

The Wheel

P.O. Box 444. N.Y.  AND  23 PAT. ROW. N.Y.
CYCLING TRADE REVIEW

VOL. I.—No. 12.]

NEW YORK, MAY 18, 1888.

[WHOLE NUMBER, 12.]

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.

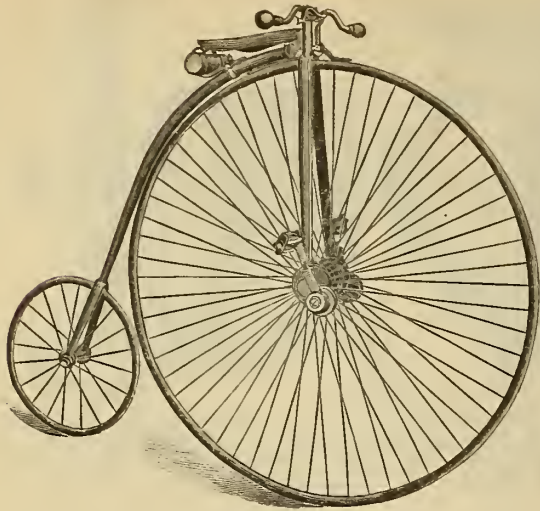
We now beg to inform riders and dealers that there is no DANGER, as Judges Gresham and Blodgett, of the United States Circuit Court for the Northern District of Illinois, on April 30, 1888, decreed that NONE of the goods manufactured by us infringed ANY of their patents. We might further say that all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

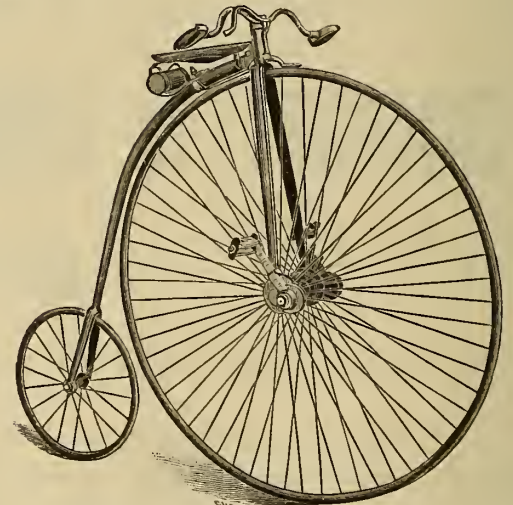
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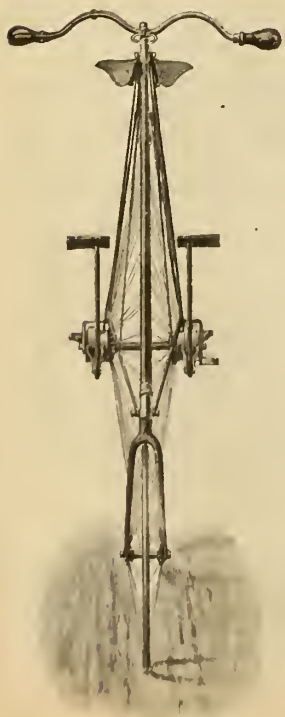
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THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

1888 STAR

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SMITHVILLE, N. J.

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

SPADE and BARS furnished in the best nickel.

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AMERICAN BICYCLES,

Manufactured by Gornully & Jeffery Mfg. Co.

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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,
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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,
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For sale by all Cycle manufacturers and dealers.

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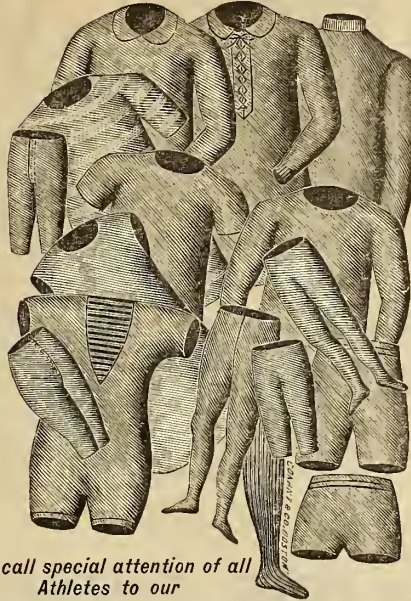
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FOR

**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.

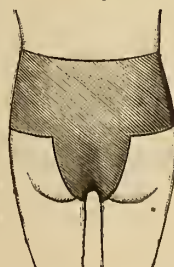
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Send for Illustrated Catalogue and Price List.

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 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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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,	129.00	95.00	4	Ball	2
263	55	Rudge Lt. Rdstr.,	138.75	75.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	90.00	3	1	3
266	55	Spldg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	95.00	4	Ball	1
270	56	Racer,	140.00	39.00	4	1	2
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	1
277	52	Spec. Club,	160.00	110.00	4	1	1
283	51	Spl. Star,	130.00	85.00	4	Ball	1
285	51	Spl. Star,	120.00	75.00	4	1	4
286	44	Spl. Facile	130.00	79.00	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	1	1
306	51	Special Star,	135.00	90.00	3	Ball	2
308	56	Columbia Expert,	132.50	90.00	4	1	2
309		Sp'kb'k Hbr. T'dm,	200.00	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,	140.00	100.00	4	1	1
330	54	Victor,	130.00	87.00	3	1	1
331	52	New Mail,	135.00	110.00	4	1	1
332	52	N. Rapid Lt. Rdstr,	137.50	115.00	4	1	1
334		Col. 3 trk. Trike,	160.00	80.00	4	2	2
335		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 Rap. 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	59.00	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	50	Victor Roadster,	132.50	105.00	4	1	1
378		Beeston Hbr. T'dm,	200.00	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,	200.00	140.00	4	2	4
391	55	Columbia Lt. Rdstr.,	145.00	100.00	4	1	1
392	52	English,	125.00	40.00	4	1	3
394	48	Columbia Expert,	122.50	75.00	4	2	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.

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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.

The City Council of Columbus, Ga., having passed an ordinance prohibiting cyclists from using certain parks, bridges, streets and cemeteries—alas! if they only could abolish the use of cemeteries—the local riders have organized a movement and will sue the city for their rights. The matter is in charge of Mr. T. L. Ingram, who would be pleased to receive decisions of courts in similar cases, or any information which could be used by the wheelmen. The Columbus riders, recognizing the condition of the League, will not appeal to it for help—a very praiseworthy course. The Rights and Privileges Committee of the L. A. W., however, will no doubt supply Mr. Ingram with valuable advice and information.

"Athletia's" suggestion that a race for the 50-mile road championship of Long Island be instituted and made an annual fixture, seems to us an excellent idea, and one which we hope the Long Island men will agitate. The various clubs on the island, especially the members of the Brooklyn clubs, are wont to brag of the road-riding abilities of their members. A championship road race would not only furnish an opportunity for the clubs to prove their claims, but would be an enjoyable event, affording a chance for a great annual gathering of wheelmen on Long Island.

A SUGGESTION TO LONG ISLAND WHEELMEN.

BROOKLYN, May 8, 1888.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

Dear Sir—Seeing that Brooklyn wheelmen attach so much importance to making records for long distances, and the rivalry which exists respecting the relative abilities of certain men on the road, I would suggest that next fall a race be inaugurated for the 50-mile road championship of Long Island. Such a race would excite a large amount of interest and undoubtedly tend to promote road riding. Before going fully into the scheme I would like to hear the opinions of others on the matter.

Very truly yours,

ATHLETIA.

LONG ISLAND WHEELMEN'S RACE MEET.

SATURDAY, JUNE 2.

The first annual race meet of the Long Island Wheelmen will be held Saturday, June 2, at the Brooklyn Athletic Association's Grounds, corner of De Kalb and Classon Avenues, Brooklyn, commencing at 3:30 P. M.

The following events will be decided: 1-mile novice, open; 1-mile handicap, open; 1-mile club handicap; 2-mile L. I. W. club championship; 2-mile team race, three men from each club; 2-mile L. A. W. national championship; 3-mile handicap, open and 1-mile consolation. Entrance fee, 50 cents for each event; entrance for the team race, \$2 per team. Entries close May 26 with L. H. Wise, 1281 Bedford Avenue, Brooklyn. Gold medal to first and silver medal to second in each event, except the team race, for which the prize will be a silk banner for the winning team and a gold medal for the winner. Admission, 25 cents; reserved seats, 50 cents.

BROOKLYN.

The 20-mile road race of the B. B. C. to determine what members are to ride on the inter-club team came off on Saturday last. Although the weather was unpleasant about thirty members were present at the start, which took place at 3:30 P. M. The starters were Schoefer, Borland, Waters, Todd and Spelman. Owing to some unknown cause, Lang, who was expected to be present, did not put in an appearance. The roads being in very poor condition fast time was out of the question. Schoefer cut a splendid pace and finished first; Waters, who had been close upon him, got a cramp when on the last four miles and came in second; Borland followed Waters by about half a mile; Todd and Spelman dropped out at ten and five miles respectively. After the race it commenced to rain heavily and the wheelmen reached Newark drenched to the skin.

The timers were Messrs. Slocum and Meeteer. Messrs. Bancroft, Neil, Hornbostel and Fuller acted as checkers. These two latter gentlemen had a picnic of their own while the race was going on. Spreading a rubber cloak upon the ground they relieved a neighboring house of its pies and made them disappear with wonderful rapidity.

The prizes in this race were a gold and silver medal to first and second respectively.

The 1-mile novice race, to be held May 30 in connection with the athletic games at the B. A. A.'s track, promises to be an interesting event. Wise, L. I. W., and Brown, K. C. W., are in this race; Krueger and Schumacher have also entered. It is to be regretted that the road race will make the bicycle contingent of the audience very small.

Just now rumors are floating around very thickly. One day it is rumored that so-and-so is sick, the next day this same individual is reported as training his hardest. Every man who goes spurring a little in the park is looked upon as a suspicious character, a possible dark horse, a "coming man," etc. This all shows what great interest is taken hereabouts in the coming road race. Before long we may possible see the L. I. W. putting a team on the road, after they have rejoined the Alphabetical Association. It looks that way now, after they have had enough push to inaugurate a race meet. Their race meet, by the way, is progressing finely, and they have already published their posters.

J. W. Schoefer, of the B. B. C., delighted his many friends by coming out ahead in the B. B. C.'s 20-mile race. To some this has been a surprise, as John does not waste his time in puffing himself up before others, as many do; he quietly settles himself down to his training, and always "gets there" when a race comes off. Borland also showed good form in the race. Waters would make a very good racer were he not subject to cramps. If Lang had been in the race there might have been a close fight for third position.

The three delegates from each club who met at the instigation of the L. I. W. to act concerning the highway robbery of the L. I. R. R. Co. in charging exorbitant rates for the transporta-

tion of wheels, appointed a sub-committee consisting of Messrs. Greenman, Bridgman and Hoole. These gentlemen will appeal to the company personally.

There were over twenty-five of the B. B. C. in the park on Sunday, May 13, notwithstanding the fact that it threatened rain.

The K. C. W. race meet will take place on June 23. The 5-mile L. A. W. championship will be contested at this meet. The K. C. W. have a reputation for running successful meets, and this one will be a repetition of their success.

Charles Schwalbach has painted the largest sign in Brooklyn on the outside wall of his establishment.

The B. B. C. elected six applicants to membership at their last meeting, Tuesday, May 8.

INDEPENDENT.

PITTSBURG.

The following, clipped from the cycling columns of the *Bulletin*, illustrates what it is to have wheelmen fill public offices:

"Kittanning must be a delightful place for cyclists. J. D. Reynolds is mayor of the city, and rides a Victor Safety. It is said that the streets are kept in excellent condition and every loose stone carefully removed from the roadway. Recently a countryman passed through one of the prominent streets with a load of kindling wood, pieces of which fell from the wagon along the route, and being espied by the Argus-eyed mayor, a constable was quickly dispatched after the countryman, and he was made to pick up every scrap of the kindling. That's the kind of a mayor we sigh for."

The wheel column of the *Dispatch*, for which so much was promised, is growing beautifully less, Sunday's issue being a short one-fifth of a column; alas for those "items of interest!"

