second Lieutenant Herman H. De Rouville, and Color Bearer N. H. Wendell. Each wheel was more or less elaborately decorated with Chinese lanterns of various colors and sizes, flags, colored papers, etc. Some of the wheelmen had miniature torches in their caps, and others were protected from the dews by Japanese parasols. Lanterns dangled from the cross-bars, and in some instances wooden standards were tied to the wheels and circles of lanterns and flags thus held aloft.

There were about sixty wheels in line, and they were of all sorts and sizes, including tandem bicycles and tricycles. The effect produced was quite weird and fantastic, and hundreds of spectators along the route applauded the wheelmen. While some features of the parade could have been improved upon, it was the first attempt of the kind in Albany, and as such highly creditable. The Troy contingent numbered eighteen wheels, in command of Captain F. H. Norris; A. F. Edmunds, First Lieutenant, and P. F. Hanley, Color Bearer. The rough pavements made wheeling anything but pleasant, and the bicyclists were glad to get back to the club house, where the visitors were given substantial refreshments and talked over the features of the first Chinese lantern parade in Albany, resolving to have another and much more pretentious one in the future.

The Albany Wheelmen escorted the out-of-town wheelmen to the depot to the music of a "Kazoo" band.

The A. W. are in good condition, and new members are being received at every meeting.

CALIFORNIA'S ROAD RACE.

The California Road Racing Association held a meeting on Tuesday evening last and decided to give the third race on October 8, 1888, at the San Leandro course. The Bay City Wheelmen have won so many points in the first two races that it will be impossible for any club to take the trophy from them, so they have decided to enter into this race a team of men who have never raced before. Chas. Hammer, J. E. Bauer and H. A. Pogue are the men selected to carry the gold and scarlet. They are all novices in the true sense of the word, and the result is looked forward to with great interest.

The S. F. Bicycle Club held a race meet at the Oakland track on Admission Day, the principal features being poor management and very tame events. Such affairs do not by any means tend to advance the interests of wheeling.

It has been the source of no little comment that Davis was *too ill* to contest the 5-mile State championship with Ireland, and yet be well enough to ride three other races with men whom he knew had not a ghost of a chance against him. Surely the "Flyer of the Pacific Coast" (to quote from a recent article concerning him) was not afraid of little Aleck Ireland! Some people think he was. It is a good idea for some clubs to have a race for club members only, as they will then be sure of *one* of the prizes.

'Tis generally understood that Senator Morgan will visit the coast in January next, with his contingent of celebrities, and hold a four-days tournament in the Pavilion. It is to be hoped that such is the case.

SAFETY.

WARWICK

CYCLE

WANTED!

RELIABLE AGENTS

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

WARWICK PERFECTION WHEELS

WHICH HAVE MORE GENUINE IMPROVEMENTS
THAN

Any Wheels on the American or European Markets.

ITS ADVANTAGES WILL SELL IT.

The Following are Some of its Many Advantages:

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

MANUFACTURED BY

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

MFG. CO.

SPRINGFIELD,
MASS.

THE LADIES' NORTH SHORE TOUR.

The ladies and gentlemen who are on the North Shore Tour of 1888 may be considered as the favored of the gods if this year's tour proves as enjoyable as the ride of last year.

The ride this year is from Newburyport to Boston, the trip occupying four days, October 4, 5, 6 and 7. From the committee's circular letter we republish the following, stopping to remark that no gentleman on the tour is referred to as Mr., but as "her husband," so that every male cyclist on the tour is somebody's husband. We wish the tourists an enjoyable trip.

"Mrs. Abbott Bassett is chairman of the committee, but she will be represented by her husband in all the practical work of the tour. The chairman will register the names of the entire party at the hotels, and see to the distribution of rooms.

"Mrs. Charles Hopkins will make the pace for the party on the road, though her husband will do all the talking, and give such orders as may be demanded. By order of the committee the pace will be slow, and no one will be allowed to pass the pace-maker, except on the more difficult hills or with her permission.

"Mrs. Dr. Southwell will be quartermaster, and will be represented by the doctor in all the business that may fall to the lot of this officer. The quartermaster will have charge of bag and baggage, and will direct the drag.

"Mrs. J. Rush Green will be adjutant in charge of the centre of the line, and, under her direction, her husband will supervise the riding and transmit orders to and from the whipper-in and the pace-maker.

"Mrs. W. W. Stall will be whipper-in, but her husband will hold the whip. The whipper-in will ride in the rear to help along the stragglers and give comfort to the weary.

"A drag for the conveyance of luggage and extra machines will accompany the party. Thirty pounds of baggage will be allowed each couple.

"The party will assemble each evening and receive orders regarding the time of rising, for breakfast and for starting on the following day. It is imperative that these orders should be received by every member before retiring. Orders will be issued by the chairman each evening for a rising call. 'Ohne Hast' is the motto of the party. The pace will be purposely slow. On a long hill, up or down, tourists may go ahead of the pacemaker, but they must wait at the foot or summit till the arrival of the entire party. If there is an immediate descent after the ascent the halt at the summit may be omitted. A code of whistle signals has been arranged for use on the road.

"The itinerary will be as follows:

"Wednesday, October 3.—Take 6 p. m. train from East-ern station for Newburyport. A special baggage car will be attached to the train for the transportation of wheels and luggage. Machines must be at the station before 9 p. m. Car will be ready at 2:30 p. m., on track outside the station. Fare to Newburyport, \$1; five tickets, \$4.50. Report at Wolfe Tavern; supper, 50 cents; lodging, 50 cents; breakfast, 50 cents.

"Thursday, October 4.—Ride through Newbury, Rowley, Ipswich and the Essex woods, to Gloucester, thirty miles. Arrangements for dinner will be announced at the Wolfe Tavern during the evening of the day before. Late dinner at Pavilion, Gloucester, 75 cents; lodging, 50 cents; breakfast, 50 cents.

"Friday, October 5.—Around the cape. Dinner at the Linwood, Pigeon Cove, 60 cents. We circle the cape. 'Ohne Hast.' Late dinner at the Pavilion, 75 cents; lodging, 50 cents; breakfast, 50 cents.

"Saturday, October 6.—The forenoon at Magnolia. Dinner at Willow Cottage, 50 cents. From Magnolia to Salem in the afternoon. Supper at the Essex House, 50 cents; lodging, 50 cents; breakfast, 50 cents.

"Sunday, October 7.—Some will ride directly to their homes, others will go to Nahant or Marblehead. Definite arrangements for this day will be made later."

PASSAIC CITY WHEELMEN'S LANTERN PARADE.

The annual lantern parade of the Passaic City Wheeling and Athletic Association, held Friday evening, September 28, was unique and successful. The weather was crisp and bracing, and the roads all that could be desired. The display by private citizens of Chinese lanterns and fireworks was very general along the route.

After the parade the wheelmen marched to Sherman's parlors, where a dinner was given, with music and smoking materials to top off with. Mr. Granger presented the prizes with a few remarks. Robert Blake was awarded the prize for the most original display, which was an artistic design of lanterns, with flash lights burning at four corners of a square frame. Mr. A. E. Sengstack was given the prize for the most handsome effect, his being the most gorgeous display of lights in the parade. Other designs were remarked upon and commended, among them being Messrs. Blizard, Banker, Smith, Romaine, Shuit, Finch, Clark, Hopper, Pugh, Slade and others. After Mr. Granger's remarks had been indorsed by hearty applause, he was followed by Mr. Reed, of the Paterson Club, and then called upon Captain Wellington, as representing the younger men of the club, who responded briefly, and was followed by Messrs. Pugh, Blake and Kent. The band filled the intervals with music.

President Granger and the Board of Directors reviewed the procession from the stand at corner of Passaic and Gregory Avenues.

CHICAGO.

I intended to get my letter off Saturday, Mr. Editor, but before I had time to oil up Bob Ehterl and Tom Eck walked into my office and insisted on my listening to them. Bob is looking first rate, and tips the scales at some thirty-one pounds, more than when he left Chicago to take a position as accountant in a South American railroad office. He has had the while an enviable trip, having touched at the West Indies and visited all of the principal South American cities. There is not, he says, a rideable road in that continent. All the transportation is done with horses in packs, so that the roads are mere footpaths on the open prairie. Buenos Ayres, where he was located, is a city of 550,000 inhabitants, and offers nothing but narrow streets villainously paved with cobbles. Notwithstanding its undesirability from a cycling point of view, quick-thinking Americans are in demand and salaries are about double what they are in the States; so, boys (you I mean who plod along for a small weekly stipend), there is a chance for you if you are able to forego the pleasures of "blood will tell, and steel as well." It was when that often-referred-to topic—the ladies—was introduced that Bob completely melted, and with pathetic gesture and eyes strained toward the South Side post-office, feelingly and with much theatrical effect, regretted his inability to be with the luscious, ox-eyed creatures always, whose hearts were left in the condition of hazel nuts after receiving a visit from a twenty-ton trip-hammer at his departure. The picture of the female portion of South America in mourning is indeed sad, and Bob, and the dark-complected charmers as well, will, no doubt, receive the commiserating sympathies of Chicago generally. The manufacturers, most of whom I believe have occasionally felt of the advertising space of various South American export papers, have apparently cast their bread on irresponsible waters. Never mind, we must have gold! hey, Mr. Editor? [Rawther.—Ed.]

After Bob had impressed me profoundly with his belief that all the earth could not affect his amateur standing, he gave me a chance for a chat with Eck, who is just now muchly rejoiced with the seven wins of Knappy at Hartford out of a possible ten. He regards the form of the Denver Dutchman at present as first-class, and insists on his ability to take scratch with any of them. Crocker and Knapp will soon be at Crawfordsville, where the roads are now in excellent condition, to make records for any willing manufacturer whose head is not too completely blanketed to render discovery impossible. I hardly think the boys will be able to do much with the champion markers set then by Whittaker. They will take a big heap of beating. Eck was on his way to Minneapolis to see about the divorce suit started by his wife while he was in England. His comments on this unfortunate affair were to the effect that the whole trouble was caused by her family, and that all the charges against him were entirely without foundation. If the suit is pressed he expects to thoroughly substantiate his claims.

No special business was accomplished at the meeting of the State L. A. W. officers Saturday, except the appointment of Messrs. Sheridan, Rouse and your humble servant to represent the State at the February meeting of the National Assembly. I imagine we shall all accept the honor, as our expenses will be paid. Verily, gentlemen, it is there that you do show your good sense. Your appointees will go. It was expected that the Committee on Constitution would have their report ready, but they did not.

The proposed six-day race under the auspices of the *Referee* is getting on, and will pull a good field of starters. Besides the entries already announced, letters from Senator Morgan, Jno. B. Prince and Frank Dingley advise me that they will be here. Prince is training hard, and if he is able to get into his old-time form, I look upon him as a man with the largest mortgage on victory.

Trade is serene, not startlingly large, but still wheels are selling.

F. Ed. Spooner, Secretary of the Lincoln Cycling Club, started last Friday night to make a 24-hour record, and managed to roll off 231 miles. He gets the club medal, while Fernald takes the second. The competition for the long-distance medal of this club was completed Sunday night, the honors resting upon Billy Smith, whose cyclometer registered about 2,500 miles.

NOTES FROM THE CITY OF BROTHERLY LOVE.

