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# The Wheel

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

VOL. I.—No. 13.]

NEW YORK, MAY 25, 1888.

[WHOLE NUMBER, 13.]

## 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.

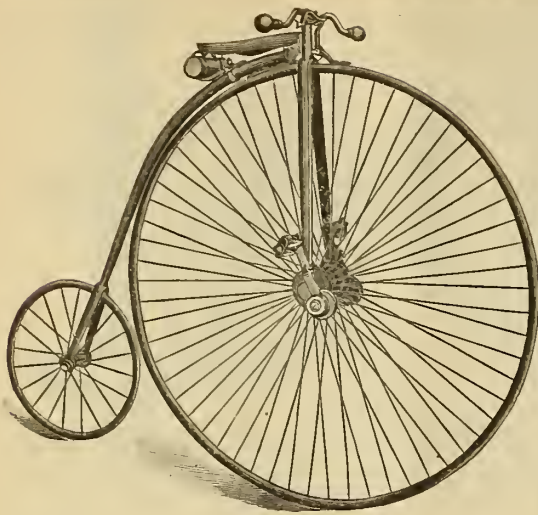
Now that the horizon is clear so far as we are concerned, we shall be happy to furnish our entire line at short notice, as we are working overtime and can do so. Our handsomely illustrated 64-page catalogue mailed on application.

Respectfully submitted,

# GORMULLY & JEFFERY MFG. CO.

CHICAGO ILL.





No. 1.

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— FOR 1888. —

YOST &amp; McCUNE PATENTS.

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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.

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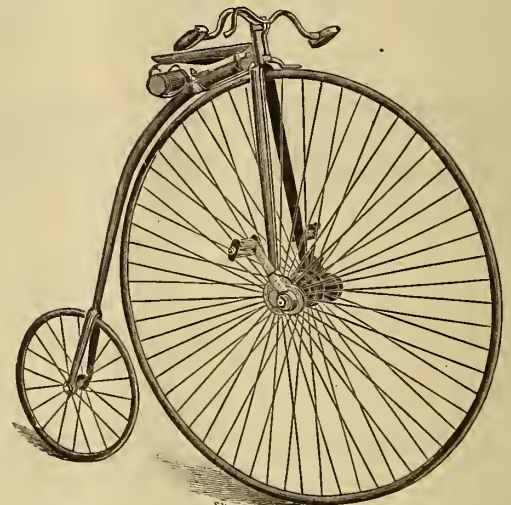
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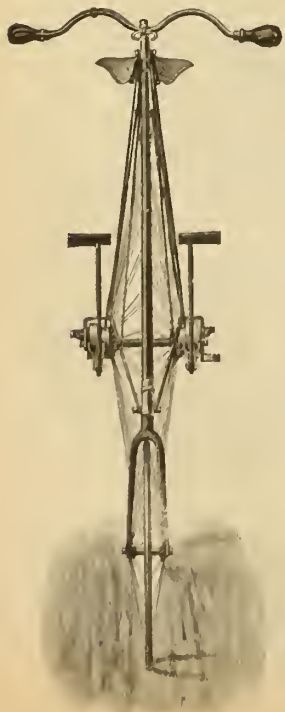
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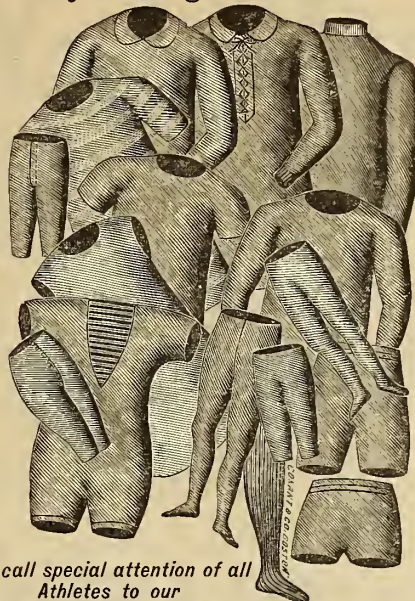
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 League Color, Grey Mixed Black, Navy or any Color,  
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Every Wheelman and Sportsman will give our **JER-**  
**SEYS** his approval when he examines the **Shoulders,**  
**Arm Holes and Neck,** as they are made to fit. These  
 goods are **PATENTED,** and all infringements will be prosecuted  
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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.

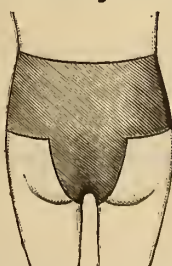
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**BARGAINS!**

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 Ar.  
 "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	Specl. Club,	160.00	110.00	1	1	1
283	51	Spcl. Star,	130.00	85.00	4	Ball	1
285	51	Spcl. Star,	120.00	75.00	4	Ball	1
286	44	Spcl. Facile	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	79.00	4	1	2
290	52	Victor Roadster,	132.50	87.00	4	1	2
298	39	Otto,	70.00	25.00	5	4	2
301		Quadrant trike No. 8,	185.00	160.00	4	1	1
303	42	Otto Special,	40.00	29.00	5	4	1
304	51	Col. Lt. Roadster,	140.00	95.00	3	1	1
305	48	Columbia Standard,	102.50	65.00	3	3	1
306	51	Special Star,	135.00	90.00	3	Ball	2
308	56	Columbia Expert,	132.50	90.00	4	1	2
309		Sp'kb'k Hbr. T'dm,	260.00	225.00	4	1	1
312		Springfi'd Roadster,	75.00	60.00	4	1	5
314	53	Royal Mail,	140.00	95.00	4	1	2
315		Springfi'd Roadster,	75.00	68.00	4	1	1
317	46	Columbia Standard,	77.50	40.00	4	4	4
319	50	Columbia Standard,	100.00	25.00	4	4	6
327	54	English,	130.00	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 Rapid Safety,	135.00	125.00	3	1	1
350	52	N. Rap. Lt. Roadster,	137.50	124.00	4	1	1
351		Humber Safety,	140.00	115.00	4	1	1
352	54	Columbia Lt. Rdstr.,	145.00	85.00	3	1	2
354	55	Columbia Lt. Rdstr.,	145.00	68.00	4	1	5
355	54	Columbia Expert,	140.00	90.00	3	1	2
361	50	Spalding Premier,	120.00	65.00	1	1	3
363	50	Columbia Expert,	135.00	105.00	1	1	1
364	56	Columbia Expert,	142.50	115.00	1	1	1
365	48	Columbia Expert,	132.50	90.00	3	1	1
369	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	56	Victor Roadster,	132.50	105.00	4	1	1
378		Beeston Hbr. T'dm,	260.00	120.00	4	2	4
380	55	Royal Mail,	140.00	90.00	4	2	4
383	48	Col. Semi-Rdstr.,	87.50	55.00	4	3	2
384	52	N. Rapid Lt. Rdstr,	147.50	105.00	3	1	2
385	54	Columbia Expert,	140.00	85.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	5	1
387	52	Rudge Lt. Rdstr.,	135.00	85.00	4	1	2
390		Humber Tandem,	260.00	140.00	4	2	4
391	55	Columbia Lt. Rdstr.,	145.00	100.00	4	1	1
392	52	English,	125.00	40.00	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.

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

**KING OF THE ROAD LAMPS.**

Made by JOS. LUCAS & SON, Birmingham,

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

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

**"KING OF THE ROAD."**

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**Send for 1888 Catalogue of**

**NEW RAPIDS AND QUADRANTS,**

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

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

# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

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

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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.

No. 2,449, whose facile pen, by the way, has often been laid to paper in the interest of the good cause, writes of the important matter of public highways being defaced by the improper laying of horse-car roads. New York, which is a city of brick and cobble stones, has been thoroughly given over to corporations for railroads and other purposes. The greed of these fellows extends everywhere. They would run freight railroads over the roofs of New York, and passenger cars along our parlor floors, if they could, providing the everlasting dividend could be realized, and the stock watering process made possible. We are not opposed to the dividend on principle—in fact we are rather partial to the toothsome word—but the operations of the dividend hunter should be limited. The comfort, the health and the enjoyment of the people should not be sacrificed in the interests of stock sprinklers, financial watering-carts, as it were. Every afternoon the aristocracy of Gotham trails up through the park and out over the suburban roads behind a million dollars worth of horse flesh. Yet the drives of the city are a disgrace to our City Fathers who have, for so many years, spent their best mental energies on “interviewing” representatives of grab-all corporations. The Grand Boulevard might be made a classic drive, equal to “Rotten Row” or the “Bois,” but with neglect the fashionable world switched off, and this once pretty stretch bids fair to become the spinal column of tenebmentiana. The surfaces of Sixth and Seventh Avenues are in a state of magnificent unrepair and unevenness, being in an intermittent state of dust and mud. Besides, these two avenues are being rapidly built up, and one might as well drive along Madison Avenue as along either of the two. The Southern Boulevard, which extends crescent-shaped from Harlem Bridge to Fordham, with a fork running off to Westchester and a score of branchlets leading to capelets and bayous along the beautiful Sound, has at last fallen before the financier. Its beauties had only just begun to be revealed to cyclists, when the horse-car fiend appears on the scene, and the purest sabbath rurality within walking distance of New York

is to be broken by the discordant car-bell and the unromantic toughs and toughesses who use suburban roads to reach the carousels of toughness. The moral of it all is that the New Yorker of a few generations hence will be a sparrow, living in a cage and devouring as much as a whole oatmeal cracker per diem as sustenance. The man who remembers a green tree will be corralled in a glass case and gazed at as one not of this earth.

IS JOHN WELLS ALIVE?—Three weeks ago we offered a gold medal to promote a contest between John A. Wells, champion of the various excrescences of the earth's crust local to Philadelphia, and E. Irving Halsted, a good young man of Gotham, who has been temporarily sojourning in the city of Wanamaker. We have not heard from Mr. Wells. The copy of Mr. Wells' paper which should have contained either an acceptance or a declination of our proposal has not yet come to hand. Doubtless it is on the way here. Perhaps care was taken that it was never mailed. Where are you, Mr. Wells?

The entire staff of the *Bicycling News*, a British cycling journal, a species of carbuncle on the *Cyclist*, seem to have been struck all of a heap over Rowe's several defeats. Even G. Lacy Hillier, champion of Zanzibar, all distances, bicycle and tricycle, 1781, has succumbed. The result is seen in the issue of the *Bicycling News* of April, which is liberally interspersed with paragraphic chucklings, Yankee-phobian sneers and venomous Hillierish pen and ink explosions. The general tone of the leading American cycling journals has been one of surprise over Rowe's poor performances, a ready admittance of Howell's superiority, at the present time, and a hope that Rowe will give a better account of himself before he leaves English soil. There is nothing in this to rile the back of the most sensitive.

Some of the leading bicycle houses favored the programme of the New York Athletic Club games with their advertisements. The attention of the club was called to the advantage of holding more than one bicycle event in connection with their games, but no attention was paid to the matter. The cycle trade should insist that athletic clubs hold two or more cycle events, and in case of a refusal to advance the sport, their patronage should be withheld.

### A NEW ROUTE TO WESTCHESTER.

PUBLIC HIGHWAYS DEFAECED BY HORSE RAILROADS IMPROPERLY LAID.

NEW YORK, May 21, 1888.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW.

Dear Sir—It may interest some of your readers to know of a hitherto unreported route to Westchester, and thence to all Sound points, by way of Fordham and Bronxdale. From Fordham to the Southern Boulevard is excellent macadam, and from there to Westchester is a good country road, easily rideable without a dismount, except possibly in dry weather. Westchester Avenue, on the other hand, is at present in unusually bad condition, and the Boulevard practically ruined by a horse car track which is under construction there. Which suggests, by the way, one line of work for Road Improvement Associations, in regulating these suburban nuisances of railroads laid in the public highways, even if they cannot be prevented altogether. There is no real reason why a private corporation should get its right of way for nothing; and certainly it should in no instance be allowed to utterly destroy the entire surface of any street or road granted to them, as is usually the case. Much of this could be avoided if they were always compelled to lay their tracks at the

side of the road, instead of in the middle. The Southern Boulevard, for instance, like many other roads, has a certain width of the centre macadamized, while at either side is a soft road. The tracks being laid on the macadam, leave only the soft parts for driving, and as each of these is only wide enough for a single vehicle, it is rapidly cutting into ruts. If the car track were at the side, close to the gutter (or even on both sides), the rest of the space would be wide enough for vehicles to use the whole of it without directly following each other, and therefore the wheels would wear all parts equally, instead of in ruts.

L. A. W. 2,449.

### KINGS COUNTY WHEELMEN'S RACE MEET.

The seventh annual meet of this club will be held June 23, at the Brooklyn Athletic Club Grounds, DeKalb and Classon Avenues, Brooklyn.

#### EVENTS.

1-mile novice, open for wheels not less than 35 lbs.  
1-mile novice, club, for wheels not less than 35 lbs.  
½-mile boys, open to boys of fifteen years or under.  
1-mile handicap, open.  
3-mile handicap, open.  
1-mile ride and run, open.  
½-mile without hands, open.  
3-mile N. Y. State Championship, L. A. W.  
2-mile team race, teams of three men from each club.  
1-mile consolation.  
½-mile run, handicap, N. A. A. A. rules to govern.

Entrance for team race, \$2 per team, each team to consist of three men and two substitutes. Entrance fee for other events, fifty cents each. Entries close June 16 with R. W. Stines, 1255 Bedford Avenue, Brooklyn.

### AMERICAN PROFESSIONALS ON ENGLISH PATHS.

#### TEMPLE AND KNAPP SCORE.

LONDON, May 21, 1888.—The 10-mile bicycle race at Birmingham was won by Wood, with Temple second and Knapp third. There were ten contestants. The distance was covered in 31m. All of the Americans won heats in the 1-mile handicap.

#### VICTORY FOR TEMPLE.

LONDON, May 21.—A 10-mile bicycle race was contested at North Shields to-day between Wood, of England, and Temple, of America. Temple shot away on the last lap, and won the race easily. Time, 30m. 1 2-5s.—*Cable*.

### J. D. LUMSDEN vs. W. A. ROWE.

It will be remembered that Lumsden matched himself to ride against Woodside a match at ten miles for £15 aside, and against Rowe at five miles for a similar stake. The first of these matches was held on Saturday week at Hawkhill, Edinburgh, and the corners being very soft, Lumsden beat Woodside rather easily. His second race was held on the same track on Monday evening, May 5. The Scotchman has been training very carefully, and he is very fit at present. He was unfortunate enough to have a very severe spill a week ago, by which he was badly shaken, but did not suffer seriously, as a few skin bruises was the extent of his damages. His opponent arrived on Saturday evening, and spent the following day in visiting the track and seeing the modern Athens. On Monday forenoon he had a training spin on Hawkhill, with which he was none too favorably impressed. The race was started just before seven, or nearly half an hour late, before less than five hundred spectators. Lumsden led for the first eleven laps, when Rowe spurred to the front and led at easy pace until a mile from home, when he began piling on the pace, and Lumsden was quite unable to hold him. Entering the last lap he led by nearly forty yards, and won, easing up, by about thirty yards. Time, 19m. 40 1-2s.—*The Cyclist*.

At the University of Pennsylvania games, C. B. Keen won the two-mile bicycle race in the excellent time of 6m. 6 2-5s., beating John Fuller, F. A. Speakman and F. A. Wade.



# They Know Things

---

LEAVENWORTH, KANSAS,

May 15th, 1888.

OVERMAN WHEEL CO.,

Boston, Mass.

*Gentlemen:*—We believe in “Victors” here. In our club of sixteen we have fifteen “Victors,” and the one “black sheep” is waiting for a Victor Safety.

Yours Respectfully,

OTTO H. WULFEKUHLER,

*Secretary-Treasurer,*

Leavenworth County Wheelmen.



## FIXTURES.

May 24—Race meet at Woodstock, Ontario.  
 May 26—Intercollegiate games at Manhattan Athletic Club grounds, N. Y. City.  
 May 29-30—Iowa Division Board of Officers meet at Cedar Falls.  
 May 30—N. Y. and N. J. R. A., team road race over Irvington, Milburn course.  
 May 30—Bay City Wheelmen and Olympic Athletic Club; joint meet at Oakland, Cal.  
 May 30—Los Angeles Wheelmen's race meet.  
 May 30—Terre Haute Bicycle Club's race meet.  
 May 30—Mass. Div. meet at Cottage City.  
 May 30—New Haven Club's 5-mile road race.  
 May 30—Chicago to Pullman road race.  
 May 30—Maine Division League meet at Portland.  
 June 2—California Inter-Club road race over San Leandro course.  
 June 2—Long Island Wheelmen's race meet.  
 June 18, 19, 20—League meet at Baltimore.  
 June 23—K. C. W. race meet.  
 June 30—Greenwood-Wells contest on Kunninwick Hill, St. Louis, Mo.  
 July 1-3—Canadian Wheelmen's Association at Belleville, Ont.  
 July 2—Race meet at Belleville, Ont.  
 July 3-25-mile road race at Belleville, Ont.  
 July 4—California Division; third annual meet.  
 July 4—Newcastle, Pa.; race meet.  
 July 28—Greenwood-Wells contest on Eagle Rock Hill, Orange, N. J.  
 Sept. 4-8—Grand International Tournament at Buffalo.

## THE HILL-CLIMBING CRAZE STRIKES ROME, N. Y.

The hill-climbing craze, which is rampant in Pittsburg, Philadelphia, St. Louis, and is prevalent in greater or less degree all over this country, has struck the modest city of Rome, N. Y., and all the steepest local hills have been mastered. The first hill of importance that the boys captured is known as Elmer Hill, near Delta, which is 750 feet long and 90 feet high.

W. A. Parker mounted the hill about ten days since on a 51-inch Star. Parker is the only man who has reached the top of this hill. The same rider also climbed Canterbury Hill on Saturday last. The total length of Canterbury is 619 feet, with a height of 80 feet 6 inches. The grade for 252 feet is 1 foot in 6 feet 5 inches, and for 25 feet of this the grade is 1 foot in 5 feet 7 inches. The least grade of this hill is steeper than the grade on the steepest part of Ford's Hill, near Philadelphia.

WILL WAPP.

## FAIR-MINDED "WHEELING."

We have always contended that the editorial comments of *Wheeling* were more fair-minded than those of any of its English contemporaries. We have credited this principally to W. McCandlish, whom we consider a man of foresight, a forceful writer of enough mental breadth to sink his nationality, his petty whims and fancies, when dealing with any question which he feels called to pass upon. While we candidly admit that *Wheeling's* comments on the genuineness of Rowe's record tickle our fancy, we reproduce them because they are eminently just and logical, and we again congratulate our trans-atlantic contemporary co-editors on their excellent judgment.

