

JUN 10 1888  
PATE. OFFICE

# The Wheel

P.O. Box 444.  
N.Y.

## CYCLING TRADE REVIEW

23 PARK ROW.  
N.Y.

VOL. I.—No. 16.]

NEW YORK, JUNE 15, 1888.

[WHOLE NUMBER, 16.]

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.

All world's road and long distance records still remain with us.

“LET THE GOOD WORK GO ON.”

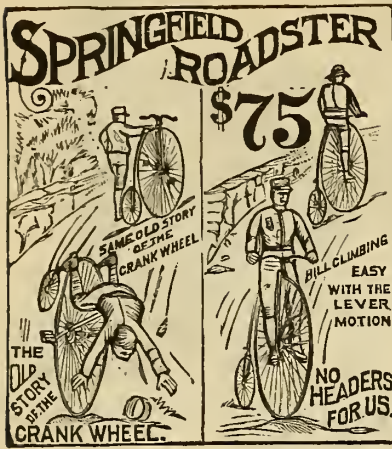
*Sixty-four page handsomely Illustrated Catalogue on application.*

# GORMULLY & JEFFERY MFG. CO.

222-228 N. Franklin St., Chicago, Ill.

LARGEST AMERICAN MANUFACTURERS OF CYCLES AND SUNDRIES.





# THE SPRINGFIELD ROADSTER

**LEADS THEM ALL!**

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

**Can They Beat These Records?**

Corey 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.

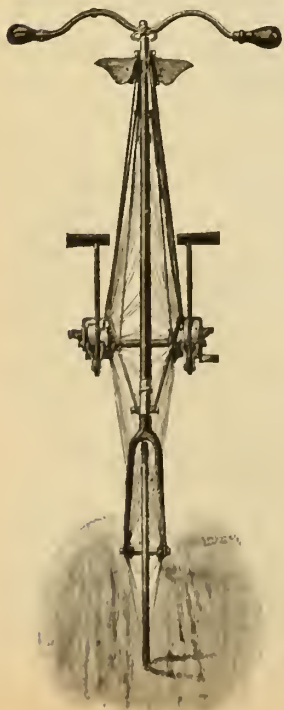
Clark Street Hill, Portland, Me., by J. Minton Worden. The first time this hill has ever been ridden.

**SPEEDY, SAFE AND MODERATE IN PRICE. SEND FOR CATALOGUE.**

**SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.**

# THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



*Perfectly Safe. No "Headers." Speedy.*

**THE BEST HILL-CLIMBERS AND TOURING MACHINES.**

## 1888 STAR

Is now Ready for the Market.

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New York Salesrooms,  
115 LIBERTY STREET.

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

SPADE and BARS furnished in the best nickel.

**LINCOLN HOLLAND & CO.,**  
 WORCESTER, MASS.



**E. I. HORSMAN,**

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NEW YORK.

GENERAL AGENT FOR THE SALE OF THE

**AMERICAN BICYCLES,**

Manufactured by Gormully & Jeffery Mfg. Co.

Champion, Light Champion,  
 Rambler and Ideals, Tricy-  
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SUNDRIES OF EVERY DESCRIPTION.

Repairing and Nickel Plating a Specialty.

Send Stamp for Illustrated Catalogue.

## BICYCLE REPAIRS

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

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

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

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



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

For sale by all Cycle manufacturers and dealers.

**THE REFEREE,**

125 S. Clark St.,

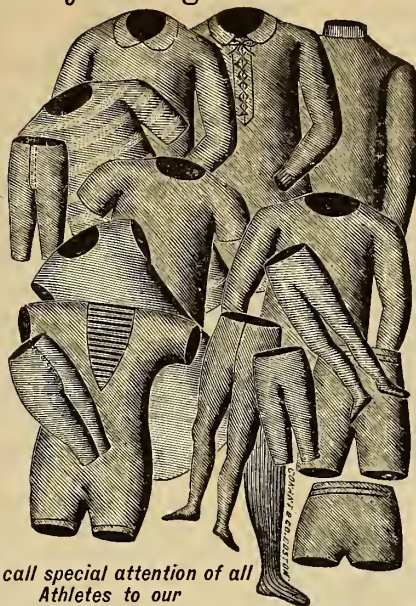
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The liveliest Baseball, Cycling and  
 Athletic paper published.

One Year, \$2; Six Months, \$1;  
 Three Months, 60c.

SEND FOR SAMPLE COPY.

**Jersey-Fitting Underwear Co.**



We call special attention of all  
 Athletes to our

## JERSEY-FITTING GARMENTS

FOR

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

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

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

### FULL PANTS AND KNEE PANTS,

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

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

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

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

We make all of the above goods in three different  
 qualities.

### Ladies' Jersey-Fitting Tricycle Pants. A New Thing.

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

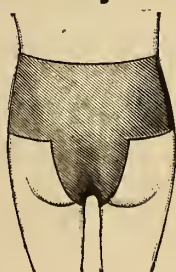
### Jersey-Fitting Ribbed Full-Fashioned Stockings.

Send for Illustrated Catalogue and Price List.

MANUFACTURED BY

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

## Jersey-Fitting Underwear Co.



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

Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

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

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**Jersey-Fitting Underwear Co.**  
 17 Kingston St., Boston, Mass.

## WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,  
 PROSPECT PARK PLAZA, BROOKLYN.  
 F. G. SPENCER, Proprietor.

Refreshments of all kinds

**BARGAINS!**

SECOND-HAND

**Bicycles, Tricycles,**

—AND—

**TANDEMS.**

**Examine Our Prices.**

### KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
246	52	Columbia Expert,	137.50	90.00	4	1	2
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		Spring'd Roadster,	75.00	68.00	4	1	1
327	54	English,	130.00	60.00	4	2	1
329	54	Royal Mail,	140.00	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	1
363	50	Columbia Expert,	135.00	105.00	1	1	1
364	56	Columbia Expert,	135.00	82.00	1	2	2
365	48	Columbia Expert,	142.50	115.00	1	1	1
370	54	Columbia Standard,	110.00	50.00	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	54	Victor Junior,	55.00	55.00	4	3	1
388	42	R'l Mail, 2 trk. Trike,	105.00	135.00	4	1	1
389	42	Am. Pony Star,	85.00	50.00	4	1	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.

FULL LINE CYCLING ACCESSORIES.

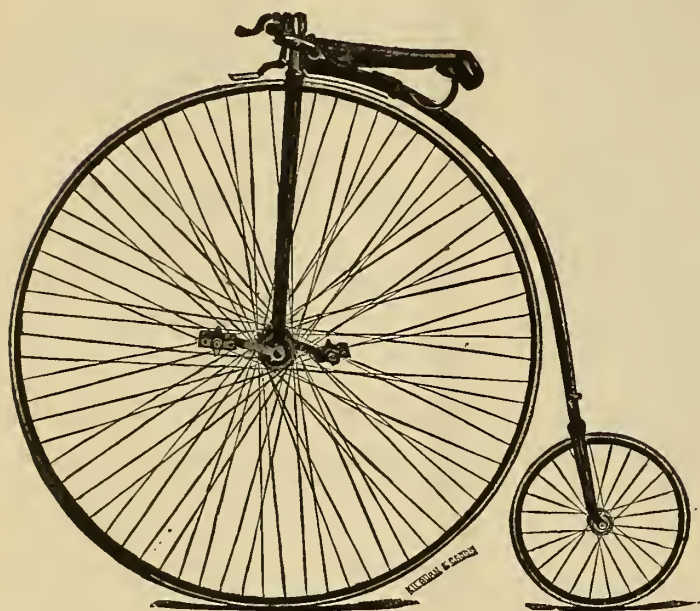
Correspondence Solicited.