An exceedingly busy day and a swelled head prevented my sending an account of the visit of the Pennsylvania Bicycle Club to the Hudson County Wheelmen on September 22 and 23. You may smile at my six feet of lazy bones being busy, but as for the swelled head part, you "Betcher" (a la Dallet) life it was a fact. Why, even now, as I think of the way those Jersey boys treated us, I swell up proudly with the thought that I was there, and smile with satisfaction as I hear the stay-at-homes kick themselves around our club rooms because they were not with us. And well they may, for if ever any party of wheelmen were extended a hearty welcome and treated like nabobs, we staid old Quakers were, upon our visit to Jersey City. And I only wish my tongue was as much at my command as Jimmy G. B.'s is, that I could have thanked them in proper words. All I can say is that we fully appreciate their noble and great treatment, and every member of our party will ever remember the wearers of the crimson and white, not for days or months, but for years to come.

The races held under the auspices of the Tioga Cycling Club, on Saturday, September 29, at the Tioga Athletic Association Grounds, were a marked success in every way—good weather, splendid list of starters, and lots of fair damsels, and who says they don't always make sports more interesting?

Three different clubs from the city were represented at West Chester on Sunday last. A. G. Barnett, of the Century, had three men; Lieutenant Scott, of the Mt. Vernon, the same number; while the Pennsylvania contingent numbered ten men. Pearson, of Millville, started with the latter party, but failed to reach the destination. It was unintentional to leave him behind, but in the early part of the trip it was noticed that this gentleman seemed bent on the idea of leaving some of the Quaker City boys, if possible; consequently their muscle was up with above result.

Quite an exciting meeting is promised at the regular monthly meeting of the Pennsylvania Club, as a number of members are up for expulsion on account of non-payment of dues. The club has always been too lenient in the past, and the members have now made up their minds to quit "monkeying."

Captain Fleming, of the Century Wheelmen, is at present rustivating in Delaware, and, I understand, working a ball-bearing reel on the end of a fishing rod instead of riding, and has given up his idea of riding for the greatest mileage. However, he will hold the Philadelphia championship, unless Edwards, of the South End Wheelmen, keeps on at his present rate, he having reached some 4,500 miles and more up to October 1st.

Fuller is the sickest man I have seen in some time. He had a nice little sum on Halsted against Wilhelm at the Tioga races. The finish was very close, and both Fuller and his opponent thought Halsted finished ahead, and Johnny was already in possession of his money when the judges announced that Wilhelm was ahead. Consequently the money had to be transferred; hence Fuller's illness.

At the last meeting of the A. C. C. the application of the Mount Vernon Wheelmen was considered, and Messrs. Supplee, Edwards and Burt were appointed a committee of three to report at the next regular meeting.

H. B. Hart has had two or three ladies' nights at his school of late, to give the fair sex a chance to try the new ladies' safety. All seemed well pleased with the sport and exercise, and hopes are entertained that several will ride the wheel in the spring.

WESTFIELD.

The manufacturers have found a new method of advertisement. They have requested Dr. Kendall, Boston Bicycle Club, to get up a coasting contest, to show the easy-running qualities of wheels. Dr. Kendall will probably get up a contest to be held on Beacon Street Hill, Boston.

SUNDAY CYCLING AT THE HUB.

The announcement that Ralph Temple would visit Chestnut Hill Reservoir Sunday morning brought an extra large number of wheelmen to that favorite rendezvous. Long before the time that Temple takes his morning spin around the basin a large concourse of wheelmen had gathered at the watering trough, among whom were Messrs. C. W. Fourdrinier, of the *Bicycling World*; W. W. Stall; Mr. Rothe, of the Overman Wheel Company; G. Minton Worden, of the Springfield Roadster Company; Mr. Hill, Coventry Machine Company; Senator W. J. Morgan; Lieut. Billy Newman, with Charley Clark, Mr. Ryder and Messrs. Haley and Burns, of the Cambridge Bicycle Club, the two latter gentlemen riding their safety tandem, which attracted much attention; Capt. John Lowell, of the Roxbury Club; Mr. Doane, the man who rode from Denver to Boston; Capt. Woodman and a number of the Chelsea Cycle Club, and representatives of numerous other clubs.

About 10:30 Temple, attired in a white flannel jacket, made his appearance on the track, and on coming to the watering trough he took off the white jacket and disclosed to view a tight-fitting blue jersey, with a monogram worked thereon.

"Senator" Morgan gave Temple the word, and, as one of the bystanders remarked, "it seemed to take two revolutions of his pedals and he was off like the wind." Temple did some excellent work, going around the basin in a very short time. The cyclists at the rendezvous applauded him every time he passed them. Young Porter thought he would try his speed with that of Temple, so he got out on the track and waited for him to come around. Temple, seeing what Porter wanted, slowed down a little, and upon coming up to Porter kindly invited him on, which invitation was accepted. Up the hill the pair were followed by a long string of riders, and Temple continued to coax them on until at the top of the hill, when he made a tremendous spurt and left his pursuers far in the rear. Many of them returned to the watering trough, but Porter kept on and finished. Upon Temple's departure, the cyclists got together and began talking of his fast riding. Most were convinced that it was the fastest they had ever seen.

Capt. A. W. Robinson and a large number of the Charlestown Rovers passed through the Reservoir on their way to Dedham. They were all mounted on dwarfs, and presented a fine appearance as they rode down the home-stretch. Shortly afterward, Peter Berlo and Clarke of the Dorchester club, mounted on the tandem on which they made such good time at Providence last week, appeared on the scene, and made the statement that they were going to try and make a tandem record for the Reservoir. Securing the services of Mr. Fourdrinier as starter and Mr. Briggs as timer, the couple started off on their record-breaking trip. Fairly good time was made until half way round, when they put in some excellent work, passing Dave Drummond, their pacemaker, and finishing in the good time of 3m. 11s.

The club runs were fairly well attended yesterday, while the beaches were entirely deserted by the wheelmen. The Cambridge Bicycle Club took a short run around the suburbs in the morning, returning in time for dinner, and in the afternoon a run to Lily Point Grove was had. The Middlesex Cycle Club, under the command of Capt. E. P. J. Morton, and with Miss Pauline Hall as its guest, rode to Lexington, where a fine dinner was served.—*Boston Herald*.

RICHFIELD SPRINGS, N. Y.

The following races were contested at the annual fair of the Agricultural Society: One-mile Bicycle, heats best two in three.—First heat: W. D. Shoemaker, first; August Kinne, second. Second heat: W. D. Shoemaker, first; August Kinne second. Time, 3m. 57s.

Handicap, Boys under Fifteen Years.—All started from the scratch. The heats were half-mile, best two in three. First heat: Everett De Long, first; Henry Tuller, second. Second heat: Tuller, first; De Long, second. Third heat: Tuller, first; De Long, second. Time, 2m. 15s.

The W. B. C. novice race was filled but the contestants failed to appear. It would undoubtedly have been a very interesting race, as First Lieutenant Cole and President Hinds were entered.

Some time ago W. A. Barker sent a challenge to Mr. Charles Ayres, of Phoenix Mills, N. Y. Mr. Ayres accepted the same and the race was contested during the fair and resulted as follows: First heat: Barker, first. Second heat: Ayres, first. Third heat: Ayres, first. Mile heats. Time, 4m. 15s. Ayres rode a Star and Barker a Safety. The track was in very poor condition, it having rained the day before and having been used for running and trotting races, which accounts for the very poor time.

The Waionthas were so successful with their race meet this year that they will undoubtedly hold a grand meet next year.

Messrs. Hinds, Cole and Bush attended the world's tournament at Buffalo, and they state that they had a glorious time.

Our flyer, W. D. Shoemaker, is in fine trim, and we think that on a good track our "Billie" could pedal the mile in less than three minutes. "Billie" has held the W. B. C. championship for two years, and also holds the county championship.

The records made this year around Canadago Lake, a distance of 12¼ miles, are: W. D. Shoemaker, 53m.; August Kinne, 54m. Shoemaker rides a New Mail and Kinne a Victor.

SEPTEMBER 27, 1888.

PLAINFIELD BICYCLE CLUB'S ILLUMINATED PARADE.

Plainfield, N. J., was given over to an illuminated parade on Saturday evening last, with plenty of colored fire, lanterns, rockets, etc., the hubbub being caused by the annual Chinese lantern parade of the Plainfield B. C. Wheelmen were present from Orange, Bloomfield, Newark, Montclair and Elizabeth.

The parade started at 9 o'clock, the Plainfield Club heading the line, followed by a band wagon, the Elizabeth Club, the other visiting clubs and the unattached. The Elizabeth Club, who were present by special invitation, made an imposing appearance and were cheered all along the route, which was nearly seven miles long, over macadam. Over two hundred men were in line.

After the parade, the wheelmen adjourned to the club house, where supper was served, followed by music and a "smoker."

RACE MEET AT CARLISLE.

In connection with the State Fair, races were held at Carlisle, Pa., September 25 and 26. The races between Crist and Halsted were very close, but Crist always managed to get there just on the tape. In the 10-mile race, all the competitors except Crist and Halsted refused to ride unless they received a mile handicap.

The races excited much interest, and wheelmen from many neighboring towns and cities were present. The following is a summary of the first day's races:

Three-mile Bicycle Scratch.—W. E. Crist, 10m. 52½s.; E. I. Halsted. Won by a few feet.

Two-mile Bicycle, Carlisle Wheelmen only.—W. J. Shearer, 7m. 45½s.; Elmer Wagner, second; V. L. Emerson, third.

Half-mile without Hands.—E. I. Halsted, 1m. 55¾s.; W. A. Reist, second.

One-mile Bicycle, open.—L. B. Rey, 3m. 34s.; F. Miller, second.

Three-mile Bicycle, County Championship.—Elmer Wagner, first; W. J. Shearer, second.

The results of the second day's races were as follows:

Two-mile Bicycle Race.—W. E. Crist, 6m. 53¾s.; E. I. Halsted, second.

Three-mile, open.—E. L. Fry, Harrisburg, 11m. 39¾s.; Ernest Emmert, Hagerstown, second.

Two-Hundred-Yard Slow Race.—W. Shearer, 2m. 42¾s.; Frank Maize, second; time, 2m. 42¾s.

Ten-mile Bicycle Handicap.—W. E. Crist, scratch, 39m. 31½s.; E. I. Halsted, scratch, second by a few feet.

The Maine Division meet was held at Waterville on Wednesday.

THE RACE PATH.

FIXTURES.

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. 8—California R. R. A. road race at San Leandro course.

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. 11-12—Tournament at Dallas, Texas. Entries close with Hugh J. Blakeney, Dallas, Texas.

Oct. 13—Temple-Rowe 10-mile match race at Hartford, Springfield or Lynn.

Oct. 13—Race meet at Danvers, Mass.

Oct. 15—Philadelphia Y. M. C. A. games, one and two mile handicaps. Entries close October 6 with H. M. Howland, Y. M. C. A., Philadelphia.

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.

Oct. 20—Grand bicycle tournament, Berkeley Athletic Club, at Morris Dock, New York City.

PROGRAMME.

One-mile bicycle novices, scratch.

One-mile bicycle interscholastic, scratch.

Two-mile bicycle intercollegiate, scratch.

One-mile bicycle, Rover type, scratch.

Half-mile bicycle, scratch.

One-mile bicycle, handicap.

Two-mile bicycle, handicap.

One-mile tricycle, handicap.

One-mile consolation, handicap.

Entrance fee, fifty cents for each event; close October 15, with F. P. Pral, P. O. Box 444.

Dec. 17—Twelfth Regiment Games at Armory, Ninth Avenue and Sixty-second Street, New York. Two-mile handicap. Entries close December 8 with C. J. Leach, P. O. Box 3201, New York.

Feb. 8, 1889—Entertainment and reception of Manhattan Bicycle Club, at Lexington Avenue Opera House, New York City.

GOOD SPORT AT EAST HARTFORD.

A raw, cold wind, on Saturday afternoon last, kept many of the devotees of bicycling away from the East Hartford tournament, and only 400 people were present. The men stamped to keep their feet comfortably warm, and the ladies wrapped themselves in robes and blankets.

