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NEW YORK, OCTOBER 19, 1888.

[WHOLE NUMBER, 34.]

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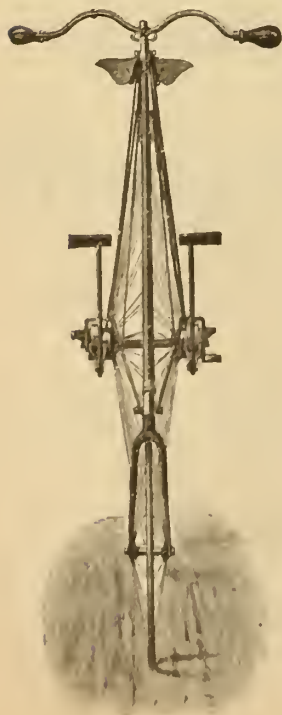
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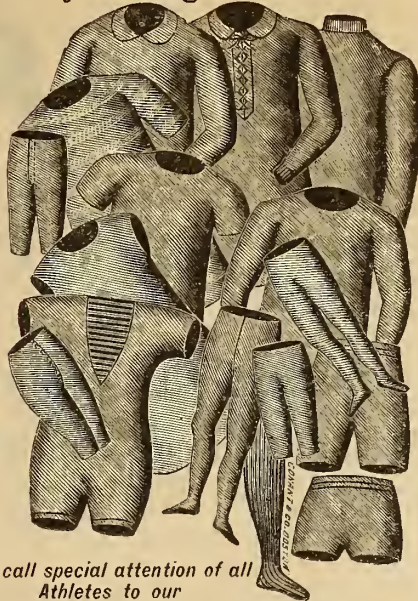
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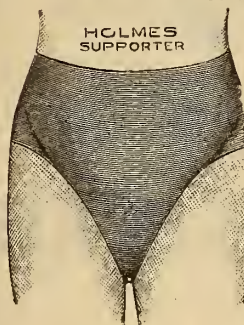
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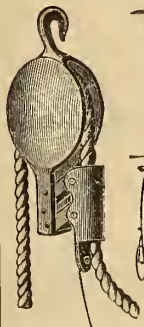


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THE WHEEL

— AND —

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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 Executive Committee of the New York and New Jersey Road Racing Association have decided to postpone the race fixed for Election Day, for the reason that only one team has entered, the Kings County Wheelmen, and the amount of funds in the treasury will not admit of the necessary outlay for medals, etc. We fear this is but a step towards the disintegration of the Association, which is dying of inanition. Its officers seem unable to infuse life into the organization. If the Association has lived its day, why not wind up its affairs with some show of respectability? But we cannot believe this. We think there is an ample field for the N. Y.-N. J. R. R. A. The chief cause of the decadence in entries—for certainly the public interest in the last event was stronger than in the first race—is that the Kings County Wheelmen have so often proved their superiority that there is little use in any other club entering. We think that the constitution should be altered, giving the Association's Executive Committee power to hold two road race meetings each year, the programme to be of such a nature as will secure the most entries. Funds for trophies could be provided by the annual dues now paid by clubs and by the payment of entrance fees by competitors in the various events, no one except members of clubs belonging to the Association being allowed to compete. The bright and brainy people who conceived, organized and managed the Association are wanted to come forward and work.

From present indications, it would seem that the second-hand wheel business will be an important feature of the trade next year. Many of the sales this year, especially this fall, were not "straight," second-hand wheels being taken as part payment in many cases. The result inclines us to the opinion that there will be a glut of second-hand wheels next spring, and that prices will be much lower as a rule. The second-hand business is becoming so large that the establishment of more agencies devoted exclusively to this kind of trade seems a necessity. A dealer can scarcely do justice to both new and second-hand wheels. In many cases he can sell a second-hand wheel at a greater profit than a new one.

The appointment of a new chairman of the Racing Board is gratifying just at this time, because there is so much work to be done. It is to be hoped that the Board will now get to work and make its existence known. We would say that the Board should insist on the definition of an amateur being unchanged; that no amateurs be allowed to compete at any meeting at which professional events are given; that official handicappers be appointed in every State; that all clubs be required to forward all handicaps to the State handicapper, under penalty of suspending any man competing in events not handicapped by the regularly appointed official; that all records be submitted to the Board, and by them accepted or rejected; in short, the Board should go to work and discharge its duties and make itself felt. We hope Mr. Davol has accepted his important position to work, and not simply for the sake of the honor implied by the title, Chairman of the Racing Board.

We republish elsewhere Mismanager Morgan's angry screed on the Buffalo tournament, published in the *Cyclist*. As a soldier of fortune, Morgan has the undisputed right to be on both sides and on top of the fence, all at the same time. But it is our business to catch at the humorous straws which float so few and so far between in the ambient atmosphere, and present them to our readers. The picture Morgan sends to the *Cyclist* is his own prejudiced, outspoken ideas. It is important that our readers should note Mr. Temple's, *nee* Friedburg's, statement: "They take me for an Englishman," says Ralph, "and I'm glad of it. I'm English in reputation anyhow, and have only to thank America for my birth. I love their fair play." We have no doubt that thousands of American cyclists will be relieved to know from Temple's own lips that the English are responsible for his reputation. We are perfectly satisfied to give the English all the glory, and would say, from the complicated structure of the Morgan-Temple-Rowe swindle, that Temple had thoroughly mastered the English professional idea of fair play.

We have on a previous occasion warned the English press against accepting Senator Morgan's views on American cycling topics as absolutely unbiased and altogether just and final. The Senator's note to *Wheeling*, under date of October 16, is an example of the distortion of facts, willfully or not we cannot say, the twisting of matters to suit the Senator's own views. The note referred to contains these ideas, among others: "Buffalo tournament a complete fizzle;" "The complete rottenness of the track no doubt spoiled it, as it was rotten;" "Temple received rough usage at the hands (or heads) of the officials, and was shut completely out of any chance of winning;" "Ducker's repulse as a manager has received a severe blow, so has racing in America." The sweeping character and utter despair of the Senator's soulful outpourings are amusing. The Senator takes pains to point out the "complete rottenness of the track," "which was awful," yet he straightaway forgets himself and puts all the blame on Mr. Ducker's shoulders. Only in one race did the officials decide unfairly against Temple; on all other occasions he had only himself to blame for his defeats. It is not quite true that racing in America has received a severe blow. The failure or success of an American meet has only a local effect. Mr. Ducker was working with new material at Buffalo; he was not sole arbiter, as at Springfield—merely an employee of the exposition people, who largely tied his

hands. To be sure, the track was in a vile condition, but Mr. Ducker does not control the elements. It is also certain that the winds from off Lake Erie will always prevent fast time being accomplished at Buffalo, but even Manager Morgan cannot expect Mr. Ducker to remove the Great Lake. The general impression left by the Buffalo meet is that it is pre-eminently a cycling city, that it is near the Falls, that the climate is bracing in September, and that it is accessible. In common with many others we look forward with pleasure to visiting Buffalo next fall, notwithstanding the alleged failure of 1888.

NEWS FROM CYCLING CENTRES.

JERSEY CITY.

The Hudson Counties will smoke their first "smoker" of the season on Monday evening next, 22d inst. A novel programme is promised by the committee, and I heard an order going over the "phone" the other day to have a pipe laid from a cider mill back here in Jersey to the "drop a nickel chewing gum box" in the clubhouse. Day has offered his services, and also a moss-covered ham, to make things lively. There's no doubt but that cider and mildewed ham will make things extremely lively. After I recover I'll tell you about it next week.

Dr. Benedict, the trick rider of the club, has earned another medal to hang on his whiskers. He was riding his Star through one of the unpaved streets of Jersey City the other day. A gang of men saw him approaching, and thought they would prevent his progress by standing in line across the street. One of the flannel-mouths laid down and remarked: "Oi'll bet yez dhrinks fer der crowd dat yez can't go over me wid yez boosickle." While Doc was not thirsty he accepted the challenge, and, thinking of home and the dear ones behind, he lifted the little front wheel and spurted. There was a biff, bang, a dull thud and a groan, all within two-fifths of a second, and Doc had passed over the human hurdle. As he hurried around the first corner he heard a mellow voice calling out: "If yez cum back here, yer Chinese, Oi'll chew dem whiskers off'n yer." Doc still has his whiskers unchewed.

Arrangements have been completed for the running of the club 25-mile road race in a few days to select the team to represent them in the Alphabetical Association. About nine of the boys will start.

I understand, however, that there is some doubt as to whether there will be a road race this fall under the auspices of that association, on account of the low tide of its treasury, and that in any event not more than two or three clubs would enter. This is to be regretted. What do you know about it, Mr. Editor?

The headquarters of the Hudson County Wheelmen are rather inadequate for its present membership (97), and Dr. Johnson, President of the club, has a scheme on foot to erect a suitable club house at once so as to be ready for occupancy in the spring. He has been working the matter up for some time, and the site he has selected would admit of the construction of an eight-lap track, two tennis courts, etc. The scheme is certainly an excellent one, as in order to make converts to the wheel in this city inducements have to be made by the Hudson County Wheelmen in the way of amusement, as the city certainly makes none in the way of streets.

It is proposed to admit ladies to membership in this club after January 1. The idea is thought to be a good one, as ladies not only tend to improve the reputation of a club but to excite cycling enthusiasm. The matter was brought up only at the last meeting, and already two tandems have arrived at the club house, but—well, everything goes.

Captain Baggot is getting his bowling team in shape to play those other two games with our Harlem friends. Let us hear from you, Harlem. COASTER.

BROOKLYN.

It now transpires that only one entry has been made for the Election-Day race, from the champion Kings County Wheelmen. This fact being reported at a session of the Executive Committee, held on Friday, 12th inst., it was decided to hold no race on Election Day. This declaration was reached by authority of a clause in the Association's constitution, giving to the Executive Committee the authority to postpone the race whenever in their discretion they deem the holding of it to be impracticable. The constitution further provides, however, that, if so postponed, it shall be held at an early date subsequent thereto. No such day was fixed by the committee, and as it was the sense of the meeting that a general meeting of the Association be called in the near future to consider its condition, probably all such matters would be left until then for consideration and action. In our remarks regarding the Association last week, we did not wish to claim that *none* of the New Jersey clubs ever gave practical support to it, for since its beginning there has not been a more patriotic and enthusiastic member of it, battling against odds in almost every race it has run in, but still at the post after every defeat, than the Elizabeth Wheelmen. The Hudson County Wheelmen, too, have given substantial support to the races. But, nevertheless, it cannot be denied that considering the extent, viewing it from the standpoint of members, over which the Association lives, that there is a decided lack of that general interest which was uppermost in the minds of the originators of the Association, as necessary to the healthful prosecution of the work laid down for it. It is simply in view of this disproportionate distribution of the real working forces of the Association that many of the Brooklyn wheelmen deem advisable the location of a similar organization in our own city. At all events, an extension of life to the R. R. A. demands a radical revision of the racing stipulations, and it at once becomes a question either of disbandment or of an attempt to revive interest by the introduction of new and more liberal racing conditions.

About twenty of the Long Island Wheelmen met at the club house on Saturday afternoon, with expectant faces ready to be initiated into the mysteries of a "hare and hounds." Messrs. Starr and Halsey were given ten minutes start, which they utilized by cutting across the open lots, and thence "over the hills to the penitentiary." Without stopping at the latter institution they struck through Flatbush, scattering behind them their trail of papers. The hares seemed determined to select the worst route possible as to riding with any degree of assured comfort. Over fences and through by-ways they went, leading their pursuers a very irregular chase through the outlying country. The hounds, under the control of Lieutenant Teller, were kept well together until within a short distance of home, when the fleet-footed Wise and Monell dashed away from the crowd and were the first in at the finish, only to find that the hares had improved their start by five minutes, having been quietly resting in the club house for fifteen minutes. The chase was a complete success, and many experienced for the first time the exhilarating effect of a cross-country ride.

The pool players of the Brooklyn Bicycle Club assembled on Monday evening, 15th inst., to do battle and inaugurate the tournament provided by the ever-watchful House Committee. Sixteen entries had been procured. These were divided into two classes, and the individual members of each class were handicapped according to their estimated abilities. As each player is scheduled for a series of seven games with every other member of his class, a mathematical calculation shows that some time will be required to settle the question of supremacy. Monday evenings have been set aside for the contests, and the interest already awakened assures the success of the innovation.

Two serious accidents have shocked our wheelmen, and occurring as they did within twenty-four hours, are the more startling. On Sunday evening, Mr. C. Newbourg, of the Prospect Wheelmen, while riding in the Park fell from his wheel and broke his left arm. After being attended by the ambulance surgeon he was removed to his home. The second accident was more serious probably, on account of the

uncertainty of the ultimate result. Mr. Thorp, of the Long Island Wheelmen, while coming home through the Park on Monday night at nine o'clock, in the company of his club-mate, Mr. Schumacher, and Mr. Schoefer, of the Brooklyn Bicycle Club, slipped his pedal and was thrown violently to the ground, where he lay unconscious. It was fully twenty minutes before he could be revived. In the fall his hand was badly lacerated, and the shock received was very serious. We sincerely trust that by the time this goes to press both gentlemen will be out of danger. The sympathy of every wheelman in Brooklyn goes out to their comrades, suffering from these accidents which it was their unfortunate lot to meet with.

We bid adieu to our young friend, The Cyclists' Union of Long Island. His doings will now be chronicled by the official pen of Secretary Wise. If in our efforts to introduce to the readers of THE WHEEL this youngster as one possessing all the life and energy of the youth and the discretion and wisdom of the gray beard, we have made for him friends, to them the interesting tale of his future life will be found in other columns.

BROOKLYN, October 17, 1888.

H. G.

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NOTES FROM THE CITY OF BROTHERLY LOVE.

J. J. Bradley, E. Kobb and a third member of the South End Wheelmen, made a little 100 miles on Sunday, October 14. They did not start until 9 A. M., and rode to Norristown for dinner, some twenty miles. After dinner they decided to see how many miles they could complete, so about 1 P. M. they started for Valley Forge, King and Prussia, and reached Broad Street and Market at about 6, with seventy miles to their credit, and finished up their 100 on the asphalt around the public buildings.

