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# THE WHEEL

AND

## Cycling Trade Review.

Vol. I.—No. 1.]

NEW YORK, MARCH 2, 1888.

[WHOLE NUMBER, 1.]

WHEN we are compelled to use racing machines to make records, we

**SHALL SAY SO,**

but so far our ordinary road machines seem to be

**SPEEDIER,**

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

**350 1-2 MILES IN 24 HOURS**

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

**323 MILES IN 24 HOURS.**

Not to be forgotten is the 20 miles within the hour on the Ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

**100 Miles in 5 Hours 38m. 44 1-5s.,**

still with the Ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long distance record, and it is only fair to give some credit to the

**G. & J. BALL BEARINGS.**

☞ Catalog cheerfully mailed on application.

**GORMULLY & JEFFERY MFG. CO., CHICAGO, ILLINOIS.**

—LARGEST MANUFACTURERS OF CYCLES AND SUNDRIES IN AMERICA.—

# THE SPRINGFIELD ROADSTER FOR 1888.

(Yost & McCune Patent.)



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM: 26 WEST 23d STREET, NEW YORK.

Branch Offices in all the leading cities.

The Only Absolutely Safe Wheel Against "Headers" Made.  
It is the Best, and it is also the Cheapest.  
Do not buy a wheel before you see the **SPRINGFIELD ROADSTER**.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

# THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR { 1-mile Novice.

WON { 2-mile 6.45 Class.

{ ½-mile Boys' Race.

FIVE FIRSTS: { 1-mile STATE CHAMPIONSHIP

{ 3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

**H. B. SMITH MACHINE CO.,**  
Smithville, N. J.



# SPRING LIST OF SECOND-HAND Bicycles, Tricycles, AND TANDEMS.

No. Size.	Name.	Finish.	Price.
156 48	Challenge	Enameled	\$ 75
90 48	Standard	Painted	25
125 49	Yale	"	40
157 50	Challenge	Enameled	75
135 50	Standard	Painted	60
38 50	Rudge Light Roadster	Enameled	95
95 50	Harvard	Painted	50
99 50	Harvard	"	40
102 50	British Challenge	Nickeled	75
155 50	Apollo Light Roadster	Enameled	85
107 51	Apollo Light Roadster	"	85
158 52	Challenge	"	75
82 52	Apollo Light Roadster	"	85
26 52	Harvard Special	Nickeled	65
81 52	American Rudge	Enameled	65
13 52	Harvard	"	60
88 52	Expert	"	75
144 52	Standard	Nickeled	60
30 52	Harvard	"	60
12 52	British Mail	Enameled	75
11 52	Expert	"	75
40 52	Iroquois	"	80
47 52	British Challenge	"	70
61 52	Rudge Light Roadster	"	75
73 52	Premier	"	60
79 52	Standard	Painted	40
103 52	British Challenge	Enameled	60
114 52	Standard	Painted	50
152 53	Rudge Racer	Enameled	50
116 53	Rudge Light Roadster	"	85
179 53	Apollo Light Roadster	"	100
182 54	Challenge	"	95
160 54	Apollo Light Roadster	"	85
32 54	Royal Mail	"	75
43 54	Yale	Painted	65
163 54	Apollo Light Roadster	Enameled	85
170 54	British Challenge	"	60
77 54	Rudge Light Roadster	"	80
76 54	Expert	"	60
118 54	Rudge Light Roadster	"	75
110 55	Apollo Light Roadster	"	85
78 55	Yale	Painted	70
36 55	Royal Mail	Enameled	75
46 56	Expert	Nickeled	70
48 56	Yale	Painted	65
74 56	Club	"	60
148 56	Yale	"	60
149 56	Royal Mail	Enameled	75
150 56	Rudge Light Roadster	"	75
94 56	Rudge Racer	"	50
25 56	Rudge Light Roadster	"	70
34 56	American Rudge	"	60
59 56	Rudge Light Roadster	"	80
69 56	Expert	"	70
119 56	Victor	"	85
87 56	Expert	"	80
120 56	British Challenge	Nickeled	85
126 56	Apollo Light Roadster	Enameled	60
86 56	Challenge	"	80
180 56	Challenge	"	90
55 57	Columbia Light Roadster	"	80
181 57	Apollo Light Roadster	"	100
57 58	Yale	Painted	60
134 58	Royal Mail	Enameled	75
23 58	Expert	Nickeled	70
164 58	Apollo Light Roadster	Enameled	85

## SAFETIES.

No. Size.	Name.	Finish.	Price.
58 40	Rudge Safety	Enameled	\$ 80
71 50	Xtraordinary	"	80
105 52	"	"	80
68 54	"	"	75
100 54	Star	"	40
176 36	Kangaroo	"	60
44 40	Facile	"	55
121 51	Star	"	35
113 36	Speedycycle	"	60
183 36	Challenge Safety	"	75
112 40	"	"	70
184 30	Apollo Safety	"	115

## TRICYCLES.

No. Size.	Name.	Finish.	Price.
139 46	Europa Sociable convert- ible	Enameled	75
178 46	Dual Sociable	"	75
127 46	Coventry Rotary Tandem	"	120
124 40	Rudge Crimper Tricycle	"	130
185 44	Springfield Tandem	"	200
186 44	Traveller Tandem	"	150
187 48	Apollo Two-track	"	60
188 40	Ladies' S. S.	"	130
10 44	Apollo C. G. Tandem	"	100
93 48	Columbia Three-track	"	60
65 48	Victor	"	60

Always order by Number. Terms, net cash. Machines can be sent C. O. D. if desired, providing intending purchasers send \$10 deposit to pay expressage back if not taken. If the machine is taken the money will be refunded. All machines are complete with pedals, saddle bag and tools, and are crated without extra charge. All previous lists canceled.

**W. B. EVERETT & CO.,**  
6 & 8 BERKELEY STREET,  
BOSTON.

## EXCEPTIONAL BARGAINS

Unless Sold Before Receipt of order.

## SECOND-HAND

# BICYCLES

To make room for our  
Stock of

# "NEW MAILS."

Send Amount to be Returned if  
Wheel is Sold.

## THESE WHEELS ARE ALL BALL PEDALS.

No. Size.	Name.	Price.	Bear- ings.	Fin.	Condi- tions.
1 48	Expert Columbia	65.00	A	C	Fine
2 48	Standard	30.00	B	F	"
3 50	Royal Mail	85.00	A	D	Same as new.
4 50	"	85.00	A	D	" B.H.
5 50	Stand'd Columbia	45.00	B	C	Fine.
6 50	American Rudge	58.00	A	D	"
7 51	Royal Mail	85.00	A	D	Ball Head.
8 51	Rudge, M. '87,	85.00	A	D	New last Oct
9 52	Champion	60.00	A	D	Fine.
10 52	"	65.00	A	C	"
11 52	"	70.00	A	C	"
12 52	"	65.00	A	C	"
13 52	Expert Columbia	75.00	A	C	"
14 54	"	75.00	A	C	"
15 54	"	75.00	A	D	"
16 54	Rudge L. t. R. d' str.	75.00	A	C	"
17 54	Royal Mail	75.00	A	C	Ball Head.
18 56	Expert Columbia	65.00	A	C	"
19 56	Royal Mail	75.00	A	D	"
20 56	New Rapid	85.00	A	D	"
21 56	Victor	60.00	A	D	"
22 56	"	65.00	A	D	"
23 56	Club	50.00	A	D	"
24 58	Rudge	75.00	A	D	"
25 58	Cornell	65.00	B	D	"
26 58	Royal Mail	85.00	A	D	Same as new Ball Head.

## THESE WHEELS ARE CONE PEDALS.

## MISCELLANEOUS.

26 50	Premier	35.00	A	D	Good.
27 50	Atlanta	30.00	B	F	"
28 52	Sanspareil	45.00	B	C	"
29 53	Challenge	35.00	B	F	"
30 54	Cornell	40.00	B	F	"
31 54	Premier	25.00	B	F	"
32 54	Yale	35.00	A	F	"
33 54	Challenge	25.00	G	F	"
34 54	Stand'd Col.	30.00	B	D	"
35 56	Harvard	25.00	A	D	"

## INDEX OF LETTERS.

A—All Ball Bearings.  
B—Ball to Front Wheel, cone to Rear.  
C—Full Nickled.  
D—Enameled and nickel trimmings.  
E—All Enamel.  
F—Parallel Bearings.

# WM. READ & SONS,

MANUFACTURERS OF THE

# NEW MAIL BICYCLE,

107 Washington Street,

BOSTON, MASS., U. S. A.

Catalogue of "NEW MAIL" on application.

# BARGAINS!

## SECOND-HAND

# Bicycles, Tricycles,

AND

# TANDEMS.

Examine Our Prices.

## KEY TO DESCRIPTION.

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

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

**CONDITION.**—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No. Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
234 52	Rudge Lt. Rdstr.	\$135.00	\$90.00	4	1	1
235 55	Col. Lt. Roadster	150.00	100.00	4	1	1
236 56	Columbia Expert	132.50	75.00	3	1	1
237 48	Columbia Expert	122.50	75.00	4	2	2
238 46	Special Facile	123.00	83.00	4	1	1
244 45	Special Pony Star	107.00	95.00	4	1	1
246 52	Columbia Expert	137.50	95.00	1	1	1
247 54	New Rapid	150.00	105.00	3	1	1
248 50	Ideal (Special)	80.00	55.00	4	4	1
252 56	British Challenge	150.00	50.00	1	1	3
253 48	Spl. Star	129.00	95.00	4	Ball	1
260 48	Columbia Standard	100.00	40.00	5	4	5
263 55	Rudge Lt. Rdstr.	138.75	78.00	4	1	4
264 54	Columbia Expert	130.00	75.00	4	2	4
265 52	Royal Mail	137.50	95.00	3	1	2
266 55	Spldg. Semi-Racer	140.00	45.00	4	1	4
269 51	Spl. Star	160.00	95.00	4	Ball	1
270 56	Racer	140.00	43.00	4	1	4
271 52	Sanspareil	127.50	75.00	4	2	1
274 52	Sans. Lt. Rdstr.	137.50	75.00	4	2	1
275 48	Victor	127.50	90.00	4	1	2
276 52	Columbia Expert	137.50	105.00	1	1	1
277 52	Spec. Club	160.00	110.00	1	1	1
283 51	Spec. Star	130.00	85.00	4	Ball	1
285 51	Spec. Star	120.00	75.00	4	Ball	4
286 44	Spec. Facile	132.00	67.00	4	1	4
287 52	Columbia Expert	127.50	77.00	4	1	2
288 56	Columbia Standard	107.50	50.00	4	4	4
289 52	Sp'k'b'k Cr'p'r Tricycle	180.00	130.00	4	1	2
290 52	Victor Roadster	132.50	87.00	4	1	1
291 55	Columbia Lt. Rdstr.	145.00	112.00	3	1	1
292 56	Columbia Expert	142.50	110.00	3	1	1
293 54	Columbia Expert	130.00	70.00	4	2	2
295 54	Victor	130.00	105.00	4	1	1
296 52	Columbia Expert	137.50	95.00	1	1	1
297 46	Columbia Expert	120.00	75.00	3	1	1
298 39	Boys	70.00	25.00	5	4	1
299 50	Columbia Expert	135.00	70.00	1	1	2
300 50	Victor	125.00	69.00	4	1	4
301	Quadrant trike No. 8	185.00	160.00	4	1	1
302 52	Columbia Expert	137.50	95.00	1	1	1
303 42	Otto Special	40.00	29.00	5	4	1
304 51	Col. Lt. Roadster	140.00	95.00	3	1	1
305 48	Columbia Standard	102.50	70.00	3	3	1
306 51	Special Star	135.00	90.00	3	Ball	2
307 42	Otto Special	40.00	30.00	5	4	1
308 56	Columbia Expert	132.50	90.00	4	1	2
309 52	Sp'k'b'k Hbr. T'dm.	260.00	225.00	4	1	1
310 52	British Challenge	135.00	65.00	3	1	5
311 48	Special Star	140.00	110.00	4	Ball	1
312	Springfield Roadster	75.00	60.00	4	1	5
313 55	Col. Lt. Roadster	135.00	60.00	4	1	1
314 53	Royal Mail	140.00	95.00	4	1	1
315	Springfield Roadster	75.00	68.00	4	1	1
316 50	American Club	125.00	54.00	3	1	1
317 46	Columbia Standard	77.50	43.00	4	4	2
318 56	Columbia Expert	142.50	100.00	1	1	1
319 50	Columbia Standard	100.00	39.00	4	4	2
321	Beeston Hbr. T'dm.	260.00	170.00	4	1	1
324 52	Victor Roadster	127.50	90.00	3	1	1
325 50	American Ideal	65.00	42.00	4	4	2
327 54	English	130.00	75.00	4	2	1
328 50	Columbia Expert	125.00	68.00	3	1	4
329 54	Royal Mail	140.00	100.00	4	1	1
330 54	Victor	130.00	95.00	3	1	1
331 52	New Mail	135.00	110.00	4	1	1
332 52	N. Rapid Lt. Rdstr.	137.50	115.00	4	1	1
333 54	English Premier	130.00	70.00	5	3	2
334	Col. 3 trk. Trike	160.00	85.00	4	2	2
335	Columbia Safety	140.00	100.00	4	1	1

Wheels Bought, Sold and Exchanged.

