

The Wheel

P.O. Box 444.
N.Y.

and
CYCLING TRADE REVIEW

23 PARK ROW.
N.Y.

VOL. I.—No. II.]

NEW YORK, MAY 11, 1888.

[WHOLE NUMBER, II.]

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.

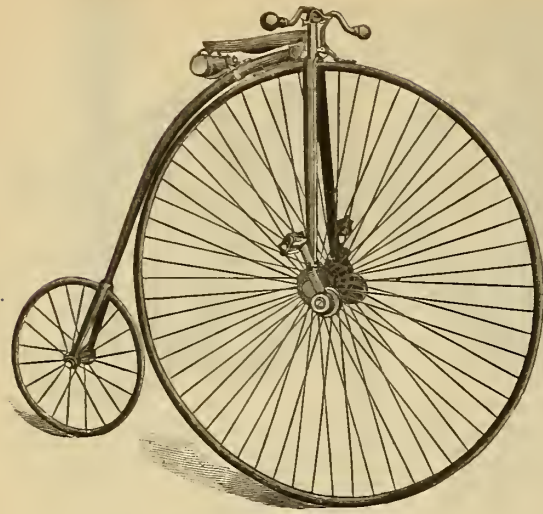
We now beg to inform riders and dealers that there is no DANGER, as Judges Gresham and Blodgett, of the United States Circuit Court for the Northern District of Illinois, on April 30, 1888, decreed that NONE of the goods manufactured by us infringed ANY of their patents. We might further say that all our machines are manufactured under our own letters-patent, which have not 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.

CHICAGO, ILL.



No. 1.

THE SPRINGFIELD ROADSTER

— FOR 1888. —

YOST & McCUNE PATENTS.

No. 1 cut shows the \$75 Springfield Roadster, which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool-Bag.

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. 📖

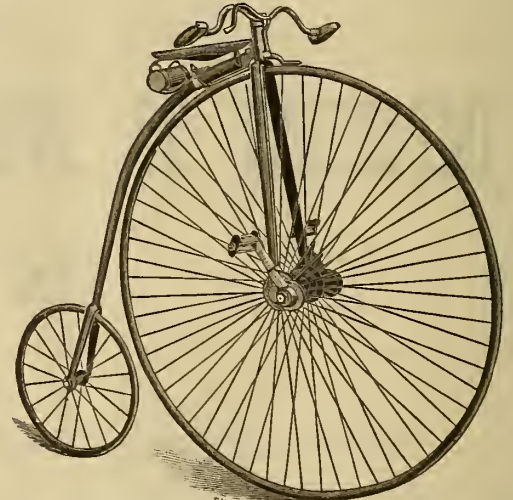
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Kirk Brown,	Philadelphia, Pa.
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E. T. Allen,	San Francisco, Cal.
John P. Lovell Arms Co.,	Boston, Mass.

Retail Salesroom, No. 147 Washington St., Boston.

Springfield Bicycle Manufacturing Co.,

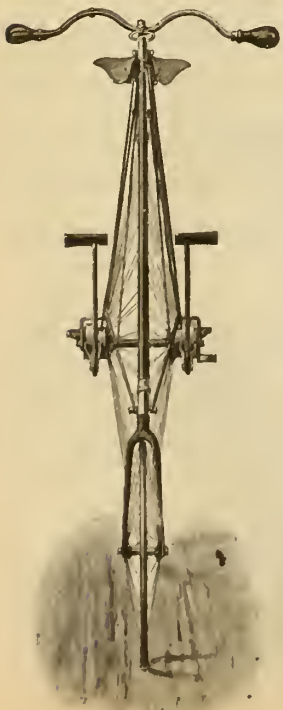
No. 9 CORNHILL, BOSTON, MASS.



No. 2.

THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

1888 STAR

Is now Ready for the Market.

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SMITHVILLE, N. J.

\$2.50. SPADE HANDLES to fit any machine, **\$2.50**
NICKELLED Cowhorn bars with brake lever to match, **\$3.50**

SPADE and BARS furnished in the best nickel.

LINCOLN HOLLAND & CO.,
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GENERAL AGENT FOR THE SALE OF THE

AMERICAN BICYCLES,

Manufactured by Gormully & Jeffery Mfg. Co.

Champion, Light Champion,
 Rambler and Ideals, Tricy-
 cles, Velocipedes, &c., &c.

SUNDRIES OF EVERY DESCRIPTION.

Repairing and Nickel Plating a Specialty.

Send Stamp for Illustrated Catalogue.

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WE have the most complete Repair Shop in
 New England, devoted exclusively to
 Bicycle and Tricycle Repairing, Brazing and
 Small Machine Jobbing. Work done at short
 notice and prices reasonable.

BENNETT & HALE,
 112 Orange Street,
 NEW HAVEN, CONN.

The Billings & Spencer Co., Hartford, Conn., U.S.A.

Manufacturers of the Wheelman's Favorite, Billing's
 Patent Bicycle Wrenches, 4 and 5 inches long when closed.
 Well and favorably known on two continents.



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

For sale by all Cycle manufacturers and dealers.

W. D. BANKER,
 Old City Hall,
 PITTSBURG, PA.

IN ADDITION TO A COMPLETE LINE OF

Victors, Champions, Springfield
ROADSTERS AND TRICYCLES

Offers an unequalled assortment of
 SECOND-HAND WHEELS

At lowest prices for cash.

A partial list will appear here next week.

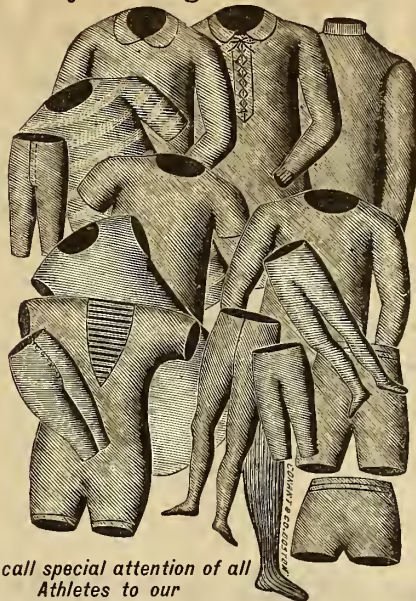
Uniform and Sundries of every description.

FINEST RIDING SCHOOL IN THE COUNTRY

Repairing of all kinds a Specialty.

Visiting wheelmen cordially invited to make
 my rooms their headquarters.

Jersey-Fitting Underwear Co.



We call special attention of all
 Athletes to our

JERSEY-FITTING GARMENTS

FOR

**Bicycle Riders, Lawn Tennis Players, Yachting and
 Rowing, Base Ball and Foot Ball, Gymnasium.**

League Color, Grey Mixed Black, Navy or any Color,
 Plain or Stripe.

Every Wheelman and Sportsman will give our JER-
 SEYS his approval when he examines the Shoulders,
 Arm Holes and Neck, as they are made to fit. These
 goods are PATENTED, and all infringements will be prose-
 cuted to the full extent of the law.

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
 qualities.

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,
 Drab, Red, or any colors in worsteds.

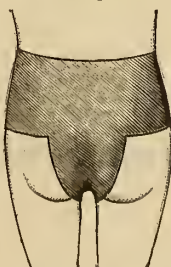
Jersey-Fitting Ribbed Full-Fashioned Stockings.

Send for Illustrated Catalogue and Price List.

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HOLMES & CO.
 17 Kingston St., Boston, Mass.

Jersey-Fitting Underwear Co.



This Supporter is in use
 by Bicycle Riders, Base Ball
 Players, Athletes, and Gym-
 nasts, and we are told that it
 is the best and most satis-
 factory supporter made.

Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send
 size of Waist and Hip.

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WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,

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F. G. SPENCER, Proprietor.

Refreshments of all kinds

BARGAINS!

SECOND-HAND

Bicycles, Tricycles,

—AND—

TANDEMS.

Examine Our Prices.

KEY TO DESCRIPTION.

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

BEARINGS.—"1" Balls to both wheels and pedals.
 "2" Balls to both wheels and plain pedals. "3" Balls to
 front, cone to rear, plain pedals. "4" Plain to front, cone
 to rear, plain pedals. "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 A.
 "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,	120.00	95.00	4	1	2
263	55	Rudge Lt. Rdstr.,	138.75	75.00	4	2	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	Spldg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	95.00	4	1	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	Spcl. Club,	160.00	110.00	1	1	1
283	51	Spl. Star,	130.00	85.00	4	1	1
285	51	Spl. Star,	120.00	75.00	4	1	4
286	44	Spl. 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	29.00	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	1	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		Springf'd Roadster,	75.00	60.00	4	1	5
314	53	Royal Mail,	140.00	95.00	4	1	2
315		Springf'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	69.00	4	2	1
328	50	Columbia Expert,	125.00	62.00	3	1	4
329	54	Royal Mail,	140.90	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		Columbia Safety,	140.00	95.00	4	1	1
336	54	Royal Mail,	140.00	65.00	4	1	2
342	54	Columbia Expert,	140.00	110.00	1	1	1
343	52	New Rap. Rdstr.,	147.50	134.00	3	1	1
345	50	Victor Lt. Rdstr.,	130.00	115.00	4	1	1
347		New Rapid Safety,	135.00	125.00	3	1	1
350	52	N. Rap. Lt. Roadster,	137.50	124.00	4	1	1
351		Humber Safety,	140.00	115.00	4	1	1
352	54	Columbia Lt. Rdstr.,	145.00	85.00	3	1	2
354	55	Columbia Lt. Rdstr.,	145.00	68.00	4	1	5
355	54	Columbia Expert,	140.00	90.00	3	1	2
359	52	Spalding Premier,	120.00	65.00	1	1	3
361	50	Columbia Expert,	135.00	105.00	1	1	1
363	50	Columbia Expert,	135.00	82.00	1	2	2
364	56	Columbia Expert,	142.50	115.00	1	1	1
365	48	Columbia Expert,	132.50	90.00	3	1	1
366	52	New Rapid Roadster,	137.50	88.00	4	1	4
370	54	Columbia Standard,	110.00	50.00	3	3	3
371	52	Victor Roadster	127.50	110.00	4	1	1
373	52	English Premier,	125.00	65.00	4	5	2
374	56	American Club,	135.00	68.00	4	2	4
375	56	Rudge Lt. Rdstr.,	140.00	88.00	4	2	2
376	54	Special Club,	135.00	81.00	3	1	2
377	56	Victor Roadster,	132.50	105.00	4	1	1
378		Beeston Hbr. T'dm,	260.00	120.00	4	2	4
380	55	Royal Mail,	140.00	90.00	4	2	4
383	48	Col. Semi-Rdstr.,	87.50	55.00	4	3	2
384	52	N. Rapid Lt. Rdstr.	147.50	105.00	3	1	2
385	54	Columbia Expert,	140.00	85.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	3	1
387	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	1	1	3
394	48	Columbia Expert,	122.50	75.00	4	2	2

Wheels Bought, Sold and Exchanged.

FULL LINE CYCLING ACCESSORIES.

Correspondence Solicited.

NEW YORK BICYCLE COMPANY,

8 Warren Street, New York.

The Clark Cycle Co.,

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

BALTIMORE, - - MD.

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

KING OF THE ROAD LAMPS.

Made by JOS. LUCAS & SON, Birmingham,

We are prepared to supply the Trade on Liberal Terms.

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

“KING OF THE ROAD.”

Send for 1888 Catalogue of

NEW RAPIDS AND QUADRANTS,

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

MAILED ON RECEIPT OF NAME AND ADDRESS.

THE WHEEL

— AND —

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. NEWS Co.

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

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

NOW that W. A. Rowe has suffered defeat, W. J. Morgan and G. L. Hillier have recalled to mind that we once compared Rowe to Friedburg, as a thoroughbred to a Shetland pony. Our comparison is now pointed to with ridicule. Our opinion was written advisedly at the time, and we cannot say that we are yet prepared to abandon it, even in the face of Rowe's two defeats. He is the finest specimen of a racing man this country has ever turned out, and we are not prepared to abandon our champion at this early date. He will do much better before he leaves England. The English will remember the fiasco "Bob" English made when he visited this country. Engleheart's poor work while over here is also a case in point. English was regarded as a revelation as he circled round the London tracks, mowing down the pick of England's amateur cracks. Yet when he appeared on this side he was easily disposed of.

ROWE vs. WOOD.

The 20-mile match between W. A. Rowe, champion of America, and Willie Wood, the plucky North Shields professional and one-mile champion of the world, the former staking £100 to the latter's £75, was decided on the evening of Saturday last, at Jarrow-on-Tyne, in the presence of about 3,000 spectators. The weather conditions were far from favorable, from the fact of rain having fallen heavily throughout the previous night, and continuing right up to within a few hours of the start, militating greatly against the comfort of spectators and officials alike; whilst the track, measuring almost three and one-half laps to the mile, yielded heavy going consequently.

Both contestants had done their final preparations on the track, and on this point the event was considered as even as possible. At about a quarter to five o'clock the men emerged from the dressing-room, Wood, with a representation of the Union Jack imprinted upon his jersey, being the first to negotiate the preliminary "canter," but was followed at a short interval by the Yankee, and quickly the positions were taken up for the race, which ended up as follows:

W. Wood, North Shields, 55-inch Premier, 1.
W. A. Rowe, Lynn, Mass., 55-inch Columbia, 0.
At the crack of the pistol Rowe, on the inside, refused to make the running, which Wood, evidently being similarly inclined, reluctantly took up, and continued to cut out the work at a respectable rate, with occasional spurts, until

eight miles had been rolled off. Here the local representative eased with the intention of giving the American a spell in front, which, however, was not accepted, and for a time the pace became so slow as to create a demonstration of disapproval from the spectators. Wood again "moved on," until a similar repetition of the funeral march in the thirteenth mile, caused by Rowe's persistency to lie in waiting, again roused the onlookers to hooting; and so the journey proceeded, the monotony of which was only relieved by periodical bursts away by Wood, to which, however, the representative of the Stars and Stripes always responded.

At four laps to go the pace quickened considerably, and entering the last lap the Northerner was still a machine's length in front—a position which he had occupied throughout the journey. The enthusiasm was great when Wood gradually drew away in rounding the north-west corner, and going along the top stretch he held quite a four yards advantage. The men were now going their best pace, and inch by inch was Rowe decreasing the gap. Wood, however, with that pluck and gameness characteristic of his previous victories, stuck tenaciously to his task, and turned the corner into the home straight with a bare machine's length advantage. Rowe now put in his final effort, and drew almost level, amidst a scene of intense enthusiasm, and a terrific race home resulted in a popular victory for the local representative by little more than a foot, he having made every inch of the twenty miles running. The full time occupied was 1h. 6m. 40 1/5 ss.; the last lap being covered in 45 1/5 ss., which was remarkably fast considering the state of the ground. Mr. T. D. Oliver, of Newcastle, was referee.—*The Cyclist*.