The awarding of the half-mile national, quarter and mile State championships to the New Castle Bicycle Club will insure a goodly contingent from here on the Fourth of July, it being proposed to run these events on that day. The fine quarter-mile track of this club should induce some fast Eastern men to attend, added to which is the fact that prizes at New Castle are always worth having, and cost just what they are advertised to be worth.

About the most dangerous thing one could do in our city just now would be to ask Charlie Seidell what he knows about "cats," or any one of the genus *Felis Catus*. What he don't know of one particular feline would not be worth discussion, while what he does know would fill a volume, with enough choice epithets left over to make a good-sized lexicon. Charlie's South Craig Street residence is so delightfully situated that this particular "Tom" has taken up his abode there, and no amount of persuasion, a *la* pistol, rifle, shot-gun, poison or brick, will force it to depart.

The *Bulletin*, of Pittsburg, will devote two columns for wheel notes, not "two pages," as you say in last week's paper, Mr. Editor.

W. D. Banker promises to have a go at Irwin's Hill shortly. When he does I venture the prediction that "Billy" will look over the top before he dismounts.

KEYSTONE.

WASHINGTON.

BERT OWEN'S BIRTHDAY—THE LEAGUE INVITED TO WASHINGTON.

Like all other mortals, Bert Owen has a birthday once every year. Unlike all other mortals, Bert thinks the occasion worth remembering, and we who are fortunate enough to receive invitations do remember it. I think all who accepted his invitation to celebrate his thirtieth birthday will have a warm spot for him during the balance of his natural life. For five or six years Bert has invited the boys to accompany him on his birthday run. These runs were usually upon the "follow your leader" order, the worst roads about the city being chosen, and after a long, hard pull of an hour or two, during which many laughable things occurred, we would finish at some suitable place, demolish a good lunch, swallow a lot of drinkables, and depart, voting Bert a jolly good fellow. This year the programme was more elaborate, and the entertainment the most enjoyable of any since the famous runs were commenced.

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.

At 4:30 about 125 wheelmen assembled at the Capital club house, formed a long line, and were photographed by Mr. Handsman, of the Capital, and Mr. Babcock, of the Cycle Club, after which the ride commenced. The column proceeded by twos to the Boundary, where we countermarched before two fair cyclists who had ridden out with us. The verticals, Stars, safeties and tricycles each formed a division, and it was noticed that the safeties far outnumbered the other types. After the countermarch, we climbed the long Fourteenth Street hill, and rode to the Spring Road, turned up this road, and wheeled to the Cosmopolitan Club House, where we were again photographed. After a short loaf around the grounds, during which we refreshed ourselves with iced liquids, we took to the road again, and were soon whirling on to Brightwood Driving Park, where the *big* fun commenced. And it *was* fun. As we rode on to the track we were met by the "only" cow-boy band, organized expressly for the occasion, and led by Hub. T. Smith as drum-major. The uniforms of the band were gorgeous, and the marching evolutions were simply wonderful. Each musician performed upon a kazoo, which was constructed something like a cornet, and the sweet strains extracted from them would have caused the great Pat Gilmore to seek a hiding place. Preceded by this wonderful band, we wheeled slowly around the track several times, being caught by Handsman's camera in a number of graceful (?) attitudes.

After the dismount, the various contests began. A half-mile dash for light roadsters resulted in a close and exciting finish between B. W. Hanna and Representative Wallace Crossman, won by a wheel by the former. A 100-yard dash, open to the thick and thin men, was won by Hub. Smith. A 100-yard slow race was won by J. McKee Borden. No time was taken on any of these events, as the contestants occupied so much time in getting ready that the timekeepers' watches ran down. Had not this unfortunate circumstance occurred, no doubt a new set of records for the respective distances would have been established.

After the contests, while waiting for the next announcement, a prominent member of the Capital Club was noticed standing at the upper end of the track, engaged in earnest conversation with a rustic beauty, who was "gotten up regardless." There was a moment of quiet, during which it was observed that he was *actually trying to induce the maiden to mount his Safety!* Think of it! The "gall" of the fellow! Before we had time to realize the enormity of the act the fair creature had gracefully mounted and was actually riding the machine in zig-zag lines about the track! With a shout a half hundred wheelmen mounted their wheels and started in pursuit of the now thoroughly frightened female, who, realizing that the "villains still pursued her," was working the pedals for dear life and sending the wheel forward like lightning. The heartless villains who were pursuing her gained ground rapidly, and realizing that it was useless to stick to the track the maid abandoned her wheel, and ran recklessly across the infield. However, "the villains still pursued her," and, panting with fear and emotion, she was captured, induced to mount the front seat of a tandem, and was brought to the grand stand, trembling in every limb and begging that her life might be spared.

Her piteous appearance melted the hearts of all the boys, who until this time had forgotten that it was ungentlemanly to treat a lady in such a rough manner.

Shame-faced apologies were spared the boys by the maiden herself, who, with perfect calmness, removed her large bonnet and revealed the grinning features of Frank Boteler. After this pleasing occurrence football and other sports served to keep the boys in good humor until the feed was announced. The boys were in good condition and nothing escaped. The amount of eatables, to say nothing of the lemonade, beer and punch consumed, was appalling. As soon as the lunch was over, Mr. L. W. Seeley mounted a convenient box, and in a "few well-chosen remarks" presented Mr. Owen with a handsome silver-headed umbrella, cigarette case and match box, all beautifully engraved. Bert received the articles with a graceful little speech, which was frequently applauded. During the presentation and acceptance the "What's the matter with Bert" chestnut was frequently indulged in. A lot of club songs, music by the band, etc., then followed, after which the Chinese lanterns were

brought out, the line formed, and we wheeled back to the city with the opinion that Bert had given us one of the most pleasant and enjoyable entertainments of our lives.

In one of my letters I mentioned the fact that the D. C. Division would probably do something in the way of entertaining the visitors who will naturally flock to Washington after the League meet in Baltimore. At the Division meeting held last Wednesday evening it was decided by vote to invite the League to come to Washington on Thursday, June 21. It is the intention of the Division to arrange a programme which will include a visit to all the Government Departments, Capitol, White House, etc. The entire arrangements are under the control of Chief Consul Atwater and the following gentlemen: Messrs. Moulton and Demaray, of the Capital Club; Messrs. Stearns and Pelouze, of the Cycle Club, and Messrs. Wiber, Elliott and Dr. Green, of the unattached. This committee is composed of hard workers, and will present a programme in a few days. They will form their own sub-committees and call upon members to assist them. The National Capital is a beautiful city and is at its best at that time of the year, so that visitors will be able to enjoy a visit, try a ride upon our beautiful streets, see our magnificent public buildings, meet our wheelmen and go away with good opinions of the Capital City. I will try to send you the programme in full in my next letter.

The number of lady riders here is on the increase since the ladies' bicycle was brought out, and the fair creatures are taking to it like a duck takes to water. It is the most graceful machine for a lady's use that I ever saw, and it is no wonder they enjoy it. When one compares it with a tricycle, even of the latest and best type, he cannot fail to note the many advantages the new machine offers. Less weight, less friction, easy to mount and dismount, perfectly safe, and a dozen other advantages. Through the kindness of a member of the firm who manufacture this novelty, I was allowed to visit their factory and see the machines under construction. Everything about the factory is a model of neatness, the machinery, special tools and material all being of the best manufacture and finest quality. The company are away behind their orders and are working night and day. The manager assures me that the machines have opened an entire new field for cycling, and instead of being compelled to work them slowly upon the market as most manufacturers of novelties have to, the idea has been caught up all over the country and the demand for them is already heavier than the company anticipated.

Sunday runs were spoiled yesterday by rain, a number of the boys who started early were caught in the country, well soaked, covered with mud and returned home disgusted.

PSYCHO.

GEORGIA.

THE ATLANTA MEET—COLUMBUS AUTHORITIES RESTRICT BICYCLE RIDING.

The Atlanta boys worked hard for the success of their two days' race meet, and deserved it, but the public—the unappreciative public—did not respond, and the club is out something like \$350. They were rather unfortunate in selecting the dates just preceding the Gilmore Jubilee and spring horse races, which doubtless caused the small attendance. Chalfont took an ugly header while leading, twenty yards from the tape, but recovered sufficiently to win the 5-mile State championship from a good field. On the second day he won four out of six races, covering himself with glory.

The riders here in Columbus are indignant at the recent action of the City Council. The streets are almost unrideable on account of the deep sand, and we were allowed to use the sidewalks until a few nights ago, when they passed an ordinance prohibiting our riding on sidewalks, as well as "in every park, cemetery, in or on any bridges and crossings." As the bridges over the river were used daily by a large number of riders, they very naturally kicked; but the city officials are firm, and we are waiting to get everything in shape, when we will make a test case of the bridges and parks, as well as institute suits against the city, and from present prospects there will be a dozen or more. There are so few members here, and the L. A. W. is in such straitened circumstances financially, that

it will not be asked for help. Mr. T. L. Ingram, it is understood, will have charge of the matter, and see that the riders are given their rights. He would be glad if decisions of judges, courts, etc., or any information that would be of assistance, were forwarded to him.

As a cycling town Columbus is far ahead of any Southern city. An actual count shows 108 riders, with less than 12,000 population, 1880 census. There are three bicycle tracks, a four-lap one in the City Park, races semi-annually; a three-lap one in Star Park, which is fully equal, if not superior to the Eastern tracks, and a three-lap path is now being built at the Exposition Grounds. One of the local agents will shortly open a fully equipped repair shop, and carry a full line of sundries and stock of new and second-hand wheels.

With races on each of our three tracks, and large numbers of riders, we naturally expect quite a boom this summer and fall.

Fraternally,

LEWIS.

WHEEL GOSSIP.

At the spring sports of the University of Pennsylvania, held at Philadelphia on Saturday last, C. B. Keen, '89, scratch, won; time, 7m. 23s.; John Fuller, Dart., scratch, by several lengths.

At the Swarthmore College games, held last Saturday, Speakman won both the mile and 2-mile bicycle races in 3m. 19 1-5s., and 7m. 5 1-5s., respectively; Lightfoot second, Mode third.

SCHWARTZ DEFEATS HALSTED.—At the Warren A. C. games, held at Wilmington, Del., on Thursday last, H. B. Schwartz, Reading, Pa., defeated E. I. Halsted, Harlem Wheelmen, in the 1-mile bicycle race; time, 3m. 6 1-5s.; Halsted a close second; F. M. Dampman, Honeybrook, Pa., 0; W. B. McCune, Chelsea, Mass., Bicycle Club, 0. The 1-mile bicycle race, open to local riders only, was won by S. W. Merrihew; time, 3m. 27s.; B. Frank McDaniel, second; C. C. Kurtz and Clarence Elliott fell. The 2-mile bicycle handicap fell to S. Merrihew, 35s.; time, 7m. 34s.; F. M. Dampman, 15s., second; E. I. Halsted, scratch, third.

New Orleans cyclists are now well represented in the city and State executive bodies, and it is understood that a "Liberty Bill" will shortly be introduced.

THE LEAGUE INVITED TO WASHINGTON.

At a meeting of the D. C. L. A. W. Division, it was decided to invite the League to Washington on Thursday, June 21. An elaborate programme will be arranged, which will include a visit to the Government department, Capitol and White House. The Capital is well worth a visit, and is so convenient to Baltimore that many League visitors will gladly avail themselves of the invite. Full details will be found in our Washington letter.

The Hudson County Wheelmen will shortly visit Philadelphia as the guests of the Pennsylvania Club, and will be engineered by their hosts over some of the famous local stretches.

At the games of the Y. M. C. A., held at Philadelphia on Saturday last, E. I. Halsted won the 2-mile bicycle race. The track was muddy from heavy rains, and was worse than a steep hill-climb. Halsted covered the first mile in some seconds over ten minutes, by which time the remainder of the contestants had dropped out. Halsted was allowed to stop shortly after passing the mile point.

Philadelphia wheelmen rejoice over the news that a new Telford road is to be built between Philadelphia and Media.

The Davis patent road machine, manufactured by Messrs. J. W. Davis & Co., 134 Water Street, New York, should be used by road masters and road builders, as it is the most economical and performs its work thoroughly. Any of our readers interested in roads improvement should send to them for descriptive circulars, and distribute them where they will do most good.

