

JUN 11
U. S. PATENT

The Wheel

P.O. Box 444.
N.Y.

and

CYCLING TRADE REVIEW

23 PARK ROW
N.Y.

VOL. I.—No. 15.]

NEW YORK, JUNE 8, 1888.

[WHOLE NUMBER, 15.]

THERE is music in the air, gentlemen, and the career of

THE AMERICAN CYCLES

Which, both legally and commercially, ever since their first production, has been a

Triumphal Onward March,

looks brighter now than ever.

Remember, too, that these wheels embody strictly original and American ideas, and are the only ones on the market that are not mere copies of European models.

Don't let prejudice, so carefully fostered by disappointed and cholerick competitors, influence you.



All we ask is a fair and impartial consideration of the comparative excellences of our Cycles, and we then have no fears as to the result.

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THE BEST WHEEL EVER MADE FOR ALL-AROUND ROAD RIDING. THE BEST HILL-CLIMBER AND THE SAFEST COASTER.

CAN THEY BEAT THESE RECORDS?

Cory Hill, Boston, Mass., 4 times without a dismount.

Eagle Rock Hill, Orange, N. J., 3 times without a dismount. First round trip in 17 minutes. Second, in 13¾ minutes. Third, in 12¾ minutes. Average, 14½ minutes. Time taken by J. H. Sutherland and Frank Brock. Witnessed by J. A. Sutherland, N. Y. Bicycle Club; C. A. Silver, of Concord, N. H.; Frank Brock, Newark, N. J.; W. W. Waters, Orange Wanderers, Orange, N. J., and P. M. Harris, N. Y. Bicycle Club, N. Y.

Ford's Hill, Philadelphia, Pa., 7 times without a dismount, beating all previous records; done by Harry Sherman, of Lynn, Mass.

Walnut Street Hill, Worcester, Mass., by J. Fred. Midgley.

Third Street Hill, Wilmington, Del., 10 times without a dismount, by Victor R. Pyle.

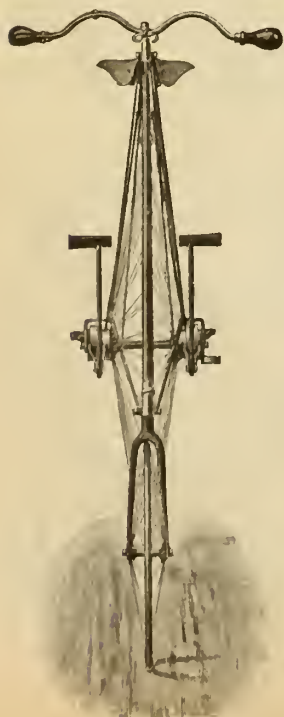
Clark Street Hill, Portland, Me., by J. Minton Worden. The first time this hill has ever been ridden.

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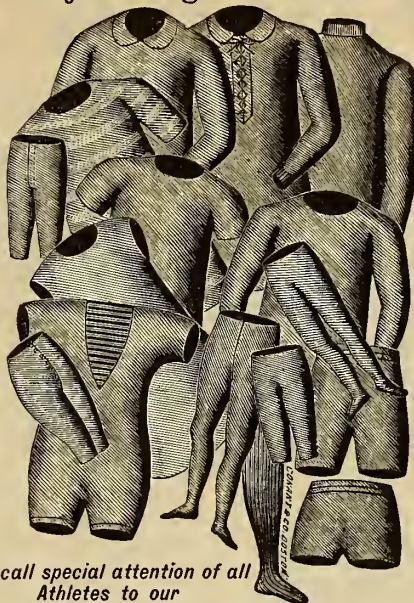
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 goods are **PATENTED.** and all infringements will be prosecuted
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Buttoned in Front, same as Pantaloon, without
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We offer them to the trade and clubs as SOMETHING NEW,
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We understand, first of all, these garments must be
 elastic, so they will not bind or impede the free use of the
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 can only be accomplished in **Ribbed Goods.** For this
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 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.

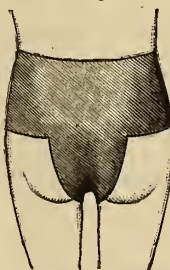
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 Players, Athletes, and Gym-
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 factory supporter made.

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PROSPECT PARK HOTEL,
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Refreshments of all kinds

BARGAINS!

SECOND-HAND

Bicycles, Tricycles,

—AND—

TANDEMS.

Examine Our Prices.

KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
246	52	Columbia Expert,	137.50	90.00	4	1	2
266	55	Spldg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	90.00	4	1	1
275	48	Victor,	127.50	90.00	4	1	1
277	52	Spec. Club,	160.00	100.00	1	1	1
286	44	Spec. 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
309		Sp'kb'k Hbr. T'dm,	260.00	190.00	4	1	1
315		Springf'd Roadster,	75.00	68.00	4	1	1
327	54	English,	130.00	60.00	4	2	1
329	54	Royal Mail,	140.90	100.00	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
343	52	New Rap. Rdstr.,	147.50	134.00	3	1	1
345	50	Victor Lt. Rdstr.,	130.00	98.00	4	1	1
350	52	N. Rap. Lt. Roadster,	137.50	110.00	4	1	1
351		Humber Safety,	140.00	115.00	4	1	1
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	Columbia Expert,	135.00	105.00	1	1	1
363	50	Columbia Expert,	135.00	82.00	1	2	2
364	56	Columbia Expert,	142.50	115.00	1	1	1
365	48	Columbia Expert,	132.50	90.00	3	1	1
370	54	Columbia Standard,	110.00	59.00	3	3	3
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
380	55	Royal Mail,	140.00	90.00	4	2	4
384	52	N. Rapid Lt. Rdstr,	147.50	105.00	3	1	2
385	54	Columbia Expert,	140.00	85.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	3	1
388		R'l Mail, 2 trk. Trike,	105.00	135.00	4	1	1
389	42	Am. Pony Star,	85.00	50.00	4	Plain	5
390		Beeston Hbr. T'dm,	260.00	120.00	4	2	4
391	55	Columbia Lt. Rdstr.,	145.00	100.00	4	1	1
392		Kangaroo Safety,	135.00	78.00	4	1	1
394	48	Columbia Expert,	122.50	75.00	4	2	2
397		Col. 2 trk. Trike,	165.00	100.00	4	1	2
399	50	New Mail,	127.50	105.00	4	1	1
400	52	British Challenge,	137.50	55.00	4	2	4
401	46	Special Club,	125.00	60.00	4	2	4
402	52	Columbia Expert,	127.50	100.00	3	1	1
403		Quadrant No. 8,	185.00	125.00	4	1	2
404	48	Premier,	90.00	40.00	4	4	1
406	54	Dictator,	135.00	55.00	4	1	2
407	42	Otto Improved,	40.00	20.00	5	4	4
408		Columbia Tandem,	250.00	210.00	4	1	1
409	50	Columbia Expert,	120.00	100.00	4	1	1

Wheels Bought, Sold and Exchanged.

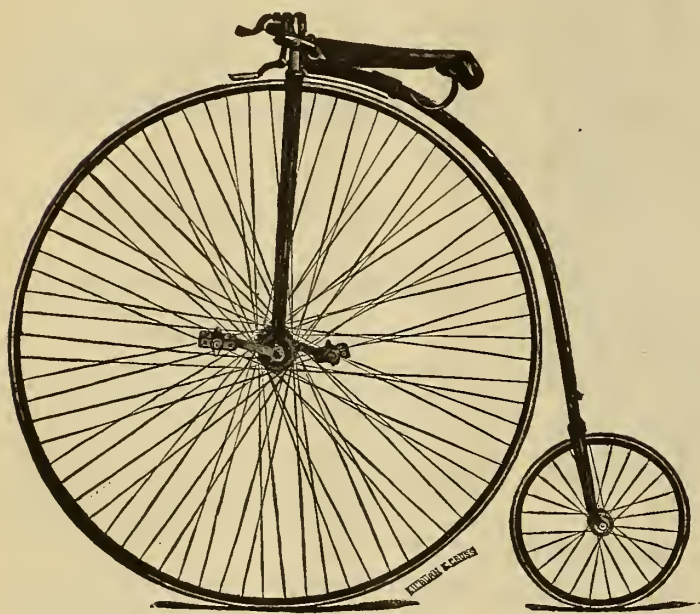
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NEW YORK BICYCLE COMPANY,

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NEW RAPIDS.



A Safety that has stood the test of two seasons without a break-down. True tangent spokes. Frame and sprocket bearings rigidly braced.

Perfect steering and balance. No side slipping. Fitted with Fish's patent adjustable saddle.

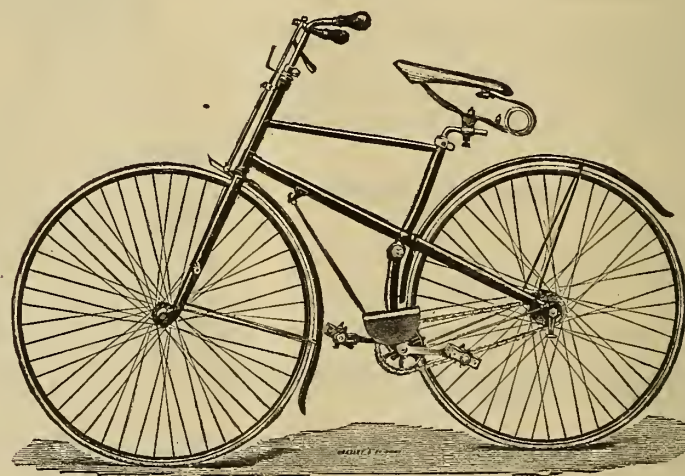
Roadster, weighs 40 lbs.

Light Roadster, weighs 36 lbs.

True tangent spokes, Warwick's improved hollow rims, perfect ball bearings, detachable hollow handle-bars, rigid forks and backbones.

All parts of highest possible grade.

Any kind of saddles and handles supplied.



QUADRANTS.



No. 8. Single, for gentlemen.

No. 14. Single, for ladies and light gentlemen.

No. 15. Tandem, for lady and gentleman, or two riders of either sex.

These machines contain features essential to perfect steering, freedom from vibration, easy running and hill climbing powers, not to be found in any other tricycles. Every rider of a Quadrant will testify to these facts.

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THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

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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.

A CINDER PATH FROM NEW YORK TO NEW HAVEN.

We are in receipt of several letters from Mr. A. G. Fisher, of New Haven, Conn., giving the details of the movement to build a cinder path from New York to New Haven.

It is proposed to build the path *only* where the present road is *not* good. It is to be three feet in width, and will be laid as much to the side of all roads as may be possible. Mr. Fisher states that the path will be about seventy miles in length, and that the average cost of building will be \$75 per mile, making a total of \$5,250. Mr. Fisher has started a subscription list, and has already had \$600 subscribed. He appeals for help in New York and in all cities on the line from New York to New Haven. It is proposed to form an association of clubs to push the work. All communications should be addressed to A. G. Fisher, 21 Lyon Street, New Haven, Conn.

Messrs. Crist and Barber, the former of whom is well known as one of our fastest amateurs, made their debut at Coventry on May 21. Crist appeared in the 1-mile bicycle handicap, and through mistaking the third for the last lap injured whatever chance he might have had. He rode second to Osmond in his heat, however, doing 2m. 34 3-5s., only 1-5s. behind the Englishman. Upon his departure we credited him as capable of 2.35, and Crist's performance justifies our opinion. It is also a pleasure to record that "Crist acted like a sportsman and a gentleman." Barber succeeded in pulling off the handicap, which all his friends will be delighted to hear. The defeat of Osmond is somewhat of a surprise to us, as we had rated him the fastest amateur in England. It is worthy of note to record that while the *Bicycling News* doubts Rowe's 2.29 4-5 it reports Syner as capable of easily bettering 2.32 2-5.

THE PASSWORD, "Wheelmen's Rights and Wheelmen's Highways," is now the cry of the world on wheels. Once it was Wheelmen's Rights and a miscellaneous lot of bosh about amateur rules, etc., but now it is "Wheelmen's Rights and Wheelmen's Highways." We catch the keynote from the graceful introductory of the League programme of the Baltimore meet.

THE NEW YORK AND NEW JERSEY INTER-CLUB CONTEST.

Kluge or Bradley?
 Will Hudson County or Kings County win?
 These were the queries that engaged the great crowd that lined the famous Irvington-Milburn course on Decoration Day.
 We remember the first contest, when the cycling attendance numbered little more than a corporal's guard, and comparing these with the hundreds of wheelmen and the aggregation of natives who witnessed the fifth contest, the association has reason to feel proud of the great interest they have awakened in road racing.

The early trains of Wednesday, the 30th, conveyed gay parties of knickerbockered humanity out to various points on the borders of the wheelmen's paradise, The Oranges, from whence, after devious windings between the mountains, with intermissions for dinner, they finally wound up at the course. The "Cits" went to Morristown. The Brooklyns dined at Orange, and swept down on the course eighty-seven strong, making a brave show, with just a little bit too much white braid, however.

At the starting point a large crowd of wheelmen had gathered, among them many men prominent in club life. THE WHEEL was busy arranging for the complicated operation of timing and scoring each man at twenty-five miles, and therefore had but little time to note all the celebrities present. Thomas Stevens, accompanied by two young ladies, was present to referee the race. John Wells and "Irvin" Halsted had brought their tandem on from Philadelphia, with the intention of trying for a record over the course, but the poor surface, in parts, deterred them. Elliott Mason, L. H. Johnson, Howard A. Smith, and Percy Harris represented the trade.

At two o'clock the men were called for the race. At this time the course presented an animated appearance. At the start were hundreds of wheelmen, while a large crowd of residents drew up in carriages along the sides of the road. Large carry-alls and farmer's wagons were there also, well loaded with men, women and children, who always make holiday by attending the road races. Cyclers rushed up and down looking for somebody or something, which they seemed never to find. Wheels were gently rested on the turf and their owners perched on the tree-shaded fences. Venders of anti-thirst fluids and succulent sandwiches did a thriving business. At the Irvington end of the course an enormous crowd had gathered, and policemen were stationed there to keep the course clear. The drivers of vehicles, with few exceptions, entered heartily into the spirit of the day, and drove to the right or left as commanded.

At 2.29, the men having been arranged in lines four deep by T. C. Crichton, "Jonah" Wetmore fired the pistol to a perfect start, and the racing men disappeared like a flock of birds towards Irvington. Coming back for the five miles eyes were strained to note the leaders. At 16m. 55s., Kluge, Stenken, Baggot and Bradley rushed over the 5-mile mark; after them came Wilson and Beasley, of the Kings Counties. All the men, except Pennell, of the E. W., were over in less than two minutes, a remarkable showing.

Another lull in the interest as the men disappear towards Milburn, and more quickening of pulses and straining of eyes as they came up for ten miles, and a shout of surprise and enthusiasm as Bradley rushes over the line, finishing the ten miles in 34m. 57s., with Kluge and Baggot within a yard of him, and Beasley six seconds behind. All the men except Pennell crossed within three and a half minutes. As Pennell passed the ten miles it was seen that he was well run out and incapable of any great effort, but he pluckily rode on to save his club.

Coming up for the fifteen miles, Kluge rushed to the front, finishing in the remarkably fast time of 53m. 20s., with Bradley and Baggot within a yard of him. On this lap Stenken fell, badly injuring his knee, and he dropped from seventh to twelfth place, and never afterwards bettered his position.