Harold Lewis, of the Philadelphia Club, is riding a Singer safety light roadster. The lines of the machine are not as graceful as on their other wheels of this type. The wheel seems almost too light for our roads, especially as Mr. Lewis is not apt to set a slow pace.

The all-absorbing topics of conversation in the Pennsylvania Bicycle Club at present is the coming 5-mile championship handicap club cup race, and the 10-mile race between W. Chas. Furnelton and Harry Mayer. In the first event there are already sixteen entries. Starting points have been announced as follows: John G. Fuller and Louis A. Hill, scratch; Alf. McCloskey and J. W. Draper, half lap; Al. Kohler, J. S. Bretz, Jno. A. Wells, C. L. Leisen, one lap; F. Detwiler, Alf. Bracher, S. Battersby, D. A. Longaker, one and a half laps; C. W. Furnelton, W. P. Street, Jr., W. W. Randall, L. J. McCloskey and B. B. Craycroft, two laps. The race is to be held on the Young Men's Christian Association grounds, which have been kindly loaned for the occasion. The track is a 5-lap track, which will give the scratch men two laps to make up in twenty-five. Who will win? Fuller! or I am a poor guesser.

Kirk Brown is frequently seen out with his wife on his new Psycho tandem safety bicycle, and although Mrs. Brown is a novice they can make the wheel spin over the ground at a pretty lively gait. Why cannot a match be arranged between Kirk Brown and a partner and Louis Hill and John Fuller?

By the way, Louis Hill has disposed of his new level safety and purchased an American Light Champion. One tumble, and how Louis will wish he was back on his "dinky!"

On Sunday, October 14, Captain Bradley, of the South End Wheelmen, had three men at Norristown, while Mr. Lewis, of the Philadelphia Club, had the same number for dinner at the same place. Captain Supplee, with fifteen men, ate what was left. Returning the members indulged in a chestnut hunt, and came home with their pockets well laden, C. A. Roberts winning the prize with two pockets and a handkerchief full.

WESTFIEL, D.

◆◆◆
The Hudson County Wheelmen are planning a club house, to be ready for occupancy in the spring. Such a move would give an impetus to wheeling in Jersey City.

CHICAGO.

Last Wednesday afternoon, amid the clanging of political bells and the endless hurrah of visiting Harrison and Morton delegations, little two-year-old Bob, all that was left of that most unfortunate George Darrow's family, was quietly laid away to make one of that vast throng of silent souls of whom we think much but know absolutely nothing. The casual reader may wonder that this melancholy event—differing perhaps in no extraordinary degree from the countless thousands of deaths, which are mourned by immediate friends but occasion no particular public comment—the casual reader may wonder that this little fellow should be unwittingly imposed upon the busy interests of every-day cyclingdom. But those who knew modest yet independent George Darrow, and knew him as he was, will not begrudge the few lines necessary to announce the little chap's demise, and express at the same time a few kindly words of sympathy for the uncles Darrow, whose adopted son he was.

George Darrow—it was not so long ago that he laid down his editorial pen for a hand-to-hand encounter with typhoid fever, with hardly a fighting chance of winning, for he was naturally delicate and as naturally defeated. I remember well a feeling of resentment as I read the meagre obituaries the different cycling editors honored themselves by publishing, for in wit, sarcasm, imagination and originality he was to my mind the peer, if not the superior, of any wheel writer on either side the Atlantic; and early advantages and education considered, I cannot but conclude that his inherent literary ability would have eventually carried him away beyond the limits of a confined press. Not so far back was it that a rumor floated up to Chicago to the effect that a couple of Hoosiers in Indianapolis proposed starting a bicycle paper, which soon materialized, however, in the *Wheelmen's Record*, a neatly printed eight-page with colored covers, crudely illustrated with pen and ink sketches, and an announcement of a monthly lithograph. Many of us predicted its early downfall, but as we glanced at it from week to week, we perforce became interested in its bright and newsy columns, and noted with surprise that its advertising columns began to fill up rapidly. It was set up, edited, illustrated and printed by George and Phil Darrow, while C. F. Smith, an Indianapolis bicycle dealer, secured the advertisements, and the *Record* was soon placed upon a thoroughly sound financial basis. Its field was its own by right of first possession and it did not conflict with the then standard press. But the Darrow boys were not satisfied, and having concluded to give up their printing business and devote themselves exclusively to publishing, they purchased the *Gazette*, and immediately this tournament-advertising monthly became a magazine so unique and peculiar in its style and policy that no contemporaneous antagonism was aroused, and it secured and merited nothing save editorial praise. The *Record* was a year old when George died, and with him died the *Record*. Such was the brief literary career of this lad, whose personnel was almost entirely unknown to his brother editors and scribes. Nothing startlingly brilliant, perhaps because his efforts were confined to our own sainted literature, and perhaps because his mind had little time to develop in the short period allotted to the new vocation. The bulk of his writing was tinged with a rare good humor, and apparently not forced. His prose was phrased in simple, pure and wholesome English, while rhymes flowed from his pen like running water, and altogether he was possessed of a versatility far in advance of his education or years. But such is life; first the mother, afterward the father, and now bright little Bob. Surely we can wish all three a speedy journey to whatever pleasant eternity omnipotency may decree.

[Verax is in error in regard to at least our own notice of Mr. Darrow's untimely death. Verax admits that his contemporary editors had but little opportunity to know Mr. Darrow. From his writings and a photograph, we wrote what we felt of Mr. Darrow, and one reward was a note of thanks from his brothers.—ED.]

With venom positively rattlesnaky, and spite hardly exceeded by the feelings of an impoverished mob of disappointed car strikers, doth ye St. Louis correspondent gird up his loins, and, like that party told about in ancient history, thank God that he and his fellow townsmen

are not as people who are unfortunate enough to live in some other city. St. Louis did have one writer, now living in Chicago, whose letters teemed with a friendly spirit toward his fellow cyclists of other sections. He wrote over the *nom de plume* of Phoenix. Alas! he is sorely missed, for the egotism and self-complacency which monopolizes St. Louis lines nowadays entitles her to a box on the top of the new Parisian monument. I am led to remark thusly, in this instance, by the frequent and unwarranted attacks made by the "Recreation Notes" of the *Spectator* on John A. Wells. I do not know what Wells has done to anger these people. He certainly has knocked the vitality out of all previous hill-climbing crank records with his American Rambler. So far as the Greenwood-Wells affair was concerned he accepted defeat gracefully and had no excuse to offer, and has to my certain knowledge fulfilled all his obligations therefor to the satisfaction of Mr. Beach and myself, who looked after the details of the contest. What more can the boy do? I am reminded of a little story that I came across the other day. It seems that a young lady had invited an admirer on the piazza to smoke. The father didn't use the weed, and for some time after insisted that the youngster "would never amount to anything," and made divers other remarks of the kind whenever occasion presented itself, until his daughter one day remarked that "the Bible hadn't a word to say about tobacco, but it did say a heap about Christian charity." Pity 'tis that there are people in the world who must needs hunt up a dictionary to discover the meaning of the word magnanimity.

Lug-Luggage Car-Carrier Smith (Bert Owen calls him that, but his name is Clarence J.) and wife were here last week on a lark. They were entertained by Tom Roe, at his pretty little home on the South Side, who distinguished himself in a reception tendered his friends in their honor.

Reports from Quincy indicate that the tournament there was a magnificent success. The races were hotly contested, and witnessed one day by nearly ten thousand people. Of the professionals, Knapp and Crocker carried away \$160 of the \$200 offered; while our novice, Arthur Lumsden, is very proud, and we of him, for having wrested a majority of the amateur events, in which they were both entered, from Percy Stone. The Soldiers' Reunion was the loadstone which brought the crowd.

The Lincoln Cycling Club has just issued some debenture bonds to secure the wherewithal to equip their proposed gymnasium, and some of the ways and means they adopt to induce the membership to pony up are amusing. Here is one: On North Clark Street there is a meat market kept by one Stephen McGann, and as clever a fellow is he as any son whose father ever came from the Emerald Isle. Steve has a weakness for thoroughbred bulls, and Captain Harris has just the same weakness, only more so. The last terrier who cast longing eyes at the calves of customers was a brindle with a mouth, well, not quite so longi, or latitudinous as Yerkes tunnel. It seems that one of the directors bought his meat of Steve, and was well aware of the profound admiration Captain Harris entertained for carnivorous canines, and, having induced Steve to give him (the director) the terrier, he straightway trotted Harris around and introduced him to his bleat-eyed bull nobbs. It was a case of love at first sight, and the director prepared for a *coup d'état*. "Now, see here, Cap., Steve has given me that thoroughbred; his pedigree can be traced way back to the Antipodes. I want to take him bad, but we have no barn, you know, and they (females) say 'no' at the house. You want him, I know, and on one condition you shall have him." "Name it," said Harris. "That you get the old man to float \$200 worth of those debentures." It was a go, and now the club has the ducats, and Captain Harris has the bull and a hole to boot—in the vicinity of the first swelling below the knee.

VERAN.

OCTOBER 13, 1888.

The suit of Woodside against Charles Z. Pond, of Brooklyn, for \$950, for services in the bicycle race in Madison Square Garden, May 31 to June 5, 1886, will be tried in Brooklyn next Tuesday.

WHEEL GOSSIP.

It is rumored that Maltby will go to Brazil to give fancy riding exhibitions.

It is rumored that Henry E. Ducker will shortly remove from Buffalo to Boston.

Van Wagoner, the Newport, R. I., Star rider, will shortly attempt to break Coningsby's record on Eagle Rock.

The cyclists of Birmingham, Ala., continue to agitate for roads improvement, through the *Birmingham Evening News*.

The marriage of George M. Hendee to Miss Edith M. Cordwell is announced. Mr. Hendee will reside at Stoneham, Mass.

Messrs. W. M. Frisbie & Co., of New Haven, write that they have recovered the bicycle recently stolen from them, but the thief was not captured.

Miss Nellie Donegan, aged ten, and her brother, James, aged four, are creating somewhat of a sensation in Australia as trick riders and fancy skaters.

Shurman did not appear at Eagle Rock on Sunday last, perhaps on account of the poor weather, and a number of cyclists who went out to the hill were disappointed.

Mr. T. Hill, proprietor of the Belgrave Grounds, at Leicester, has forwarded W. F. Knapp a gold medal in recognition of the 50-mile record the Denver rider made on his track last July.

Says the *Bi. News*: "Safety rider, sit back! no one of fifty riders poses properly. Sit back and get a horizontal 'kick' and a horizontal 'claw,' as well as a downward push, on your pedals."

Mr. P. A. Nix, one of the oldest of English road scorchers, recently rode two hundred and eighty-one and a half miles in twenty-four hours. Mr. Nix was mounted on a "Geared Facile."

Galvani's Messenger, the English paper published in Paris, has gone in for a series of articles on cycling, which are well written and seem to have created considerable excitement in the gay capital.

The poor condition of the roads and the threatening weather of Sunday last interfered with the runs of many clubs in Boston and vicinity. The Charlestown Rovers, who had planned a run, with Miss Pauline Hall as their guest, were compelled to postpone it until next Sunday.

Woodside will shortly leave for the land of the shamrock, from which, after settling up his affairs, he will return to America and get into some staple mercantile business. He will probably race just a few times more for the love of the thing, but will start in no more six-day races, nor follow the path for the money there is in it.

Mr. A. H. Meyer, Chairman of the General Committee of the Richmond, Va., Exposition, writes us that there is no truth in the rumor that the managers are not working heart and soul for the success of the bicycle tournament. Owing to the miserable weather, the tournament has been postponed from October 23 and 24 to October 29 and 30.

The Riverside Wheelmen will hold a reception on Thursday, December 13, at West End Hall, 125th Street, New York City. The club will run through the Oranges on Election Day and will witness the road races on the Irvington-Milburn course. A regular club run will be held to Mount Vernon, Sunday, October 21, starting from the club house at 9 A. M.

Our New Orleans correspondent sends us a photograph of a group of cyclists, taken in Audubon Park, October 7, 1888, by Chas. H. Fenner, N. O. B. C. The group numbers seventeen, and includes members of both the N. O. B. C. and Louisiana B. C. Our correspondent has sent us a key, so that we feel quite intimately acquainted with these seventeen southern riders.

Mr. Jacob Morse, of the Boston *Herald*, was in town on Thursday. Mr. Morse is willing to make affidavit that the original agreement "fixing" the Temple and Rowe races was in Alley's, not in Morgan's, handwriting. Mr. Morse personally inspected the document.

This only confirms the general impression that the disgrace of the "fake" may be equally shared by all parties.

Five members of the Bay City Wheelmen who have visited Mt. Hamilton, where the famous Lick Observatory is situated, have a pleasant memento in the shape of a photograph of the party, a copy of which has been sent us by "Headers." The group includes Wm. Meeker, S. H. Knapp, Jr.; W. A. Searles, Jr.; J. J. Bliss and W. D. Sheldon. The picture is very distinct. The wheels ridden were two ordinaries, two safeties and a Star.

While riding on the circuit in Prospect Park on Sunday last, C. W. Newbourg, of the Prospect Wheelmen, took a severe header, breaking his arm and badly cutting his chin. A physician set the broken arm and stitched up the cut on the face, and the injured man was taken home. Newbourg was riding very fast on a wheel not arranged for fast work, so that a small stone, which would not have thrown a man on a properly arranged wheel, caused the header.

"Is Marriage a Failure?"—Not to discuss this "burning question of the hour" is to be out of fashion, and this means being out of the world. The wheelmen seem to have decided that it is not a failure, for within the past few months we have had a little shower of wedding cards, among them those of Messrs. E. J. Shriver, W. W. Chester, J. W. McGowan, our Pittsburg correspondent; A. E. Schaaf, E. T. Pettengill and Frederick Jenkins. When all is said and done, the success or failure of marriage is a question of individuals, and the degrees between positive failure and pre-eminent success are as many and complicated as are the phases of human nature.

On Friday, October 5, the editor of this paper spent the entire afternoon at the foot of Eagle Rock timing Fred. Coningsby's record-breaking ride. Knowing that his employer was greatly interested in the result, we gave a table of times to Mr. Frank Brock, of Howard A. Smith's Newark store, on obtaining his word of honor that the times should be shown to no other person. Judge our surprise at learning that the complete table of times appeared in the *Bicycling World*, whose correspondent was not entitled to the fruit of our labor. We are sorry for Mr. Brock, that he should hold his promise so cheap. There is some comfort, however, in knowing that the *Bicycling World's* table bristles with errors and is valueless as a record.