FULL LINE  
CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

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



# The Clark Cycle Co.,

Successors to SAM'L T. CLARK & CO.,

BALTIMORE, - - MD.

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Having secured the **SOLE UNITED STATES AGENCY** for  
the **Celebrated**

**KING OF THE ROAD LAMPS,**

Made by JOS. LUCAS & SON, Birmingham,

**We are prepared to supply the Trade on Liberal Terms.**

**RIDERS** should insist on having the best, for a poor Lamp  
is worse than no Lamp, and there are none so good as the

“**KING OF THE ROAD.**”

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**Send for 1888 Catalogue of**

**NEW RAPIDS AND QUADRANTS,**

**Containing Complete Price List of Lamps and other First-class  
Accessories.**

**MAILED ON RECEIPT OF NAME AND ADDRESS.**

# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. NEWS Co.

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

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor,

23 Park Row,

P. O. Box 444, New York.

Persons receiving sample copies of this paper are respectfully requested to examine its contents and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully serves. Subscription price, \$1 per year.

### IMPORTANT.

All communications intended for us should be addressed to F. P. Prial, P. O. Box 444, New York.

### THE WHEEL AND CYCLING TRADE REVIEW.

Our Contract with the Cycling Publishing Company having expired March 1st, we have decided to no longer publish the WHEEL AND RECREATION, and to sever all connection with the company owning that paper. We leased THE WHEEL AND RECREATION on December 1, 1886, for a period of fifteen months, with renewal privileges. During that time we have faithfully carried out our contract with the owners of the paper, and have striven to place it on a better basis than it had ever before occupied. We have done this through no special ability on our part, but by hard work, the help of many friends, the kindness of the trade, and the pursuit of a mind-your-own-business and keep-your-nose-clean policy.

We regret being compelled to abandon THE WHEEL AND RECREATION, but certain conditions make it impossible to secure any valid lease, and the purchase of the paper is out of the question. The ownership of the stock of the Cycling Publishing Company is in dispute, and judgments have been entered up against it, so that no clear title could be bought. There are other grave considerations which we, in kindness to others, do not care to mention, which make it advisable that all connection between ourselves and the Cycling Publishing Company at once cease.

We present to our readers this week, the first number of our newspaper, THE WHEEL AND CYCLING TRADE REVIEW. This paper will be published every

Friday from our present offices. To our readers whose subscriptions have not yet expired, we believe the paper will be most welcome and a readable substitute for THE WHEEL AND RECREATION. As publisher, we had an ambition to produce a readable and professional paper; as proprietor, this ambition will burn with increased intensity, and no effort will be spared to advance still further along the road to comparative perfection. To those who so kindly helped us last year we extend our heartiest thanks and we hope they will support us in our new venture.

We have an artist at work on an appropriate heading which will be ready in time for next week's paper.

### NEW JERSEY'S "LIBERTY BILL."

The New Jersey "Liberty Bill" was passed to a third reading by the Senate on Saturday last. Their was no opposition, and Chief Counsel Cooley informs us that there is every probability that the bill will be passed this week.

#### COPY OF THE BILL.

INTRODUCED FEBRUARY 13, 1888.

BY MR. MILLER.

Referred to Committee on Miscellaneous Business.  
AN ACT in relation to the use of Bicycles and Tricycles.

1. Be it enacted by the Senate and General Assembly of the State of New Jersey. That bicycles and tricycles, and all other vehicles propelled by pedomotive or manu-motive power, are hereby declared to be carriages within the meaning of that term as used in section ninety-one of the act entitled "An act concerning roads," [Revision], approved March twenty-seventh, one thousand, eight hundred and seventy-four, and that all persons by whom bicycles, tricycles and said other vehicles are or may hereafter be used, ridden or propelled upon the turnpikes or public roads in this state shall be entitled to the same rights and privileges and subject to the same restrictions in the use thereof as are prescribed in said section ninety-one in the case of drivers of carriages, sleighs and sleds.

2. And be it enacted, That the mayor and common council commissioners, overseers or other authorities having charge or control of any public street, public road or turnpike, public parkway, driveway or other public place in this state, shall have no power to pass, enforce or maintain any ordinance, rule or regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any public street, avenue, road, turnpike, driveway, parkway or other public place at any time when the same is or may hereafter be open to the free use of persons having or using other pleasure carriages.

3. And be it enacted, That nothing in this act shall be so construed as to prevent the passage, enforcement or maintenance of any regulation, ordinance or rule regulating the use of bicycles or tricycles in public streets, avenues, roads, turnpikes, driveways, parkways and other public places in such manner as to limit and determine the proper rate of speed with which such vehicles may be propelled, nor in such manner as to require, direct or prohibit the use of bells, lamps and other such appurtenances, nor to prohibit the use of any vehicle upon that part of the street, road or parkway commonly known as the foot-path or sidewalk.

4. And be it enacted, That all acts and parts of acts inconsistent with the provisions of this act be and the same are hereby repealed, and that this act shall take effect immediately.

#### THE BILL PASSES.

The "Liberty Bill" was passed by the Senate on Wednesday afternoon, and now becomes a law.

Convenient to wheelmen is George Degenhardt's hotel and restaurant, 349 West Fifty-ninth street. Bowling alleys to let to clubs at reasonable terms.

### ROWE ABROAD.

The English papers very generally chronicle W. A. Rowe's safe arrival, give him welcome and express their confidence in Howell's ability to uphold the sporting reputation of his country. We quote a few of the more interesting notices.

INTERVIEW WITH W. A. ROWE.

[The Cyclist.]

He first saw the light of day upon the 29th of July, 1865, at Gloucester, U. S. A., and is now only 22 years of age, although from his appearance he would pass for 28 or 30; he is 5 ft. 7 in. in height and proportionately well built, turning the scale when fully trained at 11 st. 8 lb. He does not indulge in stimulants and tobacco, and intoxicants are never touched by him. At Pittsburg, in August, 1885, he covered a mile in 2m. 57s., and figured very prominently at the Springfield Tournament the following month, although he had to play second fiddle to E. P. Burnham in all the races they came together. In October, at the St. Louis meeting he showed marvellously improved form, easily disposing of R. Cripps and Burnham. On the 17th October, he made the mile in 2m. 36 3-5s., and half-mile 1m. 12 4-5s. on the Lynn track, thus beating the world's records. Traveling about the country with others for the purpose of exhibition racing resulted in suspension of himself and six others by the League of American wheelmen and the establishment of another class of riders by the newly-formed American Cyclists' Union. A few months of the pro-amateur satisfied the public, who got tired seeing the same seven men constantly pitted against each other, so that in October, 1886, G. M. Hendee and W. A. Rowe joined the professional ranks, and losing no time, Rowe, on the 22d October, put the mile record down to 2m. 29 4-5s., and three days later, at the same place (Lynn), he started for the hour's record, and in spite of a gusty wind, broke every record from four to twenty-two miles inclusive, accomplishing twenty-two miles 150 yards in the hour. Rowe therefore, holds every world's record from quarter mile to twenty-two miles. All these records were timed by the three best timekeepers in America, and Rowe would stake his existence on their correctness. Thinking to obtain the candid opinion of such a representative American upon English riders we asked him:

Query: What is your opinion of the English riders you have seen?

Answer: Well, we Americans think Howell the best professional, although Wood is a rattling good man, and as for the amateurs, I guess Sandy Sellers, of Preston, and Furnivall, are the best, while, of course, young Illston and Webber are good men; in fact, all the Englishmen were good men.

Query: And of American riders?

Answer: Well, leaving aside the team you have in England, I think Horace Crocker the best pro., with perhaps R. A. Neilson; whilst of amateurs, Crist, Foster, of Toronto, A. B. Rich, and Windle can move, but I think young Windle the coming champion. The Englishmen, if they go over to America again, will find the Yankees much quicker than they used to be. I think if we could get Englishmen over to America it would do the sport a lot of good; it really wants livening up in the States. I think the legislative bodies, the L. A. W. and A. C. U., are accountable, to a certain extent, for the decline in sport, but I fancy the men are a lot better off in the professional ranks than when riding as pro-amateurs. You see, with such a small number constantly competing with each other, the public began to be quite able to gauge our form and spot the winner, although the races were always run straight.

Query: You came over to beat the Englishmen, did you not?

Answer: Well, I came over to try to do so, and am matched to meet Howell on April 14; we have deposited £20 a side with the *Sporting Life*, at least Morgan has done so for me. The distance is not yet decided, nor is the track, but I fancy it will be Birmingham, Long Eaton, or Leicester (Belgrave).

Query: You join the American team under the management of "Senator" Morgan, do you not?

Answer: Yes. I leave everything to the Senator. He's a smart man if you like. Splendid manager is Morgan. I expect to remain here all summer, and then I think we go back to the States at fall. Morgan and Ducker are going to run tournaments at Springfield, Lynn, Buffalo and Cleveland, and we must return to take part in them.



Rowe came over in charge of his trainer, W. S. Allen, and will remain in Liverpool for a few days, when he expects to receive instructions from Morgan to go into training at one of the three places above mentioned. He will ride a 55 in. "Columbia" bicycle, manufactured by the Pope Manufacturing Company.

In the course of a conversation with Temple, he informed us that he had great faith in Rowe, and believed him capable of taking anybody down Howell included. The career of the American champion will be watched with great interest whilst in England, and should he beat our champion, Dick Howell—well, "all honor to him." Hail Columbia!

#### A FAIR FIELD AND NO FAVOR [The Cyclist.]

The *new* American champion is coming, if he did not arrive on Saturday last at Liverpool, whither bled Mr. Temple, of the American Team, to meet him. We have often been threatened with the advent of this fieri, and now we have got him it is to be hoped he will show us the very best of his quality. If he mows down our first water pro., Dick Howell, on a London path, we promise that his reception by London cyclists shall be second to none he has received in the States. A fair field, no favor, and may the best man win.

#### ARTICLES OF AGREEMENT. [Bicycling News.]

"Articles of agreement, entered into this 14th day of February, 1888, between Richard Howell, of Leicester, England, and William Augustine Rowe, of Lynn, Mass., U. S. A., for £100 a side, wherein the aforesaid Richard Howell and W. A. Rowe agree to run three bicycle races, viz.: one, five and ten miles, the winner out of any two of these races to receive the stakes for £100 a side. £50 a side is now deposited with the *Sporting Life*, and the remainder of the money to be posted as follows: £50 a side on March 6, £50 a side on March 14, £50 a side on March 20, and the final deposit of £50 a side on April 11, each deposit to be made good at the *Sporting Life*'s office, London. The first match (five miles) to be run off at the Belgrave Road Grounds, Leicester, on Saturday, April 14, to be on the mark at 4.30 in the afternoon. The second match (one mile) to be run off at Wolverhampton, on Saturday, April 28. The third match (ten miles) to be run off at Coventry, on Saturday, May 12. To be on the mark for the mile match at three o'clock in the afternoon, and for the ten miles at five o'clock in the afternoon. Save that a push-off is to be allowed, each race to be run under Wolverhampton rules. The *Sporting Life* to be final stakeholder, referee and starter. In the event of any question arising which may not be provided for in these articles, the referee to have full power and authority to decide such question, his decision to be final and conclusive. The stakeholder shall in any and every case be exonerated from all responsibility upon obeying the direction of the referee. Either party failing to comply with any or all these articles to forfeit all moneys down.

"Signed: WILLIAM AUGUSTINE ROWE.

RICHARD HOWELL.

"For W. A. Rowe—W. J. Morgan.

"For R. Howell—A. Searson"

During the early part of the afternoon, Rowe, in company with his supporter (Mr. Allen) and Wm. Woodside, arrived in Leicester from Liverpool, and after a brief stay at the Railway Hotel, the new arrivals in company with their "boss," visited the Belgrave grounds. Although covered in snow, Rowe inspected a portion of the surface of the track, with which he was well pleased, and making a circuit of the ground, they came across the English champion, who, in his box, was engaged in a friendly set to with the gloves. After friendly salutations, the party made the return journey to the town through a blinding snowstorm. Senator Morgan carefully read over the articles to Rowe, who appended his signature to the document, and returned to their quarters. In the evening the quartette went to Birmingham, and thence on to Coventry. Rowe has brought with him three "Columbia" bicycles, 55 in. wheels, and weighing 22½ lbs., which are to furnish his mounts in his forthcoming engagements. It is expected that Rowe and Woodside will go into training at Bridlington the end of this week, the Yankee cracks being under the care of Mr. Allen.