On this lap Kluge, while leading Bradley some twenty yards, also fell, but the Brooklyn man slowed up until the fallen man had remounted and regained his former lead—a very honorable act, but yet uncalled for, since Bradley

owed it to his club to take every fair advantage.

On the last lap Pennell, who had been trailing behind, took a bad header, fracturing his jawbone.

In accordance with our usual custom we publish a complete table of times, with the records of the men in the last two races.

NOTES OF THE RACE.

Borland rode well for a novice.

Schoefer showed great improvement.

The first twelve men beat one hour for fifteen miles.

A crowd of better trained men never started in a road race.

There was no distress at the finish, the men all dismounting in good shape.

It is said that Kluge waited behind to coach Baggot, and could have won by almost any distance he wished. All the same, the time shows a big race for Baggot and Bradley.

The two Hudson County men beat the Brooklyn man just at the finish by superior spurring abilities.

There was very little enthusiasm, but a deeper interest than we have noted in any previous contest. The race is in great favor with the natives. We met one freckle-faced boy who had walked six miles to see it.

Little human pollywogs wobbled all over the course on wheels. The boys seemed capable of as much rushing about as their elders, and have a perfect mastery of their wheels.

A smart Aleck turned to the official timers even before the last few men came in, and asked them who had won. As there was no certainty of giving a correct answer, the smart Aleck turned away with the remark that they would "doubtless know the correct result in to-morrow's *World*." The remark was an insult to the intelligence of the timers, and simply betrayed the ignorance of the questioner, who should have applied to the official scorer.

The race was timed by Mr. E. I. Halsted and Mr. E. W. Johnson, who called out the times of the men to THE WHEEL's representative. As the men rushed by, Mr. De Nyse, of the Kings County Wheelmen, called out the numbers to THE WHEEL's representative. These gentlemen are entitled to the credit of scoring and timing sixteen men at eighty points. All information published in lay or cycling papers was furnished by THE WHEEL to their representatives, and THE WHEEL also gave the full result to the official scorer. We are enabled to present a complete record only through the kindness of Messrs. Johnson, Halsted and DeNyse.

Kluge's times were: 16m. 55s., 17m. 10s., 19m. 15s., 19m. 12s., 18m. 38s.

The substitution of Beasley for Harry Hall, who was sick, caused much unfavorable comment, as his name did not appear on the programme, either as member of a team or as a substitute. He rode well, however, but fell away five places on the last five miles.

W. H. Caldwell rode a strong and well-judged race, running from ninth down to fifth place. His time would have given him second place in last fall's race.

Beasley rode the fastest five miles between the tenth and fifteenth miles—viz., 18m. 48s.; the time of the three leaders was 19m. 15s. He also rode the fourth lap in 19m. 1s., while the leaders occupied 19m. 12s. This spurt seems to have killed him for the final lap.

Some of the faster times on the second five miles were as follows: Kluge, Bradley and Baggot, 17m. 10s.; Caldwell, 17m. 35s.; Beasley and Wilson, 17m. 40s.; Mead, 18m. 4s.; Berry, 18m. 18s.; Hall, 18m. 20s.

Some of the faster times on the third five miles were as follows: Beasley and Wilson, 18m. 48s.; Caldwell, 19m. 1s.; Kluge, Bradley and Baggot, 19m. 15s.; Mead, 19m. 37s.

Some of the faster times on the fourth five miles were: Kluge, Bradley and Baggot, 18m. 12s.; Wilson, 18m. 38s.; Hall, 18m. 52s.; Beasley, 19m. 1s.; Caldwell, 19m. 5s.

Some of the faster last lap times were as follows: Kluge, 18m. 28s.; Baggot, 18m. 28 1-5s.; Borland, 18m. 28 2-5s.; Hall, 19m. 12s.; Caldwell, 19m. 18s.; Wilson, 19m. 21s.; Berry, 19m. 38s.; Mead, 19m. 39s.

JONAH'S STORY OF THE RACE.

A week has gone by since the great race, and the froth of my enthusiasm still bubbles up with undiminished vivacity at the very thought of it,

HAVE YOU NOTICED

What kind of work the Victors are doing? We are not at all surprised at the reports that come in from all sides telling of Victors taking best places in the road races, etc. They are built to get there first, and we expect them to.

Please note in this connection also, that the Victor Safety was the **FIRST CRANK MACHINE** to climb

EAGLE ROCK HILL,

Which feat was accomplished on Decoration Day, and again three times in succession on June 3.

THEY ARE SURELY CLIMBERS.

Overman Wheel Co.,

NEW YORK.
CHICAGO.
BOSTON. }

MAKERS OF VICTOR CYCLES.

CATALOGUE FREE.

A. G. SPALDING & BROS., Special Agents.

No.	NAME.	5 Miles. Pos. Time.	10 Miles. Pos. Time.	15 Miles. Pos. Time.	20 Miles. Pos. Time.	25 Miles. Pos. Time.	May 30, 1887. Pos. Time.	Nov. 8, 1887. Pos. Time.
1	C. E. Kluge, H. C. W....	1-16.55	2-34.05	1-53.20	2-1.11.32	1-1.30.00	.....	1-1.31.03½
2	E. P. Baggot, H. C. W....	3-16.55	3-34.05	3-53.20	3-1.11.32	2-1.30.00½	7-1.40.02	8-1.42.35
3	H. L. Bradley, B. B. C....	4-16.57	1-34.05	2-53.20	1-1.11.32	3-1.30.00½	4-1.34.49	2-1.36.21
4	T. L. Wilson, K. C. W....	5-17.03	5-34.43	5-53.31	4-1.12.09	4-1.31.30	.....	4-1.38.52
5	W. H. Caldwell, E. W....	9-17.09	6-34.46	6-53.47	6-1.12.52	5-1.32.10	5-1.37.02	.....
6	T. J. Hall, Jr., K. C. W....	11-17.27	11-35.47	10-56.02	8-1.14.54	6-1.34.06	.....	3-1.37.30
7	W. S. M. Mead, B. B. C....	7-17.08	8-35.12	7-54.49	7-1.14.37	7-1.34.16	.....	5-1.39.37
8	S. J. Berry, Jr., E. W....	10-17.22	10-35.40	9-55.39	10-1.15.02	8-1.34.40	.....	12-1.47.05
9	T. Beasley, K. C. W....	6-17.03	4-34.43	4-53.31	5-1.12.32	9-1.35.52	.....	.....
10	J. W. Schoefer, B. B. C....	8-17.09	9-35.40	8-55.39	9-1.15.02	10-1.36.12	18-1.53.04	13-1.47.36
11	W. C. Marion, K. C. W....	12-17.40	12-36.48	11-56.58	11-1.16.37	11-1.36.44	.....	11-1.43.29
12	J. F. Borland, B. B. C....	14-18.32	14-38.05	14-59.09	14-1.19.00	12-1.39.24	.....	.....
13	F. J. Gubelman, H. C. W....	13-18.05	13-36.56	13-57.47	13-1.18.51	13-1.39.56	.....	.....
14	C. A. Stenken, H. C. W....	2-16.55	7-35.02	12-57.22	12-1.18.11	14-1.41.09	2-1.33.57	22-2.00.18
15	L. B. Bonnett, E. W....	15-18.47	15-38.32	15-60.00	15-1.21.08	15-1.43.00	14-1.47.29	.....
16	Geo. C. Pennell, E. W....	16-19.43	16-40.12	16-62.12	16-1.24.41	16-Fell.	.....	.....
Kings County Wheelmen.....		.....38 Points.		Brooklyn Bicycle Club.....		36 Points.		
Hudson County Wheelmen.....		.....38 Points.		Elizabeth Wheelmen.....		24 Points.		

and I find it hard work to settle down to a calm narration of the wonderful things that happened. The score card lies before me, and naught but those wonderful times dance before my eyes. But I must leave them for Brother Prial to embalm for future ages of cyclers, with cool, unimpassioned, critical pen. [Yaas, very.—Ed.]

The day broke cloudy and uncertain. But did the cycler, as he took his early breakfast, think of staying home? Not much. It was to be a race for blood, and he could not afford to miss even a chance for seeing it. So New York and Brooklyn and Jersey cyclodromes were astir betimes. As early as ten o'clock the Morris and Essex trains began to dump the cycling hordes in Orange, while from Newark and Elizabeth and Rutherford and Passaic and all points an unbroken stream of wheels flowed up hill and down toward the riding district and the course.

Noontime came, and Davis spread a feast in Music Hall for a hundred and fifty hungry men of the Long Island Wheelmen, Brooklyn Bicycle Club and Trenton Wheelmen. While they were discussing this I was among the early birds at the Hilton Hotel. I found the same old gang of veterans there—President Edwards, Columbia Mason, Victor Barkman, Springfield Harris, Blake Bonnett, "Doc" Johnson, Captain Bridgman, Clerk of the Course Crichton, Shriver and Shriver's Pipe. They are all always there, and a race would be no race in the absence of any one of them. Around-the-world Stevens stood silent to one side like an Irishman's owl, saying nothing but keeping up a devil of a thinking. He was to be referee, and his dignified reserve well became his high position as referee in the greatest race ever run in the world. Halsted and Wells rode up on a tandem, and listened to how Sherman, on the Springfield Roadster, and little Fred, on the Victor Safety, had just climbed Eagle Rock, and smiled with a just-you-wait smile that foreboded big things in the future.

And now one o'clock came, and with it the sun, and with the sun the crowds. And was there ever such a gathering? Jersey farmers brought cart loads of rosy-cheeked country girls, color-trimmed carriages of every description rolled by with gaily be-ribboned damsels, and carry-alls bore their freight of noisy boys. But outnumbering them all were the wheels. There were wheels and wheels and wheels and wheels. A thousand of them!—yes, fifteen hundred at the very least—sped toward the start.

Here a mighty concourse was gathered. Carriages skirted the roads two lines deep on each side for a quarter of a mile, while wheelmen jammed the roadway and filled every intervening space.

Gallantly up the long hill rode the seventy Brooklyn Bi. Club lads, five abreast. A cheer of admiration. Then the K. C. W. squadron. A cheer of tribute to the champions. Then Captain Whitehead with his twenty Trenton wheelmen. A cheer of welcome. Detachments of Passaic, Rutherford, Long Island and a score of other clubs followed, sandwiched in between battalions of unattached and stray clubmen in disordered ranks.

Now the racing teams began to arrive. First on the ground, as usual, were the plucky Elizabethans, with no hope of winning, but still never content to be silent partners in the concern, and satisfied with the glory of doing well, if not the best. Caldwell, Berry and Bonnett were to do the work, and Pennell was to ride to fill the team. Next came the pride of Jersey, on whom the "foreigners" pinned their faith,

the Hudson County men, champion Kluge, giant Stenken, lean and hungry-looking Baggot, and dark-horse Gubelman. The two rival Brooklyn teams—Brooklyn and Kings County—arrived together. The champions were without ex-champion Harry, and plucky Beasley was on hand to fill his place. They were there not to make excuses, but to do their best. Bradley, the pride of Brooklyn, looked fit to race for his life, and the new "kid," Borland, with his laughing, boyish face, seemed ready to emulate the great doings of that other "kid," Caldwell, two years before.

The word to mount was given, the pistol cracked, and away they went to a beautiful start, without a spill. In 16.55 Charlie Kluge passed the five-mile post, with Baggot, Stenken, Bradley, Beasley and Wilson at his very heels in the order named. A howl of delight went up from the Jerseymen, for three H. C. W. men led. The score at this point stood: H. C. W., 49; B. B. C., 35; K. C. W., 34; E. W., 18.

During the next five miles there were numerous changes. Bradley gained two places, Caldwell three, Stenken lost five, and Beasley gained two. The pace was terrific—Kluge 34.05, and Caldwell, the sixth man, 34.46. The points now stood: H. C. W., 44; K. C. W., 36; B. B. C., 35; E. W., 21.

On the third fifth Stenken took a bad fall, cutting his knee and knocking all the strength and go out of him, and dropped back to twelfth place. This evened things up a little, and made the Jerseymen look glum and encouraged the Brooklynites to renewed efforts. Mead, Schoefer, Hall and Wilson gaining a point apiece, the score for fifteen miles standing: H. C. W., 39; K. C. W., 38; B. B. C., 37; E. W., 22. Was there ever such a race? Kluge led in 53.20, and Caldwell was sixth in 53.47. Where is the Pullman race alongside of this? And remember the Brooklyn and Jersey boys had ten miles more to travel.

The spectators woke up to the fact that they were viewing the greatest race ever run on any road, considering the work that so many men were doing. Fourteen men had gone fifteen miles over a succession of steep hills, and the slowest man's time was under 58 minutes. Between fifteen and twenty miles Hall gained two points and Wilson one, Schoefer, Beasley and Berry sustaining the loss. The points at the end of the twenty miles stood: K. C. W., 40; H. C. W., 39; B. B. C., 36; E. W., 21.

And now they struck the last five miles. And what a wind-up it was! Caldwell forged ahead of the plucky Beasley, Berry dropped Schoefer and Beasley, and Tom Hall came with a rush into sixth place. Kluge, Baggot and Bradley came down the last level in a bunch, first one and then the other leading. On they rushed, neck and neck, down the long lane of women and men and horses, amid the frantic yells of the excited crowd, Kluge winning by a quarter of a second from Baggot, with Bradley three-quarters of a second behind the latter—a noble trio of American racers, with honors as easy between them as fortune could well distribute. Winning time, 1h. 30m. Thirteenth man, 1h. 39m. 56s. Beat this, you racers of all the rest of Yankeeedom, and of England, too, if you can! Who will dispute that it was the greatest bicycle road race ever run in the world? All honor to all hands, from champion Kluge at the head to plucky Pennell who fell at the rear. Kings County and Hudson County tied at 38, with Brooklyn only two points behind. Let us all be

on hand on the day which the executive committee sets to run off the tie, and may the best men win.

JONAH.

WHY BRADLEY WAITED.

NEW YORK, June 5, 1888.

EDITOR THE WHEEL:

Dear Sir—Not being in the habit of rushing into print, I trust you will pardon me for requesting space for this letter in your columns.

I am aware that all competitors in any race, and especially where such intense interest is shown as that upon Decoration Day, must expect almost unlimited criticism, but I am constrained to take exception to several statements made in your columns of the 1st inst.

"Independent," in his Brooklyn notes, says, in substance, that—"When Kluge fell, Bradley waited, which is all very nice, but does not just fit into circumstances."

Now, when Kluge fell at the Irvington turn, evidently caused by his turning too short, I was just behind him, and on the impulse of the moment called for him to hurry, and slowed up slightly; but no sooner were the words out of my mouth I reflected that I had no business to wait, and as soon as possible was getting away as fast as I knew how.

Ten seconds is a liberal allowance for the time lost, and I hope this will settle all controversy upon the "waiting."

The latter part of the criticism, "And not to convince himself whether A. or B. is a better man," strikes quite harshly, emanating as it does from one who knows full well that I had not the remotest idea of beating Kluge.

Taken together with the first remark, it implies that I sacrificed the interest of the club in order to make a race with Kluge.

Trusting that the notes were written hastily and without any intentional wrong,

I am, yours truly,

H. L. BRADLEY.

[We feel certain that Mr. Bradley's wait was the impulse of an honorable nature. We are equally certain that our Brooklyn correspondent intended no wrong. He simply recorded public opinion at the time, as we have in our detailed report of the race.—Ed.]

