



Vol. II.—No 7.]

NEW YORK, OCTOBER 12, 1888.

[WHOLE NUMBER, 33.]

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.

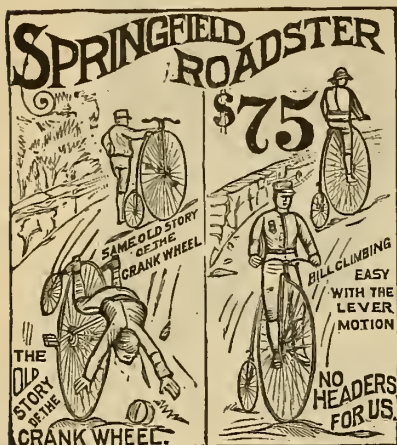
MANUFACTURED BY

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. Schwabach,

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.

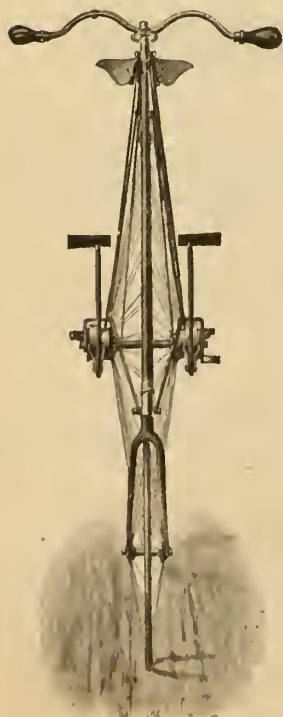
ALL REPAIRING DONE ON THE PREMISES.

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

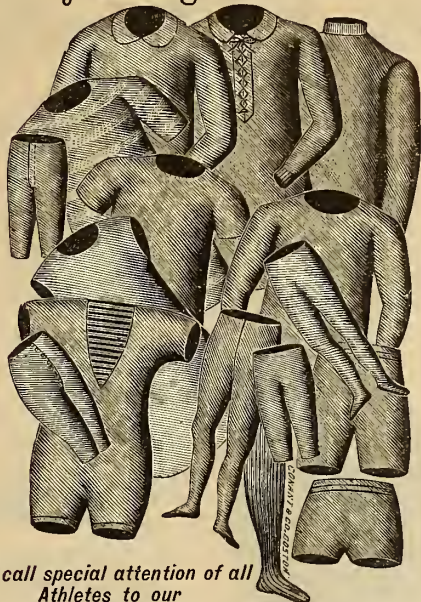
Note A.—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

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.

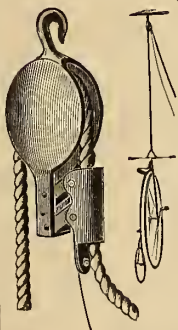


Jersey-Fitting Supporter.—This Supporter is in use by Bicycle Riders, Baseball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and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

BARGAINS!

SECOND-HAND

Bicycles and Tricycles.

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

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITIONS.—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearing A1. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings excellent. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No.	Size.	Name	Cost.	Price.	Finish.	Bearings.	Condition.
386	42	Victor Junior,	\$55.00	\$55.00	4	3	1
389	42	Am. Pony Star,	85.00	39.00	4	Plain	5
390	—	Beeston Hbr. Tdm.,	260.00	115.00	4	2	4
397	—	Col. 2-track trike,	165.00	85.00	4	1	2
411	56	British Challenge,	147.00	60.00	6	1	2
416	56	American Club,	135.00	52.00	4	2	2
417	52	Columbia Expert,	132.50	65.00	3	2	1
421	52	New Rapid Rdstr.,	132.50	132.50	4	1	1
422	53	Col. Light Rdstr.,	127.50	90.00	4	1	2
425	—	Quadrant No. 8,	185.00	170.00	4	1	1
429	54	Victor Roadster,	130.00	85.00	4	1	2
430	—	New Rapid Safety,	135.00	120.00	4	1	1
431	55	Rudge Light Rdstr.	141.25	69.00	4	2	4
433	—	Ladies' Quad. No. 14,	175.00	175.00	4	1	1
435	52	Special Club,	160.00	100.00	1	1	1
438	51	Special Star,	160.00	85.00	3	Ball	2
441	54	Columbia Expert,	125.00	65.00	4	2	2
445	48	Rudge Lt. Rdstr.	132.50	80.00	4	1	1
446	54	Columbia Expert,	135.00	80.00	1	1	1
449	52	N. Rapid Lt. Rdstr.,	137.50	95.00	4	1	2
447	52	Victor Lt. Roadster,	142.50	120.00	3	1	1
450	56	Victor Safety,	135.00	115.00	4	1	1
454	—	Genuine Hbr. Tdm.,	250.00	150.00	4	2	1
455	52	Volunteer Columbia,	102.50	80.00	4	1	1
457	48	Columbia Semi-Rdstr.	75.00	50.00	4	3	2
460	48	New Mail,	142.50	110.00	4	1	1
461	56	Semi-Racer Star,	120.00	50.00	4	Ball	4
462	51	Victor Safety,	135.00	115.00	4	1	1
463	—	Am. Rudge,	110.00	60.00	4	1	2
464	54	Col. Lt. Roadster,	140.00	85.00	3	1	2
466	55	Rudge Hbr. Tdm.,	250.00	175.00	4	1	2
467	—	Kan. Safety (36x54)	140.00	75.00	4	1	1
469	—	Otto Special,	35.00	18.00	5	4	2
470	40	Columbia 3 trk. Trike,	165.00	60.00	4	1	4
471	—	N. Rapid Lt. Rdstr.,	132.50	112.00	4	1	1
472	52	Columbia Expert,	135.00	90.00	3	1	1
473	54	Universal Club,	125.00	65.00	4	1	1
474	50	Special Star,	120.00	65.00	4	Ball	2
476	51	Special Star,	135.00	80.00	3	Ball	2
477	52	New Rapid Roadster,	142.50	130.00	3	1	1
479	44	Special Facile,	123.00	55.00	4	1	4
480	45	Pony Special Star,	137.50	70.00	4	Ball	1
481	54	Columbia Expert,	135.00	95.00	3	2	2
482	50	English Tourist,	120.00	50.00	5	2	2
483	—	Springfield Roadster,	75.00	60.00	4	Plain	4
484	54	Royal Mail,	135.00	63.00	4	1	4
485	50	British Challenge,	130.00	45.00	3	4	3
486	48	Columbia Expert,	125.00	84.00	3	1	1
487	54	Special Club,	135.00	78.00	3	1	2
488	50	Harvard,	125.00	60.00	3	1	1
489	—	Springfield Roadster,	100.00	75.00	4	Ball	1

All Machines Guaranteed Sound.

Upon receipt of \$5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Wheels Bought, Sold and Exchanged.

FULL LINE
CYCLING ACCESSORIES.

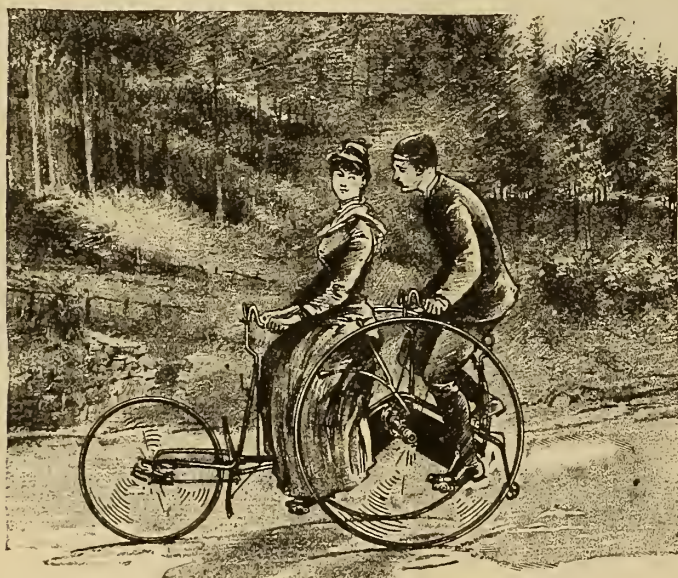
CORRESPONDENCE SOLICITED.

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

QUADRANT.

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

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



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

QUADRANT TANDEM No. 15.

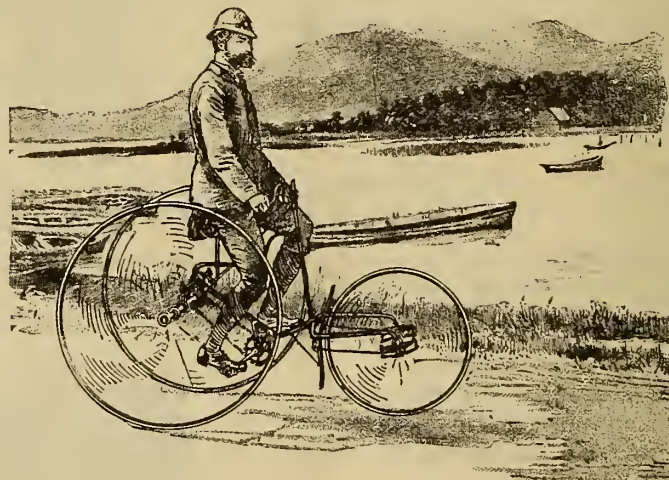
WINNER OF THE TWO-MILE OPEN HANDICAP AT THE
L. A. W. MEET RACES, BALTIMORE, JUNE 19, 1888.

THE FASTEST AND BEST HILL-CLIMBING TANDEM
EVER BUILT.

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

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

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



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

QUADRANT TRICYCLE No. 8. For Gentlemen Only.

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

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

QUADRANT TRICYCLE No. 14. For Ladies.

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

SEND FOR DESCRIPTIVE CATALOGUE, FREE.

RELIABLE AGENTS WANTED.

The Clark Cycle Company,

2 and 4 Hanover Street, Baltimore, Md.

WASHINGTON BRANCH, 908 PENNSYLVANIA AVE.

THE WHEEL

— AND —

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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Foreign Subscriptions, - - - 6s. a year.
Single Copies, - - - 5 Cents.

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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.

The Berkeley Athletic Club, owing to the continued rain interfering with work on their track, have postponed their tournament to October 27, at which time the weather prophets say we will be enjoying Indian summer. All arrangements are being rapidly pushed, and the tournament will be a success, if the interest taken in it is any indication. The track will be smooth and hard and perfectly safe. It will be thrown open for training a week before the tournament, and wheels may be left over night at the grounds with safety. Windle, the New England crack; Rich, the amateur crack, and Davis, Harvard's flyer, have entered several events. All the local fast men have promised to enter, and a number of out-of-town men have been heard from. On the day of the races, tickets, round trip seventy cents, will be sold at all stations of the Ninth and Sixth Avenue "L" roads, at the Grand Central depot and the New York and Northern depot. Special trains will be run. A run will be called for the afternoon of the races, and all participating wheelmen will be admitted to the grounds free, provided they are with the main body. The prizes will be on exhibition at Spalding's within a few days.

From a few straws and certain semi-secret buzzings and discussions, we catch a faint impression that the mangled corpse of the amateurs'-professional problem is to be dragged out of well-earned retirement, and fussed over and further dessicated and picked at by the doctrinaires; that the "Amateur rule," as they call it—really meaning the definition of an amateur—is to be laid out on the slab, and the cognoscenti and skillful by-law and code repairers and manufacturers will carefully inspect the rule—poor rule—to determine whether it cannot be "changed" in some way; in what manner the All-Seer only knows, but that it is changed is sufficient. For, look you now! The League is now in a state of beatific peace; it has no fight on; there is no one to dress up or to call down; the February meeting of the National Assembly approacheth, and, mark you, there is not even a prospect of anything in the line of sensation. But the blood of the League Senate

must circulate and some excitement must be had. From a few floating and vagrant straws, we say, we think the "Amateur rule" is to be rehashed and served up.