#### THE BROOKLYN CLUB'S NEW HOUSE.

The Brooklyn Club, the oldest cycling organization in Brooklyn, has decided to build a new house at some location within a half mile of their present club house. The preliminaries are being arranged, and the project will be pushed through with all possible speed. When the Brooklyn's new house is built Brooklyn may justly be called the city of club houses.

#### THE VICTOR CATALOGUE.

The Victor catalogue, the advance sheets of which we have inspected, is now ready for distribution. It is a twenty-eight page pamphlet containing full descriptions with very fine illustrations of the Victor wheels—a long list of cycling sundries, parts, etc.

#### LONG ISLAND WHEELMEN.

The entertainment committee of this club is "doing itself proud" in the way of Saturday night entertainments. On Saturday, the 18th, a mock trial was given, which was attended by three hundred wheelmen including club members and wheelmen from all the New York and Brooklyn clubs. The case was that of

BABY B. NOSEJAMMER VS. BUNNY BUNTING DAISY

Nosejammer claimed that Bunny Daisy had accepted him in Prospect Park and afterwards refused to hold the contract thereby depriving him from managing several other eligible females. The plaintiff also held that by reason of this refusal, he had suffered damage to his feelings and personal vanity, had been mentally made sore and lame, and had lost opportunities for great financial investments, to his damage of \$378 1/2. It afterwards appeared that this amount was made up of money paid out for caramels, cream, one-half dozen Langtry bustles, one pair Ball's corsets, one great gross of Tutti Frutti chewing gum, one glass wedding ring and like items, all purchased for the fair Daisy.

#### THE PLAINTIFF'S DENIAL.

The fair Daisy put in a general denial. She denied the superior physical merits of the plaintiff, and averred that he is halt, sick and deformed; that he wears false teeth and a liver pad, has pimples on his nose, and that his skin don't fit; "that he wears paper collars" when he wears any; that he wears a wig and chews gum; that he plays policy, drinks hair oil and smokes cutie cigarettes; that barren Island odors are as sweet incense compared to his breath, and that he was a grand father when "She" was born. The defendant also averred that plaintiff writes news items for the ——— and threatens to learn to ride a Star bicycle. That he has not sufficient brains to be a dude, and that he becomes intoxicated upon one stick of Tutti Frutti.

Chas. Luscomb was the Judge, and a stupendous array of legal immosities, including Mr. George Bartlett, Mr. C. F. Cossman, Mr. Michael Fuist and Mr. Charles J. Patterson, appeared for the principals.

After the jury had been selected, the case was opened. The witnesses, who had been carefully prepared, were in costume, and their testimony was received with roars of laughter. There was the dude who knew Nosejammer, the African lady who "did up" Nosey's linen, and to whom he proposed; the Ancient Maiden Lady, another of Nosey's flames; the janitor, who saw Daisy's father lift Nosejammer on the point of his toe and hurl him through space; this same janitor had also discovered the liver-pad on the front stoop, after the masher had stuck himself together and crawled away.

The witnesses were all "good." The fair defendant naturally made the hit of the evening. Mr. Kreger made up for the part as a flaxen haired damsel, who had a passion for sending sly glances at young men from the shady side of a mammoth fan. Mr. Kreger acted the part capitally, and was a very handsome young woman. His best friends failed to recognize him. We have seen much worse actors on the professional boards. The summing up of counsel and charge to the jury were amusing. The defendant was acquitted. The trial was followed by refreshments.

#### L. L. W.'S. "LADIES' NIGHT."

On Saturday evening last, despite the threatening weather, a large number of ladies and gentlemen were present at the Long Island Wheelmen's "Ladies' Night."

Refreshments were served during the evening and the following programme gone through with:

#### PROGRAMME

1. Lanciers.
2. Duett, "Ever United" E. Campana.
3. Waltz.
4. Recitation, "Legend of the Organ Builder," MISS GRACE WATKINS.
5. Quadrille.
6. Sleigh-bell Solo, "Lullaby," MASTER GEO. D. PERRY.
7. Waltz.
8. Soprano Solo, Waltz Song, PATTISON.
9. Schottische, MISS LORENA BEDFORD.
10. Recitation, "How he saved St. Michael's," MISS GRACE WATKINS.
11. Lanciers.
12. Sleigh-bell Solo, "In the Gloaming," MASTER GEO. D. PERRY.
13. Quadrille.

14. Gallop.

15. Lanciers.

Music by Prof. Jos. F. DuBois accompanist Mr. Wm. B. Perry.

The Entertainment Committee is comprised of the following gentlemen: Wm. J. Clark, Geo. H. Rowe, Wm. Schmid, Jas. Marnne, C. M. Richards, Jno. R. Davis, W. L. Cort.

#### THE PENNELLS' LATEST.

##### "OUR SENTIMENTAL JOURNEY."

One almost imagines, as one tears the paper cover off and opens the Pennells' latest publication, that one has got hold of a new illustrated and beautifully executed reprint of Sterne, so faithfully are the binding, the peculiarities of composition, and the queer expressions made to resemble the original in the new edition of "Our Sentimental Journey;" and it is not until we detect the word cycle in the letter-press and see the form of the steel steed in the numerous sketches that it dawns upon the reader, that some one has been following in Lawrence Sterne's footsteps in the year of grace 1888. Messrs. Longmans, the publishers, have favored us with a copy of "Our Sentimental Journey" (latest edition), and though, at the time of writing, we have been unable to find time to read it all through, we have seen enough to make us think it is the best thing Joseph and Elizabeth Robins Pennell have sent out. "Uncle Toby," "my Father," "the widow," and the various other individuals who helped to make the "Sentimental Journey" of Lawrence Sterne famous, of course, find no place in the one we are noticing, but there are other characters met with by the sentimental journalists, if we may so term them, which are equally diverting and interesting. The letter press seems to us capital, and as for the sketches—well, they are in Joe Pennell's best style, and are simply charming. Perhaps Mr. Ruskin's peculiar ideas on matters cycling play a little too important a part in the volume, but the pleasure it has afforded us will not allow us to be too critical, so we pass that over. In conclusion, we may mention that the book describes a journey through France and Italy, that it can be procured of any bookseller, and that its price is 6 shillings.—*Bicycling News*.

#### A NOVEL AND ADVENTUROUS TRIP.

Two brothers Jean and Baptiste LeFeur (French Canadians) left Liverpool on the 25th ult. for Brazil, for the purpose of exploring the Amazon for some 3,000 miles up its waters. With them they carry a peculiar looking machine. The machine is a quadricycle, but can be converted into a tricycle at short notice. The motive power is gained by a combination of crank and lever motion, but when the legs get weary, a "towing" attachment is at hand. They are provided with cooking utensils, two folding canvas canoes, photographic camera, firearms, and a stock of chemicals large enough to stock a store.

The scheme is to navigate the Amazon river and its tributaries by the aid of the canvas canoes and the quadricycle. The canoes and cycle will be used in about the same manner as King's water-cycle. Trips inland will be made by the adventurers, who will take photographs of everything of interest which they run across. When they reach the Upper Amazon (or Marañon), which, with its tributaries, is well peopled with hostile savages, they will depend upon their knowledge of chemistry, and work upon the superstitions of the natives, in order to carry themselves through. As to the deadly *curatella* poison, with which the savages tip their arrows and spears, Baptiste says he has no more fear from it than from "beer."

They also intend to take notes on the people, habits of living, climate, and anything, in fact, that comes along.—*Sporting Life*, of London.

RIDING IN THE ORANGES.—E. J. Decker pushed his Springfield roadster over the Irvington-Milburn course on Wednesday morning and says the road for the entire distance is in horrible condition. Mr. Decker and L. H. Johnson, of Orange, have entered into an agreement to ride not less than one hundred miles during each month of the present year. Mr. and Mrs. H. A. Smith on a tandem, C. L. S. Walker, pony star; E. R. Collins, star; Ed. Stark, tripper trier; A. J. Clark, Jr., Columbia, and Mr. Decker, of Belleville, on a Victor, took a run on Wednesday afternoon up Central avenue and around the Oranges, returning home about six o'clock. They found the riding fair as long as they kept on the macadam.—*New York Call*.



"'Tis a simple tale, and told right on  
without eloquence, and altogether lacking  
in show of speech, but full, withal, of  
things touching upon facts."

## **OVERMAN WHEEL CO., Boston.**

**Gentlemen :**

**We, the undersigned, can vouch from  
experience as to the strength and superior run-  
ning qualities of the Victor bicycles. Out of 23  
members, we have 22 Victor riders.**

**We find it the only wheel that will stand the  
rough roads and enable us to climb the hills in  
our rough and hilly country.**

**Yours, etc.,**

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**Covington, Kentucky.**



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LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the

NEW MAIL LIGHT ROADSTER,

brought out by us last year, of American Manufacture. All parts Steel Forgings and strictly interchangeable.

### THE ONLY WHEEL

having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's **NEW MAIL**, and as they are the opinions of well known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel cannot be offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true *Merit* of the Trigwell Patent may be clearly understood. We wish to impress these facts:

That we control the Trigwell and others *cannot use it*. That the Trigwell is the only Ball Head confining the balls. That we were the *First* to adopt the Ball Head, and hence have had the most experience with it, and we *declare* the Trigwell, which we have used two and one-half years, a *Magnificent Success*. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year—we *do not alter the Head in a single detail*. Every part has been *dead right*, and no change required. Don't book your order for a new mount till sending for Descriptive Catalogue of **NEW MAIL**, out February 1st. Send your name *now*. Good Agents wanted in every town. Our former Agents requested to write us *at once* if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less than Last Year. Can now be seen at our Warerooms.

**WM. READ & SONS, 107 Washington St., Boston.**



## WHEEL GOSSIP.

The Bishop of Nova Scotia rides a tricycle.

The Brooklyn Club had an enjoyable dance last Friday evening.

The Melrose, Massachusetts, Club members will dance this evening.

Mr. Jo Pennell contemplates writing a complete history of cycling, says the *Cyclist*.

The Harlem Wheelmen talk of holding a first-class concert at some Harlem church.

*Sports Afield*, a journal for "gentlemen," has been received. Its circulation will be limited.

The Northampton, Mass., Wheel Club will hold a concert and ball at the City Hall on March 7.

M. L. Bridgman occupies elegant bachelor apartments in the Kings County's new house.

Many New Jersey wheelmen are hobnobbing with their local legislators in the interest of their Liberty Bill.

The Baltimore meet will probably last three days. The first day, June 18, will probably be devoted to business.

Manager Eck threatens to inflict a six-day bicycle race on the Bostonese if the Mechanics Building can be secured for the purpose.

In an interview W. A. Rowe states that Messrs. Morgan and Ducker—great team—will run tournaments at Springfield, Lynn and Buffalo this fall.

Wallace Ross, the American rower, won a ten-mile road-sculling race at the Royal Aquarium, Westminster, England, February 12th. The time was slow, 59m. 34s.

President Kinch, and Mr. F. S. Miller, of the Union County Wheelmen, are, with several others, engaged in a project to erect an \$8,000 athletic club house in Westfield, N. J.

A proposition was submitted to the Ilderan Club at its last meeting, inviting a consolidation with a large Brooklyn Club. The proposition was tabled without discussion.

L. B. Hazard, of the Elizabeth wheelmen, starts this week for a voyage around Cape Horn for the good of his health. Mr. Hazard was an expert rider, and used to ride down town on rainy days holding aloft an umbrella.

Prince and McCurdy are matched for a race, to be held at the Omaha Base Ball Park on April 7. The stakes are only \$15 000 a side. Jack is running a bicycle store at Omaha.

The Long Islands will whoop things up every Saturday night until the riding season is in full sway. Tomorrow night a "Smoker" with a unique entertainment is announced.

The Elmira B. Club was recently reorganized with the following officers: President, Rufus Stanley; Secretary-Treasurer, C. F. Stevens; Captain, M. F. Mayer; Lieutenant, H. S. Spalding, Jr.

The Australian mile record has been broken. It now stands: 1 mile, 2 min. 38 4-5 sec., R. Davis Adelaide, 2 Jan., 1888. The race was for the championship of Australia, and Davis rode a locally made machine.

The Social Wheel Club, Denver, has held two club runs this year, the aggregate mileage of which was 2,082 miles. On the first were fifty-one wheelmen, who rode 1,122 miles; on the second were forty-eight wheelmen, who rode 960 miles.

We throw up our cap and "Huzza!" The *Bicycling News* reports that the Pope Mfg. Co. has just introduced the "American Rambler." For a less pardonable error, the editor of the *News* has put on his heaviest boots and jumped upon us.