R. Milthorpe, an English amateur cycle racing man of some repute, resident at Newcastle, was recently sentenced to fourteen days imprisonment, on a charge of embezzling £4 10s. from his employer, W. B. Kirsop, a cycle dealer. It appears that Milthorpe followed the race path so closely that his salary of twenty-five shillings per week was not sufficient for his expenses, and this led him to withhold some collections made for his employer from time to time. A large part of the amount embezzled was made good by Milthorpe, who permitted his employer to retain five shillings of his salary each week. In a spirit of vengeance, Kirsop pushed the defaulter for the £4 10s. due, hence the action. The fact that Milthorpe, who was a fast man, rode Kirsop's machines, benefited his employer by the advertisement, makes the latter's action somewhat despicable. We do not countenance embezzlement, but under the circumstances we should rate Milthorpe higher than his employer.

While riding on the west drive of Prospect Park, on Monday evening, Thorp, of the Long Island Wheelmen, took a severe header on one of the smoothest pieces of road in the Park. Schoefer and Schumacher, in whose company Thorp was training for the Berkeley races, slowed up and returned to find their companion lying white and senseless in the moonlight. The fallen man did not speak for several minutes, though it seemed an age to the other two riders, who did all in their power to revive him. When he returned to consciousness his first words were of thanks for assistance rendered and a request that his companions should ride on. Schoefer and Schumacher walked with Thorp to Schwalbach's and then conveyed him home. For three hours Thorp seemed dazed and kept up a meaningless reiteration of questions as to the why and wherefore of his header. Mr. Thorp has a strong constitution and will probably suffer no serious after effects from the severe shock.

THE RACE PATH.

FIXTURES.

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

Oct. 29-30—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. 6—Rutherford Wheelmen's race meet, 1-mile open handicap. Entries close Oct 23, Box 82, Rutherford, N. J.

Nov. 29—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.

THE RICHMOND TOURNAMENT.

RICHMOND, VA., October 17, 1888

Some Richmond cyclist has been writing all over the country stating that the track for our bicycle races will be in terrible condition, and that it was the wish of the committee that the meet should not be a success. I wish you would deny this *in toto*.

We have had miserable weather, and thinking we could not get the track in perfect condition by the 23d and 24th, we have postponed the meet until October 29 and 30, and we give you the assurance of the Exposition management (all of the highest repute) that the track will be in as good condition for bicycle racing as any similar track in the country. There has also been some misunderstanding about hotel rates. There are many clean, orderly places where a night's lodging on new beds can be obtained at fifty cents and meals in all the principal restaurants at the usual prices. The hotels on American plan have rooms from \$1.50 to \$4 per day.

With the present number of entries the meet is an assured success.

Hoping you will give this a prominent notice, I am, yours fraternally,

A. H. MEYER, Chairman Gen. Com.

Countersigned:

H. C. JONES, Director General.

CYCLISTS RACING AT WILMINGTON'S FAIR.

The elements, which seem to have agreed that they will "knock out" every bicycle meet held this year, took good care of the Wilmington meet, held at the Wilmington, Del., fair grounds on Thursday and Friday last. The wind whistled and wished about the spectators, compelling a continuous stamp, stamp, stamp to keep off the shivers; to make the job complete it also whisked about the track and whirled clouds of dust into the eyes, ears and noses of spectators and competitors alike. The races were run on a trotting track, the wheel events being sandwiched in with the trotting events. The surface of the track was so detestably bad that there was more luck than strength or speed in winning a race. While one man would be on a streak of mud another would strike a bit of smooth road, with the result that one became mudlogged and weary while the lucky man sailed away only to come to grief in another bog, and thus it went to the finish, each race being a series of spurts and a series of digs. In the home-stretch, which was sixty feet wide, there was just three feet of good road on the extreme outside of the track. The man who reached this passage of safety first always won. Below we give the results:

THURSDAY, OCTOBER 11.

ONE-MILE BICYCLE NOVICES.—Charles R. Gulden, Reading, Pa., 3m. 26¾s.; J. D. Kurtz, Jr., Wilmington, second; E. Oliver, Tioga Athletic Club, Philadelphia, third; Clarence Elliott, Wilmington, fourth; Arthur Hadley, Kennett Square, Del., 5; Z. H. Lofland, George B. Moore and Thomas E. Jefferis, Wilmington, Del., 6.

ONE-HALF MILE BICYCLE CHAMPIONSHIP OF DELAWARE.—B. Frank McDaniel, Wilmington, 1m. 34½s.; Victor R. Pyle, Wilmington, second. Albert Jefferis, Wilmington, 5; G. M. Gregg, 6;

ONE-MILE BICYCLE, ROVER TYPE WHEELS.—Chas. S. Phillips, Wilmington, 3m. 20s.; B. F. McDaniel, second; C. Elliott, third.

ONE-MILE BICYCLE, 3:30 CLASS.—B. F. McDaniel, 3m. 37s.; J. D. Kurtz, Jr., second; Seeds, third. Gulden and Pyle took headers.

FIVE-MILE BICYCLE CHAMPIONSHIP OF DELAWARE.—V. R. Pyle, 19m. 51s.; T. E. Jefferis, second by a few feet; G. M. Gregg, 5; B. F. McDaniels, 6; Clarence Elliott, 6.

FRIDAY, OCTOBER 12.

ONE-MILE BICYCLE SCRATCH.—S. Wallis Merrihew, Wilmington, 4m. 7¾s.; E. I. Halsted, New York A. C., second; W. I. Wilhelm, Reading, 6. The latter broke the pedal of his light racer, which threw him out of the race.

ONE-MILE BICYCLE, 3:00 CLASS.—S. Wallis Merrihew, 3m. 54½s.; H. D. Ludwig, Honeybrook (Pa.) Ramblers, second; A. A. Zimmerman, Freehold, N. J., third; B. F. McDaniel, fourth; M. K. Crenshaw, Washington B. C., 5.

THREE-MILE BICYCLE LAP RACE.—W. I. Wilhelm, first, time 13m. 14s.; S. W. Merrihew, second; B. F. McDaniel, stopped on first lap.

ONE-HALF MILE BICYCLE SCRATCH.—W. I. Wilhelm, 1m. 45½s.; E. I. Halsted, second; S. W. Merrihew, third.

TWO-MILE BICYCLE, 6:20 CLASS.—Merrihew, 8m. 4½s.; McDaniel, second; Zimmerman third; Schule, fourth. Merrihew was protested as having a record better than 6m. 20s.

ONE-MILE BICYCLE CONSOLATION.—Schule, 4m. 10s.; Crenshaw, second.

A 2-mile handicap was decided at the Y. M. C. A. games, held at Mott Haven, on the Harlem, on Saturday last. The race attracted twenty-five entries, with less than a dozen starters. The event of the race was Brown's fine spurt on the last lap, overtaking Findley, forty yards ahead, and winning by fifteen yards. The race resulted as follows: F. G. Brown, K. C. W., 100 yards, 6m. 29s.; W. E. Findley, N. Y. Bicycle Club, 250 yards, second; E. A. Powers, Riverside Wheelmen, 200 yards, third; W. G. Class, Brooklyn B. C., 190 yards, fourth; F. A. Burgess, Rutherford Wheelmen, 150 yards, fifth; E. P. Baggot, N. J. A. C., 50 yards, sixth; H. L. Powers, Harlem Wheelmen, 100 yards, 6; E. C. Parker, Harlem Wheelmen, 200 yards, 6; H. Van Buren, Y. M. C. A., 200 yards, 6.

The Rutherford Wheelmen will hold a race meet at Rutherford, N. J., on Election Day, November 6, at 2:30 P. M. The races will be run on a seven-lap track, not enclosed, and doubtless the whole town will be there to see. The events are: One-mile bicycle, open handicap; 2-mile bicycle handicap, Rutherford Wheelmen; 5-mile bicycle scratch, Rutherford Wheelmen; 1-mile bicycle scratch, for Rutherford boys under fourteen years of age; 1-mile bicycle scratch, challenge cup race; 1-mile bicycle handicap, open to wheelmen of Passaic and Bergen Counties. Entries close October 23, with Race Meet Committee, P. O. Box 82, Rutherford, N. J.

Mr. and Mrs. J. S. Smith made new tandem tricycle records, from twenty-six to thirty miles, at Long Eaton, October 1. English tandem tricycle records were made as follows: Six miles, 19m. 20 3-5s.; 7, 22m. 43 3-5s.; 8, 26m. 8 1-5s.; 9, 29m. 29 1-5s.; 11, 36m. 8 2-5s.; 12, 39m. 28 2-5s.; 13, 42m. 51 1-5s.; 14, 46m. 13 2-5s.; 15, 49m. 37 3-5s.; 16, 53m. 1 2-5s.; 17, 56m. 22 1-5s.; 18, 59m. 46 3-5s.; 19, 1h. 3m. 6 1-5s. World's records were made as follows: Twenty-six, 1h. 26m. 51 4-5s.; 27, 1h. 30m. 14 3-5s.; 28, 1h. 33m. 36 2-5s.; 29, 1h. 37m. 3 3-5s.; 30, 1h. 40m. 21 1-5s.

At the Y. M. C. A. games, held at Philadelphia on Saturday last, E. I. Halsted, N. Y. A. C., won the mile bicycle race from scratch, time 3m. 20 ¾s.; and finished second in the 2-mile race, the latter event falling to S. Wallis Merrihew, of Baltimore, 250 yards handicap.

BERKELEY ATHLETIC CLUB TOURNAMENT.

The arrangements for the Berkeley Athletic Club Tournament progress satisfactorily, and the races promise to be a success. A large number of entries have been received and the track will be in first-class shape.

PROGRAMME AND PRIZES.—The programme of events and prizes is as follows:

ONE-MILE BICYCLE NOVICES.

PRIZES—First, Alligator Traveling Bag; second, Cane, Solid Silver Head; third, Gold Scarf Pin.

ONE-MILE BICYCLE INTER-SCHOLASTIC. PRIZES—First, Watch, Old Silver, Etched Case; second, Silk Umbrella, Silver Head; third, Gold Shirt Studs.

ONE-MILE BICYCLE, ROVER TYPE.

PRIZES—First, Smoking Set, Old Silver; second, Watch Charm; third, Shirt Studs, Gold.

HALF-MILE BICYCLE SCRATCH.

PRIZES—First, Columbia Cup; second, Gold Sleeve Buttons; third, Scarf Pin.

TWO-MILE BICYCLE INTER-COLLEGIATE.

PRIZES—First, High Lamp, Bronze and Gold; second, Cigar and Cigarette Case, Old Silver; third, Cane, Silver Head.

ONE-MILE BICYCLE HANDICAP.

PRIZES—First, Carving Set; second, Gold Sleeve Buttons; third, Gold Watch Charm.

TWO-MILE BICYCLE HANDICAP.

PRIZES—First, Pair Bronze Figures; second, Diamond Scarf Pin; third, Match Safe, Solid Silver.

ONE-MILE TRICYCLE HANDICAP.

PRIZES—First, Watch Chain, Platinum and Gold; second, Solid Silver Cigarette Case; third, Gold Scarf Pin.

ONE-MILE CONSOLATION HANDICAP.

PRIZES—First, French Clock; second, Scarf Pin; third, Silver Headed Cane.

ENTRIES.—Entries close next Monday with F. P. Prial, P. O. Box 444, or G. R. Bidwell, 313 West Fifty-eighth Street, New York City. Fee, fifty cents for each event. Although a number of fast men have entered the handicaps, every man will be placed so that he will have an equal chance with the scratch man.

PRIZES.—The prizes are on exhibition at Spalding's, 241 Broadway.

ADMISSION FEES.—The admission fee will be fifty cents. If a run is called, as is at present contemplated, all cyclists on the run will be admitted free, but it is to be distinctly understood that no bicyclist riding apart from the main body will be admitted without payment.

SPECIAL TRAINS.

The races will be started promptly at 2:30 P. M.

A special train will leave the Grand Central Depot, Forty-second Street and Fourth Avenue, at 2 o'clock, reaching the grounds at 2:17. A number of regular trains run from the Grand Central Depot during the afternoon. Admission to grounds, including excursion railroad fare, seventy cents.

Take Sixth or Ninth Avenue "L" train to 155th Street, from which point trains will leave on the New York and Northern Railroad at 2, 2:10 and 2:20 P. M.; six minutes to grounds. Tickets, including fare from 155th Street to grounds and return, sixty cents. Tickets on sale at New York and Northern Railroad depot at terminus of "L" road.

The grounds may also be reached a wheel as follows: Up Seventh Avenue to Macomb's Dam bridge, and directly up Central Avenue a short distance, when, on left side of road, a sign will be seen, reading: "Berkeley Oval, 5 minutes' drive." This road will bring direct to the grounds.

Racing men can commence to train on the track on Monday next, and may leave their wheels at the grounds over night. Out-of-town riders may leave their wheels at the Grand Central Depot, and may lunch at the Grand Union Hotel, directly opposite the depot, and have ample time to reach the grounds. Rooms may be obtained at this hotel at \$1 per day up.

Brooklyn cyclists with wheels may reach the Grand Central Depot by ferry from Broadway, Brooklyn, to Twenty-third Street, New York City, thence across to Fourth Avenue and up Fourth Avenue to depot.

FAKES ON WHEELS.

We borrow the above title from the *Boston Globe*, which may very properly be applied to the hippodromers connected with the recent Rowe-Temple match races. The meeting between the two has furnished the nastiest chapter in the history of American professional cycling, and that history is merely a series of fakes and hippodromes. Our readers will, no doubt, recollect the voluminous mass of stuff contributed to the cycling papers defending American professionalism. The history of the Rowe-Temple swindle, so fully detailed below, must certainly prove a death-blow to any legislation which will permit professionals to come within hailing distance of amateurs, who, however slow and green they may be, are generally clean and straightforward in their riding. There is no longer any such thing as American professionalism worthy the name: We could mention quite a list of men who have put up jobs, roped, mulcted dealers and faked generally. The list includes almost all the professional riders. We should advise the Racing Board to prohibit amateurs from competing at any meet at which professional events are given. We should advise clubs not to hold professional events. We should advise the public not to pay their good money to look at races decided before the pistol-fire.

