

# The Wheel

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

VOL. I.—No 10.]

NEW YORK, MAY 4, 1888.

[WHOLE NUMBER, 10.]

**IMPORTANT TO EVERY AMERICAN RIDER AND DEALER.**

## NOTICE.

79 FRANKLIN STREET, BOSTON,  
February 15, 1887.

GENTLEMEN:—We are advised that the machines known as “American Champion” Bicycles infringe certain letters-patent of ours, and as they are both made and sold without license from us, we have commenced suits against the makers.

We beg to notify you that the sale or use of said Bicycles by any other party is ALSO infringement, and that we shall take such legal proceedings as we may be advised by our counsel to take for the protection of our rights and the suppression of infringements, wherever such infringements occur.

Yours truly,

THE POPE MFG. CO.

This circular was issued for the purpose of intimidating riders from buying our machines, and agents from selling them.

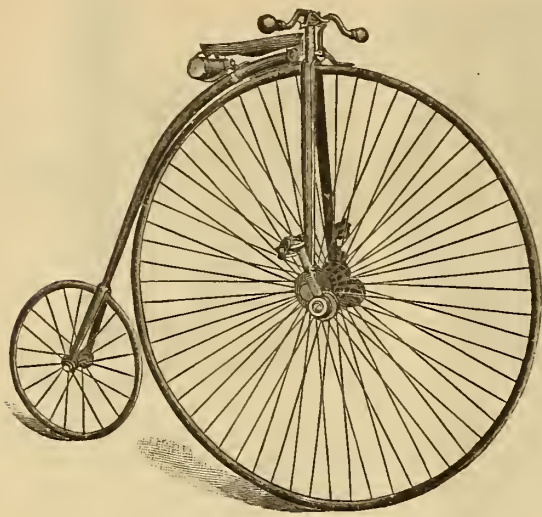
We now beg to inform riders and dealers that there is no DANGER, as Judges Gresham and Blodgett, of the United States Circuit Court for the Northern District of Illinois, on April 30, 1888, decreed that NONE of the goods manufactured by us infringed ANY of their patents. We might further say that none of our patents have yet been proved invalid.

Now that the horizon is clear so far as we are concerned, we shall be happy to furnish our entire line at short notice, as we are working overtime and can do so. Our handsomely illustrated 64-page catalogue mailed on application.

Respectfully submitted,

# GORMULLY & JEFFERY MFG. CO.

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# THE SPRINGFIELD ROADSTER

— FOR 1888. —

YOST &amp; McCUNE PATENTS.

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No. 2 cut shows the \$100 ball-bearing Wheel, with spade handles, cow-horn shaped handle-bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

CATALOGUE FREE.

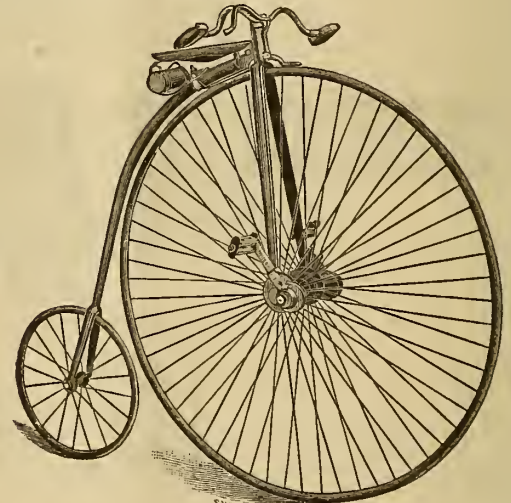
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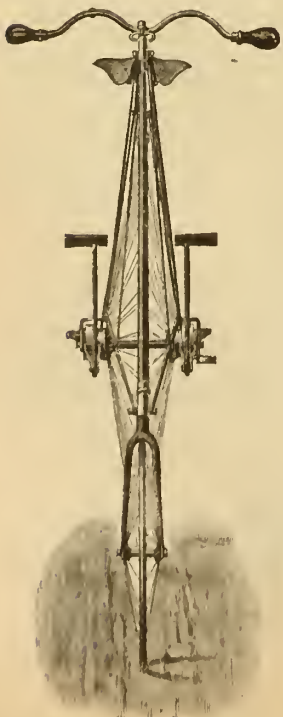
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 warranted a first-class tool in every respect.  
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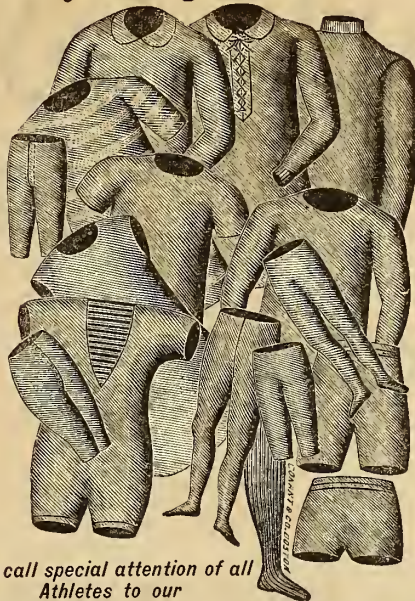
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Visiting wheelmen cordially invited to make  
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We call special attention of all  
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 League Color, Grey Mixed Black, Navy or any Color,  
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Every Wheelman and Sportsman will give our JER-  
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 goods are PATENTED, and all infringements will be prose-  
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### FULL PANTS AND KNEE PANTS,

Buttoned in Front, same as Pantaloon, without  
 Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW,  
 and invite all to examine them.

### Knee Tights, Full Tights, Trunks and Leotards.

We understand, first of all, these garments must be  
 elastic, so they will not bind or impede the free use of the  
 limbs, and to stand the strain brought upon them. This  
 can only be accomplished in Ribbed Goods. For this  
 reason we make all of our best goods with a FINE RIB,  
 ELASTIC AND STRONG, and from worsted made by the best  
 manufacturers in the country, of fine combed wool of a  
 long, elastic staple, which gives it Elasticity and  
 Strength.

We make all of the above goods in three different  
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### Ladies' Jersey-Fitting Tricycle Pants. A New Thing.

These pants are close-fitting, come three inches below  
 the knee, are very elastic, and the most comfortable gar-  
 ment a lady ever wore. Made in Cream-Colored Cotton,  
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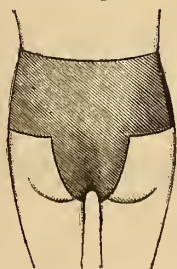
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 is the best and most satis-  
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**Bicycles, Tricycles,**

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**FINISH.**—"1" Full nickeled. "2" All nickeled  
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 with polished parts. "6" Half bright and enameled or  
 painted.

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition
246	52	Columbia Expert,	137.50	90.00	4	1	2
248	50	Ideal (Special),	80.00	55.00	5	4	2
258	48	Spl. Star,	129.00	95.00	4	Ball	2
263	55	Rudge Lt. Rdstr.,	138.75	75.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	90.00	3	1	3
266	55	Sp'dg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	95.00	4	Ball	1
270	56	Racer,	140.00	39.00	4	1	2
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	1
277	52	Spec'l. Club,	160.00	110.00	1	1	1
283	51	Spcl. Star,	130.00	85.00	4	Ball	1
285	51	Spcl. Star,	120.00	75.00	4	Ball	4
286	44	Spcl. Facile	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	79.00	4	1	2
290	52	Victor Roadster,	132.50	87.00	4	1	2
298	39	Otto,	70.00	25.00	5	4	2
301		Quadrant trike No. 8,	185.00	160.00	4	1	1
303	42	Otto Special,	40.00	20.00	5	4	1
304	51	Col. Lt. Roadster,	140.00	95.00	3	1	1
305	48	Columbia Standard,	102.50	65.00	3	3	1
306	51	Special Star,	135.00	90.00	3	Ball	2
308	56	Columbia Expert,	132.50	90.00	4	1	2
309		Sp'kb'k Hbr. T'dm,	260.00	225.00	4	1	1
312		Springfi'd Roadster,	75.00	60.00	4	1	2
314	53	Royal Mail,	140.00	95.00	4	1	5
315		Springfi'd Roadster,	75.00	68.00	4	1	1
317	46	Columbia Standard,	77.50	40.00	4	4	4
319	50	Columbia Standard,	100.00	25.00	4	4	6
327	54	English,	130.00	60.00	4	2	1
328	50	Columbia Expert,	125.00	62.00	3	1	4
329	54	Royal Mail,	140.00	100.00	4	1	1
330	54	Victor,	130.00	87.00	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
334		Col. 3 trk. Trike,	160.00	80.00	4	2	2
335	54	Columbia Expert,	140.00	95.00	4	1	1
342	54	Royal Mail,	140.00	65.00	4	1	2
343	52	Columbia Expert,	140.00	110.00	1	1	1
345	50	New Rap. Rdstr.,	147.50	134.00	3	1	1
347		Victor Lt. Rdstr.,	130.00	115.00	4	1	1
350	52	New Rapid Safety,	135.00	125.00	3	1	1
351		N. Rap. Lt. Roadster,	137.50	124.00	4	1	1
352	54	Humber Safety,	140.00	115.00	4	1	1
354	55	Columbia Lt. Rdstr.,	145.00	85.00	3	1	2
355	54	Columbia Expert,	145.00	68.00	4	1	5
359	52	Spalding Premier,	140.00	90.00	3	1	2
361	50	Columbia Expert,	120.00	65.00	1	1	3
363	50	Columbia Expert,	135.00	105.00	1	1	1
364	56	Columbia Expert,	135.00	82.00	1	2	2
365	48	Columbia Expert,	142.50	115.00	1	1	1
369	52	Columbia Expert,	132.50	90.00	3	1	1
370	54	New Rapid Roadster,	137.50	88.00	4	1	4
371	52	Columbia Standard,	110.00	59.00	3	5	3
373	52	Victor Roadster,	127.50	110.00	4	1	1
375	52	English Premier,	125.00	65.00	4	5	2
376	56	American Club,	135.00	68.00	4	2	4
377	50	Rudge Lt. Rdstr.,	140.00	88.00	4	2	3
379	54	Special Club,	135.00	81.00	3	1	2
380	55	Victor Roadster,	132.50	105.00	4	1	1
383	48	Beeston Hbr. T'dm,	260.00	120.00	4	2	4
384	52	Royal Mail,	140.00	90.00	4	2	4
385	54	Col. Semi-Rdstr.,	87.50	55.00	4	3	2
386	52	N. Rapid Lt. Rdstr.,	147.50	105.00	3	1	2
387	52	Columbia Expert,	140.00	85.00	1	1	2
388	42	Victor Junior,	55.00	55.00	4	3	1
389	52	Rudge Lt. Rdstr.,	135.00	85.00	4	1	2
390		Humber Tandem,	260.00	140.00	4	2	4
391	55	Columbia Lt. Rdstr.,	145.00	100.00	4	1	1
392	52	English,	125.00	40.00	4	1	3
394	48	Columbia Expert,	122.50	75.00	4	2	3

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**FULL LINE CYCLING ACCESSORIES.**

Correspondence Solicited.

**NEW YORK BICYCLE COMPANY,**

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# The Clark Cycle Co.,

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

BALTIMORE, - - MD.

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**KING OF THE ROAD LAMPS.**

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**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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# THE WHEEL

## AND

### CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

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All copy should be received by Monday.  
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Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

#### THE NEW YORK STATE ROADS IMPROVEMENT ASSOCIATION.

The object of this association, briefly stated, is to improve the public roads of the State of New York. To this end it is proposed:

1. To publish from time to time such circular information as will increase the knowledge of the public and stimulate its interest concerning the advantages of good roads and the manner of constructing and maintaining them.

2. To procure, by appropriate legislation, a change in the present laws governing the construction and maintenance of the public highways.

To the wisdom and benefaction of these objects every intelligent person will assent. To accomplish them we ask the earnest and active moral support of every citizen into whose hands this letter shall come.

The association desires to enroll your name and the names of your friends among its members. There is no membership fee, nor shall any assessments be levied upon members at any time. The association is supported entirely by the voluntary contributions of its members and friends.

If you believe that the public roads should be improved we will send you a membership blank. If you are ready and willing to do a little active work in helping the cause, write us a letter stating this fact and we will send you such printed matter as will best direct and assist your efforts.

ISAAC B. POTTER, Secretary.

38 Park Row (Potter Building), New York City.

ANOTHER stage in the litigation which has been going on between the Pope Manufacturing Company and R. P. Gormully and the Gormully & Jeffery Manufacturing Company was reached on Monday last, when Judge Blodgett dismissed all the cases. This decision is, of course, a great victory for the defendants. The Pope Manufacturing Company have appealed the case, and it will be taken to the United States Supreme Court, whose decision will probably not be reached for a year or more.

ROWE has again succumbed to the doughty Englishman. It now seems reasonable to suppose that Howell will win the third race of the series, but it is impossible to forecast the result. We still think that Rowe will get back to his highest form and turn the tables on Howell before he leaves England. The English champion, however, has certainly enhanced his reputation on this side, and even Englishmen admit that their representative man never showed to better advantage than in his contests with Billy Rowe.

## ROWE ABROAD.

ROWE LOSES THE MILE.

LONDON, April 28, 1888.—The second of the three bicycle races to be contested by William A. Rowe of America and Richard Howell of England, for the championship of the world, was run to-day at the Molineaux grounds, Wolverhampton. The distance was one mile. Howell won by twenty yards.

### ROWE'S FIRST DEFEAT.

From the detailed reports of the first race between Howell and Rowe we present the more interesting facts. There is no doubt that Howell was never so fit in his life, but on the day of the race he is reported as feeling poorly, and had Rowe ridden from start to finish it is the general opinion that he would have won. The English credit Rowe with high physical ability, but award the palm to Howell in the matter of generalship.

[THE CYCLIST.]

"When, again, we heard that Richard Howell was training for dear life, and at daggers drawn with the American team, who badgered him with challenges they did not follow up, and with slights which were calculated to irritate him, we felt pretty sure Rowe would have an excellent opportunity of judging between Hendee and what was represented to him as the "played-out" English champion. Last Saturday the pair met, and with great *finesse* Howell did exactly what he was expected not to do—viz., made the whole of the pace, and beat the flying American by five yards. And what is more, Howell will now improve with every day, and, in our opinion, will beat Rowe whenever they meet. The latter is a game and honest rider, and may, we think, be always depended upon to do his best, but he has flown his hawk too high when Richard Howell with his dander up is the quarry."

[THE CYCLIST.]

"With Dick Howell's victory over W. A. Rowe at the Belgrave Grounds last Saturday, as far as professional cycling is concerned, the Union Jack once more floats proudly above the Stars and Stripes. But Leicester Dick had no easy task. He won, as the metropolitan *cognoscenti* said he would win—viz., by superior judgment. Old racing men know, and know full well, that the man who leads the sprint into the home straight is not always the man who first catches the judge's eye. Still Rowe rode a game race, although his opponent did "the leading off," and earned thereby a further claim upon the congratulations of his countrymen. We are inclined to think that Howell will win the two remaining races, for this reason: Rowe has performed mightily against the watch, but until last Saturday he had never met a man who has nothing to learn as far as cycle racing is concerned. The lore of the path is not acquired in a week, or even a season, and in this respect alone, without reference to pace, we think Rowe far from the equal of the English pro."

[THE CYCLIST.]