HILL-CLIMBING CONTEST FOR THE KIRK BROWN MEDAL.

The committee in charge of the hill-climbing contest for the medal offered by Mr. Kirk Brown have made the following arrangements:

The contest to be held on Saturday, June 23, on Conshohocken Hill, commencing at 3 p. m. Contest to be open to all amateur wheelmen residents of Philadelphia, Camden, Wilmington and Reading. The man climbing the hill in the best time to win.

An entrance fee of fifty cents will be charged, returnable to starters. Entries to be made not later than June 21, accompanied with entrance fee, to

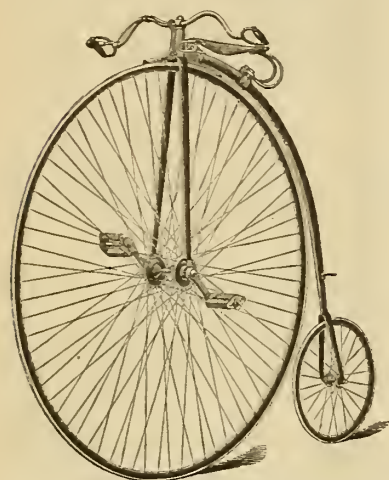
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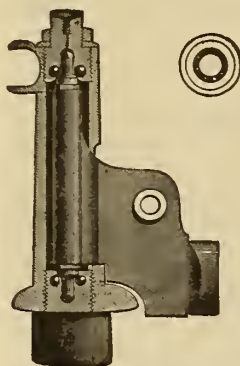
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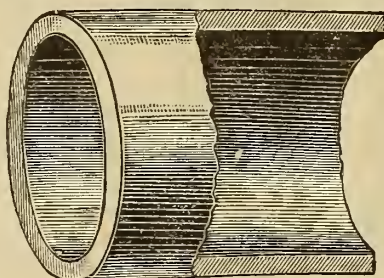
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THE PULLMAN ROAD RACE.

Yesterday occurred the greatest road race that was ever run in the history of cycling in the United States. It was the much-talked-about and never-to-be-forgotten road race from in front of the Hotel Leland to Pullman, about eighteen miles; the largest field of entries that ever started in any race in the West, and contained some of the best men in the West. There were eighty-six entries, and seventy-one faced the starter. The race was arranged by and under the direct supervision of Mr. R. D. Garden. He offered a large list of

ELEGANT AND COSTLY PRIZES,

for the first twenty men who crossed the finish line at Pullman in front of the Hotel Florence. At least two hours before the time announced for starting, a large crowd had assembled to witness the start. When the wheelmen began to assemble and take their places preparatory to starting, at least 5,000 people were on the grounds. All along down Michigan Avenue as far as Twelfth Street, on both sides, there was an eager, surging mass of people. Every one wanted to see the men as they passed, and it required the united efforts of a squad of police to keep the street any way clear. Mr. P. E. Stanley had been chosen referee; R. P. Gormully, H. D. Corey, F. W. Gerould and R. H. Owsley, judges; Frank Yates and S. A. Mills, timekeepers; L. W. Conkling, starter.

THE START.

At exactly 10.10 o'clock the limit handicap men, having fourteen minutes, were sent off. In rapid succession the men were sent away on their handicaps, until the whole seventy-one racers were on their way to Pullman. Each man got a good start, and everything went well, with the exception of one or two men taking a couple of violent headers.

The train left for Pullman at 10.33 o'clock, and as soon as Van Sicklen, the scratch man, was away, all made a grand rush for the train. At several places on the way down the riders could be seen from the trains, and by the time Grand Crossing was reached quite a few men were seen almost entering North Pullman. Before the train reached Pullman the first ten men were over the finish line. The first man to finish was

ARTHUR LUMSDEN,

of the Fort Dearborn Cycling Club, who rode a light Columbia 51-inch roadster. He started with eleven minutes handicap, and did the distance, corrected time, in 54m. 47s. This young man is only nineteen years of age, a comparatively new rider—among racers, at any rate—and captured the honors very easily indeed. It was almost a gift to him, and he showed his metal, after winning the morning road race, by going into the three-mile handicap race in the Pullman games in the afternoon, and winning that, from the 150-yard mark, in 11m. 33s. He was the only man who rode the almost insurmountable "sand hill," three miles from Pullman, without dismounting. Captain Yates, who was stationed at the "sand hill," said he came there and went away the

FRESHEST BY FAR

of all those who rode in at the finish. Fifty-three men passed Captain Yates and rode to the finish. After Mr. Lumsden the men came in in the following order: G. Sage, Fort Dearborn, time, 1h. 47s.; H. E. Loveday, Illinois, 56m. 27s.; H. E. Sauer, Lincoln, 55m. 22s.; F. E. Spooner, Lincoln, 55m. 53s.; W. B. Greenleaf, Fort Dearborn, 57m. 13s.; H. E. Morris, Lincoln, 59m. 49s.; G. A. Thorne, Kenwood, 57m. 28s.; G. P. Wintermute, Kenwood, 59m. 12s.; George Brinkerhoff, Illinois, 58m. 2s.; W. H. Black, Illinois, 59m. 52s.; Thomas Bray, Æolus, 1h. 34s.; A. W. Harris, Lincoln, 1h. 4m. 21s.; H. A. Kohler, Æolus, 1h. 3m. 53s.; N. D. Fernald, Fort Dearborn, 59m. 40s.; C. P. Belden, Fort Dearborn, 1h. 1m. 27s.; A. W. Vickery, Illinois, 59m. 9s.; L. L. Ferris, Fort Dearborn, 1h. 39s.; George E. Kurtz, Illinois, 1h. 2m. 11s.; O. Wimmerstedt, Lincoln, 59m. 44s. The above twenty men received

THE FOLLOWING PRIZES.

The complete list of prizes and the donors are as follows: Pope Manufacturing Company, Columbia Light Roadster, or Veloce; Western Toy Company, Rival bicycle, ball bearings; St. Nicholas Manufacturing Company, National bicycle; A. J. Lakin & Co., cyclometer; John

Wilkinson Company, bicycle suit; C. F. Stokes, Springfield Roadster; Gormully & Jeffery Co., choice of goods to the value of \$75; Hibbard, Spencer, Bartlett & Co., Mascotte tricycle; George M. Pullman, gold medal; A. G. Spalding & Bros., Slocum tennis racket and lawn-tennis suit; R. W. Tansill & Co., box Tansill's Punch cigars; Roper & Baxter Cigar Company, 100 Boscobel cigars; Alvord, the latter, a spring Derby hat; Brooks Odometer Company, cyclometer. In addition to these there will be an \$85 gold medal awarded to the rider who makes the best time. Rhodes, of Boston, the professional bicyclist, started four minutes after Van Sicklen, scratch, to try and make a record. He failed to make better than fourth place for time. Winship, Fort Dearborn, 53m. 20s.; Van Sicklen, Chicago, 53m. 25s.; Lumsden, Fort Dearborn, 54m. 47s.; Rhodes, 54m. 52s. The \$85 medal, to be awarded to the best time, went to H. R. Winship, Fort Dearborn, who beat Van Sicklen five seconds. Winship's time of 1887 was beaten by himself yesterday 9m. 35s. So the Pullman road record now stands 53m. 20s. That is great time, and it will be many a day before it will be broken.—*Inter-Ocean*.

PENNSYLVANIA CLUB MEN VISIT WILMINGTON, DEL.

On last Saturday afternoon eight members of the Pennsylvania Wheel Club, accompanied by B. Frank McDaniel, of Wilmington, left Philadelphia at 3 o'clock for Wilmington. The party stopped at Sharon Hill for about one hour, where they were served with refreshments. Leaving there they arrived at Wilmington about 7 o'clock.

On Monday morning the other riders came on the boat and cars. Those who registered at the Clayton House were W. P. Street, Jr., H. L. H. Hall, F. W. Kohler, T. A. Bradley, C. A. Roberts, George T. Lanig, J. A. Longaker, J. G. Semple, F. Mears, C. L. Leisen and W. D. Supplee; H. Crowther and T. Smith, of Reading, were also in Wilmington with their wheels, and accompanied the others.

Among the twenty-six Wilmington riders were: S. Wallis Merrihew, B. Frank McDaniel, William F. Kurtz, Charles Kurtz, Albert Jefferis, Thomas Jefferis, Victor Pyle, Clarence Pyle, Clarence Elliott, Charles Wilson, Samuel Wilson, Z. H. Lofman, Harry Lofman, George Moore and Messrs. Philips, Vernon, Gregg and Shothower.

The visitors were shown Third Street hill before starting on their run. C. L. Leisen, of the Pennsylvanias, on a Star; Victor Pyle, of Wilmington, on a Springfield Roadster; Philips on a Veloce Columbia, and McDaniel on a Victor Light Roadster and again on a Victor Safety, succeeded in climbing the hill. At 10 o'clock the riders started for Newark, Del., by way of the Newport pike, and arrived there at 12.15 o'clock. Dinner was served at Deer Park Hotel. Several Middleton riders were there. After enjoying themselves heartily some of the number left Newark, making the return trip of fourteen miles in one hour and forty minutes. The remainder rode back on the cars, at 5.20 o'clock. The visitors left for Philadelphia much pleased with their reception.

A DELIGHTFUL TOUR.

Mr. A. B. Barkman, Tourmaster L. A. W., has arranged the following tour, on which he will be accompanied by several members of the Brooklyn Club—to wit, Messrs. Raymond, Fuller Bradley, Mead and Borland.

The party will leave on the Mary Powell on Saturday at 2.15 p. m., landing at Poughkeepsie, where they will remain over night. Starting Sunday at 8 a. m., the party will wheel down the Hudson to Fishkill Landing, 17 miles; thence by ferry to Newburg. From Newburg the route leads through New Windsor, Canterbury, Mountainville to Highland Mills, 33 miles from Poughkeepsie.

Dining at Highland Mills, where there is good accommodation, the party will ride down the Ramapo Valley, through Greenwood Furnace, Tuxedo Park, Sloatsburg, to Sufferns, thence by train to New York.

During the season other short tours will be arranged. Already the following have been typed out: From Tivoli, N. Y., down Hudson River to Garrison's; Delaware Water Gap to Port Jervis; Morristown to Summerville, including the famous "circuit."

BOSTON BICYCLE CLUB'S NEW DEPARTURE.

The news that the Boston Bicycle Club is to move down town has caused numbers of young men to apply, or think of applying, for membership. For years the club has been more of a social organization than a sporting or athletic club; in fact, the social element came to be so dominant that the success of the club demanded that rooms be had down town.

The club now numbers about 150 members, officered as follows: President, E. C. Hodges; vice-president, J. R. Chadwick; secretary, E. W. Hodgkins; treasurer, C. W. Fourdrinier; captain, W. G. Kendall; first lieutenant, G. E. Smalley, and second lieutenant, E. F. Myers. Their club house on St. James Avenue, at the Back Bay, is neatly fitted up with parlors, billiard, pool, smoking and card rooms, and has been the resort of wheelmen for some time. The great complaint against it, however, has been that it was too far away from everything. It was an evening's job to go there and return, and so was not the popular and convenient resort that it might otherwise have been.

In the recent purchase of the building at 164 Tremont Street, the site of the old Imperial cafe, for a club house, the prospects of the club have materially brightened.

The club's lease on the old property expires with June, and so the work of fitting up their new quarters will be begun at once. The building is four stories high. It is the plan of the club, although nothing is definitely arranged as yet, to lease the street floor to some piano concern. "Piano Row" seems to be growing fast, and property in that neighborhood is in great demand for such uses. The second and other floors will be used for parlors, public and private lunch rooms, billiard, pool, card and smoking rooms. Mr. Cunningham, the celebrated caterer, who has so long served the club and helped to make that department of the club life popular, will remain with the organization, and make the tables at the new quarters look as inviting as ever.

Stabling room will be provided for, either in the building or from some neighboring property, so that visiting wheelmen may conveniently put up their wheels. The old Boston Bicycle Club will remain with these new quarters as a resort, but the bicycle club will only be a part of the whole. It is proposed to have a larger club of young men, to be called the "Town Club," with headquarters at this house, the Boston Bicycle Club to remain as formerly, a bicycling body of men and a part of the larger social organization.

The special features of the club will be kept up. Outdoor sports, picnics and yachting excursions will occur with sufficient frequency to make the club an interesting one. Already Captain Kendall has been planning for trips to several interesting spots not hitherto visited by the club.

Already a large number of young men have signified their intention of joining the club, and as it is the only young men's club in the city of its class, its prospects for the future are exceedingly bright. Being handy to the theatres, located in the heart of the city, with location unsurpassed, it bids fair to rival some of the older social clubs in popularity.—*Boston Globe*.

UP EAGLE ROCK ON A VICTOR SAFETY.

On Sunday last Fred. Coningsby, an unattached New York wheelman, made an attempt to mount Eagle Rock on a Victor Safety. Coningsby went up twice without dismounting and got to the top of the hill the third time, but just as he turned to descend he was forced to dismount. He quickly mounted again and finished the trip.

The times of the trips were: first, 13m. 16s., second, 14m. 25s.; third, 14m. 12s.; the last time includes the dismount. Coningsby is but eighteen years of age. He will shortly attempt the Rock on a crank. The trial was witnessed by W. E. Fuller, J. F. Borland, W. S. M. Mead, A. B. Barkman, L. L. Coudert, H. S. Stallknecht and F. H. Pough, of the Brooklyn B. C.

Bi. News thinks *The American Athlete* will shortly be re-named the *American Hill-Climber*.

There is but one bicycle in the Island of Malta.

WHEEL GOSSIP.

Rowe is expected home next Saturday, the 16th.

The *Lynn Daily Bee* pays us the compliment of reproducing our article on Rowe's records.

The New York board of officers' meet will be held at the Grand Union next Friday evening.

The Austrian government levys a tax of £2 10s. on every wheel imported into the country.

The *Cyclist* thinks Synyer would have beaten 2m. 30s. had he ridden out in the mile bicycle championship.

At the Pullman, Ill., athletic games, held May 30, A. Lumsden, 150 yards start, won the 3-mile handicap in 11m. 33s.

Charley Stenken will use a 30-lb. Star in track races this year. The machine is already finished, and will be delivered in a few days.

A large number of Philadelphia wheelmen and riders of neighboring cities will be at Lancaster, Pa., to-morrow, to attend the races to be given there.

The Springfield Bicycle Manufacturing Company have presented H. E. Ducker with a \$100 Springfield Roadster, to be given as a prize at the Buffalo tournament.

The Clark Cycle Company, whom we referred to last week erroneously as S. T. Clark & Co., are very busy shipping New Rapids and attending to their new Washington store, which is a great success.

It is rumored that the details of the hill-climbing contest between Messrs. John A. Wells and E. I. Halsted have been arranged, but we have received no positive information, as Mr. Halsted has been out of town for a few days.

The builder has promised to have the New York Club's new house finished on July 15. The house will then be elegantly furnished, and when all is complete, the New York Club's home will compare favorably with any in the country.

It is the intention of the West Somerville, Mass., Bicycle Club to give a series of races for gold and silver medals; the first race to take place on the 18th of June, and a race every Saturday afternoon, until the end of September.

Memphis, Huntsville, Sheffield and Decatur, all Alabama towns, are having their streets laid with concrete. Paducah, next to Washington, is the best paved city in the United States. The material used is taken from the bottom of the Tennessee River.