ENGLISH RACING NOTES.

MANAGER ECK'S TEAM.

LONG EATON, RECREATION GROUNDS,
DERBYSHIRE, ENGLAND.

I saw the Lee vs. Allard race as it was run on the grounds we are training on. It was raining quite hard, but nevertheless the old sports put in their appearance and had plenty of brass to bet on their men. Allard was the favorite, and odds of five to four were laid on him with few takers. When the start was made Lee put for the front and set a terrific pace for a couple of laps, when Allard made a spurt and did the donkey work for two or three laps; then Lee took it again and thus it was till three laps from the finish, when Lee went to the front and held it till the last turn into the homestretch. Here Allard pulled up and was a few inches to the front, but Lee was too strong and put on a final spurt, and won by about six inches. It was a fine race all the way. They are to run two more races. The full time for the ten miles was 33m. 44s.

We are training hard and shall not enter any race until we are in proper shape. We are called at seven o'clock in the morning, and are trotted out onto the track and ride about a mile or so slow, and then go in to breakfast, which consists of fine mutton chops, eggs, white bread and tea, then after an hour and a half's rest we are out for our work. We have dinner at one, and are at work again at 3 p. m. For dinner we have fine beef, plenty of bread and vegetables, cold tea, fine old bread and custard, rice or tapioca pudding. For supper we have steak or cold meats with eggs, tea and bread, after which we are marshaled out for a walk of about half an hour. Nine o'clock finds us in our little nests joking and telling old chestnuts.

Crist has started in for his hard work and is training with the professional team. He and Barber were over to the Humber Works to-day, and took over the specifications for their wheels. Crist will ride a 54 1/2, close built, and Barber a 52, and they will pay cash for them. Their hardest men will be Osmond and Synyer. The latter is considered the fastest spurter in the world for 200 yards. He is over six feet tall, and rides a 59 Humber now, but intends to ride a 60 in his races.

Crist's first races of importance will take place at the Aston Lower Grounds, Birmingham, Whitsuntide, May 21, 22 and 23.

Knapp will go into the mile handicap to be run at Wolverhampton, next Saturday, when Rowe runs Howell his mile race.

I saw Fred, Wood last Friday, and he is looking fine.

In the next race between Lee and Allard, the former will ride a tricycle weighing but 27 1/2 pounds, all on.

Temple is training hard on the Coventry track, getting himself into hard metal, to have a go at W. A. Rowe. He claims he can beat him.
APRIL 23, 1888. SAFETY.

CRIST TO KLUGE.

LONG EATON, DERBYSHIRE, ENG.,

April 23, 1888.

MR. CHAS. E. KLUGE,
Jersey City, N. J.

Dear Sir: I hereby have the pleasure and honor of accepting your challenge of April 6, on the conditions mentioned in my letter to the *Bi. World* and *THE WHEEL*, in which your challenge appeared, the races to be run after my return to America this fall under the L. A. W. rules; a challenge to any other kind of a race being uncalled for, as we will surely meet in some races at some of the fall meets to be given in the States. Trusting this will be satisfactory to you, I am

Fraternally yours,
WM. E. CRIST.

NEW YORK TO PHILADELPHIA.

Mr. F. W. Weaver, of the Universal C. C., of Brooklyn, left Brooklyn on Thursday last for an extended cycling trip in the South. From Baltimore Mr. Weaver sends us a sketch of his trip as far as Philadelphia.

"I left New York Thursday morning, May 3, at 8:15, taking the D., L. & W. train from Jersey City to Broad Street, to avoid the nasty stretch between these two cities. By 9 o'clock I was speeding along the macadam through Irvington, beyond which is a fine stretch of plank sidewalk, which affords an opportunity for speedy riding. This is succeeded by excellent macadam through Milburn to Springfield.

"The road between Springfield and Scotch Plains was very poor part of the way, and between Scotch Plains and Plainfield I encountered a rough sidepath, but this soon gave way to a smooth road and splendid scenery. To the right are the Muscong Mountains, already garbed in summer verdure. Blossoms and birds abound on all sides to delight the wheelman.

"From Plainfield to Dunellen two wheelmen accompanied me. From the latter place to New Market is a perfect side path. New Market, 31 1/4 miles from New York was reached at 12 m. Dined here at Nelson's, a good meal being served for fifty cents. The road from New Market to Bound Brook is of reddish clay, with no stones, and a single track where the wagons have hardened it, along which is delightful riding. This road continues through Summerville, Vanaken—now Belle Mead—Plainville, Blavenburg, Hopewell and Pennington to Trenton. This stretch of country is picturesque, and riders will look back with pleasure to this part of the journey.

"I reached Trenton at 8 p. m., and after supper visited the rooms of the Trenton Wheelmen, who treated me very kindly. I stopped for the night at the Trenton House, taking supper, room and breakfast; cost, \$1.50.

"Starting betimes in the morning, I took the Bristol Pike to Bristol. Between Bristol and Frankford the road lies along the bank of the Delaware River, and having many stretches of sidepath smooth as race tracks, makes very pleasant riding. I made the journey from Frankford to Philadelphia—the road being interspersed with stretches of pavement—in forty-five minutes.

"At Philadelphia, which I reached at 12:33 p. m., I had dinner on Lehigh Avenue, near Broad Street. The meal was excellent and the charge but fifteen cents. I took train from Philadelphia to Baltimore on the 4:30 Pa. R. R. train, arriving at 7 o'clock; cost, \$2.50, wheel checked free.

F. W. WEAVER."

THE LONG ISLAND WHEELMEN'S YEAR BOOK.

The annual Year Book published by this club is inferior to none published in this country. The book for 1888, just to hand, is a model of its kind, neat and complete. There is an illustration of the Long Island Wheelmen's clubhouse, the constitution and by-laws and a list of the club members.

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.

WHEEL GOSSIP.

The latest American team are riding Rudge wheels.

The Colorado Springs Wheelmen will hold a race meet May 19 and 20.

Australian racing men ride with loose jockey jackets made of their favorite colors.

The *Sewing Machine and Cycling News* of April 28 quotes extensively from this paper.

READER.—Mr. A. B. Barkman, 608 Fourth Avenue, Brooklyn, will give you full information.

The annual five-mile handicap race of the Orange Wanderers will be held at the Roseville track on June 7.

Boston will have a bicycle track at the Union Grounds, which will be kept in first-class order from June 1 to October 1.

Mr. John Cornforth, proprietor of the St. George's Engineering Company, manufacturers of the New Rapids, died April 9.

To-morrow, the 12th, Temple and W. Wood, who recently defeated W. A. Rowe, will ride a 10-mile match race at North Shields.

AN IMPROVING SHEET.

THE WHEEL AND CYCLING TRADE REVIEW improves with every issue.—*Sporting South*.

Now that Rowe has been beaten, the I-told-you-so imbecile crops up all over the land, somewhat like the army worm or a flight of Kansas grasshoppers.

The *Bicycling News*, an excellent British cycling journal, enhances the value and brightness of its issue of April 28 with extensive quotations from this paper.

The Buffalo Fair and Mr. Ducker's tournament will be boomed by the *Fair Journal*, which will be issued permanently as a first-class monthly illustrated paper.

An attempt is being made to match F. W. Allard, the fastest English professional three-wheelist, against Horace Crocker, who has shown great form on the tricycle.

W. E. Crist, writing from Long Eaton, accepts C. E. Kluge's challenge. He thinks, however, that Kluge should have sent his challenge to A. B. Rich, who won the championship at Cleveland last year.

Madame Tassaud's famous wax works show is to be enriched by the addition of figures of Messrs. Sturmlay, Golder, Rowe, Woodside, Temple, Morgan, Hillier, Furnivall, Illston, Osmond, Bower and Howell.

Reports from the Hub last season pointed to a serious decadence in wheeling, but "Cyclometer" writes that the sport in the cultured capital is looking up, and is, indeed, more extensively engaged in this year than ever before.

The St. Jo. Ruralists' Bicycle Club, of St. Joseph, Missouri, have invited the United Wheelmen of Kansas City to visit them on May 3, when they intend to entertain bodies of wheelmen from all the neighboring towns.

A POLYGLOT TRAINING BOOK.—Messrs. G. L. Hillier and T. H. S. Walker will shortly issue a book on "The Art of Training for Cycle Racing," which will be presented to the English and Continental public in several languages.

A Brooklyn rider sends a sketch of a tour a-wheel to Philadelphia, and a train ride to Baltimore. Wheelmen who intend to ride from this vicinity to the city of the League meet might take some pointers from the sketch we publish.

There has never been any greater incentive for American racing men to get into perfect condition than there is this year. Besides a series of grand tournaments, many clubs are arranging for meets during the summer and fall.

Bert Owen, a capital fellow, as well as a capital wheelman, celebrated his thirtieth birthday on Monday last. For several years past Bert's "birthday" has been celebrated in right royal style by a number of the chosen, and Bert pays the freight handsomely.

F. S. Buckingham and J. H. Adams, two noted English amateurs, have joined capital and purchased the cycle business of the Howe Machine Works.

HOW VERY NOVEL!—Speaking of racing in Australia, Billy Brown, lately returned from that place, stated to a representative of *Wheeling* that the betting fever is strong in the Colonies, especially in Melbourne, where one rider keeps his own bookmaker and rides to win or lose, as best suits his book.

It is rumored that the presence of the American cyclists in England has caused Mr. G. Lacy Hillier's old Yankee phobia to return in most acute form. It is a matter of regret that so able a man as Mr. Hillier should constantly assume the defiant attitude of a school-boy requesting a comrade to "knock off the chip if you dare."

NEW YORK CLUB.—Captain Shaw is getting up a party for the League meet. The club members will wear their uniforms and participate in the parade. The club men will bowl their second game with the Long Islands at the New York Club's alleys, Friday, May 11, at eight o'clock. The club has entered a team in the R. R. A's. road race.

SOME YANKEE GENIUS WILL SUPPLY IT.

There is a good chance just now for an inventive genius. We cyclists want a good pipe. It must be ordinary in appearance and with especial mouthpiece that will enable it to be kept easily in the mouth. Such a pipe, properly advertised and well made, would be a pecuniary success, and would confer a distinct boon on our body.—*Bicycling News*.

WOODSTOCK (ONTARIO) RACE MEET.

The Woodstock A. A. A. have arranged the following bicycle events, which will be decided May 24: Bicycle club competition, two-mile green race, one-mile open, five-mile open, half-mile open, two-mile, open to 6.20 class; one-mile, open to three-minute class; two-mile championship of Oxford, and two-mile lap race open. Entries close May 23, with S. Woodrooffe, Woodstock, Ontario.

THE BUFFALO TOURNAMENT.

The arrangements for the Buffalo Tournament are progressing at a rapid rate. A few days ago Mr. Ducker and the Park Committee visited the fair grounds and laid out the track. It will be a half mile in length, laid on perfectly level ground. The material will be taken on the line of the New York Central at a place some twenty-six miles from Buffalo, as there is no suitable gravel at home. It is expected that the track will be open for practice on June 10.

CANADIAN WHEELMEN'S ASSOCIATION MEET.

The Canadian Wheelmen's Association will hold their annual meet at Belleville, Ont., July 1, 2 and 3. The feature of the second day will be a race meet, at which the following events will be decided: Two-mile novices, one-mile championship, one-half mile without hands, one-mile 3.20 class, one-mile tricycle championship, three-mile team race, one-half mile dash, one-half mile ride and run, five-mile championship, three-mile race, road machines only, one-mile safety and ten-mile open. Entries close June 25, with W. E. Foster, Box 327, Brantford, Ont.

DANGER OF A POOR BRAKE.

A very sad accident occurred at Cross Roads, near Dunfanaghy, in the county of Donegal, on the 13th inst., which has resulted in the death of Sergeant McPhillips, of the Royal Irish Constabulary. The officer was riding a tall ordinary bicycle down a steep hill when the brake gave way, the machine became unmanageable, and the unfortunate rider was flung violently in the road, sustaining injuries which caused death very shortly afterwards. Sergeant McPhillips was a young man of great promise. He was attached to the Crime Department, and his sudden death has given a great shock to his many friends.—*S. M. and Cycle News*.

Eagle Rock Hill, in Orange, on which the second Wells-Greenwood match for the hill-climbing championship of America will take place on July 28, is 4,650 feet in length, with an altitude of 185 feet 4 inches; in 1,400 feet the

grade ranges from 7 to 11 feet in 100; the average grade is 8 feet in 100, the lightest grade being 7 feet, and the heaviest, extending 150 feet, being 12.1½ in 100 feet. The last contest on this hill was arranged by the Orange Wanderers, and took place August 14, 1886. The winner was C. H. Chickering, whose time was 9 minutes; Wells was second, 12 minutes 20 seconds. Both men rode Stars. E. P. Baird and C. L. Meyers, on crank machines, started, but Baird gave out almost at the start, while Meyers' only served to take him half-way up.

ROWE'S ENGLISH EDUCATION.

If Rowe is the speedy man our Transatlantic confrères claim he is—if the times credited to him are correct—then it is obvious that some other explanation must be found for the defeats he has sustained at the heads of Howell and W. Wood. There is plenty of time yet for Rowe to show himself as good a man as the Americans claim him to be, but they can never wipe out from the record the evidence there found, that Rowe when he first rode on English racing paths was emphatically a "green hand," and that he was beaten by tactics and headwork. If Rowe is the highest present development of American cycling, we must conclude that, except when the English amateurs attended Ducker's Barnaments, our critics of the *Bicycling World* have never seen any headwork, and don't understand what it means. If Rowe picks it up as quickly as did Ralph Temple, we shall send back to the States an English-made American headworker who will bother the home-grown crop considerably.—*Bicycling News*.

L. I. W. vs. K. C. W.

A match game of bowling between the Long Island Wheelmen and Kings County Wheelmen was bowled on the former's alleys on Fulton Street, on April 27, and resulted in a victory for the Long Island Wheelmen by 216 pins. Following is the score:

L. I. W.	K. C. W.
Luscomb.....	132
Huese.....	153
Donaldson.....	128
Share, W. W.....	128
Jones.....	157
Starr.....	103
Wise.....	147
Bogert.....	145
Share, F. P.....	154
Caswell.....	174
Bridgeman.....	135
Wilson.....	113
Reid.....	109
Neppert.....	119
Long.....	142
Snyder, J. S.....	164
Marion.....	120
Snyder, Theo.....	121
Morehouse.....	136
Weber.....	136

1,511 1,295

A return game will be bowled on the K. C. W.'s alleys next month.

CHAS. H. LUSCOMB, Captain.