**NEW YORK BICYCLE COMPANY,**

8 Warren Street, New York.



# 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.

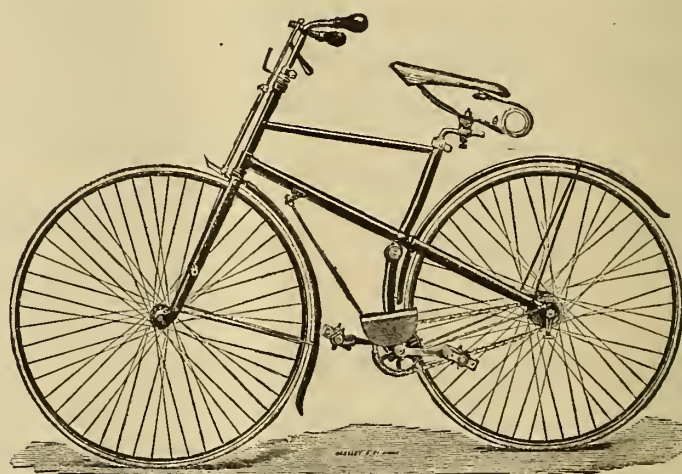
Roadster, weighs 40 lbs.

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.

SOLE U. S. AGENTS FOR "KING OF THE ROAD" LAMPS.

## THE CLARK CYCLE COMPANY, BALTIMORE, MD.

SEND FOR CATALOGUES.

Washington Branch, 908 Pennsylvania Ave.



# THE WHEEL

—AND—

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. NEWS Co.

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

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444,

New York.

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

The Maryland men are anxious that the League parade should be a success. They wish to show the thousands who will throng the line of march what a strong body of men wheelmen are. If the ranks are thin and scattering the Baltimoreans will "Pooh! Pooh!" and very justly. Let every man part with the idea that parades are childish. Cycling parades certainly are effective. The public, generally speaking, are the enemies—passive, of course—of cycling. Put on a brave front and you win them over. The show parades of great armies are composed of men, not toy men nor man-milliners. It is priggishness for cyclists to elevate themselves above these. The Baltimore men expect to entertain you, and they trust you will reciprocate by riding in the parade in full war paint.

We fly southward, like swallows in autumn, as soon as this week's paper is fairly off our hands. We go to the League meet with sharpened pencil and voluminous pad, to record all that the League of American Wheelmen, gathered for pleasure and business at the Monumental City, may do. The clash of the master minds of the League, and the flow of rhetoric at the business meeting, the panoply and pride of the great parade, the final spurts and pell-mell rushes at the race meet, the excursion on Chesapeake, and the many beautiful bits of Baltimore and its neighborhood—all these shall not escape us. Yet we doubt if there is much happiness in it for us, merely unceasing quill-shoving.

We are pleased to learn from Mr. Ducker, whose letter appears in another column, that he is willing to take up Mr. G. Lacy Hillier at London, bring him here to time at the Buffalo tournament, and then return him to his native village, free of all expense. It is a golden opportunity, Mr. Hillier. Do come and see this jolly large country. Otherwise you will be afflicted with that horrible disease all your life. We will not venture to say that Mr. Ducker's idea is altogether disinterested, because a man of his astuteness must readily see that Lacy Hillier's presence would add largely to the gate.

Mr. Page, of the *St. Louis Spectator*, is sorely concerned over the extreme amateurishness of the cycling press, both here and abroad. In times past we have readily admitted the amateurishness of the cycling press, but this was no admission that the writers of that press were lacking either in the true journalistic instinct or in literary ability. We meant that the cycling press has its limitations, and can only develop and advance as the sport advances. For instance, we make an attempt to gather into *THE WHEEL* all the ongoings of the cycling world. Yet, by very force of circumstances, we can not have representatives everywhere and at all times, and are thus necessarily limited, and therefore amateurish, from the perfected newspaper standpoint. Take the *St. Louis Spectator*, for instance, and how very imperfect, bright as it is, compared with *Life*, *Puck*, or some first-class society journals of the East. We have glanced over the copy wherein Mr. Page laments the weakness of the cycling press, and find much in its columns that has been thoroughly threshed out by the dailies weeks ago. All this is not directed at Mr. Page, who is a nonentity, as far as our public is concerned, but at the idea of which he has chosen to make himself the mouthpiece. As far as mere literary ability is concerned, which is the plank upon which Mr. Page has entrenched himself, there are scores of men on the cycling press who have more felicity of expression, originality, depth of mind, and general all-round ability than Mr. Page. We refer our Western critic to the work of McCandlish, Hillier, Sturmey, Low, Wilson, Moore, McCredy, and many others abroad, and to the writings of Pratt, Kron, Bates, Dodge, Egan, Darrow, Purvis-Bruce, Rogers, Huntington, Dean, and others, all of whom are models for Mr. Page.

Just at the finish of his 5-mile race with Wood, W. A. Rowe collided with an inquisitive person who had run out on the track, and fell, breaking his collar-bone and badly bruising himself. Previous to the accident Rowe had already arranged to come home, and he will arrive in his own country within a few days. While the accident is regarded by many as an unfortunate occurrence, *Wheeling* declares that there is enough ground for the suspicion that Rowe's fall was engineered by some one interested in the betting. We are not blaming all England for this accident, or for this dastardly interference of the "bookies," which ever it was; but, somehow or other, that kind of thing never happens in this country. The English certainly understand head-work, but they are also up to foot-work and trick-work, for this is not the first time victorious Americans have been roughly treated by mobs of the very fair-minded and manly British.

We would beg to refer the mileage hunter, the scorcher and the racing man to the letters of our Philadelphia and Jersey City correspondents, wherein will be found sketches of the Hudson County Wheelmen's trip to Philadelphia on Saturday and Sunday last, and their entertainment at the hands of the Pennsylvania Club. This is the essence of cycling life. The men of Pennsylvania took hold of the Jersey boys immediately they landed, and they never lost their grip until they escorted them back to the depot on Sunday evening. The visitors were treated with all the consideration of generous hospitality, and Dr. Johnson sounded the keynote when he said, in thanking "Pennsy" for their kindness, that he was afraid they would give up their club house if his club mates remained much

longer in the Quaker City. Captain Supplee and his club men have reason to be proud of their success.

During the past few weeks many hills in this great, broad country have been compelled to bow their haughty crests to the muscular efforts of cycle riders. Many hitherto insurmountable excrescences have been ridden more than once, consecutively, and some of the men have demonstrated their ability to ride up and slide down *ad infinitum*, and fatten on the sport. In a short time we may expect to see the dealers advertising for "a hill that has not been surmounted," that their muscular minions may be concentrated on it. If the present craze continues there is no estimating the amount of calveular development that will result from these hill-climbing contests.