BIG BARGAINS.—For a real good chance to purchase a fine wheel at a decent price, examine Wm. Read & Sons' second-hand list. The firm present but a few of their choice second-hand wheels. If you want to buy or sell anything in the cycle line, write to them.

The Chicago to Pullman road race was a great contest, the prizes being costly, the number of starters phenomenal and the time good; yet the local inter-club race was much greater, and the competitors therein showed much better form than our Western friends.

LOUISVILLE STREETS TO BE MACADAMIZED.

Contracts were awarded June 7 for the macadamizing of a number of streets in Louisville, Ky. When these new pavements are put down Louisville could be made a cycling centre, with a little push on the part of the trade.

THE KINGS COUNTY WHEELMEN'S RACES.

The attention of our readers is called to the advertisement of these races. The meets of the K. C. W. are full of dash and go, the grounds are very accessible, being but twenty minutes from the Bridge, and an interesting programme is sure to be provided.

The idea of holding a handicap road race, at such a time as the men in preparation for "great" road races will be most fit, is gaining ground. It is proposed to hold it on Long Island over a 20-mile course. We think the project a good one, and should be pleased to hear from our readers as to the date, and where a good 20-mile course may be found.

UP UNION HILL ON A NEW MAIL.

Will Haradon, on a 48-inch New Mail, essayed to beat Worden's record on Union Hill, Springfield, last week (Tuesday), and so he proceeded to climb that eminence seven times without a dismount, which he did, and was ready to go once more if it had been necessary. He is shortly to make a further attempt in the presence of formally appointed officials. This feat beats Worden's record by two ascents, Worden's record being five times.

Llewellyn H. Johnson, who is constantly on the lookout for the latest and best improvements in wheels, has just received a line of Humber Safeties, which are the neatest and most graceful specimens of the now famous Rover type that it has ever been our pleasure to inspect. The wheels are both 30 inches, fitted with 7/8-inch rubbers. The frame is light, but strong; forks are of best weldless steel tubing; bearings are Humber's single adjustable balls all round, including pedals; the finish is in black enamel, with nickel stripes, and the price is \$135.

JACKSONVILLE, ILL., May 31.—The first of a series of six monthly bicycle races took place here Decoration Day. A fine day, good attendance and close races were the order of the day. The first race on the programme was 2 miles, won by J. E. Farrell; time, 7m. 25s. Second, 1/4 mile, won by A. D. Black; time, 41s. Third, 1 mile, won by George Henry; time, 3m. 40s. Fourth, 1/2 mile, won by Fred Davenport, beating his competitor by one foot; time, 1m. 35s. Fifth, 5 miles, won by A. D. Black; time, 18m. 28s. Sixth, 1/2-mile novices, won by William Dyer; time, 1m. 40s.

THE LEAGUE TOUR.

The League tour, under command of W. S. Bomberger, L. A. W. tourmaster, leaves Philadelphia on Monday at nine o'clock, and rides on the following schedule:

Monday, June 11, leave Philadelphia 9 A. M. Paoli, 20 miles, dinner. Coatesville, 19 miles.
Tuesday, June 12, Intercourse, 14 miles, dinner. Lancaster, 11 miles.
Wednesday, June 13, Columbia, 11 miles, dinner. York, 13 miles.
Thursday, June 14, Hunterstown, 23 miles, dinner. Gettysburg, 5 miles.
Friday, June 15, Waynesboro, 27 miles, dinner. Hagerstown, 11 miles.
Saturday, June 16, Antietam, 11 miles, dinner. Frederick, 26 miles.
Sunday, June 17, Ellicott City, 30 miles, dinner. Baltimore, 15 miles.

"BRIGHT SPOKES, THEY NEVER GROW WEARY."

Judging from the hurly-burly and rush to be seen in the establishments of Denver's various bicycle agents, we feel warranted in saying that the coming summer will outstrip all its predecessors in the number of wheels sold. The bicycle is a great time-saver, and to ride it well will always be an accomplishment. The medical profession recognizes it the world over as a trusty ally. Bicycle riding will cause any man with ordinary health to feel better, sleep better, eat better and *think better*. As to its being dangerous? Yes; we suppose it is. It's dangerous to fire off a gun, or to wade out in midstream to a convenient boulder, or to ride a horse "when he feels good." Yes, ma'am; all these things are dangerous. But the average man has taken great delight in them for ages past, and will continue so to do to the end of the chapter.—*Sports Afield*.

An incident worth recording happened in Prospect Park, Brooklyn, last week. A wheelman was riding in an unfrequented part of the park, when his attention was called to the lively capering and curvetting of a horse approaching him from the opposite direction, mounted by a young man who seemed to have lost all control of the animal and appeared extremely scared. Just as the cyclist came up it made a spirited dash for a stone wall on one side of the road. The cyclist quickly dismounted, and, heading the animal off, without hesitation made a risky spring for the bridle, catching it and bringing the horse to a standstill. The horseman was very profuse in his thanks for an act of courage which certainly saved him a severe fall. This case effectually contradicts one part of an old horseman's statement—viz., that men who ride bicycles do so either because they cannot afford a good horse or because they are afraid of one.

THE CHICAGO-PULLMAN ROAD RACE.

The Chicago *Tribune* publishes the following table as the correct result of the road race:

	HR. M. S.
1. Lumsden	54.47
2. Sage	1.00.47
3. Loveday	56.20
4. Sauer	55.20
5. Spooner	55.53
6. Greenleaf	57.13
7. Morris	59.49
8. Thorner	57.28
9. Wintermute	59.12
10. W. Brinkerhoff	58.02
11. Black	59.52
12. Thos. Bray	1.00.34
13. Harris	1.04.21
14. Kohler	1.03.53
15. Fordham	59.40
16. Belden	1.01.21
17. Vickery	59.09
18. Farris	1.00.39

CRAWFORDSVILLE, IND., TOURNAMENT, JULY 4.

Events.—1-mile novice—First Prize, L. A. W. pin; second prize, bicycle lock. 2-mile handicap—First prize, handsome mantel clock; second prize, traveling bag. 1-mile 3.30 class—First prize, silver fruit dish; second prize, pair jersey bicycle pants. 1-mile open—First prize, platform plush rocker; second prize, gold pen. Half mile flying start—First prize, silk umbrella; second prize, pair bicycle hose. 1-mile State championship—gold medal. 2-mile lap race—First prize, dinner set, 104 pieces; second prize, carving set. 1-mile 3.15 class—First prize, mahogany centre table; second prize, silver butter dish. 1-mile handicap—First prize, elegant chamber set; second prize, pair hand-sewed shoes. Consolation race—First prize, pickle caster. L. A. W. rules to govern all races except No. 5. Entrance fee to each event fifty cents. Entries close June 28. Races to begin at 1.30 o'clock P. M. sharp.

For further particulars, address

ALONZO J. LEE, *Sec. and Treas.*,
Crawfordsville, Ind.

THE PULLMAN RECORD BROKEN.

Van Sicklen and Munger started at 4 o'clock on Saturday last, each mounted on a Star, to beat the Pullman record. Munger went off about 100 feet ahead, to make the pace. Roe, Garden and Surbridge were the timers, and the riders accomplished their task in 53m. 19 1/5s., just four-fifths of a second ahead of the previous record. Munger's actual time was 53m. 13s., but this does not constitute a record on account of the start he received. Both men ran into a coal wagon near Grand Crossing, Munger being thrown and Van Sicklen's legs going through the spokes.

THE TIE IN THE INTER-CLUB CONTEST TO BE RIDDEN OFF.

The executive committee of the Road Racing Association held a meeting on Wednesday evening, June 6, to decide on some method of settling the tie between the Kings County Wheelmen and Hudson County Wheelmen, which occurred in the Decoration Day contest, and for the settlement of which there is no provision in the constitution.

With the exception of Mr. Pennell, who was unable to be present, all the members responded to President Edward's call, Messrs. Stenken, Shriver, Bridgman and Greenman being present.

After much discussion, it was decided that the only way of settling the tie would be a run-off, in accordance with all precedent in cases of the kind. The executive committee fully realized the hardship of running the race over again, but this really seemed to be the only fair way to arrive at a settlement. The Kings Counties showed a desire to have the cup revert to the Association till next fall, but the Hudson Counties wanted a settlement over the course.

It was decided to run the race on July 14, at 3 o'clock, and the same officials as handled the last race will be asked to officiate. The Hudson County men wanted the race run June 30, but in consideration of the Kings County team, they consented to a postponement of two weeks.

By vote it was decided that the clubs may enter any men they wish. It was also decided to present privately the individual medals won May 30. The medals will be ready in a week.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Talk about your work! How does climbing Ford's Hill fourteen times without a dismount strike you? Well, this is what John A. Wells succeeded in doing on Monday afternoon, June 4. Ever since Shurman climbed the hill seven times on a Springfield Roadster, John's idea has been to surpass that record; consequently, he started out on the 4th with the intention of climbing the hill nine times in the same time as Shurman took to climb it seven times, which he did, with two minutes to spare. There were present as judges and timekeepers: Messrs. E. A. Richwine, F. M. Johnson, H. L. H. Hall, F. E. Bechtold and W. W. Johnson. The records were as follows: Starting at 5.40, he reached the top first in 5.46, second 5.52½, third 5.59, fourth 6.05½, fifth 6.12½, seventh 6.25, eighth 6.31½, ninth 6.38, tenth 6.47, eleventh 6.55, twelfth 7.04, thirteenth 7.13½, fourteenth 7.25.

As I am on the subject of hill-climbing, I might mention that the committee who have had charge of the arrangements for the hill-climbing contest, for which Mr. Kirk Brown has donated a handsome gold medal, have decided on Conshohocken Hill, the contest to be held on Saturday afternoon, June 23, commencing at 3 P. M., the man climbing the hill in the shortest time to win. This contest is open to all amateur wheelmen residents of Philadelphia, Camden, Wilmington and Reading.

The Century Club had a very pleasant run on Sunday last to Phoenixville, some seven men participating. An early start was made, running through Bryn Mawr, Gulf Mills, etc. The roads in places were rather rutty, but, nevertheless, a pleasant day was spent.

On Saturday, June 2, a party of fourteen members from the Pennsylvania Bicycle Club started via wheel for Wilmington, to accept an invitation extended by Captain Merrihew to ride to Newark, Del. The start was made about 2.30, riding or rather walking a considerable part of the way until Darby Road was reached, turning thence to Darby, where the Chester Pike was taken. At Sharon Hill a stop was made at Mr. Lee R. McKinsbrey's, secretary of the club, who had prepared a bountiful lunch for the club, which was most thoroughly enjoyed. Proceeding on to Chester, a stop was made for about a half-hour, and thence on to Wilmington. Sunday morning, in company with some twenty-eight of the Wilmington boys, a start was made for Newark, Del. The ride was very enjoyable, notwithstanding the numerous headers taken by all parties, on account of ruts here, there and everywhere, which had the effect of spilling the unfortunate in every direction. After an enjoyable meal at the Deer Park Hotel the party returned to Wilmington, where the train was taken for Philadelphia. Mr. Cronther, of the Pennsylvania Club, was accompanied by Messrs. Smith and Dotter, of the Ariel Wheel Club of Reading.

WESTFIELD.

PITTSBURG.

A very daring and nearly successful feat of riding down a flight of stairs was attempted here Decoration Day, by W. P. Chambers on a 48-inch Special Star. The steps in question lead from a foot passenger bridge over Liberty Street, in front of the Union Station. The bridge is 18 feet 6 inches above the street, and the steps are slightly over 36 feet long, there being 36 steps, each 6 inches high by 12 broad, on either side of which is a hand railing, the space between being about 5 feet. Chambers mounted at one end of the bridge, rode slowly across, made the sharp turn on to the steps, and, with machine in complete control, was within about four feet of the bottom, when one of the double brake handles he was using gave way, permitting a plunge forward with such force against the paved street as to bend back the small wheel and throw the rider forward to the pavement, causing a slight cut over his left eye, but no other damage to his person. The accomplishment is the more noteworthy because Mr. C. has but one naturally perfect limb, the right one, from the knee down, being artificial.

Decoration Day runs were not a success here, too much rain the reason. The weather during the day was passable, and nearly every rider of a wheel made more or less use of it.

The Oakes-Von Blumen contest took place in the afternoon, and it, along with some horse races, drew the largest crowd Exposition Park has held for years, the admissions being about seven thousand. The result was a draw, with the chances in favor of Miss Von Blumen. Miss Oakes took the first race, three miles, Miss Von Blumen the two and one mile, and in the deciding mile an accident occurring to the wheel of Miss Oakes prevented a finish.

Tandems are becoming somewhat better known here, several prominent riders owning them. Mr. C. F. Seidell will use a Sparkbrook Humber this season, and, having just received it, is trying to get the hang of the crank motion, which, to such an old Star rider as he, is somewhat difficult.

W. D. Banker has an order in for a Singer, and also gave an order to Mr. Hill, of the Coventry Company, for a non-controvertible Marlboro Club.

The Ivel tandem safety "bike," ordered by Messrs. Murray and Place, has not yet arrived, but is expected daily.

F. G. Lanz made several plucky attempts to climb Irwin Hill Sunday last on his 52-inch Columbia Light Roadster, and, though reaching a higher point than before, could not get up. The present month will probably see him succeed, as later he will be better acquainted with the wheel.

Your Rome, N. Y., correspondent, in his letter published May 25, Mr. Editor, makes a statement that has occasioned some comment amongst our riders of hill-climbing abilities, as the grade given knocks out the big St. Louis and Philadelphia hills, generally supposed to be somewhat on the incline, whilst our own Irwin cannot hold a candle to the Rome hills. Will "Will Wapp" kindly state if the measurements were made by a surveyor, and what the surface is like?

Beaver Valley's pride has fallen—i. e., Ross' Hill, never before ridden and supposedly not rideable. For months the Beaver riders have been begging for some local rider to come and do the hill, if he could, and for Decoration Day, to sort of speed the thing, arranged a contest, offering a fine medal to the one getting *furthest up*. Rain, however, caused postponement. Sunday Mr. Seward Murray went down to look at the aforesaid hill, concluded he could get up, mounted his 42-inch Star, and shortly after was on top. Mr. M. is somewhat on the climb. Length of grade is somewhat over 2,600 feet, with an average under ten feet.

Mr. Steifel, of the Keystones, and Mr. Young, of the Pittsburg Wheelmen, leave Tuesday for the Shenandoah Valley, a ride of about 500 miles, returning via Baltimore in time for the meet.

BROOKLYN.

Well, the L. I. W.'s first annual race meet is a thing of the past, and all who attended it agree that it was a great success. Besides the races there were two things that amused the audience—namely, the K. C. W. boys on the stand, and the orchestra. The former amused the audience voluntarily, the latter involuntarily. The members of the said orchestra would repeatedly mistake the significance of the last lap bell and stop their sweet (?) melodies just as the last lap began and their exciting music was mostly needed. The audience in the grand stand consisted mostly of ladies, and was characterized by its *haut ton*. The most exciting event of the day was the team race, in which Schoefer, who rode a strange wheel, succeeded in sprinting away from Kluge.

On Sunday last the Boulevard was thronged with wheelmen, taking advantage of the foot-path specially prepared for them by the Park Commissioners. The L. I. W. turned out a large number, as did also the B. B. C. and the K. C. W. There was also a party of the Manhattan Bicycle Club of New York on the road. The smiling faces of Furst, L. I. W., and Bancroft, B. B. C., were especially noticeable in the Park.