"When Rowe passed Howell in the race on Saturday, T. W. Eck, who was in the middle of the ground, took off his hat and started with a run waving it, and the way he popped it back on his head when Howell came again was one of the most comical sights we have ever seen."

[THE CYCLIST.]

"Prompt to time Howell emerged from his box, and as he took his preliminary spin round the track he was very well received by the spectators. After twice negotiating the circuit he went to the starting place, but his opponent had not put in an appearance. The Howell party strongly objected to the delay, and after waiting a few minutes the champion returned to his room. It was nearly fifteen minutes later ere Dick came out again, and in this instance he was speedily followed by Rowe, who likewise met with a flattering reception. No further time was wasted, and at seven minutes to six o'clock Mr. G. W. Atkinson gave the word "go." From the outside position the English champion went away with the lead, and at once settled down in front of his opponent, who appeared to be quite content to adopt the hanging-on tactics. A slight breeze met the riders as they rode along the Belgrave side of the track, but it was not of such a nature as to cause any impediment to the pace, which, however, was not par-

ticularly fast. The first lap (third of a mile), was rubbed off in 1m. 7s., and the second in 2m. 9s., with Howell still in front. The mile was negotiated in 3m. 11 4-5s., and throughout the progress of the second and third miles they rode without the slightest change. The second stage of the journey was reached in 6m. 24 1-5s., and the third in 9m. 39s. In the first lap of the fourth mile some excitement was caused by Howell removing his cap, and every movement of the riders was eagerly watched. At this stage the leader improved the pace, but Rowe, who was riding with apparent ease, remained in close attendance. The four miles time was 12m. 49 3-5s.—the Englishman still a length in front. In the following lap Howell quickened the pace, but this did not put the American about in the least. Nearing the approach to the final circuit, the champion came with a rattle, and when the bell sounded both were traveling at a very high rate of speed—Howell in front. A hundred yards later the Englishman increased his advantage, but half-way round Rowe, by a brilliant effort, immediately closed with his formidable rival, and directly afterwards took the lead amid tremendous excitement. Soon drawing a length and a half ahead, the issue appeared to be settled, but another frantic cheer went up as Howell came again. Nearing the last curve Dick, by a superhuman effort, collared Rowe, and after a struggle of short duration he drew ahead and won by five yards. Time 15m. 37 1-5s. Great excitement prevailed some time after the race, and both the winner and Rowe were loudly cheered. The last lap (one-third of a mile) was run in 47s., a pace equalling 2m. 21s. for one mile."

[THE SPORTING LIFE.]

"It was not until towards the end of the fourteenth lap that the struggle for victory became intense. Howell put on steam before the bell denoted that the last circuit of the fifteen was entered upon. Dashing past the post for the last time but one Howell still had possession of a yard and a half lead, which he held until a little more than half the concluding circuit had been ridden, when the American made what proved a badly measured spurt for one of such experience. After a short struggle Rowe wrested the command from the English champion and obtained a three yards lead. At this time the American looked all over the winner, but, as circumstances proved, the redoubtable Leicester flyer was not done with so easily, and the advantage which the American had obtained he was not destined to hold very long. Coming round the bend for home the American stuck hard to his task, but Howell at this point, which was about one hundred and fifty yards from the post, pulled himself together, and with a mighty effort rushed past his rival, and gaining fast, passed through the tape a winner by a good half a dozen yards, thus decisively beating the American. The time was 15m. 37 1-5s. The crowd cheered heartily when they saw their representative leave Rowe so easily at the finish. The last effort was equal if not superior to any of the English champion's previous finishes, as the time will show."

[WHEELING.]

"There is no doubt that the best man of the day won, and although the Yankee did not ride up to his best form we question if he ever will be able to defeat Howell, fit and well. Probably had Rowe's great effort been made one hundred yards later on the race would have been closer at the finish, but at the same time we do not think the result would have been altered, and look forward with confidence to the result of the next matches. In a conversation with Rowe after the race, he states that he considers Howell the fastest man he ever met, but thinks when he gets down to his proper weight and in thorough condition that he will be able to turn the tables on his opponent of to-day."

ROWE ACCOUNTS FOR DEFEAT.

Mrs. William A. Rowe received a lengthy letter from her husband last Saturday, in which he accounts for his defeats at the hands of Howell once and Wood once. He says, in substance, that, while he felt first-class, the small amount of practice he had had on the track counted for nothing in a spurt on the finish, as he gave out and was satisfied that he was not in proper form to hold his own with those men. He has always been slow in his training, but hopes to lower the colors of the Britishers later on.—*Lyons Item*.

**NO**

Rider who has owned and ridden a Victor will be induced to change it for a wheel of another make, so long as his choice depends on the merits of the wheel he rides, and as time

**FLIES**

On apace, the great army of Victor riders is being reinforced by those who are learning to know a good thing when they see it.

**VICTOR CYCLES**

Are best in every respect. Did you remark that we had told you that several times before? Well, there are some things so true that they don't get old. Only look them over before you buy and we have no fear for the result.

**OVERMAN WHEEL COMPANY, Makers,**  
**BOSTON, MASS.**

## THE LEAGUE OF AMERICAN CHAMPIONS.

THE TRIP ACROSS—THE TEAM IN STRICT TRAINING—NOTES.

BIRMINGHAM, April 15, 1888.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

We had a very pleasant trip across, the only members of the party who were sick being Eck and Crist. We made only a stop of a few hours in Liverpool, then took the train for this town. We arrived here on Monday the 7th.

The Englishmen are a jolly lot of fellows. I send you a paper giving a splendid account of the Rowe *vs.* Howell 5-mile race. Dick H. took the lead and held it all the way till the last quarter, when Billie passed him and held the lead for about eighty or one hundred yards, when Howell passed him when about twenty yards from the finish. Bill then gave it up and sat straight in his saddle.

The Englishmen did give us the devil, saying, "There, you Yankees." But Bill Rowe was fairly beaten. Rowe did not make pace once.

Temple is still under the weather. He uses two sticks when walking, on account of his foot from his last fall. He does a little work on the wheel, but a very little. Woody hasn't changed a bit.

The League of American Champions will rendezvous on the Long Eaton grounds, and will go into strict training at once.

Fred. Wood is on his way home from Australia, and will be in Birmingham by Thursday, April 19th, and by the time you get this letter he will have arrived. W. Brown, an old-time professional, will land at London with Wood.

The happiest man in all England is Jack Illston, since his reinstatement as an amateur. His brother, who has been suspended, will lay the wheel by for the season and take a rest, with the expectation of being reinstated next year.

R. James goes into hard training soon for his match races with W. Wood, of Shields.

Dan Canary is claimed by all to be the best trick rider that ever set foot on English soil. He is not in the very best of health, but is still giving exhibitions.

Eck and Crist paid a flying visit to London last Wednesday and Thursday.

I am feeling like a race horse, and shall do all I can to hold up my end of the line. Regards to all.

Yours very truly,  
S. G. WHITTAKER,  
*Sporting Life*,  
London.

THE TEAM'S FIRST SPIN.

LONG EATON, ENGLAND, April 17, 1888.

We all took our first spin this morning. The track is a daisy, two and a half laps to the mile. The team boards in the pavilion, right on the grounds. The Long Eaton track seems to be made of fine brick, and has four corners, which are well banked. J. Lee and Allard have a match race of ten miles here next Saturday. All the men are starting to train, both amateurs and professionals. We play a bit of football, and have now started a series of bowling contests, to see who is the champion of the team. I never trained in my life as I expect to here. We have all got to, if we expect to do anything. We will have our first go on Whitsuntide, at Birmingham. With best regards.

S. G. WHITTAKER,  
Care of *The Sportsman*.

## NEW YORK TO PHILADELPHIA.

THE GREAT CENTURY RUN, JUNE 16, 1888.

A meeting of the delegates from the clubs interested in the great century run to Philadelphia, June 16, 1888, on the way to the Baltimore meet, was held at 25 Broad Street on the afternoon of Friday last. Twelve representatives from nine of the seventeen clubs were present, and Captains Martin, of Plainfield, and Clarke, of Flushing, were elected chairman and secretary, respectively, of the Committee on Organization.

The route decided upon, and of which a summary is given below for the benefit of those not in possession of New York or New Jersey road books, starts from Newark instead of Orange, and runs through Elizabeth, Plainfield, Bound Brook, Summerville, Trenton and Bristol; the choice of routes from thence to Philadelphia to be left to the Trenton Club. The run will be under the command of Captain Freeman, of the Orange Wanderers, from Newark to Plainfield; under Captain Martin, of Plainfield, from thence to Trenton; and under Captain Camp, of Trenton, from thence to Philadelphia; your humble servant acting as aide and commissary general. Such precedence in the line will be given as courtesy suggests, and each club will preserve its individuality as much as possible—though consolidation is advised where less than ten turn out. Club captains are requested to make a personal canvass of their clubs, and use their influence in making the tour a success.

For the purpose of organization, out-of-town wheelmen are requested to send their names as early as possible to the secretary.

### ROUTE.

Newark (Rendezvous), Friday, June 15. Start June 16, 4 A. M.

Elizabeth, 5 miles, macadam, A1, A1.

Plainfield, 17 miles, various, A2, A2. Short rest.

Newmarket, 21 miles, macadam and side path, A2, A2.

Bound Brook, 26 miles, clay, A2, A2.

Summerville, 30 miles, clay, A2, A2. Rest and refreshment.

Hopewell, 48 miles, clay, A2, A2.

Trenton, 62 miles, A2, A3-4. Dinner and noon-day rest.

Philadelphia, 92-94 miles, various, A2, 2-3-4-2. Supper, if late.

Lancaster Pike, 100 miles, fine. With Philadelphia clubs.

Those who wish can join the party of tourists leaving Philadelphia on Sunday A. M., June 17, for Baltimore.

L. A. CLARKE, Secretary,  
25 Broad St., N. Y. City.

## CAPITAL BICYCLE CLUB'S ENTERTAINMENT.

The National Rifles' Armory was crowded Wednesday evening by the friends of the Capital Bicycle Club to witness their first dramatic entertainment, which was highly creditable to the participants and enjoyable to the spectators.

The various characters were well sustained. Especially worthy of mention are Mr. Warren Seeley, in the rôle of *Hamlet*, and Mr. James Q. Rice, as *Horatio*, who rendered the parts admirably.

The rendition of Hub Smith's operetta, "A New Year's Reception," was a great success. Mr. Frank M. Boteler assumed the character of *Miss Belle Gushington*, and acted the part so well that many believed he was really a belle. Mr. Hubbard Smith was, of course, excellent, as is usual, and was at home in the character of *Marie*, a domestic. Messrs. Andrew Miller as *Grace*, C. F. Bacon as *Flora*, Wm. C. Prentiss as *Susie*, and J. McK. Borden as *Clara*, were all attired in dresses cut décolleté fore and aft, and burlesqued the society girls to perfection.

"Pyramus and Thisbe" was fairly good. Owing to the length of the programme "Widow Bedott" and "The Four Tramps" were cut.

The entertainment was under the direction of Messrs. L. W. Seeley, Frank M. Boteler, F. R. Lane, J. E. Leaming, J. J. Chickering, G. F. Johnston and Clarence G. Allen. A more successful amateur performance was never held here. Dancing followed. Among those present were noticed Hon. E. O. Graves, Mr. and Mrs. Oscar Woodward, J. C. Pilling and wife, Mrs. Benjamin Butterworth and daughter, the Misses Larner, Mr. Robert Larner, Mr. Harry Spofford and wife, Mr. and Mrs. Charles Hendley, Misses Edith Seufferle, Marie Bryan, Marie Wilkinson, Rose Alexander, Julia Fracker, Maud Moore, Daisy Huff, Lila Galt, Belle Hunt, Natie Jones, Rosa Browne, Miss Tarisse, Miss Lauck, Miss Clinton and many others.

The club has been requested to repeat the performance, and will probably do so at an early date.

### PROGRAMME.

#### I.—CLUB CHORUSES.

By every member of the club who can sing and several who cannot.

#### 2.—The Surviving Shakespearean Success, THE GHOST SCENE FROM HAMLET.

Revised and improved from Ignoratus Doneasy's recently discovered cipher.

#### 3.—A NEW YEAR'S RECEPTION.

ACT I—A Washington Parlor.

ACT II—Same Old Parlor.

Mrs. Gushington, a society leader,

Grace.....	} Social	Mr. G. F. Johnston
Flora.....		Mr. Andrew Miller
Susie.....		Mr. C. F. Bacon
Clara.....		Mr. Wm. C. Prentiss
Marie, colored servant.....	} Successes.	Mr. J. McK. Borden
Smithers, a florist's assistant.....		Mr. H. T. Smith
Ferdie Fashion, a howling swell.....		Mr. E. B. Olds
Charlie Jones, in love with Belle.....		Mr. A. P. Smith
Jack.....	} Society	Mr. C. E. Rice
Walter.....		Mr. C. A. Burnett
Harry.....		Mr. J. J. Chickering
Bob.....		Mr. H. O. Edmonds
	} Pets.	Mr. Leonard C. Chew

And, in the Key of X,

Miss Belle Gushington, a bud... Mr. F. M. Boteler

#### 4.—The Sublime Athenian Tragedy,

PYRAMUS AND THISBE.

Scenery by the Old Masters.

Lines from original MSS.

Costumes historically incorrect.

Silk hats by Dunlap.

Incidental orchestration, prompting, properties, etc., controlled exclusively by this management.

Followed by dancing until 3 A. M.

We made a big success. Had some 800 people in attendance—all the hall would hold—and will clear about \$350 to \$400. The entertainment was so funny that the people were kept in a continual laugh.

I saw two ladies on the ladies' bicycles at Great Falls yesterday—eighteen miles from here. CAP.

## THREE CHEERS FOR PHILIP.

Philip Romaine, aged twenty-eight, engraver, was arrested by Patrolman Dietzel, on Getty Square, at 3:40 on Sunday afternoon, on a charge of assault in the third degree on the complaint of E. W. Stanton, 478 North Broadway. Ten days or \$10. Paid. The facts of this case, as produced in court, show that Stanton and two others, in a carriage, were not observing the common courtesies of the roads, to which bicycles are as much entitled by law as other vehicles; and by their action they forced the wheelman into the gutter on Broadway, and compelled him to dismount for his life. Romaine, who is a prominent New York cyclist, remonstrated; Stanton endeavored to strike him with his cane, and the wheelman wrenched it from him and administered a little thrashing. Then Romaine, in order to ascertain whether New York wheelmen were entitled to any rights in Yonkers, remained at Getty Square until the officer arrested him on Stanton's complaint. The fine, it appears, was imposed because Romaine took the law into his own hands.—*The Yonkers Statesman*.

Philip Romaine is not the correct name of this terror to road hogs. He is a member of the Citizens' Club, and his first name is Philip.

Some time back we did our best to describe an improved handle which an American firm had introduced as something between the T and the larger pear shape, both of which have their advantages. Last week we noticed them on Furnivall's ordinary, and learned from him that they really are capital for comfortable road riding, as the hand can be simply rested on them on the level, while up-hill a good grip can be obtained underneath. We believe the Pope Mfg. Company are the makers, and to them we beg to suggest their introduction over here.—*Bicycling News*.

Dieter's Table d'Hôte, fifty cents; served from 12 to 8 P. M. Fulton St., opposite City Hall, Brooklyn. \* \* \*

# NEW MAIL

WITH ITS SPECIALTY,

**Trigwell Ball-Bearing Head,  
IS HAVING A GREAT DEMAND.**

A superb wheel in every detail. Every part steel forging, and the Trigwell Ball Head, wheelmen will have!