CROOKED WORK AT BUFFALO.

The affidavits of W. M. Woodside, lately a member of Morgan's American Team, and of W. A. Rowe and Fred. L. Alley, Rowe's manager, prove that Temple tried to make an agreement with W. F. Knapp, whereby the latter was to deliberately foul Rowe, and failing to make a satisfactory arrangement, he endeavored to get Rowe's agreement that both should ride wild and prevent their competitors in the world's championship race from passing them. Here are the affidavits:

W. M. Woodside, of Philadelphia, Penn., of lawful age, being duly cautioned and sworn, deposes and says that he heard a conversation at 128 Verplanck Street, Buffalo, N. Y., on September 5, A. D. 1888, between Ralph Temple, alias Ralph Friedburg, and W. F. Knapp in regard to the world's championship bicycle race as follows: Temple said to Knapp that he must win this bicycle race, and he wanted Knapp to run wild on the last corner in order to force the others out. Temple said that he would run outside of Knapp and stop Rowe from getting by.

HARTFORD, October 11, 1888. WILLIAM M. WOODSIDE.

STATE OF CONNECTICUT, COUNTY OF HARTFORD,
CITY OF HARTFORD, October 11, 1888.

Personally appeared before me, a notary public in and for said County and State, William M. Woodside, signer of the foregoing affidavit, and subscribed and made oath to the foregoing affidavit.

CHARLES A. SAFFORD,
Notary Public.

(Seal)
We, William A. Rowe and Fred. L. Alley, both of Lynn, in the Commonwealth of Massachusetts, on oath testify that during the evening of September 5, A. D. 1888, Ralph Temple, bicyclist, came where we were on the International Fair grounds at Buffalo, N. Y., and said to said Rowe: "Billy, I would like to see you a moment," and said Alley then said to said Temple that any business that concerned Billy concerned him, and if said Temple had anything to say to said Rowe it must be said in his (Alley's) presence. Then Mr. Temple said to said Rowe, "We've got to win this race, anyhow" (referring to the world's championship); "we cannot afford to lose this race, as our reputation would be ruined if we do;" and he further said to said Rowe: "By working together we can keep the others from winning the race. There are only two in the race we care about" (Knapp and Crocker), and Mr. Rowe said, "What do you intend to do about it?" and Mr. Temple said, "We will get ahead of them when they get onto the home-stretch, and you take the outside and I will take the inside, and we will wiggle our machines and no one will ever get by us, and if they attempt to we will run them into the fence."

Then Mr. Alley said to said Temple: "If we can't win the bicycle race without resorting to such methods we will get out of the business, and we will not be a party to any such scheme; that it would both ruin Mr. Rowe's reputation and endanger him and other riders on the track."

Mr. Temple then said, "You can have your choice," and we understood by that that Mr. Rowe could either work with him or he would get some one else to work against Mr. Rowe.

(Signed) WILLIAM A. ROWE,
FRED. L. ALLEY.

COMMONWEALTH OF MASSACHUSETTS,
ESSEX S.S., October 13, A. D. 1888.

Then personally appeared the above named William A. Rowe and Fred L. Alley and made oath that the foregoing certificate by them subscribed is true before me.

(Signed) GEORGE J. CARR,
Notary Public.

(Seal.)

THE FAKE MATCH RACES.

After Temple had been disqualified from the World's Championship Race at Buffalo, a decision which was unjust, so far as the referee's knowledge of the facts enabled him to decide, there was much bad blood between Temple and Rowe, the row culminating in a match series of races for the championship of the world, the first of which—five miles—was decided at Lynn, October 6, and the one-mile race decided at Hartford, on the 10th. A third race—ten miles—was arranged for Springfield, on the 13th, but this never came off. From the abundant testimony published below, the races ridden were fixed by written agreement. Speaking of these races, Mr. Alley, Rowe's manager, made the following statement to a *Globe* reporter:

"I met Morgan on the evening of September 17, on Central Avenue, Lynn. He said that he was looking for Billy. I said to him that if he was looking for a race he could be accommodated at any time without seeing Billy. He then said that he wanted Billy to come and see him in Boston at 9 o'clock the following day, and I told him we would come; so I drew up the following articles of agreement, and took them with me."

LYNN, Mass., September 18, 1888.—Articles of agreement, entered into this day of September, 1888, by and between Ralph Temple, of Chicago, Ill., and William A. Rowe, of Lynn, Mass., witnesses: The above parties agree to contest one, five and ten mile bicycle races, best and best bicycles, for one thousand dollars, five hundred dollars a side, and the championship of the world, the winner of any two out of three races to win stakes and title. The first race to take place at Lynn, Mass., September 20, 1888; second at Hartford, Conn., or Springfield, October 2, 1888. The third if there be one, to take place on October 6, 1888. Each contestant shall make, alternately, an equal distance of paces in each race, speed of pace to be decided on the day of race by the referee. Races to be run under L. A. W. rules. All points not covered by these articles of agreement to be decided by referee. Each party herein agree to abide by the decision of referee, without any appeal to law, or forfeit all claim to stake money and championship.

Continuing, Mr. Alley said:

"These articles of agreement we were obliged to race under; Rowe and I met W. J. Morgan at the Creighton House, Boston. Morgan said that he did not want to race for stakes; that he did not have money, and that there was no necessity of it; we could make money out of it without putting up stakes. We told him that we came up to make a bona-fide match and to put up the stakes. There was no money in it for us that way."

Morgan then said, talking to Rowe: "If you don't do it, Billy, you know I have command of the press, and I will show you up, and your reputation will be no good on the track. I will make you out a coward as well. We did this thing in England, and we always came out all right. There's lots of money in it for both of us by betting."

Alley said: "Morgan, you have come on here with this scheme in view, and the challenge you boast of making is all a hoax."

"That," said Morgan, "was done to cover it up with the public, but conditions of the challenge were such (racing on boards in Chicago) that we knew Billy would not accept them anyhow."

Continuing, Mr. Morgan at the first interview said: "There's lots of money in this for us, and we can work it as nice as a pie."

"We thought the thing over," said Mr. Alley, "and Rowe and I came to the conclusion that he (Morgan) was putting up a job, so I concluded to handle him the best way I could. Taking into consideration Temple's desperate scheme at Buffalo, I felt justified in trying to beat this man Morgan at his own game. Morgan has been continually endeavoring," said Alley, "to get Rowe under his management by hook or by crook, or else to beat him in the championship races. Ever since the Buffalo scheme Temple has been very insulting to Rowe on the track, and Morgan has been loud in his condemnation of all judges and people connected with wheeling in this country, saying that they were prejudiced against English wheels."

"All we could do," reiterated Mr. Alley, "was to beat him at his own game."

The following day, September 19, after the above conversation, and the scheme was presented, Mr. Alley went to Boston and met Morgan, where matters were arranged with the articles of agreement as published at the time. Morgan objected to the idea of pace-making, as presented in his (Alley's) original articles for a straight race. The articles as

given to the public were supposed to be straight, but back of them was the following agreement.

THE RACES FIXED BY PREVIOUS AGREEMENT.

BOSTON, September 20, 1888.

We, the undersigned, do hereby agree that all previous contracts and agreements heretofore made between us or our agents, in regard to articles of agreement entered into the 20th of September, are hereby made null and void. We hereby agree to three bicycle races, one, five and ten miles, one to be won by W. H. Rowe, one by Ralph Temple, the third to be a dead heat, and to be so decided by a referee. We also agree that all stake money shall be paid back by the stakeholder and referee. S. S. Merrill, of Lynn, shall be made final stakeholder and referee. Gate money, after 10 per cent. net profit, which shall be paid W. J. Morgan, to be equally divided. Each party and the referee to hold one of these agreements, same to be handed referee and to be destroyed at close of races.

(Signed) W. J. MORGAN, for RALPH TEMPLE.
F. L. ALLEY, for W. A. ROWE.

Mr. Alley further said: "Morgan came to Lynn previous to the first race, which was to be held at Lynn, and then said it would be better for Temple to win the first race, as we could make lots of money here in Lynn by betting on Temple, for Rowe's friends will all back him for the last dollar they have. I replied, 'No, we never will agree to anything like it. You cannot rob the people here in Lynn by any such arrangement.' And as was agreed Rowe was to win the first race."

"Morgan then tried to drive me," said Mr. Alley, "and held out inducements to let Temple win the first race. I refused. He (Morgan) then said, 'They will have to go for it.' I said, 'All right.' The result is known—Rowe won. Morgan then went to Hartford, expecting, of course, that Temple was going to win, and as we had to go for it in Lynn it was no more than right that we should have a go for it at Hartford. Rowe and I made no money on the races, and when I was asked by my friends about the races I always said, 'We will try to win.'"

LAYING FOR BETS.

Although it was agreed that Rowe was to win the race at Lynn, Morgan gave the tip to Woodside and others that Temple was to finish first. J. W. Wilson, of Boston, was out soliciting bets, among others, asking Woodside if he wished to back Temple. The latter declined. The Rowe party informed their friends that their man was to win, and so it proved.

ROWE TURNS THE TABLES AT HARTFORD.

According to the agreement, Temple was to have won the second race at Hartford, and Morgan and his emissaries put up all the money they had on their man. Previous to the race, fearing an unfair deal, Morgan compelled Alley to write out an agreement that if Rowe crossed the finish line first Alley was to forfeit \$250. Alley affected to comply with Morgan's demand, but instead wrote out an agreement to divide half the gate receipts in case Rowe won. This was already agreed upon in the original articles, but the document was carefully sealed and handed to the referee. At this time Alley had decided to throw his private agreement with Temple and Morgan and try to win. Alley and Rowe had decided on this course because they supposed that, if the deciding race was left to Springfield, Temple might win or Rowe might be prevented from winning. Alley gave out the tip to his friends, and they took up all the bets offered by Morgan's people. The two men started on their journey, and within 200 yards of the tape, Rowe, who was always slightly behind Temple, suddenly darted ahead, and rode like a demon to the tape, with Temple after him like a thousand devils. Rowe never dismounted until he had ridden to the opposite side of the track, where he entered a private house, dressed, and entering a carriage in waiting, was driven to the railroad depot, where he at once took the train for home. When Morgan opened the envelope delivered to the referee and read the agreement contained therein his face was a study.

Alley and Rowe claim that they had no intention of riding as per agreement. Nevertheless, they signed the agreement, and only broke it for fear of some mishap in the final race. They are to blame for agreeing to the swindle originated by Morgan.

Morgan's party lost some \$300, most of this to people whom they had arranged to swindle.

Morgan and Temple can never recover the ground lost by this hippodrome. Rowe's reputation is also sadly smirched.

Woodside's aggressive position towards Morgan & Company is readily understood. He claims to have been unfairly dealt with in England, and certainly Morgan's attempt to swindle him at Lynn entitles his story to credence.

Woodside, who formed one of the American team of cyclists, in speaking of their doings abroad, said: "The races abroad are not deserving the name. The only time that Temple beat Howell, when he (Howell) was in condition, was when Howell agreed to let him. In the open-to-all race at Birmingham, when Rowe was there, he (Rowe) won first. Rowe then positively refused to agree to let Temple have a race. When Rowe came over he was to have a share of what he won, but he lost no money when he lost; it came out of the American team. I have been with Rowe in nearly all his races, and I never knew him to drop his friends. Morgan's idea was to do Rowe and all his friends and get the championship, then run Temple through the West and South and to Australia."

Woodside has made overtures to Rowe to take him to England for next year's racing. Failing in this, he will abandon the path.

W. A. Rowe, who holds the world's championship, and who has won the title of "King of the Wheel," has been employed by the Pope Manufacturing Company for two years, at a salary of \$15 a week and his expenses. The above company has come to the conclusion that in future it will have nothing to do with professional bicycle riders. Every lover of bicycling in Boston feels sorry that the wheelmen concerned in this affair have sacrificed their reputation and brought disrepute upon this sport, which has heretofore been considered above reproach.—*Boston Globe*.

The rumor that the Pope Manufacturing Company will sever their connection with Rowe is denied. Rowe has a contract with the company, which expires January 1, 1889.

MORGAN'S STATEMENT.

To a reporter of the *Boston Globe* Morgan made the following statements:

"The trouble between Rowe and Temple over the Buffalo races, when Rowe was given a race that Temple won on a foul, is well known. I at once challenged Rowe, on behalf of Temple, believing Temple to be the best man, and placed \$100 in the hands of C. W. Fourdrinier, editor of *Bicycling World*, and came on to Boston to arrange the match, telegraphing Temple at his home, Galesburg, Ill., that I had matched him, and telling him to come East. I drew up articles and went to Lynn with a copy for Rowe's signature, and, while talking with W. F. Allen (Rowe's former trainer), in the street, F. L. Alley came behind us, and, touching me on the shoulder, said, 'Can I speak to you?' In Allen's hearing I said, 'Yes, I'm looking for either you or Rowe. I've been to Merrill & Whitten's looking for you. I have articles for your signature.' Stepping into a doorway near the Boston and Maine depot, he said, 'Look here, Morgan, you will get no match out of us for money, and we won't go West; why not let us fix up a match and get good rates and win them for the betting? Billy don't care how things go; we need not keep up this quarrelling, as it don't do us any good.' I thought the matter over and said, 'Meet me in Boston to-morrow, and I'll think the matter over.' Rowe and Alley met me. The result was I listened to them, and made a match according to the articles Alley proposed, and being

AFRAID TO LEAVE THEIR MONEY

in Mr. Fourdrinier's hands, they proposed S. S. Merrill as referee and final stakeholder. Of course, knowing that it did not matter who was referee and stakeholder under the circumstances, I agreed to that, when, if the money was actually to stay up you bet I would not have had Mr. Merrill, a Lynn man and Rowe's friend, hold that position. Knowing my usual caution, many took the affair for what it really was, a gate money race and fixed. The agreement, as published in *The Globe*, was entered into in Mr. Merrill's house two days after the original and public agreement was signed, and Messrs. Merrill, Alley and Rowe were present."