Now, why not let the Amateur rule alone? The Amateur rule has done nothing, is doing nothing, to invite this continual mauling. It can be changed to admit the following conditions: First, to give money prizes in amateur contests, and permit amateurs and professionals to compete together; second, to permit manufacturers to pay the expenses of racing men. As we understand it, the function of the Racing Board is to foster and extend amateur racing, and act as the court of justice in the racing world, for the protection of racing men. Professional racing, being a business venture, should be largely the care of the professional riders. By offering money prizes, and permitting amateurs and professionals to race together, you invite the development and the introduction into the racing world of a new and undesirable class of riders, such as are not now to be found on the American racing path. It would also invite betting and temptation to rope, ride crooked, etc. For instance, if A is the favorite for a twenty-five dollar prize, fifty dollars will induce him not to win, and the party offering the fifty dollars may make many fifties by betting the right way. It is scarcely necessary to legalize the payment of racing men's expenses by manufacturers. This feature of the race path seems on the gradual decline in this country, and even if it were not, the system of makers' amateurism could not be suppressed by rules. The amateur rule should prohibit a man from riding under a false name, for money, or in any event not held under League rules, or against a professional. Clubs should be allowed to pay all the expenses of their representatives on the path, but they should not be allowed to pay the expenses of any racing men, other than their own club members, in order to have them appear at their meets. Round out these provisions into a definition, and then let good enough alone. Let the professionals organize a professional union, and if their race meets are popular, are free from roping, betting, crooked riding, roughing, etc., no doubt many amateurs will turn professional. Let the professionals experiment—they have everything to gain, nothing to lose; let the Racing Board not experiment—they have much to lose, and only a problematical, unknown and uncertain advantage to gain. The "decline of racing," as they put it, is not due to rules; it is due to race-meet committees, who run off slipshod affairs, and to the public, who are not yet up to the sport.

PENNSYLVANIA DIVISION BOARD MEET.

At the meeting of the Pennsylvania Division Board of Officers, held at Harrisburg, September 27, the new L. A. W. constitution was adopted, and a new State constitution and rules were adopted to conform as near as possible to the requirements of our State.

A committee consisting of S. A. Boyle, W. R. Tucker and D. K. Trimmer was appointed to draw up and present to the Legislature of Pennsylvania a suitable "Liberty Bill."

The following were elected delegates to the National Assembly: J. J. Van Nort, C. B. Holly, Kirk Brown, Ira A. Dayton, H. R. Lewis, S. A. Boyle.

New York City is again represented in the *Bicycling World* by "Hawkshaw," who is doubtless a blood relation to "The Bat," "The Owl," "The Mouse," and others of that ilk.

MISSOURI DIVISION L. A. W. MEET.

FIRST DAY, THURSDAY, SEPTEMBER 27.

The State Division meet was inaugurated at Exposition Park, Kansas City, on the 27th. A large number of wheelmen from St. Louis and other cities were present. There was a fair attendance at the race meet. The track, which is five laps to the mile, was in very poor condition and interfered with the speed of the riders. The following is the result of the first day's races:

ONE-MILE BICYCLE CHAMPIONSHIP OF KANSAS.—Joseph Henley, Wichita, 3m. 46¾s.; H. M. Phelps, Topeka, 3m. 52¼s.; F. W. Metcalf, Olathe, o; J. F. Baker, Wichita, o; L. Patrick, Ottawa, o; J. B. Page, Emporia, o; O. F. Page, Emporia, o. Henley holds the 5-mile bicycle and the 100-mile road championship of Kansas.

ONE-MILE BICYCLE, BOYS UNDER SIXTEEN.—H. Whitehead, 4m. 55¾s.

ONE-MILE BICYCLE HURDLE RACE.—Harry Gordon, St. Louis, 4m. 40¾s.; M. Hodgen, St. Louis, 4m. 53s.; J. A. De Tar, Kansas City, o; R. M. Seibel, Kansas City, o.

THREE-MILE BICYCLE HANDICAP.—Percy Stone, St. Louis, scratch, 10m. 16s.; Nelson T. Haynes, Kansas City, 25 seconds, 10m. 55s.; F. Mehlig, St. Louis, scratch, third. The following men, allowed 25 seconds start, beaten off: John Hodgen, St. Louis; R. Hurch, St. Louis; George Troy, St. Louis; E. S. Prue, St. Louis; E. S. Tracy, St. Louis; Harry Gordon, St. Louis; H. G. Stuart, R. M. Seibel, R. B. Hall and H. C. Jones, of Kansas City; F. W. Metcalf, Olathe; A. J. Henley, Wichita; O. F. and J. B. Page, Emporia; M. W. Daniels, Wellington; H. M. Phelps, Topeka.

FANCY RIDING CONTEST.—Of several entries only Harry Gordon appeared, and he gave a clever exhibition.

ONE-MILE CLUB CHAMPIONSHIP UNITED WHEELMEN OF KANSAS CITY.—Nelson Haynes, first; R. B. Hall, second; Harry C. Jones, third; J. A. De Tar, fourth; R. M. Seibel, fifth.

TWO-MILE LAP RACE.—P. W. Stone, first; Harry Gordon, second; Frank Mehlig, third.

THE PARADE.

The parade, which took place on Thursday evening, was participated in by 260 wheelmen, many of them in masquerade costume, and with their wheels gaily decorated. The line formed on Central Street, near its intersection with Ninth Street, and moved through the principal streets in the following order:

Squad of Mounted Police.
Torchbearers.
Signor Liberati's Bugle Corps.
Torchbearers.
Kansas City Light Cavalry.
Torchbearers.
Hulett's Band.
Torchbearers.
John M. Stout performing Tricks on His Bicycle.
Squad of Uniformed Wheelmen with Bengal Lights.
Hal Greenwood, Champion Hill Climber of the World.
Band.
Wheelmen in Carnival Costumes.
Harry Gordon, Fancy Rider.
Wheelmen in Costume.
Mounted Police.

It was 9:30 P. M. when the procession reached the Exposition Building, where the men dismounted, and grouping their wheels in front of the grand stand, listened to a witty address by Judge John F. Phillips, welcoming them on the part of the exposition managers. At the conclusion of Judge Phillips' remarks, which were loudly applauded, John Stout, the deaf mute, gave an exhibition of fancy riding. The remainder of the evening was spent in promenading around the Exposition Building to the music of Liberati's band.

SECOND DAY, FRIDAY, SEPTEMBER 28.

The events of the second day were not so sharply contested as those on the day previous. This was doubtless due to the weather, which was cold and dispiriting. There were seven events on the card, the most interesting of which was the 1-mile championship of Missouri. The following is a summary of the various events:

ONE-MILE BICYCLE HANDICAP.—P. W. Stone, scratch, 3m. 15¼s.; F. Mehlig, 10 seconds, 3m. 15¼s.; W. S. Rittenhouse, 20 seconds, third; Nelson T. Haynes, 5 seconds, fourth.

ONE-MILE NOVICES.—H. C. Jones, Kansas City, 3m. 49s.; M. W. Daniels, Wellington, Kan., second; F. W. Metcalf, Olathe, Kan., third; J. B. Page, Emporia, Kan., fourth.

WARWICK

Warwick Perfection Wheels

CYCLE

HAVE MORE GENU-
INE IMPROVEMENTS
THAN ANY WHEELS



ON THE AMERICAN
OR EUROPEAN MAR-
KETS.

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.

HALF-MILE BICYCLE SCRATCH.—P. W. Stone, 1m. 45 $\frac{1}{4}$ s.; H. S. Rittenhouse, Jonesburg, 1m. 47 $\frac{1}{4}$ s.; Harry Gordon, St. Louis, o; A. J. Henley, Wichita, o; W. D. Sheriff, California, Mo., o; Nelson Haynes, Kansas City, o. Gordon and Haynes collided while the latter was trying to spurt past Percy Stone, both falling and losing all chance of winning.

FANCY RIDING CONTEST.—Gordon, Stone, Bell, Mehlig, Hodgen and Greenwood had all entered, but Gordon was allowed to win the championship of the West by a walk-over, the others not caring to compete.

THREE-MILE BICYCLE CHAMPIONSHIP OF KANSAS.—A. J. Henley, 11m. 5s.; F. W. Metcalf, second, by two laps.

HALF-MILE HANDS OFF.—Harry Gordon, 1m. 59 $\frac{1}{4}$ s.; J. A. De Tar, 2m. 2 $\frac{3}{4}$ s.

ONE-MILE BICYCLE CHAMPIONSHIP OF MISSOURI.—Hodgen, first by six feet; Mehlig, second; Haynes, third.

THIRD DAY, SATURDAY, SEPTEMBER 28.

The attendance on the third day was very slim, the Kansas City people seemingly taking very little interest in the sport. The weather was warm and more agreeable than on Thursday, and the races fairly well contested. Summary of events:

ONE-MILE BICYCLE SCRATCH.—Stone, 3m. 24 $\frac{1}{2}$ s.; Gordon, 3m. 25 $\frac{1}{2}$ s.; Mehlig, third; Bell, fourth.

ONE-MILE BICYCLE NOVICES.—Sheriff, first; Seibel, second; Richards, third; Baker, fourth.

THREE-MILE BICYCLE CHAMPIONSHIP OF MISSOURI.—Stone, 11m. 29 $\frac{1}{2}$ s.; Mehlig, 11m. 33 $\frac{1}{2}$ s.; Hodgen, third.

SLOW RACE, TWO LAPS.—Richard Hurck, St. Louis, 4m. 47 $\frac{1}{2}$ s.; Hodgen, second.

TWO-MILE BICYCLE TEAM RACE.—Missouri Bicycle Club, represented by Louis, Stone and Hodgen, first; Wichita Bicycle Club, represented by Henlev, Baker and Lesh, second.

ONE-MILE CONSOLATION.—Bell, 3m. 43s.; Richards, 3m. 53 $\frac{1}{4}$ s.

THE BANQUET.

The closing event of the tournament was the banquet, tendered to visiting wheelmen by the United Wheelmen, of Kansas City. The feast was held at the Midland, where plates for sixty were laid. The men sat down to dinner at 9 o'clock, and to the music of Hulett's orchestra, stationed in a room adjoining the banquet hall, discussed the appended menu.

Blue Point Oysters.	Chicken a la Rein.
Celery.	Olives.
Boiled California Salmon.	Anchovy Sauce.
Potatoes Hollandaise.	Sherry.
Small Patties a la Hocheport.	St. Julian.
Roast Fillet of Beef a la Jardiniere.	
French Peas. Stuffed Tomatoes. Parisienne	
Potatoes.	
G. H. Mumm's Extra Dry.	Cigarettes.
Punch au Kirsch.	
Roast Prairie Chicken with Dressing.	
Lettuce Sauce.	English Cheese.
De Brie Cheese.	
Fesselrode Pudding.	Glace.
Charlotte Russe.	Champagne Jelly.
Petit Fours.	
Fruit.	Coffee.
	Bonbons.
	Cigars.

After the last course had been disposed of, Dr. G. L. Henderson, President of the United Wheelmen, called the diners to order and introduced Mr. L. S. C. Ladish as toast master. The toast master, after a few preliminary remarks, called for the following toasts, which were responded to in humorous vein: "The Visiting Wheelmen," Robert Kelston, St. Louis; "The League of American Wheelmen," Robert Holm, St. Louis; "The Press," Alfred Patek; "The National Exposition," J. T. Broughal; "The United Wheelmen," Dr. G. L. Henderson, President of the U. W. The speech-making lasted to the wee sma' hours, and then the banquet and meet were declared adjourned.

At the Columbus meet a novel system of handicapping will be introduced. If A receives 100 yards in the mile, and is beaten, he is given a proportionately longer start in the next race. If he again loses, he is given still more start; if he wins he is pulled back. The result is that the prizes will be more evenly divided, and the finishes will be closer as the meet progresses. Yet it is a question whether it is not unfair to handicap on this system. If a man trains for a race meet, and improves his form, he should reap the benefit. The handicaps should be allotted for an entire meet, and should not be afterwards changed.

REMARKABLE RIDING ON EAGLE ROCK.

While the molten October sun was settling lower and lower behind the Orange Mountains on Friday afternoon last, a young bicyclist was battling up and down the tortuous road that leads to the summit of Eagle Rock. When the sun had quite gone, and the twilight had stolen over this enchanting piece of hill and woodland, the young cyclist rested from his labors, content with the knowledge that he had made a record on Eagle Rock which will stand for some time and which darkly obscures the figures credited to the mighty hill subduer of Quaker City, and the record credited to Lynn's hill climber.

The boy who made this remarkable ride is Fred. Coningsby, a member of the Brooklyn Bicycle Club. Ample notice of the trial was given, and it is a matter of regret that more cyclists were not present to see the plucky rider.

The 1 o'clock train carried the party to Washington Street, Orange, which is the nearest station to the foot of the hill. There were present: A. B. Barkman and F. G. Class, Brooklyn Bicycle Club, and F. P. Prial, besides the would-be record breaker. The hill was found to be in excellent condition up to the stone-crusher, being dry and smooth and quite clear of obstructions, except for the pieces of granite which fall from the wagons which carry the broken stone down into Orange. From the stone-crusher to the top of the hill and up to the end of the measured mile, the road was in a beastly condition and called forth the rider's utmost strength.