Says "Dagonet," in the London *Referee*: "Tricyclists, beware! All the records will soon be beaten. I have been ordered to tricycle in the forlorn hope that it may arrest the progress of my favorite malady, and I start almost immediately on a tricycle tour of the United Kingdom. You are sure to hear something about it before I have gone very far. I am looking out for two nice tricycles—one for myself and one for Albert Edward—and I hope we shall be favored with some nice adventures before we arrive at our journey's end. N.B.—Important. Drivers of carriages, vans, and other vehicles on the high roads of England are respectfully requested to draw as much on one side as possible if, at any time during the next month, they see two stout men coming downhill full speed on two tricycles over which they have absolutely lost all control. I shall carry my name and address in several pockets, but persons finding scattered fragments of me lying about are requested to wait till all are found and pieced together before sending them back to London, in order to save carriage. Sir Charles Warren has already been very friendly in the matter. Hearing that I intended to take a trial spin in London, he has requested me to name the date, in order that he may on that occasion suspend the traffic in all the streets through which I intend to pass. The Chief Commissioner thinks that for the safety of the vehicular traffic this course is imperative. The principal London hospitals have also behaved very kindly, and several of the secretaries have written to say that whatever day or hour of the night I am brought in there will always be a spare bed for 'Dagonet!'"

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

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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.

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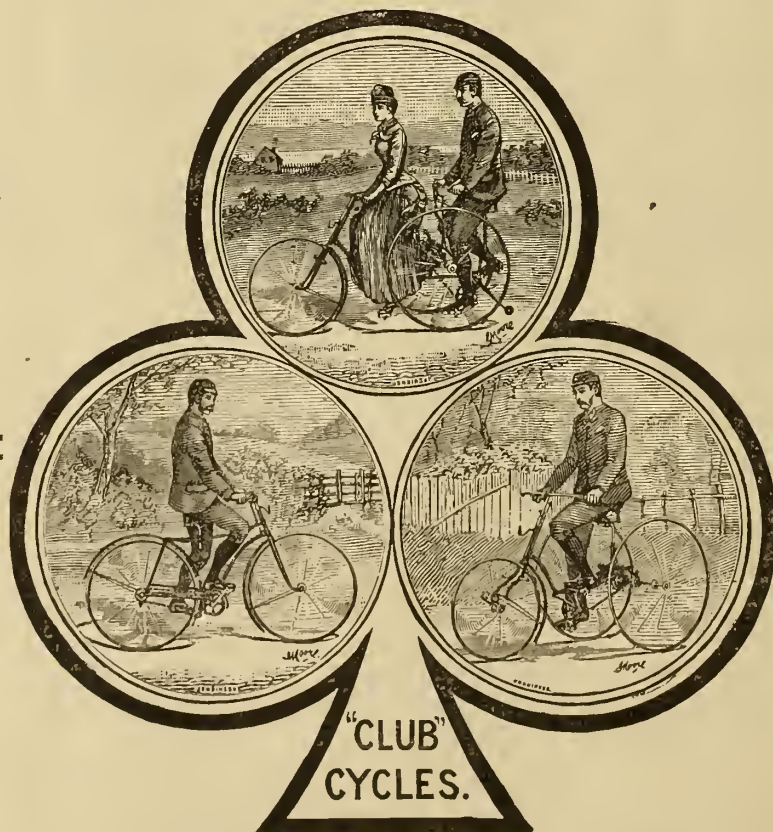
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NOTES FROM THE CITY OF BROTH- ERLY LOVE.

Any one doubting that the Safety type machine is meeting with rapid sales would have had such thoughts quickly dispelled could they have seen H. B. Hart's wagon unload seven "goats" on Saturday evening, at the Pennsylvania Bicycle Club, and be it known that anxious members await as many more of different types. Surely one will have ample opportunity of judging of the merits of the different makes, for one can find in the club storage room innumerable Veloces and Victors, as well as Ramblers, Ivels—of both light and roadster weight—and the Swift.

Rumor has it that Captain Fleming will withdraw his resignation, making arrangements with M. J. Bailly, his first lieutenant, to take charge of all runs during the time he will be obliged to be absent from the city during the summer. It certainly would be a severe loss to the Century Wheelmen to lose their genial captain, as under his guidance the club has turned out nearly double the men in their runs as heretofore.

At the last meeting of the Pennsylvania Bicycle Club President Elwell presented his resignation. Mr. Elwell has served the club long and well in the capacity of president, and only made the above move feeling that his time was so taken up with a rapidly increasing law practice and domestic duties that he could not devote the time necessary. The club, not wishing to decide too hastily on a successor, postponed nominations and election until their June meeting. At the same meeting the club passed resolutions of regret as to the recent death of their fellow member, Chas. E. Gohl. Mr. Gohl, although of late, owing to failing health, was not an active rider, was well known to all the members, and many will lose in him a staunch friend.

The South End Wheelmen are about settled in their new quarters, at 1722 South Broad Street, where no doubt they will be glad to see their friends at any time. The first floor is used entirely for storage room, while the second floor front is handsomely decorated and furnished as a meeting room and general reading room. The rear buildings are occupied by pool and billiard tables, while the third floor is occupied as gymnasium and dressing rooms. The club hold their meetings every week, although on almost any evening during the balance of the week a number of the members can generally be found.

By the way, several of the Philadelphia Club boys are in for a good time this summer, as nine of their members have taken a house at Bryn Mawr for the season, and they expect to do considerable riding between the city and their summer residence. We may not only look for a large mileage, but prepare ourselves for all kinds of stories regarding headers and narrow escapes of various sorts the party will encounter in their ride home in the evening.

Why should not the Park authorities require all vehicles to carry lamps after sunset? Of course there is not quite the necessity, as one can generally hear the approach of a carriage, save on a soft road, when the sound of the horses' tread is deadened; but if a driver is on the wrong side of the road, and wilfully blind to the light from a wheel, a bicyclist is in considerable danger. Every carriage is in these days supplied with lamps for use in case of such a desire, and it would be well were the owners obliged to light them after dark.

The Pennsylvania Club will give a supper, accompanied by a moonlight run, on Saturday evening, May 26, at the Bellevue Hotel at Wayne. The supper will commence early, so as to enable the members to ride home enjoying the full moon.

SOME ONE TELLS ME

That Joe. Lehman was seen the other morning making an early start out the Pike, bent on climbing Cassat's Hill.

That the Pennsylvania boys are not in accord with John Wells' recent remarks in the *Athlete* regarding Mr. H. B. Hart, as that gentleman is fully as popular to-day as heretofore, and has held his popularity by his readiness to please when in his power, his true friendship to all wheelmen, and his sterling business qualities.

That the Century Wheelmen have secured convenient wheel space on Broad Street, nearly opposite their club house, for the storage of wheels they were unable to accommodate in their present quarters.

That Captain Burt has sworn off scorching from now until, not the next time, but the rest of his days.

That Mr. Crowther, formerly of Reading, is a nominee for election at the next meeting of the Pennsylvania Club.

WESTFIELD.

WASHINGTON.

Last Sunday Mr. and Mrs. Wm. E. Smith, Mr. Chas. Smith and Miss Ella Tegeler rode to Great Falls and return, a distance of thirty-six miles. The ladies were mounted upon the new ladies' bicycles. Mrs. Smith told me she made the trip without fatigue and enjoyed it immensely. This is a first-class demonstration of the practicability of the new machine, for these ladies have only been riding a short time. The road traveled is always in poor condition at this season of the year, as it is filled with patches of new stone, which requires careful riding.

The entertainment given by the Capital Bicycle Club at the National Rifles Armory, last Wednesday evening, was a decided success in every particular, and the club deserves great credit for presenting such a splendid programme. Every part was handled perfectly, and the whole performance was carried through without a hitch. Those who were fortunate enough to witness it are loud in their praises, and are urging the boys to repeat it. After the entertainment the hall was cleared and a pleasant hop was indulged in.

Ever since the obnoxious "Lamp Law" went into effect, the wheelmen have talked of making an effort to secure its repeal. Nothing was done, however, until about a month ago, when a few members of the Capitals, headed by L. W. Seeley, started a movement which it is hoped will result in wiping out this objectionable law. Petitions were placed in the several club houses, the stores of all the dealers, etc., and signatures have accumulated so rapidly that when the petition reaches the Commissioners it will contain over a thousand names. There are a few riders in the city who thing the law a good one, but how on earth any man can find it a convenience is too much for me. A lamp is a nuisance from start to finish, for the majority of them, owing to improper construction or various other causes, refuse to burn, and the owner is compelled to dismount and light up, or run the risk of being nabbed by a blue coat, marched to police headquarters, appear before the Police Judge, and contribute a "fine" to the city finances. The lamps require great care or they will become greasy and smoky, and it is not a pleasant job to clean a lamp either. More accidents to riders have happened since we were compelled to carry them than before. I know of a number of cases where the lamp became loose, caught in the spokes, and "fired" the rider over his handlebars. I hope the movement will succeed in inducing the Commissioners to repeal the law.

At the first meeting of the Division after Chief Consul Atwater's appointment, he announced that it was his desire to have all future meetings held in some hall, instead of at the Cycle Club House, his idea being that the unattached members prefer to meet at some place outside of a regular club house. In accordance with his wishes it was voted to hold the next regular meeting at St. George Hall, on Eleventh Street. This is a convenient place, centrally located, and it is hoped that members will attend meetings more frequently than heretofore.

Dr. Ralph Jenkins, of the Homœopathic Hospital, well known here as a good physician, good rider, and good fellow, left Washington last Monday for his former home, Newburgh, N. Y., where he will remain a few weeks visiting friends and relations. He will sail for Germany about June 1, and expects to remain abroad about two years. He takes his Dart safety with him and intends to do considerable riding in the old country. The best wishes of a host of friends go with him.

The last meeting of the Cycle Club was a "rouser" and no mistake. The question of admitting ladies to full active membership was

taken from the table, and the fun commenced. There were a dozen different members on the floor at once, all trying to draw the chair's attention and get in his little speech. It resembled a scene in the United States Senate during a tariff debate. The amount of brains, flowery oratory and parliamentary manoeuvring exhibited was simply astonishing, and motions, amendments, divisions, ballots, etc., were flying so fast that no sane man could keep track of them. The circus finally ended in what might be termed a compromise, and ladies will be admitted to honorary membership in the future.

The invitations for Bert Owens' annual birthday run are out. Bert will be thirty years old next Monday, and as this is his meridian in life he intends to make this run as elaborate as possible. The programme consists of a run to Brightwood Driving Park, refreshments, scrub races on the track and a lantern parade back to the city. The handsome invitation cards tell us to forget that we are men, and imagine that we are all boys. We will have more solid fun to the square inch next Monday than we have had in a year. I will give you the list of killed and wounded in my next letter.

Mr. C. Dunbar, of the Allegheny Cyclers, Pittsburg, was in the city this week. He says the Pittsburg boys will come to the League meet in a special car. They will visit Washington on Sunday, the 17th. The Washington wheelmen will take good care of them.

PSYCHO.

CONNECTICUT NOTES.

Finally our roads are in quite wheeling order, and our wheels begin to revolve.

Several touring wheelmen have passed through Stamford, enroute east and west, recently, and one of them, our artist friend, Roorbach, has come down from Mystic Bridge, Conn., for a few weeks' sojourn with yours fraternally, doing the 110 miles in considerable less than two days, and without any preparatory exercise. His old 45-inch Pony Star, with its 6,000 miles and over record, came through in good shape, if dusty and travel stained. He reported the sand and hills of New England all there, and as might have been expected, he had his cycling appetite with him! We have been over many of the said hills.

The old Stamford Wheel Club has lately been re-organized, and promises to show a good record for this year of re-orgs., '88. They are to have an amateur athletic meeting at the Armory, on Wednesday evening, May 30. In the meantime, wheel tracks on these Connecticut roads are to multiply to an unusual extent, so the old vets say.

Some one has sensibly said: "Good roads, then costly club houses," and he hits the nail right; but the reverse seems the rule so far. True, club house attractions go far to keep up interest in the pastime, but the clubs should go at a slower pace until after they have united in building cycling paths many miles each way from their cities, where the roads are yet in an 1812 state, and thus give tourists a chance to get about in a more comfortable manner than they can now.

'Rah for Binghamton, N. Y., and other sections of the "level heads!"

A Star friend has the right way to find the average distances between towns (aside from cyclometers), by suddenly asking the farmer "How long he is in driving from A. to G.;" then he knows the distance better than the man of uncertain miles can tell him, for his pace is "so much an hour," and he has him.

The Rover safety craze has not struck in here yet, as the majority have not seen them or cannot sell out, and those who have ridden them are very few, and know what they are on soft roads. The new recruits are taking up the second-hand wheels though, and they have voids for something new. (Possibly we should a-void using that word, but its too late now!)

A couple of tandemons cycled out through Sound Beach, from Stamford, last Sunday, and showed signs of the early spring outing. Think of four wheels on the ground, over our roads, with a spring-fever sun coming down on you! Give us the two-wheeler yet a while, please, and keep chains off it, at that. We have tried "the links and new-fangled kinks," to the satisfaction of

ART.

BOSTON.

Boston is in black. Rowe again beaten. John L. ditto. Nothing now remains for us to brag of save the ball nine, and even that has marred its hitherto clean record of victories. Well, we cannot expect all the pie, and must return to our municipal beans.

Racing and all that aside, the present is by far the greatest season yet for cycling in and around the Hub. New riders have sprung up in scores with the approach of warmer weather. Every pleasant Sunday the suburban roads swarm with wheels, and the weekly gatherings at Chestnut Hill remind one of that memorable day two years ago, when the League meet run to Echo Bridge stopped at the rendezvous, and drank the well dry.

Tandems and lady riders grow numerous. The spread of this branch of the sport is an excellent indication. The sight of a portly, solid-looking gentleman, accompanied by wife or sister, smoothly and easily pedaling along on a tandem is much more edifying, and creates a more lasting and favorable impression on the general public, than does the sight of over-reckless youngsters coasting and croppering about the streets, to the terror of horses and non-combatant nursery-maids.

"Cyclometer" remembers reading some time ago of a project for establishing a down-town cycle stable in the Hub. The scheme fell through at the time, but it seems as if it would work, and work well. Cyclers do not use their wheels to and from their work as much as they should. This is the true way to derive physical and at the same time pecuniary benefit from cycling. The experience of all teaches that more lasting good is to be obtained from a short daily ride than from an exhausting and over-long run every Sunday. There is an excellent chance for Boston wheelmen to ride their wheels almost into the heart of the busy section of the city, by way of Beacon Street. Pemberton Square would seem to be the most appropriate place for a cycle stable, as it is at most not more than ten minutes' walk from the water-front. If a suitable room was hired by a club, an association or group of riders, or by some enterprising individual, the place would be self-supporting or even profitable. In the proposed down-town house of the Bostons' something might be done to meet this movement, but—well, the house isn't built yet.