The officers of the day were: H. E. Bidwell, starter; F. H. Crygier and George L. Forbes, judges; E. O. Goodwin, referee; L. S. Forbes and H. B. Hale, timers; J. O. Goodwin and H. Olmsted, scorers; W. Ackley, clerk of the course; A. A. Forbes and H. Hayden, umpires.

The various events resulted as follows:

ONE-MILE EAST HARTFORD CHAMPIONSHIP.—James, 3m. 24½s.; Richmond, second; Arnold, third; Tyrell, 0; Snow, 0.

HALF-MILE HANDICAP.—First heat, Cowles, 1m. 35s.; second heat, Horton, 1m. 35½s.; third heat, Whitehead and Dauchy, dead heat, 1m. 29¾s. Final heat: Dauchy, 1m. 30½s.; Whitehead, second; Horton, third; Cowles did not finish.

THREE-MILE HANDICAP.—James, 10m. 22½s.; Whitehead, second, Wakefield, third; Foster, scratch, stopped at five laps.

TWO-MILE BICYCLE NOVICES.—Cudworth, 7m. 44½s.; Arnold, second; Cowles, third.

ONE-MILE OPEN.—Forster, 3m. 22s.; Whitehead, second; Dauchy, third; Horton, fourth.

ONE-MILE 3:20 CLASS.—Dauchy, 3m. 24s.; Wakefield, second; Cudworth, third.

TWO MILE LAP RACE.—Forster, 22 points; James, 19 points. James won the last lap, finishing first in 7m. 8s.

ONE-MILE CONSOLATION.—Snow, 3m. 30¾s.; Tyrell, second; Beane, 0; Millett, 0.

Since commenting editorially on the N. A. A. A. A. A. U. war, we have discussed the matter with a prominent official of the A. A. U., and we believe that bicyclists will be permitted to ride indiscriminately at games held under A. A. U. or N. A. A. A. A. rules. Cycle events at either are always run under L. A. W. rules, and we can safely advise wheelmen to compete at all games when the bicycle events are run under L. A. W. rules.

GRAND FALL TOURNAMENT.

MORRIS DOCK, NEW YORK, OCT. 20, 1888.

The Berkeley Athletic Club, in order to encourage bicycling, will hold a grand cycle tournament at its new grounds at Morris Dock, on Saturday, October 20, at 2:30 P. M.

PROGRAMME OF EVENTS.

SCRATCH EVENTS.—1-mile bicycle, novices; 1-mile bicycle, interscholastic; 1-mile bicycle, Rover type; half-mile bicycle; 2-mile, intercollegiate.

HANDICAP EVENTS.—1-mile bicycle; 2-mile bicycle; 1-mile tricycle; 1-mile bicycle, consolation.

ENTRANCE FEES.—Entrance fee, fifty cents for each event; close October 15, positively, with G. R. Bidwell, 313 West Fifty-eighth Street, or F. P. Prial, P. O. Box 444, New York. All entries must be accompanied by fees.

THE BERKELEY ATHLETIC CLUB.

What is the Berkely Athletic Club?

This is the query that greets us on all sides when we speak of the tournament.

The Berkeley Athletic Club is an opulent and eminently successful athletic club, with a membership of several hundred of the "best people" of Gotham, with luxurious club buildings at 19 and 21 West Forty-fourth Street, New York, and the finest athletic grounds in the country at Morris Dock, on the Harlem. Its Board of Directors are: President, John S. White, who is also President of Berkeley School; Vice-Presidents, Joseph H. Choate, well known in the law world, and William H. Spackman; Secretary, J. Clark Read; Treasurer, James C. Cannon; Members of the Board, H. C. Fahnestock, Birdseye Blakeman, Herman H. Mueller and Chauncey M. Depew, the only "Chauncey," prince of after-dinner speakers, bright, brainy and original at all times, and first and last a railroad man. Among the Board of Governors are Mr. Wendell Baker, captain of short distance running; Mr. Howard A. Taylor, captain of tennis; Mr. George R. Bidwell, captain of bicycling, and Dr. Watson L. Savage, captain of indoor sports and director of the Lyceum, as the club building is designated.

On a crisp, autumny afternoon, recently, the writer inspected the property and considered the prospects of the club, and discovered that the Berkeley organization has indisputable claims to the premiership of all athletic clubs in this and perhaps any other country.

The inspection commenced at the new grounds at Morris Dock. Morris Dock, or more properly, Fordham Heights, is on the east bank of the Harlem River, fifteen minutes from the Grand Central Depot, or a few minutes' ride on the New York & Northern from 155th Street. Here, on a bluff overlooking the Harlem River, the club has expended \$15,000 on athletic grounds, and can show for their money the best arranged and most perfectly equipped sporting enclosure we have ever seen, and we have in mind the splendid grounds of the N. Y. A. C., N. J. A. C. and S. I. A. C.

The grounds are bounded on the river side by the N. Y. C. & H. R. R., with a station right at the gate. North of them, facing the grand stand, is a picturesque bit of wood. On the northeast is Sedgwick Avenue, a road starting just at Macomb's Dam Bridge and permitting a ride from the bridge to the grounds inside of ten minutes. Just south of the enclosure, in full view of all visitors, are private grounds, with flower beds, fountains, granited roads, and all the features of high-class landscapery.

The quarter-mile track is twenty feet wide all round; the curves are built scientifically, and dished up so that pedestrians and bicyclists may go *all the way* at full speed. The surface can easily be put into shape for fast bicycle riding, and is always in condition for running and walking. Beneath the track is 12,000 feet of drainage, so that the path is perfectly dry half an hour after rain. There is a 220-yard straightaway run on the north side of the grounds. All races finish at a point which gives the spectators the best view. The field is arranged for foot-ball, base-ball and all out-door sports, and there is room for thirty tennis courts. The track is banked on the outside

and bordered and railed on the inside. The field is even, well turfed and presents a pleasing picture.

The accommodations for visitors are on the most convenient and commodious scale. The present grand stand will seat 3,000 people, and the grade of the seats is so steep that everyone can see without standing up. The capacity for spectators can be increased to 20,000 people. The track is sunk below the plane which will be occupied by the spectators, and it is further protected from the wind by surrounding high land and tall trees.

Beneath the grand stand will be storage accommodations for 150 bicycles. Across the field, directly in front of the grand stand, a pavilion has been built for competitors. It is worthy of mention that the accommodations for visiting competitors at almost all club grounds are insufficient, dark and often not fit to dress in; but the accommodations at Berkeley Oval will satisfy the most exacting, the lockers being roomy, well ventilated and capable of being locked, insuring safety, and a roomy verandah in front of the building enables contestants to witness the sport when they are not competing.

To describe the Berkeley Buildings, for there are two of them in Forty-fourth Street, would take more space than we can spare. They are in charge of Dr. Savage, a combination of muscular intellectuality, patient, polite and persevering, who examines every member, notes where he is deficient, as well as where he is overdeveloped, and prescribes a course of exercise calculated to bring the subject in some degree to a state of physical equality.

The main building, in Forty-fourth Street, near Fifth Avenue, presents an artistic front. The entire upper floor, which is a double story, is devoted to a gymnasium, which is a model of completeness, being well lighted, well kept, and furnished—almost superfluously, it would seem—with gymnastic apparatus, much of it of improved and original designs, concocted in the fertile physical-culture brain of Dr. Savage.

The main room of the building is the assembly room, or theatre, which is used by the club, and is also rented, principally for amateur dramatic entertainments. Its accommodation is 700. In the basement are bowling alleys, extending outside the building, so that there is no noise; a boxing room, swimming bath, toilet rooms, with all the forms of baths, and a plunge bath, the latter occupying a room fifty-six feet long and twelve feet wide, finished in white Italian marble. In the basement there are also billiard, pool and bagatelle tables, facilities for base-ball and tennis exercise, etc., targets for rifle and archery practice, an alley for practising the running long jump, a trap-door in the floor exposing a landing spot of soft earth.

On the main floor is a reception room, with facilities for writing and for taking physical measurements. Dr. Savage is the presiding genius of this den. There are also locker rooms, with 1,000 separate locks. The reading and music rooms are also features of the building. The new building, next door to the main building, is expected to be largely used by the ladies, and will also give the club more facilities for social purposes.

The grounds and buildings are as perfect as money and experienced intelligence can produce, everything being on a practical and perfect scale. The success of the club is largely due to President John S. White, who, as President of the Berkeley School, which is also affiliated with the Athletic Club, has made it a success, and will yet make the Berkeley Athletic Club the foremost athletic club in the country.

The admission fee is \$40, the annual dues \$30; there are no extra fees. Applicants for membership must be amateurs, at least eighteen years of age, and satisfactory references as to moral character and standing must be furnished in all cases.

The club is actively interested in bicycling, and has made every accommodation for cyclists both at the club buildings and grounds. It is to be hoped this desire to advance the interests of the sport will be appreciated, and that every cyclist in this vicinity will go up to Morris Dock on the 20th and see the finest athletic grounds and the most interesting bicycle tournament ever given in New York.

The Wakefield (Mass.) Club's 25-mile road race will be held to-morrow.

ORANGE ATHLETIC CLUB.

The Orange Athletic Club, with a membership of 600, a fine club building and the prospect of first-class athletic grounds, promises to take rank with the leading athletic organizations of this country. The club was organized in March, 1886, with a membership of 200. During the first year, even while the club had no house, the membership increased to 350, and has now advanced to 600.

The club house at Halsted Street and Railroad Avenue, near Brick Church Station, has all the appointments of a first-class athletic club. In the basement are six bowling alleys. The first floor contains a spacious hall, a reception room, billiard rooms and the gymnasium. The second floor is given up to card, reading and committee rooms, with lockers, bath, etc. In the rear of the club-house is the tennis building, containing two tennis courts, the dimensions being 100 x 110 feet. The club has just purchased a plot, and will construct athletic grounds second to none in the country. With all these facilities and an exceptionally active board of officers, the outlook of the club is promising. The club will always consider the convenience and wishes of cyclists, and many wheelmen will doubtless be enrolled as members.

THE GAMES AND BICYCLE RACES.

The athletic games, to be held at Roseville to-morrow, Saturday, promise to be a success. A ball game, between two first-class nines, will be started at 1:30, after which will come the games and bicycle races, starting at 3 o'clock. The events have attracted the best athletic talent in the country, and exceptionally interesting sport may be looked for. Crist and Rich are at scratch in the one and two mile handicaps, with any number of good men on long marks. These two events will be well worth seeing, and we hope all local wheelmen will turn out in force.

TIOGA CYCLING CLUB MEET.

Fortune cast her best smiles in the direction of Philadelphia on Saturday, September 29, and her race meet was a great success. A clear sky, dry track and a splendid list of entries brought everything to this conclusion—perfect success.

The races were held on the new grounds of the Tioga Athletic Association at Westmoreland Station, Pennsylvania Railroad. The grounds themselves are as a picture, and when filled, as they were on Saturday, with the novice on his full-nickel wheel, with the rider of past years now satisfied with his goat, and a goodly number of the fair sex, 'twas a sight worthy of a much longer trip than the few moments occupied in reaching the grounds. Mr. L. A. Clarke, L. I. W., was to act as referee, but was unavoidably detained in New York and did not reach the grounds until too late to act in this capacity, so the position was admirably filled by Mr. Samuel T. Clark, of Baltimore, assisted by the following gentlemen: Judges—E. A. Gaskell, President Tioga A. A.; H. B. Hart, Philadelphia Bicycle Club; W. R. Tucker, President A. C. C., and William S. Hallowell, President Tioga C. C. Timers—Harold R. Lewis, Philadelphia Bicycle Club; A. G. McGlathery, Century Wheelmen; W. Roberts, President S. E. W., and F. S. Harris, Philadelphia Bicycle Club. Starter—William D. Supplee, Captain Pennsylvania Bicycle Club. Clerks of the Course—Thomas Hare, Century Wheelmen; Erwin Spain, Tioga C. C., and Dr. E. H. Van Dusen, Tioga C. C. Scorers—I. R. Lincoln Edwards, S. E. W., and Rowland C. Evans, Mount Vernon Wheelmen.