Messrs. Barkman, Borland, Corby, Jones and others took a run to Spring Brook, N. J., on Sunday. While out there the long-talked-of race between Corby and Jolly Jones came off. Mr. Corby, mounted on an ordinary, gave Mr.

Jones, mounted on a "goat," 7 minutes handicap. The race was to be for 7½ miles, but owing to some cause or other the course measured off was only 7¼ miles. Jones finished first in 35m.; Corby, second and last, in 41m. 30s.

Borland tried to mount Eagle Rock Hill, but did not succeed.

The theatre party of the B. B. C. was a success. After the play the party adjourned to a neighboring hotel and partook of "several" good things.

The B. B. C. members are going to take a "supper ride" to Gravesend, on Saturday, June 9. At that place they intend to take supper, and return with lamps at about 10 o'clock. The affair is managed by Lieutenant Meeteer which is sufficient proof that it will be a very enjoyable spin.

INDEPENDENT.

JERSEY CITY.

The road race has been run, and yet the winner has not been named.

Kluge, Gubelman and Baggot are in good shape.

Stenken is a little under the weather, as he is suffering from a cold.

He says that his fall was not, as has been stated in a number of papers, due to overtraining or dizziness, but that the lever on his Star worked loose at the back, causing it to wobble so much that his toe caught in the spokes of the wheel, throwing him heavily to the ground. The shock caused his sickness, which, together with the severe cut on his left knee, compelled him to do most of his work with his right leg. The Hudson Counties are well satisfied with the work done by their team.

Arrangements have been completed for the trip of the H. C. W. to Philadelphia, where they will be the guests of the Pennsylvania Bicycle Club, on Sunday, June 10. About a dozen of the boys will avail themselves of the kind invitation of Mr. Supplee, extended them through Dr. Johnson. An enjoyable run is looked for.

Mr. George C. Pennell, who broke his jaw bone while racing on the team of the Elizabeth Wheelmen on Decoration Day, is getting along as well as can be expected. He leaves for Ocean Beach next week to recuperate.

It is probable that the Hudson Counties will be treated to an exciting foot race in the near future. Three of the members are aspirants for athletic honors, and it is proposed to have an 8-mile race contested some time this month. Doc. Benedict has run a mile in less than five minutes, while Griffiths and Shone, the other flyers, can travel fully as fast. How true it is I cannot say, but I am told that the first prize will be Sheldon's uniform coat, and the second prize Day's whiskers.

Thursday evening the regular monthly meeting of the H. C. W. will be held, when definite steps will be taken relative to the race meet which has been proposed to be held at Roseville, in the course of a few weeks, by the Orange Wanderers and H. C. W. jointly.

COASTER.

LEAVENWORTH, KANSAS.

The Leavenworth County Wheelmen have elected officers as follows: President, Will Schott; captain, E. R. Jewett; lieutenant, Emory Trussell; secretary, Otto Wulfekuhler.

The Leavenworth wheelmen are making extensive preparations to entertain the neighboring clubs on July 4.

A number of the local wheelmen escorted Mr. C. C. Candy, formerly of this city, now representing the Overman Wheel Company, to the ball game Sunday, the 13th. As the weather was threatening an express wagon was utilized for conveyance. On the return trip Mr. Candy related some thrilling anecdotes and startling stories picked up in his travels.

The *Athletic World* has been received here, and is pronounced a gem.

Thirty-five wheelmen here, and not a safety, Star, trike or tandem.

Mr. E. R. Jewett, the gum-chewing prodigy of the Missouri Valley, has been re-elected captain of the L. C. W. of this county.

"SUB."

CHICAGO.

THE PULLMAN ROAD RACE.

The Pullman race was a great success, anyway. Seventy-one men actually started, quite a number of whom reached the Florence Hotel before the train, and there being, therefore, no timers or judges at the finish, there was necessarily some confusion as to the order of and times of the finishers, which, at this writing, have not been entirely settled, I believe. I telegraphed you the times of the first six, and also the best times made, which I presume will appear in your issue which reaches Chicago on Monday, so there is no necessity of repeating them. Arthur Lumsden, who came in first, was perhaps as badly handicapped as any, being given eleven minutes. He was evidently a sure winner all the time, and came in on a canter with plenty of wind to spare, and earned a place very near to scratch in the race a year hence. Taken as a whole the handicapping was as good as could be expected, and I, for one, have no fault to find.

An amusing feature of the race was the attempt of Billy Rhodes, on a Springfield Roadster, to beat the best time made, and he started four minutes after the scratch man to do it. The figures at the finish gave him no better than fourth. He was not satisfied, however, and claimed that he was not properly timed, so the judges decided to let him run against the time the following day, when, with the wind at his back, he was unable to do any better. But he was no better satisfied than he was before, and the upshot of it all was that \$200 is now up which says that Rhodes cannot make Pullman at any one time, within the coming month, inside of fifty minutes.

Winship was the surprise of the day. He started two and one-half minutes ahead of Van Sicklen, and gained five seconds in actual time.

The day was a grand one, and could not be improved upon. The race was a hot one from the word go, and altogether the most interesting of any similar event I have ever witnessed. Editor Foudrinier was just a little previous in his remarks about this Pullman race, and evidently knew very little of what he was talking about. I might have told him that it was run under the protection and with the permission of the city. If he had seen the crowds which lined the course all the way to Pullman, and the blue-coated members of our police force, both mounted and on foot, keeping the multitude in check, our Boston friend would very likely have whistled another tune; and again, Mr. *World*, there were no serious accidents—so where is your plank, old man?

But I say, Mr. Editor, why did you fling so much sarcasm at that prince of talkers, Algernon Kennedy Childe? I was amazed at you. Really, now, don't you think you put it on rather strong? With it all comes a yarn to this city, wafted by the wings of Hymen and honey, to the effect that the great Kennedy has married. [It is quite true.—Ed.] Our pretty girls are wearing the colors of the Lincolns in consequence. The Lincolns take kindly to black, you know, and always have it on their flag.

There will be a good many hot road races this summer. The Lincolns start the ball on a five-mile course, beginning at Forty-third Street, next Saturday, to select their racing team of six. The rest of the clubs will shortly do likewise, I am told, and then will come the team championship of Chicago, and I presume that will be settled on the road also.

Burley Ayers is in motion again. In fact he has written me a letter, and is prepared to once more boil over with touring enthusiasm. It will take effect in a three-days run to our State meet July 4. Particulars I cannot give you now, but they will be forthcoming. About two weeks later the five clubs propose to invade the malt and hops metropolis of the West—Milwaukee. A Goodrich steamer will be chartered, and, with five hundred wheelmen, there certainly ought to be plenty of fun aboard.

VERAX.

MINNEAPOLIS.

ONE MORE DEFEAT FOR THE ROAD HOG,

And from a quarter where it might least be expected, too, but a genuine defeat. The circumstances, briefly narrated, are as follows: Last

Saturday evening Messrs. Wright and Bottsford, two of our oldest and most sedate riders, were roughly accosted by a man driving up behind them, and ordered to "get out of the road!" Considering that he already had his share of the road, they did not move quite enough to suit his majesty, who drove directly upon them, forcing them to the curbstone and sudden dismounts. No damage was done to wheels or riders, but they did not propose to become slaves to any man of his stamp, subject to his beck and call, and so, mounting again, gave chase to the man, keeping him in sight until the more busy part of the city was reached. Here a policeman was obtained, the man promptly arrested and taken to the lock-up. The choice between remaining in "Hotel de Kennedy" over Sunday, in company with casual drunks, soiled doves, etc., or putting up \$25 for his appearance at the Municipal Court on Monday morning, was offered him, and he grasped the latter alternative. Bright and early Monday morning he appeared before Judge Mahoney, who, after hearing the evidence, promptly fined him \$5, a small enough sum, considering the circumstances. Said the judge, as he pronounced the fine: "This may serve to teach you not to try to run down any man in the streets of this city, even if he is riding a bicycle." A few more decisions of this sort, following prompt action taken by wheelmen, when any greedy or intoxicated individual tries to control that part of the earth which should be free to all, will soon make our state of mind, "whene'er we take our strolls abroad," a much happier and easier one.

L. G. B.

LEAVENWORTH, KANSAS.

The roads have been in excellent condition for the past week, and the wheelmen have been happy in consequence.

Ten of the local wheelmen went up to St. Joseph on Decoration Day. They were met at the Union Depot by the United Wheelmen of Kansas City, who accompanied them. There were present at St. Joe nearly a hundred cyclists from the surrounding cities, who were entertained by the Ruralist Club, of that city.

Mr. Pickett, of the Great Western Manufacturing Company, of this city, is the latest acquisition. His mount is a 52-inch Champion. Carl Crew, of Kangaroo fame, will leave in a few weeks for Los Angeles. Ned Jewett, the local champion, has at last chosen his profession. He is a member of the Little Tycoon Company which is rehearsing here. Ned is a basso profundo from away back. It is said that on returning from St. Joseph Wednesday evening he gave several specimens of his vocal powers, causing the other passengers on the car to take to the trucks for the greater part of the distance.

Ted Shepherd, while bragging upon the stability of his wheel, and claiming that it was impossible to buckle it, took a tumble, and the wheel immediately shaped itself into a figure eight. By the united efforts of six stalwart cyclists it was sprung back, but Ted is as dumb as an oyster with regard to the occurrence.

"Doc" Gunn is waiting for a Victor Safety, and the old Facile which he has so patiently and laboriously pushed up many a long hill will be hung up forever. The Leavenworth County Wheelmen now have sixteen members. Jewett intends to join the cyclists who will tour to Denver this summer. Ned is a stayer, as his performances heretofore have proved.

June 1, 1888.

SUB.

NEW ORLEANS.

After an extended rainy spell the weather has at last apparently lapsed into the beautiful, balmy, springtide sort that we are accustomed to read about; and with the blue sky above us, and the roads rapidly drying under the magic influence of Old Sol's rays, the cycling heart is once more glad.

Our Liberty Bill is now in the hands of Hon. Bernard C. Shields, of the Lower House, and will probably be introduced some time within the next week or two. We anticipate little or no trouble in securing its passage.

Representative Sam'l M. Patton has done and gone and left us, and Chattanooga, Tenn., now claims him for her own. In days gone by Patton was as good as they make 'em, but of late he has done little or no riding; but he, nevertheless, takes his wheel with him to his new home, and that argues well.

The second of the Louisiana Cycling Club's series for the Renaud medal takes place on the 10th inst.; distance, 11 miles, and course as tough as the toughest; in fact, I can safely say that the man who reaches Schadwell's first will be exceedingly wearied. Carrollton Avenue, with its patches of cobble-stones, is never really good, and now that Canal Street is being repaired, and brickbats, loose shells and the like are scattered broadcast, and with the old Gentilly Road reveling in sand, you can understand that a scorch over such a course is no picnic, and that previous records are likely to stand.

Baseball is also to claim a share of the club's attention. Nines are being made up, and, hoop la! look out for big scores.

Talk about road improvement! How's this for a stride in the right direction? Waveland, Miss., a little town on the gulf coast, fifty miles from New Orleans, is to spend its entire revenues, after paying officials' salaries, in the building and maintaining of shell streets and drives. The town marshal and street commissioner are the only officials to be provided for, and as work on a new drive has just been commenced, it looks as though it meant business. Waveland is the home of a number of New Orleans business men, but bicyclers are not yet numbered among its population.

Chief Consul Hodgson has already put in a good lick for our projected liberty bill. Through his efforts the Hons. B. C. Shields and Warren Homes will champion it in the House, while Hon. Chas. T. Soniat will see to it in the Senate, and Hodgson himself will be in the Capital on the momentous occasion to do anything needful. The Legislature is now in session, but the bill will not be introduced for a month or two yet. It is all well enough to talk about not needing a Liberty Bill, as some of the States are now doing, but when the pinch comes there's no telling what may happen. We have as much freedom as any one, but we're providing for the proverbial rainy day.

B1.

HARADON'S HILL-CLIMBING.

W. M. Haradon established a hill-climbing record on the Union Street hill, Springfield, June 1, which will require a first-class rider to excel. About fifty people witnessed the event, among them several prominent wheelmen of the city and Holyoke. F. R. Brown was there with a Victor Safety, and made the ascent of the hill twice in succession, coasting down each time. Haradon rode a 48-inch New Mail. He started from the Dale Street crosswalk each time, which added several feet to the actual length of the hill. The best previous record was seven times without a dismount, which was held by Haradon, but had been done at a private trial. Haradon contemplated going up ten times, but when the tenth trip was made he felt so fresh that he decided to go fifteen times. And this he did. The hill was climbed without a dismount, and Haradon also back-pedaled on every downward trip, doing no coasting at all. On the fifteenth trip the time was taken from the Dale Street crosswalk to Taple Street. Haradon took a flying start and went at the hill at racing speed. Up he went without a waver, and when "up" was called the watch announced 29s. 1! To climb a hill fifteen times without a dismount and without coasting, and then make the last trip in 29s. is a feat of which any wheelman may feel proud. The idea of climbing the hill was suggested to Haradon by the rather boastful statement that G. E. Worden, who represents the Springfield Roadster, had climbed the hill five times, wearing a big cane and a tall hat. Haradon dispensed with the plug hat and cane accessories, but got there just the same. When he finished he was in the best of condition and wanted to go several more trips, but it was thought best to wait until somebody else should better the record. Haradon thinks he can make the trip twenty or twenty-five times. He is willing to compete with any rider who is anxious to do better.

As showing the work accomplished by Haradon, the measurements taken from the records at the City Hall are here given. The survey of the hill was made in 1876 by George A. Ellis, the then city engineer. There has been no change of grade since. The surface of the hill is earth. Its length is 350 feet. The steepest grade is 250 feet long and has a rise of one foot in 8.7 feet. The distance climbed by Haradon was 5,250 feet, or within thirty feet of a mile. The riding distance was a little more than a mile. As he had to come down the hill, of course, his riding distance was doubled, which would make the total distance over two miles. The whole event was accomplished in twenty minutes. Corey Hill, which is the "excelsior" of all hill-climbers, is 2,300 feet long, and has several grades. The last grade is 158 feet long and has a rise of one foot in 7.85 feet. Haradon has climbed Corey Hill twice in succession. "Pig Alley" will probably be Haradon's next point of attack. As far as known this hill has never been surmounted. The Springfield Roadster man twice tried it, but had to give it up.

ENGLISH AMATEUR CHAMPIONSHIPS.

SYNER WINS THE MILE IN 2M. 32 2-5S.; OSMOND, 2M. 34 2-5S.; CRIST, 2M. 34 3-5S.

The 1-mile bicycle and 25-mile tricycle Amateur Championships were decided at Coventry on May 21. The Coventry track is one of the fastest paths in England.

The 1-mile championship was won by Herbert Syner, with F. J. Osmond second and W. E. Crist third.

The tricycle championship was won by F. P. Wood, in record time—viz., 1h. 19m. 17 2-5s.

The mile open handicap was won by L. J. Barber, with Osmond second and Crist third. Below we give a summary.

1-MILE BICYCLE CHAMPIONSHIP.

Heat 1—Herbert Syner, 2m. 38s.; E. W. Brewerton, 2m. 38 2-5s.; J. Illston, 2m. 39s.; F. Robinson, 2m. 42 3-5s. Heat 2—F. J. Osmond, 2m. 34 2-5s.; W. E. Crist, 2m. 34 3-5s.; R. E. Garnett, 2m. 46 4-5s.