Speaking with Lon Peck, a day or two ago, he informed me that his cyclometer had lately turned the 10,000-mile point, making his total cycling record reach the phenomenal figure of 17,000 miles. This leads to the thought that the possession of one of these old pattern cyclometers must be in part an aggravation. Very few riders now-a-days go 10,000-miles on one machine, and when a new mount is purchased it is usually of a different size. How that last 1,000 miles must linger and wait! How insignificant a long day's run appears when one records, say, 9,431 on starting and only 9,481 on returning! The present Cyclometer (with a large C) rejoices at not being of the 10,000-mile variety, but is one which constantly returns to zero.

"London W.'s" canoe is an accomplished fact, and he anticipated, with reason, many delightful evenings of placid paddling. If rumor be true, our latest disciple of John Boyle O'Reilly cannot swim, but he will probably learn through dint of necessity before long. In the words of his brother-editor, Mr. Foudrinier, "When you take a header off a bicycle, there you are; but when you take a header out of a canoe, there you ain't!"

The weather for the past week has been wet and disagreeable, but will do good service in starting up the tardy grass and leaves.

The Division meet on Decoration Day promises to be a big affair. All the clubs will participate, and numbers of the unattached.

Owing to difficulties in securing the Lynn track the Spring athletic sports of Technology will be postponed, and perhaps omitted. The M. I. T. Cycling Club holds runs nearly every Saturday afternoon.

The English "hook-down" caps have nearly driven the old style club cap out of use in Boston. The change is decidedly for the better (provided quiet colors are used), being more comfortable and less like a horse-car conduc-

tor's than the old style. The flaming tennis caps look out of place on the wheel, and do not match well the usually quiet and subdued shades of club uniforms.

Buffalo is now the Mecca towards which many feet will turn in the Autumn. A large and jolly delegation may be counted on from the Hub, and memories of Big Four days will be revived. They will bear reviving, as indeed would the Big Four tours.

CYCLOMETER.

HARLEM NOTES.

It is pretty hard on the Harlems when one of their new members says that he did not know there was a club in Harlem until he read "Gad-fly's" notes in THE WHEEL AND CYCLING TRADE REVIEW. As soon as he found there was such an organization he immediately applied for membership.

Come, Harlem, brace up and show your old-time style, and give the newer clubs some points, etc. You have left your bowling team reap all the honors for you this winter. They have done nobly. Out of six match games bowled they lost but one, and that to the Long Island Wheelmen. Of the other five games they have had plenty of points to spare, except the last.

We bowl the Hudson County on May 9 at our alleys. The K. C. W. won't come to time, because Captain Pearse insists that it is the proper thing for the challenging party to have the privilege of naming the alley for the first game. Captain Bridgeman takes the opposite side. Pearse is in the right according to the custom followed in bowling matches. I admit that in all our matches we have been challenged and played the first game on our ground. The N. Y. B. C. named our alleys; the Atalantas and Hudson County did also; but there has always been a reason why we rolled on our alleys first. We bowled the L. I. W. on their alleys first because we could not get a date from them, and we wanted the game played, consequently we went over.

We won our fifth consecutive victory and second game from the Atalanta Wheelmen on April 26 at Newark. They had no especial advantage over us, as the alley was as neutral to them as to us, but they had their regular team alongside of our "pony" team. The Harlems could only present eight men (the others lost the train) and they were not our regulars by any means. The alleys were very slippery, and it was all one could do to stand and deliver the ball. All sorts of fancy attitudes were assumed in recovering the balance after delivering. Here are the individual scores:

ATALANTA.	HARLEM.
Halsey (Capt.)... 151	Pearse (Capt.)... 164
Cadis..... 151	Ridabock..... 174
Snow..... 118	Clark..... 172
Colyer..... 140	Emanuel..... 133
Miller..... 121	Norman..... 100
Drabble..... 119	Bingham..... 107
Woodroffe..... 110	Fraser..... 109
Edwards..... 137	Edwards..... 132

Total.....1047 Total.....1091
44 pins in Harlem's favor.

No doubt the Hudson County-Harlem games will prove interesting. We hope for our usual luck.

I probably will have some very interesting reading matter for you within a short time.

All of my notes, lately, have been given over to bowling. I have not much news of any other kind, as very little is done at the rooms. They are very quiet—in fact, altogether too quiet. We have now become the last on the list of the four clubs, instead of second, which we held a year ago.

Come, boys, push things!

GADFLY.

The manufacturers of the Eagle bicycle write us to correct any false impression that might be made by our designation of their wheel as a "Crank Star Bicycle." The company have no desire to connect their wheel with the Star, or in any way to attempt to boost their wheel by linking the Star's name or reputation to their wheel.

BROOKLYN.

The Brooklyn Bicycle Club has secured part of Charlie Schwalbach's storage-room, with the right of using baths, showers and dressing-rooms, for the benefit of the far up-town members and those who have been crowded from the wheel-rooms at the club-house on account of want of space.

Miles are being rolled up quickly by the Brooklyn. The following is Lieut. Meeter's report for the month of April:

Mr. Kenmore.....	99
Mr. Class.....	144
Mr. Ackerson.....	141
Mr. Coudert.....	35
Mr. Cole.....	134
Mr. Meeteer.....	187
Mr. Spelman.....	161
Mr. Fuller.....	443
Mr. Lewis.....	32
The Kid.....	302
Mr. Schaefer.....	130
Mr. Skinner.....	53
Mr. Raymond.....	102
Mr. Oakley.....	95
Mr. Smith.....	23
Mr. W. C. Moore.....	25

Total.....2,106

There are many members who have not as yet handed in their April mileage. The club's aggregate mileage is doubtless over 3,000.

There are several of B. B. C. who think seriously of riding to Philadelphia with the combined clubs' run to that place on Saturday, June 16.

Sunday, May 6, was another great touring day. Over thirty of the B. B. C., including Barkman, Spelman, Borland, Meeteer and other scorchers, made a run over in the Oranges, trying to do each other up on the Irvington-Milburn course. They were followed by scorchers Krueger, Schumacher and Wise, of the L. I. W., and also by several of the K. C. W. Schoefer and the Hornbostels made a quiet little run to Hempstead, where, later on, they met several of the L. I. W. They took dinner at Whaley's, and Knox, K. C. W., scorched out to Roslyn. There were runs to Bath, Coney Island, Flatlands, and all over good roads.

The L. I. W. are busy arranging matters for their race meet. Much interest is manifested for the L. I. W. Club championship. It will doubtlessly narrow down to a close contest between Schumacher, Wise and Krueger, though Krueger, if he is in good form, may show both of his opponents his back wheel.

Messrs. Raymond and Class, B. B. C., are often seen riding through Clinton Street and over the bridge to their respective businesses on clear mornings. This is a custom that deserves emulation.

INDEPENDENT.

NEW HAVEN.

At the regular monthly meeting of the New Haven Bicycle Club, held last week, it was voted to hold a 5-mile road race on the afternoon of Memorial Day, May 30, and ex-Captain W. H. Hale, A. N. Welton and G. A. Pickett were appointed a committee to make arrangements. It was also decided to make it a handicap race open to club members only, and W. H. Hale was appointed handicapper. Last Sunday the committee, with about twenty-five others of the club, went out over the East Haven roads—which will be remembered by the Brooklyn B. Club, the Orange Wanderers, and others who have visited this city—and laid out a 5-mile course, which will doubtless prove fast.

Bennett & Hale, the bicycle dealers, have made a change in the firm. Mr. Hale retires from active participation in the business, and will devote his entire time to the *New Haven Daily Palladium*, to the editorial staff of which he has been attached for some time. Mr. Bennett will continue the business.

As I intimated in my letter of last week, Weare, '90, of Yale, won the 2-mile bicycle race at the Freshman Games at the Yale field May 1. His time was 6m. 39 2-5s.

W. H. EEL.

CHICAGO.

The most important suits in the history of the sport have at last been decided, and the decisions, I daresay, are now known to the entire country. The Pope Manufacturing Company were defeated in every one of their five cases *versus* Gormully & Jeffery, and these decisions demonstrate satisfactorily to all interested parties that the latter company are under no contracts with the Pope Company, and do not infringe a single one of their patents, but manufacture under their own patents exclusively. It has been a long and hard fought battle on both sides, with the most eminent counsel the country could produce, and with the shrewd common sense and experience of Judge Gresham on the contract, backed by Judge Blodgett's opinions on the patents, it would seem as though these decisions would stand even if carried to the Supreme Court of the United States at Washington. Just what effect these results will have on the trade at large I am not prepared to go into, and presume it can be determined only by the future, but the Gormully & Jeffery Manufacturing Co. will go on as before in the even tenor of their way, and are now working overtime to catch up with unfilled orders.

The Pullman road race is getting on finely. The entries are rolling in fast and already number somewhere in the neighborhood of seventy, with plenty more scorches yet to hear from. The prizes will be extravagant, to say the least, and enough of them to give a good big lot of the youngsters a chance to win something handsome. The entries close on the 15th, and are confined to the local clubs, all of which will be well represented.

We have a new paper, the first issue of which will go to press on Monday next. It is to be an eight-page made up after the style of the Philadelphia *Sporting Life*, and will be called the Chicago *Referee*, published by a co-operative of the same name, the officers of which are: Tom Roe, president; Edwin Oliver, vice-president; R. D. Gardner, secretary, and Sam Mibs, treasurer. Sam will also edit the paper. Baseball, athletics and cycling will take up most of the space, though the other prominent outdoor sports will not be neglected. Subscription price, \$2. Will you not give it a hearty welcome, Mr. WHEEL? [With open arms.—ED.]

The growth of the Owl Club on the South Side is a present occasion of some considerable local comment. At last reports they had reached the large figure of 172, with more in sight. It only demonstrates what I have many times remarked, that to enumerate a host of cycling chicks you have but to offer the proper inducements. The Lincolns were the first to put this theory into practice out here, and now the Owls are following, and their handsome new club house will soon be filled to overflowing with members, and their large field of associates will lessen from time to time as they yield to the influence of the surrounding atmosphere and become actives.

Captain Chas. G. Price, of the Lincolns, has resigned, and the board of directors have appointed Chas. G. Heywood to fill the vacancy until the next regular meeting. H. E. Sauer has also been appointed to fill the vacancy caused by the resignation of Second Lieutenant Calion. If these gentlemen stand for election they will undoubtedly go in with a hurrah, as they are both very popular. Heywood is on the board, and in that event there will be a vacancy there. The coming club race will take place on the 19th, and all the youngsters are expected to scorch for a place in the club team over the Owl Club course on the South Side. The proposed ladies' night has been postponed for the time being, but will be held eventually at the Madison Street Theatre, when Mr. Frank Lincoln and local talent will furnish the entertainment, after which an adjournment will be taken to Kingsley's for refreshments. The Lincolns expect to organize a baseball club shortly and issue challenges to all the local clubs, Owls preferred. Now, Charlie Rig, where are you?

Speaking about baseball there is a good deal of this exhilarating sport indulged in, and clubs are composed of people from every walk of life, from the heads of large concerns down to heterogeneous collections of office boys and street arabs. Our beautiful parks are open to athletes, and every Saturday afternoon games are going on in all of them, many of which are exciting and

finely contested. The G. & J. Base Ball Club is made up of employees of that concern, and will play their first game with the Newell Manufacturing Company's boys next Saturday week.

The Illinois Club is a hustling, too, and hope to be in their new and commodious club house in about ten days. They have raised about eight hundred of the thousand dollars required to furnish, and at their last meeting elected twenty members, which brings the roster up to 130. Verily, 'tis another case of "I told you so." VERAX.

BALTIMORE.

That cycling is booming is proven by the number of wheelmen who every fine afternoon of late have been out for tours and spins to different resorts and places known to the fraternity. On Sunday the usual runs were made to Pikesville, Reisterstown, Towson, Lutherville, and down the shell road. Besides these there was a big run to Washington by way of Ellicott City, Cookstown, Clarksville and Sandy Springs, participated in by members of the Baltimore, Rambler and Centaur clubs. The start was made at four o'clock Sunday morning, and the cyclers reached Washington about twelve o'clock.

There is only one lady cyclist in Baltimore who has been courageous enough to ride anything in the shape of a cycle except a tricycle. This lady is Mrs. Coleman, *nee* Mott, daughter of Albert Mott, the well-known baseball enthusiast and correspondent of *Sporting Life*. She rides a lady's safety, and is a very graceful manipulator of the machine, equalling any of the gentleman riders.

A new club has been started in the extreme northwestern section of the city, with C. W. Abbott, Sr., as president; G. C. Stansbury, treasurer, and H. J. Read, secretary. A name has not yet been decided upon, there being a division of opinion as to whether Chesapeake or Harlem is more desirable. Many are opposed to the former because it will make the club initials like those of the Centaur. No club house has yet been selected, but it will probably be located on Fulton Avenue.

Chief Consul Mealy has designated the Arlington Hotel at Arlington a League hotel.

The route of the annual League tour, which begins at the Pennsylvania Club House, Philadelphia, June 11, is by way of Paoli to Coatesville, to Lancaster, to Columbia, to York, to Gettysburg, to Waynesboro, to Hagerstown, to Boonsboro, to Frederick, to Ellicott City, to Baltimore, arriving Sunday, June 17. Distance about 240 miles.

A large party of Philadelphians will probably start on Sunday, June 17, to run to this city by a route not yet decided upon.

EAST HARTFORD.

At the annual meeting of the Wheel Club the following officers were elected: President, L. S. Forbes; captain, E. E. Arnold; first lieutenant, A. A. Forbes; second lieutenant, R. E. Olmsted; secretary, H. D. Olmsted; treasurer, W. K. Ackley. The executive committee consists of all the officers and H. E. Bidwell. The spring races were discussed, and the executive committee were given the entire charge of same. It has been proposed to have this race meet open to local wheelmen only, provided a sufficient number will enter. It is expected to have the track in riding condition in a few days, when a large number will begin active training. A baseball nine has been selected, and will play their first match game in a few days. The players, as now selected, are as follows: Jas. Flanagan, C. F. Richmond, Elmer Shook, H. E. Bidwell, Jas. Bruton, John Hamner, Geo. Kuchler, Frank Lasher and W. H. Cowles.

SCRIBE.

Emma Abbott has been elected a member of the Star Bicycle Club, of Detroit, and wears an elegant club badge, presented to her at a recent reception. It will be in order for the local clubs to give Miss Abbott a welcome at her next appearance here. It is to be hoped that none of the home clubs will be so taken with the fever for theatrical members as to attempt to induce Big Hannah to unite with them.

JERSEY CITY.

Dr. Johnson, president of the Hudson County Wheelmen, is in receipt of a letter from Mr. W. D. Supplee, of the Pennsylvania Bicycle Club, extending an invitation to the Hudson County boys to visit Philadelphia and take a run with his club on the famous Lancaster Pike.