"By a process of reasoning, which we cannot attempt to fathom, Rowe's defeats by Howell are being held up as proofs that the former cannot have made the world's records credited to him. The contention is so senseless that only a bigot could advance it. The difference between meeting Richard Howell on his own ground, and the harmless necessary watch at home, is so plainly apparent that we wonder any analogy has been drawn between the two performances. Rowe is so far a failure in England, but his time may still come. We never imagined that he would beat Howell, though good judges like Harry Etherington considered Rowe a moral certainty. It is a very curious thing that when the news of Rowe's first defeat reached America, the cry of 'barney' arose, it being suggested that the 'invincible' had allowed Howell to win for gate-money reasons. Similarly, before the second match, there was a suggestion here that Howell would purposely lose for the same reason as that credited to Rowe by his American friends. As a matter of fact, there never were more genuine races run, and both men tried their utmost on both occasions. We have had a fair share of hippodroming this year, and are likely to have more; but it is ridiculous to assume that Rowe, who had everything to gain by winning, should have purposely lost, or that Howell, who was thoroughly trained for the first time for two seasons, perhaps, would have consented to a 'barney.'"

## THE ORANGE WANDERERS FLOURISH.

Although the membership of the Orange Wanderers was reduced to thirty on January 1, 1888, by reason of some club differences, the club has been growing very fast since that time. At the February meeting three new members were admitted, at the March meeting a further increase of thirteen was recorded, in April seven, and in May ten—a total of thirty-three new members since January 1. The club now has sixty-three members, everything is encouraging, and the members will get all the enjoyment out of cycling this year that they can.

## WHEEL GOSSIP.

The Columbia College 2-mile bicycle race, held at the M. A. C. grounds, New York City, May 17, was won by E. I. Halsted, time 7m. 8 1-5 s.; S. A. Maguire second. At these games H. Hornbostel, Brooklyn B. C., competed in the 1-mile run, but was beaten six inches in 4m. 54 2-5s.

## FORT DAYTON WHEELMEN.

A bicycle club, to be known as the Fort Dayton Wheelmen, was organized at Herkimer, N. Y., Thursday evening, May 17, with twenty members. The following officers were elected: President, Robert E. Steele; secretary, J. E. Searles; treasurer, Fred S. Munger; captain, George W. Nellis, Jr.; first lieutenant, B. K. Helmer; second lieutenant, W. I. Taber. Committees on constitution and by-laws, and also for securing club rooms, were appointed. It is the purpose of the club to give a race meet on a large scale some time in the near future.

"Verax" sends us a chatty letter on the Chicago to Pullman road race, which takes place on Decoration Day. The handicaps of the more promising contestants are also published exclusively in this week's *WHEEL*.

The members of the defunct Albany Bicycle Club who go astride the wheel, and who love not the convivial spirits who caused the downfall of their club organization, are to form a new club, to be known as the Cyclists' Touring Club. Most of the thirty active members of the old club will join the new organization, which is to consist solely of active wheelmen. At an initial meeting of some of the aforesaid "toilers," Charles Patterson was elected president, and A. H. Scattergood captain. The meeting then adjourned subject to the call of the chair.

The printing company with which Mr. Ducker was connected in Springfield has failed. When we remember that not only was it managed by Mr. Ducker, but that it undertook to print Karl Kron's ever-developing monument of egotism, we can quite understand that it was the best thing that the company could do. The frantic effort to boom K. K.'s two pounds (or three pounds, was it?) of printed matter, points, we imagine, to the conclusion that "the monument" hangs fire a trifle.

The Springfield Printing Company failed several months after the services of Mr. Ducker had been dispensed with. The company was not managed solely, or indeed at all, by Mr. Ducker, who was superintendent of the company's bindery. The company with which Mr. Ducker is now connected is booming, we are happy to state. Mr. Ducker is a man of great executive ability; he has his defects, like every other man, but his liver and spleen are normal, which appears not to be the case with our old friend, G. Lacy Hillier, champion of the solar and other systems, all distances, bicycle and tricycle, 1881.

The *Bicycling News* has already commenced to prejudice English racing men against the fall tournament announced by H. E. Ducker.

G. Lacy Hillier has at last discovered the secret of Rowe's defeats. He writes as follows of the Columbia wheel, and no doubt the Pope Manufacturing Company will shortly suspend:

It is a generally recognized fact that Rowe's wheel is an awful handicap on him. His success on the New Rapid and the triumphs of Temple on a properly made English racer should give Rowe a pretty solid hint. His mount is ill-balanced and by no means just.—*Bicycling News*.

A RARA AVIS.—Willie Wood, an English professional who is rapidly mounting to the top of the tree, returns home to his mother and family after every important victory, receives their congratulations, and leaves by far the greater portion of his winnings. How like a Munchausenism that sounds, and yet we are told it is gospel truth.

The town of Waveland, a small Mississippi settlement on the Gulf coast, is as much ahead of all other towns in this country in the matter of roads improvement as New York is ahead of Wilmington in the matter of deviltry. The City Council of Waveland—long may it wave—have voted to spend all money left after paying salaries of officials on building and maintaining shell roads.

Louisiana wheelmen have arranged to introduce a liberty bill, and already friends of wheeling have volunteered to look after the bill in both houses.

At a meeting of the associated clubs of Philadelphia a committee was appointed to meet the participants in the Century run of June 16.

S. Wallace Merrihew broke the 20-mile bicycle record over the Lancaster Pike, riding in 1h. 15m. 23s.

The Philadelphians think that Wells's performances on Ford's Hill have discouraged E. I. Halsted. Not so. Wells has not yet equaled Halsted's time on Cassatt's Hill, and he has not even attempted to beat it. The Quaker City men favor Cassatt's Hill as the scene of the contest between Wells and Halsted, but the Philadelphia man declines on the ground that Cassatt's is a road race course, not a hill-climbing course, and yet Wells is training on his tandem to beat all records.

"Goats" are in great demand in Philadelphia, and will soon outnumber "Ordinaries."

Schwartz, the Reading flyer, had an excellent opportunity to meet Halsted at the Schuylkill Navy games and "do up" Halsted with that terrible "last lap" spurt of his. Why didst thou not enter, oh flyer of Reading, Pa.?

## GREAT HILL-CLIMBING.

BANGOR, ME., May 19.—G. Minturn Worden, of the John P. Lovell Arms Company, Boston, broke the world's record to-day climbing Prospect Hill. He rode up the incline three successive times without dismounting. The hill is 580 feet long, the average grade being one foot in six and a half. He rode a Springfield Roadster bicycle.

The Buffalo Club holds runs every Monday, Wednesday and Friday evenings.

C. E. Kluge was the guest of H. E. Ducker, at Buffalo, on Sunday last.

The Orange Wanderers will hold their 5-mile handicap on June 7.

The Cambridge, Mass., Club held a century run to Providence and return on Sunday last.

As the race of the New York and New Jersey Team Road Racing Association, which takes place on Decoration Day over the Irvington and Milburn course, is close at hand, we would suggest that any of our New York or Brooklyn riders who do not care to take their machines with them can secure a good mount for the day at Howard A. Smith & Co.'s, either from their Newark store, corner Broad and Bridge Streets, two blocks from D. L. & W. depot, or from their Orange store, 16 Park Street, just around the corner from Main.

L. H. Johnson, 401 and 403 Main Street, Orange, has a fine stock of wheels for hire. Those who do not wish to take their wheels to Orange on the day of the road race can secure a good mount for the day from Mr. Johnson.

THE WHEEL AND CYCLING TRADE REVIEW will probably be delayed one day next week, as we wish to include as many Decoration Day events as possible. On that day cyclists will enjoy themselves all over the country, and it is to be hoped that good weather will favor us. Among the events which will come off are the following: Iowa Division meet at Cedar Falls, Maine Division meet at Portland, New York and New Jersey Inter-Club race, Bay City Wheelmen's meet at San Francisco, Los Angeles meet, Terre Haute meet, Massachusetts Division meet at Cottage City, New Haven Club's 5-mile road race, and Chicago-Pullman road race.

Ira Metcalf, an Orange cyclist, met with a severe accident while coasting down Park Avenue hill on Saturday last. His wheel struck a stone, and Metcalf took a bad header, cutting his face and head badly and dislocating his shoulder.

The second annual spring meet of the Maine Division, League of American Wheelmen, will be held in Portland, May 30. The programme will be as follows: At 9:30 A. M. line will be formed at headquarters of 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 eight-mile run to the Ocean House, situated at the extreme end of the cape. Here will be outdoor sports and dinner. At 7 P. M. the Portland Wheel Club will tender the hospitality of its rooms to the visitors.

It is proposed to continue the macadamizing of St. George's Avenue in Rahway, N. J., the entire length and then continue it on through Linden to the Elizabeth city line. This will make a splendid riding ground for the Elizabeth wheelmen, who are sadly in need of good roads.

The one-mile bicycle and one-mile tricycle L. A. W. championships will be held at the Baltimore race meet.



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## THE NEW YORK AND NEW JERSEY INTER-CLUB RACE.

The race will start at 1:30 P. M. on Decoration Day, over the usual course. At a point a mile southwest of the Hilton Hotel is the starting and finishing post, which is the most favorable place for observing the race. Programmes will be for sale by the umpires along the course.

### THE ENTRIES.

<i>Kings County Wheelmen.</i>	<i>Brooklyn B. C.</i>
H. J. Hall, Jr.	H. L. Bradley.
T. J. Hall.	W. S. M. Mead.
L. Wilson.	J. W. Schofer.
W. C. Marion.	N. F. Waters.
<i>Substitutes.</i>	<i>Substitutes.</i>
E. Valentine.	J. F. Borland.
C. Moorehead.	G. E. D. Todd.
<i>New York B. C.</i>	<i>Hudson County Wheelmen.</i>
P. M. Harris.	C. E. Kluge.
E. del Genovese.	C. A. Stenken.
G. M. Nisbett.	E. P. Baggott.
A. L. Paynter.	F. J. Gubleman.
<i>Substitutes.</i>	<i>Substitutes.</i>
J. H. Hanson.	R. A. McAra.
M. Marshall.	W. E. Eldridge.
<i>Elizabeth Wheelmen.</i>	
W. H. Caldwell.	
S. J. Berry, Jr.	
L. B. Bennett.	
G. C. Pennell.	
<i>Substitutes.</i>	
F. C. Gilbert.	
E. J. Runyon.	

## CHICAGO'S GREAT ROAD RACE.

### THE HANDICAPS, AND THE MEN WHO WILL RIDE.

Well! ye august and impartial judges of the relative merits of Chicago's road riders met at the rooms of the Chicago Club last night, and settled the handicaps of the eighty-six entries for the Pullman Decoration Day race. The representatives from the different clubs were wisely chosen, as was evidenced by the fact that the occasional discussions arising from a difference of opinion were at no time sufficiently earnest to make a ripple on the prevailing sea of harmony. Gratifying it was too, to me, to see this generous and fraternal spirit, as I have long been a worker for and an advocate of the cause of harmony, and last night's meeting convinced me that the era of an eye for the general good, rather than the old-time cry for individual advancement, is at hand.

"What wheel does he ride?" was an involuntary question that frequently slipped out to the titter of all present, and that the manufacturers will be well represented gives the race a desirable and cosmopolitan character. Stars, Columbias, and Champions will predominate among the more prominent riders, but Singers, New Mails, Springfield Roadsters, *et al*, will all be there, and by good men will no doubt show what they are made of.

Did you ever hear of a road race, Mr. Editor, with eighty-six actual and bona fide entries? and that is not all either, for *most* of them will start. I thought I knew a thing or two about races, but I never before realized that it was possible to create such wide-spread enthusiasm. And clubs! Why, four new ones have turned up that I was unaware existed. 'Tis a case of *mirabile dictu* from the word go. Now we need but a little well-instigated horse-shedding among the newspapers, and a crowd will line the 16-mile course from the Leland Hotel to the Florence, at Pullman.

As to prizes, the manufacturers have been very liberal, and right royal will the winner of any of the first six have a right to feel. There are to be twenty prizes, valued from \$1.40 down, besides the eighty-six dollar medal for the best actual time.

The committee decided, for various reasons, to publish the handicaps in the *Referee*, the publishing day of which is Tuesday, and to keep silent meanwhile. Now this certainly demonstrates their earnestness, for it is no easy task, let me tell you, to put a string in one's tongue in front of the clamorings of eighty-six scorchers, all of whom are anxious to learn that they have received the limit, or near enough to it, to

make a first-in delightfully anticipatory. I forgot to tell you that I was on that committee, and am therefore able to give the handicaps to you, Mr. WHEEL, exclusively. Never mind taking off your hat!

The limit last year was fourteen great big minutes, and after some considerable discussion it was decided to let it remain the same this. It seemed too much to Captain Ingalls and myself. The others didn't think so, however, so fourteen goes. There was not the slightest difference of opinion as to who was entitled to first honors and scratch. Van Sicklen got it without a dissenting voice. It was remarked at the time that Van would decline to start with a larger limit than ten minutes. I should suppose that Van's natural good sense would prevent him from taking so absurd a stand, for whether his show for first is good or not, he has an equal chance with any to secure the time medal, which, to my mind, is by all odds the emblem worth working for. And besides, Van has all the wheels he can ride; in fact, I remember very distinctly his remarking to me once that he could get all the wheels he wanted. So, Van, you just run for the glory, and let the youngsters have the wheels. Second honors were given to Maas, of the Illinois Club, and Crennan and Peirce, of the Lincolns. I see Jo Crennan's handsome face as he smiles (?) over this story in the *Referee*. So was not a candidate for the distinguished position. He really intended to be magnanimous, and would have been willing to be one of the kids at the limit. Never mind though, for Jo has the ability to push a pile of air between here and Pullman, and the Lincolns have great hopes of him. Peirce, too, is expected to do his club proud, and will be pretty close to the little wheel of the earth's revolution if he goes in to win, as I have no doubt he will. Little Maas came in third last year, and this accounts for his being associated with this exalted coterie of pedal pushers. Three minutes have they ahead of Van, and one-half a minute after their tires cut the dirt Gus Kluge will endeavor to break his Star in his efforts to bring his aquiline nasal organ in contact with the front wheel. Charlie Seig is sick. Unfortunately he took second prize before, and when he tumbles out of bed he will drop on the four-minute mark. Halsted was delegated to console Charlie and doctor him up to a finish with a one minute start, while the five and a half minutes mark Cook, Palmer and Fulton, three beautiful girl winners of recognized prowess. Mammoth mileage-getter Tom Roe, arm-in-arm with President Thorn, of the Chicagos, beauty Boyden, and the wily quotation eater, Wilber, will decorate the six minute mark. Martin Bowbeer, Captains Ingalls and Davis, and he of the angelic calves, Burley Ayers, will become a close corporation as the clock ticks off six and a half minutes. Sweet little Second Lieutenant Sauer will form a partnership with the celebrated buggy-wheel rider, Frank Riggs, of the Illinois, half a minute later. Secretary Spooner, with the exception of Van Sicklen, was the only one selected to go it alone, with seven and a half for encouragement. The two Sinclairs, with Secretary Harmon, of the Owls, take the next even time reeled off by the minute hand, but the collection of eight and one-halfers, headed by Secretary Schmidt, the champion graham cracker eater of the Chicagos, are perhaps the most interesting yet mentioned. They are all goers from way back, and include Vickerey, Greenleaf, Templeton and Wimmestedt. I am to-day told that the latter colt gives promise of developing into a full-fledged dark horse. But here, your paper isn't big enough to let me go on forever. I might tell you how Street had promised to startle the community by not saying a word from start to finish, and perchance hazard a bet that First Lieutenant John Thiele would faint away at the first illuminated sign of Bartholomae & Leicht; how grasshopper manipulator Erwin, with his eleven minutes, would astonish the natives and give the limit men, who, by the way, are Harris, Stokes, Mumford, Stege and Roberts, a small chance for consolation bicyclic, but I won't risk wearying you longer on the *personel* of the contestants. It occurs to me just now that when I was a real newspaper man, the managing editor always insisted that the publication of names brought subscriptions. I hope this will prove true so far as Chicago patronage of your excellent paper is concerned. The selection of officers is all that can be desired, being Phil. E. Stanley, president C. A. A. A., referee; R. Philip Gormully, president

G. & J. Mfg. Co., R. H. Owsley, of the St. Nicholas Toy Co., F. W. Gerould, of A. G. Spalding & Bros., judges; Sam Miles, Jack Hayes, Frank Lates, timers; R. D. Gouden, starter. And me, did you say? Oh, yes, I shall get there, of course, but it will be as a "looker-on."

VERAX.

## PITTSBURG.

Sunday, May 20, will long be remembered by some of our wheelmen as the day which was a sort of Waterloo for Irwin's Hill, which had so long resisted the best efforts of many riders. This, to us, well-known hill, is at the end of one of our best asphaltum avenues, about four and one-half miles from the down-town portion of the city, in what is known as the East End. The material of the road is clay, interspersed with stones, and the surface for the most part is very bad, being rough and lumpy, whilst in one place, the steepest part, a ledge of rock stretches diagonally across the road, above which are two other quick rises about fifty feet apart, the really only rideable portion being the foot-wide wagon track.

The length is 734 feet, with a rise of 55 feet, the heavy grade beginning 276 feet from lower end, the average being about one in ten and a half feet, with 100 feet of a grade of one in slightly over six and three-quarter feet.

The Messrs. Banker and W. F. Wright having intimated that they would make a trial this Sunday, the following riders were on hand to see the fun: Bidwell, Seidell, Lenz, Beam, Lee and McGowin, of Pittsburg; Wood, Hammet, Caughey and Lysle, of McKeesport, and Justice, of Philadelphia. After a preliminary inspection of the hill, W. D. Banker, on a Victor Safety, with long cranks and rat-trap pedals, made an effort and succeeded in passing the ledge of rock and second ridge, but failed on the third. Another trial resulted as before, and then A. C. Banker, on the same machine, essayed the same feat, but followed nearly the previous programme. Wright would not start, so Seidell, of the Keystones, came up to the scratch with a 40-inch Star and made a great effort to reach the top, but could not. McGowin, on the same wheel, followed suit, and after failures on the part of Wood, Lenz, Hammet and the Bankers, it looked as though none would get up.