At a meeting of the English "Society of Cyclists," Mr. J. S. Wharton read a paper on "Cycling as a Vegetarian Diet." Mr. Wharton, who has been a vegetarian for four years, is stout and healthy looking, and a good advertisement for his doctrine.

The K. C. W. will doubtless have many non-resident members, the terms to this class being but \$10 per year. When the new Brooklyn "L" is in operation, the new houses of the L. I. W. and K. C. W. will be within a few minutes of the bridge.

The new catalogue of cycling goods of Howard A. Smith & Co. is now in the hands of the printer,

and promises to be the most comprehensive catalogue of sundries ever offered by this enterprising house. They handle everything that is needed by wheelmen.

The English hope to see Howell beat Rowe by superior tactics as much as by superior physical abilities. Rowe will not be left for want of tactical ability. He will accommodate Howell with a mile in ten minutes, but the last 150 yards will be an eye-opener for our friends across the water.

ORANGE WANDERERS.—The annual meeting and election of officers was held in their club rooms, February 15th. The following officers were elected: President, Dr. R. M. Sanger; Vice-President, W. A. Belcher; Secretary-Treasurer, J. M. Gilmour, Captain, C. W. Freeman; First Lieutenant, F. P. Jewett; Second Lieutenant, R. S. Miller; Color Bearer, J. M. Gilmour.

The example set by the Binghamton Club has already born fruit in Massachusetts. The wheelmen of Holyoke, Northampton and Springfield propose and have determined to build a cinder path—such as was built by the Binghamton Club—between Holyoke and Northampton, a stretch of ten miles. We wish success to the wheelmen of these three Massachusetts towns, and may others follow their example.

W. A. ILLSTON SUSPENDED.—The N. C. U. has suspended W. A. Illston on the charges of selling prizes and accepting expenses. Illston has proved his superiority to any English amateur now on the path, with the two exceptions of Furnivall and Osmond. The only "pure English amateur crack" now in the field is F. J. Osmond, who will be close up to Rowe form the coming season.

THE RIVERSIDES WILL NOT COMBINE.—The Secretary of the Riverside Wheelmen writes us to deny the rumor that they intended to join the Manhattan Club in a body. The members have comfortable rooms at 108th street and Boulevard, and look forward to a successful season. A proposition was recently received by them having in view a consolidation with the Manhattan club, but the matter was allowed to drop.

The South End Wheelmen have leased a large brown-stone house, 1722 South Broad street, corner of Castle avenue. The increase of members compels the club to make this move. The house is being fitted up in first-class style—pool room, smoking room, gymnasium, locker rooms, etc. The club will take possession in about two weeks. Two large rooms are being fitted up as wheel rooms, with clips in which to stand the bicycles.

The Harlem Wheelmen's bowling team have accepted the challenge of the New York team to play three games. The first comes off March 3d, at 347 West 57th street. The New York team is composed of the following sphere twirlers: Messrs. Daniels, English, Roy, J. H. Tripler, Harris, Shriver, Nisbett, Pringle and Shaw, the last named being captain. The substitutes are Messrs. McFadden, Paynter, Findley, DeGoicouria and Hanson.

Cycling is a favorite sport in the Antipodes, and cycling racing is as well patronized as is base ball in this country. The great Australian handicap, the first prize in which is valued at £200, attracts thousands of sightseers. The seats are built in tiers, entirely around the inclosure, and every one can get a full view of the entire race. The main roads are very good; the cross roads are poor. Ordinary wheels are very generally used, safeties being practically unknown.

RAPID GROWTH.—The Social Wave Club, Denver, Colorado, though only organized January 18, 1888, has a membership of fifty eight. The officers are as follows: President, A. Banks; Captain, F. N. Coleman; First Lieutenant, A. Kelly; Second Lieutenant, C. A. Rivers; Third Lieutenant, Louis Block; Treasurer, F. H. Wright; Secretary, Geo. D. Muran; Assistant Secretary, E. S. Hartwell. Already the rooms have proven too small, and the club is on the lookout for more commodious quarters.

ENGLISH ROADS IMPROVEMENT ASSOCIATION.—We are pleased to report a triumph for this association. The authorities of Birmingham, after consulting a Committee from the R. I. A. agreed to construct two stretches of road, one on their own system and the other on the system as advocated by the R. I. A. and that these two stretches were to be subjected to a year's traffic. At the end of that time, the Birmingham authorities will build all the roads in this district on whatever system proves the best.

"Which is the finest?" is the question invariably put to a visitor to the new houses of the K. C. W. and L. I. W., which are within a stone's throw of each other. The question is a difficult one—the houses are so entirely different in style. The Kings County men have probably the finest locker room of any club in this country. The Kings County's house is very rich and elegant; the Long Island's bright, cosy and comfortable. Each have distinctive features, and different men will think either of the club houses the finest.

AN ELECTRIC LIGHT RACE MEET.—The Summerhill B. C. held a race meet at Ashfield Recreation Grounds, near Sidney, Australia, on the evening of December 17th. The grounds were lit up with 13 arc lamps, arranged round the track, and had they been working to their full intensity, ample light would have been had to clearly see all over the ground. The enclosure was also encircled with Chinese lanterns, while on the grand stand, members' stand, and front of garden palace, were arranged colored prismatic lights, which gave a subdued effect. Added to this, among the spectators was a large number of the fair sex, arrayed in the charming costumes, showing to the best advantage which the climate of this country permits, gave a brilliant and attractive spectacle, reminding one of Oriental scenes.

The only St. Louis minister who rides a bicycle is Rev. Wm. Johnson, pastor of a congregational church. Mr. Johnson is nearly fifty years old. He recently came from Cleveland, when he learned to ride the bicycle. In this latter city, several clergyment drive away dyspepsia and dull care on their wheels. Among Cleveland's clerical riders are the following: Rev. Chas. S. Pomeroy, Second Presbyterian Church; Rev. W. M. Smith, First Presbyterian Church; Rev. H. M. Tenney, Madison Avenue Congregational Church; Rev. Mr. Gaston, North Presbyterian Church; Rev. M. M. Curtis, Beckwith Methodist Church, Rev. R. E. Macduff, St. Mary's Episcopal Church, and Rev. Mr. Hickox, Presbyterian Church. The Rev. Mr. Johnson is enthusiastic over the improvement, mental and physical, he has experienced since he took to wheeling.

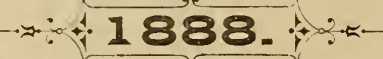
"The appearance of the Pope Co. at the Stanley Show, London, England, for 1888, may be said to mark an era in the history of the cycle trade. The greatest possible interest was felt in these machines, and when they arrived on a Monday—the steamer bringing them was a day late—many members of the trade taking an early opportunity of inspecting them, the general verdict was certainly that they were well made, and machines of which the Pope Co. had every reason to be proud. The Racer, in particular, was as fine a piece of work in that direction as any we have seen, and we no longer wonder at the records of Rowe and others, considering the mounts they were on. Putting insular prejudice aside, the principles of English free trade will give the Pope Co. a fair field and no favor—which is more than English-made machines always get in the States—and it is certain that, if there is a market for them in this 'right little, tight little island,' no man is better able to find same out than Mr. Sydney Lee."—*Sewing Machine and Cycle News*.

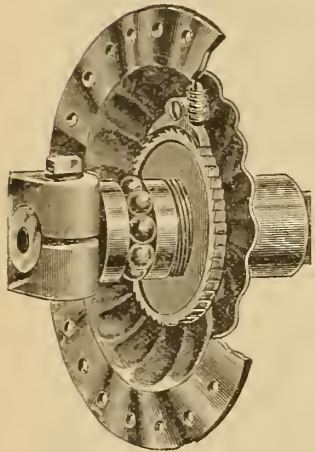
The Baltimore correspondent of the *Sporting Life* has been furnishing that paper with some interesting copy on Mr. Bassett's unfortunate slip in regard to the League meet. It seems to us this correspondent magnifies the importance of Mr. Bassett's statement that the Baltimore meet would be a general jollification, not a business meet. Mr. Bassett's statement was worthy of current comment, but does not warrant the continued censure and bad feeling it seems to have created in Maryland. It is true that for the past three years, the general meet has been little more than a general jollification. But this has been the fault of the members themselves. It is just as true that the L. A. W. constitution gives the members at large certain powers and a voice in League affairs. Yet at League meets fully one-half the members present fail to put in an appearance, preferring to tour with their hosts, and devoting their entire attention to having a "good time." Those present rarely advance any new ideas or valuable suggestions; indeed, the majority seem impatient for speedy adjournment. As long as the Constitution and the League members permit League management to remain in the hands of that "higher tribunal" to which Mr. Bassett refers in last week's *Bulletin*, the general meet can be little more than a "general jollification."



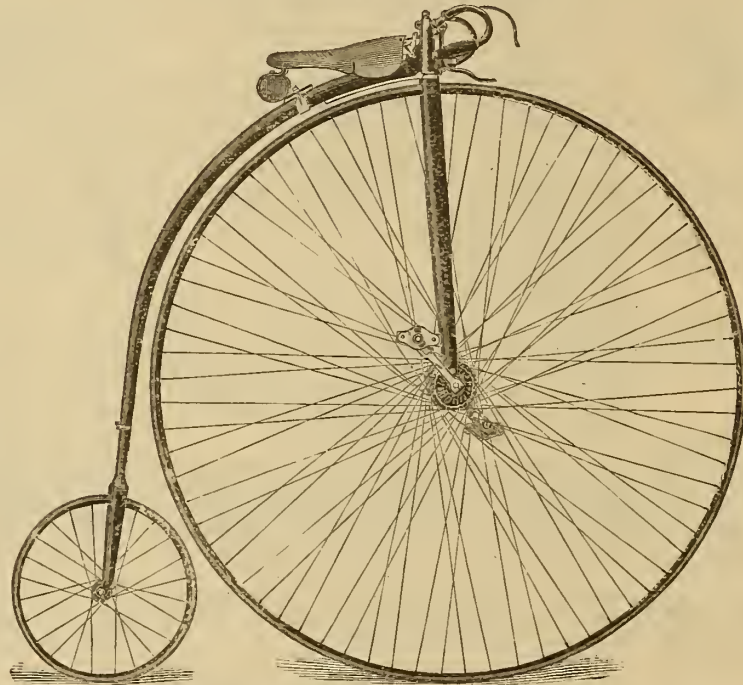
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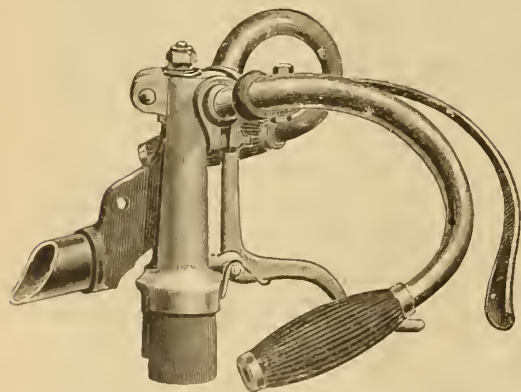
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AND BEARING ADJUSTMENT.



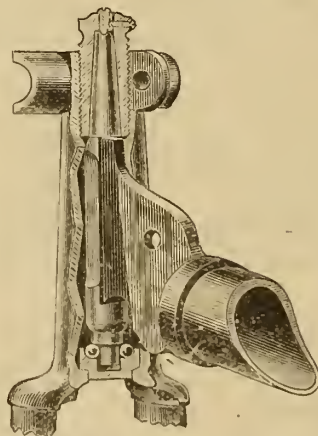
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holes in inner shell.

Rims of imported pattern used by other  
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by unnecessary drilling to insert spokes and  
nipples.



SHOWING BRAKE AND SPRING, AND OUR CELEBRATED PATENT RAMSHORN HANDLE BAR.



SHOWING BALL BEARING HEAD AND  
NEW REINFORCED NECK.



NEW FORK END,  
VERY MUCH LIGHTER  
THAN ANY  
YET DEVISED.

THE AMERICAN RAMBLER.  
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LARGEST AMERICAN MANUFACTURERS OF CYCLES AND SUNDRIES. CHICAGO, ILL.



## AMERICAN CYCLES 1888.

GORMULLY &amp; JEFFREY MFG. CO., CHICAGO, ILLS.

The catalogue of above firm is now ready for distribution. It is a pamphlet of convenient size, nicely covered, and contains 64 pages of illustration and description of the firm's product and cycling sundries. From the "introductory" we republish the following interesting paragraphs:

"It is with a feeling of the utmost gratification that we again send our greeting to the vast number of wheelmen who ride and are proud of the "American Cycles." The past year has been by far the most successful in our history; indeed, we are well satisfied that we produced and disposed of more cycles during that period than any other manufacturer in the United States; so it is perhaps pardonable, while extending our good wishes for another prosperous season, to comment upon this fact, and to assure our friends and patrons that the same superior excellence which has so rapidly placed our wheels in the front rank heretofore, will be more than continued, and our 1888 name plate will be a guarantee of material and workmanship unsurpassed by any."