At the last regular meeting of the H. C. W. the following gentlemen were elected to active membership: Mr. C. Baumgard, Mr. Daniel W. Baker, Jr., and Mr. John J. Griffiths. The club's membership is now eighty-six.

Mr. Charles E. Kluge, of the H. C. W., will go to Woodstock, Ont., to enter several of the races at the meet to be held at that place May 24. Kluge is in very fine condition.

W. E. Eldridge leads in the mileage race of the Hudson Counties. His record for the month of April was 329. The leaders' total records to date is as follows: Eldridge, 587; Eveland, 421; Benedict, 316; Merseles, 312; Baggot, 296.

The team selected to represent the Hudson County Wheelmen in the Decoration Day race have commenced active training. Kluge has got himself down to his racing weight. Stenken is riding in first-class shape, while Baggot and the "dark horse" are doing good work.

A great many friends of the wheelmen, both in this city and Newark, are anxious to attend the Decoration Day race on the Irvington-Milburn course. The facilities for such persons to view the race at any other place than at the Irvington turn are very poor indeed, and parties desiring to see the finish would be compelled to walk two and a half miles to the top of Hilton Hill. Would it not be a good idea for the Newark boys to make arrangements with some stage company in the vicinity of Newark or Irvington to run stages between Irvington Hotel at the terminus of the horse car line to the starting point. A moderate fare could be charged; at the same time the business would be a profitable one to the stage owners. In this way persons living in New York, Brooklyn, Jersey City, Newark and Elizabeth could be conveyed direct to the finish by taking the horse cars from Newark to Irvington, and stages as suggested.

COASTER.

PITTSBURG.

At last the wheelmen of this vicinity who have racing proclivities are likely to have them gratified, to the extent of having a fine quarter-mile track for practice. Several meetings of those interested have been held at the riding-school and a permanent organization effected. An application has been made for a charter, with a membership of fifty. The association will be known as "The Pittsburg Cycle and Athletic Club," and purposes encouraging other sports in addition to that of the wheel. The Cyclers have been pushing the scheme and deserve credit for the energetic manner with which they have worked and the evident intention to be successful.

The intention of the manager of the Misses Oakes and Von Blumen to give a number of exhibition championship (?) races in Pittsburg will not be carried out, satisfactory terms not being arrived at, the guarantee desired being too large.

The end of the Cyclers' first month's riding furnishes the following, and illustrates the incentive a gold medal offers: The first six men rode more than 1,300 miles. Taggart taking first place with 304; Lenx, 207; Dippold, 202; Hinds, 203; A. C. Banker, 201; W. D. Banker, 156, and nearly every other man in the club doing much more than usual.

Our cycle dealers report business as much better than last year, total sales so far being about 100 machines for adults and 25 to 30 for boys, all new this season, whilst sales of second-hand wheels have also run ahead of any previous year.

Mr. C. F. Seidell is becoming a hill-climber *par excellence*, and on tough grades will always be found at the head of the procession. Sunday morning last the writer witnessed a very neat example of his prowess on our well-known Federal Street Hill, up which he drove his 51-inch Star with hardly a waver and but little indication of the effort required.

The "popular B. & O." will offer to our riders of the "bike" an exceedingly low rate of fare to the League meet, probably \$7.50 for the round trip, which will assure a good attendance from here. This road carries wheels free of charge, and, unlike the Pennsylvania Railroad, caters to the wishes of wheelmen.

Rumor reaches me that Dippold, of the Cyclers, has a private cycling track. Is he the coming flyer?

After "Hazlewood," "Billy" Banker should show us how to ride "Irwin's," the famous.

Should their Ivel Tandem Safety arrive in time, Messrs. Place and Murray will go up on the Lake Shore Road Decoration Day, but not for "record" this time.

KEYSTONE.

TORONTO, CAN., NOTES.

The Wanderers Bicycle Club, of Toronto, is the largest club in Canada, having over 400 members. The members own their club house, and have also a road house of their own some few miles east, on the well-known Kingston Road. The largest turnout last year was over 100 miles from Toronto, at Woodstock, May 24. The club had 115 uniformed riders on parade. At Brantford, July 1, 85 riders of the club were in parade. This year over 100 will attend the Woodstock races.

Fred Foster, the well-known amateur racer, is a member of the club, and will attend the L. A. W. meet at Baltimore, accompanied by a party of a dozen or more. Already Captain G. H. Orr, Second Lieutenant A. S. Rennie, W. H. Clendenning, B. Brown and several others are booked for the trip.

THE NEW YORK BICYCLE CLUB.

Through the courtesy of President Shriver, we have before us the report of the trustees of the New York Club on the club's new house. The report is printed in neat pamphlet form, in which appears a fine view of the house, with ground plans of the various floors, showing the location of the various apartments. Ground was broken some time since, and on Sunday week a number of the members jumped into the excavation and were photographed. The club house, when finished, will be one of the handsomest buildings in this country especially dedicated to wheeling.

The building occupies a full lot on the east side of West End Avenue, between Seventy-first and Seventy-second Streets, and has light and air on all sides. The material will be rough brown-face brick, trimmed with Carlisle sandstone. There will be a rounded front, giving a beautiful club window to the front parlor, above which is a handsome balcony of terra-cotta and iron. The entire decorations of the house have been designed with a view to simplicity and cosiness, rather than to oppressive luxuriousness.

The wheel room will occupy the entire basement, and with the additional space afforded by a forty-foot rear extension, will afford accommodation for 150 wheels, besides allowing ample space for the bowling alleys.

Almost the entire parlor floor, which will be devoted solely to social purposes, can be converted into one room. There are wide windows, front and back, to meet the desire of all club-men to gather where they can see and be seen by day, and wide fire-places for rallying spots when the shades of night have fallen. The second floor, which is over the parlor floor, will be devoted to locker-rooms and committee rooms. There is also a room on this floor which will be utilized for rowing machines, home trainers, ball-weights, and other gymnastic apparatus. The arrangement of the bath is very convenient.

On the third floor will be a billiard room and restaurant, the former of which is a light, airy room, with a vaulted ceiling. The restaurant will provide the club members with a comfortable drill room, and from the front balcony can be seen the Hudson River and the Riverside Drive. It does not require a vivid imagination to conjure up the pleasures of a quick ride home on a Sunday afternoon, an invigorating shower bath, an appetizing chop, and, to crown the day, a quiet smoke on the balcony when the twilight gathers on the beautiful river that lies before us.

The initiation fee of the New York Club (\$10) is very moderate, and the dues are but \$6.25 quarterly, which includes League membership. The club is very happy in having an enviable history, both past and present. Its standing is second to none, and the character of its membership is a happy admixture of young blood and staid conservatism, both elements acting in perfect harmony. The club has now over one hundred members.

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 29-30—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.
May 30—Mass. Div. meet at Cottage City.
May 30—New Haven Club's 5-mile road race.
May 30—Race meet of Camden Wheelmen at Wrightsville, N. J.
May 30—Chicago to Pullman road race.
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.
June 30—Greenwood-Wells contest on Kunninwick Hill, St. Louis, Mo.
July 1-3—Canadian Wheelmen's Association at Belleville, Ont.
July 2—Race meet at Belleville, Ont.
July 3-25-mile road race at Belleville, Ont.
July 4—California Division; third annual meet.
July 4—Newcastle, Pa.; race meet.
July 28—Greenwood-Wells contest on Eagle Rock Hill, Orange, N. J.
Sept. 4-8—Grand International Tournament at Buffalo.

HE SLEPT WITH HIS FATHER.

A WOULD-BE BICYCLE RIDER'S NOCTURNAL ADVENTURE WITH A SPOOK.

A would-be bicycle rider, known among his chums as "Mousey," was recently led into boasting of his courage by a scare experienced by another crony, and represented with great positiveness that he was solid on the ghost business. This incited some of his associates at Merrill & Whitten's to concoct a scheme to put his grit to the test. Accordingly a party of eight or ten, including our hero, took a ride through Glenmere about 9 o'clock Thursday evening, and, when on the other side of Floating Bridge, just after entering the woods, all dismounted and sat down beside the road. At a preconcerted signal, and all of a sudden to him, every man but "Mousey" blew his whistle, and just then a figure clad in white darted from the underbrush and made for the party. All of the boys took to their heels, but our hero waited for the ghostly raider to come up, and when near he sang out, "Oh, come off; none of your funny business." The words were hardly out of his mouth when the phantom grappled with him, and "Mousey" made a break and went fluking down the road for dear life.

When he overtook his companions he induced them to return and try and recover their machines, which they finally consented to do with considerable manufactured trepidation. Upon reaching the spot the ghost again made his appearance and again all hands retreated post haste but "Mousey," who tried to mount and ride off on his machine, but was too excited to do so and finally threw it at the white-robed figure as it sprang for him the second time. Off he started on the run again, and once more joining the plotters was easily induced to go to the nearest house for assistance. He soon succeeded in raising a man, and all hands returned to the scene of the nocturnal encounter between "Mousey" and the phantom. They had no trouble in recovering their wheels this time and they all hustled for home in a bunch. "Mousey" was so badly scared by the adventure that he slept with his father that night, so he told the boys Friday morning.

One of his shopmates gave the derrick away, however, and acknowledged that he had gotten himself up regardless of the expense of his wife's wearing apparel to personate the ghost, and thought he had been successful in testing "Mousey's" sand. The latter says he will come down with the bananas if the other boys can prove that his married acquaintance was the spook. It was a great picnic, according to all accounts, and it will be some time before "Mousey" hears the last of it.—*Lynn Item.*

CYCLING IN NORTH WALES.

On Saturday, July 30, 1887, seven wheelmen, including myself, left Birmingham for Wellington, on the 9 o'clock train. We reached that place at 10 o'clock, and then began our wheel through North Wales.

It was a beautiful morning, and as a recent rain had made the road as smooth as a floor, it was like riding on a race track. I could not help scorching just a little. We reached Wellington at 3 o'clock and stopped at the Boot Inn, an old English tavern with a large boot hanging over the door. It was very interesting to roam through the old rooms of the castle—for the town had one—with nothing to show what they once were but bare walls.

From there we rode to Corwen. All the houses we passed were built of stone, and in all my tour I don't think I saw a house built of wood. Corwen is pleasantly situated on the southern branch of the River Dee, on the road from London to Holywell. At about half a mile in the direction of Holywell the Dee is crossed by a handsome stone bridge of three arches; the view from this bridge, both up and down the river, is very fine, especially when it assumes the appearance of a glittering lake. Behind the church is a raised piece of ground called

GLYNDUR'S SEAT,

which gives a fine view of the country. From this spot it is reported that Owen Glyndur threw a dagger, which, falling upon a stone, formed in it an impression of its whole length, half an inch deep. This stone has been taken up and is now in the south wall of the church. From this place we rode to Cerrig-y-Druiden. The road continues good and cuts through some very high mountains. I think the Welsh scenery could well be compared to Switzerland. A great many goats are on the hills, and the raising of horses is quite an occupation.

The next stopping place was Conway. The shape of this town is said to resemble a Welsh harp. It takes its name from the adjoining river, and was originally called Connwy, meaning Chief Water. The castle here, which was built by Edward the First, has but one entrance, which was reached from the town by a drawbridge. At the present time the drawbridge has been replaced by a stationary structure. On the south side of the castle is the banquet hall, 130 feet long, thirty-two feet wide and about thirty feet high. Of the eight arches that supported the roof only three remain. At one end and at the sides are the fire-places, and at the furthest end of the court is a reservoir, said to have been supplied through pipes from a well in the mountains. To the right of this court was one of the state apartments; between this room and the king's tower was the king's own chamber. This tower contains a strong room which was entered by a trap door.

The walls which surround the tower were built at the same time as the castle, and defended by twenty-one semi-circular towers. There are three entrances, which are each fortified with two strong towers.

From Conway we went to Llanberris through the famous Llanberris Pass, and walking was the way we traveled, as it was too dangerous to ride. From the Pass there is a good view of Snowden, the highest mountain in Wales. Afterwards we rode to Carnawan. The castle here is called

CARNAWAN CASTLE,

built by Edward the First. The castle has eight towers, one of the most noted of which is the Eagle Tower. This tower contains a basement and three fine apartments above, with numerous ante-chambers. In one of the latter, in the year 1284 was born King Edward the Second, surnamed Edward of Carnawan, the first Prince of Wales in the English line. The room has a window overlooking the estate, and also a fire-place. The entrance to this room is through a narrow doorway. On the right side of the winding staircase leading up to the tower are thirty-seven steps. From the top of the tower, which is 124 feet above high-water mark, one gets a fine view of Carnawan and the surrounding country. The tower basement is fitted up as a magazine and drill room for the use of the Carnawan Royal Volunteers.

The Queen's Tower is another part of the royal apartments. It contains three rooms, the ground floor being a Free Mason's hall, and the second floor is used as a museum. In the castle yard may be seen the original hinges that were

on the door at the entrance of the castle; also a Russian gun captured at Sebastopol in 1855. We rode down to see the bridges crossing the Meani Straits. The first is a suspension bridge, built at a cost of £212,000. The other is a tubular railroad bridge, consisting of two lines of tubes, each 1,513 feet long, supported on three towers, besides the shore abutments. The bridge rises one hundred feet above the water, and cost £601,865.

From here we went to Llandudno by the way of Bangor. Llandudno, which is a seaside resort, is situated at the base of a large rock called the Great Orms Head, at the mouth of the Conway River. There are copper mines here. This place reminds me of Martha's Vineyard, as the streets are so smooth, and a great many wheels are in use. The bay is one of the finest on the coast, extending, in the form of a crescent, from the base of the mountain to a rock called the Little Orms Head, without interruption, and affording an excellent harbor for ships in severe weather.

I left the rest of the party here, as they had to go back to Birmingham, while I push on to Liverpool. I started for Chester, and on the way met two wheelmen, who made it very pleasant for me. I found out that one of them had been in America, and had worked in a shop in New Britain, Conn. I reached Chester in the evening, and enquiring of a policeman for a good hotel, was directed to the Green Dragon, at which place I stopped on Wednesday. I was up bright and early next morning, and after breakfast went out to explore the city. The first thing I did was to

WALK AROUND IT ON THE WALLS.

There are five gates to the city; originally there were only four, but the fifth has been cut through lately. At the side of the gates are flights of steps giving access to the summit. Around the top of the wall—a circuit of about two miles—there runs a walk well paved with flag-stones, and wide enough for three persons to walk abreast. On the outer edge there is a parapet of red freestone, three or four feet high. On the other side are houses rising immediately from the wall, so that they seem a part of it. At one point there is a view of the River Dee, with an old arched bridge. There are three or four towers in the course of the circuit, the most interesting being one from the top of which King Charles the First is said to have seen the rout of his army by the Parliamentarians. I ascended the short flight of steps that led up into it, where an old gentleman pointed out the site of the battlefield, now thickly studded with buildings.