Shortly before 2 o'clock Coningsby doffed his club uniform, and garbed in black racing tights, mounted his wheel, at the handle of which floated a handkerchief and a bunch of cherry and black ribbons, the latter doubtless a token from some fair creature. The rider wore gloves to ease the palms of the hands. The wheel used was a Victor Safety roadster, weighing fifty-one pounds, geared to forty-eight inches—four inches below the regular gear—and with six and three-quarter inch cranks.

At two seconds after two the word was given, and the little rider dashed away around the curve and up the long hill. Mr. Barkman was stationed at the top of the hill, and on each trip ran with the record breaker from the stone-crusher to the end of the mile, furnishing him with drink and an occasional bite. Mr. Class was stationed half way up the hill, and Mr. Prial was *charge d'affaires* at the bottom. On each trip Barkman sent a message down in Coningsby's glove, giving the time of his arrival at the top. The writer kept the time at the bottom, and in this way the record was corrected.

The first climb up was made in 9m. 30s.—Greenwood's record being 7m. 37s.—and the coast down in 3m. 15s., making a round trip of 12m. 45s. The rider rushed pell mell down the last grade, but, being an expert, stopped quite suddenly, veered around the narrow road, rode slowly for fifty yards, and then made off for another trip. The second climb was made in 10m. 15s., the third in 10m. 30s., the fourth in 10m. 30s. The next few up-trips averaged 11m. 15s., and it was seen that, bar accident, Wells' time for nine round trips would be knocked into a cocked hat. When the plucky boy had beaten Wells' record by some twelve

minutes, he went after Shurman's scalp, and, covering the tenth, eleventh and twelfth trips in good shape, put in an extra lap, and thus surpassed both Wells' and Shurman's records.

After his effort, which was concluded at 5:45 P. M., Coningsby donned his club uniform, examined a few blisters on his hands, and then rode off to the Llewellyn Park hotel, where the party took supper, and afterwards the train Gothamward.

Coningsby is eighteen years of age, about five feet tall, perhaps an inch over, and very stockily built, weighing 117 pounds. His entire body is well developed, and his well-muscled limbs and broad chest bespeak power and stamina. He is, fortunately, free from the abnormal development of head so conspicuous in most first-class riders. We think Coningsby's record is the most creditable hill-climbing performance ever accomplished in any country, and we think him capable of bettering it, should some other cyclist alter his figures. On Thursday afternoon, the day previous to the trial, he rode the hill eight times for practice. He will shortly attempt to beat Greenwood's record. The accuracy of the times and ascents can be vouched for by F. P. Prial, Frank Brock, of Howard A. Smith's, at Newark, and W. D. Anderson, 288 Broad Street, Newark. We can also produce an old farmer, who, slyly hidden in the trees, timed Coningsby's trips.

The table given below will show the value of Coningsby's ride, as compared with Wells' and Shurman's excellent performances.

AROUND THE WORLD ON A BICYCLE.

The second and concluding volume of Thomas Stevens' narrative of his remarkable ride around the world has been recently published by Charles Scribner's Sons. The book is a companion piece to Volume I., in binding and general make-up, and this is equivalent to the highest praise.

Volume II. includes Stevens' journey from Teheran to Yokohama, perhaps the most interesting and adventurous part of his route. The story of the roundabout journey from Afghanistan is entirely new matter, especially reserved for Volume II. Also much of the Indian and Chinese portion of the story, aggregating almost one-third of the entire volume, has never seen the light.

Mr. Stevens' ride through strange countries has furnished him with abundant material, which he has worked up into an excellent, truthful and instructive story; not without amusement, either, for the Stanley of the wheel has a droll sort of humor which is quietly but effectively funny. One cannot but admire Stevens' patience under trial and physical discomfort, his nerve under trying circumstances and tight places, and his observing powers under all circumstances. The critics tell us that Mr. Stevens has given us a nearer and clearer view of Eastern people than any previous traveler.

Editor Bassett invites all the world to write Dr. W. H. Emery, 1177 Tremont Street, Boston, any suggestion they may wish to make on the new League constitution. "Now that there is a lull in the storm of criticism," says Brer Bassett, "all suggestions will be carefully considered."

CONINGSBY'S RECORDS, MADE ON EAGLE ROCK, OCTOBER 5, 1888.

	TIME OF ASCENT.	TIME OF DESCENT.	TIME OF ROUND TRIP.	WELLS' TIME.	SHURMAN'S TIME.
1.....	9.30.....	3.15.....	12.45.....	14.00.....	18.00
2.....	10.30.....	3.15.....	13.45.....	14.15.....	17.00
3.....	10.15.....	3.15.....	13.30.....	16.45.....	16.00
4.....	10.30.....	4.00.....	14.30.....	15.15.....	18.00
5.....	10.30.....	4.30.....	15.00.....	16.15.....	19.00
6.....	11.00.....	4.00.....	15.00.....	15.30.....	17.00
7.....	11.15.....	5.00.....	16.15.....	18.00.....	16.00
8.....	11.15.....	3.30.....	14.45.....	17.00.....	17.00
9.....	11.20.....	4.10.....	15.30.....	16.00.....	20.00
10.....	12.05.....	4.55.....	17.00.....	.....	19.00
11.....	11.50.....	3.10.....	15.00.....	.....	20.00
12.....	13.00.....	3.45.....	16.45.....	.....	19.00
13.....	11.25.....	4.35.....	16.00.....	.....	.....

Start made at 2 P. M. Finish 5:15:45 P. M.

Wells' time for nine round trips, 2h. 23m.

Coningsby's time for nine round trips, 2h. 11m.

Shurman's " twelve " 3h. 36m.

Coningsby's " " 2h. 59m. 45s.

" " thirteen round trips, 3h. 15m. 45s.

WHEEL GOSSIP.

The Citizens' Club will join the Bowling League.

S. G. Whittaker now holds all Safety records from one-quarter to twenty-five miles.

An English road rider, named Nicholson, rode 140 $\frac{3}{4}$ miles in twelve hours on the road, September 22.

Our New Orleans correspondent enriches the language with "cyclable," synonymous with rideable.

Cycling is developing in Baton Rouge, principally on account of a mile of newly constructed shell road.

Fred. Wood, the English professional, is now "mine host" at the Ferry Hotel, at South Shields, England.

The tie which occurred between the Dorchester and Cambridge clubs in the Eastern Road Club contest will be run off on October 18.

E. J. Decker, of the Orange Wanderers, has forsaken the Springfield Roadster for a racing Star, which he expects to compete on next spring.

The divorce proceedings against T. W. Eck will probably be discontinued, as Eck swooped down on Minneapolis and for the second time eloped with his wife.

"Willie" Walters, formerly with Howard A. Smith & Co., has removed from the Oranges to Brooklyn, and has applied for membership in the Brooklyn Bicycle Club.

Willie Wood, the English professional, won one of those numerous 20-mile championships at Leicester, September 15, beating Robb, Howell and Hawker; time, 1h. 4m. 23s.

Mr. Poultney Bigelow, ex-conductor of *Outing*, has been interviewing the German Emperor. There are some people on this side who would like to interview Mr. Bigelow.

The most important item we glean from the "Caviler's" notes to the *Bicycling World* is that he has an English dog-cart, in which he drives out with a young lady. Lucky Caviler!

The Denver Ramblers send us a neat card of invitation to their annual ball, given at Professor Warren's Dancing Academy, 910 Sixteenth Street, on Wednesday evening, October 3.

The Manhattan Club will hold a "smoker" every Wednesday evening throughout the winter. On Sunday, 14th, a run to Orange will be taken, leaving West Twenty-third Street at 8:50 A. M.

WHITTAKER'S MILE SAFETY RECORD.

On Tuesday, September 18, at Long Eaton, S. G. Whittaker, mounted on a Rudge bicyclette, made a world's safety record, riding the mile in 2m. 31 4-58.

Temple and Rowe will ride their third race, ten miles, at Springfield on Saturday. In connection with the principal event a 1-mile handicap race, and a 3-mile scratch race will be held, both open to amateurs.

The *Ironmonger*, an influential paper in the foreign metal and mechanical world, publishes an extended description of the Gormully & Jeffery wheels, giving the detailed processes of manufacture of the firm's various wheels.

The Medford Cycle Club, of Medford, Mass., was organized, September 28, with fifteen members and the following officers: Captain, J. L. Bleackmer; Lieutenant, J. M. Preston; Secretary-Treasurer, W. S. Barker, Jr.; Color Bearer, J. W. Dunbar.

Willie Windle's father writes us that Willie has recovered from the cold contracted at Buffalo. Willie was training at Lynn Monday, Tuesday and Wednesday. On Thursday he competed at the Waterville (Me.) race. On October 27 he will ride at the Berkeley Athletic Club races at Morris Dock.

Crist and Halsted found a quiet corner at Carlisle last week. Crist is rapidly getting into form, and may yet show his old-time dash before the season closes. The local papers referred to Crist and Halsted as "the two professionals," for which the Racing Board will no doubt suspend them.

While riding on the North Road Club's 100-mile run, a peculiar accident happened to G. L. Morris. Morris was mounted on a racing safety, and while riding at a twenty-mile gait the steering post snapped off just above the front forks. Morris was badly cut about the face and was otherwise seriously injured.

Hugh Callan, who will be recalled as the winner of *Tid Bits* £50 prize for the best tale of cycling adventure, Hugh taking the prize with a sketch which entitled him to be called the Baron Munchausen of cycling, is contributing to the Glasgow *Herald* a series of articles entitled "From the Clyde to Jordan."

The *Cyclist* thinks that safeties should be fitted with rear wheel brakes; that the present front wheel spoon-brake is not powerful enough. The *Cyclist* thinks that the public is rapidly coming to recognize this and advises dealers to manufacture a fair proportion of wheels fitted with rear brakes for next season's trade.

A BOGUS ROAD RIDE.

Mr. C. B. Hill, whose ride of 293 miles in twenty-four hours on a "Geared Facile" we recently noted, appears to have taken train for forty-one miles of the journey. The manufacturers of the wheel Hill rode at once notified the press of Hill's deception directly they had discovered it. Hill attempted to brazen the matter out, but gave in and confessed with penitence.

At the regular monthly meeting of the Long Island Wheelmen, held Tuesday evening, Mr. E. A. Bradford moved that the club by-laws be amended so that in future members would be obliged to belong to the Cyclists' Union of Long Island as well as to the League, or that the club be no longer a League club. By a close vote it was decided that the club be no longer a League club. This motion will have to be ratified at the November meeting.

The Manhattan Bicycle Club held a private dance Tuesday evening, and a "smoker" on Wednesday evening. A committee of arrangements has been appointed to hold a dramatic entertainment and reception at the Lexington Avenue Opera House on Friday evening, February 8, 1889. Although the event is a long way off, the boys have commenced to work to make the affair as successful, or more so, than the entertainment held last year.

The Berkeley grounds are at Morris Dock on Fordham Heights, on the east branch of the Harlem. They may be reached as follows: On wheels, turn left at Macomb's Dam bridge and ride up Sedgwick Avenue, distance less than two miles. From the Grand Central depot, N. Y. C. & H. R. R., road to Morris Dock, fifteen minutes ride; fare, round trip, twenty cents. By Ninth and Sixth Avenue "L" roads to 155th Street, and by New York and Northern to grounds.

UNIVERSAL CYCLING CLUB ELECTIONS.

At the annual meeting of the Universal Cycling Club, held Tuesday, October 2, the following officers were elected for the coming year: President, Wm. J. Huselton; Vice-President, A. Isaacsen; Secretary, Walter A. Stanton; Treasurer, M. Goodstein; Captain, Wm. J. Finn; First Lieutenant, Fred Miller; Second Lieutenant, Gus Huselton; Color Bearer, Phillip C. Finn; Assistant Color Bearer, Walter J. Masterson; Buglers, Oscar Finn and Arthur H. Miles.

We have seen the medal to be presented to Hal W. Greenwood by John A. Wells for his victory on Eagle Rock. The medal is of solid 14-karat gold, with 18-karat green gold wreaths. The back-ground of the centre is enameled, with a tie-wing gold emblem and a diamond. The bars, in raised gold letters, contain: "American Hill Climber;" "Hal W. Greenwood;" "Championship." On the reverse side of the medal is engraved: "Kimmiswick Hill, June 30, 5m. 54s., and Eagle Rock Hill, July 30, 7m. 39 3-58." The medal is the work of Pedersen & Buckingham.

TOM ECK ELOPES AGAIN.