The New York Club's new house grows with mushroom-like rapidity. The house is practically finished up to the street level, and the side and rear walls are finished up to the second floor. At this rate the roof will be on late in May, and the members will be able to move in early in July.

NEW MAIL

WITH ITS SPECIALTY,

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

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

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

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

SEE ONE! TRY ONE!!

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

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

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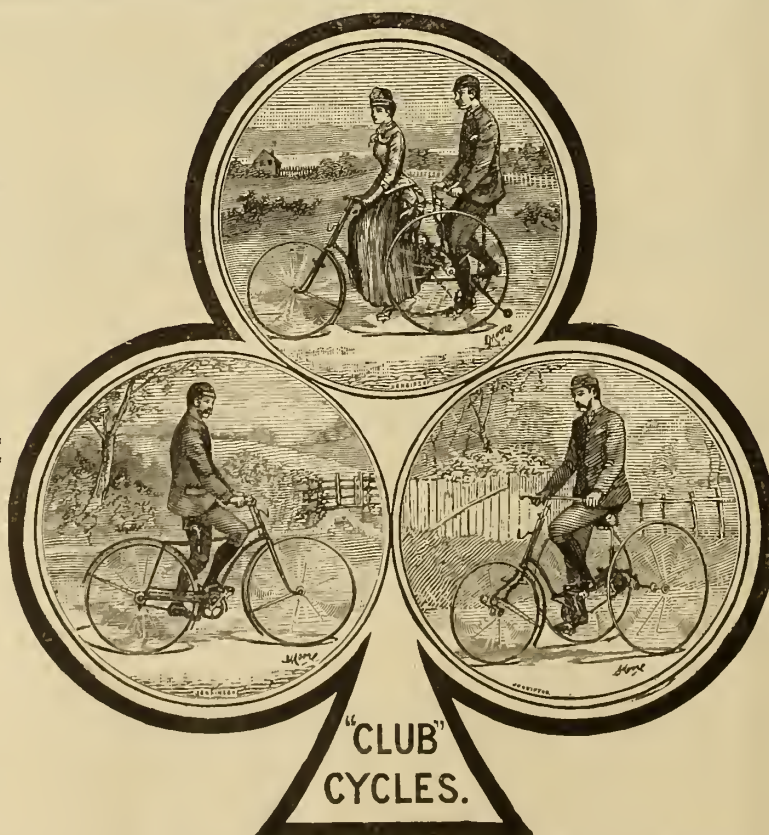
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BOSTON, MASS.

WELDLESS STEEL TUBES TO BE MADE IN THIS COUNTRY.

A NEW ENGLAND ENTERPRISE—A DESCRIPTION OF A PROFITABLE WAY OF MAKING WELDLESS STEEL TUBES WORTHY THE ATTENTION OF CAPITALISTS.

A few days ago, by the merest chance, I came across a New England enterprise which, in the judgment of some of the most conservative financiers in this city, is destined in the very near future to become one of the best paying institutions in the United States. I voice the opinion of those who are not connected in any way with the enterprise, but speak from their knowledge of the great value of the patents which the company own, the demand for the product which they manufacture, and the cheapness over any other process now in existence. I refer to the Kellogg Seamless Tube and Manufacturing Company, of this city, who own the United States letters-patent for the Kellogg process for the manufacture of seamless steel tubes, which will supplant the lap-welded iron tubing now in use. Of course, it is universally known that steel is much stronger than iron, and that it is rapidly superseding iron in the arts of manufacture. In the manufacture of iron tubing the plates, after being rolled the required thickness and size, are bent and welded together, and it is at this very point where they are welded that they are the weakest, and often fail to stand the use or test to which they are put. In the use of steel for seamless cylinders there has, however, hitherto been little progress for several reasons. But the Kellogg system has solved the problem to such an extent that it is most heartily endorsed by all scientific engineers, mechanical experts, rolling mill superintendents, metallurgists and others. In short, it makes the steel tube bear the same relation to the iron tube that the steel rail bears to-day to the old iron rail. To describe the thousand and one advantages I might say of the seamless steel pipe by the Kellogg process would take more space than is at my command. My object is only to call the attention of the readers of the *Globe* to the stock of the company as a safe and profitable investment, which I have found upon investigation to be worthy of the attention of capitalists.

THE PLANT

of the company is located at Findley, O. Its site consists of about 150 acres of land, with a natural gas well thereon of great capacity. This well, which flows at a pressure of 500 pounds to the square inch, yields upward of 12,000,000 cubic feet per day. The location is most favorable as to railroad facilities. It is on the Toledo, Columbus & Southern Railroad, from which it can reach the several railroads that now run into Findley and those proposing connecting thereto. Its plant will consist of two iron buildings for the reception of pipe, machinery, furnaces, boiler and engine, etc., one 55x300 feet, and one 45x300 feet; a brick finishing shop, 300 feet long; a machine shop, 300x50 feet; a large foundry building, blacksmith shop, pattern shop, office buildings, etc. All of these buildings are now in course of construction, and will be ready by July 1, at which time the company expect to be in full operation. Already they have expended \$150,000 in the development of the plant, and \$100,000 more has been voted to be applied, which sum is now being raised by the sale of the stock at \$5 a share. The capital stock is \$4,000,000, par value \$10; shares full paid, non-assessable. The stock now offered is in the hands of a trustee for company purposes. That an investment of this stock will pay is beyond doubt. Experts long in the pipe business estimate an advantage by the Kellogg process over other known processes by comparison between using steel ingots and rolling by this process, and the use of charcoal iron in the old way, of from \$50 to \$60 per ton. Assuming the smaller figures as a basis on a production of 100 tons per day, which will be the initial capacity of the Kellogg Company, there is a clear margin of \$5,000 per day in saving alone. This at 300 days per year is \$1,500,000, or nearly forty per cent. on the capital stock of the company, and with the ultimate production of 400 tons per day, which is the capacity of existing tube works, such a saving would amount to the sum of \$6,000,000. These are big figures. They look nice, and they are true. From this careful estimate it will be seen that there will be in saving alone an ample

margin to place the stock of the Kellogg Company among the best paying in the United States. The use of the company's own fuel, natural gas, will effect a saving over the use of coal of \$350,000 per annum. When it has completed its plant this item alone is nearly nine per cent. on its capital stock.

The profit of the business is as certain as that the work assigned to the tube rolling machine will be successfully accomplished. On this point the company has the estimate of its own skilled men and disinterested mechanical experts, who believe that the saving will be very great. The cost of producing steel pipe by the Kellogg process, it is estimated, will not exceed one-third of the cost by present methods. That seamless steel pipe is superior to lap-welded pipe goes without question. The company's office is at 40 Water Street, rooms 61 and 62. Their references are: The Broadway National Bank, Boston; J. N. Landers, superintendent of motive power Old Colony Railroad Company, Boston; Thomas Roche, superintendent Western Union Telegraph Company, Boston; D. A. Chapin, cashier National Union Bank, Fall River, Mass.; A. E. Bosworth, treasurer Stafford Mills, Fall River, Mass.; Henry K. Flagler, tube works engineer, Boston; John J. Williamson, metallurgist, 5 Beacon Street; and Hon. Benjamin Butterworth, and many others throughout the United States.—*Guy Cliequot in Boston Globe.*

HOWELL vs. ROWE.

THE MILE CHAMPIONSHIP.

No bicycle contest in recent years at Molineux Grounds, Wolverhampton, has excited so much interest in the country generally, and in the Black Country in particular, as that which was decided there on Saturday afternoon, when R. Howell, of Leicester, once more lowered the colors of W. A. Rowe, of Lynn, Mass., the American champion. As is now well known, the latter had been pitted against Howell to contest three races, over distances of one, five, and ten miles, for the International Championship and a stake of £200. The 5-mile event was brought off at Belgrave-road Grounds, Leicester, a fortnight ago, when Howell, starting at odds on, won by five yards. Rowe on that occasion made a plucky, though futile, effort to settle the champion, and the point much debated prior to last Saturday's performance was whether a mile spin would better suit the American than the longer distance. The numerous friends of Howell, however, and especially those who have on many occasions seen him play with his opponents over a mile, expressed themselves sanguine as to the result, and, as the result showed, they formed a correct judgment as to the abilities of "Dick," as he is familiarly called. He went to the mark backed at 6 to 4 on, and after riding a waiting race for two or three laps, shot out in a manner which placed the issue of the struggle beyond all doubt, and he won in the hollowest fashion. Before further describing the proceedings it should be stated that the supporters of both men had the satisfaction of knowing that they were turned out, as far as could be seen, in the pink of condition, the track was in excellent condition, the weather delightful, and as the slopes of Molineux afford excellent vantage ground for spectators, the race was seen from every point of view under the best of circumstances. Howell is a Wolverhampton man by birth, and has had his foot upon his native heath a good deal for the last week or so, whilst Rowe, with other members of the American team, arrived in the town about the middle of the week, and, therefore, had the opportunity, prior to the race, of familiarizing himself with the track.

A quarter-past six was the hour appointed for the decision of the event of the day, the earlier part of the afternoon having been occupied in settling the preliminary heats of a 1-mile handicap, which assumed an international character, seeing that Temple, of Chicago, and Knapp, of Denver, U. S. A., were both engaged. It was about half-past six when Howell emerged from the dressing-room and mounted his machine. He immediately set out on a preliminary spin round the track, in the course of which he was heartily cheered by the spectators. After he had done about a couple of laps Rowe put in an appearance, and was also cordially greeted as he took a turn round on his machine, the driving-wheel of which was remarked to be some inches less in diameter than that of his oppo-

nent. Both men at last mounted their stools and took up their places on the mark, Howell having the inside position. When the pistol was fired the men got away on pretty even terms, and almost immediately Rowe commenced to make the running, assuming a clear lead of about two or three yards. As, however, they passed the judge's box the first time round, Howell was well up to his opponent's wheel, and continued to keep him close company throughout the next lap, the distance separating the riders when they passed the box the next time round having hardly varied. So they ran at a good pace until about half-way through the third lap, when Howell suddenly shot out amid a tremendous burst of cheering, and, having for a moment run level with Rowe, passed him and assumed a clear lead. The excitement was intense, and the pace had now become a clinker. Rowe tried to close the gap, but Howell, riding hard, soon widened the distance between them, and it was patent that the American was dead settled. He evidently recognized that he had now no chance of overtaking Howell, who kept hard at it, and so on entering the straight Rowe eased up, and Howell sailed in the winner amid much cheering by about thirty yards. The time of the race was 2m. 47s., the lap time being as follows: To end of first lap from the mark, 29s.; at end of second lap, 1m. 5s.; end of third, 1m. 41 2-5s.; end of fourth, 2m. 17s.; end of race, 2m. 47s. It must be mentioned that the friends of Rowe believe his form will improve as the summer advances, and it is stated that he has hitherto won some of his best races in the hot weather. Howell, having now gained two out of three of the matches arranged, it is thought that they will not meet in the 10-mile race.—*The Sportsman.*

A NEW BICYCLE.

Llewellyn H. Johnson is now receiving weekly invoices of his new Special Sparkbrook bicycles, which have been so enthusiastically received by experienced riders, that nearly half of the entire season's orders were sold to arrive before the machine was ready for delivery. The specifications for this wheel were carefully prepared by Mr. Johnson last winter, and the Sparkbrook Manufacturing Company (Limited) have as faithfully carried out every detail in its manufacture.

The machine is a light roadster of the highest possible grade, containing every actual improvement yet known to the modern cycle. Large backbone and fork sections, deep hollow rims, Bown's ball-bearings all round, ball-bearing head, true tangent single spokes, detachable handle-bar, "T" grips, Wonder saddle, square bar ball pedals, adjustable step, and pure, uncolored rubber tires are used in the Special Sparkbrook, which, while containing no startling novelties or untested experiments, nevertheless embodies the many little points of excellence whose absence is deplored and whose presence is appreciated by skilled wheelmen. Mr. J. B. Holbrook of Tarrytown, N. Y., writes:

"I am very much pleased with the Sparkbrook bicycle that I purchased from you, and do not think I could have done better, for she runs just like a watch." We shall be able to show our readers an illustration of this new candidate for critical favor shortly. The price is \$125 for a 50-inch, with customary rise for size. Specifications and full details may be obtained from Mr. Johnson, 401 and 403 Main Street, Orange, N. J.