Wheelmen recognize in getting a new mount the consistency of getting the best, and is not the best the most improved? There is even no criticism now on Trigwell's Ball Head. It is fully conceded to be a clear advance in cycling. No bother with oiling; no bother with adjusting; a great assistance in hill-climbing and a delight in steering.

Is not our Perfection Strong Backbone an improvement? Not one broken last year, and the worst falls come from weak and broken backbones. Is not our Rim stronger than any other? Not one buckled rim last year. The NEW MAIL is the only wheel having these improvements, and we think it is pretty generally conceded to be the handsomest wheel in the market.

**SEE ONE! TRY ONE!!**

INSIST on your dealer actually showing you one before deciding. If not satisfactory you need not take it; or write us and we will send catalogue. In places where there is no New Mail agency, we want one. Why don't you apply for it? We want a good agent in every town.

Handsome Photograph of New Mail, 10c. in Stamps. Illustrated Catalogue Sent Free.

*LARGE PHOTOGRAPH for Club Rooms FREE, if requested by an officer of the club.*

**WILLIAM READ & SONS,**

MANUFACTURERS OF THE NEW MAIL,

No. 107 Washington Street, Boston.

The Marlboro  
**CLUB**  
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**SAFETY.**



THE MOST  
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BOSTON, MASS.**



MANHATTAN BICYCLE CLUB HOUSE, 263 W. 70th Street, New York.

### THE MANHATTAN BICYCLE CLUB'S NEW HOUSE.

We take pleasure in presenting this week an illustration of the Manhattan Bicycle Club's new house at No. 263 West Seventieth Street, New York. The house is situated in a block of artistic residences, and the Mannhattans will occupy the right hand side of the building we present.

The basement will be used as a wheel-room, and has accommodations for about eighty wheels, as well as closets for tools, oil cans, lamps, etc., etc. As soon as all the wheel room is used up, a low building will be erected in the rear yard for additional accommodation.

The parlor is furnished in cherry, the chairs being covered with red leather, and the curtains and rugs are very handsome. The rear parlor, which is very large and nicely furnished, will be used as a sitting and reading room. The floors are all of polished wood.

The second floor front room resembles the Long Island Club's billiard room very much, and will be fitted with pool and billiard tables. In the rear of this room will be the locker-room, baths, toilet-rooms, etc. On the top floor are the janitor's apartments and several small rooms which will be rented to the members as bachelor's apartments.

The cellar is long enough for a bowling-alley, and doubtless one will be built for use next winter; extra wheels can also be stored in it during the summer, as it is very dry and well built. West End Avenue, which is only a few yards away from the Manhattan's house, is being put

in fine condition, and this will give the Mannhattans a good riding surface to the drives of River-side and the Park.

The club now has seventy members and several applications. The dues are \$2 per month, payable quarterly. There is no initiation fee at present, but one will be established as soon as a limited membership is reached.

The club's members are very enthusiastic over their new house, and the board of trustees, who have their undivided confidence and support, will do their utmost to make the club a success. Uptown riders of wheels who have not accommodations at their houses could do no better than to join the Manhattan Club.

### TROY NOTES.

Wait till we get our 300-acre park; then we will have streets to ride on. It is only about four miles out, and should the city improve it the wheelmen and wheelwomen would be as thick as the "rigs" on the Avenue when it is pleasant. We will wait patiently for the good time.

Where is your Albany correspondent, "Toiler?" Why does he not wake up and give us some Albany news?

I remember, back in 1880, going to Albany with some friends to A. M. Sweet's Bicycle Rooms to buy a wheel, and on going up into the riding hall we were horrified (?) at the sight which met our eyes. There, mounted on a bi-

cycle, was a woman dressed in knickerbockers, riding around the room. I believe she was an actress learning to ride for her profession, and practiced every day in the hall; but I have never heard of her since. She did not seem very much abashed at our sudden entrance, for after riding a little while she requested help to dismount, and the big, bashful man of our party kindly helped her off. I was riding at the time, but the rest said he did it very gracefully. What changes there have been since the days of the old Standard Columbia! I would just like to know the number of riders it has made.

Harry Corey has been in town.

Will Wyley has the Rudge agency.

F. P. Edman's store, 411 Federal Street, is a very light and convenient one. He intends to carry a large stock of American wheels as well as the Columbia.

I understand Al. Edmans will not race this year. He is a good one, and should improve. I also hear he will ride a Star on the road.

Seymour wants to sell his tricycle. He had better get a safety, I think, and ride in line with many others.

Le Grand Spicer's married life has rather Carrie(d) him away from cycling, but I hope it will not be the cause of his giving it up entirely.

ORNH QBA.

## PHILADELPHIA POINTS.

Captain. Fleming, of the Century Wheelmen, will resign his office, owing to a change in business. His successor has not yet been decided on, although Mr. L. E. French is favorably spoken of. The Centurions always have been a hard riding club, but under Mr. Fleming's captaincy the club mileage has largely increased over last year. The first run to Norristown this season was undertaken by the Century boys, and a rough ride it was, much of it being over snow-covered roads.

The appointment of Thomas Hare, vice-president of the Century Wheelmen, to the consulship of Philadelphia is very gratifying to the club and to the friends of that gentleman. He is a hard worker and a most popular wheelman.

Last Saturday Messrs. Wells and Halsted broke the tandem record on the Lancaster Pike, the thirteen miles from the Bellevue, at Wayne, to the club-house, being run in 52 minutes. Mr. Wells, on the same day, climbed Ford's Hill, in the Park, three times in succession—a record for the hill. This by way of preparation for the Greenwood contest.

On the Pennsylvania run to Norristown, last Sunday, in which forty-seven men took part—the largest run of the season so far—ten "Pennsy" and Wilmington boys climbed the long grades of Conshohocken Hill. This is about a mile and a quarter long, and to surmount its grade stamps a rider as a hill-climber, here in Philadelphia. Halsted got to the top first, when McDaniels, of Wilmington, not to be outdone, rode down and climbed it the second time on his Victor. As Mr. Wells was not there the feat was not duplicated.

Captain E. W. Burt, of the Philadelphia Bicycle Club, had the misfortune to take a header on the Pike last Sunday. He was riding at a rapid gait when he slipped a pedal, and his face was cut severely by the fall. It was providential that no serious injury resulted. He was able to attend to business during the week.

On the same run Messrs. Greves and Middleton took a spill from their Traveler Tandem. While riding down a hill they partially lost control of it, and over they went. Neither one was hurt, but W. C. Smith was following so closely that he ran into the breakdown, breaking his handle-bar.

A new six-lap clay track is talked of for Reading—something much needed in that city. If successfully carried through they will inaugurate it by a race-meet on Decoration Day.

Mr. Kirk Brown, ex-president of the Century Wheelmen, has offered a valuable gold medal as the prize in a hill-climbing contest between the wheelmen of Philadelphia, Camden and Wilmington, to come off between this and the 18th of June; details to be arranged by a committee consisting of the captains of the Pennsylvania, Century, South End, Camden and Wilmington Clubs, or their representatives.

The annual dinner of the Century Wheelmen was given on Friday evening at the Colonnade Hotel, and was an elaborate and successful affair. Among the guests was Chief Consul Jessup. Upwards of eighty sat down to the table.

A commodious house, conveniently located, nearly opposite to their club-house on Broad Street, has been secured by the House Committee of the Century Wheelmen, for the accommodation of the wheels which were crowded out of the club-house proper, owing to the rapidly increasing membership.

Mr. W. R. Tucker, president of the A. C. C., has received a communication from Mr. Clarke, of New York, asking that the Philadelphia clubs arrange for a run on the Lancaster Pike on the evening of June 16, in order to enable the New Yorkers to complete their century. Philadelphia wheelmen will be glad to give you all a hearty welcome, and will do the best we know how to that intent.

Some one has suggested that either Kluge or Powers might be able to go abroad with the team of the Manhattan Athletic Club, now that Crist has gone on his own account. Not if what Crist told your correspondent be true. He said that a limit had been fixed by the M. A. C. for all who desired a place on this team, and that

that limit was 2.33 in the bicycling representative. Neither Kluge nor Powers will touch that, I fancy. CYCLE.

PHILADELPHIA, April 30, 1888.

## A NEW YORKER IN THE QUAKER CITY.

For several weeks past Mr. E. I. Halsted, of the Harlem Wheelmen, who is temporarily residing in the Quaker City, has been showing the Philadelphians how to race, and has been demolishing some of their historic hills. The champion hill-climber of Philadelphia, Mr. John A. Wells, seems to take it very much to heart that some of "Irvie's" friends think him capable of showing the way to any Philadelphia rider up any of her local hills and over her race paths.

On Sunday last Mr. Halsted was steered up against Cassatt's Hill, called the "terror of terrors," which has been climbed but four times, and not at all this year. Halsted gave his companions four minutes start, and catching Leisen, on a Star, one hundred yards from the top, beat him thirty yards and established a record for the hill. The hill is one mile in length and the names and order of those who reached the top are as follows: E. I. Halsted, C. Leisen, "Cap." Roberts and Frank Kohler. All rode Columbia Roadsters except Leisen, who used a Star.

### A CHALLENGE TO MR. WELLS.

As Mr. Wells has taken the trouble, through the columns of his paper, to doubt Mr. Halsted's hill-climbing ability, we want to prove that New York can hold her own over "Conshohocken" or "Cassatt," and having communicated with Mr. Halsted, we make the following proposition to Mr. Wells:

We will back Mr. Halsted to climb "Conshohocken" or "Cassatt's" Hill in faster time than Mr. Wells, and will forward the latter a \$25 medal should he beat Mr. Halsted. Of course if the New Yorker wins, Mr. Wells will no doubt pay for a medal of the same value as we offer. This will give Mr. Wells an opportunity to prove his claims to the championship.

## BROOKLYN.

Sunday, April 29, was a splendid day for cycling, though a trifle warm for fast riding. The Brooklyn Club sent out its usual large contingent of tourists. Parties rode to Bath, to Coney Island, and several went to Orange. The most noteworthy ride was that of Messrs. Fuller, Borland and Barkman, who left the club-house at 6 A. M., and rode to Patchogue, arriving at 4 P. M. They took breakfast at Hempstead, stopping over an hour and a half, and dinner at Babylon, stopping about two hours. Their actual riding time was about six hours. This is an excellent performance, considering that the roads are in a poor condition, except between Babylon and Patchogue. They took the train home. There were also several Brooklyn Club men at Hempstead and at Queens—in fact, members of the Brooklyn Bicycle Club could be seen all over Long Island and environs.

At the L. I. W. race meet, on June 2, there will be four open events—one and three mile handicaps, a one-mile novice, and a two-mile team race, three men to each club. The races will be very interesting, as many local flyers are training for them.

The L. I. W. club handicap pool tournament has been won by Mr. George Reeve, L. H. Wise taking second prize. The billiard handicap tournament has resulted in a tie for first place between Messrs. Harris and Wise.

There were many L. I. W. on the roads on Sunday.

Mr. Waldo E. Fuller, vice-president of the B. B. C., has already a record of 443 miles; Mr. Borland comes next with 400 odd miles, and Mr. Barkman follows closely.

The L. I. W. and K. C. W. theatre party of last Saturday, April 28, was a grand success. The theatre was tastily decorated in honor of the two clubs. The pretty actresses wore the L. I. W. and K. C. W. colors, and perpetrated many a wheeling "gag." In the course of the play there were many good hits on prominent Brooklyn riders, Messrs. Luscomb, Loucks and Schwalbach being some of the sufferers. After

theatre, the L. I. W. went to Wilson's, where supper was served, and speech-making was indulged in. The K. C. W. supped at the Clarendon, and had a very good time. This may account for the scarcity of members of these two clubs on the road the next morning.

Every clear morning sees a party of Brooklyn L. I. W. and K. C. W. members scorching around the park circuit before eight o'clock. Among them are Bradley, Schumacher, Schaefer, Spelman, Lang, and others. Some of these men are training, but others are out simply for enjoyment, and they labor under the impression that they are having a splendid time.

The Queens Athletic Association offers three medals—gold, silver and bronze—for the best records made on their track during May and the first half of June.

Night riding has not yet commenced to a great extent, as the evenings are hardly pleasant enough.

The East Drive was in splendid condition, and was thronged with wheelmen all day long.

The Prospect Tricycle Club has made preparations for an active riding season. The ladies contemplate making trips to Coney Island, Bath, and out on Long Island. They are all enthusiastic riders, and may therefore make many converts.

The question agitating the trustees of the L. I. W. is: "How shall we find more wheel-room? Shall we build an extension, can we make the cellar damp-proof, or will the riding academy adjoining the club house let out a privilege of storing wheels in its little-used gallery?" Register of Arrears John C. McGuire, said to be the handsomest official in Mayor Chapin's municipal cabinet, is the last recruit. He will ride a safety and join the L. I. W. He was brought into the fold by Ohio Wilson and Counsellor Patterson, the latter missionary being in the habit of cutting short his cases and postponing his numerous legal engagements so that he may go out these pleasant spring afternoons and devote himself to the cause of cycling.

INDEPENDENT.

## BOSTON.

Last Sunday was hot enough for August. The roads about the Hub were six inches deep in dust, each passing carriage being enveloped in a dense cloud, which covered the wheelmen until all uniforms had the same hue, a dull and earthy gray.

On few occasions have there been a larger gathering of cyclers at Chestnut Hill than there was Sunday last. Many old-timers were seen, and, what is more significant, many more new riders. Ordinaries by the score, "trikes" by the dozen, tandems in numbers (most of them bearing a lady), and numerous safeties were to be seen stacked and standing about.

Billy Rhodes, clad in a queer rig of black, cutaway coat, jersey breeches and pinkish grey stockings, had several brushes around the basin with Peter Berlo on his Star. Rhodes was mounted on a Springfield Roadster and cut out quite a gait, but all the same Peter got there at the finish every time. Porter, of Newton, has grown to be quite a man since last season, and will doubtless ride no more in the boys' races. He is a little wonder, and in a few years will do up the best of them. While the fun was on he chased round after Rhodes and Berlo and seemed to enjoy it. Even now, at his very early age, there are few grown riders whom he cannot easily leave. Five years hence Rowe will have to hustle when Porter gets after him. Berlo has opened a sale and repair shop on Broadway Extension Bridge, and is doing a large letting trade as well.

The redoubtable Gibbs, the hero of Attleboro, was seen reclining on the grassy bank in close confab with "The - man - whom - everybody - knows," Davy Drummond.

A pair of the new Elliott Quadricycles were being tried and examined by an interested crowd of wheelmen. This odd-looking machine has wooden wheels and rubber tires, the drivers about forty inches, the steerers about twenty-four. It is two-track, steers with both handles (side handles inclined backward), and has a very strong locking brake. Many riders

expressed favorable opinions of this wheel, but it is certainly safe to venture the assertion that riders don't want any wooden buggy wheels when they can get suspension ones of steel.

The Springfield Roadster is getting to be a familiar type upon the roads about Boston. It is being pushed energetically, both by those who sell it and those who ride it, especially the latter.