Tom Eck has come home from Europe, but has left the city again. While Tom did not make very much money when he was away, he had a nice time, acquired a big reputation and a lot of English clothes. One thing in Tom's favor is that he did not forget where he was born and

bring back a brogue like Jake Kilrain did, and salute his friends with "Aw, Cholly, awfully glad to see you, y'know." He came back to Minneapolis ostensibly to fight the divorce proceedings instituted against him by his wife, and ended by tinging the case with a more romantic color and cloping with his wife the second time. First he eloped to marry her and now he elopes to remain married to her.—*Minneapolis Tribune*.

NEW YORK CLUB'S SEPTEMBER MILEAGE.

	SEPT.	TOTAL.	24 DAYS	HOURS.	RIDDEN.
G. M. Nisbett.....	1004	6043	162	139	
W. E. Findley.....	695	3510	132	154	
H. M. Farr.....	560	3197	—	—	
E. de! Genovese....	373	2117	81	75	
J. M. Andreini.....	490	1831	35	138	
I. M. Shaw.....	212	1497	145	72	
J. M. McFadden....	8	1363	—	71	
J. R. Blake.....	704	1242	70	65	
J. H. Hanson.....	118	1173	—	72	
Chas. von Dorf.....	32	1018	—	81	

Says the *Bicycling World*, referring to a change in the racing rules, made by the managers of the Buffalo meet: "We should suggest to managers that run races under these rules to accept the rules in their entirety and not improperly meddle and change them to what they consider correct."

We should say that the manager who announces his tournament to be governed by L. A. W. rules has no right to change any one of those rules, and the Racing Board should prohibit men from competing at such a tournament. The reasons for this are obvious. Primarily, the Racing Board is the final court of appeal of the racing man; it not only governs racing, but it acts as a mediator between race-meet committees and racing men. Should each manager or race-meet committee be permitted to substitute his or their particular ideas, the result would be chaos and there would be ample ground for charges of favoritism, partiality, etc.

AN EVIL RACE-MEET MANAGERS SHOULD AVOID.

The *Wheel* has a long article on racing. It presents many of the evils of the present system, but it does not emphasize as it should the curse of all race meetings. We allude to the presence of men on the track who have no business to be there. These are not hoodlums; they are men who ought to know better than force themselves where they are not wanted. At the last meeting we attended (at Providence) there was a crowd about the finish line and in the judges' stand, that made the duties of the officials very arduous and ineffective. Two policemen tried again and again to clear the track, but the crowd always drifted back. No man had a right on that track or in the stand unless he was there in an official position, and yet members of the promoting club, all those who went down from Boston, and many friends of the officials forced themselves where they had no business to be, and put their friends, the officials, in the delicate position which compelled them either to have the members ejected by the police or submit to the infliction. The club invited the lady members to occupy the judges' stand, but men crowded into the stand and the ladies were forced into the background where they could see nothing. The referee had difficulty in getting to the rail and was hampered in his work. This does not apply to Providence alone, though we have instanced this case because it was fresh in our mind, and because our remarks, which are very plain, apply to some good friends of ours who will know that they are being talked to and reminded that they have offended good taste. We do not doubt that these good friends of ours would resent it if they were called no gentlemen, and yet we cannot conceive of any other verdict they could arrive at did they give a few moments to a consideration of their laches. No man has a right in the judges' stand of any race meeting (nor on the track) unless he is there in an official capacity. When he goes there he hampers the work of the officials, endangers the racing men and obstructs the view of those who are on the seats. If the coat we have made fits any person or persons who may read this we hope that he or they will wear it when next the opportunity occurs. — *L. A. W. Bulletin*.

THE RACE PATH.

FIXTURES.

- 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. 17—Louisiana Div. meet at New Orleans, La.
 Oct. 23-24—Tournament at Richmond, Va. Address L. B. Enslow, P. O. Box 372, Richmond.
 Oct. 27—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 22, with F. P. Prial, P. O. Box 444.

Nov. 20—Races at Opelika, Ala.

Nov. 21-22-23—Tournament at Columbus, Ga.

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.

ROWE WINS

THE FIVE-MILE AT LYNN AND THE ONE-MILE AT HARTFORD.

THE FIVE-MILE CONTEST.

On Saturday last, on the Lynn track, the first of three match races between W. A. Rowe, of Lynn, and Ralph Temple, of Chicago, was decided. The distance was five miles. The match was the outcome of the meeting between Temple and Rowe in the championship race at Buffalo, from which Temple was barred by an unjust decision of the referee. The articles of agreement provided for a series of three races, five, one and ten miles, to be run in the order named, best two out of three, for a stake of \$1,000 a side.

Some 500 people gathered at the Lynn track on Saturday last to witness the first event. The track was heavy, and the cold, drizzly rain did not improve it any. Had the weather been good a great crowd would probably have been present.

Both the men received applause as they appeared on the track for their race. They got away at a fair pace, with Rowe in the lead, and the first circuit of the 3-lap track was made in 55 seconds. From there on the men made an interesting race, alternating the lead frequently, and thus keeping up the enthusiasm of the spectators. Considering the soft condition of the track and the downpouring rain the time made was excellent.

When the bell was sounded announcing the beginning of the last lap the real contest began. Hundreds left their wet seats in the grand stand and began climbing over the picket fences despite attempted restraint by half a score policemen.

When the racers were half way around the track Rowe spurred to the front and was soon a good three lengths ahead of Temple. This was contrary to Rowe's usual tactics. It is his custom to depend on a sharp final spurt. He knew his man, however, and decided to tire him out. Temple responded nobly, and before the home stretch was entered upon he had the handle bars of his machine abreast of those held by Rowe. Down the straight they came at a rattling clip, but Rowe began to gain 100 yards from the finish, and broke the worsted a clear length ahead of Temple.

The crowd could be restrained from the track no longer, and rushed after Rowe, cheering and yelling at a lung-splitting rate. All agreed that Rowe had won the best race of his life. Never before had he displayed such excellent judgment, as well as strength and speed.

The following table will tell the story of the race in detail:

LAPS.	LEADER.	TIME.	
		M.	S.
1.....	Rowe.....	0	55
2.....	Temple.....	1	53
3.....	Temple.....	2	53 1/4
4.....	Rowe.....	3	58
5.....	Rowe.....	4	46 1/4
6.....	Rowe.....	5	57 1/4
7.....	Temple.....	6	57 1/2
8.....	Temple.....	8	02 1/2
9.....	Rowe.....	9	01 1/2
10.....	Rowe.....	10	05
11.....	Temple.....	11	08
12.....	Temple.....	12	16 1/4
13.....	Temple.....	13	29 1/4
14.....	Temple.....	14	44
15.....	Rowe.....	15	38 1/4

TIME BY MILES.

1 mile, Temple.....	2	53 1/4
2 miles, Rowe.....	5	37 1/4
3 miles, Rowe.....	9	01 1/4
4 miles, Temple.....	12	16 1/4
5 miles, Rowe.....	15	38 1/4

Temple was seen after the race. He did not appear to be at all disheartened. On the contrary, he said that next to winning a race there was nothing he enjoyed better than being fairly beaten. He thought that the heavy track had much to do with his defeat, and said that he felt confident of better success at Hartford, where, on Wednesday, he will meet Rowe in a 1-mile race.

The officials were: Referee, S. S. Merrill; Starter, T. A. Carroll; Timers, A. H. Carsley and H. P. Armstead; Umpires for Temple, Dr. W. H. Emery and E. P. Burnham; for Rowe, Charles Whittier and J. H. Shurman; Scorers, W. Reed, F. W. Aymer.

Two well-contested amateur events were run previous to the race of the day. The first was a 1-mile handicap, for which six men appeared. Chief among the sextet, and immediately recognized by the crowd, was R. H. Davis, Harvard's crack cyclist. Davis was on the scratch, the others being placed as follows: Robson and Bergholtze, 140 yards each; Matthews, of Lynn, 110 yards; Berlo, of Boston, 100 yards; Clark, of Dorchester, 90 yards. Davis went away at a rattling pace, and gained rapidly upon his men during the first circuit, which he completed in 55s. Half way around the next circuit he passed Matthews, and had gained fully three-fourths of his handicap over Clark, the leading man. The second lap was done in 1m. 45s., which, if continued, would undoubtedly have placed Davis on the finish at something near 2m. 40s. Unfortunately, just as he crossed the scratch, his saddle slipped from its skeleton frame, and Davis, having no support except the pedals, was forced to retire. Clark and Berlo had the race between them from then on. Clark won by a length, Berlo second, Robson third, and Bergholtze fourth. Time, 2m. 47-108.

The second event was a 3-mile amateur race. The starters were Davis, Clark and Berlo. There was no excitement until the final lap. Davis made the pace all the way, Clark and Berlo alternating easily for second and third place. Davis drew away from the others rapidly, but Clark made an unexpected burst of speed, and on the stretch crawled up to the side of Davis, and, to a majority of the spectators, it was a dead heat, but the judges decided that Davis won by a few inches. Time—1 mile, 3m. 19s.; 6m. 24 1/2s.; 9m. 34 1/4s.; last lap, 56 3/4s.

THE ONE-MILE AT HARTFORD.

A cold west wind made 300 spectators shiver at Charter Oak Park, on Wednesday afternoon, where they gathered to witness the second of the three contests between Rowe and Temple. Rowe repeated his victory of last Saturday at Lynn. Neither of the men tried to make a fast mile. He won by better than half a dozen lengths in 3m. 1 3/4s. It was an uninteresting contest, with none of the brilliant work that had been anticipated. According to terms of agreement, the winner of any two of three races is entitled to the stakes of \$1,000 and title of world's champion. The referee was Mr. S. S. Merrill, of Springfield, Mass., and the timers J. H. Parker and C. T. Stuart, of Hartford.

Two amateur races, three riders each, were run to make out an afternoon programme. The 1-mile amateur scratch was won in 3m. 47s., and the 1-mile amateur handicap by Ludwig Foster, of Hartford, scratch, in 3m. 1/4s., or 1/4 seconds better than Rowe's time.

LOUISIANA DIVISION L. A. W. RACE MEET.

The race meet of this active Southern League Division, held at Audubon Park, New Orleans, September 28, attracted 4,000 people, who sniffed the clear, bracing air and saw several processional races over a poor track. The wind was very strong, and several riders were unable to ride against it. Guillotte, who outranks all other New Orleans racing men, with the exception of A. M. Hill, who was absent from the city, carried off first prizes in the four races in which he started. In the audience there were nearly 3,000 ladies.

The officers of the day were as follows:

Referee—Harry H. Hodgson. Judges—E. C. Fenner, J. M. Gore, R. W. Abbott, C. H. Fenner, B. F. Albertson. Timers—P. M. Hill, J. C. O'Reardon, W. L. Hughes. Starter—Edward A. Shields. Clerk—C. M. Fairchild.

SUMMARY OF THE RACES:

One-mile Bicycle, Novices.—H. Cristy, 3m. 49s.; C. H. Fourton, second; W. W. Ulmer, third; R. P. Batson, 0; R. P. Randall, 0; George Johnston, Jr., 0. Won by six lengths.

One-mile Bicycle, Championship of the South.—C. B. Guillotte, 3m. 38 3-5s.; C. T. Mitchell, second; R. P. Randall, third.

One-mile Bicycle, Louisiana Cycling Club Championship.—W. M. Hathorn, 3m. 38 2-5s.; E. M. Graham, second; L. N. Frederic, Jr., third; R. G. Betts, 0; W. H. Renaud, 0; W. W. Ulmer, 0; A. B. Harris, 0; R. P. Randall, 0; W. H. Crouch, 0.

Half-mile Bicycle, for Boys under 16 Years.—Eddie Dupre, 4m. 19 1-5s.; Albert Abbott, second; J. Bond, third; Robert Jobin, fourth; Guy Menton, 0; Aiken Palkinham, 0; J. Swartz, 0; The. Bernhard, 0; Thayer Randall, 0; Eddie Dare, 0; J. D. Houston, 0.

One-mile Bicycle, State Championship.—Charles B. Guillotte, 3m. 34 2-5s.; Charles H. Fourton, second; R. P. Randall, third. C. T. Mitchell did not finish.

One-mile Safety.—W. M. Hathorn, 4m. 14 2-5s.; George Johnston, second; W. H. Renaud, third; W. W. Ulmer, 0; L. N. Frederic, 0; R. P. Randall, 0.

One-hundred Yard Slow Race.—W. E. Hobson, 2m. 10s.; R. P. Randall, second.

One-mile, New Orleans Bicycle Club Championship.—C. B. Guillotte, 3m. 47 2-5s.; H. L. Cary, second.