One of the greatest features of Chester is the "rows." At a height of several feet above some of the oldest streets a walk runs through the front of the houses, which project over it. Back of the walks there are shops, and on the outer side is a space of two or three yards, where the shopmen place their show cases. At frequent intervals there are narrow passages winding among the houses, which all along are closely joined together. I walked into one of these, and it looked worn with age. When one of these houses becomes so old as to be untenable they are rebuilt, and the new ones are fashioned like the old, so that the style of "rows" will probably be kept up for a good many years to come. Many of the shops are very good, and these "rows" are the favorite places of business in Chester. The advantage is that people can go shopping on a rainy day without an umbrella. On the front of one of the buildings I passed was the inscription, "God's providence is mine inheritance," said to have been put there two hundred years ago, when this was the only house spared from the plague in the whole city.

I saw the old mill from which the poem, "The Miller on the Dee," was written. I went back to the hotel for my wheel and rode out to Eaton Hall, the country residence of the Duke of Westminster, and spent a couple of hours looking over the grounds, and then started for Birkenhead, which I reached at 4 o'clock, and took the ferryboat across to Liverpool. So ended a delightful bicycle tour through North Wales.

W. H. RHODES.

HARTFORD, Conn.

We have been compelled to republish Miss Erskine's article on tricycling for ladies, our previous issue which contained the article having been exhausted.

THE ART OF RIDING A TRICYCLE.

The Queen.

Although the days are past when the apparition of a woman riding on a tricycle was considered a wonderful and not too edifying sight, yet even now we are some distance off realizing the acme of grace and style with which riding should be done to ensure perfect machines, as the present are having really good riders, so as to utilize and show them off to the best advantage. This want is more marked in the same ratio as the number of riders increase year by year. Whether from ignorance, or want of knowledge, or sheer carelessness—from whatever reason, the fact remains the same. Many women ride, but few indeed ride well.

Taken, however, on the whole, perhaps considering the comparatively short time the pastime has been in vogue, this want of style in riding is not to be wondered at. Could we transport ourselves back to the days of Marie de Medici, when side-saddles were first used, without doubt for many years after the rides on side-saddles were very unpleasant, and it is quite possible the riders cut somewhat uneasy and ungraceful figures. Even at the present day, it is not by any means every rider in the Row who looks at home and at ease on horseback. There are some who ride like a picture, sitting firmly in the saddle, seem part of the horse, and the guidance seems but an effort of will-power, without material motion on the part of the light, firm hands. And as the skillful rider on horseback guides her horse, and sits upright and firm in her saddle, so can a lady tricyclist who desires to look nice. In fact, were I to choose to teach anybody how to ride, I would prefer to have a learner who could sit a horse well. The things are more analogous than many think. With one of the Crimper pattern machines, at present so much the rage, a light pair of hands for the steering is a *sine qua non*. The person who attempted with my favorite Psycho to screw and twist the steering about in the spasmodic jerks so dear to novices would be promptly dismounted, with the machine on the top. To take the points of a good rider in detail, it is best to divide into two great parts—dress and deportment.

First, then, the dress must be plain; grey or brown homespun tweed is best, though navy-blue serge also has its admirers. Grey is better, as it does not show mud or dust as blue does. There are many advocates of the habit style of gown; but this has several drawbacks. There is a scrimpy look about the long bare skirt, and the knees are unpleasantly visible. Also, for walking, the effect is too dreadful, and as tricyclists must walk about very often in towns, this last objection is fatal to the habit theory. Ever since I began riding—nearly six years now—I have tried an ordinary walking tailor-made dress. At one time much nonsense was talked, and much ingenuity was expended in leaded hems to prevent the stuff flying up, and strings and hooks and eyes enough to send the unfortunate wearer out of her mind. But now, it is generally an accepted fact that a neat, quiet walking dress, with kilted skirt and well cut body, either of the coat or Norfolk jacket type, is the best for riding. If the gown is neat—very neat and correct as a walking gown—it is quite right for the machine, as the rest is a matter of personal carriage and attention. No steels, however, must be allowed beyond a small pad at the top. When tricycling, dress improvers are better left at home.

And now comes the second point, the vexed question of high saddle, vertical action, and careful and correct pedalling. The saddle must be adjusted so as to allow only about an inch within the reach of the rider's leg. Sitting erect, with head up and shoulders back, the rider must be able to touch the pedals in comfort; but not so as to ride with a bent knee. This in tricycling should be made as heinous an offence as in figure skating. Beginners have a trick of leaning back when pedalling, instead of sitting in a natural position, with the least bit of a forward bend, and to that end the novice must be taught, or teach herself to ride, holding the handles lightly, and riding without touching handles at all. Their sole use is as a means of guiding the machine, as is the bridle to a horse. The weight of the body should rest mainly upon the pedals, and be supported by the saddle. Then comes the action of pedalling, which so many ignorantly think to be the same motion as when working a treadle sewing machine or playing an harmonium; in point of fact, nothing can be more different. In both cases the worker is sitting on a hard bench or chair, with no spring to break the jarring motion, with no ball-bearings to reduce friction to a minimum, as in even the commonest tricycles sold now-a-days, and the motion in both cases radically different, being up and down, whereas in tricycling the feet move in a circle, and the muscles chiefly employed are those of the ankle. To pedal properly requires fitted shoes, rat-trap pedals, and no small amount of practice. Briefly, however, to work properly, the toes must be placed on the pedals, and the circular movement before mentioned given, so that whilst the one foot is pushing, (say the right hand pedal) forward, the left is being drawn backwards and upwards; and in good riding, at the close of the down stroke the heel is dropped, turning slightly outwards, as are the feet of a good horseman riding to hounds. Mounting Crimper pattern machines requires much practice to do it gracefully. The right foot should be placed on the axle, and the left hand lightly on the saddle. Then, with a spring, the left foot should be placed on the frontal tube or foot-rest on the front fork, the dress arranged smoothly, and then the rider drops into the saddle. When well done it looks better than the old way of mounting the side-steering tricycles with a backward hop, terribly trying to novices.

The general effect of a good rider on horseback or on a tricycle is absence of effort. There must be no crouching over the handle-bars, which is beyond all expression hideous; neither a wriggling from side to side on the saddle, and the shoulders working hard, with frantic pulls at the handle-bar in the ridiculous idea that by so doing the pace is increased. There must be none of these antics in the person who desires to look well on a machine. The way to look well is to be cool, quiet and dignified. Let the same calm nonchalance be apparent whether going at three or nine miles an

hour. If speed is wanted, use the tremendous power of the ankles—power which will shoot the machine forward, with hardly any apparent exertion, like an arrow; and for another thing, in any emergency strive hard to keep a cool head. Nothing so impresses an onlooker as to see a tricyclist shooting down hill at a rapid pace sitting still, checking the machine with an imperceptible touch of the brake.

My reason for going so much into the detail of the art of tricycle riding is to urge and beg those who do ride not to bring the sport into disrepute by careless and ungraceful riding. The prejudice is less—far less—than some years ago, but it yet lingers; and there is still the totally unfounded opinion, "No woman ever looks well on those things," oftentimes expressed. It deters others from trying this most fascinating exercise, which can be practised all the year round—on ice, amongst snow, in spring, summer and autumn, among the English lanes, the Scotch hills; aye, and even amongst the Swiss Alps—greatest pleasure of all.

MISS F. K. ERSKINE.

ODDS AND ENDS.

Messrs. Wm. Read & Sons have received an order for a 62-inch New Mail. The firm have just placed a large supplementary order with their factory, so great has been the demand for New Mails this spring. The Ivel Safeties are also being sent out as fast as they arrive.

St. Louis wheelmen are strong this year on the New Mail, a great many having been purchased there lately.

We refer clubs who intend to have bowling alleys built to W. G. Dillingham, 51 South Street, New York.

Our Jersey City correspondent makes the very good suggestion that if some local stage company would run stages from the termination of the horse-car line in front of the Irvington Hotel up to the point of the starting and finishing of the great road race, it would not only be a great convenience to the crowds who come out to see the race, but the company would reap quite a harvest. We are making inquiries as to the feasibility of the scheme, but we should be glad if some Newark wheelmen would give us advice on the matter.

A part of the Wanderers Club, of Toronto, will visit the Baltimore meet. Fred Foster, the Canadian amateur crack, will be of the party, and will compete in the race.

The Bulletin, an influential Pittsburg society weekly, will devote two pages to wheeling during the entire season.

We are aware the *Bicycling News* does not think so, but *The Bulletin*, which is nearer home, says:

"THE WHEEL AND CYCLING TRADE REVIEW is undoubtedly the best American cycling paper published, and teems with racy correspondence from all points."

Pittsburg has reason to be proud of a bicyclist named W. P. Chambers, who rides with an artificial leg.

A. B. Rich is fitting up a residence at West New Brighton, Staten Island, preparatory to his marriage, which will take place in June.

Edwin Oliver and R. D. Garden are interested in a Chicago sporting weekly, to be called the *Referee*, which will make its first appearance on Monday next.

The B. F. Goodrich Company, of Akron, O., send out a neat price-list pamphlet of their hard rubber bicycle handles, spade grips, brake handles, tires, pedal rubbers, soft rubber handles, etc. Agents will find it to their advantage to communicate with this firm.

The Sterling Cycle Company, whose wheels are manufactured by Sterling Elliott, at Newton, Mass., have had 150 of their quadricycles made up, which they expect to sell to the local trade. The company will put a safety on the market late this year. Their work this season will be limited, but next year the company will swing into line on a large scale.

Union and Lyons Farms, two New Jersey towns near Elizabeth, have voted money for the improvement of the roads in their vicinity. Yet the New York Board of Aldermen would sneer contemptuously at these New Jersey "City Fathers."

A 2-mile bicycle handicap will be decided in connection with the Staten Island A. C. games at New Brighton, S. I., on June 2. Games commence at 3 p. m. Entrance fee, 50 cents; entries close May 24, with F. W. Janssen, P. O. Box 160, New Brighton, S. I.

We have moved into new offices, Rooms 28 and 29, 23 Park Row. They are pleasantly situated, well lighted and ventilated, and we now have enough chairs to seat our visitors, in case more than one drops in at the same time.

Mr. A. B. Barkman, who has been paying a visit to the Overman Wheel Company's factory, reports things as booming. The company's shops are overcrowded and a new factory will be built in the fall at Chicopee. By special arrangement Messrs. Spalding & Bros. will be able to fill Victor orders at short notice in future.

LEAVENWORTH, KAN.—The cyclists of this city have accepted an invitation to visit the St. Jo. club sometime in the near future. The interest in cycling is waking up, and several young men in the city are waiting and watching for new wheels from the factory. Leavenworth is the nickle plate town of the Missouri Valley, twenty out of the thirty wheels owned here being full nickeled.

A 1-mile novices' race will be decided at the Brooklyn A. C. Grounds, cor. DeKalb and Classon Avenues, Brooklyn, on May 30, at 3 o'clock. Entrance fee fifty cents for each event; close May 23 with the secretary, DeKalb and Classon Avenues, Brooklyn.

The Smith Manufacturing Company, 123 Fulton Street, have been appointed agents for the famous Goetze hose.

NEW YORK CLUB ELECTIONS.

At the annual meeting of this club, held May 7, the following officers were elected: President, E. J. Shriver; vice-president, F. W. Kitching; secretary, F. I. Stott; treasurer, J. B. Roy; captain, J. M. MacFadden; first lieutenant, J. H. Tripler; second lieutenant, A. Y. Pringle. The president, vice-president, secretary and treasurer are trustees, together with the following gentlemen: J. M. MacFadden, L. O. MacDaniel, I. M. Shaw, R. W. Weir and J. H. Tripler. The reports of the trustees, president, secretary, treasurer and captain were accepted.

Howard A. Smith, who sprained his ankle a week ago by slipping the pedal on a tandem near Orange, is coming around in good shape, although still compelled to aid himself with a cane.

Isaac Elwell has resigned the presidency of the Pennsylvania Club.

The *Rochester Union*, of May 2, publishes a three-column illustrated wheel article.

Samuel P. Hollingsworth, the long distance bicyclist, was married to Miss Lottie Haun at Russiaville, Ind., where both reside, on May 2.

The *Athletic World*, the first issue of which appeared yesterday, is a first-class paper for amateur sportsmen. It is entirely free from some unpleasant features of many sporting papers.

HUDSON COUNTY WHEELMEN DEFEAT HARLEM.

The teams of these clubs bowled a match at the Harlem's alleys Wednesday evening, with the following result:

H. C. W.		HARLEM.	
Grant	159	Pearse	155
Eldridge	136	Ridabock	101
Kerr	135	Phillips	121
Stenken	132	Clark	135
Harthman	119	Emanuel	113
Korth	166	Ford	138
Tuthill	143	Fraser	107
Hathaway	173	Parker	143
Soper	147	Bingham	107
Earl	165	Lefferts	265

Total.....1,475 Total.....1,385

Mr. A. T. Powell, of the Long Island Wheelmen, died Wednesday, May 9, after a lingering illness. Mr. Powell was a member of the club for three years and at one time its first lieutenant, and was highly esteemed by his clubmates. The board of trustees met last night (Thursday) to take suitable action.

The Long Island race meet will be a success from the present outlook. The prizes are handsome gold medals, which will shortly be exhibited at Spalding's. The races take place on the Brooklyn A. A. grounds, June 2, at 3:30 p. m.

Mr. and Mrs. C. R. Zacharias, formerly of Newark, and now of Birmingham, Ala., are in town. A zealous worker for roads improvement, an enthusiastic wheelman and a man of genial parts, Mr. Zacharias is spoken of kindly in local trade circles.

The Brooklyn Park Commissioners have decided to allow no bicycle riders to use the paths of Prospect Park after 9 A. M. The Commissioners regard with growing dissatisfaction the speeding round the circle, which is dangerous and should not be engaged in, least of all on Saturday afternoon, when the drives are more crowded than at any other time during the week. Wheelmen are liable to arrest and imprisonment under the same laws which prohibit reckless driving.

Mr. Isaac B. Potter will commence a series of articles on roads improvement in our next issue.

Chief Consul Bidwell states that full details of transportation rates and other matters in regard to the League meet, of interest to members of the New York State Division, will be published about June 1.

The L. I. W. will send fifty representatives to Baltimore.

Gerry Jones, chairman of the Racing Board, will referee the L. I. W. races.

MORE ANTI-WHEEL LAW.

The City Fathers—save the mark—of Maxton, North Carolina, population 500, situated seventy miles from Jonesboro, wherever that may be, have passed an ordinance prohibiting all bicycles from being ridden within the limits of the town.

The City Council of Columbus, Ga., have passed laws prohibiting bicyclists from using certain local parks, streets, bridges, etc. The Rights and Privileges Committee, L. A. W., will take charge of both cases.