THE ORANGE WANDERERS' CENTURY RUN.

NEWARK TO PHILADELPHIA, JUNE 16.

Captain Freeman, of the Orange Wanderers, writes us that the Orange Wanderers will have a century run on June 16 from Newark to Philadelphia. The Wanderers have no desire to clash with the century run already projected and arranged for.

In January last the club decided to have a run from Newark to Philadelphia, over the Lancaster Pike, and a route which had previously been ridden over by Captain Freeman and L. H. Johnson, was decided upon. Early in the year it was decided to hold the run in conjunction with the League meet. It is the general sentiment of the Wanderers that from fifteen to twenty men is enough to handle on a long run, and this has determined them to carry out the tour proposed by them.

ROAD BOOK OF CONNECTICUT.

We are indebted to Mr. Charles G. Huntington for a copy of "The Cyclists' Road Book of Connecticut," a book compiled for the Connecticut Division, L. A. W., by Mr. Huntington, assisted by Mr. W. T. Williams and others. The book is printed, and bound in Russia leather cover, in the most substantial manner.

There are chapters on Connecticut roads and Connecticut road laws, beside through routes from New York to Boston, *via* New Haven, Hartford and Springfield; New York to New Haven, Newport and Providence; New York to Poughkeepsie; Poughkeepsie to Waterbury, Conn.; Hartford to Waterbury, *via* New Britain; Hartford to Winsted; Bridgeport to Winsted; Winsted to Great Barrington, Lenox and Pittsfield; Hartford to Middletown; Hartford to New London; Hartford to Norwich; Hartford to Willimantic; Hartford to Boston; New London to Worcester.

The maps are an especial feature of the book. They show all the public roads of Connecticut and Westchester, a large map being devoted to each county. The Westchester map will make the book invaluable to New York wheelmen. The book is a valuable addition to touring literature, and we congratulate the compiler.

LEAGUE MEET RACE MEET.

The cycle races under the auspices of the Maryland Division will be held in connection with the League meet, at Arlington, on June 19, 1888. Races start at 3:30 p. m. Entrance fee \$1 for each event, returnable to starters. Gold medal to first, silver medal to second, in each event. Entries close June 11 at 12 m., with H. W. Barrington, 1531 Edmonson Avenue, Baltimore, Md.

EVENTS.

One-mile L. A. W. championship, bicycle; 1-mile L. A. W. championship, tricycle; 1/2-mile dash, novices; 2-mile handicap, safety bicycle; 1-mile handicap, tandem tricycle; 3-mile handicap, bicycle; 3-mile lap, bicycle; steeplechase race, about 3/4-mile, any kind of wheel; 2-mile handicap, tricycle; 1-mile consolation, any kind of wheel.

NARROWLY ESCAPING DEATH.

A RECKLESS DRIVER RUNS DOWN A CYCLER WITH SERIOUS RESULTS.

The Albany wheelmen are righteously indignant over an outrage perpetrated on Alfred Schimpf, one of their members, in Washington Park on Wednesday evening. It seems that shortly after 7 o'clock, while it was still light, Mr. Schimpf, who had been enjoying a spin about the park on his machine, started back along the driveway from the Hudson Avenue entrance. At that moment a light buggy, containing two unknown men, came swiftly around the park road toward the entrance, and although warned by Schimpf, who had crowded his bicycle as far to the right as possible, the driver apparently made no effort to avert a collision. The result was that the horse dashed heavily against the wheelman, throwing him from his machine and driving the shafts into the lower portion of his body, shockingly lacerating the flesh. A brother bicyclist grasped the horse's head at this juncture, but the driver plied the whip vigorously, and in a twinkling had disappeared down Hudson Avenue. Mr. Schimpf was conveyed to a neighboring drug store, where his injuries were temporarily attended to, after which he was removed to his home. Yesterday he was reported resting comfortably, and unless inflammation sets in his condition is not likely to assume a serious phase. The police were notified of the occurrence, but have as yet secured no clue to the reckless driver's identity. At a special meeting of the Albany Wheelmen last night a committee was appointed, with instructions to spare no expense in their efforts to ferret out the two men who so wantonly imperiled the life of one of their members. It was also ordered that a reward of fifty dollars be offered for their apprehension. Competent counsel has also been retained to aid the wheelmen in prosecuting the offenders in the event of their arrest.

THE GREAT CENTURY RUN.

NEW YORK TO PHILADELPHIA, JUNE 16, 1888.

IMPORTANT.—The time for ordering the silver mementoes, for which Pedersen and Buckingham are preparing the designs, is hereby extended to June 1. They will be furnished only to those who send the requisite amount to the secretary on or before that date, the cost being one dollar or less—the exact cost will be announced later. At least fifty must be ordered to warrant their manufacture.

For the purpose of equalizing the different commands in the run, each participant will receive a number, and where their own club officers are absent, will be assigned to the squad of one or another of the captains of the original clubs who are sure of being present.

Club secretaries are requested to send to the secretary of the run, as soon after the 11th of June as possible complete lists of their members who are likely to be present, weather and health permitting.

The cost of the trip will be just what each individual desires to spend. The cost of the dinner at Trenton will be seventy-five cents. Out-of-town parties wishing their hotel arrangements made for them will please send word to that effect as soon as possible to the secretary.

Newark is reached by the D. L. & W. R. R., the Erie R. R., and the Penn. R. R. best from New York City. The two former carry wheels free. The L. A. W. hotel at Newark is the Continental, close by the D. L. & W. R. R. station, and there are several other good ones in town.

The average pace of the run is calculated for about seven miles per hour. The start will be made from Newark as near as possible to 4 A. M., June 16. A short rest will be made at Plainfield, another at Summerville for rest and refreshment, and the party should arrive at Trenton about 2:30 p. m. One hour will be allowed at Trenton for dinner at the Trenton Hotel, and the future movements of the party will be decided by the state of the roads—whether down the Pennsylvania side all the way, or only as far as Bristol and then back across the river to Burlington, thence to Camden, and by ferry to Philadelphia. There is hardly a hill worth mentioning on this route, and the road, as a rule, is good to fine. The frequent stops will allow delinquents, if there be any, to catch up, and as New Jersey is crossed by a network of railroads, a breakdown would not cause much inconvenience.

CHANGE OF COMMAND.

Captain Freeman, of the Orange Wanderers, having declined the command of the run between Newark and Plainfield, I take pleasure in appointing to the position thus vacated Mr. L. A. Clarke, Captain of the Mercury Wheel Club, who, as secretary of the run, is thoroughly conversant with its details.

FRANK L. C. MARTIN,

Chairman.

L. A. CLARKE, Secretary,
25 Broad Street, New York City.

MAINE LEAGUE MEET.

The second annual spring meet of the Maine Division, League of American Wheelmen, will be held in Portland, May 30. At 9:30 A. M. line will be formed at headquarters of the Portland Wheel Club, corner of Brown and Congress Streets, for a short parade through the city to Cape Elizabeth ferry. Here the harbor will be crossed for an 8-mile run to the Ocean House, situated at the extreme end of the cape. Time will be passed pleasantly here in outdoor sports, and the discussion of an excellent dinner. The return run to the city will be taken leisurely, and local members will see to it that visiting wheelmen are shown all points of interest. At 7 p. m. the Portland Wheel Club will tender the hospitality of its rooms to the visitors.

A ONE WHEEL SAFETY.

A NEW UNICYCLE.—IT WILL STAND ALONE.

We hear that a new machine, if we may so call it, is about to make its appearance. It consists of but one wheel, and for this excellent reason will be called a "Unicycle." It is a safety one-wheeler, and it will stand alone when at rest or when the rider mounts it. We understand that it will shortly be in the hands of the best cycle makers, with a view to supplying the great demand expected for it. Advertisements will appear in a week or two.—*Wheeling*.

LYNN CYCLE CLUB'S ENTERTAINMENT.

A large number of people visited Odd Fellows' Hall on Thursday evening last, to attend the last entertainment and dance given by the Lynn Cycle Club. The first event on the programme was the lantern parade, which was participated in by about fifty wheelmen. The line was formed on Highland Square at 7:30 o'clock and was in command of Captain Barnett and J. H. Shurman. The American Fife and Drum Corps was also present and preceded the wheelmen in a barge. The procession then rolled through Essex, Pearl, Silsbee, Broad, Green, Union, Central Square, Central Avenue, Munroe, Market, North Common, South Common and Market Streets to the hall. Each rider carried a bunch of Chinese lanterns, and the procession looked very fine.

At the hall the entertainment opened with a selection by the drum corps, and an orchestra also gave several selections, which were much appreciated. Prof. John Stout, the western deaf mute champion fancy bicycle rider, was then introduced, and gave a very fine exhibition on the Star machine. The chair act and riding over obstacles were especially noticeable features, and were loudly applauded. Prof. Skinner, the magician and mesmerist, gave a stage entertainment, and his different illustrations of magic were watched with great interest. Several new tricks were introduced by the professor which greatly delighted the audience. The closing scenes of mesmerism created roars of laughter, and Prof. Skinner bowed himself out amid tumultuous applause.

Dancing was now in order, and the grand march moved to the music of the drum corps, led by J. Harvey Young and lady. Fifty couples participated, and dancing and a general good time was enjoyed until after midnight. A number of visiting wheelmen were present, including W. W. Stall, of the Boston Bicycle Club, and representatives of the Thorndike Club of Beverly and Hawthorn Club of Salem. Ice cream was served during intermission. The following named gentlemen had the affairs in charge: Floor director, J. H. Young; assistants, F. D. West, Chas. W. Wilson; aids, D. E. Hunter, E. F. Bergholtz, J. H. Shurman, F. S. Hitchcock, C. R. Butterick, E. G. Young; reception committee, T. F. Tully, T. Ray, F. Barnett, G. S. Merrill, F. Goodwin, G. Barnett.

PHILADELPHIA TO BALTIMORE.

The best route to Baltimore, and the one which will probably be taken by all of the Philadelphia clubs in their tour to the League meet, is as follows: Between Philadelphia and Wilmington a choice of two routes is offered. The former is the shortest, being about 30 miles, but the road is in the main poor, while the latter is 50 miles, but is over exceptionally fine roads: Ride down Broad Street to Moyamensing Avenue, turn right to Point Breeze Road, turn left to Tinicum Island. At Lazaretto turn right to Moore's, then turn left to Ridley Creek, turn left to iron bridge, turn right to Chester, leaving Chester by the pike which leads direct to Wilmington, or take Lancaster Pike to Paoli, take left fork just above the railroad station to West Chester, leaving West Chester strike the Brandywine Road to Chadd's Ford, leaving Chadd's Ford pass under railroad and turn right to double bridge with railroad beyond, after crossing turn left four miles from double bridge (after long hill at one and one-fourth miles), turn right up Cinder Hill and cross railroad to Kennett Square, from which a pike leads direct to Wilmington, less than five miles distant. From Wilmington to Baltimore the following is by long odds the best route, and was written out by ex-Chief Consul Palmer: Down Market Street, cross bridge on causeway one and one-half miles, very fine. After crossing second railroad, to causeway up slight hill, turn right on State Road to Hare's Corner, five and a half miles, good. Take path on right side when sandy. Continue on State Road, through Red Lion, cross Delaware and Chesapeake Canal on Summit Bridge, and five miles on to Middletown, 25 miles from Wilmington, fine road; turn right in Middletown, cross railroad to Warwick, four and a half miles; keep straight on for Cecilton, but when about one and a half miles out of Warwick turn right to Cecilton, six miles; turn left in Cecilton to Fredericktown, down steep hill to bridge, across Sasfras River to Georgetown, then on to Galena, five miles from Cecilton; turn right in Galena to Locust Grove, four and a half miles; straight through for Lynche's Post Office, but when two miles out of Locust Grove turn right and on for Lynche's; when within about a quarter of a mile of Lynche's turn right, thus leaving Lynche's and the railroad on the left. Be careful not to take the road south of the railroad, as it is sandy. Hanesville, 17 miles from Locust Grove, is the next place; then on through Wills' Crossroads to Fairlee, five miles; turn right to Tolchester Beach, six miles, and about 68 miles from Wilmington. Take steamer to Baltimore, about 12 miles.