The Somervilles rode to the Essex House, Salem, while the Rovers, of Charlestown, and a few of the Suffolks dined at the Prospect House, Waltham. The run to Waltham is very fine in roads and scenery, and the Prospect House diners are justly famous. The Essex, like good wine, needs no bush. A large number were seen headed for Bailey's, including that popular inventor of new schemes, Lou. Peck. Bailey's Hotel furnishes free the additional inducement of a boat on the Charles, which is patronized by those who happen to know of it.

Rowe has went and gone and done it again! What's the matter with him? This is the question on every one's lips, but, alas! What reply is there to make except that he didn't ride fast enough?

The Sunday *Herald* published a cut of the Buffalo tournament grounds, accompanied by a short description of them. Boston riders may see the races (and Niagara) at a total expense for the trip of \$16. Races occupy three days, first week in September, and the prizes are promised to out-Springfield Springfield. Be there!

Can it be that Rowe has deteriorated from his form of last season? It certainly looks so now in the light of recent events. The other Americans will soon be heard from on English tracks. Watch for Crist. He will hold his end up.

#### NOTES.

Wonder what Mr. Bassett said when he saw his caricature in last week's *Bulletin*? Wonder what Mrs. Bassett thought? Query: Is fame worth having at such a price? Who will be next week's victims? Suggestions: K. Kron on a Columbia rocking-horse (ball bearing, of course); Daniel Pratt on a Columbia Standard street-roller. Others *ad lib*.

Go to Chebaco Lake House, down Cape Ann way, for fricassee-chicken dinners. Ask Boston club men about them.

The Faneuil, Brighton, is open once again, and wheelmen congregate there as of yore.

Ralph Ahl, formerly of the Massachusetts Club, now rides horseback, having forsaken cycling. Another good man (and he *was* a good one) gone wrong. CYCLOMETER.

#### SAN FRANCISCO.

The second road race, of the series of three, for the trophy offered by the California Inter-Club Road-Racing Association, will take place Saturday, June 2, over the San Leandro course. The distance has been fixed at twenty-five miles, instead of fifty, as originally intended.

Ed. Mohrig does not go to Ecuador. After due deliberation he has come to the conclusion that California is a good enough country for him. He is going into the wheel business on a large scale, and left here last week for the East to make arrangements in regard to same.

Elwell, Adcock and Plummer, the Bay City team who made such a splendid showing in the last road race by coming in first, second and third, were each presented with a handsome gold medal by their club members as a token of appreciation for the fine manner in which the reputation of the Bay City Wheelmen as racers was upheld by them.

Training for the races of May 30 has commenced in earnest. Judging from the number who make no secret that they are training, and the dark horses who do it on the quiet, the entries will be numerous and the events should be hotly contested, especially the novice race.

California has the champion "club liar." As a proof of this assertion I would refer you to the *Bicycling World* of March 23. From an article headed "Moonlight Run to San Jose by the S. F. B. Club" I quote the following:

"As we passed by fields of newly-sown grain we could not throw our shoulders far enough back to drink in a sufficient supply of the fra-

grance of fruit blossoms and of the newly-sown grain." Also: "Actual riding time from Brooklyn, one hour and twenty minutes; distance, twenty-six miles."

Now, ye scorchers of the regions beyond the Rockies, imagine a party of seven wheelmen on a club run traveling at a less than 3.08 pace for twenty-six miles, with shoulders thrown back and inhaling the fragrance of blossoms, etc., and then think what would be the fate of Whitaker, McCurdy, Neilson, Rhodes and a host of others if they should run afoul of this speedy party when they really wanted to ride fast. Just think of it! Say nothing, but quietly, and without any contradiction, acknowledge that if we have not the champion road riders of the world, we have in L. A. W. No. 7616 a person who (probably very innocent of wrong intentions) can make records (on paper) that defy competition.

"HEADERS."

#### NEW HAVEN.

Wm. M. Frisbie, President of the New Haven Bicycle Club, at present a resident of New York, being connected with D. Frisbie & Co., of 118 Liberty Street, met with a painful accident last Wednesday afternoon, which confined him to the house for some time. He was riding a Columbia Veloce, and in turning suddenly on a wet and slippery street, to avoid a small boy who had run out into the road, fell heavily, by reason of the machine sliding from under him, and badly injured one ankle, breaking one of the small bones. He has since been confined to his house.

Bennett & Hale, the Orange Street bicycle dealers, have had a recent unpleasant experience with a bicycle thief. The individual, whose name was afterwards ascertained to be David Bassett, and who claims to hail from Stratford, Conn., is a chap it would be well for the cycling fraternity to beware of. He is apparently about twenty-two years of age, five feet ten inches in height, was dressed in navy blue sack coat and vest with brass buttons, dark trousers and black derby hat. He has a slight sandy moustache and short side whiskers, and is a plausible and soft-spoken fellow. This individual came into Bennett & Hale's store Saturday, April 21, and hired a 52-inch Victor bicycle for two or three hours. Neither man nor wheel was seen again during the day. Sunday and Monday was spent in tracing the thief and the property, and the latter was finally discovered in the pawn-shop of J. Brush, of Bridgeport, who had advanced \$15 on it. The owners had no trouble in reclaiming their property, but no trace of the thief has yet been obtained.

Messrs. Backus and Pickett, of the New Haven Club, pushed their Stars to Hartford and back last Sunday, a distance of about eighty-five miles.

#### RICHFIELD SPRINGS, N. Y.

The Waiontha Bicycle Club held its regular meeting Monday, April 30, and elected the following officers for the ensuing year:

President, E. A. Hinds; vice-president, Geo. B. Neeley; secretary, Fred. Bronner; treasurer, Geo. D. Caney; captain, August Kinne; first lieutenant, S. F. Cole; second lieutenant, John Gibbs; standard bearer, Dr. D. P. Bailey; bugler, W. A. Keller.

Mr. E. A. Mixer, of Mexico, N. Y., is in town this week. He brought with him his 56-inch Expert Columbia and is enjoying short rides with "the boys."

Dr. D. P. Bailey, mounted on a Columbia, and August Kinne, on a Victor, made a tour of Canadago Lake for the first time in '88 on Friday last. This aroused "the boys," and on Sunday eight members of the Waiontha Club made the same trip.

The Springfield Roadster is having quite a "boom" in this place. Mr. S. F. Cole, the energetic agent for the Roadster, has already sold five wheels, and expects to sell more as soon as the roads become smooth enough to thoroughly test them.

A person visiting our town would doubtless be surprised to see our president mounted on a 51-inch Clicker, but he would soon be informed that he (the president) has a fine Pony now being made at Smithville. VICTOR.

#### "THE OWL" HOOTS AT THE PARK COMMISSIONER.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

When Mr. Charles H. Luscomb Chairman of the State Board of Rights and Privileges, and Captain of the Long Island Wheelmen, was appointed Park Commissioner of the City of Brooklyn, much rejoicing was heard throughout the land, in which my own feeble hoot was joined, as the appointment was looked upon as an important gain for the cause of wheelmen and wheeling; but, alas! how different from this have things terminated. I have just received the twenty-seventh annual report of the Brooklyn Department of Parks, with a card enclosed informing me that I am indebted to Mr. Luscomb for this beautiful volume. Feeling that it was my duty to him to read the book, and being almost certain from its being sent me by Mr. Luscomb that somewhere between its covers I would find something laudatory of cycling, I began its perusal; but I never went past page 24. That was enough, for I was about convinced that my old friend Luscomb had not looked after the cause of the wheel as I certainly thought he would, or else I should never have read in a printed report, which he himself is circulating with his compliments, any such tirade against the wheel as the following: "A picnic ground of this character has long been needed, where parents would feel at ease in having their little children secure from being run over by vehicles or bicycles." Even if Mr. Luscomb endorsed the implied similarity here made between a vehicle and a bicycle, which I don't think he does, he should at least endeavor to have eliminated from the report this reference to a bicycle as a juggernaut for the injury of small children, or, failing in this, he might have caused the solons who issued the report to have at least made their orthography less faulty than their statements, and have spelled bicycle properly, even if they did get everything else wrong concerning it. When Luscomb, the great denunciator of road-hogism, thus fails to do his duty, where are we to look for patriots of the wheel?

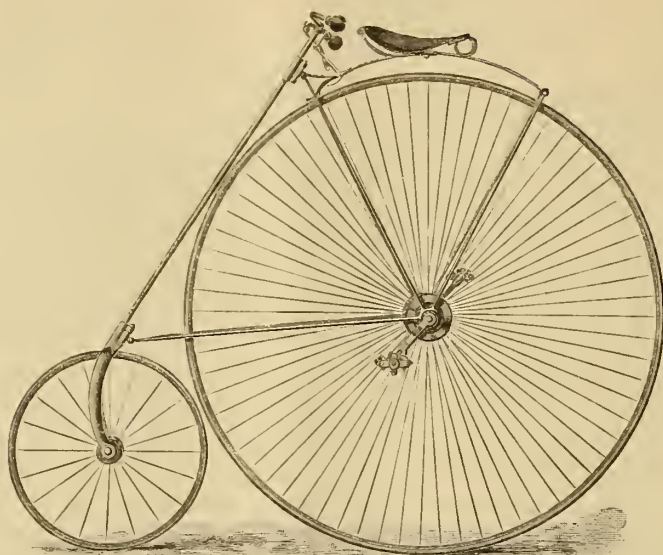
THE OWL.

It is rumored that the members of a bicycle club, whose names we forbear publishing, captured the town of Yonkers on Sunday week, played base ball in the streets, yelled, howled, hurraed and frescoed the town generally. It is scarcely necessary to mention to these hair-brained youths that wheeling has had a hard, uphill fight, and now that the sport and its votaries are respected, these people who never experienced the discomfort of pioneer days have no right to bring wheeling into disrepute. Their captain should lecture his men. Should this daylight orgie be repeated we shall take no pains to conceal the name of the club in question.

A TRICYCLE THIEF.—In the District Court, Wakefield on Thursday last, Henry L. Harvey, who was arrested in Providence for the larceny of tricycles at Malden and Everett, was arraigned and held in \$1,000 bonds for trial at Malden on Tuesday, April 24. Harvey, who claims to belong in Boston, is thought by the police to be a hard character. When arrested a revolver, false moustache, chloroform bottle and burglars' glass cutters were found on his person. In default of bail to-day he was committed to the Cambridge jail.

#### FIXTURES.

May 12—Rowe vs. Howell; 10-mile race at Wolverhampton.  
May 24.—Race meet at Woodstock, Ontario.  
May 26—Intercollegiate games at Manhattan Athletic Club grounds, N. Y. City.  
May 20-30—Iowa Division Board of Officers meet at Cedar Falls.  
May 30—N. Y. and N. J. R. A., Team road race over Irvington, Milburn course.  
May 30—Bay City Wheelmen and Olympic Athletic Club; joint meet at Oakland, Cal.  
May 30—Los Angeles Wheelmen's Race Meet.  
May 30—Terre Haute Bicycle Club's Race Meet.  
June 2—California Inter-Club Road Race over San Leandro Course.  
June 2.—Long Island Wheelmen's race meet.  
June 18, 19, 20—League Meet at Baltimore.  
July 1—Canadian Wheelmen's Association at Belleville, Ont.  
July 4—California Division; Third Annual Meet.  
July 4—Newcastle, Pa.; Race Meet.  
Sept. 4-8. Grand International Tournament at Buffalo.



### THE CRANK-STAR BICYCLE.

The above cut will give our readers a fair idea of the Eagle bicycle, a crank-action wheel, with the driving-wheel behind the small wheel. A stock company has been organized, and the wheel will be placed on the market this summer. From notes sent us by the patentee we compile the following description of the wheel:

It has been thoroughly tested, and its merit does not consist of mere novelty, the wheel having proved one of unusual merit, entirely practicable, and has all the advantages of the ordinary bicycle.

The Eagle will be put on the market during this summer by the Eagle Bicycle Manufacturing Company, of Stamford. They will be made in one of the best cycle works in the country, and will be of the highest grade of material and finish, with ball bearings throughout. The prices will range from about \$125.00 to \$135.00, according to size, etc. It is not the intention of the company to bring out a cheap bicycle, but, believing from the result of a thorough test by numbers of competent riders that they have one of the most practical wheels ever made for rough, smooth and fast riding, it is their purpose to make it the best in every respect.

It is, in fact, a rear-driving safety, with the cranks acting direct on the axle of the rear wheel, without chains, levers or extra friction of any kind. It can be ridden very rapidly, and, as far as the company have been able to test it, has excelled the ordinary in speed. It is ridden with ease up and down banks and over curbs and gutters that would be impossible to the ordinary. In hill-climbing it is fully equal to any crank machine, and in coasting there is no safety, no matter how low, that will ride down a steeper grade than the Eagle, with its combined action of back pedal and a powerful brake on the rear wheel.

The capital stock of the company is now about all subscribed, with the exception of \$5,000, which will be held open for wheelmen outside of Stamford until May 15. The shares are \$25 each.

From a Stamford journal we publish the following *in re* the Eagle:

"Mr. L. B. Gaylor, the inventor, was one of the first, if not the first, of the young men of Stamford to own a bicycle and to become familiar with its use. He 'caught on' to the new loco-motor with an enthusiasm which time has in no way diminished, and has seen in the course of a few years the realization of the sanguine prophecy that though the old 'velocipede,' after a brief and not very glorious career, was relegated to the limbo of forgotten fads, the new bicycle in its best forms of development had come to stay. Mr. Gaylor soon became an expert rider, and his interest in bicycle matters led him to form a familiar acquaintance with the distinctive characteristics of all the most popular and successful varieties of the machine. He studied the subject *con amore*, and with no mean inventive talents and a natural turn for draftsmanship and exact mechanics, one of his first conclusions was that the bicycle of the future

would have the small wheel in front, always provided that certain serious objections to all existing machines in that form could be removed. This was the problem Mr. Gaylor's first patented invention solved completely and satisfactorily. He produced a machine, distinctively original in many vital mechanical features, which expert judges declare to be many steps in advance of anything the bicycle world can show, but still its general form suggested the possibility of conflict with at least one of the established bicycles which, like it, carried the smaller wheel in front. Whatever there was in this consideration to cause misgiving as to the commercial success of Mr. Gaylor's new Eagle has been happily removed by the purchase of a patent of date of 1883, and which apparently does away with every possible claim of infringement, and gives the Eagle a clear and unobstructed way to the success which its peculiar merits must command. It has been decided to place the capital stock of the proposed company at \$50,000, and enough of this has been already subscribed to warrant the expectation that the company will shortly be fully organized for business. It is proposed for the present to get the machines made by contract with an extensive machine works in Massachusetts, and it is thought more than probable that a goodly number will be ready for the market before the middle of summer."

### WHEEL GOSSIP.

William Read & Sons, of Boston, make a big song in the last issue of *THE WHEEL* to hand, about having been appointed sole agents for the Ivel cycles in America. Various sketches of the machines are given, and altogether we expect the Ivel will boom "on the other side."

Not a song, *B. N.*, but a symphony.

*THE WHEEL* discourages the man who recently wrote to *The World* suggesting an "aged riders' championship," but recommends a course that ends "at the principal gate of some respectable lunatic asylum." We should go further and make it a circular course, beginning and ending with the place to which so many people might be consigned with advantage.—*Bicycling News*.

The Queens Amateur Athletic Club, of Queens, Long Island, offers three medals, one gold, one silver and one bronze, for the wheelmen making the best one-mile record over their track during the month of May and the first half of June. Trials (unlimited) can be made each Wednesday and Saturday from 3 p. m. to sunset. W. L. Wood, Secretary.