The races resulted as follows:

One-mile 3:20 Class.—Isaac Van Deusen, Jr., Tioga C. C., 3m. 1 2-58; W. J. Grubb, Pottstown, second; J. H. Draper, Philadelphia, third.

One-third Mile, Boys under Sixteen.—Murray Killiner, Reading, 1m. 38; C. W. Wrightley, Philadelphia, second; B. F. Harding, Philadelphia, third.

Two-mile Lap Race.—H. L. Kingsland, Baltimore, 8 points; W. E. Crist, Washington, D. C., 5 points; W. I. Wilhelm, Reading, 4 points; S. Wallis Merihew, Wilmington, 0; S. K. Snyder, 0; E. I. Halsted, N. Y. A. C., 0. Time, 6m. 12 2-58.

One-mile Novices.—First heat, S. H. Draper, 3m. 15 4-58; C. A. Dimon, second. Second heat, I. S. Custer first, J. R. Crause second. J. A. Scott and E. Oliver collided in this heat and both claimed fouls. The judges, being

unable to place the blame, allowed both to ride in the final. Final heat, Draper, 3m. 9 3-5s.; Scott, second.

One-mile Tricycle Handicap.—H. L. Kingsland, scratch, 3m. 35 4-5s.; J. A. Wells, 100 yards, second; won easily.

Half-mile Bicycle Scratch, for Philadelphia Riders.—First heat, Isaac Van Deusen, 1m. 42s.; Chas. Wilson, second. Second heat, J. J. Bradley, 1m. 29 4-5s.; S. H. Crawford, second. Final heat, Van Deusen, 1m. 28 2-5s.; Crawford, second; Bradley, third. E. I. Halsted, who was qualified to start in this event, was requested not to ride, as he outclassed the others, and he did not start.

One-mile Tandem Bicycle.—E. I. Halsted and Louis A. Hill, walked over; time, 3m. 14s.

One-mile Bicycle, Frankford Club Championship.—Joseph Dyson, 3m. 27 1-5s. There were six starters in this event.

One-mile Bicycle Scratch.—First heat, W. I. Wilhelm, 3m. 1-5s.; W. E. Crist, second; F. M. Dampman, 0; Charles Wilson, 0; J. B. Pearson, 0. Wilhelm took the lead at the start and was never headed. Second heat, E. I. Halsted and H. L. Kingsland, dead heat; time, 3m. 13s. These two made a pretty neck-and-neck race, to the intense delight of the spectators. Final heat, Kingsland, 2m. 59 4-5s.; Wilhelm, second; Crist, third; Halsted, 0. This was a hard race all the way, especially on the last lap. Within forty yards of home, Kingsland came out from the bunch and won in the best time of the afternoon. Halsted finished second, but being compelled to ride wide, fouled Wilhelm, to whom he readily conceded second place.

One-mile Bicycle, 3:00 Class.—S. W. Merrihew, 3m. 3 4-5s.; I. Van Deusen, second; F. M. Dampman, third.

One-mile Rover Type Safety Handicap.—J. B. Pearson, 100 yards, 3m. 1 1-5s.; J. W. Egolf, 90 yards, second; E. I. Halsted, 25 yards, 0.

One-mile Tandem Tricycle.—H. L. Kingsland and John A. Wells walked over in 3m. 14 1-5s.

RACING AT PLAINFIELD.

There was held at the local trotting track last Saturday, under the auspices of the Plainfield Bicycle Club, an all-round athletic competition, to which was added a two-mile bicycle race, which had for starters W. H. Caldwell and S. B. Bowman, of the N. J. A. C., and M. S. Ackerman of the P. B. C. Caldwell and Bowman had it all their own way, see-sawing to the finish, when Caldwell came away and won by three seconds in 6m. 37 2-5s. The first mile was run in 3m. 25s. Ackerman was beaten a long way.

TOURNAMENT AT DALLAS, TEX.

The Dallas Wheel Club have sent out the prospectus of a grand two days' meet to be held October 11 and 12, in connection with the State Fair. An eight-lap track has been built especially for the bicycle races. There will be a parade on the morning of the 11th. The following is the programme:

OCTOBER 11.—One-mile Novices, Half-mile Club, Half-mile Hands Off, Quarter-mile boys under sixteen, One-mile Open.

OCTOBER 12.—Two-mile State Championship, One-eighth Mile Slow Race, Fancy Riding, One-mile Handicap, One-mile Consolation. Address all communications to Hugh Blakeney, Dallas, Tex.

THE FRENCH CHAMPIONSHIPS.

The 100-kilometre bicycle and long distance tricycle championships of France attracted much attention this year. The events were held at the Bois de Boulogne, near Paris, where the Grand Prix de Paris is run each year. The course is ten and a half yards over 2 1/4 miles to the lap. Forty-one men entered the bicycle event, distance 63 miles, Charles Terront, of Bayonne, winning in 3h. 23m. 15s.; Coftereau, of Angiers, second, time 3h. 31m. 42s.; Medinger, of Paris, third. The wheels ridden by the first ten men home were as follows in the order of finish: Humber, Humber, Swift Safety, Humber Safety, Rudge, Swift Safety, Rudge and three Humber. The long distance tricycle race, 31 1/2 miles, was won by Fol, of Paris, a promising racing man but seventeen years of age; time, 1h. 50m. 50s.

THE PITTSBURG TOURNAMENT.

The race meet promoted by the Pittsburgh Cycling and Athletic Club, at their grounds, on September 24, 25 and 26, attracted a number of fast professionals and amateurs, who provided good sport to a rather slim attendance. The tournament was a success from a sporting standpoint, but there was little or no financial benefit. The following is a summary of the races:

MONDAY, SEPTEMBER 24.

ONE-HALF MILE BICYCLE SCRATCH.—W. W. Windle, 1m. 23s.; A. C. Banker, second; W. E. Crist, close up.

ONE-MILE NOVICES.—W. D. George, 3m. 20s.; J. H. Gloninger, second.

FIVE-MILE PROFESSIONAL CHAMPIONSHIP.—First Heat of Championship Series, W. A. Rowe, 15m. 22 1-5s.; H. G. Crocker, second; W. F. Knapp, third; R. A. Neilson, fourth.

ONE-HALF MILE BICYCLE, 1:35 CLASS.—W. D. George, 1m. 35 1-5s.; S. A. Jessop, second; W. L. Wright, third.

TWO-MILE PROFESSIONAL LAP RACE.—H. G. Crocker, 31 points; W. A. Rowe, 27 points; W. F. Knapp, 24 points; time, 6m. 42s.

TWO-MILE PA. DIV. STATE CHAMPIONSHIP.—A. C. Banker, 6m. 3 1-5s.; W. D. Banker, second; F. G. Lenz, third.

ONE-MILE BICYCLE, 3:30 CLASS.—W. D. George, 3m. 21 2-5s.; W. L. Wright, second; S. A. Jessop, third.

ONE-MILE BICYCLE, PROFESSIONAL HANDICAP.—W. F. Knapp, 30 yards, 2m. 52 3-5s.; R. A. Neilson, 50 yards, second; W. A. Rowe, scratch, third; H. G. Crocker, 10 yards, fourth.

TWO-MILE BICYCLE SCRATCH.—W. W. Windle, 6m. 15s.; W. E. Crist, second; W. D. Banker, third.

TUESDAY, SEPTEMBER 25.

ONE-MILE BICYCLE LAP RACE.—W. W. Windle, 14 points, 2m. 55s.; A. C. Banker, 11 points, second.

ONE-HALF MILE BICYCLE NOVICES.—W. D. George, 1m. 38s.; W. L. Wright, second.

THREE-MILE BICYCLE PROFESSIONAL, SECOND HEAT OF WORLD'S CHAMPIONSHIP.—W. A. Rowe, 8m. 57s.; H. G. Crocker, second; W. F. Knapp, third.

ONE-MILE BICYCLE, 3:10 CLASS.—W. D. George, 3m. 19 1-5s.; J. H. Gloninger, second; W. L. Wright, third; S. A. Jessop, fourth.

ONE-MILE PROFESSIONAL BICYCLE HANDICAP.—R. A. Neilson, 50 yards, first; W. A. Rowe, scratch, second.

ONE-MILE BICYCLE SCRATCH.—W. W. Windle, 3m. 2-5s.; W. D. Banker, second.

TWO-MILE BICYCLE PROFESSIONAL.—W. F. Knapp, 6m. 14s.; H. G. Crocker, second.

THREE-MILE BICYCLE AMATEUR HANDICAP.—W. Windle, scratch, 8m. 59s.; W. D. Banker, 150 yards, second.

WEDNESDAY, SEPTEMBER 26.

ONE-MILE BICYCLE AMATEUR HANDICAP.—W. Windle, scratch, 2m. 58 1/2s.; A. C. Banker, second; W. D. Banker, third.

ONE-MILE PROFESSIONAL BICYCLE SCRATCH.—R. A. Neilson, 3m. 12s.; W. F. Knapp, second; H. G. Crocker, third.

TWO-MILE BICYCLE AMATEUR, 6:20 CLASS.—W. D. George, 7m. 2s.; W. L. Wright, second.

TWO-MILE BICYCLE AMATEUR LAP RACE.—W. Windle, 6m. 20s.; W. D. Banker, second.

ONE-MILE PROFESSIONAL BICYCLE, FINAL HEAT OF WORLD'S CHAMPIONSHIP.—W. A. Rowe, 3m.; H. G. Crocker, second.

ONE-MILE BICYCLE AMATEUR SCRATCH.—W. Windle, 2m. 55 3-5s.; W. D. Banker, second; A. C. Banker, third.

ONE-MILE BICYCLE, 3:20 CLASS.—W. D. George, 3m. 23s.; J. H. Gloninger, second; W. L. Wright, third.

TWO-MILE BICYCLE HANDICAP, PROFESSIONAL.—H. G. Crocker, 20 yards, 6m. 11s.; W. A. Rowe, scratch, second; W. F. Knapp, third.

FIVE-MILE BICYCLE L. A. W. STATE CHAMPIONSHIP.—W. D. Banker, 16m. 28s.; A. C. Banker, second.

ENGLISH 50-MILE BICYCLE ROAD RECORD.

On September 18, Godfrey R. White, mounted on an ordinary, made an attempt to beat the above road record—viz.: 3h. 12m. 6 2-5s.—held by A. Pellant. White finished the full distance in 2h. 57m. 47s., beating the record by 16m. 19 2-5s. The wheel ridden was a 54-inch with a 22-inch rear wheel, weighing twenty-nine pounds.

RACING AT QUEENS, L. I.

Some thirteen miles beyond Brooklyn and a short distance below Jamaica, Mr. Lloyd has built recreation grounds, which have become known as the Queens Athletic Grounds; in fact, a white-lettered, staring sign prevents the grounds from being taken for anything else. The enclosure contains a six-lap track and a smooth-turfed centre field, and is surrounded by a substantial fence. The track is of clay, with fair bevelled corners, and when dry and hard makes a fair bicycling and running track. In these grounds Mr. Lloyd has from time to time given athletic and cycling events and not always with good financial return, so that he must be given credit for sporting enthusiasm of a practical and helpful kind.