## THE WASHINGTON PROGRAMME OF ENTERTAINMENT.

WASHINGTON, D. C., June 10, 1888.

The arrangements for entertaining the League members who will visit Washington on Thursday, June 21, are almost complete; and the visitors will find the programme an attractive one. The committee have decided to entertain the visitors as follows:

Visitors will be met at morning trains and escorted to headquarters, the New York Avenue Rink. Wheels will be stored, and the visitors will be taken on foot to the Treasury, State, War and Navy Departments and White House. Return to headquarters at 1.30, where a stand-up lunch will be served. At 2.30 the wheels will be mounted and a visit to the Smithsonian Institute, National Museum and Capitol will be made. After viewing both houses of Congress two parties will be formed, one to ride to the National Soldiers' Home and the other to Arlington; returning to the city at 7 P. M., disband for dinner. Assemble at headquarters at 8.30, where drinkables and smokeables will be served. Local members will be on hand to escort the visitors on short runs about the city during the evening.

The District Commissioners have been asked to instruct the police not to make any arrests for violation of the lamp and bell ordinance during the entire week of the meet. This request will undoubtedly be granted, so it will not be necessary for visitors to bring either lamps or bells with them. The above programme will be an attractive one to strangers, as it gives them an opportunity to see all the most important points of interest in the Capitol City, with plenty of first-class riding thrown in. Washington streets are celebrated for their excellence, and it is always a pleasure for our wheelmen to show their wheeling friends around. I assure you, Mr. Editor, that it will pay every visitor to the annual meet to take in this extra day at Washington.

The Ladies' Cycle Club is progressing finely, and lady bicycle riders are becoming very common. Every pleasant evening parties of them may be seen sailing smoothly along over the asphalt streets. And you ought to see how they enjoy it. It certainly is a great invention, as it enables the ladies to enjoy that free independent motion which the tricycle does not afford. For my part I am very glad to see the ladies taking to it so readily, and I hope the company who manufacture the machine will soon get them on the market, for I predict a large sale for them all over the country. It is only necessary to see a lady riding once to convince the worst skeptic that it is a practical and graceful accomplishment.

After three or four months wrangling over the uniform question, and having finally decided upon gray as the color, the Cycle Club have at last appeared in the said gray. They present a very neat appearance and will prove very durable for road use.

The annual election of the Capital Bicycle Club was held last evening, and the following officers were elected for the ensuing year:



# 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.**

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



President, James O. Rice; vice-president, Walter S. Dodge; recording secretary, A. P. Smith; corresponding secretary, Frank W. Moulton; treasurer, Joseph E. Leaming; captain, Edward A. Demaray; sub-captain, Benjamin F. Wilkins, Jr. Two new members were elected, and the reports of the various officers show that the club is in a very flourishing condition.

Brown, Seufferle, Mackenzie and Crenshaw are all doing a little quiet training for the Baltimore races. Brown has an eye on the 1-mile L. A. W. championship, and it would please his numerous friends if he gets over the tape first in this race. The boys all train under disadvantages, as there is no decent track in this vicinity.

PSYCHO.

## TRANSPORTATION FROM NEW YORK TO BALTIMORE.

TRANSPORTATION NOTICE.—ANNUAL MEETING L. A. W., BALTIMORE, MD., JUNE 18, 19 AND 20.

NEW YORK, June 8, 1888.

Wheelmen from New York and vicinity will leave via Pennsylvania Railroad, Saturday, June 16, at 2 P. M., arriving at Baltimore at 6.50 P. M. The rate for round trip, New York to Baltimore and return, will be one and one-third regular first-class fare.

This reduced rate is only granted to wheelmen attending the meeting, and in order to secure same, a certificate must be presented to the ticket agent from whom you purchased your ticket, and purchase endorsed by him. These certificates will be furnished by this office on application.

Please remember that the reduced rate will not be granted without these certificates.

While it is desirable that all that can will join this party, the tickets are good for any regular train of the Pennsylvania Railroad.

Yours truly, G. R. BIDWELL,  
Chief Consul.

## THE LEAGUE PARADE.

BALTIMORE, May 30, 1888.

TO THE CAPTAINS OF BICYCLE CLUBS:

Gentlemen—The Committee on the Parade, at the Ninth Annual Meet of the L. A. W. in Baltimore, appeal to the captains of clubs to assist them in this important feature.

How important it is generally to the organization at large, and especially to its local interests, a little self-communing will convince any thinking wheelman, without the committee occupying space and time for the many arguments that will suggest themselves. Enough to say, that the growth of the body and its influence with the general public depends much upon the impression made at the annual gatherings. About the only opportunity and the best means to emphasize to the masses our numerical strength, is the parade. Eleven thousand on paper is rather an indefinite sum to the superficial reader, indeed amounts in effect to an occult statement, while ten hundred on parade is an ocular demonstration that leaves an indelible impression. "Seeing is believing." We therefore confidently call on all patriotic wheelmen, and especially upon the club captains and officers, to aid us. And, as an additional incentive, it may be mentioned that the parade, in this instance, will be found a means of real recreation, a genuine pleasure, and decidedly entertaining to the participants.

It starts, headed by a famous corps of twelve buglers, at 10 A. M., sharp, June 19, from the corner of Charles Street and Boundary Avenue (where club captains should report at 9 A. M.), and proceeds by a short route, occupying the space, probably, of thirty minutes, over the best asphalt and Belgian block pavements, through the finest residential portion of the city, to Druid Hill Park, where a halt in a shaded nook is made for a photograph and refreshment. The distance through the streets does not exceed two and a half miles, and the park is simply delightful in natural scenic effects, distant views, landscapes, gardening, lakes, ornamented fountains, memorial bridges, and mountain gorge springs, while works of art abound on either hand near the wide sand-papered drives, and vic with nature in entrancing the sense of the beautiful.

From thence the parade assumes a sort of a go-as-you-please, or, in military vernacular, a "route step" order, to Halstead's Grove on the

Pimlico Road—a distance of about one mile from the park—over the finest wheeling surface, where another halt is made and a complimentary lunch is had.

After refreshment, and time for a smoke while lolling in the turfy shade, the route is continued about a mile farther on, to the pretty village of Arlington and its fine track, where the races will be held. The first field of flyers will be started promptly at 3.30 P. M.

Wheelmen having friends with them who are not cyclists can arrange to meet them at the races by many modes of conveyance, such as park phaetons, carriages, cabs, by rail, etc.

In view of the foregoing, and much more that might be urged, it is earnestly requested that club captains will co-operate with the committee to make the parade absolutely a glittering success, by inducing their members to bring their wheels and take part in it, and especially is it asked of these officials to bring with them their State colors and any other club paraphernalia that will add to the appearance of the parade.

Correspondence is cordially invited.

E. P. HAYDEN,  
Chairman Committee on Parade,  
Drovers & Mechanics Nat. Bank.

## THE K. C. W.'S TRIP TO SUCCESS.

"Sunday, June 10—Picnic Run."

This was the item on June record card that caused unusual comment at 1255 Bedford Avenue, and led to the common question: "What is 'Bridge' going to do now?"