L. H. Wise, L. I. W., has already ridden 1,194 miles this season up to May 1.

In a scratch 5-mile race over the Irvington-Milburn course, run last Sunday, T. T. Hall, K. C. W., was beaten by Wise, Schumacher and Knight, all three of whom are members of the L. I. W.'s inter-club contest team.

A delegation from the Poughkeepsie Club visited Gotham on Sunday, putting up at the Citizens' club-house. Thomas Stevens engineered the visitors around the drives during the afternoon.

The novelties at the Pope Company's Warren Street store are the Surprise tricycle and a full nickeled Veloce. The veteran "Pit" has ordered a Surprise, and Dr. Beckwith will ride the full nickeled safety.

Kluge leaves to-morrow for Woodstock, Ont., to attend the races.

The Hudson County Wheelmen have a dark horse in Mr. Grubleman, who is booked for second place in the inter-club contest, Kluge being conceded the position of honor. Grubleman, who rides a 57-inch Columbia Light Roadster, finished ahead of Charley Stenken on a 10-mile spin over the course on Sunday last.

Delegates from the various Brooklyn clubs met at the home of the L. I. W. last night to organize a movement to have the Long Island Railroad's wheel rates reduced.

A. G. SPALDING & BROS.

SUNDRIES.

There is solid comfort in having a good wheel—a wheel that will RUN EASILY, is built right, and is so well finished that it is a pleasure to look at it. Such a wheel is the VICTOR. But there are many other little odds and ends which go with and belong to a wheel, and which greatly add to the cyclist's comfort and pleasure.

A very important accessory is a RELIABLE CYCLOMETER; yet, of the many

A. G. SPALDING & BROS.

on the market, how difficult it is to find a satisfactory instrument! We have so many different patterns in stock that we can safely claim to be able to suit all tastes. We find the most popular this season is a Brooks' IDEAL CYCLOMETER, which is reliable, and is sold at \$5.00. We have sold a great many of this pattern this season, and have not had a single one returned. We have also tested them to our entire satisfaction, and can recommend them to all wheelmen.

The VICTOR CYCLOMETER is also a popular make, is easily read and has some very valuable features. The Butcher Cyclometer, a favorite of past seasons, is a reliable, well made instrument, and sells at \$10.00. Owing to the Lakin Cyclometer Works having recently been burned down, our spring shipment of these machines has not yet been received.

In LAMPS we have a large selection. The O. W. Co.'s lamps are in good demand. They have deep reflectors, cut-glass front and screw wick-holders. They show a white light ahead, green light to starboard, red light to port and two lights astern. They are made in the following styles and prices: HEAD-LIGHT No. 1, Enameled, price \$4.50; Head-light No. 1, Nickeled, price \$6.00; Hub-light, Enameled, price \$5.00; Hub-light, Nickel-plated, price \$7.00. We also have the "SPALDING" LAMP, made of heavy tin, with riveted joints, sold in small sizes, at \$2.50 to \$3.50, and in large sizes from \$3.50 to \$4.50. The KING OF THE ROAD continues a great favorite. It is sold in small sizes: Japanned, \$4.50, and Nickeled, \$6.50; large sizes, Japanned, \$5.25, and Nickeled, \$7.50.

We are showing a large line of Locks, Bells, Tool Bags, Luggage-carriers, Saddles, Wrenches, Bicycle Stands and Whistles; in fact, all the most popular and standard sundries may be found in our cycling department.

Send for Illustrated Cycling Catalogue.

A. G. SPALDING & BROS.,

241 BROADWAY, | 108 MADISON ST.,
NEW YORK. | CHICAGO.

BOWLING ALLEYS

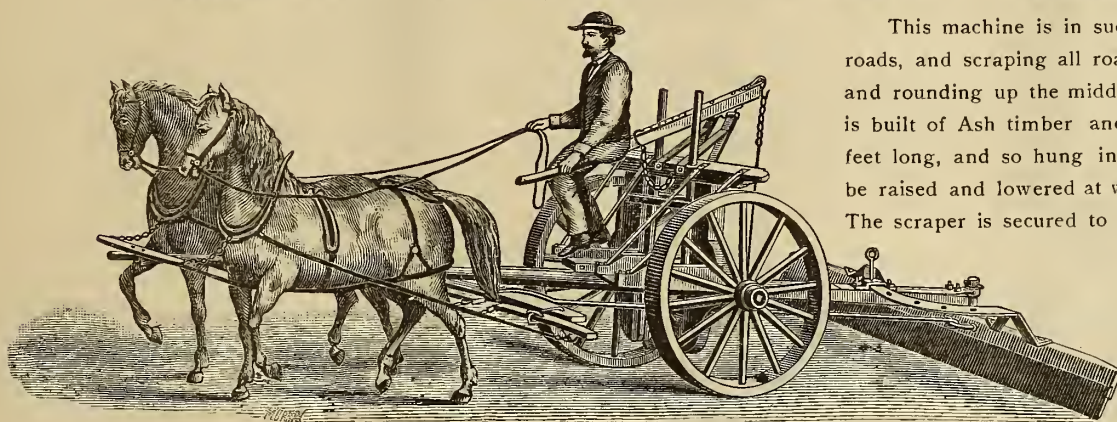
BUILT OR REPAIRED. CITY OR COUNTRY.

Ten Pins and Balls on hand.

W. G. DILLINGHAM, 51 South St., N. Y. City.

GILLOTT'S STEEL PENSARE 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.**

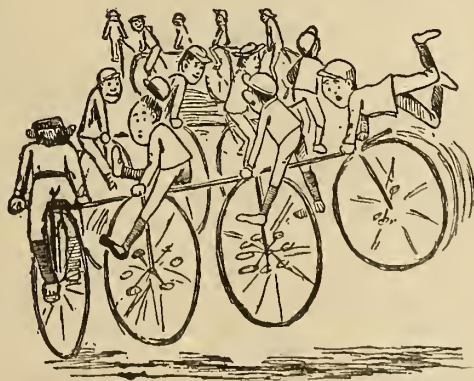
This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised 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.**

THE PUBLISHERS OF THE
WHEELMEN'S GAZETTE

are still sending sample copies of their excellent magazine all over the country to wheelmen who are far sighted enough to send for one

It only costs you a cent to get a sample copy, but it will cost you 50 cents more as soon as you get the first.



The 50 cents is for a year's subscription, of course. As soon as you see a copy you will want it for a year sure.

Hundreds have tried the experiment, suppose you do.

Address

DARROW BROS., PUBLISHERS,
Indianapolis, Ind.

OUR FAMOUS ^{AND} 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.

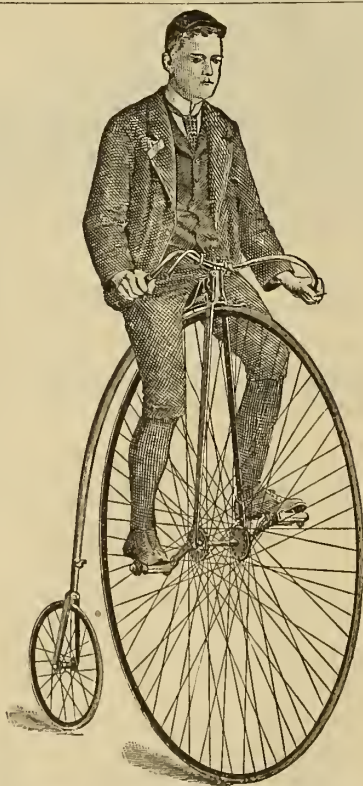
BAY CITY, April 13, 1888.
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives 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 stiff 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. GUMP & 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 perfect'y.
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. PICKHANT.

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

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.

OBITUARY.

Maggie B. Phillips died at her home in Indianapolis, Ind., April 30, after a lingering illness of thirty-two days. Miss Phillips was the only lady member of the Indiana Division of the L. A. W., and a very beautiful and accomplished young lady of eighteen. Her loss is very keenly felt by her many intimate friends.

THE STARS AND STRIPES THAT WRAPPED ABE LINCOLN'S BIER.

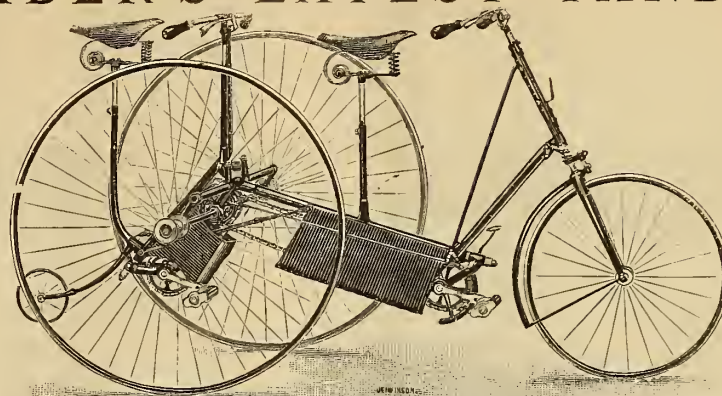
"Anglo-American" writes to the *Bicycling News*:—"In your notice of the Howe Company's catalogue in your last issue you say you do not know why the American flag floats over the factories. As an editor, an instructor of the people, and guardian of the public intellect, you ought to know everything, and your readers have a right to expect you to be omniscient. Therefore, to fill up so serious a gap in your intelligence department, I would inform you that the reason the Stars and Stripes flap the Scottish breezes in the neighborhood of this factory is because the company was founded and the factory built by the celebrated American inventor, Elias Howe. This flag, too, is historical, for it is the identical one that covered the coffin of the martyred President Lincoln whilst lying in state, and is said to be the largest piece of heraldic bunting in the world. The company is, however, a British corporation and employs British workmen and British capital, therefore the British flag, the 'glorious' Union Jack, floats in equal eminence on the further flagstaff, as you will see by the engraving."

JACKSONVILLE, Ill., April 30, 1888.
THE GORMULLY & JEFFERY MANUFACTURING COMPANY, CHICAGO, ILL.,

Gentlemen: After considerable delay the four Light Champions arrived all O. K. (four beauties). The customers are delighted. The two 50-inch machines were severely tested yesterday over thirty-three miles of the roughest roads imaginable; they were simply fearful—one continuous bump from the time we left our paved streets until we arrived on the paved streets of Springfield, our destination point. However, not a spoke, screw or nut became loose during the entire journey.

Yours truly,
[Signed] McDONALD BROS.

HUMBER'S LATEST TANDEM.



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

TESTIMONIAL.

Mr. L. H. JOHNSON: DEAR SIR,—I must write to you in regard to the Crippler Tandem I purchased of you some time ago. I am perfectly satisfied with it; the more I ride it the better I like it, and my wife thinks there is nothing like the Humber Crippler. Very truly yours, HOOSICK FALLS, N. Y., May 7, 1888. W. H. STARRETT.

THE LADIES' TANDEM PAR EXCELLENCE.

LLEWELLYN H. JOHNSON,
No. 401 MAIN STREET, ORANGE, N. J.

A fresh invoice just received.

Weed Sewing Machine Co.,

HARTFORD, CONN.,

General Agents
for

COLUMBIA 'CYCLES

For the State of
Connecticut.

AGENTS WANTED IN UNOCCUPIED TERRITORY.



PECK & SNYDER,

124, 126 & 128 Nassau Street, N. Y.,

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!

Repairs!

Repairs!

New York

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 Jersey men and Brooklynites.

H. B. SMITH MACHINE CO.,

Works and Main Office, SMITHVILLE, N. J.

115 LIBERTY STREET.

ODDS AND ENDS.

At the Harvard A. C. games, held at Cambridge last Saturday afternoon, R. H. Davis won the 2-mile bicycle race in 6m. 7 2-5s., beating E. Norton and K. Brown.

BOTH DOWN, WOODSIDE BADLY CUT UP.—LONDON, May 5.—A 1-mile bicycle race for £40 between Woodside, of Philadelphia, and Robb, of England, on the Aylestone Grounds at Leicester, ended disastrously for the American, who had nearly won, when his machine was collided with and damaged by Robb. Both men fell, but the Englishman remounted, finished alone, and was awarded the race. Woodside was too badly injured to remount.—*Cable.*

The New Haven Bicycle Club will hold a parade on Memorial Day, and afterward a 5-mile handicap race will be held on the East Haven Road.

The 20-mile road race between the Taunton and New Bedford Cycle Clubs, for the purse made up by the citizens of New Bedford, will occur on Decoration Day.

F. A. Elwell, chief consul of Maine, is trying to get up a party of riders to take a cycling tour through Ireland, England, France and Switzerland. They will leave America the latter part of this month, and will be gone until about the 1st of September.

Captain J. S. Lowell, of the Roxbury Club, has called the following runs for May: May 6, Brockton, start Dudley, corner Warren Street, 9 A. M.; May 13, Newton and Waltham, 10 A. M.; May 20, South Natick, 9:30 A. M.; May 27, Medford, 10 A. M.; May 30, spring meet, 9 A. M. Last four runs from Westland Avenue. Unattached riders welcome.

Captain Fred B. Kimball, of the Somerville Bicycle Club, has called the following runs for May: May 6, Chestnut Hill Reservoir, return via Waltham, start 10 A. M.; May 13, Echo Bridge, start 10 A. M.; May 20, Sharon, Cobb's tavern, start 8:30 A. M. sharp; May 27, Middlesex Fells, smokers' run, start 10 A. M.; May 30, hare and hound chase, hares will be started from club rooms at 9:30 A. M.

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

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

OFFICIAL TAILORS AND OUTFITTERS.

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

DEVLIN & CO.,

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

Broadway and Warren Street,

NEW YORK,

MANUFACTURERS OF

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

We 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.

PEDERSEN & BUCKINGHAM,

Successors to JENS. F. PEDERSEN.

No. 1½ Maiden Lane, New York City.

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.

Oraton Hall, Newark, N. J.

HOWARD A. SMITH & CO.,

16 Park Street, Orange, N. J.

ORANGE
TELEPHONE, 134.

BICYCLE AND ATHLETIC GARMENTS MANUFACTURED BY THE KINGSTON KNITTING CO.

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 equaled 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.

SPECIAL DISCOUNT TO WHEELMEN

— ON —

JOHN FOLEY, Jr's,

Fine Gold Pens, Fountain Pens,

FANCY PENCILS AND NOVELTIES.

No. 2 ASTOR HOUSE, NEW YORK.

The Lynn Cycle Club held an entertainment and dance at Odd Fellows Hall last night.