"We have for a long time claimed, and justly, that our factory, with its machinery, constituted the best appointed establishment of its kind in the world. To this we have added large numbers of specially built machines, and are able in consequence to correspondingly increase the quantity of our production and also improve their quality. We have remembered, too, that notwithstanding our belief last spring of having accumulated a sufficiently large stock to satisfy all probable demands, our anticipations were by no means on a par with the overwhelming influx of orders afforded by each mail, and to satisfy which we were compelled to rely on our daily capacity almost at once. We have therefore taken full advantage of the dull winter months, and do not expect to be again found wanting in this regard."

"In the way of novelties our American Rambler is the most important, a rear-driving safety after our own exclusive ideas, and much more compact than any we have yet seen. So simple is it in its construction that we have succeeded in making it from six to ten pounds lighter than any of its rivals, with no loss of strength. Its lines are very graceful to the eye, its finish fully up to our stand-

ard, and we shall be greatly disappointed if in the opinion of experts it is not at once pronounced the most satisfactory of the rear-drivers."

"The Light Champion has several new and original features which are worthy of more than ordinary mention. We this year list it with a hollow rim of our invention, rolled from cold sheet steel, having a surface sufficiently smooth to admit of its being nickel plated, a result hitherto deemed impossible of accomplishment. The fork ends, head and neck have been greatly improved, and all superfluous metal dispensed with; so it is lighter now than ever, and well calculated to sustain its acknowledged position as King of the Light Roadsters."

"The American Champion, Challenge, Safety and Ideal have not been neglected, and combine every improvement suggested by protracted study and experiment, while the use of the true tangent spoke and the Light Champion hub and crank upon the Light Safety will gratify the many admirers of this peculiarly modeled machine."

Among the wheels described are the following:

THE AMERICAN CHAMPION, a graceful looking, handsomely finished wheel, principally designed for road use. The wheel is built with due regard to strength and rigidity, yet lightness is not lost sight of. The material used in construction is drop-forged and pressed steel, except the hub, which is of gun metal. The wheel sells at \$100 to \$125, depending on size and finish. A detailed description, with all the parts described and illustrated, is contained in the catalogue.

THE AMERICAN LIGHT CHAMPION. — This wheel is designed to meet the wants of those who require a rigid though light wheel, and throughout all its parts rigidity and lightness, combined with strength, are the considerations. The backbone is of choice, imported weldless steel tubing; the rear and front forks are made of imported weldless steel tubing. The machine is fitted with ball-bearing neck and head and, of course, balls to both wheels. The rim is hollow, but of a special patent, which the inventors claim is much superior to all other types of hollow rims. The spokes are true tangent; the tires of molded red Para rubber, 7-8 inch to front,  $\frac{3}{4}$  inch to rear wheel. The rear wheel is tangent spoked and fitted with Smith ball-bearings. The wheel is finished in enamel or nickel; price \$115 to \$143,

depending on size and finish; weight 36 lbs. for 48-inch, to 39 lbs. for 60-inch wheel.

THE AMERICAN CHALLENGE is designed especially for a large class of riders who do not wish to invest so much money in a wheel as the purchase of a high-class wheel would necessitate. In appearance the Challenge follows the lines of the Champion. It has solid forks of superior quality forged steel; all the tubing is imported and weldless; the bearings are parallel and of a special patent, but will be fitted with ball-bearings at a slight additional cost. The hubs are of gun metal; cranks of strong design and slotted for adjustment; axle of forged and hardened steel, carefully fitted to bearings; rims of steel, semi-hollow; tires of molded Para one-inch rubber. The machine is fitted with Lillibridge saddle, cow-horn handle bars. Price, \$70 to \$92. For any one wishing a good solid wheel, well able to "stand the racket" for the beginner, or for specially hard country, the American Challenge is worthy a trial.

THE AMERICAN SAFETY.—This wheel, which has been on the market for two years is too well known to need detailed notice. It is built on graceful lines and of good material. Price, \$74 to \$92.

THE AMERICAN LIGHT SAFETY.—This wheel is made on the same line as the Safety, but is of the very highest grade, having the Light Champion hub and cranks, true tangent spokes and semi-hollow rim. The backbone and forks are made of highest grade imported weldless steel tubing and has balls all over. Price, \$115 to \$135.

THE AMERICAN RAMBLER.—This is a new wheel, just on the market, and was fully described and illustrated in THE WHEEL of January 27. The machine is of the rear-driving type, of the highest class and built on pleasing lines. Price \$120 to \$140, according to finish. Riders who fancy a rear-driving safety should by all means examine the Rambler.

THE AMERICAN IDEAL BICYCLE.—This wheel, designed for boys and youths, sizes 30 to 50 inches, has been on the market seven seasons, and is this year much improved. The forks and backbone are of a tough quality of iron; the rims are of semi-hollow shaped steel, the hubs are of gun metal, the axles are of fine forged steel. The tires are of fine Para rubber, the spokes butt-ended and

## THE NEW MAIL, 1888.

We read in a Philadelphia paper a note that the Royal Mail people had stopped manufacturing cycles. This statement may be misread, and that machine and the New Mail be confounded; such is not the case, however. The English house may have stopped business, but Messrs. Wm. Read & Sons, the manufacturers of the New Mail, are far from getting out of the market. They are *in* with their superb machine and are going to stay. We thus desire to correct any misconception that might have arisen from the publishing of that item in the Philadelphia paper. We went down to Messrs. Wm. Read's the other day and saw Mr. Atwell. "We desire to state," said that gentleman, "that all the strong points of last year's machine have been retained; they are the ball head, the Perfection back-bone and fork sides.

The Trigwell ball head, which we exclusively use, is peculiar in that the balls are retained permanently in the cap, so that when this is removed, the balls are not falling all over the ground, or the forks be reversed in order to remove them. The bottom bearing is on the same principle; this is a strong feature in this patent ball head.

The back-bone and forks are of the famed Warwick pattern. The thickness of the backbone at the head is fourteen gauge, and at the lower fork it is nineteen gauge. Thus the strength is where it is wanted (i. e.), at the head. This is the spot where most breakages occur, and where extra strength is required.

The rim is also Warwick's latest patent, with the thickened bottom or inside surface. This gives strength where it is needed most. The spokes and rims are fitted with spoke nuts, which have the hexagon end outside the rim; this is to enable the rider to tighten the spoke when necessary, without taking off the tire. This is a grand, good point, and should be appreciated by riders. The spoke will be of the continuous tangent form, same as last year.

The handle-bar is detachable by the same method as last year.

This year's machine will be fitted with a new sleeveless pedal with square rubbers. This form gives just as much strength as last year's pattern, but lightens them to the tune of one pound to the pair. The leg guard is of a neat semi-hollow form. The bearings are of the Eolns patent, in the making of which particular care is taken. The balls are every one gauged down to 312 1-2-1000; any ball varying from the size is at once discarded. Each ball passes through the hands of three expert measurers before going into the bearing. The rear wheel bearing is entirely new this year, and is made so that it will be impossible to put in the balls unless they are of the exact size according to gauge. The same great care is exercised on the rear wheel as on the front bearings. The spade handles are of a new pattern and are changed entirely. They are steel drop forging, made in the strongest way; there are no square edges to scrape the knuckles, and as light and strong as steel forgings can be made. All parts of the machine are of dropped forgings, and are made in this country, so that it can be said that the New Mail is an American Machine, pure and simple.

The tires are of best gray rubber, and are made specially for the New Mail by the Akron Rubber Company.

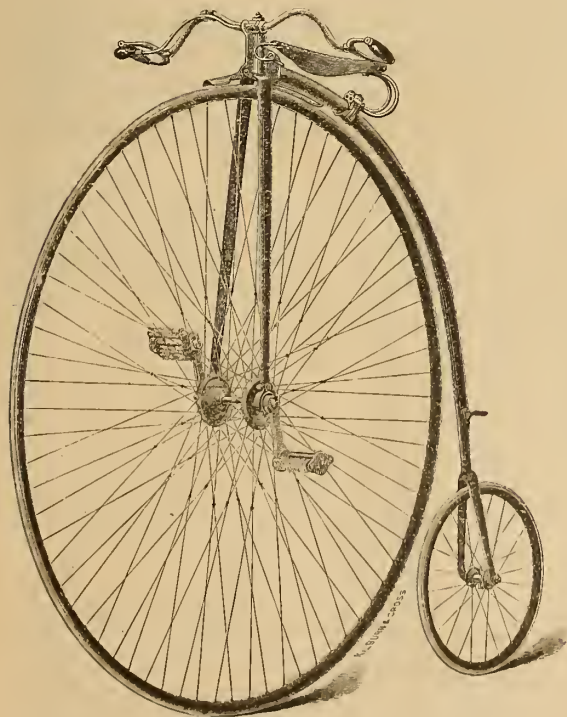
The step is the Harwood adjustable.

The saddle is the new Kilpatrick pattern, with the single curve front spring, instead of the spiral and a single curve on the back, instead of the one complete turn or circle.

The cranks are six-inch throw, adjustable to five inches.

The spokes cross three times, and are wound at the upper cross. They are nickled from hub to the upper cross. Rear wheel spokes are also nickeled part of the way.

The finish of the New Mail is the "standard," of best nickel and enamel. The machine is sold with saddle-bag, Billings & Spencer wrench, oil can and handle-bar spanner."—*Ex.*





the handle-bar detachable. Price, \$25 to \$60 depending on size and finish.

THE IDEAL TRICYCLE has been two seasons on the market. Has 30 to 34 inch drivers, and of a good quality, both as to material and manufacture. Price, \$40 to \$60, according to size and finish.

Among other wheels described and illustrated are: American Ideal Tandem and American Challenge Tandem.

The remainder of the catalogue, some 25 pages, is given to illustration and description of sundries. Among the sundries is a fine line of bells, lamps, bicycle stands and racks, wall brackets, bicycle steps, flagstaves, perfection heater, oil cans, whistles, pedals, wrenches, locks, lubricating and illuminating oil, tire cement, luggage carriers, the standard Brooks and Excelsior cyclometers, the Cobble Stone, Lillibridge, Wonder and Duryea saddles. A line of shoes, shirts, bicycle leggings, belts, hose and other articles of cycling wear completes the list.

### PATHS FOR WHEELMEN.

THE PROPOSED HOLYOKE-NORTHAMPTON CINDER PATH—WHAT HAS BEEN DONE IN THE SAME LINE AT BINGHAMTON, N. Y.—GOOD TIMES COMING FOR RIDERS OF THE WHEEL.

The Holyoke Wheelmen having decided that, with the assistance of Springfield and Northampton wheelmen a cinder path can and will be constructed between Holyoke and Northampton, it may be of interest to outline the scheme, which has been successfully operated at Binghamton, N. Y. The distance between Holyoke and Northampton is about ten miles, and the first two and a half miles are now so good that no path is needed. Beginning at the foot of the hill at the point known as the "Quarry" the path will be started. To begin with, permission must be obtained from the proper authorities, and the path will be located as near the fence as possible and away from the highway so that teams in passing shall not drive over the path and cut it up.

About three feet from the boundary fence was the distance aimed at by the constructors of the Binghamton path. The ground is first picked and dug up to the depth of about one foot, and all sods, stones, roots, etc., that would tend to crop up after a little wear are thrown out, then the path is raked smooth and rolled thoroughly with a heavy roller. Next come the cinders or, if cinders are not available, ashes make a good substitute; another rolling of these, and if possible after a rain, when the whole is moist, makes a most desirable path. There are places where deep gulches caused by small streams, are met with and in some cases it is more expedient to construct a rough trestle work and bridge these places than to fill them up. The way this is done is by bringing the trestle work up to the desired height making a good flooring, perfectly ridable and put a rail on each side sufficiently high for safety.

The Binghamton boys found many such places and constructed bridges a hundred feet or more in length. There will, probably, be not more than one or two places between Holyoke and Northampton that will have to be bridged, and those places are not very wide. Of course there are stretches of highway in every ten miles that are good enough without a path, and these places will be utilized. When a piece of bad road is reached, the path will be started and continued to the next stretch of good road. It will rarely occur that riders will meet in places where a three-foot path will be too narrow to enable them to pass, as there will be margins all along that are smooth enough for one rider or both to pick his way until they have passed. If a meeting should take place on one of the bridges, it would be a small matter for both to dismount; but this is not likely to occur often, as riders accustomed to the road will know where the bridges are and look out for them, and in not many cases will the bridge be in such a position that riders cannot see it from a distance. No bicyclist who has ridden from Holyoke to Northampton when the road was

at its best would grumble at being forced to dismount once or even thrice from the causes just mentioned, if he could have a good easy riding path the entire distance, and barring such possible and exceptional cases he would be able to easily ride the entire distance from Holyoke to Northampton without a dismount. This means a great deal to those who know the road as it now is. Of course the "Quarry hill" will be walked in coming to Holyoke from Northampton, it being so long and steep as to be impracticable at present to bring it to a comfortably ridable condition.