The agreement referred to has been seen by *The Globe* reporter, and it is evident that a mistake has been made somewhere, for the "hippodrome" agreement is dated Boston, September 20 or 24, the last figure being blurred. This document is in Morgan's handwriting, and as first stated in *The Globe*, was written on a notehead of the American bicycle team

Morgan goes on to say:

"I walked up to the house from Mr. Merrill's shop with Mr. Merrill, and Rowe and Alley met us there by appointment made by Alley. Three of the agreements were signed, and Rowe put his signature to two of them, and when it came to the one I amended Alley said, 'I'll sign it;' but I said, 'No, Rowe had better sign.' I did not dream of treachery from Rowe at the time, but thought it best to have his name on. Mr. Merrill got one, Alley got one and I got one."

"The agreement is clear enough, but there was nothing said as to

WHO SHOULD WIN

the first race, and, as Temple was defeated by Rowe under not altogether favorable circumstances, I told them Temple must win the first race. They kicked mightily, but Temple and myself remained firm, and, on the Thursday previous to the race I told Alley we had better have a race for the first and then follow the programme laid out. Temple said to me, 'I can lick him,' so let us have a 'pop' for the first race, and W. J. Corcoran, his trainer, acquiesced with us in the matter."

"Alley howled loudly when I proposed the matter, and in my absence in Boston he got hold of Temple and worked on the lad's feelings, so that when I returned (having previously received a note at the *Bicycling World* office from Alley, asking me to meet him at the Glenmere barber shop at 7 o'clock), I found Temple had relented, and while not having made any definite promise, he said he thought it bad to beat Rowe in his own home. He stated Alley would call at 7 o'clock at the house we stopped at, opposite the Lynn bicycle track, and he did, and Temple, Alley and myself walked down the street, which ran parallel with the track, and Alley promised, it Temple would make it a sure win for Rowe on the following day, to sign an agreement to give Temple the following two or forfeit \$250."

"Alley explained that Rowe intended going into business in Lynn, and to be defeated at home would detract from his popularity. Temple signed a document which

GAVE ROWE THE RACE,

or a \$250 forfeit should be paid Rowe by Temple, before Merrill handed me our \$500 stake money, and I gave him the Temple-signed guaranty, which had ten clauses in it, and this same was handed Referee Merrill for safe keeping, Alley promising to sign his articles before the Hartford race came off."

"Temple could have beaten Rowe for certain, as Harry Cornish and several racing men heard Temple ask Rowe repeatedly to 'come on' in the last lap, and Temple had to run all over the track at the last corner in order not to win, but he kept his word and compact."

This statement is not borne out by facts. The writer saw the race, and Rowe took the pole away from Temple before the last corner was reached.

"Senator" Morgan then says:

"We went to Hartford on the following Monday, and Alley and Rowe came on Tuesday. Alley immediately sought me out, and assured me that Rowe was satisfied, and that he expected to win big money by Temple winning at Hartford. Harry Cornish and John Wilson, two men well known in cycling, came in from Boston to do betting, and Cornish immediately placed \$200 and Wilson \$100 against what we supposed was Hartford money; but in the second \$100 put up by Cornish against money wagered by Joseph Goodman, a well-known card-player of Hartford, and who is never known to bet unless a colored gent is on the fence and he knows the exact location of said gent, Cornish noticed four \$20 notes on a Lynn bank—a circumstance the smart party had overlooked."

"In the meantime, before hearing what Cornish had to say, I accidentally walked into the United States Hotel, and in a corner I observed a well-known gambler of Hartford

COUNTING OUT A ROLL OF BILLS

to Goodman. Having had suspicions (Alley's frightened face was one of them), I repaired to the City Hotel, and Cornish gave me the hint he wished to speak to me, and our mutual discoveries alarmed us. 'Come, let us find Alley' was my comment, and we located him in the United States Hotel."

"We soon made our fears known to Alley. He told us to walk down the street, and he walked on one side and Cornish was on the other. Cornish took us to an office where he was once employed, and Alley swore by all that is sacred that Rowe was going to do what was right and keep his agreement, for all he knew to the contrary. I told him he would have to put up \$100 cash and a written guaranty of \$250 as a forfeit in case Rowe won. This he said he could not do without seeing Rowe, especially the money part of it. The written guaranty that he had shown me when he brought me some tickets in the morning, read:

"I hereby agree to forfeit \$250 and all gate receipts to Ralph Temple in case I win the mile race at Charter Oak Park to-day."

(Signed) F. L. ALLEY,
for W. A. ROWE."

"I plainly told Rowe that he would have to

PUT UP THE CASH,

'not necessarily for publication, but as a guaranty of good faith.' He demurred, saying he had no money with him. Just then Alley drove up in a buggy, having come from town. We walked down the road, and Rowe got into the buggy and followed us. We stopped when we came to the wood alongside the track, and two Lynn men and a Glenmere barber, I believe, were walking rapidly towards us, but when they discovered who we were they wheeled around and walked rapidly back. They were the Rowe-Alley-Goodman scouts. We stopped, and when the buggy caught up I made the former demand to the two occupants. 'They thought it hard that I should suspect them,' but I told them there would be no race, and I would be satisfied with nothing less than the cash and the written guaranty. When they saw bluff and soft soap would not work, Alley counted over \$100 and Cornish gave him his note of hand to this effect: 'I agree to pay F. L. Alley \$100 on demand if Ralph Temple does not win to-day's race of the one-mile at Hartford.'"

Evidently, there is another blunder here, for the writer has in his possession the original note, which was made on a common address card. It reads as follows:

HARTFORD, 10-10, 1888.

\$100. I promise to pay F. L. Alley on demand one hundred dollars.

H. S. CORNISH.

Then Morgan continues as follows:

"'You will give the referee the agreement for \$250 before the race starts,' I said to Alley in parting. 'All right,' he said. I scaled the fence and crossed the trotting park and went to the box office to prepare for the crowd. I had told Temple about 12 o'clock that I wanted him out to the Park early, that

HIS PRESENCE MIGHT BE DESIRABLE.

So he left a half-finished dinner and came out by the first train, and stood about for over two hours in the biting cold, which of itself, outside Rowe's teachery, was enough to beat him. My suspicions were lulled after receiving the \$100, and on stepping up to Referee Merrill before the race started and asking, 'Have you got an agreement in your pocket for me from Alley?' he replied, 'Yes, I will give it to you after the race.' I told Temple I thought all was right, but to watch Rowe all the same. Still I was not satisfied, and remarked to Alley when the race started, 'I shall feel sure about this when it is over.' He replied, 'Morgan, I always try to do what is right.' 'Wait till this race is over and I can then believe you,' was my reply."

"I stood on the track and carried a stick in my hand, and if anybody hinted that it was to be used to Rowe's discomfort they lied. I know that would have been criminal and unworthy of thought for a moment. Rowe, Temple tells me, said to him on the back-stretch, 'All right, Ralph; don't beat me more than a foot,' and when it came to the last quarter and Temple asked for the pole Rowe moved out. 'That alone,' said Temple, 'made me believe he did not intend any funny business.' When there were 250 yards to go, Rowe, who had been riding behind right on Temple's little wheel, shouted, 'Now go!' and 'Before I could say Jack Robinson,' says Temple, 'Rowe had a lead that nothing short of a bullet from a rifle could catch him. My heart stood still nearly in

DISCOVERING ROWE'S TREACHERY,

and if my friends thought I did not pedal to the end with my old dash, I had enough to prevent me.' Alley chummed around the ticket gate talking to Cornish and Morgan, and tried to induce Cornish to wager the \$100 he guaranteed, but Harry hung on to it. Rowe never stopped, but rode right around the mile track to the top corner, possibly fearing violence, that would not have been offered.

"Now this is the whole story. We are out, of course, but the other party, fearing that I would give it to the press, got in their story first, or at least a portion of it, and, after consultation with two or three of my most respected Boston friends, I have made up my mind to pocket my indignation at Rowe and swallow the loss, although it took every dollar I had. This was done to save the repute of all concerned, and especially the sport.

"Temple's career and his wonderful list of victories over England's best men and elsewhere, and my reputation throughout the world, makes me feel my position keenly, as I am equally to blame for listening to such a proposal from Rowe. Temple is not to blame. He did not know of the affair being arranged until three days before the race, and he was led to believe at first that the money was up. Cycling has been free from anything savoring of crooked work, and I do not look at the matter in that light, as I never directly, except in two instances, and they lost in common with me, advised anybody to bet on the races. We regarded the matter as an

AGREEMENT FOR OUR MUTUAL BENEFIT,

and none of my friends were led astray. Of course, at first, they nearly believed that I had deceived them, for they could not believe that Rowe would throw one, and their suspicions hurt me more than the loss of my money. I am heartily ashamed of my part in the business, and it is doubtful if Temple will ever ride again, so keenly does he feel his position.

"The statement in to-day's Boston *Globe* is a tissue of falsehoods, and when they state things as facts, I can bring witnesses. The agreement I hold with Rowe and Alley is in Alley's own handwriting.

"It has been hinted to me that Rowe threw us in England, and a well-known London editor wrote me, warning me to look out. I don't think he did, for he wished me to ask Howell to fix the races, but I refused to approach Howell. I think Rowe lost on the square. Temple beat Howell and Wood four times in succession, and Rowe, to my knowledge, was never faster; he has no heart, and won the 1886 race from Fred Wood by a purchase."

MAINE DIVISION MEET.

FAIRFIELD, ME., October 11, 1888.—Wheelmen were in attendance from Portland, Biddeford, Lewiston, Bangor, Augusta and other places to-day participating in the bicycle contests, among them the fastest racers of the Maine Division of the League of American Wheelmen. The track was fast, but a strong wind was blowing across the course.

In the first race Patten, of Skowhegan, won the first heat of the 1-mile race for the championship of the Maine Division of the League of American Wheelmen. Weir, of Fairfield, was second. Time, 3m. 25½s.

The first heat of the half-mile League championship was won by Barnes, of Portland, Baker, of Skowhegan, being second, Don, of Fairfield, third; time, 1m. 38s.

The 1-mile free-for-all race was won by Windle, of Lynn, Weir, of Fairfield, second; time, 3m.; first half, 1m. 23½s. Windle was handicapped by 100 yards.

The second heat of the half-mile League championship race was won by Baker, of Skowhegan, Barnes, of Portland, second, Dorr third; time, 1m. 37s.

The second heat of the 1-mile League championship race was won by Patten, Weir second, Patten winning the race.

All the races were closely contested. Baker wins the half-mile League championship race, the last heat being in 1m. 47½s. Windle rode an exhibition half-mile in 1m. 23½s.

The 3-mile League championship race was won by Patten, of Skowhegan, Weir, of Fairfield, second, Barnes, of Portland, third, Crosby, of Bangor, fourth.—*Boston Herald*.

KINGSLAND WINS THE CITIZENS' CUP.

The important road race of the year, for Baltimore cyclists, is the race for the Citizens' Cup, a cup offered by the citizens of Baltimore for competition between the local bicycle clubs.

The race this year was held October 10, and attracted twenty scorchers, representing the following clubs.

MARYLAND—Le Cato, Hall, Beatty, Mott and Bresee.

RAMBLER—Kingsland, Clotworthy, Denmead, Day and Sultan.

BALTIMORE—Pope, Tyler, Hinds, Warwick and Snyder.

CENTAUR—Reynolds, Weddekind, Eigenrang, and F. and E. Eisenbrandt.

The weather was excellent, there being no wind, and the sun, being obscured by clouds, did not bother the contestants. The men were given the word at 4:57 P. M. by Starter Samuel T. Clark, and were off like the wind. Kingsland



H. L. KINGSLAND.



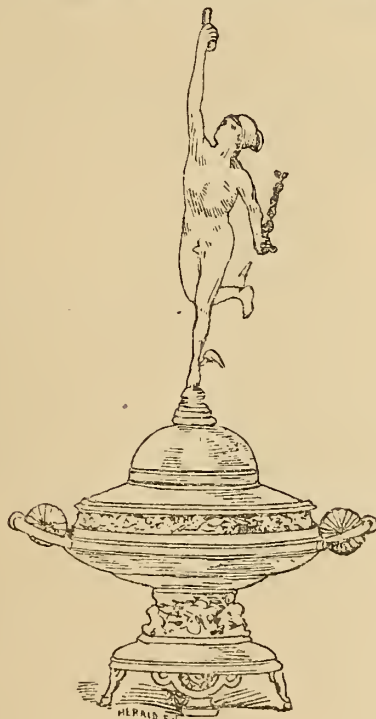
OSCAR BRESEE.



ALBERT MOTT.



WM. P. HALL.



THE CITIZENS' CUP.

took the lead at the start and was never headed, though Pope made a game effort to keep up with him. The fight was kept up gamely to the end, not a man dropping out. The order at the finish was: Kingsland, Tyler, Clotworthy, Hall, Le Cato, Hinds, F. Eisenbrandt, Pope, Beatty, Bresee, Eigenrang, Day, Denmead, Reynolds, E. Eisenbrandt, Mott, Weddekind, Snyder, Sultan and Warwick.



F. F. LE CATO.



W. H. BEATTY.

The score is counted by giving the first to finish 20 points for his club and so in order, the last man scoring 1 point. This gives the cup to the Maryland Club, that team scoring 61 points, the Ramblers 57, the Baltimores 51 and the Centaurs 41.

Only the first four to finish were timed, Kingsland's being 31 20 (1.16 more than last year

when he also finished first); Tyler's, 33.11 1-5; Clotworthy's, 33.24, and Hall's, 33.26.

The race was witnessed by over 5,000 people, many of whom were ladies. Crist and Brown

were among the spectators. Another victory will make the cup the property of the Maryland Club, which was victorious last year; but the talk after the race indicated that a desperate fight will be made for it next year.

THE RENAUD MEDAL ROAD RACE.

The Louisiana Cycling Club's final contest for the Renaud medal was decided on Sunday, October 7, and the trophy is now the permanent property of Lieutenant Elliott M. Graham.

Sunday's race was from Lee circle to Carrollton—four and a half miles—and the contestants, all starting from the scratch, were W. M. Hathorn, M. S. Graham, R. G. Betts, E. M. Graham, H. Christy and F. B. Born.