FINAL HEAT—Syner, 2m. 32 2-5s.; Osmond, 2m. 35 1-5s.; Crist, 2m. 41 4-5s. At the pistol Osmond got away first and led for a lap, with Crist second, Syner third. Coming up for the third lap Crist spurred and took the lead, but Syner quickly dashed up and took a lead of ten yards. When the bell rang Osmond passed Crist and went in pursuit of Syner, who, however, continued to draw away, winning by 24-5s. Crist undoubtedly imagined the third lap to be the last, and made his best effort on that lap, thus injuring any chance of winning he might have had. Syner equalled Furnivall's record, and could certainly have beaten it had he been aware of his opportunity.

25-MILE TRICYCLING CHAMPIONSHIP.

F. P. Wood, 1h. 19m. 17 2-5s.; A. L. Bower second, C. E. Taylor third. Time for first mile, 3m. 2 4-5s.; 5 miles, 15m. 31 4-5s.; 10 miles, 31m. 38 2-5s.; 20 miles, 1h. 3m. 45 4-5s. C. R. Adcock made records as follows: 21 miles, 1h. 6m. 47 3-5s.; 22 miles, 1h. 9m. 58 1-5s.; 23 miles, 1h. 13m. 5 3-5s.; 24 miles, 1h. 16m. 23 4-5s. Wood secured the record at 25 miles—viz., 1h. 19m. 17 2-5s., beating the previous record by 2m. 48 2-5s. Wood's last quarter was ridden in 38s., which is record for a flying quarter.

THE 1-MILE HANDICAP.

In the first heat, L. J. Barber, of Washington, D. C., 160 yards handicap, won in 2m. 36 1-5s. Crist, 40 yards handicap, won his trial heat in 2m. 38 4-5s. J. Illston, 90 yards handicap, won his trial in 2m. 34 1-5s. Osmond riding second from scratch in 2m. 36 4-5s. Barber captured the final in 2m. 36 4-5s., winning with ease; Osmond, scratch, second; Crist, 40 yards, third. Crist wished to start from scratch, but the rules forbidding, he started from his mark, waiting till Osmond got level with him after the pistol fire. Of this incident the *Bicycling News* says: "Crist behaved himself in the matter like a sportsman and a gentleman."

ENGLISH RACING NOTES.

OSMOND DEFEATS SYNER.

At Aston Lower Grounds, May 22, Osmond met and defeated Syner in the mile, evening up for his defeat in the mile championship the

day previous. Osmond, Syner, Crist and Illston started in the final. Osmond rode third till the last lap spurt, when he got up past Syner and Crist, and won by three yards; Syner second; Crist third. Time, 3m. In the 3-mile handicap, Osmond, riding from scratch, spread-eagled the field and won by 200 yards; Crist, 60 yards, second. Time, 8m. 37 3-5s.

ROWE, WHITTAKER AND TEMPLE SCORE.

At the *Sport and Play* tournament, held May 23, the mile safety race was won by F. W. Allard; time, 2m. 47s.; S. G. Whittaker finished second. The mile bicycle championship fell to W. A. Rowe, in 2m. 54 1-5s.; W. F. Knapp second. R. Temple won the mile professional handicap from scratch, beating Whittaker, with 55 yards; time, 2m. 44 1-5s.

ROWE'S PRIVATE TRIAL.

Billie Rowe was rapidly getting into form when he met with the accident to his collar bone. He ran a private trial in 2m. 33 2-5s. for a representative of *The Cyclist*, with a heavy wind blowing and one sit-up, to avoid running over a pace-maker.

ROWE'S TRUE FORM.

Rowe could not have shown his true form in his matches with Howell, or else there was something radically wrong with the riders at Aston on Monday. We saw him win the 10-mile championship somewhat easily, and with a bit in hand, too. It cannot be said that class was not represented, as Temple finished immediately behind the American champion, and Temple's recent form with Wood, of North Shields, proves the little American boy to be in his very best form. Then again, English, a tried long-distance rider, was nowhere with him, and Robb never troubled Rowe to any extent, as the Lynn man was looking at his opponents all the way home from the commencement of the back stretch.

This recent development of form proves Rowe to have been off color in his earlier attempts, or else he is a wretchedly bad judge. Perhaps there is more in the latter than one would think at first glance, and we shall see by future results how Rowe really can go when properly wound up, and, though a trifle over-estimated by his friends on the other side of the Atlantic, Rowe is nevertheless a sterling good man, and has plenty of time even now to retrieve his lost laurels before he returns to his native soil.—*The Cyclist*.

20-MILE TRIAL ON AN "IVEL" TANDEM.

Dan Albone and E. Willis made a private trial of twenty miles on an "Ivel" tandem at Paddington Recreation Grounds, May 15. The track, which is $3\frac{1}{2}$ laps to the mile, was in poor condition, and the wind interfered with the riders, yet, without pace-makers, they covered the twenty miles in 1h. 5m. 55 4-5s. The machine ridden was a full roadster, geared to 66 inches.

HOWELL DEFEATS WOOD.

At Aylestone, May 19, 10-mile professional match race: R. Howell, 34m. 45s.; Fred Wood second, by two yards.

ROWE DEFEATS TEMPLE.

At the *Sport and Play* tournament, held May 19, the American professionals abroad appeared in several events. The final heat of the mile professional handicap was won by Knapp, 50 yards; Whittaker, 55 yards, second; Temple, scratch, third. The 1-mile tricycle scratch race was won by J. Lee; time, 2m. 54s.; F. W. Allard second. The 10-mile world's championship race was won by W. A. Rowe, by a length; Temple second; Robb third; Knapp fourth, by a length.

TEMPLE DEFEATS WOOD.

Ralph Temple showed up splendidly in a 10-mile match race, run at North Shields on May 19. Temple went away on the last lap and won in the easiest fashion, riding the last fifth of a mile at a 2.36 pace. The time was 30m. 1 2-5s. This is Wood's first defeat this year.

CROCKER DEFEATS FRED WOOD AND LEES.

Horace G. Crocker rode in a 5-mile handicap at Aylestone Grounds on Whit-Monday, and defeated Fred Wood and F. Lees for second place; time, 15m. 11s. The race was won by Preston, 600 yards handicap.

LONG ISLAND WHEELMEN'S RACES.

Fair weather favored the initial race meet of this club, held at the Brooklyn A. A. Grounds on Saturday last, and it is pleasurable to record that the meet was a financial success. The grand stand was fairly well occupied with ladies and their escorts, and the open stand half filled. The prominent Brooklyn clubs were well represented. The track was poor and the fast men out of condition and unable to take the corners.

The officers of the day were: Referee, Gerry Jones; judges, Howard Spelman, B. B. C., M. L. Bridgeman, K. C. W., and E. S. Berry, Jr., E. W.; timers, Elliott Mason, C. B. C., H. J. Hall, Sr., K. C. W., and F. P. Prial, N. Y. B. C.; scorers, Irving M. Shaw, N. Y. B. C., W. H. H. Warner, L. I. W., and F. H. Douglass, K. C. W.; umpires, H. Greenman, B. B. C., L. A. Clark, M. W. C., J. C. Wetmore, E. W., and F. L. Bingham, H. W.; clerk of course, G. G. Teller, L. I. W.; assistants, Ira M. Clapt and R. N. Chichester, L. I. W.; committee, C. H. Luscomb, G. G. Teller, L. H. Wise, J. D. Huggins and W. N. Walker; starter, J. C. Hancock.

SUMMARY OF RACES.

1-mile novices', first trial heats, first and second in final.—Heat 1—R. L. Jones, K. C. W., 3m. 21 1-5s.; W. Bonner, K. C. W., 3m. 26 $\frac{1}{4}$ s.; C. B. Lockwood, Yonkers, third by five yards; G. W. Campbell, Brooklyn, stopped at ten laps. Heat 2—F. B. Monell, L. I. W., 3m. 16 $\frac{3}{4}$ s.; H. O. King, K. C. W., 3m. 17 $\frac{1}{4}$ s.; W. E. McCune, Chelsea, third; F. C. Gilbert, E. W., o; H. Samson, Nyack, o. Final Heat—Monell, 3m. 21s., Jones second.

1-mile handicap, first and second and fastest third trial heats to run in final.—Heat 1—C. E. Kluge, H. C. W., scratch, 3m. 13s.; H. L. Bradley, B. B. C., 80 yards, 3m. 14 $\frac{1}{4}$ s.; N. F. Waters, B. B. C., 75 yards, third; J. F. Borland, B. B. C., 90 yards, o. Heat 2—H. G. Brown, K. C. W., 85 yards, 3m. 8 1-5s.; E. P. Baggot, 55 yards, 3m. 9s.; J. W. Van Sicken, R. W., 70 yards, o; J. F. Midgley, Worcester, 10 yards, o; H. P. Matthews, B. B. C., 90 yards, o; W. G. Class, B. B. C., 90 yards, o; E. C. Parker, N. W., 100 yards, o. Midgley rode as if entirely out of condition. Final Heat—Baggot, 3m. 9s.; Brown, 3m. 10s.; Van Sicken third; Kluge, o. Kluge seemed afraid of the corners, otherwise he might have won, as he is certainly capable of three minutes on this track. Brown showed promising form.

2-mile L. I. W. Championship—George W. Kreger, 1 mile, 3m. 25s.; 2 miles, 6m. 41 2-5s.; L. H. Wise, 6m. 42 1-5s.; W. Schumacher, third by a yard; F. B. Monell stopped at a mile and a quarter. Kreger rode an excellent race.

2-mile L. A. W. Championship—C. E. Kluge, H. C. W., 3m. 25s., 6m. 51s.; L. W. Beasley, K. C. W., 6m. 54 $\frac{1}{2}$ s.; J. F. Midgley, Worcester, third. This was a tiresome, uninteresting race, and so slow that at one time the referee was about to declare it off. The time was slower than that of the club championship.

1-mile Club Handicap—George W. Kreger, scratch, 3m. 12 $\frac{3}{4}$ s.; L. H. Wise, 20 yards, 3m. 14s.; W. Schumacher, 20 yards, third; C. C. Alden, 70 yards, out at three laps.

3-mile Handicap—E. P. Baggot, H. C. W., 125 yards, 10m. 7s.; H. O. King, K. C. W., 200 yards, 10m. 8s.; J. F. Midgley, Worcester, 50 yards, third; N. F. Waters, B. B. C., 175 yards, o; C. C. Kluge, H. C. W., scratch, fell on third lap; J. F. Borland, B. B. C., 200 yards, o.

2-mile Team Race—Kings County Wheelmen, 23 points; Brooklyn B. C. and Hudson County Wheelmen, 20 points; Long Island Wheelmen, 15 points. J. W. Schoefer, B. B. C., 6m. 40s.; C. C. Kluge, H. C. W., second by a yard. This was the prettiest race of the day, and Schoefer's last lap spurt was a surprise.

1-mile Consolation Race—H. P. Matthews, 3m. 17 $\frac{1}{2}$ s.; J. F. Midgley, 3m. 18 $\frac{1}{2}$ s.; T. L. Wilson third; J. W. Van Sicken, o; E. C. Parker, o.

THE LEAGUE MEET PROGRAMME.

We are indebted to Mr. Milton S. Wood, of the committee, for a copy of the League meet programme. The programme is a 42-page pamphlet, with covers much like the St. Louis meet programme. It is handsomely designed, and is a rare specimen of typographical art and artistic taste. The programme contains full information of the meet, interlarded with the announcements of the principal cycle manufacturers and dealers in this country.

TERRE HAUTE DECORATION DAY TOURNAMENT.

The Memorial Day meet of the Terre Haute Bicycle Club was favored with fair weather and a large attendance. Delegations of wheelmen attended from the surrounding towns, Crawfordsville being largely represented. The races, which were started promptly at three o'clock, were enlivened by music. Below we give a summary of the various events:

1-MILE NOVICES.

Ernest Meisel, Terre Haute.....1
H. D. Gilky, Crawfordsville.....2
Thos. Hays, Indianapolis.....3
H. T. Coons, Crawfordsville.....4
Time—3m. 4 3-5s.

HALF-MILE, 1.40 CLASS.

A. M. Griswold, Terre Haute.....1
A. T. Murphy, Terre Haute.....2
H. T. Coons, Crawfordsville.....3
Time—1m. 30s.

The club championship for one mile was next contested. Three members of the home club only started, but the race was very pretty. Edgar Smith, Terre Haute's Nicholson, appeared on the track for the first time, and did surprisingly well. The result was:

W. Ridenour, Terre Haute.....1
Ernest Meisel, Terre Haute, }tie
Edgar Smith, Terre Haute, }tie
Time—3m. 15s.

The fourth, ½-mile hurdle, was won by J. Fred. Probst, the smallest rider of the home club. The track was crossed at regular intervals by fences, and at these the riders were compelled to dismount, lift over their machines, and then remount. The ease with which Probst lifted over his machine elicited a storm of applause. He won by over 100 yards. The judge's report stood:

J. Fred. Probst, Terre Haute.....1
F. E. Eastlack, Crawfordsville.....2
A. T. Murphy, Terre Haute.....3
Time—2m. 47 2-5s.

The ½-mile State championship was a race of unusual excitement. The four starters were the best riders on the ground, and it was a clear contest between Crawfordsville and Terre Haute from the start. When about half around Smith, of Terre Haute, and Lee, of Crawfordsville, brushed against each other and both fell. The boys were uninjured, fortunately, but both wheels were badly damaged. The race was finished by E. Hulman and Nicholson, Hulman winning by a wheel's length. The time was 1m. 28 4-5s.

The sixth, 1-mile 3.30 class, was hotly contested from start to finish, and was a beautiful struggle between riders of almost equal power. It resulted as follows:

W. Ridenour, Terre Haute.....1
Ernest Meisel, Terre Haute.....2
H. D. Gilky, Crawfordsville.....3
A. M. Griswold, Terre Haute.....—
H. Wilhite, Crawfordsville.....—
Time—3m. 8 1-5s.

In the ¼-mile dash there were three starters. The race was in the following order, Anton Hulman crossing the line not half a wheel's length ahead of Lee:

Anton Hulman, Terre Haute.....1
A. J. Lee, Crawfordsville.....2
J. F. Probst, Terre Haute.....3
Time—37 1-5s.

The 1-mile amateur, open to all, was another clear contest between Crawfordsville and Terre Haute, the Athens of Indiana being again defeated by superior riding. Terre Haute's victor was tendered an ovation of applause. The line was crossed as follows:

Ed. Hulman, Terre Haute.....1
A. J. Lee, Crawfordsville.....2
T. B. Nicholson, Crawfordsville.....3
Time—3m. 7 3-5s.

The 1-mile race for Star wheels was a victory for H. D. Gilky, of Crawfordsville, whose long spurt was remarkable. The result was:

H. D. Gilky, Crawfordsville.....1
A. T. Murphy, Terre Haute.....2
J. F. Probst, Terre Haute.....3
Time—3m. 15s.

The ½-mile banana race required the rider to run to the distance stand, lay down his wheel, pick up a banana laying on the track in his teeth, remount, and in going over the line strike a dangling lantern. This resulted in:

F. E. Eastlack, Crawfordsville.....1
Jacob Jackson, Terre Haute.....2
J. F. Probst, Terre Haute.....3
Herman Prox, Terre Haute.....4
Time—41 4-5s.