At the races held on Saturday afternoon last it was cold, damp and windy, with the track slightly holding. Less than one hundred people were present, due, no doubt, to the threatening weather. The audience was composed largely of Brooklyn cyclists. The events were decided as follows:

One-mile Novices.—A. A. Zimmerman, Freehold, N. J., 3m. 13 1-5s.; W. F. Murphy, K. C. W., 3m. 15 4-5s.; A. J. Menge, Riverside Wheelmen, third; H. E. Findley, New York Bicycle Club, fourth.

One-mile Rover Type Handicap.—F. G. Class, Brooklyn Bicycle Club, 120 yards, 3m. 2 1-5s.; Fred. Coningsby, Jersey City, 100 yards, 3m. 7 2-5s.; H. P. Matthews, Brooklyn Bicycle Club, 100 yards, third; W. F. Murphy, K. C. W., 100 yards, fourth. Class astonished his friends with a display of vastly improved form, the time being excellent for the day and track.

Two-mile Handicap.—F. G. Brown, K. C. W., 55 yards, 6m. 17 1-5s.; A. A. Zimmerman, Freehold, N. J., 175 yards, 6m. 17 4-5s.; J. W. Schoefer, Brooklyn Bicycle Club, 30 yards, third; W. H. Schumacher, L. I. W., 40 yards, fourth; F. N. Burgess, Rutherford, N. J., 100 yards, fifth; L. H. Wise, L. I. W., 50 yards, sixth; W. F. Murphy, K. C. W., 70 yards, 0; C. M. Murphy, K. C. W., 200 yards, 0; W. F. Class, Brooklyn Bicycle Club, 175 yards, 0; H. P. Matthews, B. B. C., 120 yards, 0; H. Samson, Nyack, N. Y., 175 yards, 0; N. F. Waters, B. B. C., 75 yards, 0; H. Quattropp, B. B. C., 130 yards, 0; H. E. Findley, N. Y. B. C., 160 yards, 0. Schoefer might have finished first had he been able to get through.

Two-mile Handicap, Kings County Wheelmen's Club Race.—W. F. Murphy, 135 yards, 6m. 32 1-5s.; C. M. Murphy, 175 yards, 6m. 33 2-5s.; R. Steves, 80 yards, third; H. J. Hall, Jr., scratch, 0. Harry Hall rode a 27lb. racing Star, but was greatly hindered by the curves. He rode a half mile in 1m. 35s. and the mile in 3m. 14 1-5s.

Three-mile Handicap, Brooklyn Bicycle Club.—Schoefer, scratch, 3m. 20s., 6m. 41 1-5s.; 10m. 6 2-5s.; Glass, 150 yards, 10m. 7 2-5s.; Matthews, 150 yards, third.

Two-mile Championship, Members of Cyclists' Union of Long Island.—Heat 1: Schoefer, B. B. C., 3m. 12 1-5s.; Brown, K. C. W., second; Schumacher, L. I. W., third; Wise, L. I. W., fourth; Quattropp, B. B. C., fifth; Waters, B. B. C., sixth. Final Heat: Schoefer, 3m. 13 4-5s.; Brown, second. The medal for this event was of elegant design. The last two men in the first heat were not permitted to ride in the second and final heats.

One-mile Consolation.—Wise, 3m. 16 1-5s.; Burgess, 3m. 16 2-5s.; Findley, third; Samson, 0.

The officials were: Referee, L. W. Slocum, B. B. C.; timers, A. B. Barkman, B. B. C., and W. G. Hegeman, B. A. C.; scorers, E. Skinner and J. F. Borland, B. B. C., and C. F. Ackerson; general director, J. D. Lloyd.

ORANGE ATHLETIC CLUB HANDICAPS.—To be run at Roseville October 6. One-mile handicap—Windle, Rich and Crist, scratch; Halsted, 30; Caldwell, 50; S. H. Rich, 50; Baggott, 60; Bowman, 65; Wise, 70; Schumacher, 70; Pendleton, 100; Gubelman, 120; Bonnett, 130; Simonson, 120; Monell, 130; Pelin, 100; Blaisdell, 120. Two-mile handicap—Windle, scratch; A. B. Rich, scratch; Crist, scratch; Halstead, 60; S. H. Rich, 85; Caldwell, 90; Baggott, 90; Bowman, 100; Schumacher, 100; Wise, 130; Pelin, 150; Bonnett, 200.

We are having made a fine cut of Willie Windle, but owing to an accident to the plate we are compelled to hold it over until next week.

RECORD BREAKING ON ENGLISH PATHS.

On Wednesday evening, September 18, the Long Eaton Recreation Grounds was the scene of some notable performances by Fred Lees (of Leicester), C. E. Taylor (of Long Eaton), S. G. Whittaker (of America), and E. Oxborrow (of Coventry). The chief business was the attempt to beat the world's tricycle record for an hour. Mr. Pem, Coleman (London) was sent for, and shortly after five o'clock Lees and Taylor turned out. Waite and Hudson (of Beeston), were the first pair of pacemakers, and they went a couple of laps each. Marriott and Halford were second to enter the track, whilst Fletcher, of Ilkeston, and A. Brown, of Nottingham, ably assisted in keeping the two going. The first mile was out somewhat, but after going five miles Taylor went ahead, and broke the standing record by 3-5s. In the eighth mile he was 14 4-5s. to the good. The next mile he established another record, being 2 3-5s. in front. After this Taylor seemed to fall away, and at the fourteenth mile he was asked to give up. Seeing that further pursuit was hopeless, Mr. Coleman left for London, and after eleven miles Lees was not able to continue. The eleventh mile was done by the professional in 32m. 23 2-5s. The times were as follows:—Taylor's time: One mile, 2m. 50 3-5s.; two miles, 5m. 45 3-5s.; three miles, 8m. 38 3-5s.; four miles, 11m. 34 3-5s.; five miles, 14m. 31 3-5s.; six miles, 17m. 25s. (record); seven miles, 20m. 24 2-5s.; eight miles, 23m. 1s. (record); nine miles, 26m. 14s. (record); ten miles, 29m. 45 2-5s.; eleven miles, 32m. 33 1-5s. Lees's time, 32m. 23 3-5s.; twelve miles, 36m. 0 2-5s.; thirteen miles, 39m. 6 2-5s.; fourteen miles, 42m. 16 1-5s. Lees would undoubtedly have done a big thing in the professional line, as he was running well and had lapped Taylor, but no timers being at hand, his sterling efforts were practically valueless after the eleventh mile.

During the attempt by Lees and Taylor, that excellent little bicyclist, Whittaker, who had ridden a mile on a Rudge "Bicyclette" on Tuesday evening on this track in 2m. 31 4-5s., thus beating Osmond's bicycle record mile and the world's safety, essayed to smash the flying quarter, and after a preliminary spin round the course, he commenced his work in a masterly fashion, and coming along at a terrific speed, he passed the post in the marvelous time of 33 2-5s. Singular to relate, each of the four watches timing him agreed. Whittaker seems likely to do even more wonderful work, and did not appear the least distressed. Soon afterwards Oxborrow came out for the half-mile tricycle record; but, although he was carried along in fine style by the little Yankee, he could not do more than 1m. 17 2-5s.—*Sporting Life*.

TWELFTH REGIMENT GAMES—BICYCLE HANDICAP.

Amateur Military Athletic Games and Reception, Twelfth Regiment Athletic Association, will be held at the Armory, Ninth Avenue and Sixty-second Street, New York, Monday evening, December 17, 1888, commencing promptly at eight o'clock. The events are all handicaps and open to all amateurs—under the rules of the A. A. U. Handicapping by the official handicapper, W. G. Hegeman. The events are: Sixty-yard dash; 440-yard run; 220-yard hurdle; 1½-mile run; 2-mile bicycle race; 1-mile walk; novice race, ½-mile, for those that never won a prize in any race, scratch; relay race, 1-mile, open to teams of four men each, from any company in the Twelfth Regiment; obstacle race, open to all members of the Twelfth Regiment. Athletes can practice at the Armory, any evening from 6 to 7:30 o'clock, or from 9:45 to 10:45 o'clock. An entrance fee of fifty cents per man must accompany each entry, and must be sent to Charles J. Leach, P. O. Box 3201, New York. Entries close promptly December 8. The right to reject any entry is reserved. Athlete's ticket admits lady. Handsome solid gold and silver medals, manufactured by a prominent jeweler, will be presented to first and second in each event. A reception with dancing will follow the games.

One and two mile bicycle handicaps will be held at the Philadelphia Y. M. C. A. games, to be held at Belmont and Elm Avenues, on Saturday, October 13, 1888. Entrance fee fifty cents; close October 6, with Professor H. M. Howland, Y. M. C. A., Philadelphia.

WHEEL WANDERINGS IN BUFFALO, DETROIT AND CHICAGO.

Given: A two weeks' vacation, a well-filled pocket-book and a Columbia Expert. What is the result?

Several members of the Manhattan Bicycle Club, of New York City, found themselves studying over the problem during the latter part of August, while preparations were being made for the big tournament at Buffalo, and three of the party arrived at a favorable solution of the problem.

These were C. A. Sheehan, J. W. Sheehan and D. H. Thistle. Being one of the trio, I will endeavor to entertain the readers of THE WHEEL with a brief résumé of the method of solution.

Leaving New York Saturday evening, September 1, via West Shore road, we arrived at Buffalo the following morning, where we remained during the meet and tournament. During our stay in Buffalo we were entertained by the Buffalo Bicycle Club, who, by the way, have one of the cosiest houses we have ever entered, having a fine parlor, sitting rooms, committee meeting rooms, officers' rooms, wash and bath and lockers all adjoining.

Directly off these is the gymnasium, which, we must say, is the best equipped we have yet seen in a bicycle club house. This room in winter is used as a ball room, and, owing to its size, it surely must serve the Buffalos well.

Just a word for Buffalo. Never refuse an invitation given you by them. They are truly wheelmen, and if anyone can make you feel at home they can. Among those we had the pleasure of meeting were Dr. Butler, Vice Consul W. S. Bull, John L. Daniels and many others, who were untiring in their hospitable efforts.

Buffalo is a paradise for wheelmen, and is just the place for a tournament. It has many roads in fine condition, and many pleasant hours our party spent on them.

Manager H. E. Ducker and his club, the Buffalo Ramblers, entertained us royally. We will remember with pleasure the acquaintances made among them and their many courtesies to us.

Leaving Buffalo, we resolved to visit the town of "luggage carriers," and so look up "Detroit Smith," but, alas! we found that he had not returned from Buffalo. Here we had the good fortune to make the acquaintance of Messrs. C. D. Hastings and R. H. Roehm, under whose guidance our trio proceeded to "do the town." A beautiful sail up the river brought us to Belle Isle Park. Here lies in midstream the park of Detroit. This park, with its beautiful surroundings, is vividly photographed upon our memory. On one side of the rapidly running stream is the city of Detroit; on the other, Windsor, washed by the clear water of the St. Clair. We are but ten minutes' sail from either town. Belle Isle rises with all the beauties of Nebuchadnezzar's hunting garden, not excepting the feminine beauty which adorned it. We thought as we rolled over the roads of that park, so smooth, fanned by the revivifying breezes and surrounded by so much beauty, that the Detroit boys have what we New Yorkers would call a "cinch."

Our admiration rose to enchantment, and, no doubt, we felt much as the poet did when he wrote the long-metre hymn commencing—

"My wheeling soul would stay
In such a frame as this" [alway.—Ed.]

Returning to the city with the Detroiters, the trio sat down to an elaborate dinner at the League hotel, "The Brunswick."