It cost the Binghamton Club four hundred and fifty dollars to grade eight miles of path and construct bridges; to this will be added the cost of covering with cinders or ashes. The actual miles of path to be constructed between Holyoke and Northampton will probably be six to seven. The subscription list was headed by a prominent Holyoke wheelman with \$100 and \$300 was added before the paper was taken to Northampton. From there it goes to Springfield and the required funds will soon be subscribed.

The scheme, of course, receives the same amount of adverse criticism that every new idea of a similar nature does, and among the wheelmen are many "doubting Thomases" who shake their heads and say that even if the path can be built for the money that its promoters say it can, there is still the cost of keeping it in repair. This can be answered by saying that if the path proves to be to the wheelmen the advantage that is claimed for it, they will not be slow to show their appreciation by keeping it in repair. There is no reason to suppose that there can be any considerable damage done to it which will cost a large sum to repair.

It is doubtful whether all the influence that has or can be brought to bear on city, county, or state legislative bodies in behalf of wheelmen, for the betterment of roads for their use, will have much effect, but if the united efforts of wheelmen can be directed to the establishment of a chain of side paths from one section to another where bad roads are found they will have something under their own control and far more ridable than the most sanguine may hope to see the carriage roads. It is a matter not concerning one, two or three towns alone, but the whole Connecticut valley and the country at large. The day when cyclists may ride to the White mountains or any other point of interest in New England and know that every mile is ridable, is not among those impossibilities which are now set down as wheelmen's fancies. But wait till the Holyoke and Northampton cinder path is a reality, as it will be before next fall, then judge as to its practicability.—A WHEELMAN, in *Springfield Union*.

HOLYOKE, February 22.

### AN OHIO FARMER ON ROADS.

I notice the President has sent in his Message to Congress, and what seems to bother him is how to get rid of all the money the government has on hand. He does not seem to have a remedy, and I suppose the reason is that he has always lived in cities where streets are paved, and had no reason to think that most of the roads in the country were almost impassable half the year. How near-sighted some people are, particularly some at the head of our government. I see they talk about reducing the revenue on tobacco and whiskey, so as to put a stop to this enormous income. I wish to say this is a grand mistake; and while I myself use tobacco, I wish it was \$10 per pound, and whiskey \$1,000 a smell. It would be much better for most people that get it.

Now, I will suggest my idea of how to get rid of this money. No doubt others can suggest a much better, but mine is this:

Take this money and pro rate it among every State and Territory, and every State pro rate it in every county, and every county to every road district, and let us build good roads, that people can travel on winter and summer, like other civilized countries, and keep it right along with our present revenues. They at present burden nobody, but our roads do. Are not the farmers entitled to

some of this idle money? Must the government, when it does spend a little, spend it all in the cities, buildings, etc? It is time the farmers asked for something, for, if they do not ask they will never get it, for the heads of our government do not think enough of you, only at the polls.—M. T. THOMPSON, E. ROCKFORD, OHIO, in *Farm and Garden*.

### K. K.'S AUTOGRAPHS AND PORTRAITS.

Postal cards from the just and the unjust, like the summer rain, have been showering down upon the University Building, Washington Square, ever since THE WHEEL of last week printed Karl Kron's announcement that he was once more on deck, and preparing to distribute 5,000 copies of a 130-page book, as a free advertisement of the mammoth "X. M. Miles on a Bi."

Besides the classified "newspaper notices" of this volume, and specimen of its main text and indexes, the pamphlet contains a variety of new material, including the prospectus of a proposed supplementary volume, "My Second Ten Thousand," and application forms for the enrollment of one thousand subscribers to the same. The form does not pledge the subscriber to buy the book, but only binds the publisher to give the signer a chance to buy it at two-thirds the regular price, in case such a book is ever issued. Apropos of this scheme, we reprint the following paragraphs:

As I intended hereafter to operate a type-writer and seldom use a pen, I shall attach no autographs to any second book I may publish. The idea has occurred to me, however, that a page of the original manuscript of "X. M. Miles" might be readily bound in at the end of "2 X M.", in case I ever issue such a volume, and in case the advance supporters of the same should request me so to do.

I also offer them another notion in regard to its make-up—being led to the offer by remembering certain requests that I "exchange photographs," or insert my portrait in "X. M. M." In explaining on p. 280 why I invariably refuse such requests (though very glad to receive the likeness of any of my correspondents who will thus favor me), I present as a reason my dislike of any personal notoriety. I object to having my appearance known to any save my private acquaintances. I decline to limit my liberty by giving strangers the power to identify me, since "to see me against my will is to rob me."

Nevertheless, I feel no objection to letting any one know how I looked as a boy, years ago; and in case any considerable curiosity exists among my copartners to see my face as it appeared in 1853, '55, '58, '62, '65, '67, and '69 ("bone-shaker days"), I may decide to gratify it by reproducing pictures of those dates in a single photogravure for "2 X. M."

Provided, therefore, that half my proposed roll of 1,000 patrons for that proposed book declare themselves as desirous of seeing what sort of a looking creature I was between the ages of six and twenty-three years, I shall apparently have a fair excuse for indulging in a custom which, as practiced by other men who write books, seems laughable for its vanity.

### UNIVERSAL CYCLING CLUB'S DANCE.

The evening of the 26th was an epoch in the history of the Universal Cycling Club, of Brooklyn, that being the date of their annual reception. The affair was held at "Rivers." The ladies were many and beautiful and appropriately costumed; the gentlemen were in full evening dress. At 9:30 Mr. Edward Drew sounded the bugle call that started the grand march. This was led by Mr. Philip Finn and lady.

The affair was an entire success, and much credit is due the committee in charge, which was composed of the following gentlemen: Floor Manager, Philip Finn; Assistant Floor Manager, Fred Miller; Floor Committee: F. W. Weaver, D. J. Hennessy, W. J. Finn, W. A. Stanton and C. A. Dunham. Reception Committee: H. L. Richardson, I. H. Ford, M. Harris, H. D. Rogers, Jr., and A. Isaacsen.

ALTA.



## KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

People of refined tastes who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes of 10s, 20s, 50s, and 100s.

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.



## PITTSBURG.

The best exhibition of expert bicycle riding ever given in Pittsburgh was witnessed Saturday last, at the riding school, by a select number of wheelmen, Mr. Jno. M. Stout, the champion Star trick rider, kindly consenting to favor us. Mr. Stout has been for a week past at an institution near the city, devoted to mutes, giving some of the inmates lessons in the art of bicyclic. Several of the scholars have already purchased wheels.

Banker expects to have an opening, a regular blooming spring one, about the middle of March, and if he can see a way clear to meet expenses will have Maltby and some lesser lights to help make the thing go. Much wonder has been excited here at the very poor riding done by Whittaker in the Philadelphia six-day race, and as our papers have not said anything of an accident to him we await information as to why he chased the "tail enders" all week.

The coming season promises to be a "safety" one with us and Stars, Rovers, &c. seem to be in great demand, with the Victor a strong "first" amongst the various makes. Messrs. Allerton, Glouinger, Myler, Neeb, Dawson, J. D. and Alex. Reynolds, well known riders, placed their orders last week with the Banker Bros., for that wheel—a pretty fair number for one week.

"Duquesne," in the *Bicycling World*, relative to the proposed change in League affairs, says: "Messrs. Bidwell and Murray will be glad to have their official honors as representatives taken from them. This is hardly to be wondered at, considering the time and money necessary to attend the meetings and the small results usually accomplished."

Mr. Murray is one of the best cycling workers we have hereabouts, and an earnest believer in the League, and has, I believe, attended a majority of official meetings since elected representative. Within a short time, by March 1, probably, we will have a store devoted solely to the sale of cycles and their accessories. This is a long felt want, and to us a unique idea, as heretofore hardware or toys have been associated with, and apparently necessary to, the life of a bicycle selling house. The store will be located on one of our principal streets, convenient to the business centres and most of the riders. The owners propose having everything a wheelman can have use for, and will try to secure the trade that now goes elsewhere.

The "Stag" theater party given a short time since by Mr. Pressley Coleman to several of his friends was delightful in its results: first, in the pleasure enjoyed by the gentlemen through the kindness of Mr. C., and, secondly, the announcement by this gentleman that he would become a member of the "Keystones." The "lastly," my readers, will occur during the next riding season when he is along on club runs.

I notice in a Philadelphia paper that statement that our new road-book will be the best of its kind yet issued and will be sold to members at fifty cents and to "outsiders," at the nominal price of three dollars. Now there is an argument in favor of belonging to the League and one that ought to bring in lots of members to the division, as for just half the price of the book, one can become a League member and also have a very complete guide to Pennsylvania roads and through routes.

KEYSTONE.

## A CORRECTION.

The writer of your special notes from the Stanley Show is in error in thinking the Facile patent specially light wheel has "an extra rim, fixed inside the ordinary one, and made flat for that purpose." What he took for a secondary rim is a flat rib forming the base of the rim proper, which is not at all an "ordinary one," but is hollow and flat-topped, the whole formed in a single piece. The rim has not a hole in it, the holes for attaching spokes being in the rib and outside the hollow part; the spokes have no threads. Hence neither spoke nor rim is weakened, as is the case with all other forms of wheel; the wheel unites stiffness and grace with the utmost lightness possible until we get aluminum into cycles, which will perhaps be when our grandsons ride.

I saw this wheel a year ago, and noted the effect on it of a season's trial use. It has not been rushed into market to meet the craving for "novelty," and will not be for general sale until it is deemed safely beyond the stage of experiment; for the track, it is all right now, but whether it will be offered for the road this year I am not yet able to say. Whenever it does appear over here, it will be something of a surprise to the good people—if they still live—who firmly believe that

a Facile bicycle or anything at all related to it must necessarily be a sort of cross between a wheelbarrow and a cast-iron plough of the year 1800.

JULIUS WILCOX.

NEW YORK, Feb. 25, 1888.

## WHY THE LADIES RIDE.

Dear friend, do you ride the wheel? If not, why not? Is it for fear of what Mrs. Grundy will say? Do not fear her criticism. The sport is not young and the pioneers have conquered and subdued the old lady till now she commends the wheel. The writer of this was a pioneer and commenced to ride when the sight of a lady on a wheel was a seven-days wonder to the inhabitants of her native city. Now many ride and the novelty has gone out of the sport and many of the annoyances we were subjected to are not encountered by the riders of to-day.

Presuming that I am speaking to an audience of non-riders I want to tell them that I get upon my wheel for an afternoon's ride and cover easily twenty or twenty-five miles. It is not saying too much to aver that none of you could follow me in a carriage and come home with so little fatigue. Think of what runs one can take into the country. You say, all this can be done in a carriage. Not so. She who rides behind a horse knows nothing of the exhilaration of riding a wheel. The horse walks every hill and the lone rider drops the reins listlessly and leans back against the cushion thoroughly bored. Not so the tricycle rider. Her mind is kept actively though restfully employed. She is interested in every foot of the road. The hills present so many obstacles to be overcome with the sure reward of a gay coast down the other side. She is all aglow. Be she alone or be she with company the excitement is kept up to the end of the ride and she finishes in ecstasy.

Is it hard work? I hear some one say. Not nearly so hard as walking. I think some one has computed that a tricycle rider can ride five miles with the same amount of exertion required to walk one. From my own experience I will say that I would rather ride thirty-five miles on a tricycle than walk three miles, and I think I should be less fatigued at the end of the ride than after the walk.

It is hard work at first. One can hardly expect to employ the muscles in an entirely new manner without hearing complaint from them, nor should we hope to escape the awkwardness and wasted energy of the novice. The art of riding has to be learned, and as the first steps are not altogether easy to some would-be riders I have known many cases of discouragement. Let a lady once get beyond the novitiate and she is secure. I know of no single case where she has not become an enthusiast.

I cannot begin to tell what the wheel has done for me. In the riding season I am a new woman. The nervous headaches that claimed me for a victim in days gone by are almost unknown, and when I do have premonitions of their appearance, a ride will save me from the affliction.

My friend Maud has a brain too large for her body and she fell a prey to the inevitable, under this condition of things, nervous prostration. She was studying at the High School, but soon books had to be abandoned, school-life given up and all her ambitious hopes laid aside. Her condition was pitiable indeed. She sat at home with folded hands brooding over her trouble. She was unable to walk a quarter of a mile. Her physician, sensible man that he was, said, "Get a tricycle and ride." Her father purchased a wheel and she became a rider. Her rides were short at first, but they were soon extended to two, three, five, ay, and ten miles. What a happy girl she was then. How she brightened up under the exhilaration of riding, and what gratifying progress she made towards the recovery of her health. She could ride ten miles and yet a walk of one mile would prostrate her. It was not long before the tricycle brought her to health and strength. That was three years ago, and Maud has now recovered. She still rides and blesses the wheel for what it has done and what it is doing for her even now. This is no fancy sketch, ladies, nor is it the only one that I could give you from real life.