The boys were not kept in suspense long, however, for Lieutenant Crichton was soon after them, with paper and pencil, getting the names of those who were willing to consign themselves to the keeping of the road officers on such a doubtful mission. The result, considering the circumstances, was very gratifying, in that forty men appeared at 8.30 A. M., on the appointed day, and started for Success.

How much that name implies, and with what happy thoughts is a cyclist's mind filled when it is used in connection with himself, bespeaking accomplishments on the road, path or in the parlor! And never before was this name more correctly applied than to this beautiful sheet of water, which bears the name of Lake Success. The surroundings are all that could be desired, and we wish to echo the sentiments of our guide on this occasion, Mr. Walters, and state that if there is any finer place on Long Island than this we want to see it.

The main party, after the usual dodging of telegraph poles, car tracks and brick bats, reached Jamaica without meeting with any serious accident, where they were met by the commissary's department, which was presided over by the K. C. W. mascot. At Pettit's a team was obtained for the transportation of provisions, and Jamaica, the scene of so many pleasant meetings, was soon left behind.

All went well until a large white horse in the distance was seen approaching, when the noble column of wheels, as if with one accord, appeared to quiver, and the "Prides of Kings County" lost their heads in their anxiety to find the charming wearer of the auburn hair, and, as if to make the panic more complete, the fiery steed (?) as he neared the end of the line, gave a tremendous bound, knocking one of the men under his feet and literally stamping on him and his wheel.

Upon the removal of the unfortunate Mr. Brown to a neighboring house, it was found by the attending physician that no bones were broken, and the sufferer was left to the kind care of a most motherly lady, who showed him every attention, and the Mills family will long be held in grateful remembrance by the K. C. W.'s.

The remainder of the journey to the Lake was brought to a happy close by a delightful ride through a strip of woods, upon emerging from which, Lake Success, in all its spring beauty, lay before us.

After a hasty glance at the beautiful scenery, the quartermaster and his assistants got to work, and with the aid of "Auntie," a native of the "Solid South," who lived near by, a repast fit for a king was soon spread under the trees. But a picnic without rain is as rare as a club run without Mr. Hilsen; and sure enough, just as the chaplain was about to perform his duty, the rain commenced to fall, and all beat a hasty

retreat to Auntie's house, whose doors opened to welcome the invading host that took possession of the parlor, dining room, etc.; and it was here that the conflict of the day took place, all the records being broken from one to twenty-five (this, of course, refers to eating sandwiches and drinking milk). If any one doubts these records we will verify same by producing sworn statements from officers of race (*a la* WHEEL). The reports are very complete, and strange to relate, all went away happy, with nothing but pleasant memories of the little-known and long to be remembered Lake Success.

## TEMPLE WINS AT BERLIN.

BERLIN, June 10.—The American bicycle team received an enthusiastic ovation in Berlin to-day, being driven in barouches from the Kaiser's Palace, on Unter der Linden, to the Brandenburg Gate, escorted by representatives of all the bicycle clubs in Germany. Altogether there were three thousand bicycles and tricycles at the Bruckmille course this afternoon.

Temple won the two thousand metres race in 3m. 19s., thus beating the best record ever made on the Continent—that of Edinger, on June 5, at Frankfurt, which was 3m. 24 2-5s. Ten thousand persons witnessed the race, cheering the American winner heartily.

The amateur bicycle championship of Europe was won by Loehr, of Frankfurt, against eleven competitors. The second prize fell to W. E. Crist, of Washington, D. C.

The American club sent to the Emperor a novel form of bouquet of roses and other fragrant flowers, made up in the form of a tricycle. —Cable.

## RACING IN JERSEY ON THE FOURTH.

Fifty thousand dollars is being spent on the grounds and track of the New Jersey Athletic Club at Bergen Point, and the grand opening will take place on the fourth of July, on which date an attractive all-day programme of sport has been provided—regatta at 10.30, bicycle races at 1.30, and ball match between the champion amateur N. J. A. C. nine and the Highlands, champion amateurs of Philadelphia, at 4 o'clock.

The club now numbers 500 members, and the wheeling interest is largely represented by delegations from the Ilderan Cycling Club, the Elizabeth Wheelmen, E. A. C. Wheelmen, Hudson County Wheelmen, Union County Wheelmen and Plainfield Bicycle Club. The interests of cycling are to be well looked after, and frequent racing tournaments are to be held throughout the season. A large turnout of the clubs is expected, as several have already ordered runs for the day on Staten Island, with dinner at the Shore House, Bergen Point, and the races and ball match as prospective points. The track is a quarter of a mile in circumference, and is situated on the shore of Newark Bay, at the Avenue A station of the C. R. R. of N. J. Full particulars of the sports and meet will be found elsewhere in our advertising columns.

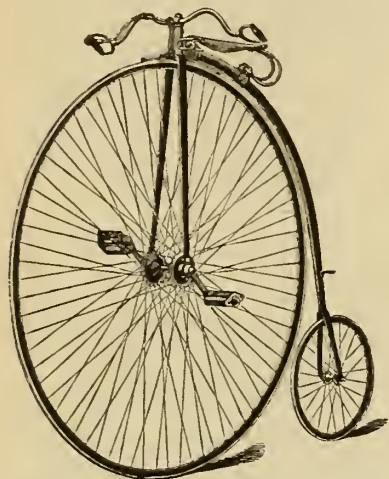
It is not true, as stated in *The Athlete* and other Philadelphia papers, that the details of the Wells-Halsted contest are already arranged. We are in direct communication with Mr. Halsted, and the details have not yet been finally decided upon. Mr. Wells' statement through his paper that he will cover our twenty-five dollars as soon as we forward it, is ridiculous from several standpoints. The details have not yet been arranged, and it is not yet certain that the contest will come off. No committee has yet been appointed to manage the contest, consequently we are at a loss to whom we should forward, if to any one. Finally, our challenge stated that if Mr. Wells defeated Mr. Halsted we would forward him a twenty-five dollar gold medal, and *vice-versa*, if Mr. Halsted won Mr. Wells was to present him with a medal of like value. Until the race is decided it is foolish for either party to order a medal, since to one or the other it would be a waste of money. We shall know as soon as the Philadelphia reporters when the details will be finally arranged, and our interests will be looked after by an officer of the Pennsylvania Club.

"The Stroller" makes his debut this week, and will keep our readers informed of all that goes on in New Jersey and the Oranges.



All our orders call for  
the **Ball Head!**

Large Handsome Photograph  
for 10 cts. in stamps.



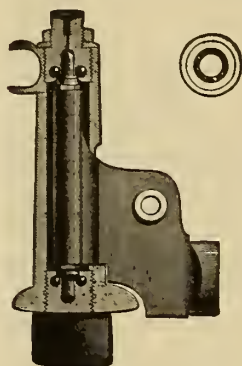
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REMARKABLE DEMAND.

A Superb Light Roadster.

Sure 'tis a Trigwell Ball  
Head Year!

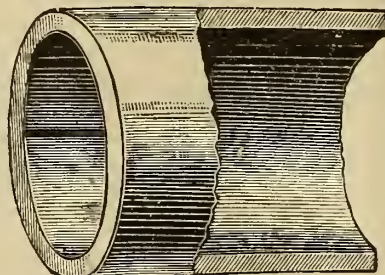
# NEW MAIL.