The St. Louis Wheel Company sends us an artistic card of invitation to their annual handicap road race, which will be held Saturday, May 5, over the Manchester to the Pump course. The prizes are as follows: 1, 1888 Victor Light Roadster; 2, gold watch; 3, gold medal; 4, riding suit.

The administrator of the estate of the late Charles S. Willis, late vice-president of the Suffolk Wheel Club, has won a suit for \$5,500 against the Merchants' and Miners' Transportation Company, one of whose vessels ran into Mr. Willis' yacht, knocking the deceased overboard.

The Morris Park Wheelmen, of Queens, L. I., have changed their club name to the Queens County Wheelmen, and intend to be a lively club this season.

The lay press is very largely reporting that New York and New Haven wheelmen have started to raise a subscription of \$7,000 to build a road from New Haven to New York. Of course the story is a canard, pure and simple.

A description of the Eagle bicycle appears in our columns this week. Some heavy claims are made for the new-comer, and no doubt it will excite much interest.

The road hog has been enjoying himself in Ireland. A porcine specimen recently drove his cab over a lady tricyclist, knocking her off her machine and running over and crushing her right arm. Of course, the porker then lashed up his beast and disappeared.

Howell is in his twenty-fifth year, is exactly six feet in height and weighs 182 pounds.

The advantage of wearing a supporter while riding is universally admitted. A good supporter will save wear and tear on the nervous system. Such a one is the Rawson Suspensory Bandage, which is used in the United States Army.

The Manhattan Wheel Exchange wants second-hand wheels to sell on commission.

Messrs. Searles & Taber are agents for the Gormully & Jeffery cycles, and all kinds of wheelmen's supplies, at Herkimer and Little Falls, N. Y.

Charles F. Stevens, of Elmira, N. Y., is general agent for bicycles, tricycles and wheel outfits.

The Newcastle Club has secured the quarter-mile and one-mile Pennsylvania State championships to be decided at their race meeting on July 4.

August Kinne, Richfield Springs, N. Y., is agent for the Ross Improved Detachable Luggage Carrier.

Messrs. Halsted and Wells made a tandem record last Saturday evening. The pair rode out from Philadelphia to Wayne for supper, and on the return journey they passed everything on the road and covered ten miles in 41m. Halsted will ride against Wilhelm and Schwartz before he leaves the Quaker City.

The Cits are after mileages this year, and the more ambitious keep accurate records of their riding. The club will have a run to Morristown on Decoration Day.

Fred Wood arrived at Leicester on Wednesday, April 18. After he recovers from the effects of his voyage from Australia he will commence training.

The rear-driving safety bicycles, having proved impracticable for military purposes, *The Cyclist* suggests that single tricycles be given a trial.

It will no doubt thrill the cycling world with sadness to learn that Percy Moon, a cyclist of Lynn, took his maiden header on Tuesday last. Percy was trying the old-time trick of sand-papering the tip of his nose on the tire of his wheel when he struck a horse in the breast bone. The horse stayed there, but Percy and his machine were knocked sideways, the lad taking a heavy cropper. No serious damage was done.

The meanest man in this country has at last been discovered. His name is Shaw, and he lives in Philadelphia. On Sunday last he removed the handle from the pump in front of his place, that it might not be bothered by thirsty wheelmen. The tortures of the Inquisition should be revived for the benefit of this generous Quaker citizen.

The Y. M. C. A. Athletic Club, of Philadelphia, have their spring games on May 12, and promise to have some very exciting contests. Among the various sports—including sprint and distance running, tennis championships, lacrosse, etc.—there is to be a one-mile bicycle race for members of the Y. M. C. A., and a two-mile bicycle race open to all amateurs. Entries, accompanied with fifty cents, close May 5, with Prof. H. M. Howland, care of Y. M. C. A., Chestnut Street, Philadelphia.

## IMPORTANT DECISIONS RENDERED BY JUDGE BLODGETT.

IN THE UNITED STATES COURT FOR THE NORTHERN DISTRICT OF ILLINOIS.

The cases are: No. 824, Pope Mfg. Company vs. R. Philip Gormully; No. 829, Pope Mfg. Company vs. Gormully and Jeffery Mfg. Company, R. Philip Gormully and Thomas B. Jeffery; No. 830, same vs. same; No. 880, same vs. same; No. 845, same vs. same; argued before Judges Gresham and Blodgett in January last, occupying four days, were decided on Monday last, the court dismissing all bills against the defendant without reservation of any kind.

This litigation has been pending for some time and is of great interest to the parties interested. The main case was No. 824, the history of which is as follows:

\* \* \* The defendant contended that when he made this license he understood that it was to terminate absolutely as to all its conditions and agreements on April 1, 1886. The complainants contended that although patents under which the defendant was licensed had expired, and the defendant thus relieved from paying royalty, he was estopped from disputing the validity of all the patents named in the contract, and was also estopped from manufacturing goods containing certain features for which the defendant was not licensed. The court ruled otherwise, holding that the license absolutely ended in all its parts and conditions at the date named, and that no estoppel and agreements existed after that date.

Case No. 829 was on the same subject of the contract, but included the associates of Gormully; that notwithstanding the license was signed alone by Gormully they were also liable under it; the court in this case rules as in the last, that as no estoppel existed after the first of April, 1886, there was no case against the other parties involved, and dismissed the bill accordingly.

Cases 830, 880 and 845 were all suits for infringement of patents held by complainants, asserting that the defendants infringed each and all their patents in the construction of their machines and asked for an injunction. The court discussed each claim in their patents and decided that the defendants did not infringe any one of them, and the suits against the defendants were accordingly all dismissed.

The decision of the court as rendered was lengthy, going minutely into every part of the subject matter and quoting references in support of the decision rendered. The court refused, at the suggestion of complainant's counsel, to review any portion of the decision. Complainant's counsel prayed an appeal to the Supreme Court of the United States.

## NOTES FROM THE CITY OF BROTHERLY LOVE.

On Friday evening, April 27, the Century Bicycle Club held their second annual dinner at the Colonnade Hotel. The tables were set in the large banquet hall, handsomely decorated with flowers and plants, and well laden with all the delicacies of the season. The menu cards were very handsomely gotten up in the colors of the club, old-gold and red. The committee, composed of the following gentlemen: Thos. Hare, P. S. Collins, Wm. Saddler, Jr., A. H. Allen and F. G. Strassburger, deserve especial credit for all arrangements. After those present, some seventy in number, had enjoyed themselves to their hearts' content in mass-creeping everything placed before them, President Read addressed the diners in well selected words, congratulating the members on their push and energy, after which the following toasts were responded to:

Our Guests—Mr. Thomas Hare.

Our Club, It's Past, Present and Future—Mr. R. C. Swayze.

Philadelphia and Pennsylvania, One in their Aims—Chief Consul Mr. George A. Jessup.

The Clergy and the Wheel—Rev. Geo. K. Morris, D. D.

The Associated Cycling Clubs of Philadelphia—Mr. W. R. Tucker.

Club Poem—Mr. P. S. Rosenau.

Our Sister Clubs—Mr. F. W. Burt, Philadel-

phia Bicycle Club, and Mr. W. D. Supplee of the Pennsylvania Bicycle Club.

The Press—Mr. F. C. Richter.

The Ladies—Mr. L. E. Beitler.

Cycling and its Institutions—Mr. P. S. Collins.

Our Annual Dinner—Mr. F. S. Evans.

Among those who spoke, Mr. Jessup, Mr. Collins and Mr. Beitler deserve mention as especially interesting.

### THE MENU.

Little Neck Clams.

Green Turtle.

Planked Shad with Roe Sauce. Sliced Cucumbers.

Sweet Bread Cutlets, Cream Sauce. Haricopverts.

Filet de Boeuf aux Champignons. Sorbet au Kirsch.

Spring Lamb, Mint Sauce. Bermuda Potatoes.

Green Peas. Brie and Roquefort Cheese. Salade Francaise.

Apricot Pudding a la Naucoise.

Ices. Cakes. Cigars.

Fruit. Coffee.

The country roads are rapidly becoming more rideable, and parties can now be seen starting out for old familiar rides, such as West Chester, Malvern, etc.

Sunday last a party of the Pennsylvania men dined at Wayne, and after dinner a number of them tackled Cassatt's Hill. Four of them succeeded in climbing to the top. As yet this hill has not been climbed by any member of any other club. On the same day Fleming and McGlathery succeeded in surmounting Conshohocken Hill.

Arrangements are already being made by the captains of their respective clubs for accommodations at Baltimore during the League meet, at which time it is hoped the Quaker City will make a very creditable showing.

Wheelmen in Philadelphia would do well to remember a certain man named Shaw, proprietor of the Black Horse Hotel, at City Avenue and Montgomery Avenue. On Sunday last a party of thirsty wheelmen stopped to refresh themselves at the pump, and there being no glass or cup handy, they ventured to ask for the necessary article, when they were not only refused but ordered to move on. Later this same Shaw secured a wrench and removed the pump handle that he might not be bothered. Such small business should not be overlooked, and I hope and trust some one will endeavor to "get square with his nibs."

### SOME ONE TELLS ME

That Frank Kohler is as proud of his new Columbia Light Roadster as a child with a new toy.

That Joe Lehman will climb Cassatt's Hill the next trial or break something.

That the Century boys are well pleased over the appointment of Thos. Hare as L. A. W. representative for their club.

That great rivalry exists between Hall and Longaker, not only as boxers but as scorchers and hill-climbers.

That with the loss of Wm. T. Fleming as captain, the Century Wheelmen will lose an active man hard to replace.

That French will be elected to fill the position, notwithstanding the fact that he rides a goat.

That Roberts and Supplee were well pleased with a certain moonlight ride they took on tandems quite recently.

That J. R. Lincoln Edwards hopes to secure the club mileage record for the South End Wheelmen.

WESTFIELD.

## LEAVENWORTH, KAN.

The heavy rains of last week rendered the roads almost impassable for a few days, but on Monday the sun came out, and now our beautiful streets and roads in this vicinity are in a condition to make glad the heart of the cyclist. Fourth Street, from the reservation to the penitentiary, is just like a floor, and is as fine a six-mile ride as any wheelman could desire. Leavenworth is well paved and is a good wheel town, taking all in all.

There are from twenty to thirty wheels in the city at present, with recruits every week.

We have here one of the fastest riders in the Missouri Valley in Ned Jewett. Harry Phelps, our local "little flyer," has gone into business at Topeka. Max Pickarts has ordered a new '88 Victor. Will Gautier will soon bestride a Columbia.

Last year Concordia, Kansas, had nearly thirty wheels; now she has five. Moral: Don't buy cheap wheels.

With our facilities for wheeling it is a little strange that no Stars, "trikes" nor tandems have as yet appeared.

The interest in cycling has just become apparent; therefore, next week may bring forth something out of the usual run.

SUB.

## WHEEL GOSSIP.

The dates for the Buffalo tournament are September 4 to 8. All communications regarding the same should be addressed to H. E. Ducker, 848 Niagara Street, Buffalo.

Howard A. Smith & Co. are making a cordurey cap, water-proof, and something that every wheelman should have for a knock-about cap. These caps are made L. A. W. style, with nickel-plated buttons at the side and heavy black cord, which makes a very striking combination. All of our friends in need of cycling supplies will do well to procure their catalogue.

The New York Club will hold its annual meeting May 9, when a new board of officers will be elected.

The riders using the goods manufactured by the Kingston Knitting Company, of Boston, must be greatly pleased with their garments. We should judge by the quantity of letters of commendation they are receiving from riders all over the country.

The Elizabeth Wheelmen will hold an entertainment at their club-house May 10. Burdette and an array of local talent will help supply the fun. Dr. G. Carleton Brown has charge of the affair. The club is making active preparations to be present in force at the Road Race and urge its team to victory.

The Brooklyn papers chronicle the attempt of one Harrison, a two-hundred weight good-natured citizen of Brooklyn, to master a frisky wheel. Harrison did his utmost to destroy the roads of Prospect Park, and succeeded in chiseling several holes in the road bed with his granity chin; incidentally the bicycle was also reduced to pulp. After wrestling with the wheel a half hour, Mr. Harrison was gently gathered up, his clothes were stuck onto him, and he was taken home. Harrison's manly beauty is now veiled with court-plaster, and, by the smell of arnica, Harrison's friends can locate him anywhere within a mile.

The best advertising dodge we know of is the new wagon just built for Charlie Schwalbach. This wagon, which has a fine representation of a wheel painted on its sides, is a veritable missionary, and in its daily peregrinations through New York and Brooklyn it will excite curiosity and interest.

Messrs. A. G. Spalding & Bros. report a very large business in Victors. The demand for the Victor Safety is very heavy, and the Light Roadster, Junior, and tricycles are also selling largely. Novices will find that Spalding's bicycle department can amply supply their wants, their uniform and sundries department being very complete. The repair department is now running in full blast, and wheels will be overhauled and repaired at reasonable prices.

The Riverside Wheelmen will hold their regular monthly meeting Friday, May 4. The club took a run to Hackensack on Sunday last.

Cleveland has a new club in the Forest City Ramblers, who start off with a membership of eighty. The Ramblers have adopted a gray uniform, and medals will be given to all club members covering 2,500 miles during the season, with an additional bar for every 1,000 miles over that distance. Medals will also be given to any member covering over 100 miles in twenty-four hours, and to any member breaking the State twenty-four hour record, which now stands at 194 miles. An L. A. W. badge will be presented to the member attending the greatest number of club runs.

**LOST, STRAYED OR STOLEN.**—What has become of L. J. Kolb, of the South End Wheelmen of Philadelphia? On the evening of March 28 he challenged Mr. E. I. Halsted, of the Harlem Wheelmen, to ride him a match race, and Mr. Halsted promptly accepted the challenge. Since that date we have anxiously awaited returns of the contest. But we notice in the last issue of *The Athlete* that Mr. Halsted, who is temporarily in Philadelphia, has neither seen nor heard from Mr. Kolb. *The Athlete* further says: "We hope that Mr. Kolb will promptly name a date, and that he will uphold the reputation of the Philadelphia racers, who have never been given the name of backing out of a contest for fear of being defeated." It appears that Mr. Kolb defeated Mr. Halsted in the Manhattan Athletic Club's fall games, '87, and has since done much talking about the "walk-over" he had, etc., etc. What we now want him to do is to withdraw his challenge like a man, or live up to it and settle the question.

F. E. Van Meerbeke will make a trip from New York to Cincinnati, via Niagara Falls, some time in June, in the interests of the Pope Manufacturing Company.

Reports of the continuance of the wheeling boom are coming in from all parts of the country.

The subscription paper for the Holyoke-Northampton side path has reached Springfield, and is now being circulated by local wheelmen. About \$535 has already been subscribed, \$400 of which has been guaranteed in Holyoke and the balance in Northampton. The promoters have secured the services of the man who built the Binghamton-Union side path in New York State. It is expected the work of construction will soon begin, as the City Council of Northampton have recently passed an order permitting the building of the side path. The Superintendent of Streets at Northampton is heartily in favor of the scheme, and will give his personal assistance in the work of construction, in the way of suggestions as to laying out the path. He will also aid in various other ways.