One-mile Handicap.—Cristy, 240 yards, 3m. 20 4-5s.; Graham, 190 yards, second; Fourton, 190 yards, third; Hathorn, 175 yards, 0; Betts, 175 yards, 0; Renaud, 215 yards, 0; Ulmer, 215 yards, 0; Batson, 240 yards, 0; Hobson, 240 yards, 0; Randall, 280 yards, 0.

Two and One-half Mile Lap Race.—C. B. Guillotte, 9m. 55 1-5s.; Cristy, second; Graham, 0; Hathorn, 0.

Consolation Race, One Mile.—R. G. Betts, 3m. 35s.; Frederic, second; A. B. Harris, third.

THE NORTH ROAD CLUB'S HUNDRED MILE ROAD RIDE.

THE BICYCLE ROAD RECORD BEATEN.

The above fixture, which is among the most important English events of the cycling year, took place Saturday, September 22. There were 46 starters, including 27 safeties, 12 ordinaries and 7 tricycles. The tricyclists were dispatched at 9:30, safeties at 9:35, and ordinaries at 9:40. At 50 miles, Edge, Hall, Lea, James, Tingey and Holbein, dashed past within twenty yards of each other, the time being 3h. 16m. 23s.

S. F. Edge, safety, finished first in 6h. 33m. 11s., just outside the safety record; W. C. Lea, safety, second, time 6h. 41m. 55s.; G. R. White, ordinary, 6h. 48m. 14s. This is the best performance ever made on an ordinary, beating the old record by 18m. 4s. White now holds the 50 and 100 miles ordinary road record. W. G. James, safety, finished fourth, time 6h. 51m. 51s.; H. Crooke, ordinary, sixth, time 6h. 52m. 4s.; this was 14m. 14s. better than the previous record. Twenty-three men finished inside of nine hours.

At North Shields, on September 29, R. H. English rode twenty miles in 57m. 48s., and covered twenty miles, 190 yards, in the hour, just 190 yards short of Willie Wood's ride over the same track.

ORANGE ATHLETIC CLUB RACES.

The games of the Orange Athletic Club, postponed from Saturday last on account of the weather, were held at Roseville on Wednesday afternoon. The attendance was satisfactory, but had the games been held on the day advertised the grounds would have been packed. The day was cold and clear, with some wind. The games were run off with commendable promptness, but as the first event was not called until 3:45, the last field event, the pole vault, was decided under soft silvery moonlight and a canopy of stars. The track was at all times overcrowded, which greatly detracted from the success of the games. The grand stand at Roseville is so situated that it is impossible to see anything on the near side of the track. Those who are strong enough to stand up may see part of the finishes, but many ladies are retired to the background whence they can only see the competitors on the far side of the path. The stand should be moved back from the track if possible. Two bicycle events were decided, E. I. Halsted winning both without an effort apparently. Halsted should certainly be scratched with Crist and Rich in future handicaps. A. B. Rich appeared, and, after riding a fast lap in the mile, retired. S. H. Rich gave a disappointing performance. That last cigarette previous to the 2-mile race seemed to have settled him.

ONE-MILE BICYCLE HANDICAP.—E. I. Halsted, N. Y. A. C., 30 yards, 2m. 49 1-5s.; F. B. Monell, L. I. W., 130 yards, second; E. P. Baggot, N. J. A. C., 60 yards, third; S. B. Bowman, N. J. A. C., 65 yards, fourth; L. H. Wise, L. I. W., 70 yards, 5; F. J. Gubelman, N. J. A. C., 120 yards, 6; W. Schumacher, L. I. W., 70 yards, 7; S. H. Rich, S. I. A. C., 50 yards, 8; A. B. Rich, S. I. A. C., scratch, 9. Rich rode the first quarter in 38 1/2 s., and the half in 1m. 23s., after which he retired. Halsted quickly got to the front and won by six inches; a yard between Monell and Baggot; five yards between Baggot and Bowman.

TWO-MILE BICYCLE HANDICAP.—E. I. Halsted, N. Y. A. C., 60 yards, 5m. 58s.; L. H. Wise, L. I. W., 100 yards, second by two lengths; E. P. Baggot, N. J. A. C., 90 yards, third by two yards; W. Schumacher, L. I. W., 100 yards, fourth by a few yards; S. B. Bowman, N. J. A. C., 100 yards, fifth; S. H. Rich, S. I. A. C., 85 yards, sixth. Had the long start men known how to ride their race it would have been more interesting. The back machines soon got up with the leaders, S. H. Rich dashing to the front without apparent effort, and taking the field along at a good clip, but being unable to stay with the field on the last lap spurt, which resulted as above. The games committee are entitled to credit for putting the track in such excellent condition.

POSTPONEMENT OF COLUMBUS, GA., RACES.

COLUMBUS, GA., October 5, 1888.

The yellow fever scare, more than the fever itself, has played havoc with the dates of our Georgia fairs and expositions. Rome, Ga., had the courage to open theirs October 2, but the bicycle races were postponed. Montgomery, Ala., State Fair begins about November 20. Opelika, Ala., November 26; bicycle races, with both amateur and professional events, will be run on 29th. Augusta, Ga. National Exposition opens November 8; amateur and professional events for three days. Macon, Ga., State Fair November 15; two days' bicycle races, and Columbus, Ga., with bicycle races November 21, 22, 23. Among riders who will be at the Columbus meet are Rowe, Morgan, Crocker, Temple, Stone, Crist, Phil Brown and others.

Several new features will be tried at the Columbus races. Instead of making handicaps sometime before the races, a committee of three will have charge of the handicapping. They will place the men according to records available for the first handicap, and immediately after this race is finished they arrange the starts for the next handicap, giving the riders more or less distance than in the previous race, according to the distance they won by or were beaten. Our plan for open races will effectually put a quietus on loafing. The open races will be in heats, two in each heat, and they are started in opposite directions, and so run the race; two men placed on the back stretch hold a long light string diagonally across the track, making one

go inside and the other outside, to prevent any chance of collision. This is open to serious objections, but we think it has enough merit to try it. How does it strike you, Mr. Editor? Every race will be started with a cannon instead of pistol shot, four cannons being used in road race—first to start at track, second as they approach business part of city, third as they reach city returning, and fourth as they approach the track for the mile on trotting course for finish. The road race promises to be great. It is only twenty miles. Half a dozen of the strongest riders *scored* over it Sunday in three hours; fourteen dismounts and walked one-mile. (There is a record of two dismounts for the round trip.)

The surface is a mixture of all kinds, three miles of good sidewalk, lots of deep sand beds, and rough, rocky, steep hills. From Smith's Station the dirt road is almost parallel to R. R.; we will run an excursion train of open cars from there to the track, allowing passengers to see last half of race and finish. The races are as follows:

WEDNESDAY, NOVEMBER 21.

One-mile Amateur, novice.—First prize, gold medal; second, silver medal.

One-mile Amateur, open.—First prize, gold medal; second, silver medal.

Three-mile Professional, open.—Prize, \$20.

One-mile Amateur, handicap.—First prize, silk umbrella; second, scarf pin.

Two-mile Amateur, open, safety.—First prize, gold medal; second, silver medal.

Half-mile Amateur, handicap.—First prize, opera glasses; second, cane.

THURSDAY, NOVEMBER 22.

Twenty-mile Amateur, open, road race.—First prize, gold medal; second, gold medal.

Five-mile Professional, handicap.—Prize, \$25.

One-mile Amateur, handicap.—First prize, chronograph stop watch; second, cigar case.

Trick and Fancy Riding, Amateur.—First prize, gold medal; second, silver medal.

Quarter-mile Amateur, open.—First prize, gold watch chain; second, ring.

Two-mile Amateur, handicap.—First prize, diamond pin; second, match safe.

Five-mile Amateur, Georgia championship.—Prize, gold medal.

One-mile Safety, handicap.—First prize, shaving case; second, gold collar button.

FRIDAY, NOVEMBER 23.

Half-mile Amateur, handicap.—First prize, stop watch; second, silk handkerchief.

Half-mile Professional, open.—Prize, \$15.

One-mile Amateur, Bicycle vs. Horse.—Prize, gold medal.

One-mile Southern Championship.—Prize, cup (presented by Pope Mfg. Co.).

Half-mile Amateur, safety, handicap.—First prize, bronze vases; second, gold pen.

Quarter-mile Amateur, handicap.—First prize, gold cuff buttons; second, silver medal.

One-mile Amateur, Consolation.—Prize, gold medal; silver medal to every starter.

Entrance fee, 50 cents each event. Entries close Tuesday, October 9, noon. Address all communications to T. L. Ingram, Columbus, Ga.

RACES AT WASHINGTON, D. C.

Several wheel events were held at the Columbia Athletic Club games, held at Anolstan Island, in the Potomac River, on October 6. The 2-mile bicycle lap race was won by W. E. Crist, 26 points; Phil Brown, second. W. E. Bell won the mile bicycle for novices, time 3m. 25 1-5s.; T. Hodgson, second. In the 1-mile bicycle handicap L. J. Barber, 75 yards, finished first; W. E. Crist, second; time, 2m. 47 4-5s.

C. S. Davol, C. C. of the Rhode Island Division, has been appointed Chairman of the Racing Board.

E. I. Halsted rode two trial miles at the Queens Grounds on October 4, the times being 3m 5 1/2 s., and 3m. 2 3-5s. The record for the track is 2m. 59 4-5s.

Thomas Stevens will send autographs of Volume II. of "Around the World on a Bicycle," to all wheelmen who order through him, 22 Irving Place, New York, before November 1.

The Warwick Cycle Company will have 100 wheels ready for the market within a few days, and has an additional lot of 900 wheels under way. The firm will manufacture a tandem safety bicycle and a single safety, which can be used by either a gentleman or lady.

GRAND FALL TOURNAMENT.

MORRIS DOCK, NEW YORK, OCT. 27, 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 27, 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 22, 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 Berkeley 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 \$65,000 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 landscape.

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 over-developed, 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 27th and see the finest athletic grounds and the most interesting bicycle tournament ever given in New York.

Howard M. White, 118 Greene Street, Trenton, N. J., is sole agent for Star, Columbia, Champion, Victor and Springfield Roadster wheels.



WILLIE WINDLE.

WILLIE WINDLE.

Willie W. Windle has achieved, in a miraculously short time, an eminence in the cycle racing world which is scarcely second to the fame of such gods of the path as Cortis, Keith-Falconer, Furnival, Liles, Webber, English and Osmond. Windle is held in this country to be the fastest amateur on the path, and there are those who rank him with Rowe and Temple. He is almost as well known to non-cyclists as the Columbia bicycle, and yet he has never ridden a fast public mile.

Above we present an excellent portrait of the young New England flyer. The likeness is not perfect in that it was taken early this spring, and Windle has changed somewhat during the year; a slight lengthening of the features, a determined air, a slightly older look, and the absence of the very boyish look in the picture, are the changes we refer to.

Willie Windle was born November 2, 1870, and is therefore nearly eighteen years of age. His height is 5 feet 6 inches, and weight 140 pounds. Windle has a fresh, clear complexion, a pleasing face, and a wholesome, clean, stockily built physique. He is trained by Asa Windle, a cousin, and rides a Columbia racing wheel, a 53, we think, with very short cranks. In 1886 he started three times, winning two firsts. In 1887 he started fourteen times, winning nine firsts and three seconds. In 1888 he started in thirty-five races, winning thirty-three firsts and one second. At Baltimore, this June, he started in the 3-mile handicap, but was unable to make up an excessive handicap. At Buffalo he rode second in the mile handicap, and had he taken the ten yards allowed him he certainly would have won. At the Baltimore meet Windle romped away with the scratch mile in 2m. 43s. This year he has had to meet no really first-class man, Rich being in retirement, Crist out of form, and Foster, Wilhelm, Midgley and others not being of his class. We believe Crist in form capable of 2.34, and Rich can negotiate the mile very near 30. We have every reason to believe that both these cracks will "get up their muscle" and "get after" Windle's scalp. Windle lives in Millbury, Mass., and is a member of the New York Athletic Club.

WHITTAKER RIDES TWENTY-ONE IN THE HOUR ON A SAFETY.