The above route has been comparatively unknown to Philadelphia riders, the route laid down in the Pennsylvania Road-Book having been via the Baltimore Pike, which, in places, is very poor. The greatest objection to the route above described is that between Wilmington and Baltimore there is but one place, Middletown, where meals may be obtained, but riders could easily carry lunch with them when this objection is known to them.—*Philadelphia Press*.

NOTES FROM THE CITY OF BROTH- ERLY LOVE.

Mr. Kirk Brown, ex-president of the Century Wheelmen, has offered a handsome gold medal for a hill-climbing contest, open to all wheelmen from Philadelphia, Wilmington, Reading and Camden. He has placed the matter in the hands of a committee consisting of the captains of the Philadelphia clubs. The only conditions are that the contests be open to all wheelmen in good standing in any of the above cities, the hill selected to be within twenty-five miles of Philadelphia, and the medal awarded to the man climbing the hill decided upon in the quickest time. No doubt there will be several aspirants for honors, among whom we expect to see John Wells, on his Star; E. I. Halsted, on a Columbia Light Roadster; McDaniels, of Wilmington, on a Victor; besides such noted men as Kohler, Schwartz, McGlathery, Wilhelm, Strong, Dallet, Liesen, etc., etc. The chances are that the committee will decide in favor of either Conshocken or Cassatt's Hill, with the chances in favor of the former. Ford's Hill would make a good place were the road-bed in good condition, but at present it might be termed a Star hill.

The regular meeting of the Associated Cycling Clubs will be held at the headquarters of the Germantown Cycling Club, on Park Avenue, on Tuesday, May 15.

The Pennsylvania Bicycle Club expect to be favored with a visit shortly from the Hudson County Wheelmen. Their idea is to meet the visitors at Germantown Junction and take them through our park, via Broad and Diamond Streets, and thence out to Wayne for dinner, from where an early start will be made, returning via Gulf Mills and Bryn Mawr. The boys are extremely anxious to show their visitors some of the choice riding districts of Philadelphia and can assure the Hudson County Wheelmen a good day's ride and unlimited fun.

The racing season opened in our section the past week, when on Saturday, May 12, at the University Grounds, the University of Pennsylvania held their spring sports. There was only one bicycle race—a 2-mile scratch race with Keen and Fuller as the only entries. Keen has been training hard for the past month, while Fuller has done little or no riding, consequently fell an easy prey to Keen's final spurt. The same day the Young Men's Christian Association held their spring games at their new grounds, 44 Girard Avenue. On account of the recent rains the track and grounds were in a miserable condition, and with a threatening sky the attendance was very small. There were numberless events, including running, walking, jumping and bicycle races, lawn tennis, lacrosse and baseball games, and although the games started promptly at 1 o'clock, several events were postponed on account of darkness. The track presented a strong resemblance to a cross-country road at the breaking up of a hard winter, and consequently the men acted as if they were endeavoring to surmount the last grade on Eagle Rock Hill. The race was a 2-mile event, but at end of one mile all the contestants, save E. I. Halsted, had dropped out, not on account of the pace, I fear, as the mile was made in ten minutes and some seconds. At this point the management agreed that Halsted had won the race and need do no more plowing. Oh, what a look of thankfulness on his face when he heard this decision!

Good news reaches us to-day that the new Telford road between Philadelphia and Media is an assured thing, and right welcome the news is, for this will give us a better opportunity to reach the many delightful spots in a section not much known to wheelmen, for we have all been loath to leave our good roads in other directions for an old deserted pike that brings back strange recollections of a pig-skin saddle to us.

Most of the spare time the past week has been spent by the boys in hill-climbing. On Monday last John Wells succeeded in climbing Ford's Hill six times without a dismount, consequently John's head has swelled considerably. McGlathery, not to be outdone by a Wilmington man, succeeded in climbing Conshocken Hill twice, while Lehman, Dallett and Spire all mastered Cassatt's, and thus do our hills lose their terrors. Never mind, boys, there is one from the Falls of Schuylkill, running up, up,

UP, that has not as yet been climbed. Try it, and—well, get off and walk.

Heavy rains on Saturday night put an end to most club runs. The Century Wheelmen were to run to West Chester but gave it up, while the Pennsylvania Club run to Norristown was postponed, though six members managed to slide through mud and mire to Wayne.

WESTFIELD.

NEW ORLEANS.

The ringsters were literally snowed under at the election last month, and now New Orleans can boast as respectable and capable a government as any in the country. Though not yet thoroughly organized, the new government is making great strides in the gutter and street cleaning departments, and before a great while we wheelmen hope earnestly for a fulfillment of the pledge regarding better streets.

Among the newly elected officials is one wheelman, Hon. Bernard C. Shields, who goes to the Legislature by a handsome vote. Mr. Shields doesn't mingle much with the boys, his cycling life being confined entirely to tandem rides with his better-half. Chief Consul Hodgson's father is now one of the city fathers as well, and ex-Chief Consul Ed. Shields retains his old position of committee clerk in the City Hall; so, you see, the cycling cause has a friend at every turn.

Before the election Chief Consul Hodgson told me that if the people's ticket went through, a "Liberty Bill" would this year be introduced into the Legislature. The ticket was elected overwhelmingly, and now Hodgson authorizes the statement that he will set the ball in motion. Next!

Prof. Alphonse King, the water bicyclist, is in the city endeavoring to perfect arrangements for exhibiting himself and machine at one of our suburban resorts during the long summer evenings ahead. When last heard from the arrangements had failed to work satisfactorily, and, in consequence, the "professor" was inclined to think us rather slow. May be we are, and, then again, may be we ain't. To decide a wager (!) Professor King, last Monday (7th), rode or paddled himself across the Father of Waters—a distance of nearly a mile in a direct line—in some 24 minutes, though his detour would make the distance considerably longer.

President Renaud, of the Louisiana Cycling Club, has reason to feel proud of the interest that has followed his offer of a medal for a series of races. The members took it up with a will, and when the entry list closed last Saturday eleven names graced the sheet, which is quite out of the usual line for New Orleans, five entries being generally considered a good average. The entries and their handicaps are: H. H. Hodgson, 60 seconds; G. C. Angamar, 35 seconds; L. Lazarus, J. W. Jay, 25 seconds; W. E. Hobson, E. M. Graham, 18 seconds; L. J. Frederic, Jr., 14 seconds; C. H. Fenner, A. A. Ruhlman, 10 seconds; M. S. Graham, R. G. Betts, scratch. The course is 2½ miles straight-away and of asphalt, and, if the stiff breeze that has been blowing the last few days will only shift, some decent time may be made.

The New Orleans Bicycle Club has offered a medal for the member attending the greatest number of club runs during the year. Runs are held every Tuesday, and never extend off the asphalt.

Bl.

TROY NOTES.

Sunday a dozen members of the Troy Bicycle Club took advantage of the fine weather and had a run to Peltur's Hotel, Newtonville.

Mr. John R. Mulliken, the popular treasurer of the Troy Bicycle Club, celebrated his birthday the 10th inst., and was agreeably surprised to find in his locker at the club rooms an elegant gold headed cane, bearing on the head his initials in monogram and date neatly engraved. It was placed there by one of his many kind friends.

I regret to record the death of a valued member of the Trojan Wheelmen, the late George Lobdell. He caught a severe cold a week ago last Sunday, which developed into pneumonia, and the Thursday following he died. His funeral, held last Sunday, was one of the largest and most impressive which has recently occurred here. The members of the Citizens' Corps, of

which the deceased was a member, met at the armory at one o'clock, and, under command of Captain Cusack, marched to the house. The members were in civilian dress, by request of his relatives, with white gloves and bows of black crape on their arms. The Trojan Wheelmen met at the rooms of the club, and, under command of Captain George B. Friday, marched to the house. Apollo Commandery K. T., with which organization Mr. Lobdell was also identified, assumed charge of the funeral arrangements, and, in half Knight Templars' uniform, escorted the body to the grave, where it was buried with the full services of the order. The religious services at the house were performed by the Rev. Edgar Enos, of St. Paul's Church, assisted by the Rev. Mr. Beveridge. The floral offerings were of the most beautiful description. Among them were a floral wheel, thirty inches in diameter, with the words "Trojan Wheelmen" upon it in floral letters; a floral cross with "T. C. C." woven in flowers from the Troy Citizen's Corps, and various symbols of the order from Apollo Commandery. The Trojan Wheelmen and Citizen's Corps accompanied the remains as far as Congress Street bridge on the way to Rural Cemetery.

The Troy Bicycle Club hold their annual birthday party the 16th, at their club rooms, when dancing will be indulged in to the delight of its many members and friends.

An old member of the Trojan Wheelmen tells me that the club is fast developing into a social club. I hope this is not so, as it used to be a club of hard road riders, who pushed the wheel all over the country about here.

I was talking the other day with a club member about the League, and he said he was a member last year, but as it did him no good he did not return this year. Is not this a selfish, though common, excuse?

I told him about all the rights wheelmen enjoy were obtained by the League, but as he did not do much riding he did not care. Cannot wheelmen see the benefit of having an organized body with a large membership to regulate cycling affairs? In numbers there is power, as was shown at the time of the New York "Liberty Bill," and what true wheelman will begrudge the League *only one dollar a year?*

ORNH QBA.

MAY 9, 1888.

THE WHEEL IN PITTSBURG.

The tendency of men of mature years to adopt the wheel as a means of pleasure and business is growing in this community, the advent of the safety type of machine being the entering wedge. The only thing now lacking to make the use of the wheel more general is the condition of the streets, but this defect is being rapidly corrected, and in the near future, under the new city government, repairs will be made in city streets that will do much toward furthering the interest in cycling.

The various local dealers in cycles express themselves as more than pleased with the trade up to date, and state, in every instance, that the sales this year are far in advance of those of any previous year. J. B. Kaercher, agent for the Star, New Mail and Ivel Safety, has sold, so far, twenty-three high grade machines, twenty Stars, an Ivel Tandem Safety and two Cranks. Mr. Kaercher enjoys the honor of placing the first order for a tandem safety in this country. All the above machines are delivered, save the latter, which will not be in for several weeks yet. Mr. Kaercher reports the Star as booming.

J. W. Grove handles the well-known wheels of the Pope Manufacturing Co., the Columbias and Gormully & Jeffery's Ideals. Of Columbias, ordinary and safety, Mr. Grove has sold to date twenty, while a like amount of boys' machines, Ideals and Otto Specials, have been delivered, making forty machines in all. Of the Columbias one was a L. R. Tricycle and four Veloce Safeties. The latter machines, Mr. Grove states, are being favorably received, and they expect a great run on them during the season.

W. D. Banker handles the products of the Overman Wheel Co., Springfield Roadster and Gormully & Jeffery wheels. Mr. Banker has had a run on Victor Safeties, and has booked orders for twenty of this type alone, two miniature safeties for boys, five Springfield Roadsters and thirteen ordinaries. Mr. Banker is more than pleased with the outlook, his only regret

being his inability to get his orders for safeties filled quick enough, owing to the large demand. However, he expects a shipment shortly. Mr. Banker also reports that his riding school is growing in patronage, a sure indication of the growing popularity of the wheel.

Here, then, is a total of say one hundred wheels, at an average of \$100 each; this is \$10,000 expended up to May 1, more than five times the amount expended to May 1, 1887. It is hardly necessary to ask, therefore, if the interest in cycling is not increasing.—*Pittsburg Bulletin*.

PHILADELPHIA POINTS.

So "Gentlemen John" is to be known as "Jack" hereafter? Well, I often wondered at the cognomen, but concluded he had his own reasons for adopting it, and as his explanation shows, I was right. Wonder if some of his satirical critics don't feel the least bit ashamed of themselves?

Another club captain come to grief; this time Captain Supplee, of the Pennsylvania Bicycle Club. While riding near Ardmore last Saturday evening he collided with a team, and the horse fell upon him, damaging the bicycle and badly bruising the rider.