Specialties Found in No Other Wheel.



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1,000 miles with-  
out oiling or adjust-  
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and ease of steering.  
Greatest of modern  
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SECTIONAL VIEW OF NECK AND BACK FORK END OF

**Warwick's New Perfection Backbone,**

GIVING

Increased thickness and strength at upper end, where is the greatest  
strain. NO SPREADING OF BACKBONE AFTER RIDING.



Not a Buckled Rim Last Year.

WARWICK'S  
NEW RIM.  
No Seam  
outside.  
Thickened  
Metal  
at Bottom.

To find out what the New Mail  
is read the Testimonials of many  
of the leading and hardest riders  
in the country contained in our  
Catalogue.

Send for it before selecting your mount; it  
don't cost anything to read it.

MANUFACTURERS,

**WM. READ & SONS, 107 Washington Street, BOSTON.**

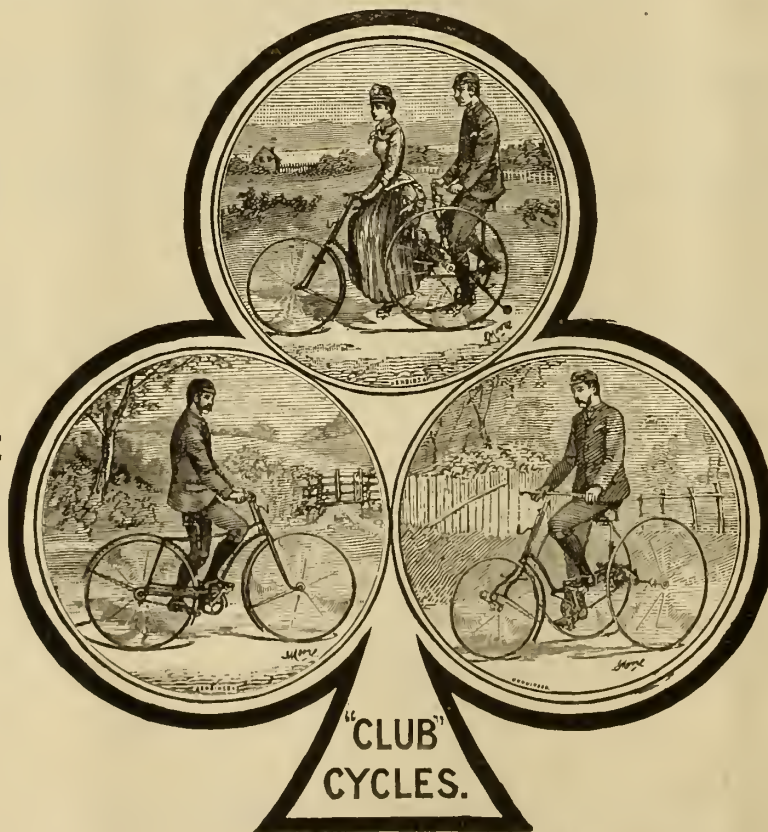
See Them at PECK & SNYDER'S, Agents, Nassau Street, New York.

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The Marlboro  
**CLUB**  
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**THE COVENTRY MACHINISTS CO., Ltd., 239 Columbus Ave.,  
BOSTON, MASS.**

NOT A BROKEN BACKBONE LAST YEAR!



## WHEEL GOSSIP.

A large number of cyclists were out at Queens on Sunday. At Lloyd's grounds a number of racing men were present and essayed to beat the best time for the medal offered. The record at present is: T. L. Wilson, K. C. W., 3m. 13s.; with W. C. Marion, same club, 3m. 13 $\frac{1}{4}$ s., and L. Kirby, Riverside Wheelmen, third, 3m. 15s.; Schoefer made a trial of 3m. 14 $\frac{1}{4}$ s., the best time of the day. On Saturday, the 16th, the medals for the best and second best times made will be awarded. In addition, two events will be given—one mile novice and two miles, for which entries close on Friday, June 15. There will be several events held on the "Fourth," and the one and two mile championships of the Brooklyn Club will probably be decided.

## PAGES FOR LADY TRICYCLISTS.

The correspondent of the *Globe* who advocates the American custom of running pages to attend on lady cyclists, has a lot to answer for. One of the "mad cycling families" we know, or the feminine portion thereof, is fairly taken up with the idea. The two daughters of the house have requested papa to procure a page's uniform for brother Tom, so that he can do the lackey. Tom says he will gladly acquiesce if his sisters will buy him a cycle, but he does not see the fun of chasing two strong tandem-riding girls on his legs alone. Then he is going to black his face or wear a mask, so that Jim, Jack and George will not know him. Mamma, of course, objects, but the wicked boy says "that doesn't signify." Unfortunately, the plot thickens at this point. Tom's services have already been requisitioned by big brother Guy, a man would-be scientist of seventeen, who is going to light his bedroom by electricity—so he says. Tom is bound by a retainer fee of sixpence and a contract price of twopence per hour to grind round a dynamo two hours nightly, and a special clause in the agreement provides that he shall not "unduly exert himself in any manner during playtime, so as to be in a fit and proper condition for work." Tom's passion for ices has caused him to spend the retainer fee, and now he is in a fix. He wants to go for cycling, and the angry Guy demands refundment, and threatens to "punch his ugly young head" in default. "Romance is proper to youth," most decidedly. We do not think that either the page-boy scheme or the cyclo-dynamo will be developed, but the case is worth recording. It is very amusing, and shows how vividly imaginative and enthusiastic the youthful mind is.—*Bicycling News*.

## THE WHEEL ROWE RIDES.

We had many opportunities last week of seeing Rowe and the other Americans at work, and we hope before long to publish some of our notes of their style and form. We also had an opportunity of inspecting Rowe's machine, and we can conscientiously say that a worse thing in racing wheels for a champion to ride we never saw. The wheel as a whole is all right, but it might well be, seeing how heavy it is, and whilst the forks would carry Jumbo himself, the bearing ends and the shoulders are weak to a dangerous extent. A heavy backbone is finished with a weak neck to the backbone head, and a considerable portion of Rowe's labor is devoted to pulling his wheels apart. If this machine does not break down under him one of these days it will be just good luck and nothing else.—*Bicycling News*.

Lacy Hillier editorializes as above on Rowe's wheel. Lacy cannot even see merit in American wheels. It is more to the argument that Rowe's wheels have not broken down in the past, than Hillier's statement that if they don't break down before long it will be all good luck. If Hillier should ever come over here he would call the great Niagara Falls a fretful waterfall, and would write up the country as "blasted big" or "so jolly large," with merit in nothing, censure for everything.

Messrs. Starley & Sutton intend to place a light Rover type safety on the market; weight, 44 pounds.

IS THIS AMATEUR JOURNALISM?—In the St. Louis *Spectator's* cycling department we find the following: "See the advertisement of Blank Wheel Company, on page 708." How's that for amateur journalism?

Lacy Hillier evidently thinks that Crist and Barber should be suspended because their names are bracketed with those of professionals in advertisements of meets. He writes in *Land and Water* as follows: "The American amateurs are going on a starring tour to Ireland, and their names are bracketed in the advertisements with those of the professionals, no distinction being made, and yet the N. C. U. takes no action at all, presumably 'because they are

Americans,' which seems to cover a multitude of sins."