The men got away well together, Hathorn and Born showing in the lead. To Sixth Street the race was a pretty one, all six riders remaining bunched, indulging in several spurts, and alternating in leadership. At that point a strand of wire lying in the roadway caught up in Born's rear wheel, forcing him to dismount to extract it, and practically throwing him out of the race.

At Louisiana Avenue the positions were Hathorn, M. S. Graham, E. M. Graham, Betts, Christy and Born, the first two having drawn slightly away from the others. At Napoleon Avenue the order was the same, but the two leaders had increased their advantage further, and it was plain that the race lay between them.

At Peters Avenue Betts, who seems out of his usual racing form, was badly winded, and ceasing further effort, was easily passed by Christy. Nearing the finish, Christy and E. M. Graham made a brave effort to close up, but the leaders were too far away, and their positions remained unchanged. Two hundred yards from the goal Hathorn and M. S. Graham made a splendid finishing effort, but the latter was outspurred and finished second by two lengths; Hathorn first in 15m. 25s., excellent time; E. M. Graham third, fifty yards further back.

Hathorn had already scored two victories, but the contests being counted by points, and he not having participated in the first race, stood no show for final ownership, which lay between the two Gramams, their positions having tied them for first place.

The run off of the tie was speedily decided upon; one mile on the Horticultural Hall circuit at Audubon Park being selected as most available. E. M. Graham was allowed a start of fifteen seconds, and in a few moments the brothers' battle was over. The handicap was too much, and E. M. Graham won handily in 3m. 28s.; M. S. Graham, 3m. 27s.

Messrs. L. J. Frederic, G. M. Fairchild and H. H. Hodgson officiated as judges and timers. —*New Orleans Picayune*.

A 10-mile handicap tandem match race was run over the Irvington-Milburn course last Saturday afternoon. G. C. Pennell and L. B. Bonnett, of the E. W., vs. W. H. Caldwell and S. B. Bowman, representing the N. J. A. C. The N. J. A. C. team won in 41m. 34s., the E. W. team riding in 43m. 50s., with a handicap of 2m. The prize is a silk banner, presented to the winning team by the losers.

At the Lehigh University sports, held at Bethlehem, Pa., on Saturday last, R. P. Barnard, 80, won the mile bicycle race; time, 3m. 50 2-5s.

CYCLISTS' UNION OF LONG ISLAND.

At the last meeting of the C. U. of L. I. the following was passed:

"Resolved—Applications for membership shall be sent to the Secretary, who shall furnish a list at each meeting of the Executive Committee for approval, and upon their election shall prepare a numbered list for the Treasurer and for publication in THE WHEEL."

Therefore all applicants for membership are requested to send their names. The election of officers resulted as follows: Howard Greenman, President; Wm. J. Finn, Vice-President; L. H. Wise, Secretary, and E. K. Austin, Treasurer, Flatbush, L. I.

There is at present a membership of 206, elected at the first two meetings, which number will, without doubt, be largely increased as soon as the names can be submitted to the Executive Committee. Membership by clubs: L. I. W., 63; K. C. W., 57; B. B. C., 52; U. C. C., 21; Prospect W., 10; Queens Co. W., 2; unattached, 1. Delegates from clubs: L. I. W., G. M. Halsey and L. H. Wise; K. C. W., M. L. Bridgman and E. K. Austin; B. B. C., Howard Greenman and H. E. Raymond; U. C. C., Wm. J. Finn.

It was decided to get up a membership ticket next year somewhat similar to that of the L. A. W., and in the meantime to allow the Treasurer's receipt to serve as one.

In numbering the members it was decided to give to J. D. Huggins No. 1, and that the numbers from 2 to 10 be drawn by lot for the other nine gentlemen who were present at the first meeting for temporary organization at Mr. Huggins' house.

A vote of thanks was tendered to each of the following gentlemen for favors to the C. U.: Messrs. T. W. Dunton and Thos. Lloyd, for the championship medals given by them; Mr. J. D. Huggins, for a money donation; Mr. Mabie, for 1,000 copies of the constitution; Mr. F. P. Prial, for the offer of space in THE WHEEL for official notices.

Very truly yours,

L. H. WISE, Sec. C. U. of L. I.,
370a Grand Avenue, Brooklyn.

RICHMOND, VA., TOURNAMENT.

FIRST DAY, OCTOBER 29.

EVENT.	CONDITIONS.	ENT. FER.
Half-mile Novice.....	Open—Wheels 35 pounds and over.....	\$1 00
Two-mile Amateur, Lap.....	Open—Rover Type.....	1 00
One-mile Professional.....	Open.....	2 50
One-mile Va. Div. L. A. W. Champ. {	Wheels 35 pounds and over.....	1 00
Half-mile, Boys, Va. Champ. {	Boys under 18, handicap for size.....	1 00
Half-mile, without hands, One-mile, {	Open—Time handicap, Road Wheels.....	1 00
Tandem Tricycle, {	Open—Time handicap, 35-pound wheels and Champ. { over.....	1 00

SECOND DAY, OCTOBER 30.

Half-mile, Va. Div. L. A. W. Novice, {	Wheels 35 pounds and over.....	1 00
One-mile, Handicap, {	Open—Time handicap.....	1 00
Half-mile, ride and run, {	Open.....	1 00
Three-mile, Prof'l, Lap, {	Open.....	2 50
One-mile Team, Va. Div. L. A. W. {	Open.....	1 00
Half-mile, Steeplechase, {	Open.....	1 00
Half-mile, Amateur, {	Open.....	1 00
Three-mile, Va. Div. L. A. W., Champ. {	Wheels 35 pounds and over.....	1 00

Entries close October 23, with A. H. Meyer, 601 East Broad Street, Richmond, Va.

ONE-HUNDRED MILE ROAD RIDE.

Howard L. Pyle, of the Wilmington Wheel Club, on Monday last broke the local 100-mile bicycle road record. The record was previously held by Victor R. Pyle, who made 100 miles on September 4, 1887, in ten hours actual time on the road between Wilmington and Philadelphia by way of West Chester.

The course was from the end of Market Street bridge to that of the causeway. Pyle made the start at 8:35 A. M. At 11:55 he stopped, having made forty-two miles. After twenty-three minutes for dinner he again started and rode until 100 miles were completed, finishing at 5:33 26 P. M. The actual riding time was 8h. 25m. 26s. The distance was checked by a Lakin cyclometer, and was witnessed by C. P. Daniels, the bicycle trainer, and W. H. Weldin, of Weldin Brothers. Mr. Pyle rode an ordinary Springfield Roadster.

The Pope Manufacturing Company are handling the World typewriter, which sells at \$10 and \$12.

PATENTS.

[Reported especially for THE WHEEL AND CYCLING TRADE REVIEW by C. A. SNOW & Co., patent attorneys, Washington, D. C.]

O. C. White, Wichita, Kan. Monkey-Wrench. E. E. Snyder, Lancaster, Pa. Brake.

H. H. Holtkamp, New Knoxville, Ohio. Attachment for bicycles. This patent consists of clips for the driving wheel, having outwardly projecting flanges, and a runner for the small wheel, having a central clip, and a clip at each side of and projecting toward the central clip, the rear clip adjustably secured to the runner.

All bearing date of October 2.

Wm. F. Stevens, San Francisco, Cal. Bicycle. Fred. M. Drake, Wilkesbarre, Pa. Bicycle. Trumon L. Goble, Savona, N. Y. Velocipede. Hugh Baines, Brooklyn, N. Y. Velocipede. Luke Wheelock, New Haven, Conn. Velocipede.

All bearing date of October 9.

T. H. Gongware and E. K. Hanley, Elmira, N. Y. Lock for bicycles.

Emmit G. Latta, Friendship, N. Y. Velocipede.

Wm. T. Osborne and J. Johnson, Martling, Ala. Velocipede.

R. T. Torkelson, Worcester, Mass. Velocipede and Velocipede Treadle.

Elias Weeks, What Cheer, Iowa. Velocipede.

All bearing date of October 16.

Cappa's Band will render a delightful programme at the Berkeley tournament.

We are wondering whether Temple will change his name again.

A 1½-mile handicap will be decided Election Day at the Polo Grounds, Hempstead, L. I. Entries close October 26, with G. W. Weekes, Hempstead, L. I.

MORGAN TO TEMPLE.

"Here's a how-de-do,
Billy's beaten you,
All our lucre's up the smoker,
Oh, what shall we do?
Pity me and you!"

Jesse Powers, M. A. C., won the 2-mile bicycle N. A. A. A. championship race held at the M. A. C. grounds, New York City, on Saturday last; time, 6m. 55s. J. H. Hanson, M. A. C., second; G. A. Wieners, M. A. C., third.

Two-mile bicycle handicap held at Ridgefield A. C. games at Albany, N. Y., October 8: F. A. Shields, 150 yards, first, 7m. 59 1-5s.; Henry Gallien, 150 yards, second, 8m. 18 1-5s. Half-mile bicycle race, boys—Miller, 1m. 38 1-5s.; E. L. Miller, second.

The Hudson County Wheelmen have decided to admit ladies to membership after January 1. The cycling clubs are very backward in this line. Cycling is as much the sport of women as of men, and no cycling club house is complete unless there are lockers, dressing and storage rooms for women. No club should think of debarring women from membership, unless the members are determined that they will behave as "tough" as possible while at their club house.

AN ENGLISH TWENTY-FOUR HOUR ROAD RACE.

Fifty entries were received for the North Road Club's twenty-four hour road race, held September 29, of whom thirty-five came to the post. There were 28 safeties, 12 ordinaries, 4 tricycles and a tandem safety bicycle. Sixteen men covered over 200 miles, M. A. Holbein, safety, leading with 292 miles; W. C. Lea, safety, 284 miles; J. G. Browne, safety, 255 miles; J. H. Adams, ordinary, 252 miles, and W. G. Goulding, tricycle, 252 miles, finishing in the order named.

MINNEAPOLIS, Minn., October 16.—Jennie Carlisle Eck has again changed her mind, and is now living with her husband, Thomas Eck. Eck returned to the city on Sunday, and Monday morning succeeded in getting a note to his wife, who had been under her father's roof ever since the old man's return in triumph with her from Chicago. Upon receiving the note she sped to him at a hotel. Yesterday they were discovered by the woman's parents, who concluded that it was useless to offer further resistance. Accordingly a reconciliation was effected, and last night Eck was seen pouring sweet taffy into his mother-in-law's car. Whether the son-in-law and father-in-law will become reconciled is a question.

ODDS AND ENDS.

It is rumored that "Senator" Morgan will write a four-volume book on the late fiasco.

"No, no! It cannot be, Horatio. I'll not believe it—never!"

Thus spoke with stagy elocution a Hudson County brave at the club rooms one evening last week.

This outburst was caused by the following notice, which was posted on the club bulletin board.

WANTED—A Lady's Bicycle. Address, Thos. F. Merseles, Jr., 191 Whiton Street, city.

Merseles—lady's bicycle—much driving in the Park with one hand full of ribbons and the other concealed behind—but no matter. It could only mean one thing—Merseles was to marry. Merseles himself presently entered, and being grabbed by the crowd, did not deny the soft impeachment. He will be the husband of a young lady on the 24th inst.

The freaks are disconsolate and refuse their food, a thing never before charged to them. Lengthy Jack threatens to grow fat out of spite. The Bearded Lady is being closely guarded by kind friends, as it is feared that in a paroxysm of despair she will rush to a barber shop and get shaved.

All the same, the Hudson County boys hope Merseles will come out with flying colors and prove that marriage is not a failure, despite the opinions of strong-minded women and weak-minded men, and in this hope we wish to join.

Funeral services over the remains of Robert S. McCombie, whose death resulted from a header taken in Eastern Road Club 25-mile road race, September 22, were held at his home on Dorchester Avenue, Boston, last Friday afternoon. The house was thronged with wheelmen who had known the deceased in life, and the Dorchester Bicycle Club, of which he was a member, was well represented. The casket which contained the remains was literally covered with floral tributes, prominent among them being one from the Dorchester Bicycle Club, of which McCombie was one of the best-known members.

PATROLMEN ON CYCLES.

Speaking of the Whitechapel murders, which are just now engaging the attention of the English, the London *Evening Standard* discusses the advantages of mounting patrolmen on cycles in a suggestive article, which we reproduce below. Incidentally, it is naturally suggested to the mind that the same qualities which could enable a mounted officer to be here, there and yonder—stealthily, silently, swiftly—would permit a doer of evil to pursue his villainy with greater success should he also take to the wheel.

"The heavy tread of the policeman gives ample notice of his approach, and according to the present system of beats, the criminal who is desirous of evading the constable can generally ascertain to a minute when the guardian of the neighborhood will pass, and when he will return. This being so, there is sound sense in Colonel Wellesley's suggestion that a small force of plain-clothes constables mounted on bicycles should be organized to patrol the streets and roads by night. The bicycle, with its India-rubber tires, is absolutely noiseless, and, more ver, it is very speedy. The idea, presumably, is that no regular beats should be arranged for these mounted men, and thus the evil-doer would never know at what moment one or two of them might be beside him; nor would he be able to tell, when he first saw them, whether they were policemen or ordinary citizens bent on pleasure or business. The knowledge could not fail very unpleasantly to affect the criminal population. It was known, for instance, that the constable on whose beat the last of the terrible East End murders was committed would pass a given spot once in ten or fifteen minutes, and that during the interval there was practically no chance of being disturbed by the police. If the system of cycle patrols were adopted it might be judicious for several reasons to send the men out in pairs. In the case of pursuit a fugitive would have less chance of escape by turning corners and running down by-streets. It might also happen that on the arrest of a criminal speedy communication with the nearest police station would be desirable. In fact, a couple of mounted men would be more than twice as effective as a single hand."

Mr. W. C. Overman was married in New York, Thursday evening, October 18. Messrs. A. H. and C. R. Overman were present at the ceremony.

SYNER BEATS OSMOND.

At the N. C. U. benefit meeting, held at Kennington Oval, Saturday, October 6, Herbert Syner and F. J. Osmond rode a mile match race, the latter being beaten by a few lengths. The race was decided in the last lap, which was a magnificent spurt.

SAN FRANCISCO.

In my last letter I outlined a picnic run of the Bay City Wheelmen to San Mateo. The appended sketch may interest some of your readers. It is an account of a run to a beautiful lake twenty-five miles from this city.