The Pennsylvanias will find it difficult to replace Mr. Isaac Elwell's place as president. For nearly three years he has filled the chair with efficiency and signal ability.

We note your challenge from New York on behalf of Mr. Halsted as against our champion hill-climber, Mr. Wells, and you will hear from Mr. W. in the next issue of the *Athlete*.

Mr. Wells' latest performance does not afford much encouragement to Mr. Halsted. On last Monday he broke all previous records by making the ascent of Ford Hill, in the Park, six times without a dismount. The time for each of the first four round trips was as follows: 5m. 45s., 6m., 6m. 30s. and 6m. 50s.; total, 25m. 5s., which is three minutes and two seconds better than his previous time for three ascents. In view of the miserable condition of the surface of the road this performance is a great one, and if Greenwood can beat it he must be a hustler. Witnesses were stationed at the top, bottom and middle of the hill.

Halsted was downed by Schwartz, of Reading, at the races of the Warren Athletic Club, at Wilmington, Thursday, in the one-mile open. Time, 3m. 6½s. This was a surprise, as Halsted made 2m. 58 1-5s. during the recent races at the Rink here, on an eleven-and-a-half-lap track. Merrihen won the one and two mile handicaps, at these races, beating McDaniels and Dampman. The most notable performance of these sports was the breaking of the records in throwing the 16-lb. hammer by W. L. Condon, of North East, Md.

Stimulated by the success attending, the A. C. C., of this city, the wheelmen of Huntingdon County are endeavoring to organize the cyclists of Central Pennsylvania into a similar association, for the purpose of securing better roads and the recognition of cyclists' rights on those roads. Headquarters will be established at Harrisburg, Tyrone and Huntingdon, and a membership of 500 is hoped for.

Another most important move is the project now on foot to build a new Telford road between Philadelphia and Media. Bids for the work have already been secured, and a company organized in which a number of prominent citizens resident along the line of the road are interested, and the work will be actively pushed forward. This will give wheelmen a long-needed outlet in the direction of West Chester.

Reading, Pa., riders have been invited by Kirk Brown to compete for the hill-climbing medal offered by him. Speculations are rife as to who will carry off the prize. Captain Fleming is desirous of hearing promptly from the several members of the committee, so that the date and necessary details may be promptly arranged.

Mr. Fleming intends riding to and from Baltimore this week. He will go by one road and return by another, in order to determine the best route for the tour to the League meet.

Saturday's rain storms spoiled several athletic meetings, but a number of the races were run off between and before the drops.

At the University Grounds, in the Athletic Association of the University of Pennsylvania's games, Keen won the two-mile bicycle handicap, from scratch, in 7m. 47½s., Fuller second.

The two-mile race at the West Philadelphia grounds of the Y. M. C. A. was a fizzle, owing to the terrible condition of the track. Taxis gave up after making one mile, and the race was given to Halsted. No time was taken.

At Swarthmore, there were four contestants in the one-mile bicycle, which was won by F. W. Speakman in 3m. 19 1-5s., with Lightfoot second. This was Speakman's first public contest and his time is 11 1-5 seconds below the previous Swarthmore record. He also won the two-mile race, time 7m. 5 1-5s., reducing the college record by 36 2-5 seconds, with Mode, last year's champion, second.

Mr. Fleming will retain the captaincy of the Centurions, arrangements having been made whereby the lieutenants will relieve him of some of the duties. Mr. McGlathery takes the second lieutenantancy in order to carry out the plans more fully.

CYCLE.

JERSEY CITY.

At the last meeting of the H. C. W. it was suggested that a race meet be held at the Roseville track some time in June. With the assistance of the Elizabeth Wheelmen and the Orange Wanderers, such a venture would doubtless meet with success. Messrs. Charles A. Stenken and Charles E. Kluge were appointed a committee to ascertain the views of the clubs named.

In the last issue of the *Bi. World and Bulletin*, the following paragraph appeared in "Ratchet's" New Jersey notes:

"John Curran, of the Hudson County Wheelmen, has purchased a new Special, and I am informed that he says he has big money which tells him he will ride rings around C. E. Kluge before the summer is half over. Now, my dear Mr. Curran, can't you go a little farther and give us the diameter of the rings? Or are you afraid they will turn out to be chestnut rings?"

The Hudson County boys are apt to look on the funny side of this squib, as firstly Curran is not and has never been a member of that club, and secondly he has not purchased a new wheel. The boys say that when he rides his Star around Kluge it will probably be "adown the Milky Way."

On Saturday night next the H. C. W. propose to have a run through the Oranges, starting from their club-house about 6 P. M. This will be the first moonlight club run of the season.

Almost nightly the boys in the club house of the H. C. W. are treated (?) to a duet on bagpipes by Messrs. McAra and Eldridge. They are trying to convince the captain that the bugle should be discarded and the Scotch instrument substituted. I trust their bill will be vetoed.

I understand that two wheelmen from this city were arrested on Sunday last for riding on the sidewalks in Bloomfield. It seems to me that the subject of sidewalk riding has been so thoroughly ventilated in the cycling press that all wheelmen should be well aware of the law prohibiting this practice.

The latest addition to the art gallery of the H. C. W. is a photograph of Dr. H. A. Benedict (K. K.), taken while mounted on his wheel.

The road from Jersey City Heights to the east end of the Newark Plank Road, known as Eveland's Boulevard, is in sad need of repairs. Mr. Eveland, in whose honor the road was named, states that he will spend both time and money in putting the road in good shape by Decoration Day.

In the last issue of *THE WHEEL* the "dark horse" of the H. C. W. is called "Mr. Grubleman." The name should read Gubleman. There is no doubt that Fred is a positive flyer, but he has not attained the required speed to "run away from Charley Stenken in a 10-mile spin."

The special prize offered by Mr. C. V. Tuthill to the member of the H. C. W. making the best mileage record for the current year will probably be won by F. C. Sheldon. The inclement weather of the past week has not cooled his ardor to wear that medal, and, as he states, "his skin is water-proof."

COASTER.

THE RED FLAG AND THE BULL.

Ah!

We knew it would come!

Little did the tuneful Boston poet think what disastrous effect his poem on Billie Rowe would have on the great Yankeeephobian, G. Lacy Hillier, champion of the solar system, all distances, bicycle and tricycle, 1881!

In *Land and Water*, in the columns of which paper Mr. Hillier oftentimes rips his enemies up the back, the choleric Englishman works off his bile in this fashion:

"This is the sort of stuff trotted out in America concerning the American champion, snuffed out by Howell on Saturday last. The *Bicycling World* prints the following:

The nation's eyes are on you,

Billy Rowe

And we've millions bet upon you,

As you go.

Don't you let Dick Howell beat you,

Or there'll be none here to 'treat' you—

For we'll be a bankrupt country,

Billy Rowe.

We've seen none of those "millio's" over here; for, unfortunately, Mr. George M. Hender, who gave it out as his opinion that it was *ten to one* ON Rowe against Howell, did not come over here to lay the odds. The poem (?) proceeds as follows:

Let Richard do the head-work,

Billy Rowe.

Just you freeze on to the ped-work

Every show.

Cut the pace out fine and large,

And sail by that loitering barge,

And show him you can travel,

Billy Rowe.

The divine afflatus of the poet fairly bulges out of this verse. "Just you freeze to the ped-work" is a perfect instance of poetic prophecy. He did leave the head-work to Dick Howell, and his "ped-work" was clearly a horrid frost. Oh, yes! the 'freezing' part of the programme was on hand.

Our bard now dashes off into the realms of imagination, pure and decidedly 'simple':

Do him up so jolly brown,

Billy Rowe,

That 'twill flatten London town,

Billy Rowe.

Break the records by the mile

In your good old Springfield style,

And come home like Julius Caesar,

Billy Rowe.

If we remember our Roman history aright, Julius Caesar 'came home' at last under the daggers of Brutus and his friends, and we fancy 'Billy Rowe' will go home like the ancient Roman—inasmuch as he will have got plenty of 'points,' so to speak.

The Sweet Singer (adv't.) now comes down from his prophetic (we must say profitec) pedestal, and remarks:

The fireworks are waiting,

Billy Rowe,

And the prospects are elating,

You should know,

For a grand jubilation

In your honor by the nation,

And 'with cards' to All Creation,

Billy Rowe.

It is sad to think that all these preparations should be wasted. Can't they use them to welcome Sullivan, who, having got the Atlantic between his fourteen-stone self and the eleven-stone man who fought him to a standstill, is out with more challenges, and is developing "gas" enough to light a city?

The 'pote' at last gets down to a gravel bottom, and expresses the highest aspirations of his muse:

You shall live on milk and honey,

Billy Rowe,

With the "surplus" for pin-money,

All free blow.

You shall revel like a lord,

And the nation pay your board,

If you'll ONLY DO UP HOWELL,

Billy Rowe.

Poor Billy hasn't 'filled the bill'; he has not run 'up to Dick.'

The staff poet, after racking his brains in the deepest "donjohn" beneath the castle moat, has hummed out the following:

You have been and done the ped-work,

Billy Rowe;

And Richard's done the head-work,

As you know.

You have waited—and you've hurried,

But our Dickey wasn't flurried,

And your shekels he has collar'd,

Billy Rowe.

Yes, sad to say, despite poems of the class quoted above, despite times which made what hair oldstagers had left curl with surprise, the

American champion has been beaten, and not only beaten but played with, in a way which demonstrates the fact that racing on cycles is an undeveloped art in America."

HOW THE DOGS LOST THE RACE.

[From the Pall Mall Gazette.]

A curious experiment has just been tried at Tours under the direction of the French War Minister. The object was to ascertain the quickest means of communicating a dispatch, and the methods employed were horsemen, bicyclists and war hounds. The latter have become an institution in the French army, and it is sought to increase the sphere of their practical usefulness. The first race was over a course of six kilometres—about four miles—and the result was singular. The dogs took the lead, and kept it till one turned to slake his thirst and the others all followed suit. The delay of half a minute enabled a bicyclist to come to the front and reach the goal first. The final average was: Dogs 13m. 55s., bicyclists 15m. and the horsemen 24m. On a shorter course next tried, the superiority of the dogs was more apparent. For the three kilometres the respective times 7m., 9m. and 15m.

Charles Schwalbach, ever on the alert to please his patrons, has engaged W. F. Miller, of Washington, D. C., as instructor at his store.

New Orleans will send the following men to the League meet: Chief Consul Henry H. Hodgson, Representative S. M. Patton, and Messrs. A. M. Hill, B. C. Rea, H. W. Fairfax and P. M. Ziegler, with two or three "possibilities" to hear from.

Messrs. E. Janssen & Co., of Eureka, Cal., have taken the agency for Columbia, Champion, Star and Singer wheels. They already find a good demand, and expect to work up quite some wheel enthusiasm in their town.

It is reported that the Denver Ramblers charge each man who tumbles from his wheel ten cents per cropper while out on club runs.

The Manhattan Club will admit nine new members at its next meeting. The Tour Committee has decided upon the following runs: May 20, Tarrytown, N. Y., 8:30 A. M.; May 27, Garden City, L. I., 9 A. M.; May 30, Orange, N. J. (road race) 8 A. M.; June 10, Staten Island, N. Y., 8:30 A. M.; June 14 to 20, League meet at Baltimore, Md.; June 24, Coney Island, L. I., 9 A. M.

REDUCTION OF RATES ON LONG ISLAND R. R.

The committee representing the clubs of Brooklyn, which had in charge the work of attempting to secure reduced rates on carrying wheels on the Long Island R. R., are at length enabled to report some progress. The company has agreed to certain reductions, and general notice will shortly be sent out. In future the rate for carrying wheels will be as follows: All 30-cent rates have been reduced to 15 cents; all 40-cent rates to 25 cents. Wheels will be carried between Brooklyn and Jamaica and Hinsdale for 15 cents; between Brooklyn and Garden City, Hempstead and Far Rockaway, and to all stations not further than twenty-eight miles from Brooklyn, 25 cents.

THE INTER-CLUB ROAD RACE.

The Executive Committee of the Association held a meeting on Wednesday night and arranged the details of the contest. Five clubs have entered, viz.: Brooklyn B. C., Kings County Wheelmen, Elizabeth Wheelmen, Hudson County Wheelmen and New York B. C. The names of the members of each team will be sent in by next Wednesday.