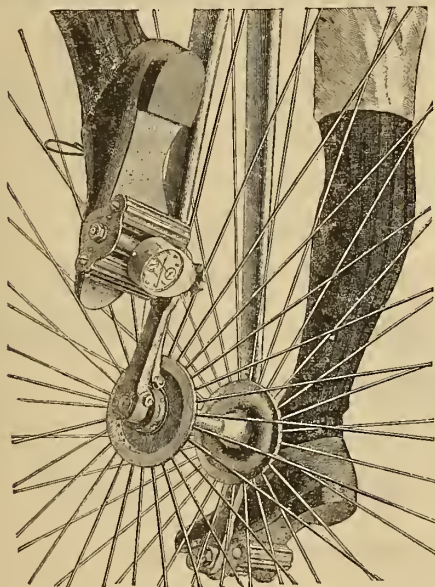
The Maryland Club is coming out strong on tandems, ten of which are now owned by members of that club.

Hotel arrangements have been made for forty members of the Pennsylvania Club of Philadelphia and for 100 of the Citizens Club of New York.

The 10-mile race at Druid Hill Park, which was to have been run Saturday morning by members of the Eutaw Club, did not take place, none of the contestants presenting themselves.

President R. C. Locke, of the Harlem Wheelmen, was in Philadelphia during the past week, and was entertained by C. R. Eisenbrandt and others. He promises a large delegation from his club, many of whom will be ladies on tricycles.

President Kirkpatrick, who will act as chief marshal of the parade at the annual L. A. W. meet, has appointed the following aids: E. P. Hayden, Baltimore; W. S. Bomberger, Hagerstown; W. S. Bull, Buffalo, N. Y.; Harry D. Corey, Boston, Mass.; W. R. Tucker, Philadelphia; S. T. Clark, Baltimore. He has secured the co-operation of the Merchants' and Manufacturers' Association, who will subscribe toward the fund from which the expenses of the meet will be paid.



Weight, 6 oz.

PEDAL CYCLOMETER CO.
12 Warren St.,
N. Y.



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SEND FOR CIRCULARS.
THE RIPLEY PLATE.
B. & L. CHEMICALS.
J. A. K. and KRANTZ LENSES.
BARTLETT & LAIRD,
27 BOND STREET, NEW YORK.

NEWARK SLIPPER CO.,
Manufacturers of
FINEST HAND-MADE GOODS,
Bicycle, Lawn Tennis and Sporting Shoes.
BICYCLE SHOES, Cordovan, \$3.00.
TENNIS SHOES, \$2.50.
19 RAILROAD AVENUE, NEWARK, N. J.

INCOMES INVESTED

IN 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,
313 West Fifty-eighth Street,
Near the Park, New York.

--- HOW TO ---
Buy, Sell or Exchange.
ADVERTISE IN OUR
For Sale, Exchange,
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.
Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

FOR SALE, EXCHANGE, WANTS.

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

FOR SALE CHEAP—57-inch Rudge; wheels enameled; nickel trimmings, with cyclometer. J. A. Lefferts, 110 West Twenty-second Street, N. Y. City.

FOR SALE—54-inch Expert Columbia; full nickel; Kirk saddle; in excellent condition; can be seen. Miller, No. 12 Warren Street.

FOR SALE—Light-weight Club, 55-inch; all ball bearings; nickeled, except rims; splendid condition; price, \$100. F. A. Metcalf, 40 Clinton Street, Brooklyn.

BICYCLE MACHINIST DISENGAGED Age, 28; has had ten years' experience in England and this country in instructing, estimating on repairs, repairing, etc. Good references, and well known among the leading wheelmen of Brooklyn and New York. Address Bicycle, 182 Eighth Street, Jersey City, N. J.

WANTED—Bicycle, enameled, 54-inch; must be in good condition and cheap. Pittsburg seller preferred. Address Box 311, Latrobe, Pa.

FOR SALE—A 56-inch Expert Columbia, '86 pattern; ball bearing throughout; nickel back bone; in first-class condition; price, \$75—a great bargain. Address A. C. McAlpin, Warren, Pa.

FOR SALE—Victor Light Roadster, 54-inch, 1887 style; all improvements and in A-1 condition; can be seen at Brooklyn Bicycle Club Rooms, 122 St. Felix Street. Chas. J. Earl, 353 First Street.

FOR SALE—A 54-inch Standard Columbia, in perfect order; long distance saddle, dropped handle-bars, stand, cyclometer, etc.; price, \$50. Address Wheelman, Box 28, Mt. Vernon, N. Y.

\$85—BARGAIN—52-inch double ball bearing Singer Bicycle; balls all over; all latest improvements; warranted perfect; cost \$180. Write, August Kinne, Richfield Springs, N. Y.

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

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.

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.

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

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.

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.

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

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

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

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.

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

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

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.

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; Aolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow fellos 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.

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.

FOR SALE—Cheap for cash, Harvard Special Bicycle, 52-inch; in good condition. Address C. H. B., 371 Fourth Street, Brooklyn, N. Y.

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

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

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 Street, 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.

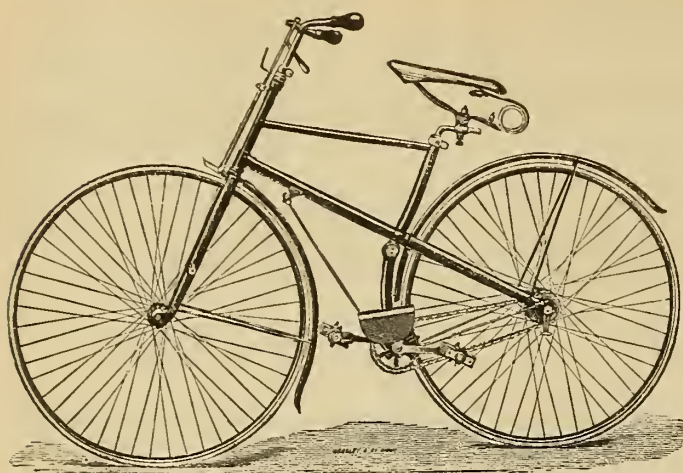
RUBBER STAMP with your name in Fancy Type 25 Visiting Cards, and INDIA INK to mark Linen, only 25 cents (stamps). Book of 2,000 styles free with each order. Agents wanted. Big Pay. THALMAN MFG CO., BALTIMORE, MD.

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, TRICYCLES 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 \$160, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippers 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 Instalments. 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., Berkeley Street, Boston.

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



SOLE AGENTS

NEW RAPID AND QUADRANT CYCLES.

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.....	"	2	"	135.01	70
3	52	Expert Col. 1886....	"	New	"	127.50	100
4	52	Expert Col. 1887....	"	1	"	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....	"	1	"	127.50	85
8	52	British Challenge..	"	1	"	105.00	80
9	52	Standard Col.....	"	3	Plain	90.00	55
10	52	Expert Col. 1886....	"	2	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.....	"	3	"	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	"	1	"	132.50	80
18	48	New Rapid.....	"	1	"	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	"	80.00	35
22	42	American Safety....	"	1	"	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....	"	1	"	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,

ST. PAUL BRANCH: 316 Roberts St.,

MINNEAPOLIS: 14 South 4th St.

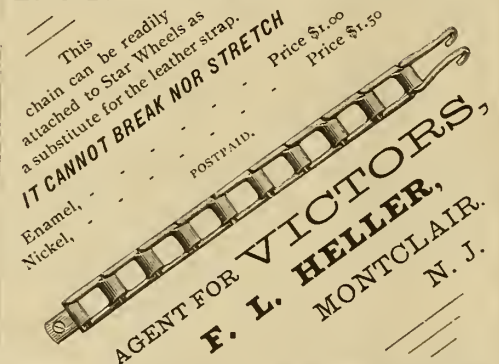
(417 Nicollet Ave. after May 1.)

OUR SPECIALTIES.

The CORSON Star Saddle; warranted to please; price, \$3.50; Nickeled, \$4.50.
The Star Rider's Manual; price, 50 cents.
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.



Queens Athletic Club Grounds,

QUEENS, L. I.

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.

It can be washed when necessary without becoming stiff and harsh.

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.

MANUFACTURED BY

W. C. BOAK,
GENESEE CO., LE ROY, N. Y.
DISCOUNT TO THE TRADE.

The B. F. Goodrich Co.
Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

Bicycle Tires, Hard and Soft Rubber
Handles, Spade Grips, Pedal
Rubbers, etc.

Write for Price List.

J. O'CONNOR,
Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK
All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.
LAWN TENNIS SHOES A SPECIALTY.

MERWIN, HULBERT & CO.,

26 West 23d Street,

NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S**American Champion Bicycle.**" **Light Champion Bicycle**" **Challenge Bicycle.**" **Ideal Bicycle.**" **Ideal Tricycle.****AND SUNDRIES.**

Springfield Bicycle M'f'g Co.'s
Springfield Roadster.

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

AMATEUR PHOTOGRAPHY,

Accessories for same.

INSPECTION CORDIALLY INVITED

E. H. WILCOX, Manager.

Chickasaw Bicycle Agency,

225 THIRD STREET,

(Natorium Building,) MEMPHIS, TENN.

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,

426 Nicollet Ave., Minneapolis.

WE TAKE
Old Mounts in Part Payment

— FOR —

VICTORS

— AT —

LIBERAL ALLOWANCES.

THE BEST WHEEL
WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

THE

VICTOR

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

WE SELL
Second-hand Wheels for Owners

— ON —

COMMISSION,

GIVING THE BEST CHANCE TO
UNLOAD QUICKLY.

WE OFFER
THE BIGGEST ASSORTMENT

— OF —

Second-hand Cycles

— AT —

MOST REASONABLE PRICES.

MANHATTAN
WHEEL EXCHANGE.

WETMORE & CHESTER.

49 CORTLANDT STREET,

NEW YORK CITY.

JOHN C. WETMORE.

W. W. CHESTER.

What Does This Mean?

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

— FOR —

A SECOND-HAND VICTOR

THAN FOR ANY OTHER MAKE OF
WHEEL IN THE SAME
CONDITION.

Don't Believe Us,

But ask those who have
changed, this year, from
other makes to

VICTORS,

How they run, coast and
climb, as compared with
their old mounts.

READ OUR RULES.

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

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

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

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

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

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

Men of Moderate Means

Who cannot afford to pay
cash for

VICTORS,

Can get them on the instal-
ment plan from us on six
months' credit at \$5
advance in price.

Notice this Week's Reductions.

Our List, May 11, 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 trim-
mings. Balls both wheels. Lamp. Price
\$60.

No. 124.—36-in. Kangaroo Safety. Never out
of shop. Price \$75.

No. 125.—48-in. Eclipse. Enamel and nickel.
Bargain at \$60.

No. 127.—52-in. Am. Club. Enameled. Ball to
both wheels. Kirk saddle. Cheap at \$55.

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. 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.—50-in. Harvard. Nickel with enam.
wheels. Spade handles. Price \$65.

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. 153.—54-in. Sanspareil. Ball wheels. En-
amel. Price \$65.

THIS WEEK'S BARGAINS.

No. 154.—52-in. Victor, '86. Enamel. Cowhorn
bars. Spade handles. Great bargain at \$85.

No. 155.—50-in. Spalding. New. All balls. Cow-
horn bars. Only \$90.

No. 157.—54-in. Premier. Enamel. All balls.
Cowhorn bars. Price \$60.

No. 158.—52-in. Stand. Col. Nickel, with enam.
wheels. Lamp. Price \$45.

No. 159.—52-in. Victor, '85. Hardly used. Good
as new. Price \$90.

No. 160.—Quadrant, convertible tandem, double
steerer, specially built for two ladies. In
perfect condition. Price \$200.

No. 162.—52-in. Spalding. All balls. Enam.
Cowhorn bars and spades. Price \$70.

Chas. Schwalbach,

PROSPECT PARK PLAZA, = = = BROOKLYN.

NEW MAIL
Bicycles.

COLUMBIA
Tricycles.

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Safeties.

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

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Is learned the easiest and best on the
**Eureka Home Trainer and
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PRICE - - - \$7.50

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

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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

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

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MANUFACTURERS OF

The Champion Bicycle Shoe.



OUR SPECIALTIES:

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



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

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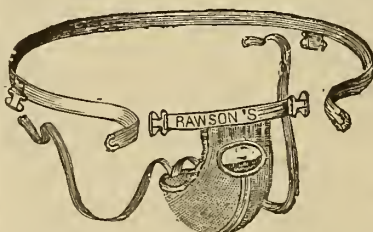
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A Perfect Fit Guaranteed.
Displacement Impossible.

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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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HIGH GRADE BICYCLES,

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Purely vegetable, mild and reliable. Regulate the
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 Wenck's Opera Bouquet is the latest.



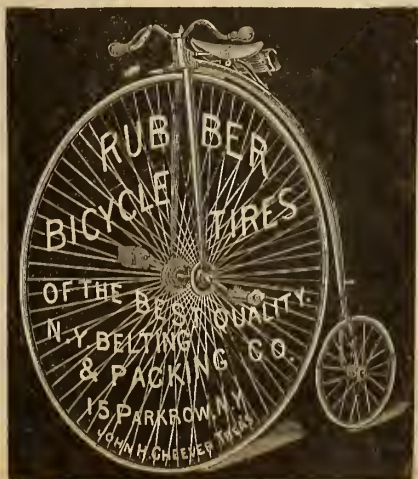
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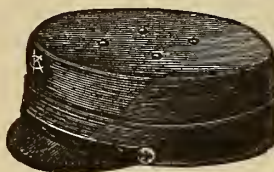
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LOWEST PRICES.

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In Hat Store, up stairs.

The "Best" Bicycle Whistle.



This Whistle is pronounced by
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 mouthpiece is so constructed that
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Price, 25c. each. Discount to Dealers.
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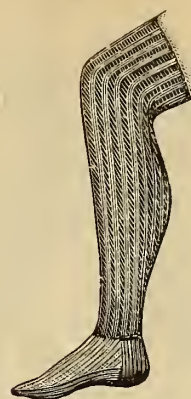
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OLD RELIABLE
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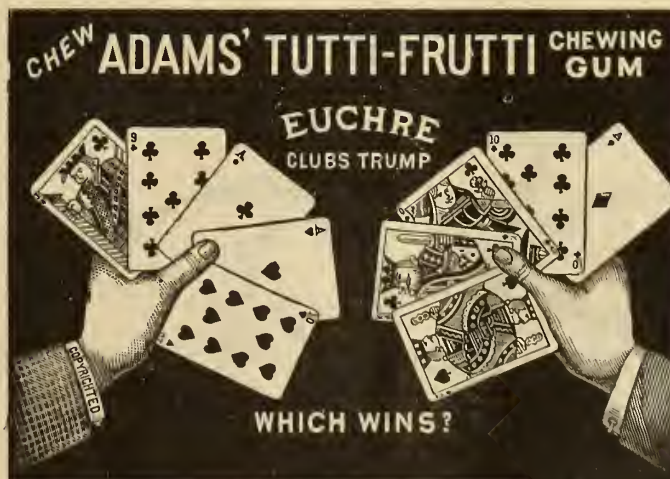
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