G. M. Worden, who participated in the hill-climbing contest at Portland last week, climbed Nason's hill, on Wednesday last, at Biddeford, one of the steepest and roughest hills in that part of Maine. The grade is one foot in seven and the hill is 630 feet long. It had never before been ascended by a bicycle, and only once descended. Worden rode a Springfield Roadster.

The Chelsea Ramblers, of Chelsea, Mass., held their monthly meeting at their rooms Tuesday week. Captain Pratt presided. It was decided to call a club run to Lexington for Saturday, one to Centennial grove June 17, and one to Nahant June 30. Captain Pratt, Vice-President Dearborn, and First Lieutenant Douglas were elected a committee to meet a committee from the Chelsea Cycle Club in regard to the buying of prizes for the races on the Fourth of July. It was also decided to buy a piano.

The New York Club has 103 active members. The new house is rapidly nearing completion. Every Sunday the members ride up to their future home, arrange themselves on different parts of the building and have their photographs taken.

## MASSACHUSETTS MEN AT BALTIMORE.

Chief Consul Herbert W. Hayes, of the Massachusetts division, has arranged to take two parties to Baltimore. One will leave Boston June 16, at 6 P. M., by the Fall River line, arriving in New York at 7.20 A. M. Breakfast will be obtained in Jersey City, and from there the party will leave at 9.16, arriving in Baltimore at 2.05 P. M. The fare will be \$17 for the round trip. Another party will leave Boston on the steamer Allegheny, of the Merchants' and Miners' Transportation Company, Thursday, June 17, at 2 P. M., arriving in Baltimore Sunday morning at 8 o'clock. The fare will be \$10 each way, or \$17 for the round trip.

The city of Chelsea, Mass., is offering \$75 worth of prizes, to be raced for on July 4. This city last year only gave \$40 toward the prizes for the various events, but this year the city fathers have done away with the street parade, and have consequently raised the amount. Already there are several members of the Chelsea Ramblers in active training for the event.

Any rider over eighteen years of age is now eligible to membership in the Massachusetts Club.

The programme regarding the season's riding of the members of the Columbia Bicycle Club, of North Attleboro, Mass., has been changed and a new system introduced. The club intends giving gold medals to each member who rides over 2,000 miles between May 22 and November 1, and an extra bar for each additional 500 miles. This new issue has set the boys in working order, and, by the way some are wheeling, a few will not fall short of 4,000 miles this season. For an illustration, Secretary Bell covered 260 odd miles during the week ending May 27.

Worcester, Mass., men are struggling for the local 24-hour record. James Wilson, Jr., stands at the head so far, with 165 miles to his credit.

A 25-mile road race, under the auspices of the Rhode Island division, L. A. W., will be decided at Roger Williams Park June 27.

"Free Lance" sends us a sketch of a two spring days ride in Isle of Wight. We have before remarked to those who "skip the long articles" that "Free Lance's" sketches would be read with enjoyment. His humanity enables him to observe and record closely and accurately. The discomforts of a "pub," the vile condition of a certain patch of road, have no part in his log-book; he records only the enjoyable, the amusing; notices with sympathetic acuteness the foibles, the limitations, the grotesqueness of the people he runs over. With the birds and flowers he is on familiar terms, and they sing and speak tongues known to him. For placid stream and angry ocean he has an eye that catches all the beauty, an ear that records all the music. A moonlight night, a summer zephyr and a ruined castle awake in "Free Lance" feelings of unwritable bliss.

Fifty-two men rode down the Lancaster Pike and through Fairmount Park on Sunday last,

They were the Pennsylvania Bicycle Club men and their guests, and the show they made attracted thousands of couples of eyes.

At a mammoth fair to be held at Bergen Point from June 19 to 22, for the benefit of the N. J. A. C., Messrs. Wetmore & Chester will have an exhibit of Victor wheels. Our readers are also offered a good chance to get a Victor wheel, as the firm has put up an order for a Victor of any make or finish; 200 chances will be sold at one dollar each. Tickets may be obtained at Messrs. Wetmore & Chester's store, 49 Cortlandt Street.

The new grounds of the New Jersey Athletic Club, at Bergen Point, will be inaugurated July 4, with a regatta, a base ball match and a cycle race meet. The club has built a quarter-mile track on their grounds, and if the first meet is a success, fixtures will be given every month. This is a golden opportunity for New York and Brooklyn wheelmen to develop cycle racing, and every local racing man and every wheelman interested in racing should exert themselves to attend, and bring the matter to the notice of their friends.

No matter how one figures, it would seem that the run-off of the tie between K. C. W. and H. C. W. will result in another tie. The men finished in the following order in the last race: Kluge, Baggot, Wilson, Hall, Beasley, Marion, Gubelman and Stenken. Counting eight points for Kluge, seven for Baggot, and so on to the last man, the result will be eighteen points for each team, and thus we have a tie. We should judge the men to finish as follows in the run-off: Kluge, H. C. W.; Beasley, K. C. W.; H. J. Hall, K. C. W.; Stenken, H. C. W.; Baggot, H. C. W.; Wilson, K. C. W.; T. J. Hall, K. C. W., and Gubelman, H. C. W. This would again give each club eighteen points, unless some accident occurred.

The most obscure foreign cycling papers are still quoting our famous comparison of Temple and Rowe, wherein we spoke of them as a Shetland pony and a thoroughbred. This shows how widely THE WHEEL is read.

Speaking of Temple's defeat by Rowe, the *Irish Cyclist* writes:

"Rowe, brothers, Rowe, his wheel runs fast.  
The bell has been rung, and Ralph Temple is passed.  
Rowe, brothers, Rowe, the game cannot last,  
The tape is quite near, and our Ralph is outclassed."

Morgan's team will spend much of the time between this and their return in the fall, on the Continent.

## RALPH TEMPLE'S RECORD ABROAD.

"I have started in seventy-six and taken a place in every one—sixty-three firsts, eight seconds, three thirds, and two dead-heats. Besides that I have given 160 exhibitions of trick riding, generally lasting twenty minutes. Sometimes I have had to ride a hard race in my heat, then turn out and do my exhibition on rough grass—which is very tiring—and then turn out again for a big race in the final."—*Athletic Journal*.

There was a rare good rider in Ireland—Kilkelly—on Monday week, at the Irish A.A.A. Championship Sports. He rode one half-mile in 1m. 15 3-5s., and a full mile, on a roadster bicycle, under 2m. 46s.

The annual lantern parade of the Kings County Wheelmen, which will be held on the evening of the 21st inst., promises to surpass all previous attempts in this direction. About 300 men, representing cycling clubs from all parts of New York and Long Island, will, it is expected, be in line, and the Committee of Arrangements has prepared an excellent entertainment for the participants after the parade. Mayor Chapin has been invited to review the parade from the club balcony.

W. F. Murphy, K. C. W., has the largest mileage record for May, with 831 miles to his credit. T. J. Hall comes next.

The revised route of the Kentucky-Indiana tour is: Start Indianapolis July 8 at nine o'clock; through Morristown, Rushville, Connersville, Brookville and Harrison to Cincinnati July 10; July 11, boat to Maysville, Ky., thence Paris, Lexington, Nicholasville, High Bridge, Danville, Lebanon, Bardstown to Louisville July 15. All riders are invited, and an elegant time is expected. Communications should be addressed to J. Fred Probst, Terre Haute, Ind.