Messrs. Merwin, Hulbert & Co. report an active demand for Gormully & Jeffery wheels, cycling outfittings, etc. The wheel room, which occupies an entire floor, is well stocked with several makes of first-class wheels.

The latest in the line of road improvements is a new Telford pike from Philadelphia to Media, which is being backed up by prominent citizens residing along the line of the road, among whom are A. J. Drexel, A. K. McClure, Thomas V. Cooper, J. Shipley Newlin and others. Bids for the work have already been secured, and it is proposed to push the road forward as rapidly as possible. This will give wheelmen something long needed—a fine road to West Chester and Media.

The wheelmen of Huntingdon County, Pa., are endeavoring to effect an organization of all cyclists in central Pennsylvania, for the purpose of securing better roads and the recognition of cyclists' rights on those roads. It is proposed to establish headquarters at Harrisburg, Tyrone and Huntingdon, and it is thought that a membership of 500 can easily be secured.

OFFICIAL TIME OF THE BROOKLYN CLUB'S 20-MILE ROAD RACE.

Name.	5	10	15	20
Schoefer.....	19.29	37.46	57.31	1.16.12
Waters.....	19.29½	37.46¼	57.38	1.18.37
Borland.....	19.29½	38.35	59.20½	1.19.13
Todd.....	19.29¾	38.40		
Spelman.....	19.31			

RHODES ON A SPRINGFIELD ROADSTER.

W. A. Rhodes last week, on a 52-pound Springfield Roadster, made a quarter mile at the reservoir in 32 seconds. Rhodes will pedal the Springfield Roadster during the coming season. THE WHEEL gives it that Berlo got away with Rhodes at the reservoir last week. This is not so. Every time that Rhodes and Berlo started even on the quarter mark Rhodes dusted him. It was only when Rhodes had been riding the whole circle at speed, Berlo waiting for him at the quarter-mile mark, that Berlo was able to lead Billy home. Not a very fair test. Berlo cannot hold Rhodes on an even race for any distance.

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.

HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J. 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 limited liability company craze has struck England all of a heap. Dan Albone, of "Ivel" fame, has just turned his business into a limited company, with a capital of £15,000. No part of this will be offered to the public, as the entire capital has been subscribed to privately. The Crypto Cycle Company has also been converted into a limited company, with a capital of £20,000. The stockholders of some of these liability companies receive annual dividends as high as ten per cent., a very large profit in England.

W. F. Knapp is the first of the Yankee team to show in a race, and he struck us very favorably. He is lightly built, and has every appearance of being a speedy rider when in form, and we shall hope to see him give a good account of himself ere the season closes.—*Cyclist*.

Volume II. of Stevens' "Around the World on a Bicycle" will not be issued till August or September.

Pedal's "Billy Rowe" effusion is being quoted in all the English cycling papers with derisive comments.

The interference case of Jeffery vs. Copeland, No. 12,250, was decided on the 8th inst. in favor of Copeland. This was one case in the series of suits between the Pope Mfg. Co. and Gormully & Jeffery, where the latter tried to break down the former's Copeland patent on a double steering-head adjustment for bicycles, and is of considerable importance as sustaining that patent.

For the best mile record made on the Queens A. A. C. ground, Queens, L. I., on any Saturday from 3 P. M. to sunset, till June 16, a gold medal will be given; for the second best time made a silver medal, and for the third best a bronze medal.

Mr. Chas. S. Stevens, of Elmira, N. Y., reports trade brisk and the demand for safeties greater than the supply; roads in splendid condition.

Bi-News reports that the yearly consumption of jam by cyclists who "tea" at the famous "Anchor," at Ripley, is half a ton, 1120 lbs., to be exact. We wish "Harriet" would lay the jam on pretty thick for G. L. H.; it might sweeten his temper.

The Racing Board have awarded the half-mile national championship to the New Castle (Pa.) Bicycle Club, to be decided at their race meeting on July 4.

THE STAR IN ENGLAND.

A correspondent says: "The cyclist who bestrides a Star bicycle, and who frequents the Ripley Road, has been a source of considerable comment amongst the men who have seen him riding. The Star goes along straight as a die, and is a demon for pace. It is a great favorite in America, fully one-third of the machines there being of the Star type. On English roads it still remains a decided novelty, while correlatively, the Rover is but little known 'over the water.' It is amusing to see a Star rider mount his machine while stationary, and the neat and easy manner in which the feat is accomplished is an eye-opener to those who have tried this somewhat ticklish feat on an 'ordinary.' The Star is decidedly a trick machine. Kaufmann did his famous parapet ride on a Star bicycle."—*Bicycling News*.

BROOKLINE CYCLE CLUB RUNS.

The following evening runs will be made during the present month by the Brookline Cycle Club, starting from the club rooms at 7:30 o'clock each evening: Thursday, 17th, to Chestnut Hill reservoir; Tuesday, 22d, Cow Pasture, Dorchester; Thursday, 24th, Echo Bridge; Monday, 28th, through the Newtons; Thursday, 31st, Waltham. The annual outing will take place on June 16, 17 and 18, starting Saturday afternoon, the 16th, at 2:30, and reaching Salem for supper. On Sunday the club will be in Gloucester to dinner, riding for 18 miles along the north shore, passing through Manchester-by-the-Sea, Beverly Farms and Magnolia. During the afternoon the club will take a trip around Cape Ann, stopping over night in Gloucester, and returning home the following day. The monthly meeting of the club will be held next Tuesday evening at 7:45.

The Lynn Cycle Club had a lantern parade May 10, Captain Barnett commanding. An entertainment was afterwards held at Odd Fellows Hall.

A. G. SPALDING & BROS.

large shipments of Victors we are receiving.

Beginning on Monday next we shall sell our stock of very fine good and shop-worn wheels at cut-rate prices, and for ONE WEEK ONLY.

WE HAVE A NEW RAPID SAFETY, slightly used, which is marked at \$100. This is one of the Rover type pattern, and cannot be beaten for the price. In VICTOR ROADSTERS we have a choice line. There is one 48-inch, nearly new, enameled, at \$90, and two 52-inch VICTOR LIGHT ROADSTERS, enameled, at the same figure. One of these is NEW.

We have a 52-inch NEW MAIL, enameled, a good, sound wheel, which we hold at \$80. There are three absolutely NEW SPALDING ROADSTERS, one 50-inch, enameled, one 52-inch, enameled, and one 52-inch, nickel-plated. These will be sold at \$80 each. We have two NEW SPALDING WHEELS, both nickel-plated, sizes 54 and 58 inch, selling at \$80 and \$90 respectively. Also, a 58-inch enameled SPALDING LIGHT ROADSTER, price \$80, and a 60-inch enameled SPALDING LIGHT ROADSTER, \$80. We have also a 54-inch SPALDING, one-half nickel-plate, slightly shop-worn, at \$80.

We have three KANGAROOS, a true safety wheel, one 36 geared to 54 inches, nickel-plate, \$80; 36 geared to 54 inches, enameled, \$75; and a 38 geared to 57 inches, enameled, \$75. We have also a KANGAROO RACER, fit for road work, at \$50.

Among the cheap wheels are an AMERICAN CLUB, 48-inch, nickel plated, \$50, and a shop-worn YOUTH'S PREMIER, 48-inch, enameled, at \$40. Two good wheels for the money are a 54-inch BRITISH CHALLENGE, nickel plated, \$65, and a 54-inch RUDGE, enameled, at \$60. An AMERICAN PREMIER, 56-inch, new, at \$80, is a bargain. We have two NEW RACERS, very light, a ROYAL MAIL and a PREMIER which we will sell for \$50, one-third their original cost. A 34-inch YOUTH'S PREMIER, at \$20, closes the list.

To those who do not wish to pay the price asked for new wheels, here is a great chance to purchase a good mount and at a reasonable figure. Come in and inspect our stock.

Send for Illustrated Cycling Catalogue.

A. G. SPALDING & BROS.,

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NEW YORK.

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New Jersey Wheelmen.
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Yonkers B.C., and others.

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PUBLISHED EVERY THURSDAY.

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23 PARK ROW, NEW YORK.

P. O. BOX 444.

A. G. SPALDING & BROS.

A CLEARING OUT SALE.

The enormous popularity of VICTORS this year has brought to us many customers anxious to change their mounts, and to whom we allowed something for their wheels in part payment for new wheels. We now have on hand quite a stock of good cheap wheels, which we want to clear out to make room for the

BOWLING ALLEYS

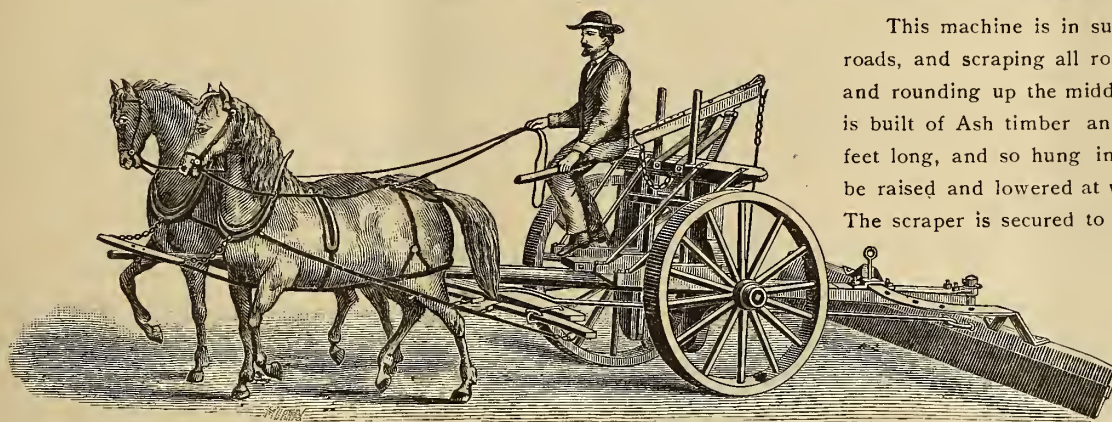
BUILT OR REPAIRED. CITY OR COUNTRY.

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.

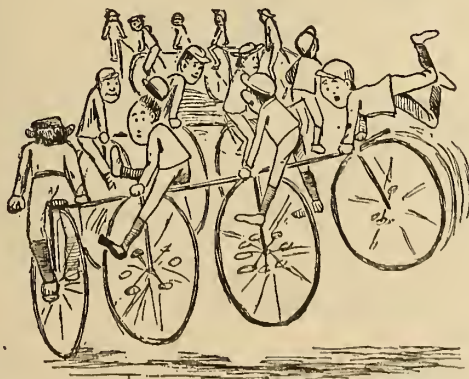
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AND PRICE.**

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 better leverage than any other style of bar. All 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

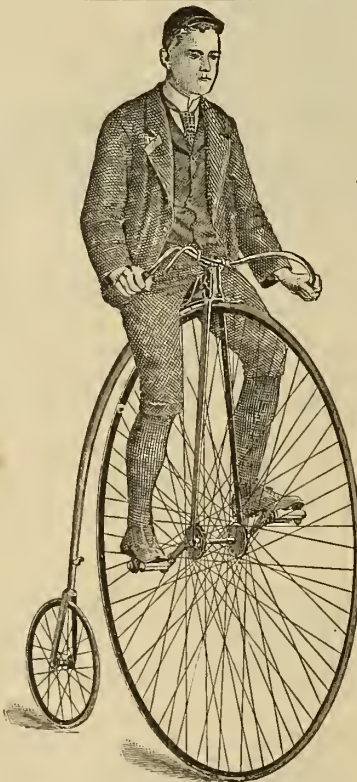
dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. bars.
J. H. ERNEST.

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 perfectly.
E. A. WODE.

KENOSHA, April 18, 1888.

Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.
C. A. PICKHANT.

CINCINNATI April 18, 1888.

We find the Rams-horn bars almost a necessity on a bicycle now.
B. KITTREDGE ARNOLD 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. KIMBALL.

FLINT, MICHIGAN, April 15, 1888.

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

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

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

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

MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.