But now Seidell came again for another trial; made the first breaker, then the second, and a minute later was over the top, the first man for the season and the third to get up at any time. His success seemed to fire each with the determination to ride the hill that day. Wood, on his third trial, next succeeded; then Justice, on his third, riding the 40-inch Star; next A. C. Banker, on his fourth; then W. D. Banker, on his fifth, and McGowin on his third. The result was rather a surprise, it hardly being expected that more than one or two would surmount the hill. Seidell and Justice rode a 40-inch Star, Wood his own 42-inch Star and McGowin the same machine, the Bankers riding a Victor, whilst Lenz, a splendid rider, could not begin to get up on a 51-inch ordinary, which speaks well for the hill-climbing power of small safeties, especially the Star.

The Oakes-Von Blumen championship races will take place here Decoration Day at the Exposition Park track. Five heats will be run, a three, two and one mile, with one-mile heats until decided. Both contestants are in the city and training actively.

The Keystones will make their regular Decoration Day run, leaving early in the morning of that day and riding to Monongahela City, returning either by wheel or boat, and reaching the city early in the evening. Braddock, McKeesport and Elizabeth will be passed through *en route*, the total distance about seventy miles.

The Cyclers go to Wexford during the morning, and return in time for the Oakes-Von Blumen races.

The Pittsburg Wheelmen have no settled programme, but I believe go to Butler, Pa., and return, about 65 miles.

Mr. H. F. Tate, one of the Williamsport, Pa., fast riders, was in the city for a few hours on Monday. He is on his way to Kansas for pleasure, and reports cycling as booming in his city.

KEYSTONE.



## BROOKLYN.

About twelve members of the Brooklyn Bicycle Club, among whom were Capt. Spelman, Lieut. Meeteer, Messrs. Barkman, Schoefer, Mead and others, undertook a run to the Oranges on Sunday, May 20. Taking the Erie R. R. to Main Street, Orange, they wheeled via the Valley Road to the Irvington-Milburn Course. Arrived at the starting-point, four men—Lang, Waters, Borland and H. Hornbostel—prepared themselves for the 25-mile race. The contest was run off for the special benefit of Lang, who had failed to put in an appearance at the B. B. C. 20-mile road-race on Saturday, May 19. The race started at 11:16 A. M. The competitors all seemed to be in good condition when they started, and it was at first doubtful who would have the best chance of winning. Lang cut the pace for two miles, but dropped out at five for no other reason, apparently, excepting that the others were going too fast for him.

The order at five miles was: Waters, first; Borland, second; Hornbostel, third. At nine miles Hornbostel was third by several rods, but managed, being paced by Schoefer, to cross the tape first at ten miles, Borland second, Waters third, all being closely together. The men kept well bunched for the next five miles, Borland succeeding in obtaining the lead, which he kept to the end of the race. Hornbostel commenced to show fatigue at fifteen miles and dropped out at twenty miles, leaving Borland and Waters alone in the field. Borland won the race easily in about an eighth of a mile, which he gained on the homestretch, on the twenty-fifth mile.

Messrs. Slocum, Meeteer and E. Hornbostel acted as timers and scorers. Below are the official time and the positions of the men at every fifth mile:

	5	10	15	20	25
Borland....	2-18.21½	2-37.15 1-5	1-50.8	1-1.19.30	1-1.39.12
Waters....	1-18.21	3-37.15 2-5	2-50.14	2-1.20.24	2-1.42.45
Hornbostel	4-19.15	1-37.15	3-50.20	3-1.20.30	....
Lang.....	3-19.14 4-5	....	....	....	....

Schoefer alternately acted as pace-maker for Hornbostel, Borland and Waters. Bradley and Mead both made several fast five and ten mile practice spins while the race was going on.

Several of the K. C. W., among whom were the veteran Pres. Hibson, who has been a rider since '81, Messrs. Crichton, Hall and others had come out with the same train to witness Tommy Hall taking a 25-mile spin. The result was as follows:

5 miles.....	18.10.
10 " .....	37.15.
15 " .....	56.14.
20 " .....	1.17.30.
25 " .....	1.47.10.

On the last five miles Mr. Hall dismounted to oil his machine, which of necessity made the time for the last five miles very slow, 29m. 40s. The K. C. W. will have an excellent team, and the club that vanquishes it will have to work hard for the glory. Bets are about even for K. C. W. and B. B. C. as winners.

Schumacher, L. I. W., won second place in the 2-mile handicap bicycle race at the N. Y. A. C.'s games on Saturday, May 19. His handicap was 150 yards; Weare, 115 yards, coming in first in 6m. 41s. Schoefer, B. B. C., 90 yards, nearly succeeded in winning second place, but being too heavily handicapped, finished a close third, with J. W. Powers, scratch, fourth.

The L. I. W. are doing a great deal of road riding, judging from the mileage records for April. They are as follows: L. H. Wise, 656; W. Schmid, 444; W. Schumacher, 377; F. M. Tunison, 275; G. W. Krueger, 259; G. G. Teller, 220. A great many members are struggling for the mileage medal for 1888. The leaders on May 1 were L. H. Wise, lieutenant, 1,194, and Wm. Schmid, 849 miles.

The K. C. W. beat the L. I. W. in the bowl-ming match which occurred on Friday, May 18.

Parties composed of Brooklyn Club members made trips a-wheel to Yonkers and Tarrytown on Sunday.

The Park drives were thronged with wheelmen all day long.

The West Drive is still in the process of being repaired. (?) Meanwhile we are more than satisfied that we may use the East Drive, which is infinitely superior to the West Drive.

Several youthful members of the K. C. W. were seen scorching at a break-neck speed through the crowded lower part of the East Drive on Saturday afternoon. The way they cut across the paths of horses, scaring the horses and the occupants of vehicles, was perfectly appalling to the wheelmen who wish that bicycle riders be regarded as *men*, not *boys*.

Athletath's suggestion of holding a 50-mile Long Island road championship, though not original (see WHEEL, 1882), is nevertheless a good one. The only thing we object to is the distance. Twenty-five miles will do for we tenderfeet.

The B. B. C. members are looking forward with great interest to a race that is to come off between Jolly Jones and Corby, the former to be mounted on an ordinary, the latter on a "goat." In a recent practice spin, Jones made the pace for 1-49th of a mile, but Corby succeeded by a splendid spurt to come in even.

Last Saturday the wheelmen at the Park were surprised at seeing a real lady's bicycle with a plucky wheelwoman on it. The appearance was certainly a more graceful one than that which a lady bicyclist is wont to make.

There is a rumor, and, let us hope, an unfounded one, that the K. C. W. and L. I. W. are about to consolidate. There has been too much consolidation in Brooklyn. The more clubs the more rivalry is aroused, and by this rivalry the sport is benefited.

INDEPENDENT.

## HARLEM NOTES.

"Hello! Hudson County."  
 "Hello! Harlem."  
 "Rah! rah! rah! rah! rah! rah! Harlem!!!"  
 "Rats! rats! rats! rats! rats! rats! Hudson County!!! Got a patent on that?"

Well, such a racket as was kicked up on the evening of May 9, when the Hudson Countys did us up brown to the tune of 1,575 to 1,485—90 pins in their favor.

We suffered our second defeat in seven games. It was caused by our over-confidence, lack of practice, and lateness of the season. The game was excellently contested, and the most exciting we have yet had.

You have published the scores, and I won't refer to them again, except Mr. Leffert's score. How is that, L. I. W., N. Y. B. C., Atlantas and Hudsons? Two hundred and sixty-five in a match game! We rest satisfied that we have one good bowler.

President Edwards, of the great Alphabetical Association, informs me that an effort will be made to have all the medals ready, so as to present to the winners as soon as they step off their mounts. A very excellent idea.

My Philadelphia friend in the *Bicycling World and Bulletin* is a little off when he says Halsted's Harlem friends were surprised at his defeat by Schwartz at Wilmington, Del., at the Warren Athletic Club. Of course we dislike to hear of Irving's defeats, and are equally pleased when he wins. But as Irving has been for some months in Philadelphia, we do not know what races he is entered in or whom he is pitted against. If I remember rightly, Mr. Schwartz is a full-fledged racer of some two years, while Irv. has only just commenced within the last seven months to amount to anything on the track.

Irving is a dandy on the road, and probably Philadelphia has found it out by this time. I feel confident that he will win from Mr. Wells (if the match should ever come off), and also win Mr. Brown's medal.

I found a postal card in the club rooms from the Mercury Wheel Club, of Flushing, inviting us to Flushing on Saturday evening. They are going to have tea served by the ladies, and a good time in general. They wound up with, "Bring your bowling team along with you." We would like to be with you, "Wingfoot," especially when the ladies are serving the tea, but it can't be did this time. Accept our thanks for the invite.

GAD-FLY.

W. H. Robertson, 296 Broadway, has secured the New York agency for Messrs. Holmes & Co.'s outfittings for wheelmen, athletes, tennis players, etc. The goods are finely woven, of the best material, and are made up in sleeveless shirts, jerseys, tights, knee tights, etc.

## JERSEY CITY.

As Decoration Day approaches the interest in the great road race increases, and speculation as to the result is rife, but the popular song of "We've bet our pile upon you, Billy Rowe," will probably not be sung very loudly by any of the clubs in the Association until May 31.

Messrs. Strugnell, Higgins and Kerr, who were appointed the committee of arrangements in connection with the H. C. W. team, have been doing very good work. They have assigned special duties to every member who has signified his intention of attending the race, and there is no doubt that the Hudson County team will be very carefully looked after.

Sunday, June 10, has been named as the day on which the Hudson County boys will visit the Pennsylvania Bicycle Club to accept the latter's invitation to a run on Lancaster Pike. It is proposed to leave Jersey City on the Saturday afternoon previous, so that Saturday evening and Sunday may be enjoyed in the City of Brotherly Love.

The H. C. W. have entered a team to compete in the 2-mile race at the L. I. W. meet, June 2. Messrs. Kluge, Stenken and Baggott will also enter several other races to be held the same day.

In a letter dated from Woodstock, Ont., Kluge states that everything is lovely in that vicinity with the exception of the weather, which has been exceedingly cold and uncomfortable for training, and that on several days since his arrival there the track has been visited by snow storms. Mr. Kluge entered five of the races run at Woodstock on May 24.

COASTER.

## ALBANY.

Many events of interest to wheelmen have occurred in Albany since THE WHEEL last heard from us, and we shall try and give them to you in as few words as possible.

The Wheelmen's indoor tournament, to the success of which the Troy Club contributed so materially, awoke the members from the lethargy into which winter had caused them to fall, and put new life in them for the opening of the cycling season. Having made over \$200 their first move was to find a new house, which they did in a most convenient locality—close to the park and the country roads. This they fitted up in a modest but attractive manner. New members rapidly came in until they now number forty-three active riders, and every indication points to a most prosperous year. Mr. Joseph L. Adrien, who was recently elected captain, is a hustler, and has offered two gold medals, one to the member attending the largest number of runs and another to the one riding the largest number of miles during this season.

The Albany Bicycle Club has again passed through the ordeal of dissolution, as prophesied by the writer on its re-organization, caused by the "associates," or "convivials" as they were called, in the first trouble over a year ago. The "associates" clamored for recognition to no avail and refused to pay their dues, when the "actives," or "toilers," wisely concluded to disband, which they did, and their entire effects were sold at auction. Their fine club-house was rented for three years, and the landlord will bring suit against the Board of Trustees for the two remaining years' rent. The active members have organized under a new set of officers and intend building a house on the New Scotland Road near the park. They will probably call their club the Cycle Touring Club. They have hired quarters on Hudson Avenue until the new house is completed, and have about twenty-five or thirty members.

Great indignation has been aroused, not only among wheelmen, by the malicious running down of young Schimpf in the park about two weeks ago. With several others he was riding around on his Star, just before dark, on the right side of the road, when two men in a buggy drove furiously around a turn, and, although warned by Mr. Schimpf, ran into him, the wagon wheels striking his wheel and throwing him backward over the horse, the shaft penetrating his abdomen and mangling him in a shocking manner. One of his companions caught hold of the horse, but the driver plied



the whip vigorously and escaped. The wheelmen held a special meeting the following evening, offered a reward of \$50 for the detection of the scoundrel, engaged counsel and put the entire police and detective force on the case, and succeeded in having the brute arrested. He was released on \$500 bail and will be tried tomorrow morning. Abundant evidence has been secured, and he will no doubt be convicted of malicious injury, penalty five to fifteen years or \$3,000 fine, or both; also civil damage, triple the amount of the damages, and maiming the person. It took forty stitches to close the wounds, but the sufferer is doing nicely and will be around in a short time. The horse was badly cut and the wagon marked by contact with the wheel, which greatly aided in detecting the coward, who resides in Greenbush.

More interest is manifested in cycling the present season than ever before in the neighborhood, new riders appearing on every side. I have noticed two New Rapids, several of the Rover type and countless Pony Stars, which seem to predominate owing to the push of our local repairer, James Bradley, who is a hardy rider and first-class machinist.

H. L. Burdick, who rode to victory so many times during the past three seasons, showing his little wheel to the fastest, has forsaken the wheel and will not be seen on the track again, so he says. He kept in the pink of condition all winter in the Y. M. C. A. gymnasium, and promised to do wonders this season, but a severe attack of rheumatism in his knees took all the heart out of him, and he is now trying to sell his racer, and has resigned his membership in the Wheelmen.

Several Albanians attended the birthday party of the Troy Club last week and reported a very enjoyable evening's entertainment, which you never fail to have when you go to Troy.

Hoping this will reach the eyes of the writer with the unpronounceable name from the wicked city, and gratify his desire for news from this sleepy town, and that I shall have the extreme felicity of grasping his flesh, maybe at Buffalo again, I am as ever,  
Yours in the bonds,  
TOILER.

## NEW HAVEN.

As Decoration Day approaches, the local interest in the New Haven Club's five-mile road race increases. Fifteen entries were received up to last Saturday night, the date of closing the list. W. H. Hale, the handicapper, is making up the handicaps this week, and they will be posted Saturday night. Hence until that time all the contestants, with the possible exception of the scratch men, are speculating as to what they will get. The other members of the club are amusing themselves trying to guess the winner.

E. Stewart Sumner, president of the Pequonnock Wheel Club, of Bridgeport, who is also assistant city clerk of that thriving place, was in New Haven last Friday, and extended a general invitation to the members of the New Haven Bicycle Club to come to his city and participate in the Fourth of July parade, which is a part of a very elaborate celebration which Bridgeport is arranging for that day. A marine parade is to be one of the features. In the evening magnificent fireworks will be displayed on floats off Sea Side Park.

The members of the New Haven Bicycle Club are interesting themselves, and all other wheelmen whom they can influence, on the scheme of building between New York and New Haven a four-foot cycling path, similar to the one now running from Springfield to Chicopee. Such a path would cost about \$75 a mile, and need only be constructed where the road is too poor to use. The total expense has not yet been estimated, as the length of path it will be necessary to construct is not known. Much enthusiasm is being manifested in the scheme hereabouts. Already, in this city, more than \$250 has been subscribed, and the projectors say that they have promises from men of public spirit and wealth in this neighborhood which will increase the amount by at least \$1,000 as soon as work is begun on the route. If your valuable paper will call the above to the attention of New York wheelmen, such a route may be among the possibilities of the near future. It would be invaluable to tourists and of considerable importance to suburban New Yorkers.

Seven members of the New Haven Club rode to Bridgeport and back last Sunday, covering about 36 miles. They report the roads in fair condition, but somewhat heavy from the rains of last week.

T. A. Edge, of Waterbury, was in town Sunday on his wheel, and called at the club rooms.

Several copies of the Connecticut Road Book are in town, and are attracting universal admiration. The work is to be commended, not only for its boldly original plan, which has proved so successful, but for its accuracy and the facility with which new routes can be laid down from time to time. The book will have a large sale in this city, and will be called for as much by equestrian and carriage tourists as by wheelmen.

"W. H. EEL."

## NOTES FROM THE CITY OF BROTHERLY LOVE.

The club mileage reported to May 1 by 37 of the 150 and more members of the Pennsylvania Bicycle Club, foots up considerably over 9,000 miles. If the balance of the men could be induced to report, it would foot up in the twenties, if not thirties. Among the largest records may be mentioned, W. T. Fleming, 2,003½; C. L. Liesen, 593; R. Dallet, 559; Chas. Harvey, 470, etc. Think I can lay my hand on a dozen men who will cover from two to five thousand miles this year, while Fleming will in all likelihood pass the latter figure.

At the second regular meeting of the associated cycling clubs several matters of importance were considered, among which was the subject of free transportation of wheels by the different railroads entering Philadelphia. A committee was appointed to consider the question and to confer with the proper departments. A committee was also appointed to make all necessary arrangements to meet the wheelmen participating in the Century run from Orange to Philadelphia on June 16.

On Thursday afternoon, May 17, S. Wallis Merrihew broke the record for twenty miles, on Lancaster Pike, his time being 1h. 15m. 23s., the best previous time being 1h. 18m. 47s, made by John G. Fuller last fall. On the same day, John Wells and Louis Hill attempted to break the tandem record. As they expressed themselves, they went in to smash things, and they did, but unfortunately it was the machine. In endeavoring to get out of the road of a fractious horse they ran into a fence, which resulted in sadly wrecking the machine and initiating the two riders into a new method of vaulting fences hands off.

This being Quaker week, we have as usual had our daily rains, but as the last old lady was seen driving homeward on Lancaster Pike the sun was seen breaking through the clouds, and right glad we were to renew his acquaintance, but fear in his pleasure in seeing us again he will give us a warm greeting.

The Pennsylvania Bicycle Club have purchased a yearly ticket on Montgomery Avenue, or old Lancaster Pike, and now all members in uniform and with the well-known Keystone on, can ride to and fro without being obliged to seek their toll ticket. The opening up of this road will cut down considerably the riding on Lancaster Pike, between the city and Ardmore.

For several different reasons the committee in charge of the Pennsylvania Club supper and moonlight run to Wayne, on Saturday evening, 26th inst., have postponed the same until some latter date, as yet to be decided upon.

On Sunday, May 20, the Century Wheelmen had their club run to Norristown, while the wearers of the Keystone ran to Fort Washington, returning via Plymouth, Conshohocken and Bryn Mawr. On the return trip C. A. Roberts, J. H. Lehman, Al. Kohler, J. W. Johnson, Chas. Harvey and W. D. Supplee succeeded in mastering Conshohocken Hill.