The Ramblers' Club, of Denver, will have an excursion to Idaho Springs. Leaving Denver at three P. M. on May 5, they will take the train to the Springs, where they will stop over night. On the 6th they will ride over to Black Hawk and Central City, and, after visiting all points of interest, they will come down through the Golden Gate toward Denver, where they expect to arrive at eleven o'clock. The run will be wound up with a dinner at the Centennial House.

Mr. Percy M. Harris, of the New York Bicycle Club, has connected himself with the Springfield Bicycle Manufacturing Company, and will shortly leave New York on an extended trip in the South and West. Percy is one of the pioneers in this vicinity, having started riding in 1880. He joined the League in 1881, and helped to organize the Ixion Bicycle Club in 1882. He has also won many contests on the path and road. We wish him success in his new vocation.

Mr. J. M. Badollet, an expert cyclist and horseman, has invented for the benefit of riders a new pair of drawers with a patented attached Jock Strap. The drawers are cut to order, to give a perfect fit, and the Jock Strap, being of the same material and forming a constituent part of the drawers, there need be no more bother with straps. The advantages claimed are: To prevent accidents, to hold the parts in a comfortable position, to give free action to every movement, and last but not least, to get rid of all straps. The drawers can be worn daily with great comfort, and can be washed without the Jock Strap becoming stiff or harsh. The price will be same as custom-made drawers, knee, or long drawers. Mr. Badollet will open shortly a special store for selling these goods; in the meantime, he will give all particulars and accept orders at his office (No. 13 Dey Street, New York) between 12 and 2 P. M. Send for circulars and cuts.

After trying a number of brands, we finally decided that Hall's all tobacco cigarettes are most pleasant to the taste, and are free from the nicotine and other bad features of many brands of cigarettes. They are made of pure Havana tobacco. The flavor is very pleasant. Sold at all first-class cafes.

## ACCIDENT INSURANCE FOR WHEELMEN.

In almost every insurance company wheelmen are considered a risk, and either higher premiums are charged or policies are refused them. At any rate, wheelmen will be glad to learn that the Provident Fund Society of New York will make a specialty of issuing policies to wheelmen in any part of the country. The Provident Fund Society provides indemnity against accidents causing death or wholly disabling injury. The society is conducted by business men and in a business-like manner. Its system is based on an extensive experience in the accident and insurance business. All claims are promptly paid immediately after investigation and approval.

The society gives indemnity to its members at actual cost, and issues a plain contract which is definitely understood. There is not an unpaid claim of any nature against the society. To cover indemnity in case of death or total disability, giving \$5,000 life indemnity, \$2,500 for loss of limb, and \$25 per week for disabling injuries, the cost is as follows: Membership fee, \$5; bi-monthly payment thereafter, \$2, which includes dues and assessments. The total cost for the above indemnities will not exceed \$12 per year. Half-rate certificates will be issued in case a member's income does not enable him to secure a full certificate.

This society should at once recommend itself to professional, business and working men. The weekly indemnity is liberal, and prompt payment is assured. The policies are non-forfeitable, and there are no delays or technicalities. The books are open to members, the management is economical, and there is ample financial responsibility. Wheelmen should at once insure in this company. Address, for further details, the Provident Fund Society, 280 Broadway, New York.

St. Louis men will be able to make the round trip to the League meeting at the cost of a fare and one-third. It is expected that a large party from Missouri will be at the Baltimore meeting.

A. G. SPALDING & BROS.

## THE VICTOR JUNIOR.

The advance of the warm weather has largely increased the number of those who are "thinking" of purchasing bicycles. Of course the would-be purchaser at once commences an extended bargain hunt, and it is very often the case that in order to save a few dollars he will buy some old, respectable looking crotch.

We want to say, and say it emphatically, that any rider who can use a 50-inch wheel or under, can do no better than purchase a VICTOR JUNIOR, which he can get for a less price than he would pay for a second-hand wheel.

The VICTOR JUNIOR, while not a highest grade wheel, is not a "cheap" wheel by any means, and the smaller sizes, designed especially for boys, are far superior to any boy's wheel ever put on the market.

The back-bone and front fork are of regular weldless steel tubing. The hubs, neck and spindle and all working

A. G. SPALDING & BROS.

bearings, are of forged steel; the spokes are double tangent, and attached at the rim with nipples. The stock used is just the same as that used in the LIGHT ROADSTER, so it will be seen that in vital points the VICTOR JUNIOR will be abundantly able to perform the work that will be expected of it. It is a new departure is boys' bicycles, and will be found worthy to belong to the Victor family. Boys who see this machine before placing their orders will not be contented to ride other wheels.

The wheels of the Victor Junior are strongly made, having fifty-six spokes in 38 to 44 inch wheels, and sixty-four spokes in 44 to 50 inch wheels. The rear wheel has twenty spokes. There are ball bearings to the front wheel, with cone bearings to the rear wheel and steering head. The pedals have plain bearings, with square rubbers. Felloes solid, crescent section. Tangent double spokes, tied and soldered, fastened to rim with nipple same as Light Roadster. Hub proportionately same as Light Roadster, similar finish. Method of putting on bushings and fastening cranks same as Light Roadster. Imported cold drawn seamless tubing, 17 gauge. Backbone 1-inch and 1¼-inch diameter. Compressed tires. Adjustable step. Handle bar, solid in one piece, easily detached by a new device; lengths, 24-inch and 26-inch over all, and with spade handles. Forged steel neck. Cranks have three adjustments for pedals. Finished with enamel and nickel similar to Light Roadster. One piece leg guard. Saddle not detachable. The Victor Junior is sold at \$75 for a 50-inch wheel, with \$5 less for each size less, down to 38-inch, which makes a handsome high-grade boy's wheel at \$45.

We have on hand a heavy line of uniforms, racing tights, jerseys, sweaters, shoes, caps; also a large stock of cycling sundries. We have a few bargains in second-hand wheels.

Send for Sporting Goods Catalogue.

Send for Cycle Catalogue.

A. G. SPALDING & BROS.,

241 BROADWAY, 108 MADISON ST.,

The City Engineer of Kansas City has recommended to the City Council the use of asphalt for the residence streets. This is where the City Engineer of Kansas City is ahead of the official who occupies the same position in New York City.

## GILLOTT'S STEEL PENS

ARE THE MOST  
\* \* PERFECT.



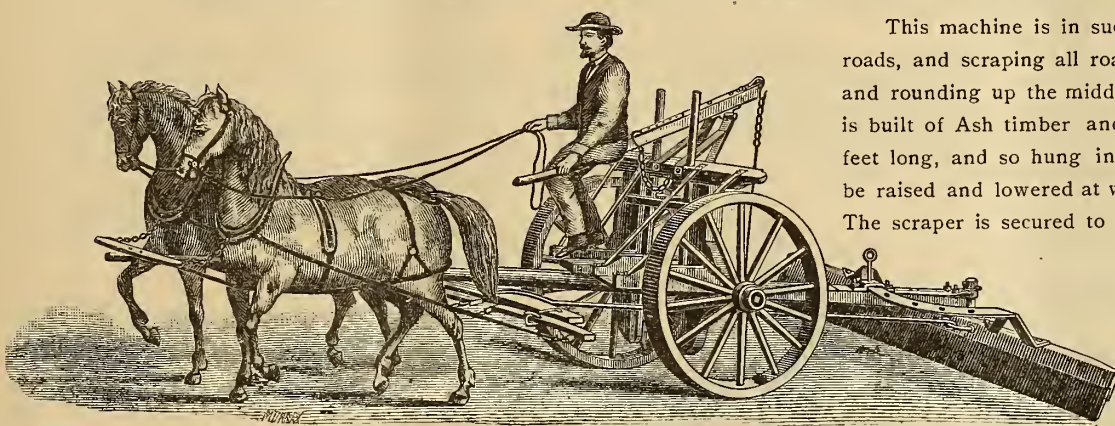
## KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

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.

## Davis Patent Road Machine.



This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised and lowered at will by means of the lever, as shown. The scraper is secured to the pole by means of a heavy steel spud, which allows angling to right or left by means of the circle iron, and the draft is always direct from whiffletrees to scraper through draft-rod under pole.

SEND FOR CIRCULAR AND PRICE.

J. W. DAVIS & CO., 134 Water Street, New York.

WARWICK

# CYCLES

CYCLE



## The Warwick Perfection

— IS —

## COMING.

MFG. CO.

SPRINGFIELD,  
MASS.

# OUR FAMOUS <sup>AND</sup> PATENTED RAMS-HORN BAR.

## ORIGINAL AS IS OUR ENTIRE BICYCLE.

PORT HURON, Mich., April 14, 1888.  
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand.  
S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.  
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for hill climbing there is no comparison, the latter being far superior to the former, but for ordinary level road riding, one is perhaps as good as the other, and both are far better than any other form.  
J. E. SEARLES.

HORNELLVILLE, N. Y., April 18, 1888.  
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.  
R. M. PRANGEN.

PROVIDENCE, April 14, 1888.  
In answer to your inquiry about Rams-horn and Spade Bars, we think the former preferable and better liked this way.  
E. G. BILLINGS.

ELMIRA, N. Y., April, 16, 1888.  
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made.  
C. M. JONES.

FLINT, Michigan, April 15, 1888.  
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing.  
HARRY BRIDGMAN.

MINNEAPOLIS, Minnesota, April 16, 1888.  
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.  
H. J. PUTMAN.

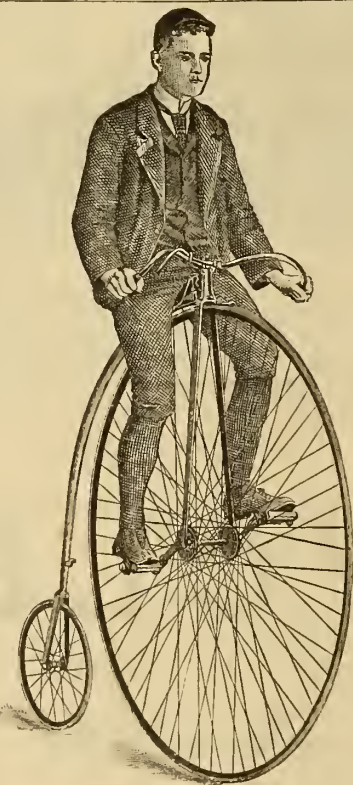
BAY CITY, April 13, 1888.  
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never hurt the fingers in still pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good lift up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have screwed the handles on.  
BURT ESTES HOWARD.

LYONS, KANSAS, April 12, 1888.  
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward

dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. bars.  
J. H. ERNEST.

WARREN, PA., April 12, 1888.  
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel.  
C. F. L. KINNEOR.

LOUISVILLE, KY., April 11, 1888.  
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.  
KRAFT & ADAMS.



DAYTON, OHIO, April 10, 1888.  
Replying to your letter of April 9th regarding the Rams-horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but, after they have tried them, they invariably like them the best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn.  
A. W. GUMR & CO.

PEORIA, ILL., April 11, 1888.  
We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.  
GEO. W. ROUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them.  
J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.  
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others.  
T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.  
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with.  
D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.  
E. A. WODE.

KENOSHA, April 18, 1888.  
Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.  
C. A. DICKHANT.

CINCINNATI, April 18, 1888.  
We find the Rams-horn bars almost a necessity on a bicycle now.  
B. KITTREGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.  
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once.  
C. H. SMITH.

CHICAGO, April 17, 1888.  
Having used Spade handles on my machine for a season, I was thoroughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.  
S. T. KIMBELL.

FLINT, MICHIGAN, April 15, 1888.  
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a Bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. Never chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me \$5.00 or \$6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't those bars slick?" "Best I ever saw," etc. As for myself I would not go back to the Spades under any consideration, providing I could get Rams-horn.  
J. ELMER PRATT.

P. S.—Think your perfect fit handles are going to be a great success—like them very much.  
J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

**CORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.**

MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.

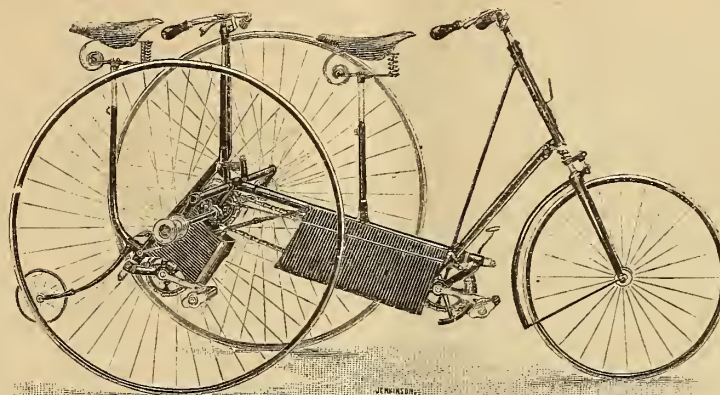
# MACADAMIZED ROAD FROM ELIZABETH TO RAHWAY.

There is considerable agitation in Rahway over macadamized roads. Year before last Irving Street was paved by this method, and last year St. George's Avenue for some distance. It is now proposed to continue the macadamizing of the avenue to the city line, and efforts are being made to induce the township of Linden to complete the improvement through the township, making a paved road from the centre of Rahway to this city. If the project is carried out it will make one of the finest driveways in the State, and its importance as a highway should arouse the people of Linden to immediate action. The road now in many places through the township is in a wretched state, and this spring for much of the time has been impassable. The village of Linden and Rahway have suffered many inconveniences in consequence. Dealers in merchandise were unable to reach either place with their wagons, and for a number of weeks have been forwarding by railroad and express, causing delays and expenses in transportation that have been seriously felt by purchasers.

There are a number of public spirited residents of Linden who have volunteered to contribute the expenses, but some large property owners along the road have as yet refused to aid in any way toward the improvement. Efforts to convince these of the importance of the work are being made, and some hope of success is expressed.—*Elizabeth, N. J., Herald.*

Wilmington, Del., is at last to have a good bicycle and running track. A stock company with \$25,000 capital is now organizing, which intends to build a quarter-mile track on its grounds for the benefit of the Wilmington Wheel Club and the Warren Athletic Club. The track will be built inside of a half-mile horse track, but one will not interfere with the other. It will be located at the end of the causeway, only a ten minutes' drive from the centre of the city, over a beautiful, broad shell road.

# HUMBER'S LATEST TANDEM.



Weight 100 lbs. 7/8-inch Rubbers. 4-Bearing Axle.

THE LADIES' TANDEM PAR EXCELLENCE.

LLEWELLYN H. JOHNSON,

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A fresh invoice just received.

**Weed Sewing Machine Co.,**

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General Agents for **COLUMBIA 'CYCLES** For the State of Connecticut.

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**PECK & SNYDER,**

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AGENTS FOR

**THE NEW MAIL 1888.**

GREATLY IMPROVED THIS YEAR, MAKING IT A

**Light Roadster of the Highest Grade.**

All parts Steel Forgings and strictly interchangeable. The only Wheel with the Triggwell Ball-bearing Head. Perfection-strengthened Backbone and Forks, and thickened Rim. Tangent Spokes, Spade Handles, Kirkpatrick Saddle, Adjustable Step, etc. Price \$5 less than last year. We also handle the famous IVEL SAFETY. Come in and see them. Send for circular. Also a full line of Sundries, Uniforms and General Sporting Goods.

**Repairs!**

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**Repairs!**

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**STAR** Headquarters.