At Long Eaton, on September 29, S. G. Whittaker, on a Rudge bicycle, started for an hour's record ride. There was hardly a breath of wind and the conditions were favorable for fast time. At the nineteenth mile Whittaker was 37s. inside the record. Whittaker covered twenty-one miles and 400 or 500 yards within the hour, and went on to establish a 25-mile record. World's safety records were made from two to twenty-five miles. The following table shows the times accomplished by the record-breaker:

MILES.	WHITTAKER'S TIME.			LAURIE'S TIME.	
	M.	S.		M.	S.
1.....	2	43 2-5	.....	2	41 2-5
2.....	*5	24 4-5	.....	5	31 3-5
3.....	*8	11 4-5	.....	8	20 2-5
4.....	*10	58 2-5	.....	11	08 3-5
5.....	*13	46	.....	13	58 4-5
6.....	*16	29 3-5	.....	16	48 3-5
7.....	*19	21	.....	19	42 2-5
8.....	*22	06 1-5	.....	22	32 1-5
9.....	*25	01	.....	25	21 1-5
10.....	*27	44 3-5	.....	28	13 1-5
11.....	*30	37	.....	31	04 1-5
12.....	*33	26	.....	33	59 1-5
13.....	*36	18	.....	36	52 4-5
14.....	*39	14	.....	39	49
15.....	*42	03 2-5	.....	42	42 2-5
16.....	*44	56 2-5	.....	45	37 2-5
17.....	*47	48 1-5	.....	48	28 2-5
18.....	*50	41	.....	51	25 1-5
19.....	*53	37 1-5	.....	54	10
20.....	*56	32	.....	56	58 2-5
21.....	*59	26	.....	59	41 4-5
22.....	*62	21			
23.....	*65	18 3-5			
24.....	*68	11 1-5			
25.....	*71	05 1-5			

* World's safety records.

The Maine Division meet was held at Waterville yesterday, and a tournament was held at Quincy, Ill., October 9, 10 and 11.

At the London Athletic Club's autumn meeting Osmond made a new record for the club's quarter-mile cinder track, doing 2m. 40 1-5s. for the mile. The mile handicap was won by A. E. Langley, 50 yards; time 2m. 30 1-5s.

J. FRED. MIDGLEY.

We heard of the death of Mr. J. Fred Midgley with extreme regret. Mr. Midgley, who had been ill two weeks with typhoid fever, died at his home at Worcester, Mass., on Saturday last.

The deceased was born in Worcester, Mass., twenty-three years ago, and this remained his home to the time of his death. His father died about one year ago, and Mr. Midgley lived with his brother and sister. He owned a livery stable, and was in good circumstances, but his success in local races determined him to train carefully and go into racing more extensively. In 1887 he first became prominent, and was successful at many meets in different parts of the country. This year he repeated his successes, and was at all the prominent meets. We distinctly remember him at Buffalo, where he rode like a man who did not like his work.

Mr. Midgley was tall and strongly built, and seemed beyond the clutch of disease.

The funeral took place on Tuesday, 11th inst., at 11:30 A. M. Many floral decorations were sent to the house, the Springfield Bicycle Manufacturing Company sending a pillow with the motto, "Gone home." Among the wheelmen from Boston present were Messrs. J. B. McCune, Jos. L. Yost, Thos. P. Lovell, Geo. M. Hendee, C. J. Moore and G. M. Worden. Among local cyclists present were Messrs. Lincoln Holland, John Spiers, Wm. Forkelson and D. W. Rolston. The pall-bearers were four relations of Midgley, Leonard, Fred, and Joseph Midgley and Howard Whitely. The officiating clergymen were Rev. Henry Dorr and Rev. T. F. Johnson, both of whom touched upon the good qualities and character of the deceased. Mr. Midgley's short illness emaciated him almost beyond recognition.

THE NEW YORK CLUB'S BLOW-OUT.

The New York Club had a blow-out last Tuesday night at their new club house, at Seventy-second Street and West End Avenue, perhaps the swell *quartier* of Gotham.

Beneath the meek-faced post-card inviting the members to call and inspect the new house was concealed a fiendish purpose. Now, a purpose must have an instigator, and the instigator of the fiendish purpose aforesaid was Mr. Edward J. Shriver, President of the club, Secretary of the Reform Club, Prominent Spirit in the George movement, and Letter Writer *par excellence*.

Mr. Shriver has made up his mind to stop writing letters on the 17th inst. and devote the entire day to marrying and receiving in marriage, and to celebrate the joyful event the blow-out was given. The club was brilliantly lighted and made a splendid and satisfactory show, the rooms being bright, inviting and homelike. Refreshments were circulated, and these, with a bar'l of liquid on tap and plenty of smokables, furnished plenty of entertainment. Mr. Shriver was present and received the congratulations of his club-mates. The boys seem to think that cycling will lose its letter-writer, but we think E. J. is too thorough a cyclist to give it up. Mr. Shriver informed us, beneath the lily, that he had inserted a special clause in the Domestic Constitution and By-Laws, which permits him to ride a certain number of hours per day.

"Pit, the Vet.," was there, full of old-time racing memories. "Pit" is pretty nigh—well never mind, but he can "shake" many a younger man. Hawkshaw was present, but in disguise. Egan was very much present, and talked politics, art and cycling with an unusual flow of language. A hasty statement regarding the politics of the men present cost him a hat. John O. Blake, who is becoming the "literary feller" of the club, flitted about with a blue necktie and a vivid imagination. Pendleton and Findley lost much energy in button-holing the official handicapper for "more start."

Cards are out for the marriage of Mr. E. J. Shriver, of New York, and Miss Elizabeth Smith, daughter of Mr. John Chandler Smith, of Baltimore. The ceremony will take place at St. Michael's and All Angels Church, Baltimore, at 6:30 P. M.

WAKEFIELD CLUB'S ROAD RACE.

The annual 25-mile road race of the Wakefield Bicycle Club was held Saturday afternoon in a pouring rain. The winner, Frank H. Burrill, covered the twenty-five miles in 1h. 56m.; the second man, Fred. C. Patch, two minutes later, and the third, Nat. S. Rogers, in 2h. 6m. The time of Hugh R. Emerson, the fourth man, was not taken. Burrill set the pace for the greater part of the ride, with Patch close to his little wheel. Rogers and Emerson lagged behind after the first ten miles had been ridden. J. H. Wenzel, the fifth starter, dropped out after the twelfth mile. Considering the rain and muddy condition of the roads the time was very good.

In the evening the club held a banquet at its rooms, when the prizes were awarded. Mr. Burrill has now won this championship medal twice. The second prize was a silver cup, presented by the Pope Manufacturing Company; the third, a nickel-plated bicycle lamp, and the fourth a pearl-handled knife.

A. C. BANKER CLIMBS IRWIN'S HILL NINE TIMES.

On the afternoon of October 3 A. C. Banker went out Forbes Street to Irwin's Hill for the purpose of beating John A. Wells' record of riding the hill three times without a dismount. The start was made at 3:30 P. M., and after climbing the hill once he rode to the bottom for a second trial, but this time failed to get over the first breaker. After a rest of about fifteen minutes he made a new start, and it was soon evident that he would not need another trial. He made the ascent once, twice, three times, and the record was tied; and when he had succeeded in getting up the fourth time it seemed to lend him new vigor, for he kept on until he had accomplished the wonderful feat of climbing this terror to cyclists nine times without dismounting from his wheel, which was a Victor safety.

Irwin's Hill is 734 feet long, with an average grade of one foot in every ten and a half, the last 200 feet being one in six and three-quarter feet. The surface is also in very bad condition on the steepest part, in places there being nothing rideable but a wagon track. John A. Wells, of Philadelphia, who came here a little over a week ago to climb Murder Lane and failed, went home feeling well satisfied with leaving one record for the Pittsburg boys to work for, but his tracks were hardly cold until the boys were at Banker hot and heavy to spoil Wells' glory, which he did in a very decisive manner.

On Saturday the Banker brothers will have a go at Sycamore Street, which has never yet been climbed on a bicycle, and then they will try Murder Lane, being confident that they will be successful in both attempts.—*Pittsburg Herald*.

WHEELMEN IN THE PARK.

TO THE EDITOR OF THE WHEEL:

Are you not rather severe on wheelmen in Central Park? I have ridden there almost daily for the past six months, and I have failed to observe any unseemly conduct on the part of the wheelmen, young or old, attached or unattached. I have frequently seen attempts on the part of carriage drivers to crowd, injure and maliciously run down wheelmen, and I have often seen these things when Park policemen were near by attentively looking the other way.

Respectfully,

J. M. A.

NEW YORK, October 8, 1888.

[We cannot dispute our correspondent's assertion that malicious and vicious riders are met on the Park roads. But, on the other hand, all cyclists do not conduct themselves as they should. We know that many new wheelmen make themselves obnoxious to horsemen by racing, coasting and reckless riding. We draw our information from several sources. We simply want to warn wheelmen, that the horsemen may not have occasion to trace to them any accident that may happen in the Park.—ED.]

The 1-mile bicycle record for Maine, U. S., is held by R. Patten, a native of Skowhegan.

ODDS AND ENDS.

STOP THIEF!—Mr. F. E. Pearce, Long Island Wheelmen, reports that his 52-inch full nickeled Expert, No. 13,017, was stolen from his house, 1,061 Bedford Avenue, Brooklyn, on October 6 or 7. We trust any one who can be of assistance in tracing the wheel will communicate with Mr. Pearce.

The Long Island Cyclists' Union has elected the following officers to serve until the annual meet in December: President, Howard Greenman; Treasurer, E. K. Austin; Secretary, L. H. Wise.

Pennsylvania has a committee appointed to draft a "Liberty Bill," to be introduced into the Legislature this winter.

The members of the Executive Committee of the A. A. U. will very probably not apply their rule to bicyclists, and all wheelmen may compete at N. A. A. A. games, so long as the bicycle event is run under League rules, with a reasonable certainty that they will not be debarred from games held under A. A. U. rules.

Messrs. E. L. Cook & Co., 77 Warren Street, New York, are putting a fine enamel on the market. They will offer special advantages to bicycle agents. Write them for circular.

Mr. Herbert W. Hayes, Massachusetts' tall and imposing Chief Consul, was in town this week on business.

Mr. George T. Warwick, of the Warwick Cycle Manufacturing Co., of Springfield, Mass., was in town a few days this week. Mr. Warwick reported that work at the company's factory is progressing nicely and that the firm would have a rare lot of wheels ready for the very earliest part of the season. The company has an extensive plant, capable of great extension, owns a number of valuable patents, has ample capital, and the prospects of establishing a first-class bicycle business seem especially bright.

Royal Blue Athletic Association games, held at Halifax, N. S., September 29: One-mile bicycle race, C. J. Shand, Windsor, B. C., 3m. 36 4-5s.

Mr. W. B. Curtis, the father of American athletics and managing editor of the *Spirit of the Times*, comes to our aid in the following paragraph:

SHOULD HAVE STUDIED THE SUBJECT.—Mr. F. P. Priol, editor of *The Wheel*, makes few blunders, but certainly lost both pedals in an article published last week concerning the relation of the A. A. U. and the L. A. W. The resolution of August 25 forbade competition under "rules not approved by the A. A. U.," and if Mr. Priol will look at page 49 of the Union Handbook he will find that the racing rules of the L. A. W. were adopted by the A. A. U. June 2, 1888. An apology is in order.—*Spirit of the Times*.

The resolution passed by the A. A. U. reads as follows:

"Resolved, That any amateur athlete competing in any open amateur games in the United States, not governed by rules approved by the Amateur Athletic Union, shall be debarred from competing in any games held under the rules of the Amateur Athletic Union. This resolution shall take effect immediately."

According to our reading of this resolution, any games held under N. A. A. A. rules, even though the programme should include a bicycle event—which is always run under L. A. W. rules, no matter whether held by an A. A. U. or a N. A. A. A. club—are disapproved of by the Union, and consequently their resolution applies to every event on the programme. The resolution was so interpreted by President Macmillan after a brief consideration, though other members of the Executive Committee of the A. A. U. agree with us that the resolution does not apply to cyclists, since both associations have approved the L. A. W. racing rules. Mr. Curtis' solution of the difficulty is perhaps the best. By an ingenious reading of the resolution, cycling events are exempt from its action, and cyclists will be glad to learn that they can now race at any games, provided their event is held under L. A. W. rules.

The business men of Chicago who own wheels are particularly fortunate, now that the horse-cars are entirely locked up. This suggests that it might be a good idea for more young business men to own wheels and learn to ride them, if for no other purpose than such an emergency. The wheelman is sure to get there, blockade or no blockade.

BROOKLYN.

CYCLIST UNION WORK.