John Wells does not accept with good grace Editor Prial's offer of a medal for a hill-climbing contest between E. I. Halsted and himself, on either Cassatt's or Conshohocken Hill, claiming that these two are not fair tests, as they are more for racing men than hill climbers, and John does not claim any superiority in the latter line, notwithstanding the fact that he is training

hard on his new tandem in order to break all existing road records on that machine, and notwithstanding that he was one of the road-racing team of his club last year. Further developments are looked forward to in regard to the matter this week, as Halsted has requested Captain Supplee to act for him in regard to the contest, and see what arrangements can be made.

WESTFIELD.

## THE COMING LEAGUE MEET.

RALPH SENDS FULL DETAILS.

To all wheelmen, be they League members or not, the "Land of the Oriole" sends greeting, and requests the pleasure of your company at the ninth anniversary of her Grand Ancestor, the League of American Wheelmen.

The Committee.

There is now not the slightest doubt that this meet is going to be the largest and best, to use the language of the showmen, that has ever yet been given.

Having previously given you a synoptic article in regard to the programme, let me now go a little more into the details of the various arrangements that have been made. Perhaps it will be best to put this in the light of the visitor on his way here and on his return home.

If the cyclist contemplates touring to Baltimore, it will no doubt prove to his advantage to arrange his trip in such a manner as to join some one of the many parties that contemplate coming that way, and of which numerous mention has already been made in the various papers. It would be perhaps a good idea for all the parties that intend to ride here to publish a plan of their trip and invite wheelmen generally to take part.

To all those who intend coming, whether a-wheel or otherwise, let me say, engage your accommodations as far in advance as you possibly can, as by doing this you will save yourself considerable trouble and annoyance when you arrive. For all information in regard to hotels, etc., write Mr. G. S. Haggerty, chairman of the reception committee, care of Messrs. Keen & Haggerty, South Calvert Street.

On all matters of transportation apply to Mr. Joseph T. Chism, care of Messrs. Swindell Bros., East Lombard Street.

To captains of clubs and officers of divisions I would say, urge upon all the members the advisability of bringing their wheels, as without them they will miss half the fun. Don't forget your club and division colors, as they will be needed in the parade.

To every League member let me say, don't by any means forget your League ticket.

Those cyclists who intend coming by any of the prominent railroad lines will follow this plan of purchasing their tickets and thereby get the reduced rate. Purchase for the trip going a through ticket, which your agent will sell to you at full rates. Then get your agent to make you out one of the railroad's return certificates. This certificate you will present upon your arrival here to the chairman of the transportation committee, who will endorse it, and upon presentation to the railroad agent here you will then be entitled to a return ticket at one-third regular rates. Without the certificate, and that properly endorsed, you will be compelled to pay full rates both ways. To those wheelmen who can conveniently do so I would say patronize the B. & O. Railroad, as that line will carry your wheel free. So much, then, for the cyclist on his way here.

Now, then, for his arrival. As soon as you land at the depot, wharf, or, if you come by wheel, at the outskirts of the city, you will be met by some one of the members of the reception committee, and from that time until you leave us you will be taken in charge by that committee, assisted by the members of the entertainment committee. You will first be ushered into the presence of the aforesaid Mr. Chism, who will, if you have the proper credentials, provide you with the means of returning to your home at the reduced rate; then to the League headquarters for your badge, and thence to your own quarters for a general "fixing up." After this you will be at liberty to take part in any of the various forms of entertainment, etc., that will be provided for you.

Now, as to the programme. The first day, as previously mentioned, has been set aside entirely for business; as, from all information that



can be gotten from the board of officers, it will take nearly a whole day to transact the business that will come before the members. It is very important that you should be present at this business meeting, as it will give you a chance to have "your little say," and also to become acquainted with the officials of our grand organization; and then, too, to see how League affairs are managed.

In view of the fact that this day has been set aside for business, there has been nothing done in the way of arrangements of entertainment, but for those who do not care to spend the whole day at the business meeting there will be an opportunity given to see some of the prominent points of interest in and about the city, and also to take part in such impromptu runs as may be devised. A full day can easily be spent in the city in seeing the sights, some of which are of more than passing interest.

The second day is the one for those who want to ride.

In the early morning will come the editors' race, and also, in all probability, the one that is now being talked of for the veterans. At half-past nine the clubs will form for the parade. The route as now laid out takes in the following streets: Charles to Madison, one-half mile of good Belgian block and asphalt pavement, principally the latter, all level and no gutters; Madison Street to Madison Avenue, one-third mile of fine asphalt, all level, but one easy gutter; Madison Avenue to Robert Street, very good Belgian block, three-fourths of a mile and no gutters; Robert Street to Eutaw Place, one block, good cobble and level; Eutaw Place, east and west side, about one and a quarter miles, all fine asphalt and level; Eutaw Place, extended to Druid Hill Park, fine gravel drive with slight up-grade of about 200 yards. The entire route, then, covers about three miles, the larger part of which is asphalt pavement and the balance good riding, and with but one hill, and this one that any rider can climb with ease. This route was selected principally because we expect to have quite a number of ladies in the parade, and we want to make it both an enjoyable ride and parade. We would make an especial request of every cyclist attending that they come with the idea of taking part in this parade, as we want to make it a feature of the meet here, and also to show the public what class it is that the League is composed of, and we know of no better opportunity than this.

After the termination of the parade the League photograph will be taken at some point in the park. Thence the ride will be leisurely taken up to Arlington Driving Park, where, in the afternoon, the races will be held. On the way to this point, however, the parties will halt at some one of the many shady groves along the road and partake of a wheelmen's picnic lunch in the regular conventional picnic style.

The races will be started promptly at 3:30 P. M. This will give all an opportunity to rest after the lunch, or while away the time in a short run up the famous Reistertown Pike or on some of its many branch roads.

The list of events for the races will be about as follows:

One-mile L. A. W. championship..	Bicycle.
One-mile L. A. W. championship..	Tricycle.
Half-mile dash—novices.....	
Two-mile handicap.....	Safety Bicycle.
One-mile handicap.....	Tandem Tricycle.
Three-mile handicap.....	Bicycle.
Three-mile lap.....	Bicycle.
Steeplechase race—about ¼-mile..	Any kind of wheel.
Two-mile handicap.....	Tricycle.
One-mile consolation.....	Any kind of wheel.

Entries to any or all of the above events must be made to Mr. H. W. Barrington before June 11, at 12 M., at 1531 Edmondson Avenue. Entrance fee will be \$1.00 for each event, returnable to starters. There will be gold medals as first and silver medals as second prizes to all events, except the tandem race, where there will be two gold medals to the winners, and no second prizes.

No doubt these races will prove the most interesting that have ever yet been held at any League meet. The entries are fast coming in, and we shall have some of the fastest amateurs in the country here.

It is expected that the races will all be finished by six o'clock P. M. This will give plenty of time for the ride back to the city, and for preparation for the smoker or theatre party, which will take place in the evening. The smoker will prove a surprise to all who take part. The entertainment committee are fast completing

the details for this affair, and they promise something very good, and at the same time novel. Besides tobacco in all forms there will be music, classic and otherwise, and several other forms of entertainment. The whole smoker, however, will be carried on in a very decorous manner. For those who do not care to take part in it, there will be the theatre party and also individual entertainments at the various clubrooms.

The morning of the third day will be given over entirely to tours and runs. These will be in charge of the club captains, and will take in all of the good riding ground hereabout. Whilst, at times, there has been something said in regard to our "bad roads," let me put in here a word for our good ones, to help show the cyclists why they should bring their wheels. The most prominent one of all our rides, on account of its accessibility, is no doubt our Reistertown Pike. This is a macadam road leading out of the city, and the one upon which almost every tour from this place is started, as almost every road in the western portion of the State can be reached through it or some one of its branches. The roadbed is what might be classed as from good to fine, and is rideable at all seasons of the year. The surface is of the delightful rolling kind; hills that make the rider exert himself just sufficient that when he strikes the coast on the opposite side, he enjoys it to the fullest extent. And so he will go bowling along, up one hill and down another, past farms and cottages and wayside inns, that have still a great deal of the old continental style about them, until he reaches the town from which the road takes its name—Reistertown—a place that is remarkable for its extreme length, two miles, and also its very slight width, two houses. That is, the town is composed of but one street, with the houses ranged along either side. From here out the pike goes on toward Westminster, Hagerstown, Frederick, etc. The scenery along this ride and its many short branch roads is very pretty, and one could spend a week or more in exploring the by-roads and be profited with a continual change of scene, and yet never travel over any one of these roads more than once.

The next ride of importance is the Shell Road and its branches. This ride, although not as delightful a one as the Pike as far as scenery is concerned, fully makes up for what it lacks in that by its exceedingly fine riding surface. The total length of this road and its branches would, no doubt, reach about fifty miles. The surface is as smooth as a floor, and for the most part level. The principal road takes the rider through the famous battle-ground of "The Battle of North Point," and ends at the point of that name, a slight promontory projecting out into the Chesapeake Bay. The view down the bay from this point well repays the rider who has covered the seventeen miles of shell road to take it in. The side roads along this ride all lead to some one of the many fishing and gunning shores which are scattered along the Patapsco and the bay, at any of which, if the rider sees fit, he may indulge in an excellent salt-water bath.

One of the runs has been arranged to take in the greater portion of this shell road, and meet the excursion on its way down in the afternoon.

Now, then, for the excursion—the event of events of the meet. After being surfeited with business, races and runs, the visitors, on the afternoon of the third day, will be given what will prove to be the grandest bay excursion that ever left this port.

The steamer Columbia, capacity 3,000, has been engaged to start from some one of the wharves along Light Street, at two in the afternoon. The visitors will first be shown all the points of interest in and about the harbor. And let me say here that our harbor facilities are not exceeded by any city on the Atlantic Coast. Thence the trip will be taken up to the N. C. R. R. pier, on the east shore of the Patapsco, where the Shell Road tourists will be taken aboard. From there we will have a ride of about seven miles to New Steelton, a place that will prove a surprise to those Baltimoreans that have not yet visited it, as well as to the visitors. This place is the site of the steel works, now in course of construction, and is growing to be a little town, somewhat after the nature and style of Pullman, Ill. This town, when completed, and with its many steel and iron furnaces in operation, will prove to be one of the greatest additions that Baltimore has ever had to her numerous industries. From New Steelton the trip will

be continued down the bay to the ancient city of Annapolis. Here is located the United States Naval Academy and the State House, two points that will prove of interest to all. After spending an hour or so in Annapolis, we make for Bay Ridge. This is one of the most delightful excursion resorts on our bay. It has been arranged that the steamer will land at this place just at about the time that the regular excursionists are leaving, and we will therefore have full use of the grounds. Here will be given the grand "fish and soft crab supper," of which I have already written you. After the supper, the floors will be cleared and dancing will be indulged in. At about eleven o'clock the trip home will be started, and at about one A. M. the steamer will again land at her pier. The entertainment committee, to be sure of sufficient music, have provided themselves with both a brass and a string orchestra. On the return trip there will be a grand display of fireworks.

This, then, will cover the entire three days of the meet, and although I have gone considerably into the details of the arrangements, it only gives a poor idea of what will be done for the entertainment of the visitors.

The cyclists, on their return home, will, beyond a doubt, meet their fellow wheelmen with an expression somewhat like this: "You missed it!"

Yours truly,  
RALPH.

### WILMINGTON'S HILL-CLIMBERS.

Several members of the Wilmington Wheel Club attempted to break the Third Street hill record last Wednesday evening, and succeeded as follows: Victor R. Pyle started first, and succeeded in climbing the hill ten times without dismounting, riding up the north and down the south side of the street. Thomas J. Jefferis also succeeded in riding the hill ten times. Geo. B. Moore followed with eight times to his credit. Clarence W. Pyle then tried it, but was compelled to withdraw after five ascents on account of darkness. All the riders had Springfield Roadsters. During the contest B. Frank McDaniel attempted the hill with his Victor Safety bicycle, failing the first time, but reaching the top at the second attempt.

### PITTSBURG WHEELMEN AT BALTIMORE.

The excursion under the auspices of the Allegheny Cyclers, to the League Meet, will start via the B. & O. on Saturday evening, June 16. Washington will be the first point visited, and Sunday will be spent in riding through the perfect streets of that Queen City of American cycloedom. Special cars have been allotted to the wheelmen by the B. & O. officials, and Mr. E. D. Smith will attend to the comfort of the excursionists. The rate secured is a very reasonable one, and all who can are invited to join the Cyclers. Further information can be had by addressing W. D. Banker, Old City Hall, Pittsburg.

### UP BROOKLYN HEIGHTS HILL.

On the Brooklyn Club's return from the 25-mile race on Sunday last, Messrs. Borland and Meeteer succeeded in climbing Brooklyn Heights Hill. Mr. Spelman would have reached the top had he not been forced to dismount.

S. G. Whittaker writes us from Long Eaton, under date of May 7, that the team under charge of Manager Eck, is doing good work on the Long Eaton track. Whittaker will ride a safety, with seven-inch cranks geared to sixty-three. On the Monday previous Rowe met the Scotch champion, Lumsden, at Edinburgh, in a 5-mile race, and won easily by thirty yards. Whit warns Percy Stone to keep in condition, for he intends to challenge him when he returns. Perhaps Whit intends to apply for re-instatement.

There is a well-defined movement to build a cinder track from New York to New Haven. We have collected all information possible, and will present the matter in next week's paper.

Morris Titus, the colored janitor of the Citizens' Club, is seriously ill. He is attended by Dr. Atkin, of the club. Morris has been with the Citizens for nearly five years, and has proven a faithful man.



## BALTIMORE AND THE NINTH ANNUAL L. A. W. MEET.

It may be interesting at this time, to the members of the L. A. W. and cyclers generally, to know something concerning Baltimore, where the Ninth Annual Meet will be held on June 18, 19 and 20. To do so, we will first introduce our reader to a brief historical sketch of the city, then the attractions surrounding, from a cyclist's standpoint, and the programme to be carried out during the three days in June.

The present site is the fourth location of the city. Original Baltimore was on Bush River; the second on Forster's Neck; third at Joppa, and the final one on the branch of the Patapsco River, about fourteen miles from the Chesapeake Bay. Baltimore is 115 years younger than New York, a century younger than Boston, and has seen 45 years less of life than Philadelphia, although born herself in 1730.

Whilst George Washington was first in peace, war and the hearts of his countrymen, the chief city of Maryland occupies that position in regard to many other "mundanisms." Let us take a short stroll and gaze on some of them. Starting from Barnum's City Hotel, the first hotel of any size ever built in America, it is but a few steps to Battle Monument, erected in honor of the sons of Baltimore who fell in the battle of North Point, in 1812, when the British were beaten back, Washington saved, and the national anthem, "The Star Spangled Banner," born. That shaft, jeweled by the names of those who fell, is the only one erected in the country commemorating the second war against Great Britain. It stands in what is termed Monument Square, where most of the important political open-air meetings are held. Across from it, to the eastward, is the new post-office, which reminds us that Wm. Goddard, of Baltimore, established the present post-office system.

Continuing our walk to the eastward, along Fayette Street, past the City Hall, which, by the way, is one of the few public buildings in the country built within the original appropriation, we reach the Holiday Street Theatre, the third of its name, from whose stage was first sung the words of "The Star Spangled Banner," that have since echoed from the forests of Maine to the grassy plains of Texas; from the frontier of Washington Territory to the everglades of Florida. Continuing east to Gay Street we find Odd Fellows' Hall, and learn that in this city the first lodge of that order in the country was formed by Thomas Wildey, to whom a monument has been recently erected, and here their first building was erected.

Going south, down Gay Street, and turning west on reaching Baltimore Street, we soon reach the iron buildings of the *Sun* and of the *American* newspapers, the latter established in 1773, whilst the former was the first paper in the country to use the Hoe type-revolving cylinder press. It was here the first Sunday newspaper was printed.

Passing on up to Charles Street, we turn to the north, we pass the Masonic Temple, and a little farther, on the opposite side, the Young Men's Christian Association building, which recalls to us that the first temperance society was formed in this city.

On reaching Mulberry Street, we see, looking to the left, a large dome, that recalls a Turkish mosque; it is the top of the first Catholic Cathedral erected in America, and we remember that the first general council of the Catholic clergy was held here, the first Archbishop of the Church appointed, the first Catholic theological seminary was opened, and the first Sisters of Charity organized.

It is here, also, that we get the first good view of Washington's Monument, which stands at the intersection of Charles and Monument Streets; so, continuing our walk, we soon stand at the base of the first column ever erected to perpetuate the memory of the father of his country. Whilst alternately gazing on it and the handsome residences of the

wealthy families that cluster around it, one can hardly realize that in 1814, when the corner-stone was laid, and for years after, the monument stood in the midst of a woods.

Whilst contemplating the shaft, and reading the different "commemorative" inscriptions, one's thoughts naturally revert to the infancy of our Republic, and we find that the Continental Congress assembled in Baltimore, and invested General Washington with dictatorial powers; it was here the two cruisers, the "Hornet" and the "Wasp," were fitted out, being the beginning of the American navy; the "Virginia," the first frigate of the navy, was built here; it was here that the Declaration of Independence was first printed, and the first military company in the province was organized.

In the north square from the monument is the bronze statue of Roger Brooke Taney, the illustrious Chief Justice of the United States. It is the gift of Mr. Wm. T. Walters to the city, and the groups of Bartholdi, in the west square, are also his donations.

On the northeast corner of the square from the monument is the Mt. Vernon Methodist Church, and whilst viewing it one is apt to recall that the first Methodist Episcopal Church in America was organized here, and here the Methodist Protestant denomination was founded.