Here we had as fine a repast as one could desire, with an appetite sharpened by the trip. When we offered to settle, we honestly expected to pay a bill of at least a dollar per head, but being L. A. W. members the charge was but fifty cents each. I mention this simply to show one of the advantages of belonging to the Michigan Division of the L. A. W., and to show that its members are workers from way back.

Leaving here, we started over the smooth cedar block pavement of the city, taking side-walks when we found any portion of it unridable. Their privileges are not at all limited, and well they know how to appreciate and retain them. The walks all through the city are at their disposal after 11 P. M., but they are little used, as the roads are all in fair condition.

Riding out a mile or so we enter upon a fine drive, which New York would be proud to own. This is the road the wheelmen were forbidden upon by the owners, some time ago, but through their united efforts it was soon opened to them.

Riding on a few miles, we were overtaken by the Detroit club men; also some unattached.

We had the good fortune to meet ex-Chief Consul Johnson. Oh! what a hustler he is, and how he does work for the League! No wonder the boys worked on his side, and for his candidate, at the recent election, which was one of the hottest fights in the history of the L. A. W., more votes being cast out of their entire membership of some 360 than was cast in the New York Division, with its 2,400 members. Much credit is due Mr. Johnson for the way he has managed the affairs of the Division, raising its membership some 300 during his term of office.

Returning over the same road again we made a trip through the city, visiting the water works, etc. Returning to our hotel, and while at supper "Luggage Carrier" C. H. Smith entered, with his two little daughters, of whom "Clarence" has good reason to be proud.

After supper an enjoyable evening was spent, the boys remaining with us until our train time and accompanying us to the depot.

To finish on Detroit, one would not expect to spend such a pleasant time, make so many acquaintances in twelve hours, and find so friendly a feeling existing towards strangers. I must say it is a credit to the fraternity that we have an organization of gentlemen.

Leaving for Chicago over the Michigan Central road, and arriving there, we at once proceeded to settle for a week, choosing Englewood, a suburb, as our headquarters. Here we were quite at home, having visited the Windy City several times. Our riding was done through South and Jackson Parks, Garfield, Drexel and Grand Boulevards, Michigan, Prairie, Ashland Avenues, Washington Boulevard and Garfield Park, on the west side of the city, Dearborn Avenue and Lincoln Park on the north side. We took a trip to the beautiful and wonderful Pullman, known as "The City of Brick," also to Edgewater, another handsome town just built, and laid out with macadam roads (*a la* Orange, N. J.). On all these runs we were joined by Mr. G. W. Denison, First Lieutenant of the Englewood Cyclist Club, to whom we are greatly indebted.

Visiting and inspecting the club houses was one of the features of our trip. To commence with, the Fort Dearborns' house is a very large brown-stone front, with lawn, tennis court, etc. The house has two large parlors, pool and billiard tables, library, bath-room, very handsome card-rooms, spare rooms, lockers, etc., and, altogether, is far superior to anything yet seen; and still they are talking of taking a much larger house.

What workers these Western fellows are! Only a while ago the little Owl Club had a fair-sized house, very pretty and all that; but such a move as they did make! And how they do get there! The Secretary-Treasurer's office is well worth making a note of. A good idea and way of making the boys pay up has been adopted by them and the other clubs. Every member's name, with amount, etc., showing his standing, is posted in a frame covered with glass and locked. The club tandem, another excellent income-producing idea, is rented out to members by the hour.

A visit to the Chicago Club on Adams Street was also made. The Chicagoans have a suite of rooms, well furnished, on one of the upper floors of an office building. This is the business men's club. Think of our having in New York a bicycle club down town, say opposite the Stock Exchange!

Next we turned our attention to the Illinois Cycling Club, on the West Side, where we had the pleasure of meeting Frank V. Newell and several other members, who very kindly showed us about their side of town, much to our delight. The Illinois men have the newest and neatest club house of all we visited, having pool and billiard tables in the basement, large parlors, card and bath rooms, shed in the rear for gymnasium and wheel storage, with large yard opening on the side street, it being a corner house. They are also talking of better quarters. I hear that they are thinking of building. If so, we can look for a club house that will have no equal in the country.

On another occasion, we visited the new house of the Lincoln Cycling Club. Here we found a large structure, very well furnished and very roomy, with all the well-appointed rooms of the other club houses. We were very well looked after by a member who was present.

One thing we especially noticed in all the

houses is the frank way the club officials post notices. They lay down the law on paper, and are not afraid to post it. The dues are generally \$1.50 per month in the clubs, and each have an average membership of 180.

The larger portion of the members keep their wheels home, and only use the club houses for social purposes.

The wheelmen of Chicago in general are a social lot, and you will always receive the salute when riding by. They remarked, however, that the men at Buffalo did not return the salute, and they thought it strange. Their remarks are just. It is only one out of every ten that will return the salute, and here in New York City it is very seldom you will get a return from another passing wheelman.

Returning to Englewood. Here is a town that is coming to the front in the wheeling world, having already a club of some forty members, a cosy room, etc., and many ways in which members can spend a quiet hour. One thing that keeps them from being heard of is the fact that they have no Sunday runs, and, its members working in the city late, they find it impossible to meet on their wheels as often as would be desirable. They are a gay lot, however, and are hard workers.

There is one gentleman in Chicago that we must not forget to mention, and that is Mr. R. D. Garden, manager for the Pope Manufacturing Company. The success of the Columbia wheel in Chicago is the result of his efforts. His office is open in the front of his large store. He is a busy man, but he has never been known to be too busy to look up, shake hands with a kind word of welcome, and make you feel as if life is worth living. Surely he has the true instincts of a wheelman, and his pleasing and hospitable manners have made him popular with the wheelmen of the West. The Pope Manufacturing Company are to be congratulated on having him in their employ. One word on Chicago. It is a city of perfection. It can be ridden through on a wheel with very little difficulty, having in the worst part (to and from the bridges over the river) only about six blocks of stone pavements. The wheelmen go to and from business on their machines, and in the office buildings are to be seen numerous wheels under stairs and in other out-of-the-way places.

The parks and boulevards are far superior to anything we have East. The wheelmen, as everywhere else, are a very fine class of men. It is also very pleasing to see the old gentlemen, with long, gray beards and slouch hats, riding astride ordinary mounts, pedaling to and from business. A word of advice: Never visit Chicago without your wheel.

The return home was made over the Lake Shore and New York Central roads. On our way we met several wheelmen on the train, among them Captain M. F. Shafer, of the Genesee Bicycle Club, of Rochester, N. Y., who proved excellent company.

In closing, the trio desire to express their sincere thanks to the many wheelmen they met in Buffalo, Niagara Falls, Detroit, Chicago and Englewood, and will be pleased to have them visit them at their pleasant little home at 263 West Seventieth Street, New York.

C. A. S.

Outing for October is a very attractive number, the matter being well selected and of sufficient variety, and the illustrations being of a very high class. Howard P. Merrill contributes an illustrated article on "One Man's Work for Cycling," which is a narrative of Mr. Ducker's connection with the sport. Cuts of the Buffalo Exposition Building, of Mr. Ducker, of Woodside, Prince, Rowe, James, Wood, Burnham and Hendee appear, as well as a view of Hampden Park track, Springfield. Mr. Ducker's portrait is very truthful. Woodside and Prince are depicted to the life, though why Prince should be exhumed at this late day we cannot understand. The full-length portrait of Hendee in racing costume is a gem, but the moustache seems false—simply stuck on. Mr. Merrill should stick to the truth, as there were not 10,000 cyclists present at Buffalo.

The Elizabeth Wheelmen will hold their annual 10-mile handicap road race on Election Day, at 10:30 A. M., over the Irvington-Milburn course.

Mr. and Mrs. J. S. Dean will sail for Boston, on the Bothnia, on October 14.

ON ENGLISH ROADS.

[CONCLUDED.]

Nor did I see any ordinary rider who seemed to have a mastery of his wheel. All use steps. I looked in vain for a stepless cycle, and thought of the hundreds of American wheelmen who never use the step. Of course, it does not follow that a man's expertness as a rider is determined by the absence of a step from his machine, but, when in an immense population like England's you see everybody mounting as they used to mount when the bicycles first came out, you are led to conclude that there are some pleasures in wheeling that have not been discovered, and a quick and graceful mount may be counted among them. But it is taken all round on the road that a British cyclist seems to be an unpractical fellow. One of the most famous roads of England is the 18-mile stretch between Birmingham and Coventry. On Sunday it is literally alive with wheelmen, all the hands in the bicycle factories in the two cities taking their airing and having a "bit of a scorch." It is beautifully graveled and as smooth as a boulevard. On the road is a hill about half a mile long. The road-bed here is about the best in the eighteen miles, not a loose stone, water-course or rut. When climbing it I passed a party of cyclists going down. Those on the safeties were coasting, and all the crank men were pedaling down. It was a stiff grade, and as the hind wheels went by me, now and then bobbing up in the air from the pressure on the pedals, I thought what a header those chaps would take if they should go over. So, in pure philanthropy, I shouted to each one: "Throw your legs over." Only one fellow tried to respond. He got his legs off, but couldn't get them over the handles; and so he hung all the way down, his feet stretched out as if he were riding a stirrupless clothes-horse. This, I may say, is the way Englishmen ride all hills. They "ride" them sure enough. I should think the word coast means only a sled ride to them. I infer as much from the reply I received from a cyclist. "You must have some very pretty coasts about here," I said.

"Yes, we do, when we don't have open winters," he replied.

A person would think he was in a country where bicycling was something new, to see the oversized riders. One generally expects to see a new rider get a wheel several sizes too large for him, in his desire to look big, but he equally expects to see this wear away. But here there is a procession of 50-inch legs on 54-inch machines, 3½ and 4½ inch cranks, and saddles five or six inches back from the head. It is no wonder, possibly, that among so many mistaken riders the ordinary should be found to go hard up-hill and wearisome to the legs. I cannot but think of a chap who met me in Washington, D. C., last spring. He was about five feet six inches tall. He was always saying that he was going to take up the safety. The reason he gave was that he could not get up the hills on a crank. I didn't doubt it at all when he told me he rode a 58-inch machine! I wouldn't believe it till he showed me the wheel. He was simply at the far end of the extreme of impracticableness. The English cyclist isn't quite so far out, but, like his machine, he needs adjusting.

If anything further should be said to give emphasis to my first statement, it need only be along the line of hands-off riding. This convenient knack is practically unknown here. Riding a few feet, maybe, is common enough, but the idea of going mile after mile hands off is quite undreamed of, and this, too, in a country where it can be done on nearly every road without a particle of danger. Anybody who knows what a rest hands-off riding is, after a day's long ride, may realize in some degree what the English rider misses in not being up to this little accomplishment. I know what it is. I have been riding with small English handles, and I believe that if I could not have eased my hands by taking them off together and riding thus for miles, I could not have stood the long journeys. That my criticism is not based upon any superficial observations, I know from reading the address of Colonel Saville on the history of cycling as a branch of the army. As the most ardent advocate of military cycling he would no doubt have enumerated all the advantages of wheels, and yet, in making a comparison between the crank and the safety, he never

mentioned the ease with which the ordinary can be ridden hands off, a knack utilizable not only for pleasure but also for something more important in case of war. If Colonel Saville has not heard of this advantage of cycle riding he has been kept in strange ignorance. I don't doubt in the least that the Colonel had never heard of it. I am only a second, or possibly a third rate rider in that city I learned my riding in, and yet I could cause a general suspension of business in the little towns I have passed through in England by riding hands off and reading "Baedeker's Guide" or the daily paper, using both hands to hold the book; and when, on reaching a hilly town, I coasted down the hilly streets, hands off, pondering on the fresh eloquence of Baedeker, there was a complete paralysis of all the functions of trade and commerce. These were only towns, to be sure, but they were on main roads frequented by hundreds of cyclists. I say this not in glorification of myself, for where I have ridden most in America such riding is the common thing and never noticed, but simply to call attention to the fact that England ought not to be the place to set the styles in wheels, and I say this, also, not against the safety, but simply to prevent persons being deceived into abandoning an instrument of pleasure that is capable of affording delights none other possesses. Had I at Liverpool been seduced into purchasing a low wheel I should to-day, as I write within sound of the waves on "Britain's southern shore," be so angered at the thought that I had lost all the scenery between the distant north and here that I should feel like taking the first train back to Liverpool and thumping that dealer; and my crank has done so much for me, has presented me with such ravishing pictures of valley and field and mountain and meadow, pictures unbarred by any hedge or wall, that I want to say what little I can to keep others from missing them. Nor do I hold up to ridicule the British cyclist. He is as good, obliging and gentlemanly a fellow as any other portion of the world holds, but his views as to this and that wheel have been given a wideness of circulation and a weight of influence to which I do not believe they are entitled. It is also with a wish to show the English cyclist what he is missing in leaving undeveloped the capabilities of the ordinary that I have said as much as I have.