Walking is laborious and without exhilaration. Horseback riding is exhausting and must be taken in limited quantity. Rowing is a splendid exercise but it is terribly monotonous. Tricycling is far and away the very best form of outdoor exercise for ladies. You will say that it is to be expected that I will vote in favor of my chosen sport, but pray do not think me blindly subservient to it. I have been a rower, a skater, a pupil under Dio Lewis, and always a great walker.

Being somewhat closely connected with cycling through my friends and associates as well as a practical cyclist, I have spent no little time in investigating athletics. I have talked with members of the medical fraternity and have made it a special point to consult cyclers who have been proficient in other sports; and I am convinced that I have chosen the very best form of exercise to give me pleasure as well as to make me strong and healthy.

Oh, how I wish I could make the ladies see what they are neglecting! How I wish I could put upon paper one-tenth part of what I feel on this subject! How happy I should be, if I could be the instrument to put all the feminine world awheel. I number my converts and pupils by the score and I have yet to find one that is not an enthusiast.

The limits of this article will not allow me to talk about "How to ride," "How to dress," nor "What machine to ride," but advice in all these directions can always be found if this article awakes sufficient interest in the subject to lead to further investigation. I commend the tricycle to every woman in America. Friend, would you be a rider? Go to some wheelman and take advice. That you will like the sport and that it will benefit you mentally and physically is the belief of

DAISIE,

—In Manhattan Club's Programme.

## "IT'S AN ILL WIND THAT BLOWS NOBODY GOOD."

THE COLORED JANITOR OF THE HILLENDALE CYCLING CLUB OVERHEARS THIS QUOTATION AND IS TROUBLED.

"Hit's er ill win wot do'an blo' sumbody no good," mused Uncle Eph as he closed the door behind the President and Captain of the Hillendale Cycling Club, as those two worthies took their departure from the handsome edifice occupied by that organization as a club house.

Uncle Eph, as he is familiarly known to the members, had been janitor of Hillendale Club for nearly two years—ever since the organization has occupied its present elegant quarters. Like the majority of negroes of the ante-bellum type, Eph does not know his exact age, but from his woolly head, and the scant, stubby growth which ornaments his chin—both of which are plentifully streaked with white—and his general aged appearance, it is evident, as he says, that he must be "nigh onto seventy years." He is a good, honest old soul, ever ready to make himself useful and by his quaint and obliging disposition had made himself quite a favorite with the frequenters of the club house. With his slender salary and the revenue derived from the cleaning of the members' wheels and other little outside jobs, Eph and his aged spouse, Matilda, contrived to pass a reasonably comfortable existence in the two rear rooms of the club house which had been set apart, free of rent, for their exclusive use.

The religiously clean and orderly condition of the apartments bore ample testimony that the old couple were faithful to the trust imposed upon them, and no one ever had the heart to condemn Uncle Eph for his one strong habit of never missing an opportunity to inquire if you hab'nt got some ole close or shoes 'round at yer house, dat you kin giv' dis yere ole nigger.

As Eph went about the task of putting things to rights and turning out the lights after the club officials' departure, his decidedly ungrammatical construction of the old proverb, "it's an ill wind that blows nobody good," was repeated at frequent intervals, each time supplemented by a dubious shake of the head and a low but audible mumbling. It was evident that there was trouble on the old man's mind. The work finished, he shuffles off to his room and taking an immense bite off his navy plug, settles himself for a chat with his dusky betterhalf. "Tildy, wot kin 'ob er win' am er ill win'?"

"Er ill win'? Lor' bless my sole! I doan' kno'. Wot fer you axes sich er questshun'?"

"Well, I jest heerd de President tell de udder young gem'man wot's wid him, dat h't am er ill win' dat doan' blo' sumbody no good, an' I jist warz er calc'latin' wot he mean."

"Er ill win' wot doan' blo' nobody sum good! I mused Tildy reflectively, "I doan' kno', Ephriham, wot dat mean. Doan' you bodder yere ole head 'bout h't; h't doan' hab no consarn to you, nohow."

"Dat's whar you'se mistookin'; Tildy, w'en de President he say 'bout de ill win', he look up an' he see me stan'in' 'spectful like by de do', he look



kind 'er pert like squar' at me. I tells you, Tildy, I be boddered an' like ter kno' pow'ful strong jist w'ot an ill win' be," and old Eph's brow knitted as he spat on the hearth and wiped his big, thick lips with his coat sleeve.

"Didn' de Presudent say nuthin' else dan 'bout de ill win'?" inquired Tildy, beginning to exhibit a bit of interest.

"Yes, 'deed. The Presudent he wuz a talkin' a plenty, but I didn' heere all ob h'it. He wuz a movin' nis han's dis 'er way, an a talkin' fas' like. He say to de gem'man w'ot wuz wit him, 'I tells you w'ot h'it am, de boys dey made er mistook in a rentin' dis hy'ar sixty doll'r buildin'; dey doan' cum hy'ar much noways, an' de ole twenty doll'r place w'u'd hab dun ebery bit az well, an' now seein' az how 'leben ob de boys done resine beside de las' tew munths, we hab got ter raise de dews ter meet 'xpenses, an' then thar'll hab sum rite smart ob kickin' an' sum more's boun' tu resine shur'ar, an' ef dey du, den p'haps thar 'll hab trouble 'bout de lease w'ot doan' suspire fur fo'teen munths.' An den de Presudent he brung his fis' down on de table, an' say, kinder 'cited like, 'No, sah! h'it am all rite tu hab er big club hous' an' all dat, an make er big sho', but h'it doan' pay in de long run, you kin jin' bet. You hez got ter go dam slow 'bout puttin' on airs, w'en you habn't nuthin' su'stanshul tu back you, fur you is gwine ter get lef' in de en'.' Den de Presudent he stop er minnit an' look like he wuz a tinkin', den ob er sudden he say, kinder sof' like, 'but h'it's er ill win' w'ot doan' nobody no good, I reckon, fur eben ef tings duz look blu' fur de club,' an' jist den he looks up and see'd me stan'in' by de do', so he stop quick an' ax me w'ot I hab. Yes, Tildy, I iz pow'ful boddered, I kin jist tell you, an' I'm a gwine fur ter fin' out w'ot be er ill win', w'en I saw dat wood fur dose white folks termorrer." And then, with his head shaking dubiously, old Eph, who, while speaking, had been gazing intently at the hearth for several minutes, looked up to find his faithful helpmeet dozing quietly in the chair.

B.

#### A NEW MOTOR FOR CYCLES.

A few evenings back in the company of the inventor, I enjoyed the novelty of an hour's tricycle ride up hill and down dale with legs always up. The machine was completely under control, and we tried three of the *spee'ds*; the fourth or 2 kilometers an hour cogs were not put into use, but this we are to try when out of reach of cabs and horses and when the tricycle itself has received some improvements. The carriage in present use is a kind of elevated sociable tricycle with a back steering wheel, a primitive type in fact. The motor is a tank containing 10 to 1 litres of mineral oil, which supports the cylinder and other parts; by a new process this oil is decarbonized and the gas is conducted to the cylinder, and the necessary explosion decided by electricity, for which a small battery is easily concealed under the seat. The cooling of the cylinder is effected by a rapidly revolving fan. The rotary motion communicated to a set of 4 pairs of cogs which are easily thrown in and out of play, decide the rapidity of the carriage. An endless chain connects the driving power and axle.

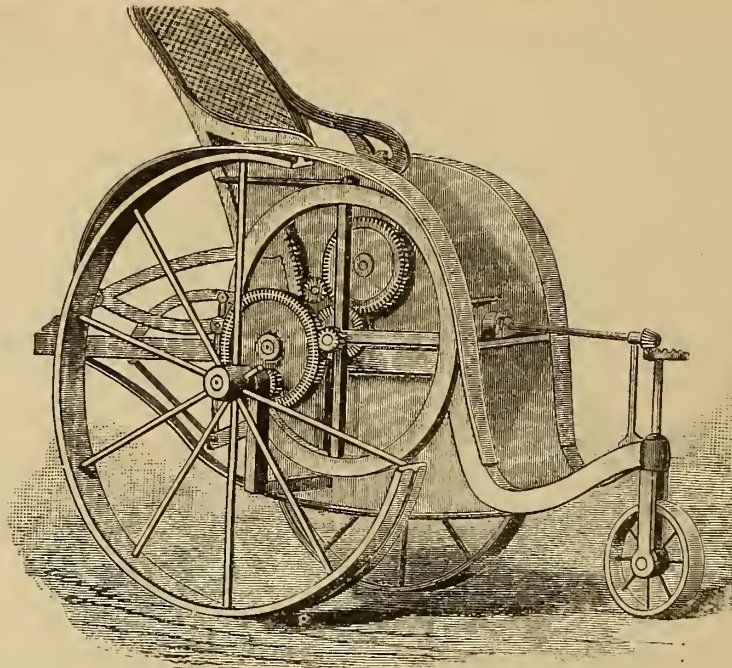
The inventor seems very sanguine, but there are many difficulties to encounter—rough and smooth roads, ascents, descents, and irregularities of all sorts.

The first use made of this new motor was to drive a small boat and this it did with great ease, but the requirements of the road are many and complicated.

The invention is patented in every country in the world where patents are procurable, and Mr. Turner, of Brussels, is intrusted with the sale of the English and American patents.—*Wheeling*.

It may be interesting for our readers to know that Messrs. Stoddard, Lovering & Co. were the first importers of English wheels in this country; and the English Challenge wheels, which were once sold by the Pope Mfg. Co., came through their hands, as have most of the English machines during the last ten years, although their name has never appeared in the transactions. They still control the agency of the Rudge in a wholesale way, as Mr. H. M. Saben will continue the distributive part of the business through his numerous agents. Mr. H. D. Corey still retains his interest in the Rudge business, and divides his time between the Rudge and Columbia headquarters.

The Elizabeth Athletic Club now has a cycling committee, and special accommodations will be furnished wheeling members.



#### AN IMPROVED TRICYCLE.

A tricycle which is designed to be easily and conveniently propelled at a high rate of speed, without much exertion on the part of the operator, is shown in the accompanying illustration, and has been patented by Mr. Hermanus T. Frie. It consists of a rocking chair located on a suitable frame and operating at its free end on a segmental gear wheel, connected by a train of gear wheels with the axle of a driving wheel. Of the two main driving wheels, one is loosely mounted on a spindle from the frame, and the other is secured on a shaft rotating in bearings on the frame, the inner end of this shaft carrying a gear wheel which meshes into the internal gear of a wheel that is externally geared to mesh into a pinion loosely mounted on the shaft of a fly wheel. This loosely mounted pinion is connected with a clutch held on the end of an arm pivotally connected with one of the spokes of the fly-wheel. A segmental gear wheel fulcrumed on the main frame has on its upper end an offset, on which rests a pin projecting from the upper arm of the rocking chair, the runners of which have in their bottom edges each a V-shaped groove, to fit on the V-shaped top edge of a longitudinal bar secured to the main frame. To prevent the runners of the rocking chair from jumping the longitudinal bars, rollers are provided connected with each other on each side by rods, the rollers traveling on the lowest or contact points of the runners of the rocking chair. The lower end of the segmental gear wheel is pivotally connected by a link with the rear end of a foot lever, carrying at its front end a foot-piece operated on by the foot of the operator seated in the rocking chair. The train of gear wheels and connected parts are preferably covered by a hood, and the steering wheel in front is operated by a shaft leading to a small foot wheel within convenient reach of the operator. The downward motion of rocking, through the segmental gear, wheel and connected parts, operates the fly-wheel which motion is thence transmitted through the internal gear-wheel to the main driving-wheel. With the upward motion, the segmental gear-wheel is carried to its former position by a coil spring, that had been compressed by the downward movement, but this upward motion of the segmental gear-wheel does not affect the motion of the fly-wheel, as the pawl and ratchet connection is such as to transmit motion only in one direction. If the operator desires, he can, by pressing on the foot-piece, assist the segmental gear in its downward movement, thereby increasing the power transmitted to the main driving-wheel. A pawl is arranged to prevent the fly-wheel from running in a wrong direction, and a brake is provided with a handle within convenient reach. A modified construction is provided for in a velocipede for carrying freight, in order to give increased power applied at a slow rate of speed. For further particulars address Mr. P. A. Frie, Curacao, Dutch West Indies.

The Road Improvement crusade in this State sleepeth. Why do not the manufacturers push the matter? The farmers are in favor of a better system. Governor Hill has announced that prison labor should be used to put the roads in the best possible condition and the public press, notably the *New York World*, is ready to advocate any measure that will bring better roads. The Legislative plan of attack is ready but the sinews of war are lacking.