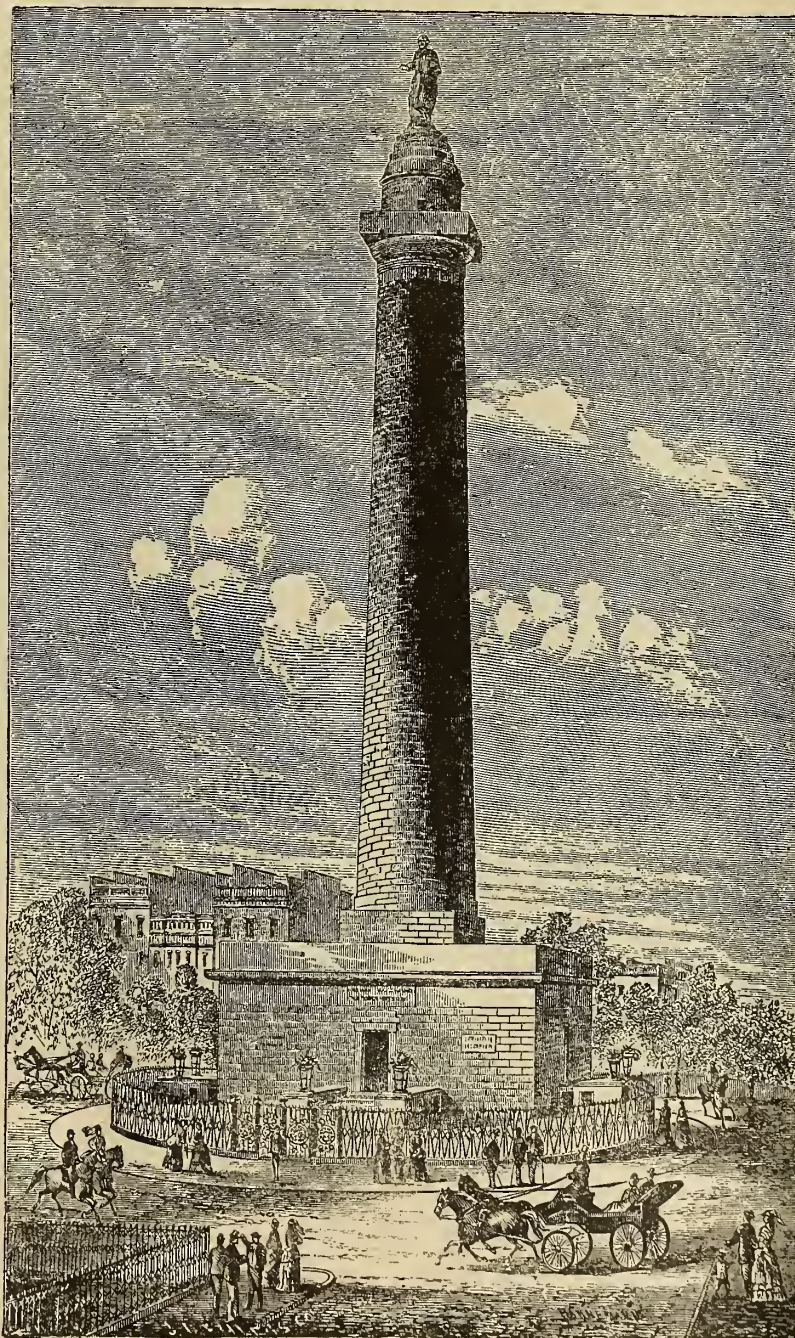
It was in this very Howard's Park, where we now are, that Peter Carnes made the first balloon ascension in this hemisphere.

Retracing our steps down the hill, through the south square, up which we came, we stop to admire what is considered the most shapely cup ever carved from marble. Whilst we watch the glistening water pouring over its rim, we remember that the first company ever organized to supply a city with water was started here. On reaching Baltimore Street we again retrace our steps to South Street, and as we pause to read the bulletin boards of the newspapers, we recall that the first telegraphic message ever sent was received in this city from Washington, and the first President's message ever transmitted by wire was sent exclusively to the Baltimore *Sun*. Continuing on down to Gay Street, we turn to the right and traverse our way to Pratt Street. Here we find ourselves at the water front, and from here along Pratt Street to Light, a distance of four squares, transpired the chief portion of the incidents that make the history of that memorable day, April 19, 1861, when the populace opposed the progress of the Massachusetts volunteers on their way to the defence of Washington, in response to President Lincoln's call for 75,000 men.

Straight out Pratt Street to the west lies Mt. Clare, the most interesting and momentous place that I have ever visited, for the first American

railway was here started. From here, on August 28, 1830, Peter Cooper made the first journey by steam cars ever made in America, from Baltimore to Ellicott's Mills, distance about 13 miles, time 57 minutes. I don't think any city could wish a prouder honor than that, but when we add that Baltimore was also the mother of gas companies, we can afford to let other cities claim priority in lesser things.

Let us now take a Fort Avenue car and ride to Fort McHenry, which is situated on a narrow strip of land, called Locust Point, lying between the north and middle branch of the Patapsco River. Before reaching the fort we pass the various coal piers and the grain elevators of the B. & O. R. R., and we are again reminded that in 1771 John Stevenson shipped from Baltimore the first wheat ever sent to Europe. Passing through the gateway, we enter the fort, and in strolling from gun to gun and rampart to rampart, we bring to mind that at this fort was organized, by Major George Peter in 1808, the first horse artillery, and later, in 1813, the first marine artillery was formed. But the fort gained its undying



WASHINGTON MONUMENT.



fame by having composed within its ramparts "The Star Spangled Banner," which every American cheerfully sings, "Long may it wave over the land of the free and the home of the brave," with the perfect satisfaction of knowing that it will do so.

Baltimore, up until recently, was divided in new and old town by Jones' Falls, a small stream that runs diagonally through the heart of the city, and of late years has degenerated into an apology for a sewer.

Whilst there are numerous squares scattered around, the city has also two good sized parks—Patterson Park, in the eastern section, which has several fine hot houses, and Druid Hill Park, in the northern, whose beauties every cyclist coming to the Meet will have many opportunities to see and enjoy, as it lies adjacent to the club houses, and cyclististic restrictions are few. The accompanying cut will give you a glimpse of it through the main, or Madison Avenue, entrance.

There are many other attractions about Baltimore that are common to all large cities; the theatres produce the standard shows, and there are many other places of amusement and interest. I would advise any lover of art to visit the art galleries of the Peabody Institute, right across from the Washington Monument, and free to any who choose to enter.

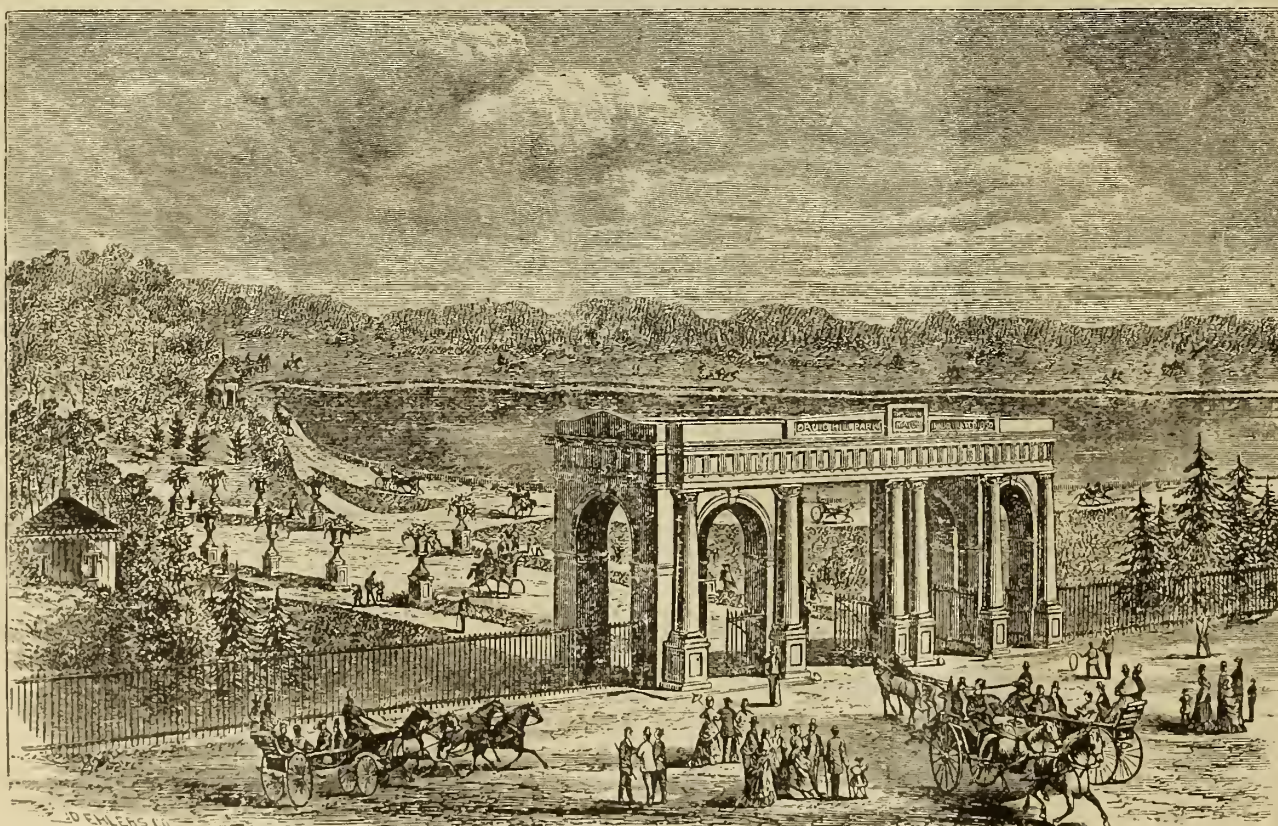
#### TOURS AND RUNS.

The cyclist who cannot command a wheel at the Baltimore Meet in June, will be something analogous to the famous Dutch skipper who left his anchor at home. "When he *did* want it he wanted it bad."

One should not throw a brick except when occasion justifies, and then he should fire it in with full force. Baltimore has some of the finest roads for cycling in the world. There now, if that specimen brick has knocked the breath out of you, read on when you have recovered and be con-

the universal experience of any party of two or more who take a run on the shell roads.

As the pavement of the city is left behind, and the clean, white, level, smooth, velvety, yet hard, road-bed is struck—yes, *struck*—there is a little quick spurt, and yes, again, actually a yell of delight from the most sedate and unsympathetic cyclist. Nobody works, nobody steers, you just *will* your wheel to go and she goes—oh, how she *does* go. You can't help it—you are for the time being cyclo-sanctified. Soon you enter into conversation—quick, eager conversation—the words eloquently rolling out in unison with the pedaling feet. You have heard the effeminate expression "twinkling feet," but you never saw it exemplified until you watched the *feet* ahead of you of him you have always known as a lazy wheelman. Perhaps you are a rider who "likes to take things easy," but it makes no difference—you are entranced—you can no more resist quick pedaling than help giving expression to delight. When the novelty has a little worn off, and you realize that you "have just been going it," you say to your companion, "See here, old fellow, we are out for pleasure, and we don't want to use up this fine road too quick—let's take it slow," and down you come to an ordinary pace. Well, now, how long do you think that will last? Five minutes? Bet a brickbat to a brick house it don't last two. All slow up, and the conversation slows up in unison. Gradually and imperceptibly the speed increases and the tongueal exercise blends until a slight up-grade (for there are no hills) or something of that sort brings the realization that you have "been going it again." Then you slow down, and then you speed up, and the whole trip, be it ten, twenty, a hundred miles, is a repetition in series of the above experience. Are you tired? are you "winded?" Great Scott, no—and how many miles have we been?



MAIN ENTRANCE TO DRUID HILL PARK.

vinced. The old Hayseed told the ambitious amateur sportsmen there was "good huntin' in them parts," and so there was, for they hunted a week without finding a feather. But that is not the sense in which the encomium of Baltimore roads is written. Conchologicaltown can boast of some pretty tough specimens of get-up-and-kick highways, but the cyclist seldom tackles these except when an over-gorge of clams or other shell fodder induces an attack of incipient dyspepsia which he desires to overcome by heroic treatment. Then heaven bless the rocks and the rills, the sand and the hills. The writer can chew clams, watermelons, crabs, ice cream and soup, and lubricate on milk, soda water and cider, and then go out and find a road that will churn the whole combination into a blending regimen of harmonious internal economy, and he is not a very "healthy old duck" either. But that is not the route intended to be described, or that will even be illustrated to the League-Meet guest.

The description of the facilities for a spin on the roads about Baltimore must necessarily be crude and imperfect in this brief article. Only a general insight of the beauties of landscape and marine views can be given, or of the hard, smooth surface of the Pikes, the gritty evenness of the clay-loam dirt roads, or the exhilarating, velvety, yet hard, smooth surface of its shell roads. The latter, of which there are several, are the ones designated as the best in the world for cycling. The shell roads, when combined, are perhaps a hundred miles in extent, and the gliding motion of the wheel over them imparts a sensation that is almost indescribable by any other word than exhilaration. It is the intoxication of wheeling, and the cyclist actually dissipates on his hobby whenever he "takes a spin down the shell roads." Spin? Yes, *spin*—with all the word implies. Let the following impart to you, in a crude way,

Thirty, forty, fifty? "Well, I wouldn't have thought it ten." Say, fellows, forgive the homely crudity of an impotent pen, but the writer is talking to brother cyclers he knows (they are all alike), and—oh, well, we're all right. The "tours and runs" part of this article will soon be finished, and then the other fellows can give you something refined and elegant if they want to. This is merely "a talk to the boys."

Assuming the cycling guest is stopping at one of the hotels in the heart of the city, mentioned in the "Official Programme," of which "The Carrollton" is League Headquarters, and desires to join in one or more trips of the runs and tours mapped out by Captain Fred. Pope, chairman of that committee; or that he "feels a yearning" to take a ride on one of the many roads hereabouts used by local wheelmen—wherever he wants to go—his first point to make, as a preliminary, is "Boundary" or "North" Avenue, which is one and the same street, with merely the difference of local nomenclature. From that vantage ground it becomes only a question of choice of routes. To reach the avenue above mentioned, ask for Charles Street and go straight out it; ask for Eutaw Street and go straight out, debouching into Madison Avenue and Eutaw Place. Either of these lead to "Boundary" Avenue over fair pavements, where you can "strike out" in any direction chosen. The fact is, "guide board suggestions" are hardly necessary, for the wheelmen of the Maryland Division will be only too eager to meet and conduct guests to the haven of roads.

The finest and most unique road is the shell one before mentioned, but lacks the variety of scenery of some of the others. On the shell roads are numerous bayside resorts, where the delectable crustacea in all its variety is served, and where one may indulge the appetite while blissfully fanned by the salt sea air of the Chesapeake. All along these



roads fairy glimpses of this jutting arm of the distant sea are had. One of them passes over the battle-ground of North Point, and lands one at the lighthouse and the "jumping-off" place; another leads to Middle River, while all are intersected by cross-roads made, more or less, of the same material—the oyster shell.

The York road, a pike to Towson, is very fair, and leads through pretty villas and up hill and down dale. Continuing on for an hour longer, and lovely Loch Raven is reached, where a 5-mile level ride around one of the city water-works is delightful. One of the Meet runs debouches from the York road or Charles Street road to Bellona Avenue, and passes through the pretty suburban village of Mount Washington, through some of the most romantic scenery imaginable.

Another famous road is the Reistertown Pike, and over this route the ladies' run passes. This little tour takes one through Druid Hill Park, over "sandpapered" roads, through the most delightful scenery, riding through alternate sunshine and shade. The natural "lay of the land" in Druid Hill Park is as though Dame Nature had in view that object when landscape gardening came in fashion. Anything more lovely than a saunter a-wheel through the Park cannot well be imagined, and one can occupy a day on those roads and hardly pass over the same one twice. Emerging from the park on the north side the Pimlico road is found, with a surface almost equaling that of the park. About three miles out the route crosses to Reistertown Pike, an early English style of coach road that reminds one of Dickens and his descriptions of travel by that primitive conveyance. The scenery is quite English, too, and here there appears the old coach taverns, and you almost expect to hear the bugle and see those old stable doors fly open and the relief horses dash out. Arriving at Pikesville, the old abandoned arsenal is an item of interest, and a rest under the grateful shade of its noble trees and a draught from the old well, minus the oaken bucket and desecrated by a modern pump, is refreshing.

Back to the pretty but straggling village of Arlington one may make a detour through Garrison Avenue and over the Liberty Pike to Randallstown, through hills and dales rich in scenic effects, or through Wethered-

in the schedule further on. The B. & O. has never exacted any charge for the transportation of wheels, when accompanied by their owners, and none will be exacted on the occasion of the annual Meet.

In addition to the unrivalled scenic attractions along the route, the B. & O. is the only line via Washington City, and it is only by the B. & O. that passengers are afforded an opportunity to stop over at the national capital. Through sleeping cars are also run from St. Louis to Baltimore via O. & M. and B. & O. Passengers from the West make direct connection in Union Depot, at St. Louis, with O. & M. trains, and passengers from the South can either take the O. & M. at Louisville, or the B. & O. at Cincinnati.

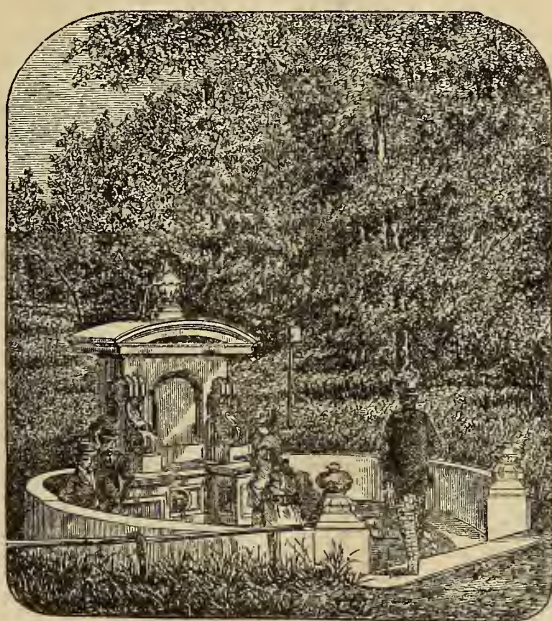
If you start from any point in the Northwest, come to Chicago and take the B. & O. from there. From Detroit or Toledo you can make connection with B. & O. trains at Deshler, Fostoria or Monroeville. From Cleveland, take the N. Y., P. & O. to Pittsburg, where close connections are made with the B. & O. From Indianapolis and all points in Central Indiana, you can reach the B. & O. either at Cincinnati or at Columbus.

#### ROUTES TO THE MEET VIA RAIL.

Leave Chicago, 3:20 Saturday afternoon, June 16, B. & O. R. R. Pass Auburn Junction, Ind., 7:42; Defiance, O., 8:37; Deshler, O., 9:20, connecting with party from Detroit, Toledo and Michigan points; Fostoria, O., 10:02; Tiffin, O., 10:23; Mansfield, O., 11:55; Newark, O., 1:40, connecting with car from Columbus. Reach Grafton, W. Va., 9:25 Sunday morning. Pass Cumberland, Md., noon, connecting with Cleveland and Pittsburg. Pass Martinsburg, 3:35; Harper's Ferry, 4:08; arriving Baltimore, 6:45 Sunday evening.

Leave St. Louis, 8:00 Saturday morning, O. & M. and B. & O. routes, reaching Cincinnati, O., 6:30 evening; reach Grafton, W. Va., 6:15 Sunday morning; Cumberland, Md., 10:15; Harper's Ferry, noon; arriving Baltimore, 3:25 Sunday afternoon.