The eleventh, 1-mile road wheels, was hotly contested, and was won by W. Ridenour, of Terre Haute. The full score was:

W. Ridenour.....1
Ernest Meisel.....2
H. Wilhite.....3
F. E. Eastlack.....4
H. D. Gilky.....5
Time—3m. 10s.

The 2-mile State championship, which was the last, and on which more depended, was another struggle between Crawfordsville, represented by Lee and Nicholson, and Terre Haute, represented by Ed. Hulman. Crawfordsville riders worked first for Crawfordsville and next for themselves. It was very clear neither rider could win the race alone, but first one would spurt ahead and then the other, by this process assisting each other, so that when the finish came Lee was able to win by a half wheel's length. Hulman came in second and Nicholson third. The time was 6m. 11s., one second faster than last year, when Nicholson won over Anton Hulman.

The judges were Messrs. C. R. Overman, of Boston, Pontius, of Crawfordsville, and Calder, of Terre Haute. The time-keepers were Crain, Busching and Kern, of Terre Haute. The starter was H. T. Hearsey, of Indianapolis.

NEW YORK CITY AND SUBURBS AS A STATE DIVISION.

NEW YORK, June 2, 1888.

EDITOR OF THE WHEEL AND C. T. R.:

Dear Sir—An objection has been made to my recently proposed plan for the setting apart of New York City and its suburbs as a separate State division—that it might weaken the influence of East Jersey members on State legislation. To any of my New Jersey friends who may be considering the matter and are inclined to be influenced by this argument, I would like to suggest that they would really be re-enforced by all of New York City and Brooklyn whenever they have occasion to move on the authorities at Trenton. Jersey politics are to a great extent influenced from this side of the Hudson, and many of the most important caucuses are held here. When General McClellan ran for Governor of New Jersey there was considerable dispute as to whether he lived in New York City or on the Orange Mountains; and numberless instances arise to illustrate the anomaly of two localities so closely related by natural laws being divided by artificial ones. And as the natural law is invariably the more powerful, I feel sure that Jersey legislators will listen more readily to the persuasion of a large number of wheelmen, even though some of these did reside across the river, than of a comparatively smaller number who are just as much aliens to the rural mind, since they are most of them simply New York business men who sleep in New Jersey.

Yours truly,
EDWARD J. SHRIVER.

ROWE ABROAD.

W. F. Allen, Rowe's trainer, writes to the *Lynn Item* that the tournament at Birmingham the 21st, 22d and 23d of May was a great success, not only in the attendance, but the racing was the best and most interesting he ever saw. In the bicycle events Rowe took all three championships, Temple the handicap, Whittaker being a good second in the safety, and had he been in good condition would have won first.

The 10-mile and ½-mile championships were the greatest races, Mr. Allen says, he ever saw. From start to finish, he says, excitement was no name for it. The people were wild, and "such cheering I never heard." English people and papers that have before said he had no head or speed either are now willing to concede him both. In those races he demonstrated that he is as good as we have always claimed, and, now that he has got into his old form, more than one will have to sit down for him. [This was written before Rowe met with his accident.] He further writes:

"English was in each race at Aston, and Billy distanced him. There has been considerable talk as to the respective merits of Rowe and Temple. Some have even sneered at Rowe for claiming to be the champion of America when Temple was in it. At last the men have met, and, as the positions in the race show, Rowe's victory over him in three races were as decisive as if they had been match races. It could not be said that Temple was held back by the rest, for in each race he and Rowe were abreast most of the time until the finish, and Rowe beat him in on the finish. I will not, however, be as ungenerous as were some of Temple's friends, but will give him credit for what he has done, and will say that he is one of the pluckiest and fastest riders on the track to-day.

Rowe can do a mile in this country in 2.30 (and has done it in 2.33), and is doing his quarters as fast as he ever did in America. With the thought of returning home I think his spirits are better, and with good spirits come good speed in his case. Crocker is not hardly in good form yet. Knapp is riding well. Woodside was rather under the weather at the tournament, so did not show up as well as expected. Crist is riding well, and has made lots of friends. Synner, who defeated Osmond in the N. C. U. championship at Coventry, in the remarkable time of 2.32 2-5, talks of visiting America in the fall. We expect to be home in the middle of June, and some of the others may accompany us. If we can make arrangements, will perhaps run some races in Lynn July 3 and 4. There is some talk of matching Crocker against Rowe in Lynn on our return; nothing could please us more. English bicyclists have always said that Americans knew nothing about racing. I think our boys showed quite conclusively that they did know just a crumb at Birmingham, and after this we will not be held so lightly.

Everybody is anxious for Rowe to stay a little longer, and take part in championships June 9, 15 and 26; also want him to meet Howell again. One thing certain, if he ever meets Dick again, Dick won't have a pinch. To-morrow (26th) Rowe meets Wood; will send result; put it on the bulletin with the *Item* rooster on top; then go out and treat the boys on sarsaparilla; Rowe is sure to win, barring accident. [He met with one.] The weather the last two weeks has been fine, and is working wonders on Rowe. Both send regards.

Captain Kendall, Boston Club, is planning a two days tally-ho trip and ride for June 16-17 to Middlesex Falls and Marblehead Neck.

Sports Afield, a Denver, Col., sporting weekly, publishes a plea for better pavements in the streets of that city.

The Denver Ramblers, captained by Robert Gerwing, had an enjoyable trip May 26 and 27, taking train for Black Hawk and Central City, and viewing some fine Rocky Mountain scenery.



KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

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14 PRIZE MEDALS.

WM. S. KIMBALL & CO.

IOWA DIVISION MEET AT CEDAR FALLS, MAY 29 AND 30.

The annual spring meet of the wheelmen, which occurred in our city Tuesday and Wednesday of this week, was not so fully attended as was expected, owing to the threatening weather—yet there were about fifty in line.

The trip to Waterloo, Tuesday, was not taken, on account of the muddy roads, but a ride around our city and at the fair grounds gave the boys plenty of exercise. The street parade in the evening, with lanterns attached to the bicycles, made a very imposing sight, and was witnessed by a large number of spectators, many driving up from Waterloo to witness the performance.

The banquet was gotten up in elegant style, as would naturally be expected from the committee on that part of the programme, and the fact that it was served by "mine host" of the Commercial Hotel. Wednesday morning, after some practicing on the streets, the procession started for Waterloo, but after getting out a mile or so it commenced raining, and they returned to the city.

THE RACES.

The races were postponed until four o'clock, on account of the memorial exercises, and at that hour a large crowd gathered at the track to witness the contests, which resulted as follows: Half-mile race, best two in three; first prize, pair Victor pedals; second prize, Lillibridge saddle; won by Dan Merner and John Crosby; time, 1m. 42s. One-mile race, best two in three; first prize, Lakin cyclometer; second prize, nickel Champion lamp; won by F. B. Eckert and Walter Bryant; time, 3m. 47s. Two-mile race, one heat; first prize, Excelsior cyclometer; second prize, enameled lamp; won by Frank McElwain and Harry Chase; time, 8m. 8s. Half-mile race for Cedar Falls wheelmen; first prize, Butcher hub cyclometer; second prize, pair spade handles; won by Frank McElwain and Dan Merner; time, 1m. 40½s.

The following is a list of the visitors who participated in the different exercises: F. B. Eckert, F. O. Farwell, Dubuque; A. A. Taylor, Boston; Robert L. Thompson, J. E. Babcock, Muscatine; L. E. Jones, Iowa Falls; D. J. Brown, W. F. Curtis, J. A. Lusch, Joe L. Leavitt, A. L. Snowden, Waterloo; L. E. Deemer, West Liberty; L. A. Sherman, T. Decker, Dunlap; C. W. Dibble, Osceola; J. F. Rall, Cedar Rapids; F. A. Spielman, W. E. Ennis, B. S. McElhenny, Fairfield; T. T. Osburn, Williamsburg.

Mr. Art A. Taylor, representing the Pope Manufacturing Co., of Boston, was present at the meet, and acted as referee and had general supervision of the races.

Our city received many compliments from the visitors, and all were loud in their praise of Main Street, which was the best they had met with. They all left in good spirits, having had an enjoyable time.—*Cedar Falls Gazette.*

The Chicago Club will have a tour to Indianapolis, Cleveland, etc., starting about July 1.

The Manhattan Club had an enjoyable run to Coney Island on Sunday last, dining at Paul Bauer's, and afterwards riding up to Bath. On Sunday next a run will be taken on Staten Island.

We are sure our readers will enjoy "Jonah's" cream-soda report of the great road race. For two hours we were in the agony of timing, and had no time for the "rosy-cheeked country girls" which the man "chucked" up by the whale—sensible whale, that, for cycling needed "Jonah" badly—so happily describes.

"I feel sorry for the Harlems," said a club man to us the other day; "I believe the shy little cherub with the bow and arrow has been busy in their ranks, and that about twenty-five of their most prominent men are to be married within the year." We hope it is not quite so bad as that.

Messrs. Wright & Ditson have issued a pamphlet containing the official lawn tennis rules, as adopted for 1888 by the United States L. T. A. This firm also manufactures the championship ball.

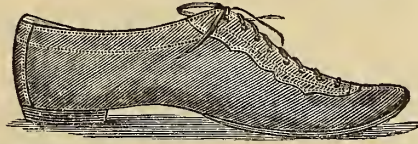
A 2-mile bicycle handicap will be decided at the Nassau A. C. games, to be held at Washington Park, Fifth Avenue and Fourth Street, Brooklyn, on July 4, at 2.30 P. M. Entrance fee, fifty cents; close June 25, with W. O. Eschmege, P. O. Box 192, Brooklyn.

In the article on "An Ideal Safety," published in last week's WHEEL, figure 1 should be numbered figure 3, and vice versa.

President Bates adorns the June *Outing* with a sketch entitled "Mr. Tidylegg's Sincere Attachment." This, with Mr. Steven's article, are the only matters of especial interest to cyclers.

An "Ivel" tandem roadster has been driven twenty miles in 1h. 5m. 55 4-5s. Messrs. Wm. Read & Sons handle "Ivels."

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COLUMBIA TWO-TRACK TRICYCLE—Good shape, \$70. A bargain. Townsend, care THE WHEEL, N. Y. City. 6-15

FOR SALE—54-inch Expert Columbia, nickel, new wheel; ball pedals and Kirkpatrick saddle. Also 54-inch American Club, full nickel, new, balls all through. Choice, \$75. 170 East Seventy-first Street. 6-8

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

CHEAP—Two Rudge Safeties, '87 pattern; one tandem. Chas. Schwalbach, Ninth Avenue and Union Street, Brooklyn. t-f

FOR SALE—58-inch Hillman, Herbert and Cooper's double hollow, tubular fork Premier; double racing balls to both wheels; water and dust tight; cranked handle bar; Aeolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow 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. t-f

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

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

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

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.

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

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

A. G. SPALDING & BROS.

A BIG CUT.

In order to make room for Victors we have made a BIG CUT in the prices of a half dozen second-hand wheels we have left, and they will be sold at SACRIFICE PRICES. We have a 52-inch New Mail, a 52-inch Spalding, nickeled, and a Spalding of the same size, enameled. We have also a 52-inch Victor Roadster in excellent condition, 56-inch Premier, and 54 and 58 inch Spaldings.

These wheels are in splendid condition, some almost as good as new. Call and inspect them, and we will suit you on the price. We want the room they occupy at once.

Facts will bear repeating, and we again call the attention of men who want wheels to the many points wherein Victors surpass all other wheels. The best material is used, and the most skillful workmen are employed in their construction. No WHEEL has ever achieved such SUDDEN and CERTAIN popularity as the Victor Safety, the factory being run night and day to make up back orders on this wheel. The wheel is a beauty to look at, and the spring-fork unbeatable. The advantages of this device commend the wheel to new men at sight.

The Victor Light Roadsters and Victor Juniors are also in good demand. The Victor Light Roadster is the best looking wheel on the market, is an easy runner and constructed of the very best material. It is a success. The VICTOR JUNIOR, selling at SEVENTY-FIVE DOLLARS for a 50-inch, certainly is the cheapest wheel for the price ever offered.

Our repair shop is now fully equipped to deal with breaks of all kinds. We have spared no expense in putting in all facilities, and have employed only skilled labor, men experienced in practical repairing. We can overhaul your wheel in SHORT ORDER and at a reasonable charge. You have a standing invitation to call and examine the wheels we sell.

The Surprise Whistle is selling like hot cakes. Your outfit is not complete without one. Come in and blow it once.

Illustrated Cycling Catalogue sent on application.

A. G. SPALDING & BROS.,

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GILLOTT'S STEEL PENS

ARE THE MOST PERFECT.

A PROBLEM FOR THE ENGLISH.—Howell defeats Rowe, and therefore must be the best man. W. Wood defeats Howell; therefore *he* must be the best man. Ralph Temple makes rings around Wood; therefore *he* must be the best man. Rowe turns around and defeats Temple. Now, is not Rowe the best man?

NOW READY!

The Cyclist's Road Book

—OF—

Connecticut and Westchester.

BY CHARLES G. HUNTINGTON.

Containing the most comprehensive general and road maps of the Counties of Connecticut and Westchester Co., N. Y., ever issued in pocket form, showing every road open to public travel, with thirty-five hundred miles of reported road designated and classified according to quality and grade; also chapters on Connecticut roads, road law, hotel lists, etc., and a number of pages of through routes. Maps are on heavy bond paper, and the whole in handsome leather, pocket-book style of cover, with flaps.

By Mail. \$1.50 and \$2.00 according to binding.

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HUMBER'S LATEST TANDEM.

WEIGHT 100 lbs. $\frac{7}{8}$ -INCH RUBBERS. 4-BEARING AXLE.

TESTIMONIAL.

Mr. L. H. JOHNSON:

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

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.

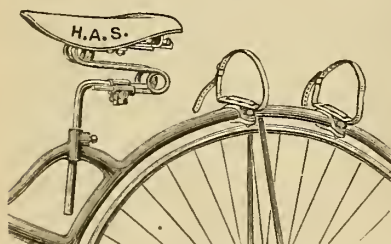
THE LADIES' TANDEM PAR EXCELLENCE.

I have just received a line of

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The neatest and most graceful of the rear-drivers. The wheels are both thirty inches, fitted with seven-eighth rubbers. The frame is light and strong, forks of the best steel tubing. Finished in black enamel with nickel stripes, \$135.

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ATTENTION!!!

— THE —

KINGS COUNTY WHEELMEN

WILL HOLD THEIR

Seventh Annual Race Meeting,

SATURDAY, JUNE 23, 1888, at 3.30 P.M.,

At the Grounds of the B. A. A., DeKalb and Classon Avenues.

ADMISSION, 25c.

RESERVED SEATS, 50c.

LIST OF EVENTS.—L. A. W. Rules to Govern.

1. One (1) Mile Novice, Open for Wheels not less than 35 lbs.
2. One (1) Mile Novice, Club, for Wheels not less than 35 lbs.
3. Half ($\frac{1}{2}$) Mile Boys, Open to Boys of Fifteen Years or Under.
4. One (1) Mile Handicap, Open.
5. Three (3) Mile Handicap, Open.
6. One (1) Mile Ride and Run, Open.
7. Half ($\frac{1}{2}$) Mile Without Hands, Open.
8. Three (3) Mile N. Y. State Championship, L. A. W.
9. Two (2) Mile Team Race—Teams of 3 men from each Club.
10. One (1) Mile Consolation.
11. Half ($\frac{1}{2}$) Mile Run Handicap, N. A. A. A. Rules to Govern.