TRAVELER.

Con Dwyer, the Australian champion, has been reinstated in the amateur ranks.

Willie Windle scored heavily at Pittsburg. It is reported that Windle is ill with a severe cold.

Osmond and Synner, the two English cracks, are matched to ride a mile at Kennington Oval, to-morrow, October 6.

The Bay City Wheelmen, of San Francisco, held their seventh annual hop at Odd Fellows' Hall, Friday, September 28.

G. R. White has lowered the English 50-mile bicycle road record to 2h. 57m. 47s., an average of about 3m. 31s. for each mile.

At the Tioga race meet, Kingsland, of Baltimore, showed good form, defeating Crist, Halsted, Wilhelm, and other good men.

W. J. Morgan will engineer a six-day race meet at San Francisco in January. The Bay City Wheelmen have offered the Senator the hospitality of their club-house.

The New York Bicycle Club have engaged bowling alleys at Fifty-second Street and Sixth Avenue, for every Friday night during the season, commencing October 5. All club members are invited to attend the opening.

Fred. J. Osmond added another victory to his already long list of this season by winning the Kildare Bicycle Club's 5-mile cup race on September 12; time, 14m. 45 1-5s. The previous winners of the cup include the following men: 1881, Liles; 1882, Gaskell; 1883, Liles; 1884, English; 1885, Ball; 1886, Furnival; 1887, Osmond.

Cards are out for the marriage of Miss Anita Clifford Harris to Mr. William Williams Chester, both of Elizabeth, N. J. Mr. Chester is of the firm of Wetmore & Chester, member of the N. J. A. C., and well known to many cyclists, who will congratulate him—especially so if they are fortunate enough to have the acquaintance of the lady.

WHEEL GOSSIP.

F. J. Osmond won the Surrey B. C. scratch mile, time 3m. 52 1-5s., and the 10-mile cup race, time 32m. 35 4-5s.

Mr. Frederick Jenkins and Miss Ella Gregory, married, Monday, October 1, 1888, New York. At home, Main Street and Maple Avenue, New Rochelle, New York.

The Down-East papers are very generally publishing the fact that Gerry Jones is to resign as Chairman of the Racing Board, and are advancing the claims of "Doc" Kendall, of the Boston Bicycle Club.

There is much talk in England of merging the National Cyclists' Union with the Cyclists' Touring Club. The N. C. U. has controlled matters of the race path, and the C. T. C. has chiefly distinguished itself as a badge-stealing, cheap-John, coffee-tavern sort of organization.

The Bay City Wheelmen are to be credited with true sportsmanship. The team of this club have won so many points in the first two road contests promoted by the California Road Racing Association that no other club could possibly win the cup. In order to give other clubs a chance and make a genuine race, the

Bay City men have entered a team of novices in the race, which is to take place October 8. We hope they will win.

Messrs. W. D. Allen & Co., 151 Lake Street, will hereafter have control of the Chicago Branch of the New York Belting & Packing Company. Messrs. Allen have for a number of years done an extensive business in leather belting for the account of Fayerweather & Ladew, and this connection with the largest rubber belting, packing and hose manufacturers in the world will no doubt greatly add to their influence and prosperity.

The Prospect Harriers, the well-known cross-country and athletic club, of Brooklyn, have just taken possession of their new grounds at Washington Park, Brooklyn. They have a fine quarter of a mile track, suitable alike for running and wheeling, and superior accommodation for all athletic sports. All young men interested in athletics are invited to inspect the grounds, and racing wheelmen are invited to join the club. Address F. G. Webb, 736a Union Street, Brooklyn, N. Y.

Mr. J. P. Hall, of Albany, Oregon, left that place August 5 for a 400-mile trip through Southern Oregon to Coos Bay and return. He crossed the Coast Range Mountains twice, and traveled for 150 miles over a rough mountain

trail, a road on which had never been ridden a bicycle. He was several times warned not to do it, the road being considered utterly impassible to bicycle travel. He persevered, riding most of the way and walking the balance, and therefore deserves the credit of having ridden over nearly 150 miles of the roughest of rough Oregon roads. The machine ridden was a 52-inch 1888-pattern Columbia Light Roadster, which stood the test of the trip with the utmost impunity.

THE RECORD AROUND CHESTNUT HILL RESERVOIR.

Dr. Kendall has another new idea, which he is developing for the benefit of Boston cyclists. For years there has been an animated controversy as to who could ride around Chestnut Hill reservoir in the shortest space of time. At least a dozen scorers of Boston and vicinity are individually of the opinion that each stands unrivaled as a reservoir circler. Phenomenal records from two and a half minutes up have been claimed, but the accuracy of few have been established. Dr. Kendall proposes to have what he calls a record race, to be run under the auspices of the Boston Bicycle Club, and to make it an annual event. Gold and silver championship medals of a unique design will be awarded the fastest riders. The race will probably be run in about two weeks.—*Boston Globe*.

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Bicycle Tires, Hard and Soft Rubber
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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 wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.

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American Champion Bicycle.
American Light Champion Bicycle.
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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.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

OFFICIAL TAILORS AND OUTFITTERS

Ilderan Bi-Club.
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DEVLIN & CO.,

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

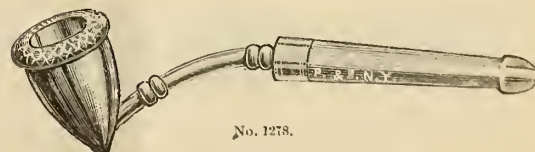
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Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, \$3.50

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A Perfect Fit Guaranteed.
Displacement Impossible.

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

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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

Mr. E. I. Halsted has returned to New York, and the Quaker City wheelmen, among whom he has made so many friends, will probably know him no more. Halsted will ride under the N. Y. A. C. winged foot in future.

SIX-DAY ROWING TRICYCLE CONTEST.

The six-day rowing tricycle contest, under the management of C. H. McConnell, at Madison Square Garden, New York, will commence Sunday night, October 7, at 12 o'clock. The contestants will ride until 6 A. M., and will ride every day from 2 to 12 P. M. A number of prominent oarsmen are entered, and the management have offered special purses to encourage the making of big mileages. A grand concert will be given each evening. The machines will be for sale at the garden during the races.

Mr. McCombie, who was injured in the Eastern Road Club's 25-mile road race, lies in a very precarious condition at the Boston City Hospital. The cyclers have liberally contributed to the support of the poor fellow, and through their kindness the *Herald* is enabled to acknowledge subscriptions amounting to \$46, including the following: Albert A. Pope, \$10; John P. Lovell Arms Company, \$5; Springfield Bicycle Company, \$5; William Read & Sons, \$5; Overman Wheel Company, \$5; W. W. Stall, \$5; Coventry Machinists Company, \$5; N. C. Fowler, Jr., \$1; X. Y. Z., \$1; G. M. Worden, \$1; J. N. Grimes, \$1; W. J. Morgan, \$1; Captain F. B. Kimball, \$1.—*Boston Herald*.

FROM NEW YORK TO PHILADELPHIA.

Messrs. Newbourg, of the Prospect Wheelmen, and Newman, of the Kings County Wheelmen, left New York on Friday, September 28, for a trip to Philadelphia on their wheels, taking the 1:30 P. M. boat to Staten Island, riding through to Tottenville, crossing to Perth Amboy, and then to New Brunswick, where a short stop was made; then to Franklin Park, arriving at 6 P. M. Here we had supper and remained over night. Starting at 6:20 A. M. Saturday, we made Kingston, 7¾ miles, at 7 A. M. Here we had a hearty breakfast, very much enjoyed. Left Kingston at 8 A. M., passing through Princeton, Lawrence-

ville, Trenton, and arriving at Bristol 12 noon. Dined at Closson's and left Bristol via the Bristol Pike at 1:15 P. M., through Tullytown and Frankford to Philadelphia, arriving at Green's Hotel 5 P. M., making the trip, St. George, S. I., to Philadelphia, in 12½ hours actual riding time, and at a total expense of \$2.35.

With a few exceptions we found the roads in good condition, and in fact much better than we had expected from the description given in Route 64, N. Y. State Road Book.

Permit us, through your valuable columns, to extend our sincere thanks to the Pennsylvania Wheelmen, Messrs. Riddle, Randall, Kohler and Green, for their liberal hospitality shown us, during our stay in Philadelphia.

CHAS. NEWBOURG.
WM. NEWMAN.

SUDDEN DEATH OF A VETERAN CYCLIST.

The *C. T. C. Gazette* records the death of one of our oldest and most respected readers, Colonel Salisbury Simpson, of Portishead, under circumstances which may possibly be, in some quarters, turned to the detriment of cycling. Colonel Simpson was a great enthusiast, and in his seventy-fourth year of age did his hundred miles in twenty-four hours. He died very suddenly at Moffat, N. B., aged seventy-eight, on his Crippler tricycle, having traveled from Bristol that day, and, against the wishes of some gentlemen who were with him, would ride from the railway station to the hydropathic establishment. The strain was too much, and in a moment he was dead, while actually sitting on his machine. This circumstance, however distressing, cannot, we think, be taken to imply that cycling was the cause of death. For a gentleman nearly eighty years of age to other than drive to his hotel after an all-day railway journey is in itself phenomenal, and when we consider that after a journey of this kind the physical power of even a younger man would have been more or less exhausted, in one so old the exhaustion of the system would be great, and any fairly strong physical exertion would be calculated to prove disastrous to the weakened organs. We think, therefore, under the circumstances, a walk to the hotel would have

been more calculated than a ride to bring about the sad disaster, and that cycling cannot in any way be blamed for the unfortunate occurrence. —*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'Hôte*, 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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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.

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,
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MADISON SQUARE GARDEN, COMMENCING SUNDAY, OCTOBER 7.

A DECIDED NOVELTY:

6 DAYS' ROWING RACE

ON THE NEWLY INVENTED

ROADSCULLER, OR LAND-ROWING TRICYCLE.

14 Champion Oarsmen

Are Entered, comprising all the Great Scullers of the World, as follows:

JOHN TEEMER,	WILLIAM O'CONNOR,
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\$10,000 IN CASH PRIZES.

The Cash Prizes offered are larger than ever competed for in a rowing tournament, and the race will be a bona fide contest between these trained athletes, starting at MIDNIGHT, SUNDAY, OCTOBER 7, and rowing six hours—and daily thereafter from 2 to 12 P. M. until midnight Saturday.

Innes' Famous 13th Regiment Band of 75 Solo Artists

Will Give a Grand Sacred Concert on Sunday Evening, October 7, from 8.30 to 12. Concerts by Innes' Band Afternoons and Evenings during the Week.