*Friends of the "little wheel in front"—*

We can repair your machines *promptly, cheaply and skillfully* at our new shop, opened in connection with our Branch House, 115 Liberty Street. With a finely equipped shop and competent workmen we are in position to repair Wheels of *all* makes with equal facility and despatch. We solicit your patronage. Near all down-town ferries. Easy of access for Jerseymen and Brooklynites.

H. B. SMITH MACHINE CO.,

Works and Main Office, SMITHVILLE, N. J.

115 LIBERTY STREET.

### ABOUT SAFETIES.

Correspondents in the wheel press everywhere chronicle that riders, new and old, are rushing for safeties. One sagely comments that the craze will pass over, as did that for the Kangaroo type, three years ago; and another asserts that the new wheel has "come to stay." In this case, as generally, the truth lies between the two views taken, but probably much nearer the latter.

Every close observer of the development of wheeling must have noticed that one of the obstacles to its growth has been the fear of the ordinary bicycle among most men after they have passed, say, their twenty-fifth year. At the same time, many who would have liked to learn, were they sure of immunity from headers, have looked down upon the tricycle as heavy, awkward and slow. What they have wanted has been something safer than the ordinary and lighter than the tricycle, but with the advantages of both.

The Rover type safety meets this want most admirably. It is fairly light, perfectly safe and very easy to master. Although it is very far from reaching the perfection of its type, as the ordinary is perfect in its type, it has so many sterling qualities that it has literally compelled popular favor. The demand for it is so great that its weak points will be quickly discovered, and marked improvements undoubtedly be made each season.

Under the influence of the "craze" for safeties, caused by their very excellent points, many old

wheelmen are rushing for the novelty, and of them a good number will probably return to the ordinary after a more or less extended trial of the new machine. Every reversion to the original mount will probably be chronicled as evidence of the failure of the safety, when such inference is really false. The ordinary has some points that no safety can ever attain.

The safety is surely the most effective means to make wheelmen out of scores of middle-aged men who are in sore need of exercise, and to recruit the ranks of cyclists where the roads are hilly and poor. Every wheelman ought to urge its adoption in such cases, and can readily make converts.

I seriously question, however, if any athletic young man, or good rider, provided his roads are fair, will not be better satisfied with the ordinary—at least at present. I have had a touch of the safety craze, and have tried several patterns, and I cannot satisfy myself. A light roadster ordinary is quite good enough for me. Perhaps another year, with lighter and better designed and braced safeties, I may change my mind. 5678.

### FINED FOR MOLESTING A CYCLIST.

George W. Leimbach was fined \$50 and costs last night by Justice Hevern upon the charge of malicious intent to destroy the property of Mr. C. Henry Eisenbrandt. Mr. Eisenbrandt, with several members of the Centaur Cycle Club, were returning from an outing on their cycles, and while coming down Eastern Avenue hill Leimbach, it was alleged, tried to run down Mr. Eisenbrandt. By good judgment Mr. Eisenbrandt kept his seat, and for nearly two hundred yards had to speed to prevent being struck by a heavy wagon driven by Leimbach, who had four companions with him. Other members of the club called a policeman, who arrested Leimbach. Justice Hevern ruled that the law protected the cyclists, and imposed the heavy fine. Mr. Eisenbrandt and his companions by considerable persuasion prevailed on the Justice to reduce the fine to \$3 and costs, which was paid.—*Baltimore Sun*.

Dieter's Ice Cream Branch, 1150 Fulton, near Franklin Avenue, Brooklyn, have the best creams in the city. \*\*\*

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Ilderan Bi-Club.  
Citizens Club.  
Long Island Wheelmen.  
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Harlem Wheelmen.

# DEVLIN & CO.,

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

## Broadway and Warren Street,

### NEW YORK,

MANUFACTURERS OF

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

We are prepared to make this year a fine line of TROPHIES, MEDALS and PRIZES of all descriptions, including

MEDALS, CUPS, JEWELRY, Etc.

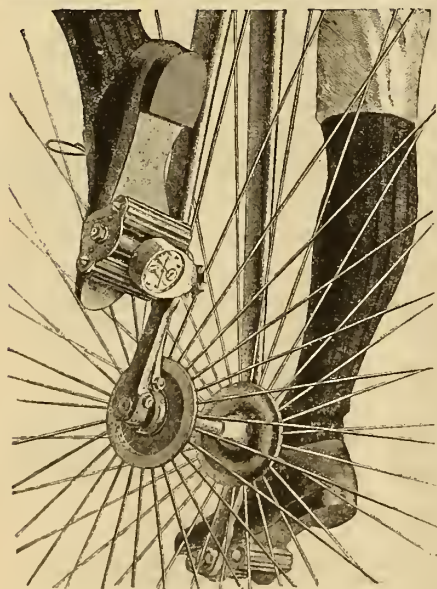
## Stop-Watches, MEDALS, Trophies.

Illustrated Catalogue and Price List Sent on Receipt of Stamp.

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Successors to JENS. F. PEDERSEN.

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Weight, 6 oz.

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NEWARK  
TELEPHONE, 673.

### ALL BICYCLE RIDERS

must have Cycle Sundries! We make no big blow, but we get there all the time. Bundle carriers, Tire Tape, Standard Gloves, Z. & S. Stocking Supporters, Lantern Hangers, Carter's Foot Rest, Standard Oils, Newark Enamel, Rubber Cement, Spoke Grip, Newark Shoe, Boston Club Cap, etc., etc.

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**HOWARD A. SMITH & CO.,**

16 Park Street, Orange, N. J.

ORANGE  
TELEPHONE, 134.

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Are made of the very best Worsted and Fine Wool Stock, and for beauty of design, superior workmanship, durability and reasonable prices cannot be excelled. Our goods are made in beautiful colorings, in Plains, in Stripes and in Mixtures, for Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Dress Suits, etc. Our Knickerbockers, Knee Tights and Full Body Tights are made in three weights with special reference to comfort and durability, furnished with reinforcements, Suspensory Pocket, Fly Fronts and Back Lacings, Loops for belts, Buttons on legs, etc., and have no superior in the market. Our Jerseys, in Plains and Stripes, are beautiful goods, and made in all colors and mixtures, with Long Sleeves, Short Sleeves and Sleeveless, with Low Necks, Single Collars, Double Collars, English Turn-over Collars and Laced Fronts, and for comfort, beauty and elasticity are not excelled. Our Bicycle and Lawn Tennis Coats are made in two styles and weights in Stripes, Plains and Mixtures, and are this season the most stylish and popular garments worn. These goods, with our Ribbed Sweaters and Stockings to match, are the leading styles and used for the best trade. Our Fine Worsted Bicycle Hosiery, in all weights and colors, is not equalled by any other manufacturer, and is appreciated by our best Hosiery dealers. Our Glove-fitting Hosiery with double Heels and Toes is without a rival, and all of our goods are offered to the Trade at very reasonable prices. Correspondence solicited. Address,

**KINGSTON KNITTING CO., 27 KINGSTON ST., BOSTON, MASS.**

# BICYCLE OUTFITS.

**CAPS.** Finest quality of Navy Blue, Brown and Bottle Green Cloth, glazed vizor, \$1.50; Cloth covered vizor, \$1.75. In Corduroy of same shades, glazed vizor, \$1.50. All with ventilated top.

**JERSEYS.** Made of the best woven worsted, with turned-down ribbed collar, in White, Royal Blue and Navy Blue, with Striped Collar and Cuffs, \$5.00; without turned-down collar, in plain Brown, Navy Blue, Maroon, Black and Green, \$4.00.

**SHIRTS.** Top quality of light and dark Gray and Brown Flannel. Our own make. The most popular, neat-fitting Bicycle Shirt in the trade, \$2.50; extra quality, Navy Blue, \$3.00.

**SUITS.** Coat and Knickerbockers of the finest texture of Corduroy. As perfect in every detail as the best custom make. Brown, Blue, Drab, Black and Green. Coat, \$8.50; Knickerbockers, \$5.00.

**BELTS.** English make, of Strong Silk webbing, in stripes and plain colors, with silver snake buckle. Adjustable to any size. Specially adapted to wear with flannel or negligé shirt for Cycling, Athletics, and all out-door sports, 50c.

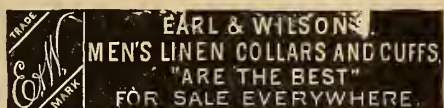
**HOSE.** Large stock of English heavy-ribbed Worsteds. Extra long, and meet every requirement of wheelmen, tourists, and others who want a first-class Hose. Navy Blue, Brown, Black, Steel and Green. Perfect in make and shape. Sizes, 9 to 11. \$1.50 per pair.

**HOSE SUPPORTER.** The strongest and best device to hold bicycle and all other hose is *Perego's Champion Supporter*. Comfortable, easy, no strain; gives readily to movements of the body. Made of the best drab cotton webbing. 50c.

**SHOES.** A complete stock of Bicycle Shoes, the most popular of which is made of the finest Kangaroo leather, laced to the toe, with sole of heavy red rubber, sewed all around. This shoe is both substantial and very nobby. \$4.00. *Best* Genuine English C. T. C. Cloth. \$4.00 a yard, double width.

**Ira Perego Outfitter, 128 & 130 FULTON STREET, and 87 NASSAU ST., N. Y.**

**\*\* An Illustrated Catalogue of Outfits for TENNIS, YACHTING, ROWING, and all Out-Door Sports sent free, if this paper is mentioned.**



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## INCOMES INVESTED

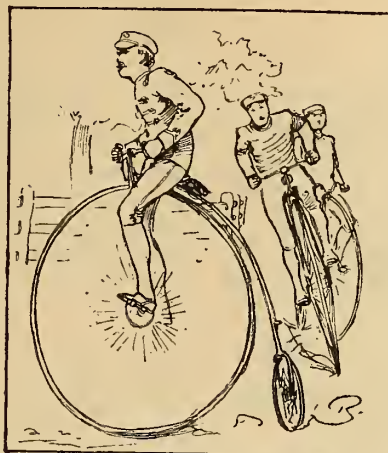
**I**N good Second-Hand wheels always return a fair equivalent, but shun the old and worn out cycles that are advertised and sold at low prices. A good second-hand bicycle or tricycle has a market value, and when offered below the market something is wrong. I have a few of the good ones in stock that I am offering at fair prices, not way down, but guarantee a good value for the money. All in perfect order and as represented. Send for second-hand list, and then ask for a detailed description of any wheel that you may select.

Those who desire new bicycles will not, I hope, infer from the above that I am only a second-hand dealer. I have a full line of new Columbia Cycles, all styles of finish and all sizes. Call and see my stock.

GEO. R. BIDWELL,

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Near the Park, New York.



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25 Words.....15 Cents

Two Insertions.....25 "

**FOR SALE**—50-inch new Rapid Roadster, 1887 pattern, nicked backbone and forks, fish saddle; price \$105. W. E. Sheffield, jr., 362 First Street, Brooklyn, N. Y. 5-4

**STANDARD**—54-inch; enamel, cow horn bars; good order; \$50. J. A. P., 289 Baldwin Avenue, J. C. 5-11

**FOR SALE**, at bargain, 50-inch American Challenge, 1888 pattern, Lilliebridge saddle; brand new sample machine, never used; cost \$75; will sell for \$55 cash. Address Lock Box 1066, Corry, Pa. 5-11

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

**FOR SALE**—54-inch New Mail; never been ridden; good reasons for selling; best price over \$100 takes it. Address J. E. Day, 266 Whiton Street, Jersey City. 5-11

**FOR SALE**—56-inch Expert, nicked and enameled; spade handles; wheel in fine condition; will be sold cheap. Bicycle, Box 707, Geneva, Ohio. 5-11

**FOR SALE**—52-inch Victor Roadster, lantern, cyclometer; excellent condition; \$85. Sparkbrook Tandem, cyclometer, lantern, etc.; splendid order; \$180. H. E. Bidwell, Pittsburg, Pa. 5-11

**FINE CHANCE** for a Safety, good as brand new, without chains or gearing; Facile, latest pattern, 46-inch. Cost \$131; sacrificed for \$85. J. W. Hillman, 214 Division Avenue, Brooklyn. 5-11

**VICTOR TRICYCLE**—Cost \$160; good as new; very cheap for cash, or will exchange for 50 or 52 inch bicycle of first-class make, or Safety. Address John V. Barross, Attica, N. Y. 5-11

**LEVEL SAFETY**—Tangent Spoke Light Roadster, 30 lbs.; ball or rat-trap pedals; three gears; almost new. Price \$125; cost \$150. Bicycle, 18 South Broad Street, Philadelphia. 5-11

**RUDGE HUNTER TANDEM**, in good condition, for sale cheap; would take tricycle in part payment. L. H. Porter, 29 West Twenty-third Street, New York. 5-11

**48 VICTOR TRICYCLE**—Balls all round; good condition; a bargain, \$80. Victor R. Pyle, Wilmington, Del. 5-11

**WANTED**—Wanted to purchase, a pair of racing pedals; must be reasonable in price and in good condition. H. Samson, Nyack, N. Y. 5-11

**FOR SALE**—A 52-inch, 1887 Rudge Light Roadster Bicycle in perfect order; has been used but little; price \$125. Address F. M. Thomas, Hudson, N. Y. 5-11

**CHEAP**—Two Rudge Safeties, '87 pattern; one tandem. Chas. Schwalbach, Ninth Avenue and Union Street, Brooklyn. 5-11

**I HAVE** a bicycle my brother used to ride, which I will sell for half what it cost; large wheel is 50 inches; Columbia. Florence E. Davis, Hillsdale, Mich. 5-4

**WANTED**—Re-engagement for the season, or permanently, by a young man (age 26); speaks English, German, French; with ten years' experience in well-known bicycle and tricycle firms as manager, salesman, instructing, estimating on repairs, repairing, etc.; good references and well acquainted with the leading club and wheel men. Address Steady and Honest, *Wheel and Cycling Trade Review Office*. 5-4

**BARGAINS IN TRICYCLES**.—Columbia 2-track and Humber Tandem; perfect order; cheap. Address for particulars, Cycler, 111 West 95th St. 5-11

**FOR SALE**—45-inch '87 Special Star nearly new, with Brooks Cyclometer; \$95; cost \$112. Also 48-inch '87 Special Star; balls to front wheels; run about 300 miles; \$95; cost \$112; with Lakin Cyclometer, \$102. John J. Young, Braceville, Ill. 5-11

**FOR SALE**—58-inch Hillman, Herbert and Cooper's double hollow, tubular fork Premier; double racing balls to both wheels; water and dust tight; cranked handle bar; Aeolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow felloes to give lightness for racing and yet strength for the roughest roads; it is excellent for hill climbing; cannot be duplicated in America for less than \$250; will sell cheap for cash, or will receive offers of exchange for a horse or anything of equal value. Address Geo. A. Bogart, assistant postmaster, Evanston, Cook Co., Ill. 5-11

**WANTED**—Bicycle, in exchange for silver-plated Cornet, in first-class condition; give size, age and full particulars. Lock Box 75, Wappingers Falls, N. Y. 5-4

**FOR SALE**—53-inch Columbia Light Roadster, '87 pattern, Kirk saddle, spade handles, new, for \$117.50. Lock box 75, Wappingers Falls, N. Y. 5-4

**A BARGAIN**—54-inch Mail; enameled, nickel trimming, cow-horn bars, spade handle, balls all over, latest saddle. Cost, \$135; sell for \$78. Coulter, 245 Broadway, N. Y. City. 5-4

**QUADRANT TANDEM FOR SALE**—Number Twelve; warranted sound; open front for lady's seat. Best offer above \$160 takes it. "Cash," Wheel and Cycle Trade Review Office. 5-4

**FOR SALE**—Cheap for cash, Harvard Special Bicycle, 52-inch; in good condition. Address C. H. B., 371 4th St., Brooklyn, N. Y. 5-27

**FOR SALE**—50-inch Special Facile, 54-56 ordinary, guaranteed first-class condition; references given. Address F. R. Huntington, Adams, N. Y. 5-11

**FOR SALE**—52-inch New Rapid Bicycle; excellent condition; cheap for cash. Address E. O. Jeralds, Union Depot, New Haven, Conn. 5-4

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

**BARGAIN**—Club Tandem, good as new; balls all over; lady front or rear; both can steer; cost \$250; price \$175. Cash F. O. B.; also 40-inch Ladies' Marlboro, perfect order, \$120. Bargains in second hand machines. Lincoln, Holland & Co., Worcester, Mass.