Leave Peoria, Ill., 11:05 Friday night, Wabash route; arrive Chicago, 7:25 Saturday morning. Day in Chicago. Leave 3:20 afternoon, with Chicago party.



EDMONDS WELL—DRUID HILL PARK.



BOATING LAKE—DRUID HILL PARK.

ville, Franklin, Catonsville to Ellicott City. Descending to the latter, the rider may test his mettle with a two miles' coast, or descend quietly with brakes on, and enjoy a paradise of scenery. Returning by the same route the famous "mile coast of shell road" is enjoyed. Brakes off and "let 'er go"—it's all safe, and the experience of a lifetime to those who have never been over the route.

Roland Avenue to Lake Roland and return to Mt. Washington via the West Falls Pike is another favorite route.

Continuing the route from Ellicott City to the Relay House, all the way along the high banks of the Patapsco, is a most romantic ride, but should not be undertaken if there is any objection to hills.

The above comprises most of the main roads about the city, but detours are made *ad infinitum*. Every inch of the ground is alive with interest to the cyclist, and there is no hesitancy in affirming that the "tours and runs" of the Baltimore Meet will not be its least attraction.

A more detailed and definite description of roads and scenery might be given, but space is required by the writers who follow. All may be summed up in general terms—roads from the finest to fair, and none poor. Distances as great or little as individual taste dictates, and scenery and surroundings unsurpassed as a whole by any known combination of routes about any city in the country.

#### THE THROUGH CAR ROUTE TO BALTIMORE.

The Baltimore & Ohio Railroad is the only one of the great trunk lines that runs its trains through solid from the West to the Atlantic seaboard. On the B. & O. the entire train of baggage cars, day coaches and sleepers is run through without change or transfer. This is a very important feature to wheelmen, as through baggage cars do away with the necessity for frequent handling and transferring of wheels by inexperienced baggagemen.

Two solid trains are run through to Baltimore daily from Chicago, Cincinnati and Pittsburg, stopping at principal points on the line, given

Leave Indianapolis, Ind., 4:55 Saturday afternoon, P. C. & St. L. R. R. Pass Columbus, O., 11:55 night; Newark, O., 12:00 night; Coshocton, O., 2:05 night; arrive Pittsburg, Pa., 6:30 Sunday morning. Pass Altoona, Pa., noon; Harrisburg, 3:20; York, 4:48; arriving Baltimore, 6:55 Sunday evening.

Leave Buffalo, N. Y., 4:15 Saturday afternoon; Rochester, 7:00; Canandaigua, 8:05; Penn Yan, 8:48; Watkins Glen, 9:33; Elmira, 10:20; arrive Baltimore, 8:25 Sunday morning.

Leave Detroit, 2:45 Saturday afternoon, M. C. R. R.; Monroe, Mich., 3:58; Toledo, O., 6:00; Deshler, O., 7:25 evening. Here connect with B. & O. Limited, leaving Chicago 3:20 P. M.; arriving Baltimore, 6:45 Sunday evening.

Leave Cleveland, O., 11:10 Saturday night, N. Y., P. & O. R. R. Change cars Sunday morning, leaving Pittsburg 8:00 A. M., B. & O.; arrive Baltimore, 6:45 Sunday evening.

Leave Pittsburg, Pa., 8:00 Sunday morning, B. & O.; McKeesport, 8:33; Connellsville, 9:50; Cumberland, Md., noon; arrive Baltimore, 6:45 Sunday evening.

From New York, Boston and New England points, centre in New York as per announcement to be made later. From New York and Philadelphia a special train service will be run.

Leave New Orleans, 8:05 Friday morning, L. & N. R. R.; Mobile, Ala., noon; Montgomery, Ala., 8:55 evening; Nashville, Tenn., 7:30 Saturday morning; Louisville, Ky., noon; arrive Cincinnati, 6:30 Saturday evening, connecting with train from St. Louis and West; arrive Baltimore, 3:25 Sunday afternoon.

From Shenandoah Valley and points on the Western Maryland R. R. and its tributaries, correspond with W. S. Bombarger, Hagerstown, Md.

From Richmond and points on the Piedmont Air Line, and other lines from the South, correspond with J. T. Chism, Local Chairman, 10 East Lombard Street, Baltimore.





A. KENNEDY-CHILDE.

## MR. ALBERT KENNEDY-CHILDE.

We present this week the well-known features of Mr. A. Kennedy-Childe. It is a difficult matter to describe so complex a person, whose inner traits, qualities and character are so little known even to his most intimate friends that they have called him "The Man of Mystery."

"The Childe," as the English love to call him, was born on the Atlantic Ocean, in the year—well, never mind the year—and is the son of Captain J. H. Childe, of New York, Middlesex Co., Conn., and Katharine C. Kennedy, of Derry Co., Ireland. Mr. Kennedy-Childe was educated both in this country and abroad, and had circumnavigated the globe before he was six years of age. This journey he has since repeated.

The Childe, who has passed the greater part of his life in England, is perhaps better known there than on this side. He commenced cycling in 1878, and since that time has been identified with the sport more or less, being especially prominent in cycling politics. It is related of Kennedy-Childe that he would suddenly present himself at executive meetings of cycling legislative bodies, after an absence from London of several months, yet, before the meeting was called, he had gathered enough materially to get on the right side of the question generally, and debated as brilliantly as if the subject under discussion had been the study of months.

Mr. Childe is a strong and advanced thinker on economic questions, and has the friendship of many political reformers of prominence. In London, a few years since, he became acquainted with Henry George, and was wont to harangue "the unemployed" from open stands on the land and tax issues. Mr. Childe has also been drawn into Ireland's struggle for English recognition. What part the Childe has played in this drama he clothes with profound mystery, doubtless from a very pardonable wish not to become intimately acquainted with the monotony of English prison life.

Two years ago the Childe came to this country, and has not since gone abroad. He appeared prominently at the Springfield tournament of 1886, and his silvery tongue was called into requisition to address the audience. The Childe passed much of his time in Boston, where he joined the Boston Bicycle Club, and rapidly became prominent in the cycling world. Last year he traveled for the Pope Mfg.

Co., and extended his acquaintanceship in every part of the United States. When at home, the Childe resides at Hartford, Conn., where he has near relatives. Of late much of his time is spent in New York.

The Childe is a pleasant man to meet, having an attractive personality, a vein of originality and humor, and a store of anecdotes, yachting, hunting, and otherwise. He is a *bon vivant*, a "bohemian" in his habits and tastes, and sordid toil will never enchain his abilities. Behind all this, the Childe claims to be a serious fellow and a humanitarian; he asserts that his heart is not worn on his sleeve, but that he always is in Rome as the Romans are. The Childe is of medium height and of medium solid build, with a strong profile, an expressive mouth, and blue-gray eyes which change color. The Childe has a fresh color, and impresses one as a man of energy, originality, and of a most happy disposition.

## ROWE'S WHEEL IN FRONT AT LAST.

LONDON, May 23, 1888.—At Birmingham today William Rowe, of America, won the one-mile bicycle championship in 2m. and 45s.

Temple won the one-mile handicap in 2m. and 44s.

## NEW ORLEANS.

## FIRST CONTEST FOR THE RENAUD MEDAL.

Starter, W. H. Renaud, Jr.; judges and timers, C. M. Fairchild, B. C. Rea, A. M. Hill, W. H. Renaud. Weather, clear and warm; wind, favorable; course, asphalt, good.

56-inch Am. Champion, by Gormully & Jeffery, out of Chicago; dam Easy Runner. E. M. Graham (18 seconds)..... 1

50-inch Am. Champion, by Gormully & Jeffery, out of Chicago; dam Good Wheel. R. G. Betts (scratch)..... 2

54-inch Am. Rudge, by Stoddard, Lovering & Co., out of Boston; dam Hard Luck. M. S. Graham (scratch)..... 3

52-inch Am. Champion, by Gormully & Jeffery, out of Windy City; dam Poor Wrenches. J. W. Jay (25 seconds)..... 4

52-inch Royal Mail, by Wm. Read & Sons, out of Great Britain; dam Badly Winded. L. J. Frederic (14 seconds)..... 5

Times, 8.32, 8.10, 8.11, 8.55, 8.59.

Such is a "horsey" summary of the Louisiana Cycling Club's first race for the Renaud Medal, which was contested last Sunday, 13th inst. There were nine starters, with handicaps ranging from one minute to ten seconds, as follows: H. H. Hodgson (tricycle), 60 seconds; G. C. Angamar, 35 seconds; J. W. Jay, 25 seconds; W. E. Hobson, E. M. Graham, 18 seconds; L. J. Frederic, 14 seconds; C. H. Fenner, 10 seconds; R. G. Betts, M. S. Graham, scratch.

The majority were comparatively new in the racing line, and showed their newness by dashing off at top speed, and then "dying" bravely inside the first mile. E. M. Graham, however, struck a rapid, steady pace, and passed all in front of him a mile and a half from home, when all were pretty well bunched. He was never headed, and though the scratch men were closing the gap in great shape toward the last, he crossed the line a winner by thirty yards. The race between the scratch men was close all the way. There was considerable quiet rivalry between them and speculation among their respective following, Graham, if any one, having the call, because of his fine showing in his match with Guillotte. First place was no great object, so long as one downed t'other, and the way they clung together and eyed each other for that final spurt was a caution. But the race between them can be briefly told. Graham made pace from the start and held it until an eighth from the finish, Betts doing the shadow act all the while. Everyone was then expecting a great finishing rush, but, to the surprise of all, a short, winded "I'm done" came from Graham, and he fell back, Betts going ahead after the other Graham in front. But he didn't catch him. M. S. Graham finished third by two yards, Jay and Frederic close together further back, the others struggling.

The course is a trifle short of two and a half miles, but, for a lot of "Simon pures," the time isn't so awfully bad—3.20 to the mile for the scratchers.

A century run is down on the Louisiana Cycling Club's schedule for June.

The boys are commencing to thaw out now, both clubs having set apart an evening of each week for a regular run. One can now generally find stacks of wheels and lots of jolly fellows holding down the levee at Carrollton, and making merry, as in days gone by.

Louisiana will have five men at the Baltimore meet. Mississippi, with a membership of ten, will send four. The Louisiana delegation is having uniforms made expressly for the occasion, and if they don't cut a dash and be conspicuous by their dress, I'm no prophet.

The N. O. B. C. and L. C. C. have a joint excursion to the "village by the sea," Bay St. Louis, Miss., mapped out for one Sunday of next month. The wheels, of course, go with them, and that elegant 14-mile drive will bear the tire prints of a good many bicycles before we get through with it. Bi.

We dropped into Spalding's the other day and blew the Surprise. We have been deaf ever since. The measly howl of the defiant locomotive whoop is a mere chicken chirp compared with the Surprise. This is an *adv*.

The entries for the Long Island Wheelmen close May 26. All racing men should enter.

We present this week a full illustration of the fine woven goods manufactured by Messrs. Holmes & Co. They are spoken of in the highest terms among wheelmen and the trade. Good agents in all cycling centres are wanted.

Messrs. Pedersen & Buckingham, the Maiden Lane jewelers, have enlarged and beautified their store, and display a superb stock of jewels, precious stones, pins, medals, etc. The firm has just completed a large order for the Government in the shape of sharp-shooting trophies. Their work is always first-class and their prices reasonable.

Messrs. Spalding & Bros. report large business, notwithstanding the continued rainy weather. They have been compelled to increase their force in their repair shop and salesroom.

HALSTED WINS.—At the Schuylkill Navy games, E. I. Halsted, Harlem Wheelmen, beat Keen, University of Pennsylvania, in the 2-mile handicap, both starting from scratch. Time, 6m. 26s.



## A-WHEEL TO TOMAC.

POSSIBLY you, as one of the dear public, never heard of Tomac.

Tomac, with its charming little harbor, so safe and land-locked that nothing short of a combined cyclone and water spout could disturb its tranquillity, or ruffle the even tenor of its dozing-in-the-sunshine ways.

Its several fishing and oyster craft swing lazily at anchor or to land lines, and at low tide make impressions of their keels in the blue-black mud that glistens in the sunlight, and is laid out in maps and charts by the zigzag tracks of fiddler crabs.

You might know there are lobster and eel pots, clam rakes, old anchors with one fluke sunk in the sand, doing duty as marine hitching posts, small boats old and new, and the usual debris one sees about such a delightful old place where everything smacks of the sea.

The artist and the scribe struck Tomac on a bright morning in May, when there was "just nothing going on," and the very laziness of the air and surroundings suited us to a dot.



THE OLD TAR.

The old tar, who is in these later years more of a farmer fisherman than sailor, but who clings tenaciously to his "navy plug," edged around to get a glimpse of the sketcher's sketch, and stood up valiantly for the reputation of Tomac's bivalves, told tales of the palmy days of Tomac, and of the fish, clam and oyster interest that it even now boasts of.

The stem, stern and few ribs of a wreck that soaks in the briny water at high tide, and is partially dried and bleached by the sun at low tide, was once the pride of the old tar, and he no doubt has mingled emotions of pleasure and pain as he looks out to the old relic of other days. It has become so sodden and heavy as to have long since required no anchorage, and the swimming and creeping things of the brackish depths play hide and seek in and about the slippery old timbers.



A RESPECTABLE OLD WRECK.

And as for shells, they abound at Tomac; there has been a specialty of shell fish demolition going on along the old wharves for years, and they are in piles, and the oysterman's star-fish enemy has here met his just deserts and bitten the dust in serried ranks.

The artist soon gave way to the appetite he, as a cyclist, ever has with him, and finding some oysters down on the shore, helped himself, carefully placing the shells white side down, so as to better disguise the havoc made.

He says he can easily account for the shell piles found where the Indians had their summer camps along shore, if their sea food teeth were as well developed as his.

There are pretty gradations of color on everything about the shell-strewn wharf, from the moss on the old logs to the changing grays on the rocks and the various colors on the shipping.



WHITE SAILS AND BLUE WATER.

It was so early that foliage was only a promise, and the willows showed a very pale green in a strife with the pink of the maples, while the trees, that are slower to unbend from their winter's reserve had no trace of the life we longed to see, except swelling buds.

There are of course groups of Sound-going fisher-boats at the wharves, whose owners are each ready to wager any reasonable sum that his craft, with her particular build and points, can out-sail anything that carries canvas. How proudly he paces her deck and extols her seaworthiness and going qualities, if you merely mention the subject to him!

Some peculiar charm seemed abroad in the land on our short ride to and during our stay at Tomac, something vague and indescribable, born of the very early touches of springtime, and that was all the more keenly enjoyed and welcomed after such a prolonged winter and cold spring as that just past.

How the birds sang out their gladness and reveled in the genial warmth as they flitted about sleepy old Tomac and their dainty presence and ways gave an added interest to the place for us; the sketcher said he could work to better advantage under the influence of the bird melody we are favored with among these Connecticut hills.

Looking away southward, Long Island Sound's glistening waters seem trying to prevent our seeing the island that is blue and hazy in the distance. How much nearer than it is seems the Stamford Harbor Light as we look out to it over the three miles or more of water! A steamer's black coal smoke half obscures a yacht's white sails and contrasts strongly against the canvas of a three-master that is slowly beating down the Sound. A busy little tug tries to add something to the picture by dragging a great, grimy coal barge into it, with much labored breathing and smoke and steam.

A huge old willow that stood at the shore end of Sound Beach Avenue has recently been cut down, as its rotting trunk made it dangerous, for it was thought to be over a hundred years old. What a history the old tree must have, and how many changes the fleeting years have brought to its surroundings! No longer will the moaning of the Sound's storm-tossed waters come to the old sentinel, nor will its graceful foliage again bask in the salt-laden breezes from the sunlit summer sea. Boys who maybe saw its planting have lived out life's span, and with silvered hair and ripe old age have laid their burdens down and gone home.



O'ER THE CREST OF THE HILL.

One of the chief attractions of the roads about Tomac and Sound Beach is their sinuous course, for they lose themselves every few rods, and there are ever-changing views that are so pleasing and not to be had on straight-away routes.

A pleasant four hours' ride a-wheel would take New York cyclists right among the charms of Tomac-on-the-Sound. They could come by way of Mount Vernon, Port Chester, Greenwich, have a rattling coast down Putnam Hill, famous in the Revolution, through dozing Mianus, just beyond which they turn right to Sound Beach, and soon are at their destination.

They will be welcomed by the "Solitary Club" at Stamford, two miles further east, should they call, which they are fraternally invited to do.

ART.

The Kings County Wheelmen will hold a half-mile handicap run in connection with their races. This is a good move, and if other cycle clubs would give a few "athletic" events on their programmes it would not only attract a

new element to cycle races, but athletic clubs might reciprocate and introduce more cycling events on their programmes than the stereotyped 2-mile handicap.

## GOTHAM TENNIS GOSSIP.

The tennis season has not fairly set in, and will not be in full sway until about the middle of June. The lateness of the season explains the fact of the inactivity which prevails to so large an extent among the players and clubs as a whole. Decoration Day will see the formal opening of a large number of the local clubs, and from then on all will be activity and bustle, until the coming winter shall give warning to the devotee of this fascinating sport that the racket and ball must again be laid aside.

A novelty introduced last winter, but which did not prevail to any great extent, was the playing of tennis on skates. It was played exactly the same as if on a lawn, with the difference that the players used skates to glide over the smooth ice, in place of the rubber soles used on the velvety lawn.

The Harlem Lawn Tennis Club is probably one of the best known clubs in the city, both for their excellent playing and hospitality. Their grounds are right in the heart of fashionable Harlem, in East 130th Street, and their two double courts are as level as a billiard table. The club offers its members the advantages of a substantial club house, with a locker for each member, and bowling alleys.

Here on any pleasant afternoon in summer some excellent players may be found. Probably the best known member is Jack Lefterts, who plays an exceedingly fine game, and is master of several difficult strokes; he is a thoroughly good all-around fellow, and can pull an oar, ride a "bike," sail a boat, and do most anything covered by the term "athlete." Jack is very popular and a member of many of the uptown social and athletic clubs. He is tall and of an exceedingly fine physique, and is blest with a host of friends.

The Harlems have this year taken in ladies as members, restricting their days of playing so as not to conflict, the ladies having the privilege of playing every morning, with the single exception of Saturday, and the gentlemen using the grounds afternoons and Saturdays.