The local riders are very indignant at the manner in which the eastern people have treated Ralph Temple. We consider that Temple has done more for racing than Rowe has done or will ever do, and the expressed wish out here is that Temple "will wipe up the earth" with Rowe in their coming match races. Temple has many warm friends and well wishers here, and among them he can count

Yours, CALIFORNIA.

OCTOBER 3, 1888.

BAY CITY WHEELMEN'S PICNIC RUN.

The picnic run of the Bay City Wheelmen on Sunday week to Lake Pillaritos was an immense success, and one to be remembered with pleasure. The morning was as fine as could be wished for, and eighteen members of the club and one unattached rider assembled at the corner of Twenty-first and Mission Streets at 8 o'clock for the start.

The route by way of the old county road was taken to the Seventeen-mile House, where a halt was called at 9:30 o'clock.

The road then led up grade about two miles to the summit of the first hills, beyond which was a delightful ride of the same distance, mostly down grade, to the dam across the foot of Lake San Andreas. The weather was warm, and all stopped for a copious drink of the water which flows into the lake here through a flume.

There was now some mountain climbing, which gave some of the men an opportunity to display their hill-climbing powers. The road was steadily upward for two miles, at a grade of about one mile in twelve. A number climbed about half the distance and then concluded walking was cheaper; but Messrs. Cox, Turner, Meeker and Pogue made the entire ascent without dismounting.

A halt was made at a pleasant spot on the summit to allow those behind to come up, and then followed some down-hill work for a short distance over a road that few cared to tackle unless they had safeties. At the bottom was a beautifully undulating country over which it was ecstasy to whirl for a mile or thereabouts, then another slight ascent, after which Lake Pillaritos came in sight. Below, surrounded by beautiful foliage, was the prettiest lake that could be seen anywhere within fifty miles of San Francisco, and I have explored the country a good deal. The ride down to and alongside the lake was a pleasure I cannot describe, and then along a smooth road, up and down through the delightfully perfumed woods, where one would get occasional slaps in the face from overhanging branches, across a pleasant little stream two or three times, where dismounting was, however, not necessary, as the bottom consisted of fine gravelly sand, till at length, just about noon, the picnic ground was reached in a charming spot surrounded by trees and bushes, on the side of the lake, about twenty-five miles from the start. Here was a long table on which Messrs. Smyth, Knapp and Butler, who had come beforehand, had prepared a lunch in their customary thorough manner.

One or two riders were pretty well used up by the trip, but everyone expressed himself as delighted with it. The Gilmore brothers arrived while lunch was in progress, having left the city almost an hour after the main body. Chief Consul Mohrig and C. Adcock had reached the trysting place shortly before those on wheel, without any undue effort on the part of their own muscles, for they came in a buggy. There were, therefore, twenty-seven wheelmen present.

Mr. Butler took a number of pictures which, if they can adequately portray the beauties of the background, will be remarkably pretty, unless too badly marred by the features in front.

The wheelmen then enjoyed themselves by a walk to the stone dam and along the flumes through the picturesque gulches, winding about in such a manner that they nearly got lost. At 2:40 in the afternoon a start was made for home in a go-as-you-please fashion. San Bruno was reached shortly before 5 o'clock, and here most of the wheelmen took the train for the city.

Messrs. Meeker, Sheldon, Euler, Bliss and R. M. Thompson, however, completed the trip on their wheels along the Bay road, arriving in the city just before dark. The distance traveled, according to my cyclometer, was fifty-one and a half miles.

I cannot understand how any owner of a wheel will willingly miss such a trip as this when he has the chance to make it.

SENATOR MORGAN ON THE BUFFALO TOURNAMENT.

Writing from Boston, U. S. A., on September 15, Manager Morgan says: "Sorry to have to record the fact—but fact it is, and so will the great (?) Buffalo Tournament of 1888 go down in cycle history. One man trying to do too much is possibly the true solution of the failure, and trusting too much to previous reputation and printer's ink, without sufficient care and good management with the principal attraction and backbone of a tournament—i. e., the track. Henry E. Ducker's reputation for veracity and management has received a shattering blow, which will take years to regain, as all cyclists looked on Ducker as the General Grant of American cycling, with a dash of George Washington and his little hatchet thrown in. Ducker, no doubt, did his best—but that best did not come up to warranted expectations—expectations promised by the profuse newspaper talk which emanated from room 47, Chopin's Block, Buffalo (Ducker's office), which spoke eloquently daily of the silken smoothness of the record-breaking (?) track which awaited the deluded victims of misplaced confidence. The picture of the track which you all saw in *Bicycling News* was a superb piece of the engraver's art, and the false hopes it raised in my manly 'bussom' were rudely dashed aside on my beholding that granite bed at the Buffalo Fair Grounds. When the American team reached Buffalo, the old Irish track-master was busily receiving instructions from every novice on the grounds, who thought he knew all about the style of work needed to place the apology for a track in a record-breaking condition. It was whispered to me that six thousand dollars (holy Moses!) had already been expended on the stone and mud puddle, and the aforesaid representative of the shamrock was loudly abusing a dozen lazy-looking Swedes and Norwegians who were attached to the end of a rope, which in turn was attached to a roller. 'I'll do anything you tell me,' he remarked to me, 'if you think it will do good.' 'Go to Ducker, he is bossing this show,' was my advice; and the shamrock looked despair. All I can say, if six thousand dollars were expended on that half-mile track, building tracks must be a profitable business in the land of the free, and I should not object to take a few on. The Buffalo Fair Association is said to have paid that amount to Mr. Ducker, and the latter tells me he expended a large amount on the track. The case seems this—Ducker, to obtain all the credit of the show, undertook to 'do it all,' and neglected the main thing. A good experienced man employed in time could have made the track in presentable shape, and the non-employment of such a man was fatal to Ducker and his tournament. The officials, too, must not be overlooked in this impartial story of the Buffalo tourney. Several 'leading lights' in the American cycling firmament had been secured to act as honorary officials, with a 'gate'-drawing capacity no doubt in view, as the expenses asked by one or two of the old hands at the business were refused. Ducker wanted cheap officials—and cheap indeed they proved to be. At least, four out of six of them were connected with the cycle trade, and even some actually in the employ of one of the largest American manufacturers. They soon showed their hand, too, as their decisions in favor of Rowe in the so-called world's championship proved. You can wager I kicked, especially when Temple beat Rowe and the field easily in the five miles, and Rowe, on an alleged claim of foul, was given first place, and Temple given last; and the next day Manager Ducker informed the Buffalo papers that Temple and myself were paid 'big money' (I wish it were so) to ride English wheels, and that we had returned a dozen wheels of Pope make we took to England with us (two was the number we received and returned), and that Morgan had made a most unenviable reputation while on the

Continent. You can bet Ducker heard from me in the following issue, his statements being characterized as deliberate falsehoods, which they were in every way. This treatment, I suppose, was the return for my work in his behalf in England, and the personal guaranteeing of Lee's and Dubois' expenses out of my own pocket, not receiving one penny from Ducker (outside my small winnings), and he had the cool effrontery to ask me to circulate a paper among the racing men to help his cause, which showed that he (Ducker) had done his best, and that the track matter was a misfortune he could not help. I declined with thanks. After all, I'm commencing to think that George Lacy Hillier's opinion of Ducker and his methods is not far wrong. The amateurs kicked loudly about the snide medals and stuff given for prizes, and suits in one or two instances are threatened. Crist, the amateur; Banker, of Pittsburg, and numerous others cry fraud. The scheme (or tournament) we all know was a Duckerian one, but if he attempts another, success cannot be looked for if the course he pursues is not clearer. In any case I must warn English professionals and amateurs not to visit America unless a guarantee outside Ducker is given. The attendance was poor after the first day, but the poor racing, owing to the track, no doubt damped the excitement.

"Temple was used most shabbily by officials and audiences, Hartford fairly hissing him. 'They take me for an Englishman,' said Ralph to me at Hartford, 'and I'm glad of it. I'm English in reputation anyhow, and have only to thank America for my birth; in spirit and reputation I'm English, and I love their fair play, which you can't get in the East here, sure.' Rowe was a local man at Hartford, and rode a local machine, that counts for a lot here. They did not cheer even poor Knapp once, although he won three out of four of the races, but they cheered Rowe, who came in last. I put me in mind of the hissing the English riders got at Springfield for beating 'Our George' Hendee. Temple lost two, at least, races at Hartford by his determination to beat Rowe, and the way he had poor Rowe bottled up in the last race, and the way he left him in the last sprint, must have been gall and wormwood to fair play (?) America. I called to mind the generous cheers which greeted Rowe at Leicester and Wolverhampton, when 'Dick' mopped the floor with him, and contrasted the treatment received on home soil by the man who has won more respect for American cyclists than all others put together, and verily I felt ashamed to look at the English representatives.

"The English machines are slowly but surely being shut out of the American market. The once powerful 'Rudge' agency is being throttled by the American monopoly which has got hold of it, and unless it is wrested from them no hope will remain. The 'Rudge' was powerful here one time. The 'Humber' machines won nearly all of the professional events in the late tournaments, much to the disgust of some people. Temple has put up £20 for a £200 match with Rowe, and the lad will beat him, too, and the officials will be selected with discriminating care. I have received many courtesies from the editors of *Bicycling World* and *The Wheel* since our return, and to its credit be it said, the entire American press has resented the one-sidedness of late events. Lee and Dubois do not think much of America. More anon."—*The Cyclist*.

The 10-mile handicap road race of the Elizabeth Wheelmen will be started over the Irvington-Milburn course at 10:30 A. M. on Election Day. The 25-mile handicap of the Kings County Wheelmen, open to its club men only, will be started about 2 o'clock.

A CREDITABLE SCORCH

On Sunday last Messrs. H. J. Hall, Jr., T. J. Hall, Jr., and David Moorehouse, all members of the Kings County Wheelmen, of Brooklyn, set out for a 100-mile ride around the circuit in Prospect Park. Owing to the rainy weather the trio decided to stop at fifty miles, which were ridden in 3h. 33m. The American professional road record is 3h. 17m. 2-58; the English road record is 2h. 57m. 17s. The two Halls will ride from scratch in the K. C. W. road handicap, to be decided over the Irvington-Milburn course on Election Day, and going on they will try for the 50-mile record.

A RUN TO A BATTLE-FIELD.

On Sunday last five members of the Washington Cycle Club left their house at 9 A. M., bound for Manassas. Trouble began soon after crossing the Potomac over the Aqueduct Bridge, so called because the bridge which formerly occupied this site carried the Chesapeake and Ohio Canal from Georgetown across to the Virginia shore. For some days previous to the day of the run there had been much rain, playing havoc with the Virginia roads, which, in this locality, are mainly composed of red clay. There had been sufficient rainfall to render the roads sticky and treacherous in some places, and in others there were pools of dirty water standing entirely across the road, through which all were obliged to recklessly plunge, dependent upon having obtained sufficient momentum previous to taking the plunge to carry them through. At one of these pools one of the party had failed to get up sufficient speed, the result being an unearthly shriek, followed by a splash. The rider stood in mud and water up to his knees, while the only vestige of his machine in sight was a portion of the handle bar.

After pedaling for some little distance the party came to a brook, where all stopped and gave their wheels a bath. The brook is about half way between Falls Church and Fairfax Court House. About one mile east of the Court House we stopped at a large brick house, which, during the war, was used for a short time as army headquarters by the Union officers. While seated on the fence opposite the orchard eating apples, some carriages loaded with people returning to their homes from church passed along. While one of the vehicles was passing one of the boys, glancing around, significantly inquired for the inevitable white horse. The horse was near at hand, in an adjoining field, and thus the red-headed girl and white-horse adage was saved.

While at the dinner table, at the hotel opposite the Court House, a council was held, when it was deemed inadvisable to proceed farther toward Manassas, the roads there being nigh impassable. After enjoying our dinner we visited the old Court House and then were shown through the jail. The jail here is quite modern in construction and is much more secure than the majority of county jails, and I would therefore advise all wheelmen to be on their good behavior while touring through Fairfax County.

After seeing the town, a start was made for Washington via Alexandria, but after a ride of some miles our captain's machine broke down, and he was obliged to hire a farmer to cart him and his wheel about four miles to Springfield, the nearest station on the Virginia Midland Railroad, while the others rode their machines to the same destination, arriving there about an hour before the captain. After waiting an hour and a half a train came along, which carried the party safely into Washington, where they arrived as tired as though they had ridden eighty miles or more over good roads.

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

A FAST COUNTRY RUN.

Mr. and Mrs. L. H. Johnson, of the Orange Wanderers, lowered the cycling record between Plainfield and Orange to 1 hour and 55 minutes on Thursday, 4th inst. They rode a Premier safety tandem, geared to sixty inches. Leaving Plainfield at 3:30, they rode to the end of the macadam, 1½ miles north of Scotch Plains, in 25 minutes. From this point to Springfield, the half-way point, the road was wretched, being often a foot deep in sand, and without foot-path or turf to ride upon. A portion of this distance was "half-ridden," Mr. Johnson running alongside the machine pushing and steadying it, and mounting by the pedal whenever the surface became firmer. Springfield was reached in 1 hour and 10 minutes, from which point the surface consisted of cinder paths and macadam. At Seton Hall College, three miles from the finish, a quarter of an hour remained to finish in two hours; but, piling on the pace, it was done in ten minutes, both riders dismounting unfatigued. The best bicycle record between the two towns is about 2¼ hours; tandem tricycle, 2¾ hours.

HOW TO AGITATE FOR IMPROVED ROADS.

We have received from Mr. L. D. Aylett, of Birmingham, Ala., an article published in a Birmingham paper of September 20. Mr. Aylett writes that the article is the result of the cyclists' efforts to bring about an improvement in roads. The publication of such a strong appeal for road improvement cannot fail to have beneficial effect, either immediate or remote, and we commend the plan of using local papers to agitate this matter. The Wheel Board of Trade, if it exists, should offer "backsheesh" to any cyclist who succeeds in getting published in his local paper an appeal for road improvement.

MAGNIFICENT MACADAMIZED DRIVEWAY TO
ENCIRCLE THE CITY.