The first meeting of the Executive Committee of the Cyclists' Union of Long Island was held at the house of Mr. H. E. Raymond, on Wednesday evening, October 3. As at present constituted, it contains as representatives, Messrs. Bridgman and Austin, of the Kings County Wheelmen; Wise and Halsey, of the Long Island Wheelmen; and Raymond and Greenman, of the Brooklyn Bicycle Club. There having been no general meeting of the Union, and the constitution providing for elections at the annual meeting in December, the committee took advantage of the clause giving them the power to fill vacancies in office, and proceeded to elect officers to serve until the annual meeting. As only three organizations, as yet, were represented, and as only one officer can be chosen from the representatives of any one organization, the selection of three officers only was admissible. The vote resulted as follows: President, H. Greenman; Secretary, L. H. Wise, Treasurer, E. K. Austin. The work of passing on names was the first order of business undertaken, and consumed the balance of the evening's session. One hundred and eighty-six applicants were found to have complied with the constitution as to the payment of dues, age, residence, etc., and were duly declared members of the Cyclists' Union of Long Island. Besides these it was learned that there were over twenty names of unattached riders in the hands of Mr. A. J. Hook, who is looking after their interests in the matter of electing a representative to the Executive Committee. This brings the membership past two hundred, a very creditable start. The committee had every reason to feel pleased with the drift of sentiment favoring the earnest and immediate prosecution of the Union's work, as expressed to them through various channels, by enthusiasts and conservatives alike. In the distribution of the numbers for the individual memberships it was voted to give number 1 to Mr. J. D. Huggins, of the Long Island Wheelmen, in recognition of his pioneer efforts towards the establishment of the Union. Numbers 2-10 were given by lot to the nine other members who attended the meeting called by Mr. Huggins, the balance being applied alphabetically. An adjournment was then taken until Thursday, 11th inst., when "ways and means" will receive the consideration which their importance demands. Mr. Hook has the names of over twenty unattached wheelmen who have applied for membership, and they will hold a meeting on Friday, 12th inst., to elect the representative to which they are entitled.

On Tuesday, 9th inst., the revised constitution and by-laws reported at the September meeting of the Brooklyn Bicycle Club were adopted. Outside of several minor changes the only radical revision effected was the abolition of the "League Club" clause, which was accepted without any expressions of disapproval. Of course, this action has been expected for some time, and its accomplishment removes all doubt as to the opinions of 150 of the riders of Brooklyn regarding compulsory League membership. What the outcome will be in the other clubs, where the subject has been made a possible issue, remains in doubt. The Kings County Wheelmen have drawn up a new constitution and by-laws, which have been laid on the table for future reference. Taking into consideration several circumstances, which tend in the same direction, it was hardly probable that they will urge the issue at present. It may be that the matter with them will not be seriously considered until the arrival of the renewal season.

With the Long Island Wheelmen, however, a policy of activity is prevalent. Two amendments to the constitution are pending. One covers the idea of abolishing their existence as a League club, the other of making it compulsory for every member to be a member of the Cyclists' Union of Long Island. The two amendments, though offered by parties in accord, seem on their face to be inconsistent and irreconcilable, one to the other. One aims at the abolition of compulsory membership, the other demands compulsory membership. But a consideration of their relation shows that there is method in these politics. The probability is that the "League Club" amendment will be tested first, and its acceptance would probably anticipate and nullify the power of the other. If lost, however, the general impression seems

to be that the second amendment would be brought up on the ground that the club should not discriminate if it intends to *compel* its members to belong to any foreign organization. As with a two-edged knife they seem to be prepared to cut both ways and accomplish their objects. The final result of the November meeting is awaited with an interest which their club lines do not restrict.

At the same meeting a motion was made to join the Road Racing Association. The vote resulted in a tie, and President Huggins was relieved from the necessity of deciding the question by a call being made for the "ayes and nays." The new vote gave a small majority to the supporters of the motion, and the Long Island Wheelmen will probably apply for admission to the association.

Apropos of the Road Racing Association, as far as we have been able to ascertain only the two Brooklyn members have entered teams for the regular election day race. As surmised before, the Association certainly seems to be losing its grip. The Brooklyn clubs who have belonged to it have always stood ready to interpret practically its fundamental idea by entering teams as each six months has brought around the days in the year selected for the race. Further than this, they have always been fully represented at all meetings, both general and executive; they have been prompt in their financial obligations, and have fostered enthusiasm in the contests by bringing to the course large representations of their membership. Under these circumstances why should they be called upon to bear the brunt of the load, to be the very life of a New York-New Jersey-Brooklyn organization? There have been whisperings of the "local" sort again in this respect. The fact of the Long Islands joining, or rather signifying their willingness to join the Association, shows that they would give it practical support. With three clubs here, ready to continue the original work of the Association, why should not a local organization for road racing contests be formed, in view of the discouraging reports coming from the New York City and New Jersey end of the alphabetical combination? By all means let a meeting be called. Let the Association see where it stands financially and sentimentally. If a disbandment seems inevitable, let the issue be met fairly and squarely, and Brooklyn will be there to show her interest, be the outlook bright or cloudy. Much as we would regret to see an enforced dissolution of the Association, there are times when all good things come to an end, and if it has served its purpose and cannot be continued without fighting against odds, it is right that all should know it and act in accordance with that discretion which the case demands.

BROOKLYN, October 10, 1888.

NEW ORLEANS.

In spite of the prophets, Messrs. Fenner and Moody, our New-Orleans-to-Baton-Rouge tourists, "got there." It took them three days to cover the 120 miles, but "time" was no object and they took things leisurely. The cyclable and walkable ground is described as a mixture—good, bad, indifferent and rotten. They report Baton Rouge as having a pronounced epidemic of "bicycle fever." Only three or four wheels now there, but two more are on the way and two or three dozen in prospect. A couple of races will be held in connection with the fair there this month, and things generally point to the development of Baton Rouge into something of a cycling centre. All this, too, has been brought about very considerably by the recent construction, by the government, of a mile or so of shell road, leading to the National Cemetery.

The Louisiana Cycling Club has taken steps toward incorporation.

This year's Division race meet had quite a more agreeable "wind up" than that of '87. Then it was necessary to "pass around the hat" to cover a deficit, but this time things were shaped somewhat differently, and we find ourselves in pocket to the tune of some eighty odd dollars; and remember, the affair was strictly complimentary and on a liberal scale. Pretty good, isn't it?

A meeting of the State Division, L. A. W., has been called for the 17th inst., when steps looking toward a revision of the constitution and by-laws will probably be taken.

The Louisiana Cycling Club's fifth and decid-

ing race for the Renaud medal takes place Sunday next, 7th inst. The course will be from Lee circle to Carrollton, $4\frac{1}{2}$ miles, and the start made about 7:30 A. M. The question of final ownership now rests with, and the real battle will be between, E. M. and M. S. Graham and R. G. Betts, but some four or five others will start in the race on the 7th, for the "fun of the thing." Mr. R. P. Batson, an enthusiastic member of this club, has offered a \$15 medal for a series of races to be contested during the winter on conditions similar to those of the Renaud series.

The annual election of the New Orleans Bicycle Club occurred Monday night last, 1st inst., and resulted in the selection of the following officers: President, Edw. A. Shields; Vice-President, Harry H. Hodgson; Secretary and Treasurer, Jos. M. Gore; Captain, Ben C. Rea; First Lieutenant, Geo. Russ; Second Lieutenant, Harry W. Fairfax; Guide, Frank M. Ziegler.

The club has just succeeded in sub-leasing its "white elephant," an expensive club house, and is now homeless, and many favor its remaining so for a few months yet.

OCTOBER 5, 1888.

Bl.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Some weeks ago, I noticed in our *L. A. W. Bulletin*, under New York City notes, by Wing Foot, an inquiry concerning a picture secured at Lake George. Wing Foot inquires of the *personnel* of a party of nine wheelmen appearing in the photo. I would advise him that they were no other than nine Quakers from Philadelphia, and all members of the Pennsylvania Bicycle Club. They were off on a vacation trip of two weeks, under the guidance of Captain C. A. Roberts, the party consisting of the genial captain, with W. A. Stadelman, F. H. Lippincott, Al. Kohler, C. T. Harvey, William D. Supplee, A. P. Lewis, H. L. H. Hall and H. L. Roberts. The party left Philadelphia July 7, riding the whole distance and reaching Lake George on the following Saturday. They made their headquarters at the Fort George Hotel, where they remained for one week, and, as no doubt Wing Foot well knows, were taken care of most admirably by Mr. Seeley, and I suppose, with us regrets most deeply the loss by fire of this worthy gentleman's hotel this past summer. How many pleasant recollections has this inquiry brought to mind! Kohler's passionate embrace of the barber-pole in Trenton; the poor unfortunate member of the party dubbed "Jonah," which name still clings to him; Pop's disgust at the fishery laws on the Lake; our fun in the impromptu bowling and rowing matches; these have all tended to leave us recollections of one of the most enjoyable trips ever taken. I would add that the photograph secured was one of about twenty taken by Mr. H. L. Roberts, and if Wing Foot will only drop in on us some day we will be only too well pleased to show him the series as well as extend the courtesies of the Pennsylvania Bicycle Club. Try it! I will guarantee you will not regret the time spent.

I see, in glancing over a paper from the western part of the State, that Messrs. Hall and Tayler, of McKeesport, Pa., expect to erect an extensive factory in that place for the manufacturing of high grade bicycles. Who knows any particulars? We welcome competition, as it tends to bring down the cost of ye trusty steed.

On Sunday, October 7, quite a party of the South End Wheelmen rode to Norristown and return. This club will hold a championship 10-mile road race on Saturday afternoon, October 13, over the Lancaster Pike course. Put John Green on a good wheel and he will win, unless I am much mistaken, although Bradley will push him hard for first place.

Harry Mayer has accepted W. Chas. Furnelton's challenge for a 10-mile road race for a gold medal, the race to be run some day this month. Both men are in excellent trim and some good (?) time should be made.

Wilson, of the South End Wheelmen, has forsaken the Star for the crank motion, having determined, after his defeats at the State Fair and Tioga races, that the lever motion was not his winning amount.

On Saturday, October 27, the Pennsylvania Bicycle Club will hold a 5-mile race either on Tioga or Young Men's Christian Association track. Already some thirteen men have entered their names, and the race promises to furnish good sport.

The above club was obliged to postpone their 100-mile run on Sunday last on account of heavy rains all day Saturday, which left the roads in very poor condition. The weather permitting, a start will be made on Sunday, 14th inst., at daylight, the route being from the club house to Paoli, Downingtown and Coatsville, return to Ardmore and then to Norristown and then back to the club. Eight men have signified their intention of joining the club in their run.

I can shake hands most cordially with "Ariel" in regard to the doom of ye trike. Manufacturers owe him more than thanks for his points, and I suppose all will send him a new mount in part payment.

On Sunday, September 30, I had the pleasure of meeting Mr. Chas. Newbourg, of the Prospect Wheelmen, and Mr. Wm. Newman, of the Kings County Wheelmen. These gentlemen had ridden from New York City to Philadelphia, starting on Friday, September 28; actual riding time, 12½ hours.

WESTFIELD.

We published the Rowe-Temple articles of agreement a week before the *Bicycling World*, although the articles were drawn up in the office of our Boston contemporary.

The *Bicycling World* of August 28 reports the birth of the Cyclists' Union of Long Island. Why, that happened some time ago!

THE RICHMOND TOURNAMENT.

The prospects of the Richmond meet, to be held October 23 and 24, in connection with the exposition, do not seem so brilliant just at present as they did in the earlier part of the season. The exposition management have not treated the race-meet committee with that consideration necessary to success. The committee have lost heart, and the prospect of a successful meet is not brilliant. The exposition management refuse to put the track in proper shape, and at present it is buried under several inches of loam and dust.

On account of the lateness of the cycling season, the New York Bicycle Co. are now offering their second-hand machines at very considerably reduced figures. This is a most excellent time to buy. Prices are as low as they ever will be, and it will certainly pay to purchase now and house during coming winter. As soon as spring arrives prices advance all around. The above company's list of wheels on another page of this paper will be found to contain some very attractive bargains.

J. Harry Shurman writes that he will be at Eagle Rock on Sunday to beat Coningsby's records.

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

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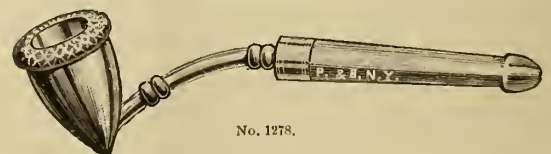
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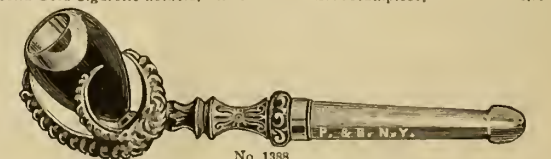
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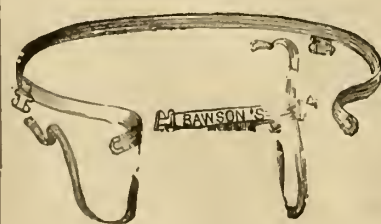


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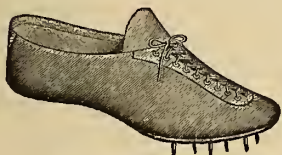
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Two-mile Bicycle Intercollegiate, Scratch.