Another club which has admitted ladies to its ranks this season is the Fifth Avenue Lawn Tennis Club, having grounds at Fifth Avenue and 127th Street. Ladies are admitted as "Associate Members," with special days assigned them for their playing. Quite a large number of ladies have availed themselves of this privilege, and although no active playing has been done, yet a number of them give promise of being excellent players before the end of the season.

The Crescent Lawn Tennis Club is one of the up-town clubs, having courts at Fifth Avenue and 132d Street. This is the third season for this club and some of the members are really fine players. Miss May Bell may be safely cited as the representative lady player, having won games innumerable last season, and hoping this year for even better success. Socially, Miss Bell appears to advantage, and altogether she is one of the most popular young ladies belonging to the club.

Among the gentleman members, Mr. Fred. Mutterstock plays a very steady game, and is decidedly in his element when, with racket in hand, he wins game after game from his opponent. Fred also bowls a good ball, a pastime of which he is exceedingly fond. He wears light side whiskers and a moustache.

Going still farther north, the Monona Tennis Club is found at their new quarters on Willis Avenue and 136th Street, where they will play for the coming season, and longer if satisfactory arrangements can be made. The Mononas formerly played on Alexander Avenue and 142d Street; but, owing to the increase in the membership during the past winter (for they resolve themselves into a social club during the winter months), they have been compelled to seek larger quarters. At the new grounds work is being pushed rapidly forward, in order to have everything in readiness for Decoration Day, which will be a grand gala day in the history of this club.

RACKET.



## THE NEW YORK BICYCLE COMPANY.

The rise of this firm to the important position it now occupies in cycling trade circles is an example of what energy and intelligent enterprise can accomplish. In August, 1887, the present firm, which is composed of Charles, Charles M., and Lewis M. Irving, purchased the business of the New York Bicycle Company, then located at 38 Park Place, where it sublet a space on a second-floor loft. Although the cream of the season had passed, the Irving brothers set to work with a will, and by hard work and a rigid adherence to strictly business principles rapidly extended their business.

Although the off-season set in shortly after they took hold, the results of the few fall months' business were encouraging, and preparations were made for an active campaign this year. On March 1 the company removed from their old quarters, which they had entirely outgrown, to No. 8 Warren Street, a most desirable location. Their loft, which is on the second floor, is roomy, very well lighted, and offers many advantages for displaying their stock of new and second-hand wheels. These are neatly arranged round the room, while a gallery gives additional accommodation.

### A FINE STOCK OF NEW WHEELS.

The company are sole agents for the New Rapid and Quadrant wheels in this vicinity. The New Rapid was the first wheel with the true tangent spokes put on the market, and this style has since been extensively copied by other makers. The true tangent spoke was introduced to prevent transverse strain on the spokes and to secure a perfectly rigid wheel.

The New Rapid bicycles are the New Rapid Roadster, a machine which has been on the market four seasons and embodies in its construction the most improved modern devices for securing ease of running, staunchness and durability.

The New Rapid Light Roadster is built on the Roadster plan, but specially constructed to meet the demand for a strong, rigid, yet light, wheel.

The New Rapid Safety, a highest grade Rover type wheel, is worthy of especial note. It has 30-inch wheels, true tangent spokes,  $\frac{3}{8}$ -inch moulded rubber tires, hollow tapering handle-bar, adjustable in height and tipped with vulcanite handles, adjustable ball bearings to both wheels and crank-shaft, the famous Abingdon driving-chain, and Fish saddle.

The Quadrant tricycles are made in two styles—No. 8, designed expressly for gentlemen, and No. 14, designed for ladies. The ladies' tricycle is very light and weighs but sixty-five pounds, and has been built with a view to the special comfort of the fair sex. By simply pressing a spring, the handle-bar may be turned over out of the way, and mounting and dismounting thus rendered easy and graceful. The brake is very effective, the finish superb, and there are very many excellent minor points about the wheels which will repay examination.

The Quadrant tandem is a non-convertible wheel, with bicycle steering for both riders, and may be ridden by either two ladies or a lady and gentleman.

The company also carries a fine stock of second wheels, giving excellent return for the prices asked. They cater more particularly to those who are willing to pay a reasonable price for a first-rate mount. The company *will not* sell wheels that have been too much repaired. A cheap, too-much-repaired wheel is dear at any price. They may be fixed up to look like respectable wheels, but they have run their race and are a poor investment at best. Their specialty is to handle good wheels only, wheels that have been but little used, and which, for a thousand and one reasons, their owners will part with at figures much below their original cost. A number of these wheels are advertised in other columns of this paper. Intending buyers can assure themselves of perfectly fair treatment at

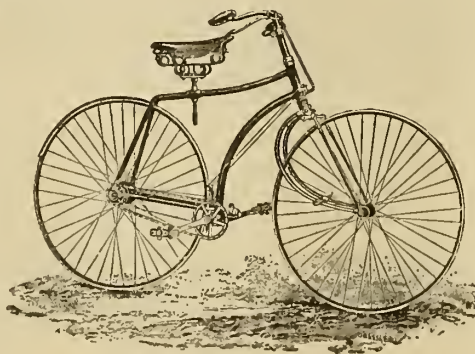
the hands of the concern. A complete line of sundries, including saddles, luggage carriers, lanterns, bells, locks, parts, etc., is always kept on hand. A specialty is a brand of enamel and illuminating and signal oils, manufactured especially for the New York Bicycle Company. All wheelmen are invited to call and inspect their salesrooms.

## A. G. SPALDING & BROS.

## MEN AND BOYS WHO WANT GOOD WHEELS.

There are a large number of people who want wheels and can't exactly decide what they want, because they have to rely on the advice of friends, who have each a different story to tell. The best plan is to go to a first-class house, where one may be certain of getting the worth of his money.

After thoroughly examining all makes we decided that Victors were what we were after, and the way the wheels are selling has justified our high opinion. The makers of the Victor know that EVERY GOOD WHEEL they sell is a traveling recommendation, and their policy has been to use only the finest material and employ only the best skilled labor obtainable.



THE VICTOR SAFETY.

Take the VICTOR SAFETY, for instance. No other wheel has created such a sensation, the factory being RUN NIGHT AND DAY to catch up with the orders on this wheel. The wheel is a beauty, being gracefully built and superbly finished. It is a perfect safety; it runs up hills and along the level with SURPRISING EASE; the seat is comfortable; the rider is placed to get the full benefit of every

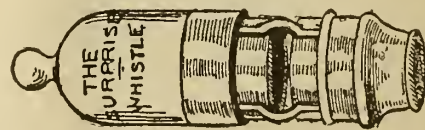
## A. G. SPALDING & BROS.

ounce of power he expends; and then the SPRING-FORK, doing away with all vibration, enabling the rider to glide over rough and rutty spots without that UNPLEASANT JAR. This fork, which is the best anti-vibration device ever invented, sells the wheel on sight.

Then there are the ROADSTER and LIGHT ROADSTER, both high-class wheels, with a beautiful finish of enamel and nickel, and with a number of superior points, detailed at length in our illustrated catalogue.

We have also to report an enormous run on VICTOR JUNIORS, the best wheel for the money made. It sells at \$75 for 50-inch, and \$5 less for each size smaller. In the smaller sizes it makes the HANDSOMEST and HIGHEST GRADE BOY'S WHEEL sold anywhere.

In our REPAIR SHOP we have the most experienced men, and can overhaul and mend your wheel at short notice, and at very reasonable prices. In our SUNDRIES DEPARTMENT will be found all the popular adjuncts of the sport, from a whistle to a lamp. Our UNIFORM AND OUTFITTING DEPARTMENTS are well equipped to turn out the best work, and in the line of jerseys, stockings, caps, knee-tights, road suits and club uniforms we can satisfy every taste, as we carry goods of all styles and prices.



THE SURPRISE.

The SURPRISE WHISTLE will surely prove a surprise if you will only blow it. It is SOMETHING ENTIRELY DIFFERENT from all other whistles and will produce any tone; and the price, TWENTY CENTS. By all means drop in and blow the Surprise. Every cyclist wants one.

*Send for Illustrated Cycling Catalogue.*

## A. G. SPALDING & BROS.,

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



## 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.



It looks as though J. W. McGowin, secretary of the Keystone Club, would be the winner of the greatest mileage medal of the club. Since removing to the East End he has devoted much of his spare time to riding. On an all-day run McGowin is a good one, as many can testify who have accompanied him. His style of riding is very much like that of Schwartz, of Reading.—*Pittsburg Bulletin*.

T. B. Lee, of the Keystone Club, of Pittsburg, has constructed a marine tandem, which will be put to a practical test in a few days. The machine weighs only 300 pounds, and it is said to be a perfect marvel, of the Catamaran type, being constructed of two scull boats placed side by side, the saddles being placed between. The machine was constructed under Mr. Lee's direction by the Westinghouse Air Brake Company.

The names of the entries for the inter-club road race are published in another column. With favorable conditions and no accidents we predict the greatest race ever held over the famous course.

In attempting to climb stiff hills, which seems to be the ambition and pastime of so many cyclists just at this time, one should be careful not to overstrain one's self. The man who rides until half blind, until the blood congests his brain, subjects himself to a grave danger, and nothing will more readily unearth any organic weakness than hill-climbing. A test should only be made after the most careful preparation, and those who feel that they are exerting themselves beyond the limit of prudence should let the game severely alone.

A gold pen or pencil, or a fountain pen or stylograph, may be obtained at John Foley, Jr.'s Astor House store than any other place in the city. Mr. Foley, who has recently started in business, is a popular cyclist, and we hope wheelmen will favor him with their patronage.

At the games of the Queens Amateur Athletic Club, to be held Decoration Day, at Queens, L.I., a scratch bicycle race, a mile novices' scratch and a 2-mile handicap will be decided. Entries will close with W. L. Wood, Queens, Queens County, N. Y.

## OFFICIAL TAILORS AND OUTFITTERS.

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

# DEVLIN & CO.,

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

Broadway and Warren Street,

NEW YORK,

MANUFACTURERS OF

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

## WHEELMEN, ATTENTION!

LATEST THING OUT!

GRAFF'S NEW BICYCLE SHOE



ALL LEATHER SOLE.

Positively the finest and most perfect Shoe for the money in the world!

PRICE PER PAIR, \$3.50. ALL SIZES IN STOCK.

I also carry a full line of Wheelmen's Goods of all kinds, including the celebrated *Holmes Worsteds*, also the well-known *Goetze Bicycle Hose*. Send to me for prices on any goods you may be in need of.

W. H. ROBERTSON,

296 BROADWAY,

NEW YORK.

## 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.



## CYCLING IN GERMANY.

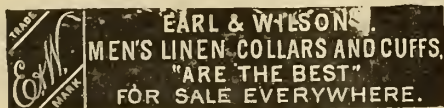
THE WHEEL was favored on Monday last with a visit from Mr. Henry Zenke, a German racing man and an experienced cycling tradesman, who comes to this country to introduce the Rothgiesser safety and tricycle.

Mr. Zenke, though born in this country, has resided in Germany several years, during a large part of which time he was connected with the houses of Duerkopp & Co. and Nagel & Co. Mr. Zenke reports a large advance of the sport during the past few years. The Deutsch Radfahrer Bund has a membership of 12,000. The cycling centres are Munich and Leipsic. But little cycling is done in Berlin on account of oppressive and suppressive municipal ordinances limiting riding. Prague has the largest club, the Wanderers, as well as the largest club house.

Henry Kleyer, who advertises himself as the largest dealer in the world, is the leading man in the cycle trade. Kleyer started in business several years ago with \$50,000, and is now reputed as worth from two to three million marks; rather large estimate, that. He deals only in new wheels, and does not manufacture, being agent for Singer & Co. for Austria and Germany, and sole German agent for the Coventry Machinists' Company, Limited, Stanley Brothers, and for the Oxford cycles. Kleyer keeps 1,500 wheels in stock at all times.

Duerkopp & Co. are large manufacturers and employ 300 men in their factory. Their factory is 100 feet each way and three stories high. Mr. Zenke will look after the interests of the Rothgiesser in this country, and will try and make connections with some manufacturing concern, as he thoroughly understands the manufacture of wheels.

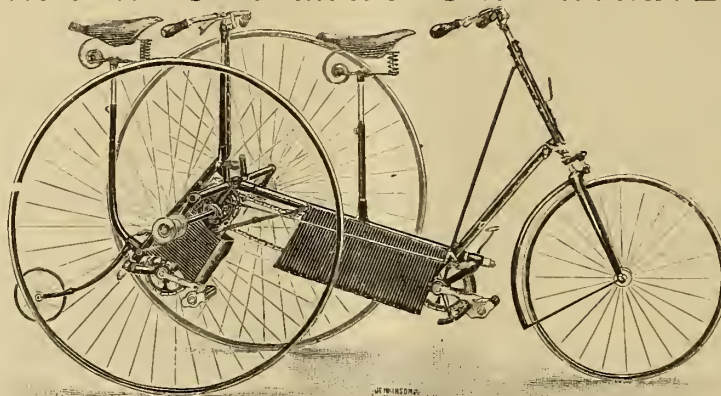
LOCAL EVENTS TO BE HELD.—At the Brooklyn A. A. games, to be held at the club grounds, DeKalb and Classon Avenues, on May 30, a 1-mile bicycle race for novices will be decided. At the Manhattan games, to be held at the club grounds, Eighty-sixth Street and Eighth Avenue, New York City, on the same day, a 2-mile handicap will be decided.



## GILLOTT'S STEEL PENS

ARE THE MOST  
\* \* \* PERFECT.

## 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.

## THE LADIES' TANDEM PAR EXCELLENCE.

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

A fresh invoice just received.

## Weed Sewing Machine Co.,

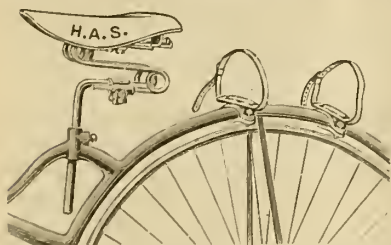
HARTFORD, CONN.,

General Agents  
for

COLUMBIA 'CYCLES

For the State of  
Connecticut.

AGENTS WANTED IN UNOCCUPIED TERRITORY.



## SOMETHING NEW!

The Bundle Carrier for the Safeties fitting on the Mud-guard, and adopted for all the Safeties.

HOWARD A. SMITH & CO.,

ORATON HALL, NEWARK, N. J.

16 PARK STREET, ORANGE, N. J.

TELEPHONE 673.

TELEPHONE 134.

## Davis Patent Road Machine.



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

SEND FOR CIRCULAR  
AND PRICE.

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



# 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<br>each Team). |
| 3. One-Mile Handicap, Open.                    | 7. Three-Mile Handicap, Open.               |
| 4. Two-Mile L. A. W. National<br>Championship. | 8. One-Mile Consolation.                    |

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

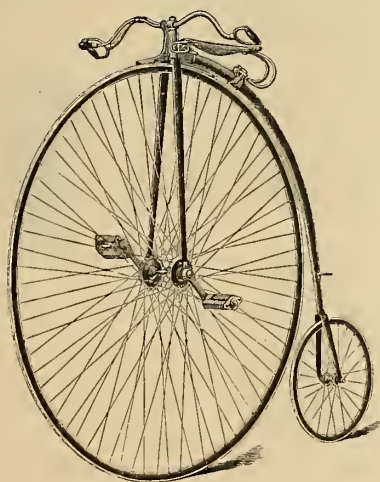
**ENTRANCE FEE, 50c. TEAM ENTRY, \$2.00.**

**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.**



**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!**

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New York

**STAR**

Headquarters.

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

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

**H. B. SMITH MACHINE CO.,**

Works and Main Office, SMITHVILLE, N. J.

**115 LIBERTY STREET.**



# JERSEY-FITTING UNDERWEAR CO.

WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR  
**CATALOGUE FOR 1888.**

## JERSEY-FITTING SHIRTS,

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.

LACED FRONT, LONG SLEEVES,  
TURN-OVER COLLAR.



LONG SLEEVES, LOW NECK

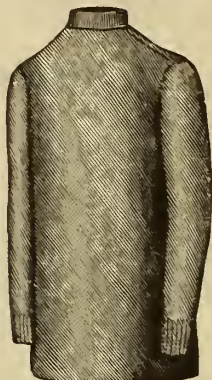


Every Wheelman and Sportsman will give these garments his approval when he examines the SHOULDERS, ARM HOLES and NECK, as they are made to fit. These goods are *patented*, and all infringements will be prosecuted to the full extent of the law.

FOOT BALL.



LONG SLEEVES,  
STANDING COLLAR.



LOW NECK,  
SHORT SLEEVES.

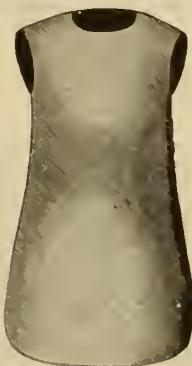


BASE BALL.



We embroider letters on front of this for twenty-five cents each letter.

GYMNASIUM.



## Jersey-Fitting Pants.

FULL PANTS.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip. **BUTTONED IN FRONT, SAME AS PANTALOONS, WITHOUT CERTAIN OBJECTIONS.**

We offer them to the Trade and Clubs as SOMETHING NEW, and invite all to examine them.

OUR BICYCLE FULL TIGHTS.

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 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**.

BICYCLE  
KNEE TIGHTS.



Made same as full tights, to three inches below the knee.

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

LADIES' JERSEY-FITTING  
TRICYCLE PANTS.

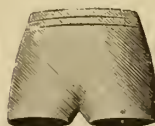
A NEW THING.

These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsted.



TRADE MARK.

TRUNKS.



We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.

Would like to have every Wheelman and Sportsman see these garments.

RIBBED  
FULL-FASHIONED  
STOCKINGS.

We believe there is none better.

We send these goods to any part of the country.

Send for Price List.



KNEE PANTS



RACING  
TIGHTS



LEOTARDS.



Each garment bears our **Trade Mark**, and are endorsed by the best manufacturers of Bicycles and by Professional Gymnasts. In ordering these goods be particular and give full name or style of each garment ordered.