Let's have a boulevard!
Nothing would improve Birmingham's suburban property like a system of good roads for driving, or boulevards. A boulevard will come

nearer to booming itself than almost any other investment that a city can make. Unlike dummy lines, they invariably increase the price of abutting property from 100 to 500 per cent., and there is the greatest demand for them whenever they are once started. Fine streets make a fine city.

The boulevards made a greater change in Chicago than any other agency that was ever at work in that city. Suburban property that formerly went begging at \$500 or \$1,000 an acre, is now the highest priced property about Chicago.

It is not necessary that the best streets be selected. Streets that are but indifferently improved now, and where the property is of comparatively small value, could be turned into boulevards and the property vastly improved.

A good plan would be to have a grand boulevard surrounding the city, passing along the North and South Highlands. Connecting with this let four boulevards run into town, as the spokes of a wheel to the hub. Birmingham has the finest system of dummy lines in the country. Now, supposing the terminal points of all these lines were connected by a broad boulevard, along which, in time, boulevard phaetons would be running, as in San Francisco.

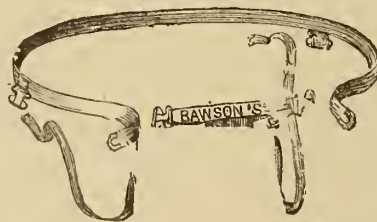
Along both the Highlands it would be like a drive through a continuous park.

What do you think of the scheme?

The work would pay for itself and improve the property abutting on the boulevards from 100 to 500 per cent. People of limited means could ride out on the dummies, stroll along the boulevard, take a boulevard phaeton and go from one end of the boulevard to the other for an additional nickel, or enjoy themselves in the groves along the street. Build such a boulevard and it is a certainty that the phaeton would be a profitable investment.

With that you would see such a rush for boulevards that the city authorities and the commissioners could take their pick of streets, for the property owners of almost every street in the city, outside of the main business thoroughfares, would be anxious to improve their street and turn it over to the boulevard commissioners.—*Birmingham (Ala.) News.*

St. Paul's School athletic games, held at Concord, N. H., October 11. Two-mile bicycle race —S. Morris, 8m. 10 4-5s.



A Perfect Fit Guaranteed.
Displacement Impossible.

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

N. B.—"We fill special orders without extra charge."

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

S. E. G. RAWSON,

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

Mention this advertisement when you order

ON ALL THE RAILROADS
TO

RICHMOND, VA.,

ONE FARE PAYS FOR A
ROUND TRIP

DURING THE GREAT

VIRGINIA EXPOSITION,

ON WHOSE GROUNDS,

OCTOBER 23 and 24, 1888,

18 Bicycle Races are to be run

UNDER THE AUSPICES OF

THE OLD DOMINION WHEELMEN.

\$1,000 IN MEDALS AND PRIZES.

Entry blanks upon application.

A. H. MEYER, Chairman General Committee, 601 BROAD STREET, RICHMOND, VA.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

OFFICIAL TAILORS AND OUTFITTERS

Ilcleran Bi-Club,
Citizens Club,
Long Island Wheelmen,
Hudson County Wheelmen,
Harlem Wheelmen.

DEVLIN & CO.,

New Jersey Wheelmen
Roselle Ramblers,
Huntington Bi-Club,
Ilcleran Bi-Club of Bergen Point,
Yonkers B.C., and others.

Broadway and Warren Street,

NEW YORK,

MANUFACTURERS OF

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

WE WISH TO CALL ATTENTION TO OUR

NEW LINE OF

NOVELTIES,

Which We are Now Introducing.

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

Medal and Badge Manufacturing Department

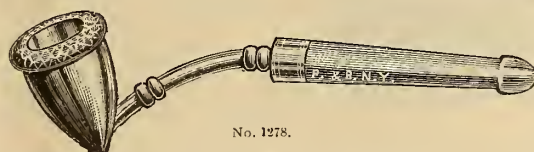
Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,

1½ Maiden Lane, N. Y.



No. 1278.

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

Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, - - - 8.00



No. 1388.

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

Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, - - - 9.50

WILL BE SENT POST PAID ON RECEIPT OF PRICE.

Grand Fall Tournament

—OF THE—

BERKELEY ATHLETIC CLUB,

—AT—

Morris Dock, New York City,

SATURDAY, OCTOBER 27, AT 2:30 P. M.

PROGRAMME:

Half-mile Bicycle, Scratch.
One-mile Bicycle, interscholastic, open to members of New York City private schools.—Cup to be won twice before graduating to become the property of winner.
One-mile Bicycle, Rover Type Wheels, Scratch.
One-mile Bicycle Handicap.—First Prize, Columbia Cup.
Two-mile Bicycle Handicap.
One-mile Tricycle Handicap.
One-mile Bicycle Consolation, Handicap.
One-mile Bicycle Novices, Scratch.
Two-mile Bicycle Intercollegiate, Scratch.

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

Entries close October 15, with G. R. Bidwell, 313 West Fifty-eighth Street, or F. P. 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 "

WANTED.—Second-hand Buffalo home trainer. Address I. J. Young, Bruceville, Ill. 11-29

WANTED.—Star, silent power traps, under 45-inch, enamel. Offer in trade, billiard table (5x8), camera complete, side saddle, breech-loading rifle, breech-loading shotgun. F. M. Carryl, Passaic Bridge, N. J. 11-19

TWO BICYCLES FOR TWO DOLLARS.—52-inch Victor Light Roadster, pattern '87, excellent order, not ridden over 300 miles; Victor Safety, '88 pattern, good order. 100 tickets to be sold at \$2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to 1st and 2d National Banks here. A. B. Reid (L. A. W. 3406), Clarion, Pa. 11-26

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

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

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

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

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

FOR SALE.—Full nickeled Expert 1888 pattern; in perfect order; ridden but little. Hub lamp; pedal cyclometer; bell; cost \$151.75; will sell for \$100. A. C. Luck, 29 Pearl Street, New York City.

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

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

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

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

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

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

FOR SALE.—54-inch Columbia Expert; very little used; good as new in every way. \$30. N. M., 205 Macon Street, Brooklyn. 11-2

PATENTS

Patents, and Trade-Marks obtained, and all Patent business conducted for Moderate Fees.

Our Office is Opposite U. S. Patent Office. We have no sub-agencies, all business direct, hence can transact patent business in less time and at less cost than those remote from Washington.

Send model, drawing, or photo., with description. We advise if patentable or not, free of charge. Our fee not due till patent is secured.

A book, "How to Obtain Patents," with references to actual clients in your State, county, or town, sent free. Address,

C. A. SNOW & CO.
Opposite Patent Office, Washington, D. C.

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

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

FASHIONABLE CLOTHING.

Reasonable Prices.

ABRAHAMS & GRUNAUER,
Custom Tailors,
451 SIXTH AVE., NEW YORK.

A large stock of specially selected foreign and domestic goods always on hand.

CYCLE JERSEY

Knee Pants



"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.

Ira Perego, 128 & 130 Fulton St.
& 87 Nassau St.
NEW YORK.

* Send 5c. for our new Illustrated Catalogue of everything nobbly in Gentlemen's Wear, Bicycle, Athletic and Tennis Outfits.



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.



GYMNASIUM OUTFITS.

My Glove Fitting Gymnasium Shoe. The Finest in the World,
I carry and make up to order the finest line of goods in the country. Call or
send for price list.

W. H. ROBERTSON,
296 Broadway, New York.



AT LAST WE HAVE A PERFECT LUBRICANT

IN THE

Standard Graphite Lubricator,

PREPARED FROM PURE AMERICAN GRAPHITE

Expressly for Ball Bearings and Chains of
Bicycles and Tricycles.

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

25 Cents per Bottle. By Mail, 30 Cents.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.



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

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

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

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

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

Copyright by SOHMER & CO., 1888.

From "The Midsummer Puck," 1888.

KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.

Are unsurpassed for purity and excellence.

Are specially adapted to people of refined taste.

Are composed of only the finest Virginia and Turkish leaf.

WM. S. KIMBALL & CO.,

ROCHESTER, N. Y.



WE TAKE

Old Mounts in Part Payment

—FOR—

VICTORS

—AT—

LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

THE

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

WE SELL

Second-hand Wheels for Owners

—ON—

COMMISSION,GIVING THE BEST CHANCE TO
UNLOAD QUICKLY.

WE OFFER

THE BIGGEST ASSORTMENT

—OF—

Second-hand Cycles

—AT—

MOST REASONABLE PRICES.

MANHATTAN

WHEEL EXCHANGE.**WETMORE & CHESTER.**

49 CORTLANDT STREET,

NEW YORK CITY.

JOHN C. WETMORE.

W. W. CHESTER.

What Does This Mean?

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

—FOR—

A SECOND-HAND VICTORTHAN FOR ANY OTHER MAKE OF
WHEEL IN THE SAME
CONDITION.*Don't Believe Us,*But ask those who have
changed, this year, from
other makes to**VICTORS,**How they run, coast and
climb, as compared with
their old mounts.**READ OUR RULES.**No machine placed on our list unless it is in
our hands.Our charge for selling is ten dollars and stor-
age at one dollar per month. No tricycles
handled on commission.A receipt is given for each machine, and we
are responsible in case of loss for the net price
charged. Our stock is fully insured.Our customers are not bound to leave their
machines with us any longer than they may
care, and can remove them by paying freight,
storage and other expenses.In shipping to us freight must be prepaid.
We are not responsible for breakage in transit.Our terms to sellers are strictly cash. Charge
for crating, \$2. New wheels crated free.*Men of Moderate Means*Who cannot afford to pay
cash for**VICTORS,**Can get them on the instal-
ment plan from us on six
months' credit at \$5
advance in price.**Big Reductions****To Close Stock Before Winter.**

Our List, October 19, 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 Cripper Tricycle. New. Just out of crate. A chance to save big money. Price \$130.

No. 186.—48-in. Special Star, '86. Nickel with enam. rims and bar. Only \$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.

Boston, Mass.

BICYCLE AND ATHLETIC GOODS.

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

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

CORRESPONDENCE SOLICITED.

KINGSTON KNITTING CO.

Some Letters about "Club" Cycles.

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

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

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,

W. H. RUSSELL.

26 PURCHASE STREET, NEW BEDFORD, MASS.

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.

SEND FOR CATALOGUE TO

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON.

LOOK AROUND BEFORE BUYING.

SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.



RUBBER
Tennis Soling,
WHITE, BLACK,
OR RED.

Corrugated or Diamond Pat-
tern for

TENNIS SHOES.

NEW YORK BELTING & PACKING CO.

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Branch House, Chicago: W. D. ALLEN & Co., 151 Lake St.

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Manufacturers and Importers of

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Apparatus and Supplies,
591 Broadway, N. Y.

Sole proprietors of the
Patent Satchel Detec-
tive, Schmid Detective,
Fairy, Novel, and Bi-
cycle Cameras, and sole
agents for the Celebrated
Dallmeyer Lenses.

Amateur Outfits in
great variety from \$9.00 up-
ward. Send for Catalogue or
call and examine.

More than Forty Years
Established in this line
of business.

RADWAY'S READY RELIEF.

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

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

50 cents per bottle. Sold by Druggists.

ASK FOR THE

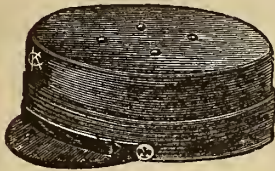
WENCK

PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



SMITH'S



Sporting Goods,

LOWEST PRICES

121 FULTON ST

Send for Catalogue.

THE "BEST" BICYCLE LOCK



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

WHITTEN & CO., Providence, R. I.

HARLEM BICYCLE CO.

284 LENOX AVENUE,

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

AGENTS FOR

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

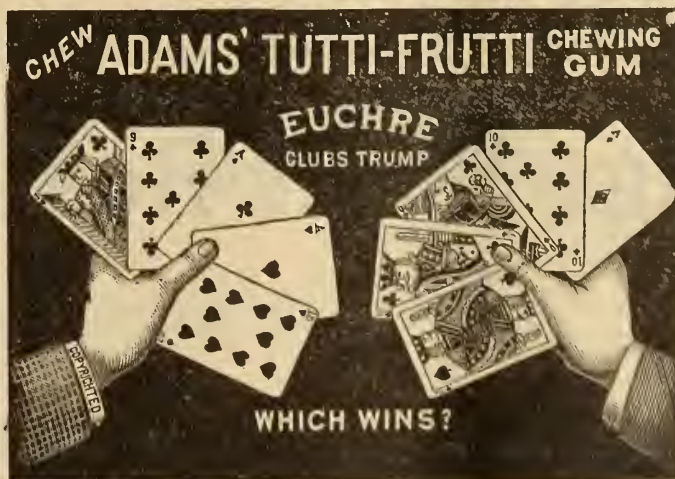
ALSO A FULL LINE OF BOYS' AND GIRLS'
Bicycles, Tricycles and Velocipedes.

REPAIRS! — REPAIRS!

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

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES
AND WHEELMEN



ON THE ROAD,
ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

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

VICTOR LIGHT ROADSTER
BICYCLE.VICTOR LIGHT ROADSTER
TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

SPALDING'S YOUTH'S BI-
CYCLE.

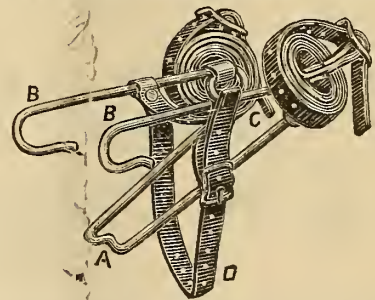
Also a Full Line of
BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

426 Nicollet Ave., Minneapolis.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

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

C. H. SMITH

249 Woodward Avenue, Detroit, Mich.

J. O'CONNOR,

Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

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

All kinds of Foreign and Domestic Patent Dressings. A
full assortment of Custom-made Boots and Shoes always
on hand at Reasonable Prices. Orders of every descrip-
tion promptly attended to and a perfect fit guaranteed.

LAWN TENNIS SHOES A SPECIALTY.

“WAY DOWN IN MAINE.”

Maine had her first L. A. W. Meet, at Fairfield Park, October 11th. There were several interesting events, including the one-half and mile L. A. W. Championship. Some of the Pine Tree boys rode Columbias, and those Columbias carried the first and second men over the tape winners in every event.

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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