## "BILLY" ROWE HOME AGAIN.

W. A. Rowe and his trainer, W. F. Allen, arrived in New York on Sunday night, and immediately started for their homes at Lynn, Mass., where they arrived Monday morning at eight o'clock. From the *Lynn Bee*, whose representative had a long interview with Rowe, we republish a number of interesting items.

Billy looks as rugged as an ox and as brown as a berry. To look at him, one would not surmise that Rowe had been injured at all, but from the fact that he carries his right arm in a sling, on account of accident at Jarrow, May 26, in his race with Wood. Rowe is getting along finely and expects to remove his bandages in three weeks. Mrs. Rowe, as well as Billy's numerous friends, were considerably worried when the cablegrams read that Rowe was injured internally, and all are pleased to know that the reports were unfounded, for Rowe was not injured internally in his fall. His right collar-bone was broken, and shoulder slightly sprained. Aside from the fracture of the collar-bone, Rowe is in the best of health and spirits, and is heavier by several pounds than when he left America. In his match race with Wood at Jarrow, May 26, Rowe was in the best of form and had an easy time to defeat his man. It was a close race, for the reason that Rowe made it close. He had been beaten previously by Wood, and the third race would no doubt have added materially to Rowe's finances. The North Shields sporting men were at the race, and backed Wood, while the sporting men backed Rowe, for they had taken very kindly to our Billy. There were some 3,500 people on the field to witness the race. As Rowe came down the last part of the course, there was an unknown man standing in the centre of the track. America's champion crossed the tape leading by a half wheel, and just then the crowd rushed upon the track, and Rowe was precipitated to the ground. Falling on his right side he broke his collar-bone. He was stunned for a few moments, but was not rendered unconscious. The friends thought Rowe must be injured internally, and the cable was sent. The surgeon who attended him told Rowe the break would not take him from the track, and he would be just as strong after the bone had had time to knit.

Rowe and his trainer left for home as soon as they could, though it was hard lines to quit England, as Rowe had got in trim. Rowe told the writer that the last week of his stay in England he was in his best form. He rode that week in three championship and one match races, and won them all, taking £95 in prizes.

"I was not in good trim when I left America in February," said Rowe. "I had not been in a race since November 1. When I arrived in England the climate was against me, but in seventeen races I won all but three."

In answer to a query, Rowe said that Howell was the best man in England on the wheel, and the only man who could bother him at all. When Rowe reached England he was of a necessity kept on the go all the time. He had to travel evenings to meet engagements, and rode in halls filled with tobacco smoke. This changing about and having no permanent abiding place was not conducive to getting in good racing form.

"My trainer, Mr. Allen, took the best of care of me," said Billy. "No man could have done any better."

"In my last race with Wood, I could have beaten him 20 or 30 feet. Dick Howell will probably come to America in August to take part in the Buffalo races. In my first race with Wood the people were in sympathy with Wood, and some of the men had sticks and stones, which they carried. Howell was in the very best of form when he won the races from me. Howell's fastest time is 2.35, and I have made 2.29 4-5. When Temple rode in the handicap race the rules were to start from a stool, and he was kept standing in the cold for 15 minutes, arguing, and Howell was the man who kept him waiting."

It is probable that Senator Morgan will bring Howell and other English riders to America. Rowe was to have entered the 20-mile championship race June 9, with Howell, but this accident prevented. He was also booked for the 25-mile championship race, June 16.

In reply to a question Rowe said that Morgan had seen him race in America and he was confident he could beat Howell under any conditions. "Morgan made the matches with Howell too quick, before I was in shape."

Billy is not gone on England, and prefers his native land every time. He thinks the people are not up to time over there. He could not get interested in their great game of cricket. He believes in America every time, and is not anxious for any more of England.

Rowe would not say definitely whether he should enter the races this fall, but there is no doubt but that he will be able physically to meet his great English rival, Dick Howell. With America's champion on American tracks, Dick Howell will have to break records to win from Rowe.

W. F. Allen, the trainer of Rowe in Europe, called at the *Bee* office on Monday, and is looking fine as a silver dollar. He gained some twenty pounds while abroad. Mr. Allen speaks in high praise of Rowe's work the last week he was in England. With Rowe unused to the English climate, and not in proper trim, it was hard luck to lose. "We did not feel like sending any word home after the defeats. The betting in the Rowe-Howell race was in favor of America's champion."

Mr. Allen says in regard to the accident at Jarrow that the track was poor. The fence which separated the large crowd was of one-half inch board. As Rowe came down to the finish, a man stood on the track. Rowe yelled at him, but he did not move, and the champion's wheel struck him in the breast, knocking him down. The crowd then rushed on the track, and if the man who had stood in Rowe's way had not disappeared there would have been serious trouble. Rowe was well used at Jarrow. The Jarrow people would have backed Rowe for any amount. The referee of the race was William Dodds of North Shields, and he is a good, square man. Wood's friends claimed that Rowe fouled Wood when America's cyclist was in the lead throughout the race. The friends of Wood also claimed that the referee had given two decisions. Wood secured a lawyer to prevent Rowe from getting his money, but it was no use. Allen and Woodside had drawn up the articles for the race, and they were ironclad.

In reference to Howell, Allen says that he is the very best man among the English wheelmen, and Howell does not consider any of the Englishmen in his class, but he respects Rowe, and knows just what stuff Billy is made of. At Birmingham Rowe beat Temple three yards in a half-mile. Senator Morgan and great many bicyclists had an idea that Temple could beat Rowe for a short distance, he was such a sprinter at the finish, but Rowe outstripped

him in all his races when the sprint for the finish came on. "I have never seen any open races like those in England," said Trainer Allen. "The English wheelmen do a great deal of head-work in their races to get advantageous positions. They don't let any opportunities slip to take advantage of a trick."

In the 10-mile race Rowe outstripped them all. "It was the prettiest race I ever saw," said Allen. "Why, Billy, in the third row, three abreast in a field of twelve starters, and they were all good men, too, but Rowe passed them all. It was a caution to see Billy pick his way out of the whole of them, and it was a race from the start to the finish." Mr. Allen speaks well of his treatment abroad, and for particular courtesies shown the American champion and his trainer by Joseph Johnson of Jarrow and Thomas Oliver of New Castle. Mr. Allen speaks highly of the English trikes and safeties. They are ahead of American machines. He says the Rudge tricycle used by Oxford weighs but 22 pounds, and Oxford is a man who is over six feet in height and weighs 185 pounds. While abroad Mr. Rowe used the Columbia machine. Mr. Allen has the utmost faith in Rowe, and that he can defeat Dick Howell. It was hard work to keep the flesh off of Rowe, the English meats having the effect to fatten him in a short time.