MANUFACTURED BY

**HOLMES & CO., 17 Kingston Street, Boston, Mass.**



## PRICE LIST

—OF—

## Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
312	54	Extraord'y Chal.	Ball	Enamel	\$40 00
325	54	Universal Club	Ball	Enamel	80 00
402	50	American Club	Ball	Nickel	60 00
432	48	Expert	Ball	Nickel	75 00
435	55	Col. Lgt. Rdstr.	Ball	Enamel	90 00
438	54	Harvard	Ball	Enamel	65 00
450	48	Howe	Ball	Nickel	50 00
457	56	Standard Col.	Plain	Painted	45 00
458	54	Expert	Ball	Enamel	80 00
459	50	Victor	Ball	Enamel	90 00
468	54	Harvard	Ball	Nickel	65 00
469	54	American Star	Plain	Nickel	40 00
472	50	American Club	Ball	Enamel	85 00
474	54	American Star	Plain	Nickel	50 00
479	52	Brit. Challenge	Ball	Nickel	100 00
480	54	Rudge Lt. Rdstr.	Ball	Enamel	70 00
481	55	Col. Lgt. Rdstr.	Ball	Enamel	100 00
483	56	Expert	Ball	Enamel	80 00
486	48	American Star	Plain	Nickel	60 00
489	54	Harvard	Ball	Enamel	50 00
491	50	Cunard Rover	Ball	Enamel	80 00
493	51	Special Star	Ball	Enamel	80 00
494	52	Harvard	Ball	2-3 Nickel	55 00
498	48	Clipper	Ball	Enamel	115 00
498	48	American Star	Plain	Enamel	45 00
500	32	Monarch Rover	Ball	Enamel	115 00
503	54	Brit. Champion	Ball	Enamel	55 00
504	48	Special Star	Ball	2-3 Nickel	100 00
507	50	American Club	Ball	1-3 Nickel	80 00
508	51	Special Star	Plain	Enamel	70 00
506	51	Special Star	Ball	Enamel	80 00
509	44	Ideal	Plain	Painted	30 00
510	56	Special Col.	Ball	Enamel	35 00
512	50	Spalding	Ball	Enamel	45 00
513	52	Expert	Ball	Nickel	100 00
515	54	Expert	Ball	Nickel	90 00
518	48	Otto	Plain	Enamel	25 00
519	48	Sp. Premier	Plain	Enamel	40 00
520	54	Brit. Champion	Ball	Enamel	95 00
521	52	Brit. Champion	Ball	Enamel	95 00
522	50	Brit. Champion	Ball	Enamel	95 00
523	54	Am. Club	Ball	Enamel	70 00
524	52	Brit. Champion	Ball	Enamel	95 00
527	56	Standard Col.	Plain	Enamel	25 00

## TRICYCLES.

301	..	Col. Three-track	Ball	Enamel	75 00
350	..	Humber Crisp'r.	Ball	Enamel	75 00
357	..	Humber Tandem	Ball	Enamel	150 00
401	..	Victor	Ball	Enamel	75 00
496	..	Spkbrk. Crisp'r.	Ball	Enamel	115 00
511	..	Victor Tricycle	Ball	Enamel	75 00
526	..	Humber Crimper	Ball	Enamel	100 00

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address C. O. D., with the privilege of examination, provided the person ordering remits \$10 as a guarantee for express charges both ways in case machine is not bought.

## HOWARD A. SMITH &amp; CO.,

Oraton Hall, Newark, N. J.

Branch Store, Park Street, Orange, N. J.

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

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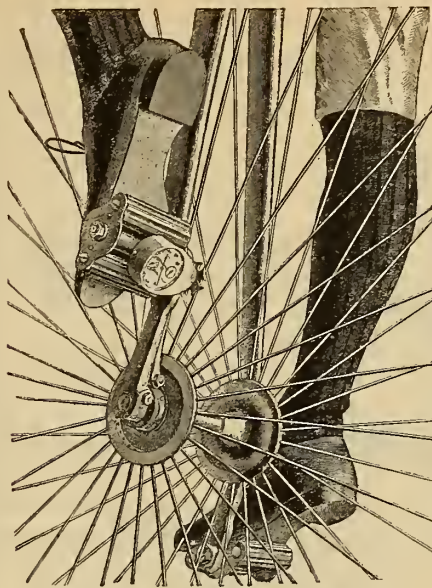
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N. Y.

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I have a complete stock of Columbias and others.

I sell on easy terms, and I rent only the best wheels (new) by the hour, day or month.

I do a general bicycle business, which is fully explained in a small pamphlet that will be mailed to you if asked for. Store open evenings.

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

ALL ADVERTISEMENTS MUST BE RECEIVED  
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## FOR SALE, EXCHANGE, WANTS.

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

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

FOR SALE, CHEAP—Tricycle, suitable for lady or gentleman; good condition. Address Trike, P. O. Box 444, New York City.

TRICYCLE FOR SALE—Humber Crimper, in good condition; cost, new in 1887, \$185; will sell for \$85. F. Eveland, 90 Monticello Avenue, Jersey City.

FOR SALE—Columbia Safety, nearly new; '87 pattern; geared to 54 inches. Address A. B. Norton, 59 West Fourth Street, Cincinnati, Ohio. 6-8

BARGAINS—'87 New Rapid Safety; 54-inch Victor Ordinary. For particulars address W. A. Meeker, Agent New Rapid and Quadrant Cycles, 529 River Street, Troy, N. Y. 6-8

FINE CHANCE for a Safety, good as brand new, without chains or gearing; Facile, latest pattern, 46-inch. Cost \$31; sacrificed for \$75. J. W. Hillman, Cape Vincent, N. Y. 6-1

FOR SALE—45-inch Special Star, two-thirds nickel; balls to front wheel; hollow frame, and cyclometer. *Never Used*; \$120.00. 42-inch American Star, enamel, power traps, \$50.00. 52-inch Expert Columbia, enamel, balls to wheels, double grip ball pedals, 1887 wheel; like new, \$85.00. J. E. Harris, Washington, Pa. 6-1

TANDEM TRICYCLE—Rudge, almost new; very light running; lamp, K. R. Best offer over \$90 takes it. Take bicycle in part payment. 170 East 71st Street. 6-1

BARGAINS—54-inch Standard, full nickel, excellent condition; run two seasons, \$65. Also, 52-inch Expert, full nickel, all balls, \$85. G. W. Nellis, Jr., Herkimer, N. Y.

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

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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

FOR SALE—Columbia Expert, 54-inch, full nickel; in excellent condition; Kirk saddle and bell. Can be seen of J. L. Miller, Pope Mfg. Co., 12 Warren St. 5-25

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CHEAP—Two Rudge Safeties, '87 pattern; one tandem. Chas. Schwalbach, Ninth Avenue and Union Street, Brooklyn. 1-1

FOR SALE—58-inch Hillman, Herbert and Cooper's double hollow, tubular fork Premier; double racing balls to both wheels; water and dust tight; cranked handle bar; Aëolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow fellos to give lightness for racing and yet strength for the roughest roads; it is excellent for hill climbing; cannot be duplicated in America for less than \$250; will sell cheap for cash, or will receive offers of exchange for a horse or anything of equal value. Address Geo. A. Bogart, assistant postmaster, Evanston, Cook Co., Ill. 1-1

FOR SALE—Cheap for cash, Harvard Special Bicycle, 52-inch; in good condition. Address C. H. B., 371 Fourth Street, Brooklyn, N. Y. 5-25

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.

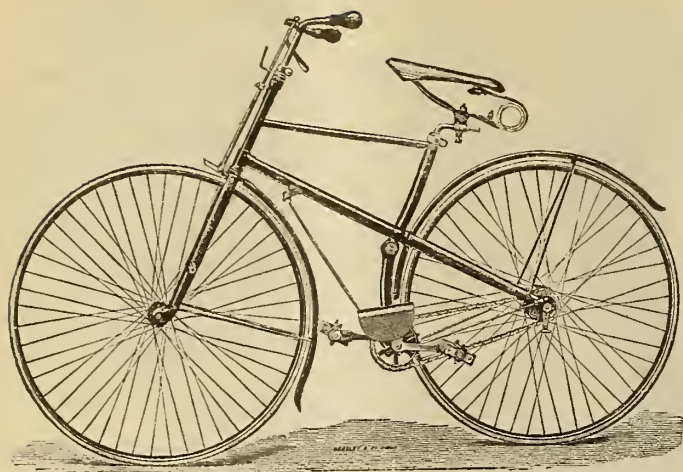
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RUBBER STAMP with your name in Fancy Type, 25 Visiting Cards, and INDIA INK to mark Linen, only 25 cents (stamps). Book of 2,000 styles free with each order. Agents wanted. Big Pay. THALMAN MFG CO., BALTIMORE, MD.

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WARRANTED INTERCHANGEABLE.

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WHEELS BOUGHT, SOLD AND EXCHANGED.

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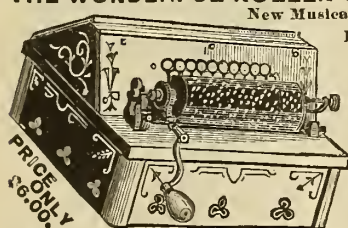
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Plays Hymns, Songs, and Dance music. No paper used. Music is produced by Metallic Rollers, making delightful music, far exceeding in tone an Organette. It will play a tune as long as desired, without any break, instead of stopping to change the piece as must be done with organettes. Beautifully finished, resembling mahogany, decorated with gilt and silver keys. The volume of tone will fill a hall. Send your order, we will send an instrument that will please you. Enclose \$6.00 with this notice and we will send organ at once, all complete. Satisfaction, or money refunded. Address,

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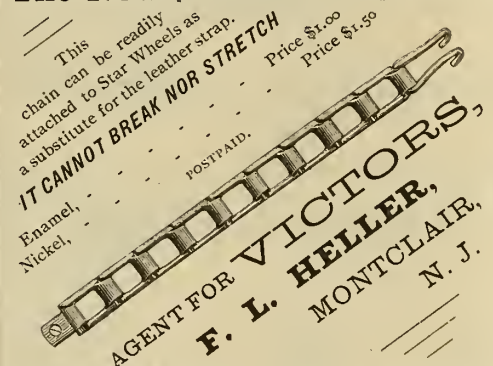
The Star Rider's Manual; price, 50 cents.

The Tourists' Delight; price, 50 cents.

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Thirteen miles on the Jericho Pike. Bicycle and Athletic Track, Raised Corners. Base Ball Diamond. Grand Stand. Only three minutes from the depot.

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

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

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

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

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

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

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Old Mounts in Part Payment

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LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

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

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WHEEL IN THE SAME  
CONDITION.*Don't Believe Us,*But ask those who have  
changed, this year, from  
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climb, as compared with  
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our hands.Our charge for selling is ten dollars and stor-  
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are responsible in case of loss for the net price  
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We are not responsible for breakage in transit.Our terms to sellers are strictly cash. Charge  
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cash for**VICTORS,**Can get them on the instal-  
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months' credit at \$5  
advance in price.**Notice this Week's Reductions.**

Our List, May 25, 1888.

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

- No. 119.—52-in. Club. Enam. with nickel trimmings. Balls both wheels. Lamp. Price \$60.
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- No. 125.—48-in. Eclipse. Enamel and nickel. Bargain at \$60.
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- No. 129.—48-in Stand. Col. Enam. Price \$35.
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- No. 158.—52-in. Stand. Col. Nickel, with enam. wheels. Lamp. Price \$45.

- No. 160.—Quadrant, convertible tandem, double steerer, specially built for two ladies. In perfect condition. Price \$175.

**THIS WEEK'S BARGAINS.**

- No. 162.—52-in. Spalding. All balls. Enam. Cowhorn bars. Price \$65.

- No. 164.—54-in. Col. Stand. Enam. Cowhorn bars. Balls to front wheel. Prime cond. Price \$60.

- No. 166.—54-in. Victor '85. Nickel with enam. wheels. Price \$85.

- No. 167.—55-in. Yale Light Roadster. Enamel. All balls. Cowhorn bars. Price \$55.

- No. 168.—42-in. Horsman. Fine cond. Price \$25.

- No. 169.—50-in. British Challenge. Nickel with enam. wheels. All balls. Cowhorn bars and spades. Price \$75.

- No. 170.—50-in. Stand. Col. Enam. Price \$15.



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**COLUMBIA**  
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**CLUB**  
**Safeties.**

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

ALL REPAIRING DONE ON THE PREMISES.

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

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

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MANUFACTURERS OF

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OUR SPECIALTIES:

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

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

MEDALS, CUPS, JEWELRY, Etc.

Stop-Watches, **MEDALS**, Trophies.

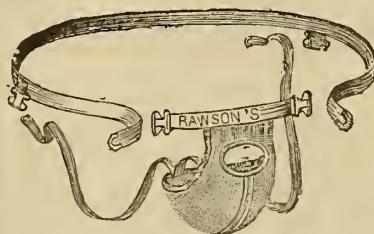
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No Wheelman, Equestrian or Athlete should be without THE RAWSON U. S. ARMY PATENT ELASTIC SELF-ADJUSTING SUSPENSORY BANDAGE. They are a safeguard from Accident or injury.

N. B.—“We fill special orders without extra charge.”

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

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

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We want all Wheelmen to know that we have put in machinery for the purpose of manufacturing NEW WHEELS, which enables us to do REPAIRING in all its branches, such as Stove-Baked Enameling in Bright and Dull Finishes, Drop Forging for Bicycling Purposes, Tubes, Rims, &c. Prices on application. All work done quick, reasonable and satisfactory.

REBER & SAICH,

No. 149 Academy Street, Newark, N. J.

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

HIGH GRADE BICYCLES,

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

Send for the most complete Wheel  
Catalogue ever printed.

THE JOHN WILKINSON CO.  
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SEE OUR LISTS.  
HART CYCLE CO.,  
No. 811 Arch St., Philadelphia, Pa.



RUBBER  
Tennis Soling,  
WHITE, BLACK,  
OR RED,  
Corrugated or Diamond Pat-  
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TENNIS SHOES.

NEW YORK BELTING & PACKING CO.  
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Apparatus and Supplies,  
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Sole proprietors of the  
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Amateur Outfits in  
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More than Forty Years  
Established in this line  
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**RADWAY'S**  
**READY RELIEF.**

Is a cure for every pain, Toothache, Headache,  
Sciatica, Neuralgia, Rheumatism, Sprains, Bruises.  
Try it to-night for your Cold; with a sharp dose of  
Radway's Pills, you will sleep well and be better in the  
morning. 50 cents per bottle. Sold by Druggists.

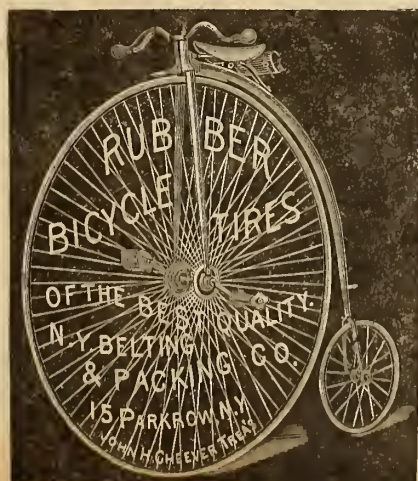
**DR. RADWAY'S PILLS.**

Purely vegetable, mild and reliable. Regulate the  
Liver, and Digestive organs. 25 cents per box.

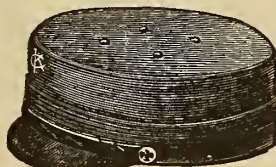
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PERFUMES AND TAKE NO OTHER.  
Wenck's Opera Bouquet is the latest.



SMITH'S



Sporting Goods.

LOWEST PRICES.

123 FULTON ST

In Hat Store, up stairs.

The "Best" Bicycle Whistle.



This Whistle is pronounced by  
all Cyclists to be the most con-  
venient, Loudest and "Best"  
call on the market. The  
mouthpiece is so constructed that  
it can be held easily in the mouth,  
and with little effort will produce  
a loud sound.

Price, 25c. each. Discount to Dealers.  
WHITTEN & CO., PROVIDENCE, R. I.

**HARLEM BICYCLE CO.**

284 LENOX AVENUE,

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

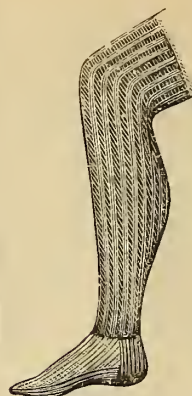
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Victors, Youth's Premiers, Champions,  
Ideals, Clubs, Singers, Spring-  
field Roadsters, Humbers.

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

REPAIRING. RENTING, STORING.

Open Day and Night.



OLD RELIABLE  
WEAR THE BEST

For they are the cheapest.

THEO. GOETZE & CO.,  
256 GRAND STREET,

MANUFACTURERS OF

Bicycle Hose.

FOR SALE EVERYWHERE!

Correspondence from the Trade  
Solicited.

Send 6c. for 20 Samples and Rules for

Mention this paper WHEN YOU ORDER, and we will  
give to each purchaser a pair of  
PANT STRETCHERS.  
The best invention ever made for taking out wrinkles and  
bagging at the knees, and for shaping the bottoms of Pants.



VESTS,  
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COATS  
\$8.00

Suits, \$13.25 to \$30.00.

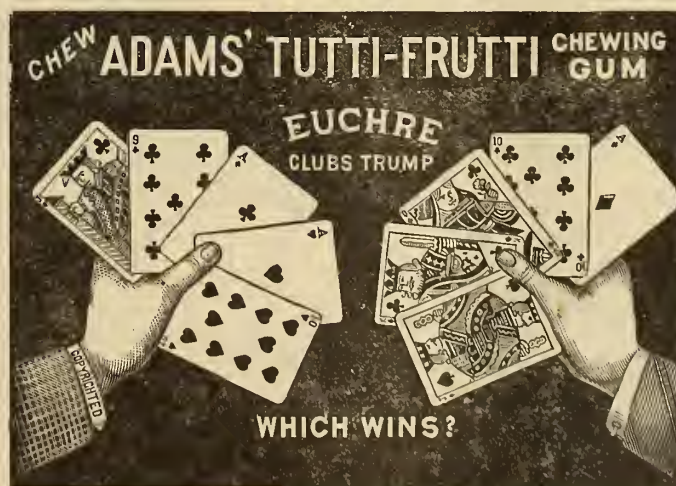
Also Manufacturers of Bicycle & Tennis Suits  
Every Garment cut and made to the individual measures  
and directions given us and a fit guaranteed.

**BAY STATE PANTS CO., Custom Clothiers,**  
34 Hawley St., Boston Mass.

Measuring, for Coats, Pants, Vests & Overcoats.

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES  
AND WHEELMEN



ON THE ROAD,  
ON THE PATH.

**ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM**

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



# "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.



## RUDGE BICYCLETTE.

*A large invoice of these famous machines, and also of the well-known*

RUDGE LIGHT ROADSTER,

*Just received.*

RUDGE CATALOGUE FREE.

**H. M. SABEN, Mgr., 152 Congress St., Boston.**

Is there an agent for the RUDGE in your vicinity? If not apply as above.