The Meriden Wheel Club, of Meriden, Conn., held a promenade concert ball and supper on Wednesday, February 8th. From the *Meriden Daily Republican*, which devotes over two columns to the affair, we learn that all the best people of the town were present; the costumes magnificent, the gentlemen brave, and the ladies fair. From eight till ten carriages dashed up to the Opera House and deposited their "precious freight." All was fineness, richness, light and beauty, and the Meriden Wheel Club is to be congratulated on the kindly interest its townspeople take in its affairs, and the able manner in which they entertained their guests. The Reception Committee were: Messrs. D. N. Williams, G. B. Buxton, L. Casper and M. E. Miller. Governor Lounsbury honored the affair with his presence. The Governor, escorting Mrs. William Collins, wife of the President of the club, led the processional entrance on to the ball room floor; in this fifty couple participated. Mr. L. A. Miller acted as floor manager, and assisted by C. W. King, F. A. Stevens, F. E. Bemis, A. E. Breckenridge, G. B. Stevens, William Collins, S. Tredennick, W. C. Comstock.

The Meriden Club rather scored a "beat" in having Governor Lounsbury at their reception.

The Legislature has appropriated \$1,300,000 to repave Brooklyn's streets. Now, Mr. Park Commissioner Luscomb!

#### WHEEL NEWS STANDS.

THE WHEEL may be found on any of the following New York City stands:

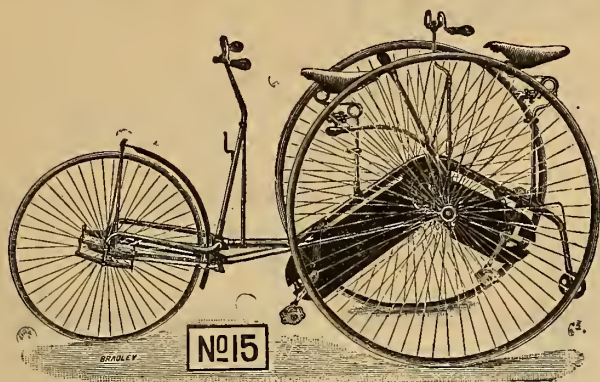
23 Park Row.  
Astor House, Broadway side.  
St. Paul's, Vesey and Broadway.  
Cor. Fulton and Nassau.  
Dey street and Broadway, W. U. Tel. Building.  
Fulton and South streets.  
Wall street Ferry House.  
Wall street and Nassau, Treasury Building.  
71 Broadway Arcade.  
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Barclay " " "  
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Chambers " " "  
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Chas. Schwalbach, Prospect Park Plaza, Bklyn.

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ARE THE MOST  
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# We are Sole Agents for New York for New Rapid and Quadrant Cycles



They surpass ALL for STRENGTH, SPEED, MATERIAL and FINISH.

Best Hill Climbers of the Age! All Parts warranted Interchangeable.

We also have constantly on hand a fine assortment of Second-Hand machines, many fully equal to new, which we have taken in part payment. NEW RAPIDS and other mounts which we are selling at very reasonable prices. List of Bargains mailed free on Application.

**WHEELS BOUGHT, SOLD AND EXCHANGED.**

**NEW YORK BICYCLE CO., No. 8 Warren St., N. Y.**

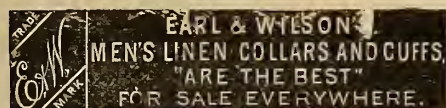
John Berry, late foreman of "Singers" has taken full charge of Charles Schwalbach's repair department.

The Victor Junior is now on show at Spalding & Bros.

The attention of our readers is called to Messrs. Holmes & Co.'s catalogue of cycle outfittings, printed elsewhere in the paper.

Next week we shall give a cut and sketch of the latest rear-driving safety, the Facile Swallow.

A big tricycle tournament is talked of under the auspices of the New Jersey Athletic Club at Bergen Point.



**LOOK AROUND BEFORE BUYING.**

**SEE OUR LISTS.**

**HART CYCLE CO.,**

No. 811 Arch St., Philadelphia, Pa.

**SIEGRIST BROS.,**

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**The Champion Bicycle Shoe.**



OUR SPECIALTIES:

Running, Walking, Tennis, Foot Ball and our Light Weight Base Ball Shoe.



These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

**SIEGRIST BROS.,**

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NEW YORK CITY.

**FOR SALE, EXCHANGE, WANTS.**

**FOR SALE**—50-inch Expert Columbia, fine condition price \$75; also, a large printing outfit for a 50 Cyclometer, a timer or stop watch. M. R. Holcomb, Plantsville, Conn.

**WANTED**—Every person troubled with Corns or Bunions to try a box of Prof. Dorrance's Corn and Bunion cure. Something new. Never known to fail. Sent to any address on receipt of price, 25 cents. Prof. Dorrance, P. O. Box 182, Bay City, Mich.

**FOR SALE**—Over 250 second-hand and shop-worn Bicycles, at bargain prices. Send stamp for list, and mention this paper. A. W. Gump & Co., Dayton, Ohio.

**DON'T BUY A BICYCLE** until you have sent stamp to A. W. Gump & Co., Dayton, Ohio, for list of over 250 second-hand and shop-worn Bicycles. Mention this paper. Second-hand Guns and Bicycles taken in exchange.

**FOR SALE**—Marlboro Club Tandem \$125.00: 5x7 Photo Outfit (cost \$80), \$60.00. Send stamp for particulars. H. R. Bryan, Hudson, N.Y.

**FOR SALE CHEAP**—A Microscope Attachment for Magic Lantern, with two objectives, high and low power. New and perfect. Can be attached to any lantern. C. E. Woodman, 415 West 59th street.

**FOR SALE**—A full nickeled, 54 Columbia Expert: ball bearings both wheels, cow horn handles. Tire nearly perfect. Adjustable and interchangeable; cost \$145. Price \$75. Address C. W. BRONSON, Cherry Valley, Box 12, Otsego Co., N. Y.

**FOR SALE**—At a sacrifice. Stock of the New Jersey Cycling and Athletic Association. Arrangements for this year will greatly increase value of stock. Ownership of stock gives privileges of trade and admits to all games given by the Association. Address Box Q, Westfield, N. J.

**DIG BARGAIN**—A Ladies Tricycle for sale. Weight only 37 pounds; good condition. For particulars address W. N., P. O. Box 444, New York

**56-INCH Rudge-Humber Tandem** in perfect order, new last spring, will sell cheap, or exchange for bicycle and cash or two bicycles. W. C. Boak, Le Roy, N. Y.

**BARGAIN**—For sale \$150—A genuine Humber Convertible Tandem; has been ridden very little and is in first class condition; extra back-bone. Machine may be seen at Long Island Wheelmen's Club House. Arthur W. Perego, 128 Fulton St., New York.

**HINTS to Prospective Cycling Tourists in England and Wales?** particulars they most want to know; from start to finish. Price 25 cents. Stamson, Stamford, Conn.

**BARGAINS IN BIKES AND TRIKES**—Fine lot new and slightly used wheels. Standard Makes. Only machines sold that can be guaranteed! All sizes at prices suitable for excellent wheels. Buyers can save from \$50.00 to \$70.00 by purchasing of us. Call or send for Bargain List! New York Bicycle Co., No. 38 Park Place, New York.

**CARE AND REPAIR**—useful hints to wheel owners, 10c. by mail, of Stamson, Stamford, Ct.

Another bargain, same as advertised above, same description, same price.

CHAS. SCHWALBACH,  
Prospect Park Plaza,  
Brooklyn.

**WANTED**—A Rudge Bicycleette, for which I will exchange even, a top buggy built to order by Gimsby, of Newark, for \$375. Buggy has pole and shafts. J. WYMAN, 83 St. Marks Ave., Brooklyn, N. Y.

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WITH THE CO-OPERATION of the public, that has made our goods such a tremendous success from Maine to California, we are going to do a business this season that will beat all competitors.

THE BEST WAY TO TELL OUR STORY is the plainest, so here goes: We make better goods than we ever did—better it could not be in reliability—better they are in every other way.

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**We Can Do It! We Will Do It!**

Of Course Unbelievers cannot realize how it can be done, but every one who has risked \$3 has invariably remained our customers.

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**NEXT:** we make goods only to order, and by our scientific measurement blanks can fit you as well 1,000 miles away as we can at our store. We send our goods to customers both by mail and express, at buyer's option.

**NEXT:** by sending six cents in stamps you will receive by return mail a package of twenty samples of cloth for Pants, Suits, and Overcoats, and if you mention this paper, a 60-inch Tape Measure Free. Full set of measurement blanks. Try this and convince yourself.

**REFERENCES**—National Express Co., New York City, with whom we do an enormous business.

Send for samples and Call at our Store! Act now, and begin to save One-Half the cost of your clothing for the balance of your life. Call or address,

**N. Y. STANDARD PANTS CO., LIMITED,**

66 UNIVERSITY PLACE, near Union Square,

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NEW MAIL

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

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

WEBB'S  
**ALCOHOL**  
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SPIRITS OF TURPENTINE, ROSIN, ETC.  
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ASK FOR THE



PERFUMES AND TAKE NO OTHER.  
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## THE NEW LEVER STAR CHAIN.

This chain can be readily attached to Star Wheels as a substitute for the leather strap.

IT CANNOT BREAK NOR STRETCH.

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The lightest and strongest Road Bicycle Shoe made; average weight 10 to 12 oz.

Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a pair.

All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroo.

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DEAR SIR—The shoes which you made me are very satisfactory and are without doubt the best I have ever seen or used.  
Yours very truly,  
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(See L. A. W. Bulletin, Feb. 24.)

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PRICE - - - \$7.50

In Bicycles, Tricycles and Sundries we can also please you with style, quality, price and terms. Correspondence solicited. M. A. WOODBURY, 43 and 45 Mechanic Street, Bradford, Pa.

## EASY PAYMENTS.

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on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.



EUREKA HOME TRAINER and Bicycle Stand, adjustable, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

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Leagie Color, Grey Mixed, Black, Navy, or any  
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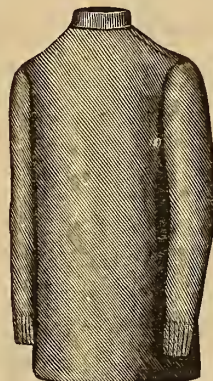
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We embroider letters on front  
of this for twenty-five cents each  
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FULL PANTS.



Are knit with a selvedge edge, in two  
separate parts from the waist to the feet,  
and formed while being knit to fit the  
limbs, so the strain upon the garment is  
equally divided on every part of the body.  
The seam, being a selvedged edge, is small  
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FRONT, SAME AS PANTALOONS, WITHOUT  
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We understand, first of all, these garments must be  
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Made same as full tights, to three inches  
below the knee.

Racing Wheelmen tell us it is a loss of  
fifteen seconds in a mile to have some  
slight irritation from a non-elastic pair of  
cloth pants.

RACING  
TIGHTS.



LADIES'  
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A NEW THING.

These pants are close-fitting, come three  
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and the most comfortable garment a lady  
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LADIES' UNION UNDERGARMENT.

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Would like to have every Wheelman and Sportsman  
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FOOT BALL.



RIBBED  
FULL-FASHIONED  
STOCKINGS.

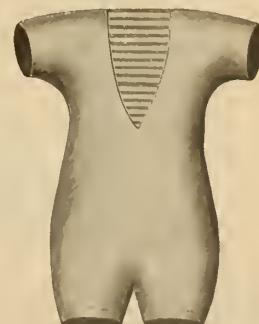
We believe there is none bet-  
ter.

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part of the cuntry.

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Each garment bears our Trade Mark, and are endorsed by the best manufacturers of Bicycles and by Professional Gymnasts. In ordering these goods  
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have always been acknowledged by *old riders and those who know about wheels* to be perfection in make, material, strength, and running qualities. Hence there have been practically no changes in the 1888 pattern. It is impossible to loosen the new compressed tires. Reduced in price to \$125 for a 50-in.

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have become the most popular of the *cripper* type. The spring forks make the vibration imperceptible, and good sized obstacles occasion scarcely a jar. The rider and the machine are thus saved, making the VICTOR *the easiest running and most durable tricycle*. Price \$160.

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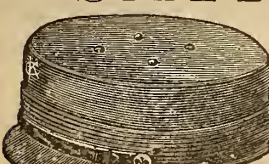
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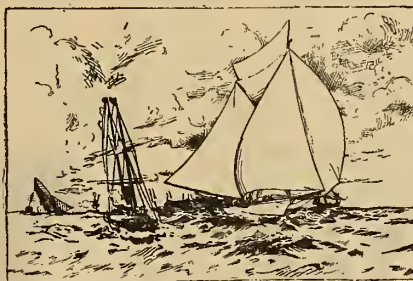
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