TWO-MILE BICYCLE HANDICAP.—This will be decided at M. A. C. grounds May 30, at 2 P. M. Entries close May 23 with C. C. Hughes, 524 Fifth Avenue, New York City.

TO BUSINESS MEN.—Unceasingly at it—writing, figuring, selling—indoors most of the time. Brain throbbing, eyes sleepy, appetite variable—don't feel good anywhere. Brain and hands do all the work, get all the exercise—too much work, too much consolidated exercise. Treat yourself as your common sense advises others—give the majority of the body a chance—exercise, combine pleasure and business with it, see nature, eat, sleep and be happy. Ride a cycle.

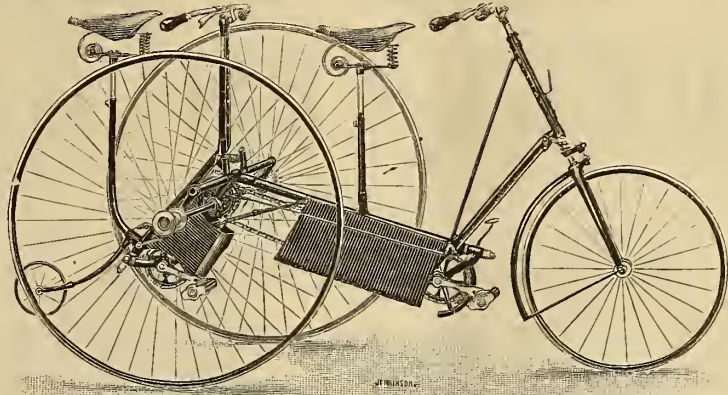
WILL THE ENGLISH PAPERS PLEASE COPY THIS?—Crist's expenses are not being paid by the Manhattan Athletic Club. In reply to a direct question, Crist stated that he wanted it distinctly understood that he paid his own expenses. Crist has always pleased himself in the matter of selecting the wheel which pleased him best. Up to his departure for England he rode a genuine Humber, and in all his movements he consulted no United States agent or importer of that wheel. We sent Crist over to England a pure amateur. It is the duty of the National Cyclists' Suspension Union to look after him while he is abroad.

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,
W. H. STARRETT.

HOOSICK FALLS, N. Y., May 7, 1888.

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
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COLUMBIA 'CYCLES

For the State of
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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

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Headquarters.

Friends of the "little wheel in front"—

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

H. B. SMITH MACHINE CO.,

Works and Main Office, SMITHVILLE, N. J.

115 LIBERTY STREET.

LONG ISLAND WHEELMEN RACE MEET.

SATURDAY, JUNE 2d, at 3.30 P. M.

At Brooklyn Athletic Association Track,

DE KALB AND CLASSON AVES., BROOKLYN.

- | | |
|--|---|
| 1. One-Mile Novice. | 5. Two-Mile Club Championship. |
| 2. One-Mile Handicap, Club. | 6. Two-Mile Team Race (3 Men
each Team). |
| 3. One-Mile Handicap, Open. | 7. Three-Mile Handicap, Open. |
| 4. Two-Mile L. A. W. National
Championship. | 8. One-Mile Consolation. |

Entries close May 26, with LOUIS H. WISE, at the Long Island Wheelmen Club House, Bedford Avenue, Brooklyn.

ENTRANCE FEE, 50c. TEAM ENTRY, \$2.00.

Gold Medal to First and Silver Medal to Second in each event, except Team Race (Silk Banner to winning team and Gold Medal to first man) and Consolation Race.

ADMISSION, 25c.

RESERVED SEATS, 50c.

TO BE HAD AT L. I. W. CLUB HOUSE OR TRACK ON DAY OF RACE.

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The Warwick Perfection

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COMING.

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SPRINGFIELD,
MASS.

ODDS AND ENDS.

W. E. Crist will make his English début in the 1-mile amateur championship, which takes place at Whitsuntide. Crocker, Knapp and Whittaker will ride Premiers; the latter is having a 53-inch wheel made which will weigh but eighteen pounds. Whit will also ride in the "Safety" championships.

In a mile professional handicap run at Wolverhampton, May 4, both Temple and Knapp competed. Temple, starting from the scratch, won his first trial heat in 2m. 49 4-5s., and rode second in the final heat to A. H. Robb, 30 yards; time, 2m. 47s. The American walked to his wheel with the assistance of a crutch, not having fully recovered from his recent accident. Knapp, 20 yards, won his heat, but was distanced in the final.

J. D. Lumsden, champion of Scotland, met Woodside in a 10-mile bicycle race at Edinburgh on April 28, the Scotchman distancing Woody in 40m. 6s.

A 10-mile tricycle race was decided at Northampton on Saturday, April 28, between J. Lee and F. W. Allard. Lee rode a Humber weighing 27½ lbs., geared to 63 in.; Allard rode a 30-lb. Club Racer, geared to 60 in. Lee met with an unfortunate accident at three miles, the backbone of his wheel snapping, and Allard, going on, won in 36m. 36 1-5s.

Howell having won the first two races of the Howell-Rowe series, the third will not be run.

A HEAVY WEIGHT.—Messrs. Bayliss, Thomas & Co. have booked an order for a "trike" from a German weighing 308 pounds.

FRENCH CYCLE EXHIBITION.—A cycle show and race meet will be held at Bordeaux, France, from May 27 to June 3. All particulars may be obtained of *Le Veloce Sport*, 206 Cours Victor Hugo, Bordeaux.

Howard A. Smith writes us, in reply to a letter of inquiry, that he will communicate with the secretaries of the various clubs in the Oranges and see if some arrangement cannot be made to have a line of stages run from Irvington to the central point of the road race course.

HARTFORD WHEEL CLUB'S TOURNAMENT.

At the regular monthly meeting of the Hartford Wheel Club, held May 8, it was decided to hold a two days' tournament this fall, probably on September 11 and 12. A committee was appointed to make the necessary arrangements.

CANADA WHEELMEN.—Mr. F. K. Chew, of the Canada Wheelmen, writes us that, as their new track will not be ready in time, the club will hold no race meet on May 30, as had been proposed. The members will enjoy a club run May 19, and will have a baseball match between the riding and non-riding members on the 25th. A moonlight tour in Delaware has been arranged for sometime in June. Captain J. H. Crossley has offered a handsome medal to the member making the best 24-hour road record. Nine new members were elected at the club's last meeting.

NOW READY!

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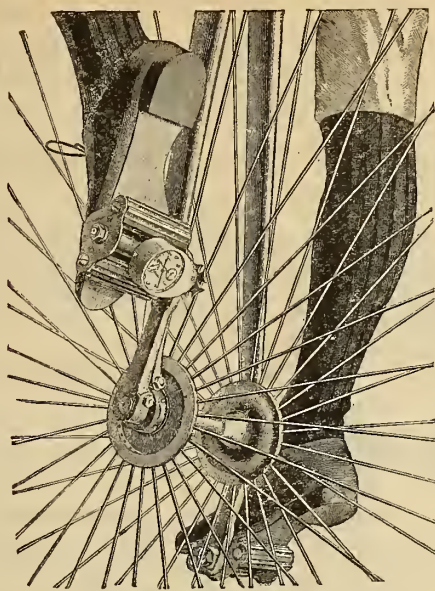
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FOR SALE—54-inch full nickeled Expert Columbia, balls all over, cowhorn bar, nickeled K. of R. lamp, bell, cyclometer, stand, etc.; in perfect condition. Price, \$85. Mil., P. O. Box 444. 5-25

FOR SALE—\$90—52-inch Victor Roadster Bicycle; balls all over, Butcher hub cyclometer, Ross carrier; *perfect* condition; too small for owner. Lock Box 14, Richfield Springs, N. Y. 5-25

FOR SALE—Rudge Safety; condition, fine; price, \$70. 52-inch Standard Columbia, in good condition; price, \$45. Address Lock Box 75, Wappingers Falls, N. Y. 5-25

FOR SALE—New 54-inch full nickeled Expert Columbia Bicycle. Best offer over \$100 takes it. L. Hall, 311 Race St., Cincinnati, O. 5-25

BARGAINS—Rudge Safety, ball bearings, good condition. Champion, 54-inch, half-nickel, balls, spade handles, good as new. 1887 wheels. Searles & Taber, Herkimer, N. Y.

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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. 5-18

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. 5-18

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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. 5-27

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

"**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.

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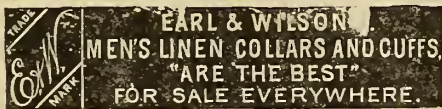
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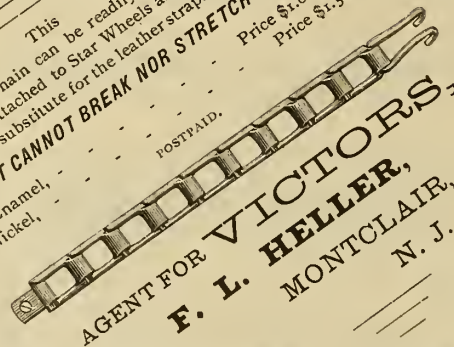
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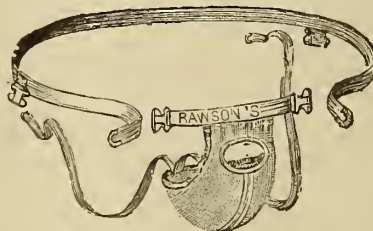
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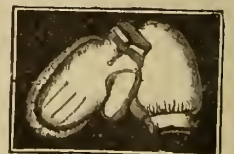
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Purely vegetable, mild and reliable. Regulate the
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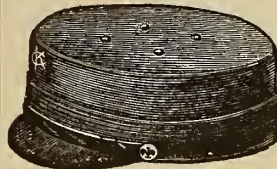
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This Whistle is pronounced by
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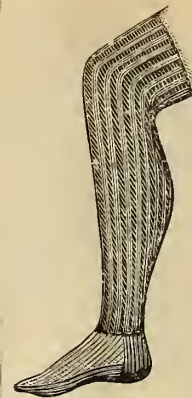
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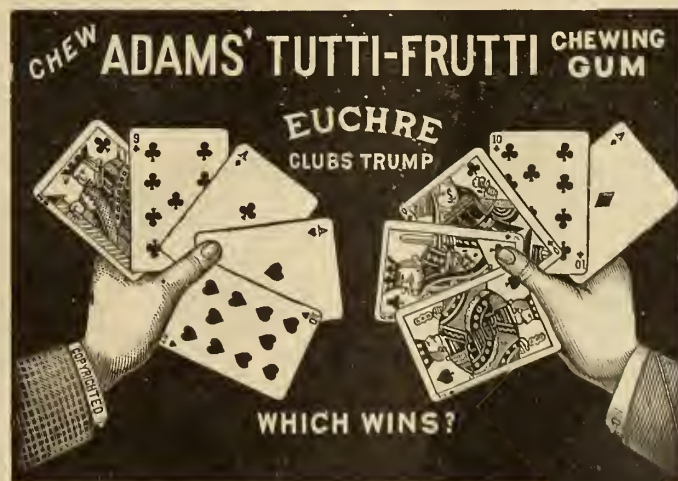
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TENNIS SHOES.
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“POT AND KETTLE.”

CHICAGO, April 12th, 1888.

DEAR SIR:—Our clients, the Gormully & Jeffery Mfg. Co., an Illinois corporation, having its principal place of business at Chicago, Ill., are the owners of a large number of Letters-Patent relating to the manufacture of Bicycles and Tricycles in their principal parts. Among such Letters-Patent are:

Letters-Patent to John Smith, No. 194,421, relating to Ball Bearings or anti-friction devices in wheel locomotion.

Letters-Patent to Charles Duryea, No. 293,725, relating to Saddles for Bicycles, etc.

Two Letters-Patent issued to Freeman Lillibridge, Nos. 294,645 and 337,171, relating to Saddles for Bicycles, etc.

We have what we believe to be sufficient proof to the effect that you are infringing each of the above identified Letters Patent, and the purpose of this communication is to demand of you a settlement and liquidation for the past infringement of such Patents, and if you desire to continue the employment of the inventions therein described and shown, to negotiate with you a License Contract, with suitable royalty assuring this end.

Very respectfully,

OFFIELD & TOWLE.



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