Admission, 50 cents. Reserved Seats, \$1.00.



FOR SALE, EXCHANGE, WANTS.

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

WILL EXCHANGE a Premier wheel, 53-inch, in good order, with ball bearings in wheels, and lamp, for a New Rapid Safety. F. L. Trippé, 128 West Seventy-first Street, City.

WHEEL BARGAINS.—One Springfield Roadster, ball bearing, slightly shopworn, \$90. Two Springfield Roadsters, ball bearing, good as new, \$80 each. One 52-inch Standard Columbia, plain bearings, all nickel except rim, \$40. One 3-track Columbia Tricycle, \$40. One Springfield Tandem, new tires, in excellent order, \$140. One 54-inch full nicker American Champion, tires scarcely worn, ram's horn bar, in A 1 condition, \$80. All the above wheels are guaranteed in good running order, and cheap at the prices. The finest and best equipped Repair Shop in New York State. Cycle Repairs and Model-making a specialty. H. VON DER LINDEN, 48 Market Street, Poughkeepsie, N. Y.

MUST BE SOLD.—48-inch Star Bicycle, in fine condition, with nickel lamp; ridden very little. Best offer above \$60 takes it. C. P. Fry, 18 West Fifth Street, N. Y.

A DEALER, located in section where season is about closed, will sell out stock of *Wheels at Cost*, rather than carry them through winter. Has 52-inch Light Champion, 50-inch Am. Champion, 50-inch Challenge, 44 and 38 inch Ideals; all new, bright goods. Also, Challenge Tandem, slightly used. Address L. Champion, Utica, N. Y.

FOR SALE.—A 48-inch New Mail, ball head, cyclometer and lantern; new last April. Too small for owner. Will sell for \$90. Perfect condition. New Mail, Box 444.

FOR SALE.—Light Roadster 55-inch New Mail, 1888 pattern; in perfect condition; balls all over, including Triggeli ball head. Price \$100. R. H. Davis, Cambridge, Mass.

BICYCLES.—Talk about bargains! 54-inch Rudge, \$45; 54-inch Royal Mail, \$45; 52-inch Club, \$30; 54-inch Expert, \$25. All ball bearing and A 1 condition. 170 East Seventy-first Street.

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.

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. \$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.

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.

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

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 nickered Expert 1888 pattern; in perfect order; ridden but little. Hub lamp; pedal cyclometer; bell; cost \$151.75; will sell for \$100. A. C. Luck, 293 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 Installments. 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.

ORANGE ATHLETIC CLUB

Fall Games AND Bicycle Races,

—TO BE HELD AT THE—

ROSEVILLE TRACK, ROSEVILLE, N. J.,

—ON—

Saturday, October 6th, at 3 P. M.

**All the Fast Amateurs Will Compete in the
Athletic Events.**

A SPLENDID FIELD OF AMATEURS, including A. B. Rich, Crist, Windle, Halsted, S. H. Rich, Caldwell, Bowman, Baggot and others, will compete in the Bicycle Handicaps.

Admission 50 Cents.

Grand Fall Tournament

—OF THE—

BERKELEY ATHLETIC CLUB,

—AT—

Morris Dock, New York City,**SATURDAY, OCTOBER 20, AT 2:30 P. M.****PROGRAMME:**

Half-mile Bicycle, Scratch.

One-mile Bicycle, interscholastic, open to members of New York City private schools.—Cup to be won twice before graduating to become the property of winner.

One-mile Bicycle, Rover Type Wheels, Scratch. One-mile Bicycle Handicap.—First Prize, Columbia Cup.

Two-mile Bicycle Handicap.

One-mile Tricycle Handicap.

One-mile Bicycle Consolation, Handicap.

One-mile Bicycle Novices, Scratch.

Two-mile Bicycle Intercollegiate, Scratch.

Races under L. A. W. Rules. Fifty cents for each event.

Entries close October 15, with G. R. Bidwell, 313 West Fifty-eighth Street, or F. P. Priol, P. O. Box 444, New York.

Track, four laps to the mile; specially built for fast time and safety.

Prizes of exceptional beauty and value to first, second and third in each event.

A solid silver cup, presented by the Pope Manufacturing Co., will be the first prize in the one-mile handicap.

Admission, = 50 Cents.

Cyclists Accompanied by Wheels Admitted Free.

The Grounds are on the Harlem River, about one and a half miles north of 155th Street. On the day of the races special trains will run every few minutes on the New York & Northern and New York Central & Hudson River Railroads.

Fare for Round Trip, - 70 Cents.



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	Britt. Challenge.....	Ball	Nickel	70 00
483	56	Expert.....	Ball	Enamel	70 00
486	48	American Star.....	Plain	Nickel	60 00
480	54	Harvard.....	Ball	Enamel	30 00
500	32	Monarch Rover.....	Ball	Enamel	95 00
503	52	Britt. Champion.....	Ball	Enamel	53 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	Britt. Champion.....	Ball	Enamel	95 00
521	52	Britt. Champion.....	Ball	Enamel	90 00
522	50	Britt. Champion.....	Ball	Enamel	90 00
523	54	Am. Club.....	Ball	Enamel	55 00
524	52	Britt. 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	Britt. 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	47	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
606	53	Col. Lgt. Rdstr.....	Ball	Enamel	85 00
507	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	..	Mariborough 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.



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

HIGH GRADE BICYCLES,

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

Send for the most complete Wheel
Catalogue ever printed.

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



AT LAST WE HAVE A
PERFECT LUBRICANT

IN THE

Standard Graphite Lubricator,

PREPARED FROM PURE AMERICAN GRAPHITE

Expressly for Ball Bearings and Chains of
Bicycles and Tricycles.

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

25 Cents per Bottle. By Mail, 30 Cents.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.



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

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

Copyright by SOHMER & Co., 1888.

From "The Midsummer Puck," 1888.

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

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

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

E. L. COOK & CO'S

QUICK DRYING BICYCLE ENAMEL.

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

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

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



WE TAKE

Old Mounts in Part Payment

—FOR—

VICTORS

—AT—

LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

THE

VICTORAnd 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 VICTORTHAN 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.**Big Reductions****To Close Stock Before Winter.**

Our List, October 5, 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 \$30.

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 \$80.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 \$75.No. 176.—36-in. boy's wheel. Full nickel. Cow-
horn bars. Good as new. Price \$25.

No. 180.—54-in. Stand. Col. Enam. Price \$35.

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 \$75.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 \$80.No. 198.—48-in. Stand. Col. Painted. Price
\$35.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 \$50.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 \$90.No. 212.—52-in. Premier. Nickel, with enam
rims. Cowhorn bars. Balls to front wheel.
Price \$60.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.

THEY COULDN'T HELP IT!

Being mounted on **VICTOR LIGHT ROADSTERS**, Dampman and McDaniel HAD TO take first and second in the *Bi. World* 100-mile road race at Buffalo. Five men finished in this great race, and FOUR of these rode **VICTOR LIGHT ROADSTERS**. Why? Because they are the strongest, most reliable and fastest bicycles in the world.

OVERMAN WHEEL COMPANY, Makers,

Catalogue free.

Boston, Mass.

BICYCLE AND ATHLETIC GOODS.

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

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

CORRESPONDENCE SOLICITED.

KINGSTON KNITTING CO.

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

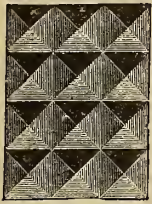
ON A

SWIFT SAFETY TANDEM,

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

THE COVENTRY MACHINISTS CO., Ltd.,
239 COLUMBUS AVENUE, BOSTON.

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.
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 Manufacturers and Importers of

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 591 Broadway, N. Y.

Sole proprietors of the
Patent Satchel 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.

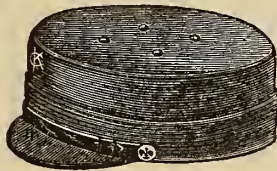
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WENCK

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.*

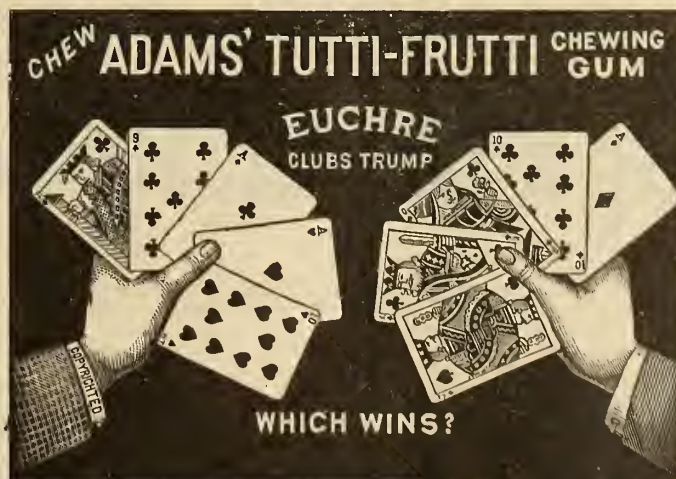
ALSO A FULL LINE OF BOYS' AND GIRLS'
 Bicycles, Tricycles and Velocipedes.

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 & WYSON
 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.

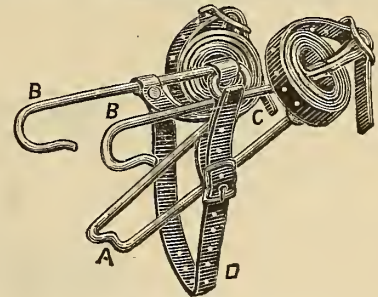
**SPALDING'S YOUTH'S BI-
 CYCLE.**

Also a Full Line of
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Send for 1888 Catalogue.

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 426 Nicollet Ave., Minneapolis.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

"A," Bracket rests on brake spoon. "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,
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J. O'CONNOR,
 Practical Boot and Shoe Maker,
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All kinds of Foreign and Domestic Patent Dressings. A
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 on hand at Reasonable Prices. Orders of every descrip-
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LAWN TENNIS SHOES A SPECIALTY.

At Philadelphia, September 10, riders of Columbias won

7 OUT OF 11

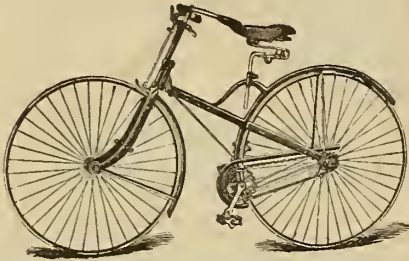
possible first prizes for Bicycle contests.

MORE COLUMBIAS.

At Roseville, N. J., September 21, riders of Columbias won

5 OUT OF 9

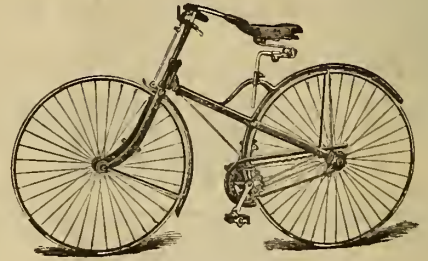
possible first prizes for Bicycle contests.



VELOCE COLUMBIA.

FOR NIGHT RIDING.

Veloce Columbia.



VELOCE COLUMBIA.

THE STRONGEST, EASIEST RUNNING,
FINEST MADE, AND MOST
POPULAR SAFETY ON THE MARKET.

OTHER MACHINES TAKEN IN EXCHANGE.

POPE MFG. CO. ILLUSTRATED CATALOGUE **POPE MFG. CO.**
BOSTON, NEW YORK, CHICAGO. SENT FREE. BOSTON, NEW YORK, CHICAGO.

THE FAMOUS, STAUNCH, RELIABLE
Rudge Light Roadster Bicycle,

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.