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. Prial, 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.

Entries close October 22, with F. P. Prial, P. O. Box 444, New York City.

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.

Tickets on sale at all Sixth Avenue and Ninth Avenue Elevated Railroad Stations.

FOR SALE, EXCHANGE, WANTS.

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

STOLEN.

From 1061 Bedford Avenue, Brooklyn, between 2 P. M. Saturday, Oct. 6, and 8 A. M. Sunday, Oct. 7, a 52-inch, 1887, full nickel Columbia Expert Bicycle, No. 13,017.

Any information leading to the recovery of same will be rewarded. F. E. PEARCE.
As above, or Long Island Wheelmen's Club House, Bedford Avenue, Brooklyn.

FOR SALE.—A No. 1 Safety Bicycle, English make, never used; ball bearings throughout. Price \$100. Address J. L. M., 142 Plane Street, Newark, N. J. 10-19

FOR SALE.—51-inch Star; 15 months old; good condition. Cheap for cash. A. C. C., Box 44, Huntington, L. I. 10-19

FOR SALE.—Safety, New Columbia Veloce; new wheel 1888. Price, \$110. T. Ford, Jr., 193 Clermont Ave. 10-19

BARGAIN.—Light Roadster, 53-inch New Mail; perfect condition; almost new; with lock and chain and bundle carrier, \$95. F. R. Kenyon, Plantsville, Conn. 10-19

WHIPPET Spring Frame Rear-driving Safety; best English make; 30-inch wheels; geared 54 and 60; lamp, etc. A bargain. Room 5, Palace Hotel, West and Christopher Streets, New York. 10-12

SACRIFICE.—48-inch Humber Light Roadster, '87 pattern, ball bearings all around; double grip pedals; in perfect order; must sell. Adolph Schipput, Jr., 30 Hancock Avenue, Jersey City Heights, N. J. 10-12

WILL EXCHANGE A Premier wheel, 53-inch, in good order, with ball bearings in wheels, and lamp, for a New Rapid Safety. F. L. Trippie, 128 West Seventy-first Street, City. 10-12

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 nickeled 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. 10-12

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. 10-12

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. 10-12

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. 10-12

FOR SALE.—Light Roadster 55-inch New Mail, 1888 pattern; in perfect condition; balls all over, including Triggwell ball head. Price \$100. R. H. Davis, Cambridge, Mass. 10-12

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. 10-12

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

Sacrifice: 54-inch Columbia Expert, 1887; full \$90. nickel; not run 15 miles; perfect condition; spoke-grip, luggage-carrier, lock, etc. Cost \$150. Leonard Dakin, Cherry Valley, N. Y. 10-19

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

CYCOMETERS! 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. 10-19

FOR SALE.—Full nickeled Expert 1888 pattern; in perfect order; ridden but little. Hub lamp; pedal cyclometer; bell; cost \$151.75; will sell for \$100. A. C. Luck, 290 Pearl Street, New York City. 10-12

ATTENTION!—We want more wheels to supply our large demand. Mounts bought, sold and exchanged; good prices paid. New York Bicycle Co., 8 Warren St. BICYCLES taken in exchange for Roll Curtain, Office Desks, Type Writers and Buggies. Indiana Bicycle Company, Indianapolis, Ind. 10-12

\$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. 10-12

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. 10-12

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 \$100, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humpers. L. H. Johnson, 401 and 403 Main Street, Orange, N. J. 10-12

STARS.—Two Special Stars for sale cheap; almost new F. E. C., P. O. Box 444. 10-12

FOR SALE.—54-inch Columbia Expert; very little used; good as new in every way. \$90. N. M., 205 Macon Street, Brooklyn. 10-12

THE WHIPPET.—Whip it if you can! Balls everywhere; latest, easiest English machine. Don't want to sell, but need cash. Take gun as part payment. See other ad. 10-12



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Are exquisite in style.
Are dainty, and carefully made.
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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.

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FASHIONABLE CLOTHING.

Reasonable Prices.

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"By Jove! the Best Bicycle Pants out!"

Something new. Fit like a glove. Elastic, easy, comfortable and very durable. Made with double, reinforced seat, loops for belt, a watch pocket, two hip pockets, suspender buttons on inside of waist band, and having Dr. Cooper's suspensory pocket. In gray, black, dark brown, navy blue and the L. A. W. mixed brown. All sizes.

Price, \$3.50. By Mail, \$3.65.

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& 87 Nassau St.
NEW YORK.

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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

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Standard Graphite Lubricator,

PREPARED FROM PURE AMERICAN GRAPHITE

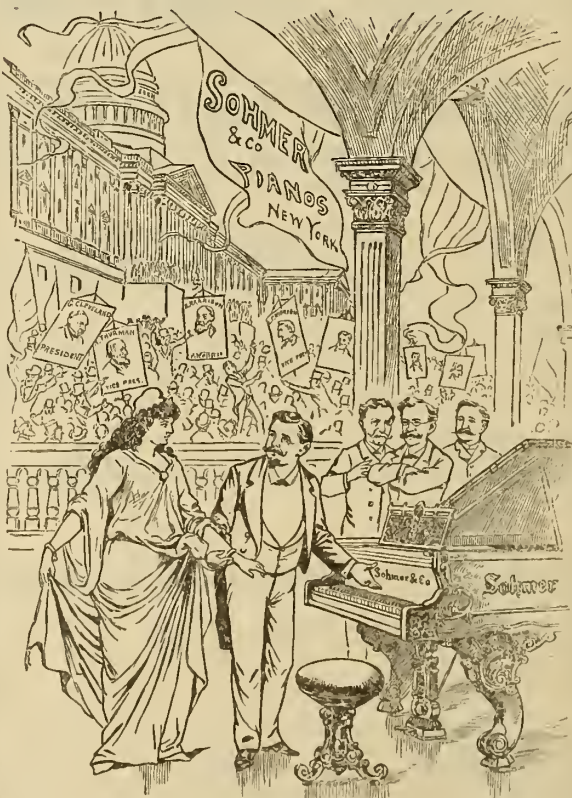
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IT WILL NOT GUM OR RUN OFF, AND IS PRACTICALLY EVERLASTING.

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 hicker 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 best.
For the SOHMER PIANO, as certain as fate,
Is "the ticket" to win, for the year '88!

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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

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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.

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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 12, 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. Enamel. Price \$50.
- No. 155.—50-in. Spalding. New. All balls. Cowhorn bars. Only \$90.
- No. 166.—54-in. Victor. Nickel with enamel wheels. Fine order. Price \$75.
- 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. Cowhorn 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 \$45.
- 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 like new. Only \$100.

- No. 207.—48-in. Mustang. Price \$40.

- No. 208.—48-in. Col. Expert. Full nickel. Cowhorn 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.
- No. 217.—54-in. New Mail. Enam. All balls. Cowhorn bars and spades. Cheap at \$85.
- No. 218.—53-in. Col. Light Roadster. Enam. All balls. Cowhorn and double grip. Price \$95.

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.

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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. Worsted **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.

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KINGSTON KNITTING CO.

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96½ SUMMER STREET, BOSTON, MASS., September 25, 1888.

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Gents—I think the Marlboro Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new.

Yours,

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COVENTRY MACHINISTS' CO., LD.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion. All recognizing its superiority. Its popularity here is an assured fact.

Respectfully yours,

W. J. MILLS.

MECHANICS' AND TRADERS' INSURANCE CO.,

14 CARONDELET STREET, NEW ORLEANS, LA., August 29, 1888.

THE COVENTRY MACHINISTS' CO., LD., Boston, Mass.:

Dear Sirs—Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city. They all had to try it (as a matter of course), and the result is that two of the boys want to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid, the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism.

Yours truly,

W. H. RENAUD, JR.

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239 COLUMBUS AVENUE, BOSTON.

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SEE OUR LISTS.

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RUBBER
Tennis Soling,
WHITE, BLACK,
OR RED,

Corrugated or Diamond Pat-
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TENNIS SHOES.

NEW YORK BELTING & PACKING CO.

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Amateur Outfits in
great variety from \$9.00 up-
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Established in this line
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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-
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Flatulency and all internal pains.

50 cents per bottle. Sold by Druggists.

ASK FOR THE

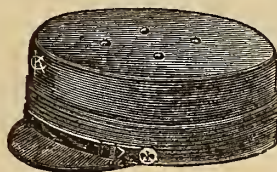
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PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



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Sporting Goods,

LOWEST PRICES

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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,

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Between 124th & 125th Streets.

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field Roadsters, Humbers.

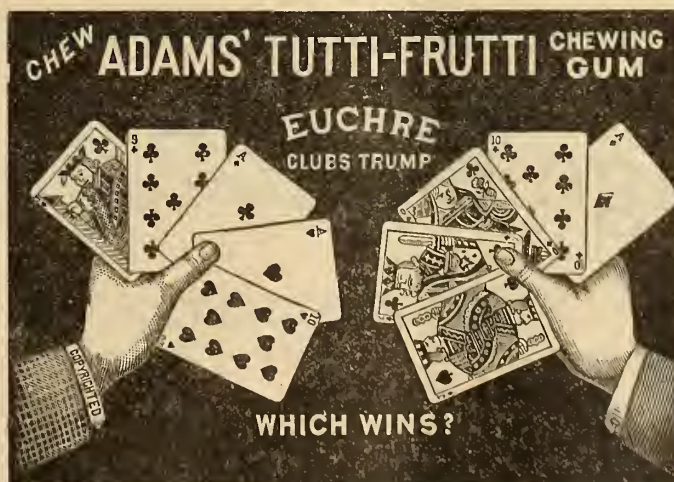
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REPAIRS! REPAIRS!

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.



VICTOR LIGHT ROADSTER BICYCLE.

VICTOR LIGHT ROADSTER TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

SPALDING'S YOUTH'S BI-
CYCLE.

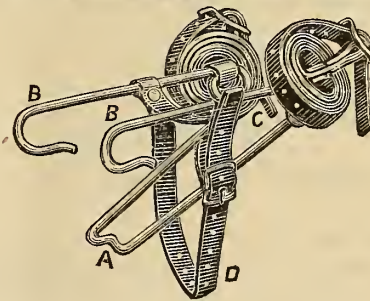
Also a Full Line of
BICYCLE SUNDRIES

Send for 1888 Catalogue.

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SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

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

C. H. SMITH,

249 Woodward Avenue, Detroit, Mich.

J. O'CONNOR,

Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

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

All kinds of Foreign and Domestic Patent Dressings. A
full assortment of Custom-made Boots and Shoes always
on hand at Reasonable Prices. Orders of every descrip-
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LAWN TENNIS SHOES A SPECIALTY.

COLUMBIA BICYCLE FIRSTS.

Richfield Springs, N. Y., Aug. 15.....		7 out of 12
Cheltenham Beach, Chicago, Aug. 25 (including 1 and 2 mile State championships).....		10 out of 12
Newcastle, Pa., Aug. 30.....		8 out of 11
Buffalo, N. Y., Sept. 4 to 8.....		15 out of 25
Philadelphia, Sept. 10.....	<i>The man who</i>	7 out of 11
Hartford, Conn., Sept. 13 and 14.....	<i>makes a good road-</i>	11 out of 17
Penn. Bicycle Club, Sept. 15.....	<i>ster may not be able</i>	8 out of 11
Roseville, N. J., Sept. 21.....	<i>to make a good racer,</i>	5 out of 9
Poughkeepsie, N. Y., Sept. 21 and 22.....	<i>but the man who</i>	9 out of 18
Muscatine, Ia., Sept. 22.....	<i>makes a good racer</i>	2 out of 2
Pittsburg, Pa., Sept. 24 and 25 (Professional World's Championship, 3 and 5 miles).....	<i>can't help making a</i>	
Bristol, Conn., Sept. 25.....	<i>good roadster.</i>	5 out of 8
Providence, R. I., Sept. 27.....		5 out of 7
East Hartford, Conn., Sept. 29.....		5 out of 7
Queens County Athletic Club, L. I., Sept. 29.....		5 out of 7
		<hr/> 102 157

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.

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