IMPORTANT.—Entrance fee for Team Race, \$2.00 per team (each team to consist of three men and two substitutes); for all other events, 50 cents each. No entry received unaccompanied by fee. Entries close June 16, 1888, with

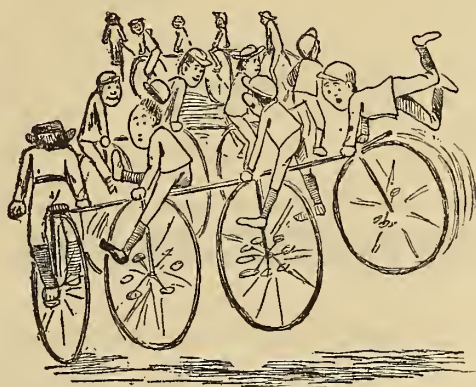
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Valuable first and second prizes in each event; Team Race, handsome trophy to winning team, and gold medal to first man.

THE PUBLISHERS OF THE WHEELMEN'S GAZETTE

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

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



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GREATLY IMPROVED THIS YEAR, MAKING IT A

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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.

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Repairs!

Repairs!

New York

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Headquarters.

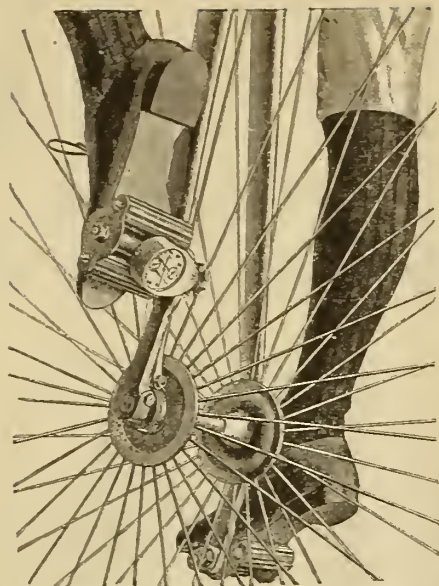
Friends of the "little wheel in front"—

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

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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.

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Fine Gold Pens, Fountain Pens,

FANCY PENCILS AND NOVELTIES.

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PRICE LIST

-OF-

Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	American Club	Ball	Enamel	\$70 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	60 00
457	56	Standard Col.	Plain	Painted	45 00
458	54	Expert	Ball	Enamel	75 00
459	50	Victor	Ball	Enamel	90 00
469	54	American Star	Plain	Nickel	40 00
472	50	American Club	Ball	Enamel	80 00
474	54	American Star	Plain	Nickel	50 00
479	52	Brit. Challenge	Ball	Nickel	80 00
480	54	Rudge Lt. Rdstr.	Ball	Enamel	65 00
481	55	Col. Lgt. Rdstr.	Ball	Enamel	90 00
483	56	Expert	Ball	Enamel	80 00
486	48	American Star	Plain	Nickel	60 00
489	54	Harvard	Ball	Enamel	50 00
491	30	Cunard Rover Safety	Ball	Enamel	95 00
493	51	Special Star	Ball	Enamel	80 00
494	52	Harvard	Ball	2-3 Nickel	55 00
500	32	Monarch Rover	Ball	Enamel	115 00
503	54	Brit. Champion	Ball	Enamel	55 00
507	50	American Club	Ball	1-3 Nickel	70 00
508	51	Special Star	Ball	Plain	Enamel 70 00
510	56	Special Col.	Ball	Enamel	30 00
515	54	Expert	Ball	Nickel	90 00
519	48	Sp. Premier	Ball	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	20 00
528	48	Special Star	Ball	Enamel	70 00
529	48	Special Star	Ball	Nickel	90 00
530	53	Columbia Lt. Rdstr.	Ball	2-3 Nickel	95 00
531	53	Columbia Lt. Rdstr.	Ball	2-3 Nickel	95 00
533	50	American Club	Ball	Enamel	55 00
535	38	Pacific	Ball	Enamel	60 00
537	50	Standard Columbia	Plain	2-3 Nickel	40 00
537	48	American Star	Plain	Enamel	35 00
538	51	American Star	Plain	Enamel	35 00
539	51	Special Star	Plain	2-3 Nickel	75 00

TRICYCLES.

301	50	Col. Three-track	Ball	Enamel	50 00
496	..	Spkbrk. Crip'r	Ball	Enamel	110 00
511	..	Victor Tricycle	Ball	Enamel	75 00
526	..	Humber Crippler	Ball	Enamel	90 00
517	..	Victor Tricycle	Ball	Enamel	90 00
534	..	Humber Crippler	Ball	Enamel	110 00

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A GREAT many people are attracted by the safety qualities of the Rover Type, and many riders who have used the Ordinary for years are adopting this style of wheel for their season's mount. If you wish to learn to ride the Safety, or try any of the leading makes, before purchasing, you can be served at my establishment. You can better determine which safety you like the best after a thorough trial of all, on the road.

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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	PRICE.
50-inch Royal Mail Light Roadster, tangent spokes, etc., brand new. Cost \$135	\$75 00
50-inch Royal Mail, with the noted Trigwell Ball Head and strengthened base rim. Never used.	95 00
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50-inch New Mail, with Trigwell Ball Head, Perfection Backbone and Forks, new thickened base rim, tangent spokes, tied seven times; latest improvements. Used but few times; exchanged for different size	95 00
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55-inch ditto. Used one season only	85 00
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51-inch Columbia Light Roadster. Used but little.	85 00
51-inch ditto. Almost new	85 00
51-inch Expert. Splendid order	85 00
50-inch Special Columbia. Good condition	50 00
54-inch British Challenge	60 00
48-inch Rudge. Fine condition	65 00
52-inch Sanspareil	50 00
56-inch Club	50 00
58-inch Rudge	75 00
53-inch Expert Columbia. Nickeled	65 00
50-inch Premier	35 00
Kangaroo Safety	50 00
54-inch Royal Mail Racer. New	50 00
Royal Mail Noted Tricycle. New	100 00

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STATE SIZE OF WHEEL WANTED, AND THEY CAN SUPPLY YOU AT YOUR OWN PRICE.

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FOR SALE—54-inch Columbia Expert, in first-class condition; a bargain at \$70. Address Winfield Van Deusen, 2100 Tioga Street, Philadelphia. 6-8

FOR SALE OR TRADE—A new Star Bicycle, direct from manufacturer, for a Light Two-track Lady's Tricycle of any first-class make; new machine preferred; perfect one required. Offers to be accompanied with illustration or full description of wheel. Correspondence solicited. H. P. Usher, Seneca Falls, N. Y. 6-23

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LOOK AT THESE SPECIAL BARGAINS.—55-inch Rudge Light Roadster, enameled, with nickel trimmings, balls both wheels, cowhorn bars, buffer saddle; run a season; \$68. 54-inch Columbia Expert, enameled, with nickel trimmings, balls both wheels, drop bars; run one season; a very staunch machine; \$67. 56-inch Spalding Racer, full enameled, balls both wheels and pedals, cowhorn bars, weight 22 pounds; \$30. 51-inch Special Star, enameled, with steering rod and levers nickeled, balls front wheel, drop bars, silent ratchets, changeable power attachment, 1-inch tire; \$65. 51-inch Special Star, 3/4-nickeled, balls front wheel, cowhorn bars, Z and S step and foot rest, 3/4-inch tire; \$78. 56-inch Columbia Expert, enameled, with nickel trimmings, drop bars, new Fish saddle, balls both wheels; used but little; \$78. Springfield Roadster (50-inch) Standard finish, Fish saddle, cowhorn bars; \$45. 53-inch Royal Mail, enameled, with nickel trimmings, balls both wheels and pedals and head, cowhorn bars, \$10 Lakin cyclometer in perfect order, Lillibridge saddle; \$81. Genuine Humber Tandem, good order; \$100. Above machines are all guaranteed sound in every particular, and are bargains that cannot be duplicated for the money anywhere. Examine before going elsewhere. New York Bicycle Co., 8 Warren Street, New York City.

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SWIFT Safety Bicycle; rear driver, nearly new, perfect order; bargain. W. M., 19 Halsey Street, Brooklyn, N. Y. 6-8

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, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler 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 Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

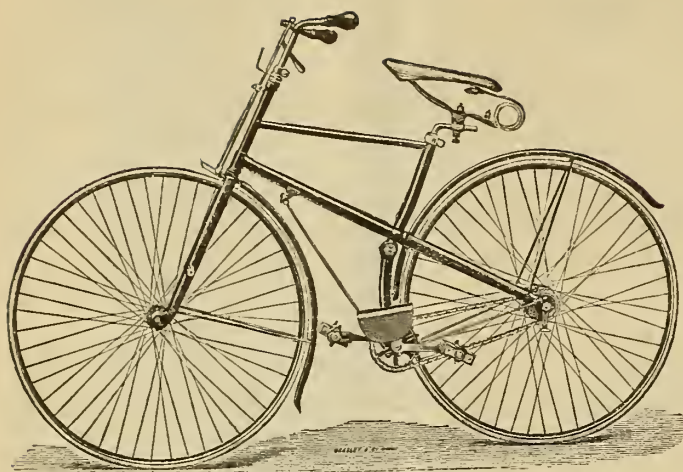
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BARGAINS—'87 New Rapid Safety; 54-inch Victor Ordinary. For particulars address W. A. Meeker, Agent New Rapid and Quadrant Cycles, 520 River Street, Troy, N. Y. 6-8

FINE CHANCE for a Safety, good as brand new, without chains or gearing; Facile, latest pattern, 40-inch. Cost \$131; sacrificed for \$75. J. W. Hillman, Cape Vincent, N. Y. 6-8

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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NEW RAPID AND QUADRANT CYCLES.

WARRANTED INTERCHANGEABLE.

FULL LINE SAMPLES NOW AT OUR SALESROOMS.

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

WHEELS BOUGHT, SOLD AND EXCHANGED.

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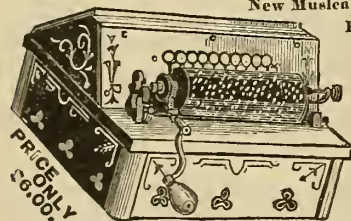
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Plays 250 different tunes.

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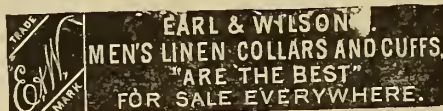
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Thirteen miles on the Jericho Pike. Bicycle and Athletic Track, Raised Corners. Base Ball Diamond. Grand Stand. Only three minutes from the depot.

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THIS lock is attached to the upper part of the brake spoon, and in order to lock the wheel put the brake down tight and turn the key in lock, and it is impossible to move the wheel. Any one can attach the lock to wheel in a minute, and when once on it is always in place, and cyclists only have to carry a key. It is an ornament to any wheel. Will give full description and cut in next issue.

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Plain bearing, \$75.00 | Ball bearing, \$100.00SINGER'S
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THE BEST WHEEL
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A SECOND-HAND VICTORTHAN FOR ANY OTHER MAKE OF
WHEEL IN THE SAME
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months' credit at \$5
advance in price.**Notice this Week's Reductions.**

Our List, June 8, 1888.

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lbs. Good cond. Price \$35.No. 35.—54-in. British Challenge. Enam. with
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Good cond. Big bargain at \$75.No. 82.—51-in. Am. Star. Nickel except wheels.
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wheels. All balls. Price \$85.No. 119.—52-in. Club. Enam. with nickel trim-
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\$60.No. 124.—36-in. Kangaroo Safety. Never out
of shop. Price \$75.No. 125.—48-in. Eclipse. Enamel and nickel.
Bargain at \$60.

No. 129.—48-in Stand. Col. Enam. Price \$35.

No. 136.—50-in. Stand. Col. Lamp. Price \$40.

No. 141.—English Premier 3 track, loop frame
tricycle. Two speed gearing. Cyclom. and
Lamp. Price \$75.No. 153.—54-in. Sanspareil. Ball wheels. En-
amel. Price \$50.No. 154.—52-in. Victor, '86. Enamel. Cowhorn
bars. Spade handles. Great bargain at \$85.No. 155.—50-in. Spalding. New. All balls. Cow-
horn bars. Only \$90.No. 157.—54-in. Premier. Enamel. All balls.
Cowhorn bars. Price \$60.No. 158.—52-in. Stand. Col. Nickel, with enam.
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steerer, specially built for two ladies. In
perfect condition. Price \$175.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.**THIS WEEK'S BARGAINS.**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 \$45.

No. 171.—51-in. Am. Star. Silent ratchets.
Nickel bar, rest enamel. Fine cond. Price
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Price \$65.

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Safeties.

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

ALL REPAIRING DONE ON THE PREMISES.

NO WORK GIVEN OUT.

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The most valuable remedy known for the external treatment of Wounds, Burns, Sores, Cuts, Skin Diseases, Rheumatism, Hemorrhoids, Catarrh, Chilblains, Sunburns, and for every purpose where a liniment is needed.
Also when taken internally for Coughs, Colds, Sore Throat, Croup, Diphtheria, Dysentery, etc.

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New Rapid, Champion, Star and other Bicycles and Tricycles

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SPIRITS OF TURPENTINE, ROSIN, ETC.

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OUR SPECIALTIES:

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



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

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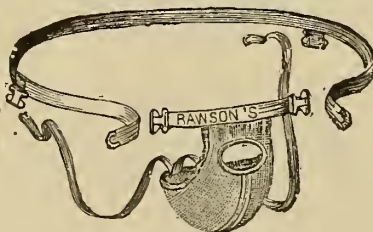
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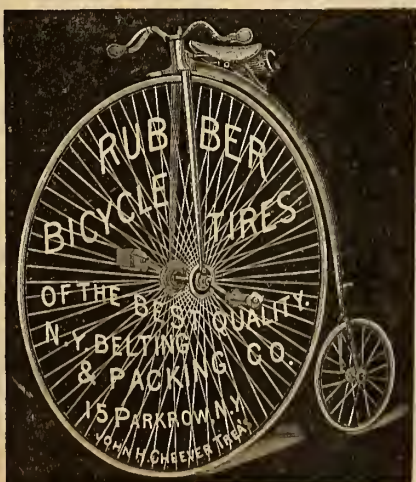
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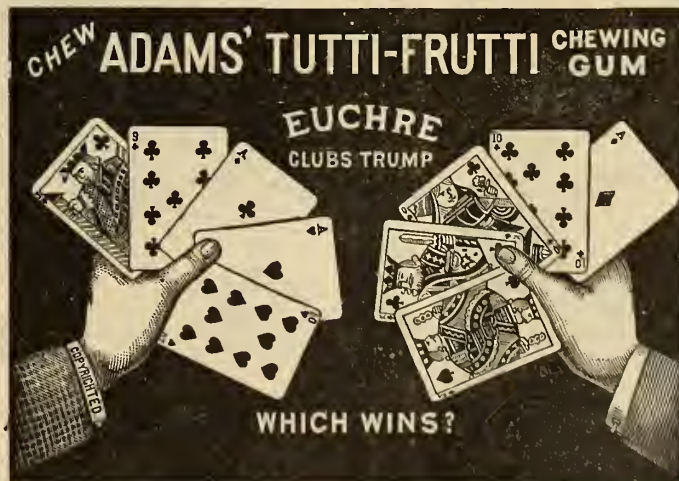
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And appear to be a "mechanical climax," having reached that

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