**FOR SALE**—51-inch New Mail; 1887 pattern; only tires show wear. Balls all over. Wheel bought November last. Warranted absolutely perfect. Reason for selling, advertiser wants smaller wheel. Will exchange for 1887 Star, 48-in. Price \$105. Address J. E. Day, 185 Grand St., Jersey City.

**"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.

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

**FOR SALE**—Facile Safety, latest pattern (1887), ball bearings all round, enameled, nickel trimmings; good as new; cost \$131. Price \$85. James W. Hillman, 214 Division Ave., Brooklyn.

**RUBBER STAMP** 25 Visiting Cards, and INDIA INK to mark Linen, only 25 cents (stamps). Book of 2,000 styles free with each order. Agents wanted. Big Pay. THALMAN MFG CO., BALTIMORE, MD.

**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.

**ONE HUNDRED BICYCLES, SAFETIES, TRI-CYCLES AND TANDEMS** at a sacrifice to make room for this year's stock. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$100, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crimper Tricycles from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems from \$65 to \$160. Write for List, and let us know what you need. Exchanges and Installments. Complete Stock of Repairs for all Beeston Humber. L. H. Johnson, Orange, N. J.

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

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



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WARRANTED INTERCHANGEABLE.

FULL LINE SAMPLES NOW AT OUR SALESROOMS.

WE would call your attention to our LARGE LIST OF SLIGHTLY USED WHEELS of STANDARD MAKES, that we are advertising in another column. Parties who desire to SAVE ON THE PRICE of a NEW MOUNT would do well to examine our stock before going elsewhere. LIST OF BARGAINS FREE UPON APPLICATION.

WHEELS BOUGHT, SOLD AND EXCHANGED.

## NEW YORK BICYCLE CO.,

No. 8 WARREN STREET, N. Y.

## BARGAINS.

No.	Size	Name	Finish	Condition	Bearings	New	Now
1	54	Rudge Lt. Roadster	Enamel	1	Ball	\$135.00	\$90
2	53	Royal Mail.....	"	"	"	135.01	70
3	52	Expert Col. 1886....	"	New	"	127.50	100
4	52	Expert Col. 1887....	"	"	"	127.50	90
5	52	Expert Col. 1885....	Nickel	2	"	135.00	80
6	52	Rudge Lt. Roadster	Enamel	2	"	130.00	80
7	52	Victor Roadster....	"	"	"	127.50	85
8	52	British Challenge...	"	"	"	105.00	80
9	52	Standard Col.....	"	3	Plain	90.00	55
10	52	Expert Col. 1886....	"	"	Ball	127.50	80
11	50	Royal Mail, 1886....	"	2	"	130.00	75
12	50	Royal Mail, 1885....	"	2	"	130.00	75
13	50	Standard Col.....	"	"	"	90.00	45
14	50	English.....	"	3	Plain	90.00	40
15	50	Expert Col. 1885....	Nickel	3	Ball	140.00	70
16	50	Victor Roadster....	Enamel	1	"	125.00	85
17	48	Rudge Lt. Roadster	"	"	"	132.50	80
18	48	New Rapid.....	"	"	"	130.00	85
19	48	Standard Col.....	"	3	Plain	85.00	45
20	47	Col. Lt. Roadster and Cyclometer	"	1	Ball	140.00	100
21	46	Standard Col.....	"	3	Plain	80.00	35
22	42	American Safety...	"	"	"	75.00	50
23	42	Victor Safety 1887...	"	1	Ball	140.00	110
24	45	Special Star and Cyclometer....	"	"	"	155.00	125
25	54	Expert Col. 1886....	"	"	"	130.00	85

Explanation of condition: "1," nearly new; "2," good; "3," fair.

**W. D. BANKER,**  
Old City Hall, Pittsburg.

COLUMBIA BICYCLES  
AND  
TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

**S. F. HEATH,**  
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The CORSON Star Saddle; warranted to please; price, \$3.50; Nickeled, \$4.50.  
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The Tourists' Delight; price, 50 cents.  
The Star Advocate, Monthly, 50 cents per year.  
The Star Extension Step and Foot Guide; price, \$1.50.  
The "Common Sense" Stocking Supporter; price, 35 cents.  
Spade Handles; a fine article, nickeled, with Vulcanite Grips; price, \$2.50 per pair.

**E. H. CORSON'S BICYCLE EMPORIUM,**  
ROCHESTER, N. H.

## 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**  
Price \$1.00  
Price \$1.50  
Enamel, - - - - - POSTPAID.  
Nickel, - - - - -  
**AGENT FOR VICTORS,**  
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Queens Athletic Club Grounds,  
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Thirteen miles on the Jericho Pike. Bicycle and Athletic Track, Raised Corners. Base Ball Diamond. Grand Stand. Only three minutes from the depot.

Wheelmen and Athletes are invited to try the track at all times. Clubs wishing to use these grounds may address **THOMAS LLOYD, Queens, Queens Co., N. Y.**

## THE W. C. B. JOCK STRAP.

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong.

It prevents an ungraceful appearance when the wearer is dressed in tights, or in close-fitting pants.

It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

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The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body.

All the straps are elastic; no buckles are used; it may be worn next the skin.

PRICE, BY MAIL, 85 CENTS.

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Parallel and Ball-Bearing Machines. Also a full line of Suitings—all necessary equipments.

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State Agents for the American Cycles.

A FULL LINE OF SUNDRIES, TIGHTS, HOSE, ETC.

A large Riding School in connection.

Second-hand Wheels Bought, Sold and Exchanged.

REPAIRING PROMPTLY DONE.



VICTOR LIGHT ROADSTER BICYCLE.

VICTOR LIGHT ROADSTER TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

SPALDING'S YOUTH'S BICYCLE.

Also a Full Line of  
BICYCLE SUNDRIES

Send for 1888 Catalogue.

**FRED'K A. LELAND,**

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THE VICTOR LIGHT ROADSTERS 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.

THE VICTOR TRICYCLES 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.

The demand for Rover type safeties this season is unprecedented. The VICTOR SAFETY has been greatly improved, the form of the frame being changed to brace thoroughly the axle of the driving gear, a weak spot with all other makes, and where there is the greatest strain. The spring fork does away with the annoying vibration and makes the VICTOR SAFETY *the only one that can be easily run over rough roads*. Price \$135.

That boys and youths might have a *high grade wheel at a low figure* the VICTOR JUNIOR has been created. It has cow-horn bars, spade handles, balls to the front wheel, and preserves the principal merits of make and material of the *Victor Light Roadster*, of which in appearance it is a close counterpart. Price \$75 for 50-in., with a reduction of \$5 for each size down to 38-in.

New Yorkers, Brooklynites  
Jerseymen, and all  
others can see  
and buy  
the

**VICTOR**

FOR 1888.

AT THE

Manhattan Wheel Exchange,

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To supply the wants of Young America we have also the YOUTH'S PREMIER, a handsome, strongly built machine with cow-horn bars, spade handles and patent bearings. From all the makes of cheaper grades of boys' bicycles offered us, we selected this one, as the only one that possessed the merits of high-priced wheels. Price \$60 for 50-in., with \$5 reduction for each size down to 34-in. Spade handles \$2 extra.

## READ OUR RULES.

No machine placed on our list unless it is in our hands.

Our charge for selling is ten dollars and storage at one dollar per month. No tricycles handled on commission.

A receipt is given for each machine, and we are responsible in case of loss for the net price charged. Our stock is fully insured.

Our customers are not bound to leave their machines with us any longer than they may care, and can remove them by paying freight, storage, and other expenses.

In shipping to us freight must be prepaid. We are not responsible for breakage in transit.

Our terms to sellers are strictly cash. Charge for crating \$2. New wheels crated free.

In order that all may have a chance to prove to their own satisfaction that VICTORS ARE THE BEST WHEELS MADE IN THE WORLD, we will take OLD MOUNTS IN PART PAYMENT for them at fair allowances. When writing to exchange describe minutely.

Owing to our extensive trade our chance is the best to sell your SECOND-HAND WHEELS for you on commission quickly. We cannot supply our present demand. Our big second-hand commission business and our taking of wheels in exchange, give us the biggest list of big bargains in America.

## Notice this Week's Reductions.

### Our List, May 4, 1888.

- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$65.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 50.—52-in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$75.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$45.
- No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$58.
- No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance, at \$80.
- No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$70.
- No. 95.—3-track Victor tricycle. Price \$60.
- No. 112.—36-in. Kangaroo Safety. Price \$50.
- No. 117.—52-in. Apollo. Nickel with enam. wheels. All balls. Price \$85.
- No. 119.—52-in. Club. Enam. with nickel trimmings. Balls both wheels. Lamp. Price \$60.

- No. 120.—Quadrant, convertible tandem, double steerer, specially built for two ladies. In perfect condition. Price \$200.
- No. 123.—52-in. Stand. Col. Enameled. Balls to front wheel. Perfect cond. Price \$50.
- No. 124.—36-in. Kangaroo Safety. Never out of shop. Price \$75.
- No. 125.—48-in. Eclipse. Enamel and nickel. Bargain at \$60.
- No. 126.—53-in. Col. Lt. Roadster. Spade handles. Big chance for a fine wheel at \$75.
- No. 127.—52-in. Am. Club. Enameled. Ball to both wheels. Kirk saddle. Cheap at \$55.
- No. 128.—54-in. English Premier. Enameled. Balls front, cone rear. Kirk saddle. K. of R. lamp. Sacrifice at \$45.
- No. 129.—48-in. Stand. Col. Enam. Price \$35.
- No. 136.—50-in. Stand. Col. Lamp. Price \$40.
- No. 138.—54-in. Rudge. Enamel and nickel. Cowhorn bars. All balls. Price \$75.
- No. 139.—54-in. Special Club. Full nickel. Balls all over. Good as new. Only \$80.
- No. 140.—42-in. Otto bicycle. Enameled. Price \$20.
- No. 141.—English Premier 3 track, loop frame tricycle. Two speed gearing. Cyclom. and Lamp. Price \$75.

- No. 145.—54-in. Expert Col. Nickel with enam. wheels. All balls. Perfect cond. Price \$85.
- No. 146.—51-in. Harvard. Nickel with enam. wheels. Spade handles. Price \$65.

## THIS WEEK'S BARGAINS.

- No. 148.—48-in. Am. Star. Nickel and enamel. Cowhorn bars. Cheap at \$50.
- No. 149.—54-in. Col. Exp., '86. Full nickel. All balls. Good as new. Price \$95.
- No. 150.—Victor Crippler tricycle. Perfect shape. Price \$100.
- No. 152.—54-in. Special Club. Enamel. Ball wheels and plain pedals. Price \$65.
- No. 153.—54-in. Sanspareil. Ball wheels. Enamel. Price \$65.
- No. 154.—52-in. Victor, '86. Enamel. Cowhorn bars. Spade handles. Great bargain at \$85.
- No. 155.—50-in. Spalding. New. All balls. Cowhorn bars. Only \$90.
- No. 156.—52-in. Royal Mail. Nickel with enamel wheels. All balls. Price \$80.
- No. 157.—54-in. Premier. Enamel. All balls. Cowhorn bars. Price \$60.

We can make arrangements to sell our customers NEW VICTORS and YOUTH'S PREMIERS on the INSTALLMENT PLAN, on easy payments and at small advance in price.

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PROSPECT PARK PLAZA, = = = BROOKLYN.

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ALL REPAIRING DONE ON THE PREMISES.

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Is learned the easiest and best on the  
**Eureka Home Trainer and**  
**Bicycle Stand.**

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.

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To Fit any Bicycle, \$2.50.

Improved for 1888, making them the most popular handles on the market.

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New Rapid, Champion, Star and other Bicycles and Tricycles

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

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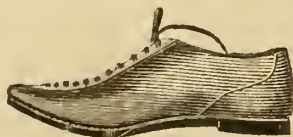
AND COLOGNE SPIRIT,  
SPIRITS OF TURPENTINE, ROSIN, ETC.

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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.

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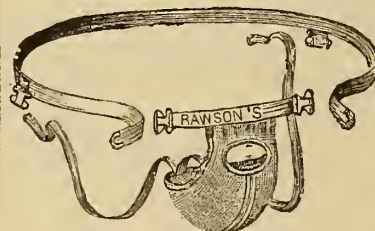
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A Perfect Fit Guaranteed.  
Displacement Impossible.

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

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

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

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Used in the Boxing Championships of America. They are also used by the Pastime Athletic, and other prominent Clubs throughout the country.

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Has no equal. Used by the Champions in England and America.

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Between Reade and Duane Streets.



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

**HIGH GRADE BICYCLES,**

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

Send for the most complete Wheel  
Catalogue ever printed.

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SEE OUR LISTS.

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great variety from \$9.00 up-  
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Established in this line  
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Is a cure for every pain. Toothache, Headache,  
Sciatica, Neuralgia, Rheumatism, Sprains, Bruises.  
Try it to-night for your Cold; with a sharp dose of  
Radway's Pills, you will sleep well and be better in the  
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### DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Regulate the  
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PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



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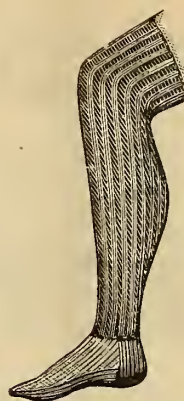
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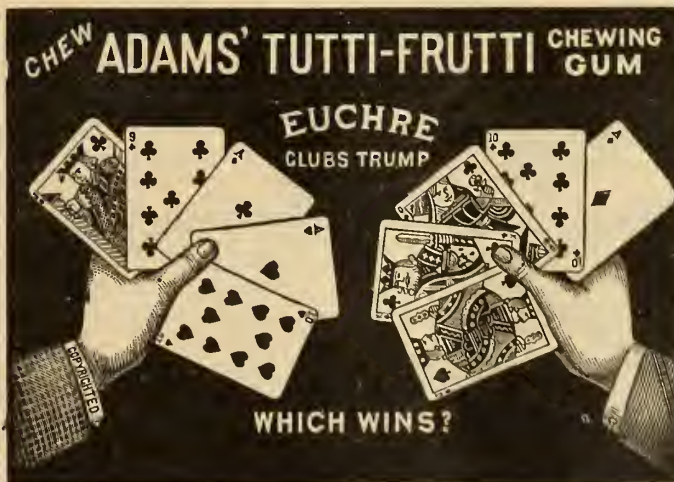
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