### ENGLISH RACING NOTES.

Crist, the American, somewhat resembles alphabet Webber in build. He rides with a very straight back, and uses spade handles, upon which he throws a lot of weight; he chews a toothpick—a *la Travers*—all the time he is riding. His mount is a 54½-inch Beeston Humber, and, like all men who ride little machines, he can jump into his stride very quickly; his spurt, however, is short-lived, but he will doubtless train on. Still, the American is a rattling good man, and will doubtless take some prizes home with him, though if proper fields turn out for the championships, he will not take either the five, twenty-five or fifty miles honors. We shall be glad to see some N. C. U. time medals go to the States, if only to show that the union does give *solid* medals, and not punched up pill-box lids *a la Ducker*.—*Bicycling News*.

Barber is a chirpy little man, and rides with more head than any of the Americans when imported in the "raw state." He would pedal well but for the fact that his 52-inch Beeston Humber is quite big enough for him, and as it is he gets his heels down much more than Crist does. When he's found his mark he will be a bad man to beat, as he keeps going all the way and his judgment is excellent. —*Bicycling News*.

Of the new men, W. F. Knapp looks by far the best class man. He turned out at Ashton spick and span, and has a nice effective style, though a trifle upright, and fails to use his ankles with full effect—a rule amongst all the Americans we have yet seen, with the exception necessary to prove it in the case of Temple. Knapp would pass for a good class amateur in any company.

H. G. Crocker is a big, strong rider, who looks more like a tricyclist than a bicyclist, and seemed to lack the last little bit of speed, though he may train on. He somewhat resembles Reilly, of the Tower Hamlets B. C., and rides with arms akimbo and his knees very wide apart. His ankles are busy but not very effective.

S. G. Whittaker could not be mistaken for anything but an American, and looks like a stayer. He has a neat style, and will be heard of to advantage, but we want another look at him before expressing a final opinion, as he scarcely seemed to be letting himself out in the mile handicap. —*Bicycling News*.

We quote G. Lacy Millier's remarks on the riding of the various racing men now abroad. G. L. H. certainly knows something about racing and racing men, and many points may be learned from him, except when he is battling with his Yankee phobias.

At the Paddington Cycle Track, a new path inaugurated May 26, some excellent riding was credited to F. J. Osmond, who landed the ½-mile handicap from scratch in 1m. 13 2-5s., riding the first quarter in 39 3-5s. A. L. Bower made an attempt to cut the ½-mile tricycle record—viz., 1m. 22s.—but only succeeded in accomplishing 1m. 27 2-5s.

At the second day of the *Sport and Play* tournament several American professionals competed. In the 1-mile professional handicap, Temple, scratch, won his trial heat in 2m. 50s.; Woodside, 25 yards, won his heat in 2m. 57 2-5s., and the third heat fell to Fleetwood, 40 yards, time 2m. 43 1-5s.; Whittaker, 55 yards, second; Knapp, 50 yards, third. The final heat was won by Temple in 2m. 45 1-5s.; Fleetwood, Whittaker and Knapp finished in a bunch, as named, four yards behind Temple. The 1-mile tricycle

handicap was won by H. E. Laurie, 5 yards; time, 3m. 1s. In the ½-mile professional championship, Knapp, Rowe, Temple and Whittaker won their heats. In the final Temple entered the straight with a yard lead, but Rowe moved up and won by three inches; time, 1m. 22 1-5s.; Crocker third by five yards. On the third day of the tournament Whittaker met F. W. Allard in a 1-mile safety professional scratch race, and was beaten by ten yards in 2m. 47s. Rowe won the 1-mile professional scratch race easily in 2m. 54 1-5s., beating Knapp, Fleetwood and Crocker.

A RAPID COUNT.—Talking of Mecredy reminds us that a new star has arisen on the Irish tricycling horizon—a Polish Count, Stadnicki by name, and a right good fellow and thorough sportsman. He is improving in leaps and bounds, and Mecredy hardly gained a yard on him in the tricycle handicap. The other evening he clocked 2m. 53s. for a mile, with a pace-maker only for the last lap. —*The Cyclist*.

At the Molineux Grounds, May 23, R. Howell won the 1-mile professional championship, beating a poor lot; time, 2m. 53 2-5s.

At the Molineux Grounds, May 23, R. Howell rode a lap against time, accomplishing the one-fifth mile in 29s.—a 2m. 25s. pace.

At some Whit-Monday races held at Bridlington, F. T. Fletcher won the 2-mile safety handicap, riding from scratch in 5m. 47¼s. Fletcher also won the mile handicap, 115 yards start, in 2m. 35¼s.

The Anfield B. C.'s 24-hour road race was won by Laurence Fletcher, on a Safety, who covered 234 miles.

### ROWE'S DEPARTURE FOR HOME.

It is with very great regret that we chronicle the fact that the champion of America has decided to return to the States, cancelling all matches and engagements. In the 5-mile race with W. Wood on the Jarrow track on Saturday last the American fell, after finishing, and broke his collar-bone, and the above decision was then come to.

Such a termination to the visit is to be regretted, but at the same time we have seen enough of the American champion to learn that, whatever may be his capabilities against the watch (and they are obviously considerable), he has little or no skill in the much more difficult game of match-race riding. His style is one which calls for continued muscular effort, and the economy of power is about the last thing studied therein. Back in America, with pace-makers, and nothing to do but to hurry, he will doubtless put in some good riding; but if he intends to continue upon the path, we cannot help thinking that he would have done well to have stayed in England, and secured as much miscellaneous practice as possible, for the professional members of the two American teams will, when they return to the States, give him a lot of trouble with their "head-working" powers acquired in English races.

Mr. Rowe's mission here has not been a success, and from a patriotic point of view we must regard his failure to secure Dick Howell's scalp as satisfactory, but from the personal point of view we think every one who has met America's champion cyclist will be very sorry, for he is a straightforward man, with as little bounce as any professional rider we ever met. Whilst showing considerable quiet confidence in his own powers, he treats his hearers to none of the absurd gasconade which so many pros, and some few amateurs indulge in, and, recognizing the many chances which militate against success in cycle racing, simply says that he means to do his best. All true sportsmen will appreciate these characteristics which distinguish the American champion, and join with us in wishing him more conspicuous success in his next venture than has attended his visit to England in 1888. —*Bicycling News*.

A 2-mile bicycle handicap, limit 15 seconds, will be decided at the Highland Athletic Association games, to be held at their grounds at Roxborough, Pa., June 30, at 3 P. M. Entries close June 23 with A. W. Ott, 431 Walnut Street, Philadelphia. Trains leave New York at 9 A. M. and 11 A. M. for Columbia Avenue Station, Philadelphia, and connect with 11.35 A. M. and 1.36 P. M. trains for Manayunk.



## NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

New Jersey, as of old, is on deck in the matter of sports and pastimes, among which none is more popular than cycling. Cycling is looked upon in altogether a different light from that in which it was viewed a few years ago, when to be seen bestride a wheel was to be called a "dude," sure pop! People are becoming, or, rather, have become, educated to the fact that cyclers, as a class, *are men*. That the people have become convinced that cycling, instead of being "the craze of a day," has "come to stay," is proven by the passage of the New York and New Jersey Liberty Bills, which place cycles on an equal footing with other vehicles.

President George C. Pennell, of the Elizabeth Wheelmen, is coming around in fine shape. But that was a nasty fall, Mr. P., and no mistake.

The following, from the Rahway Democrat, will no doubt be of interest to cyclers: "Rahway will stand still until there are some good roads and drives around it. If there was a good road to Elizabeth, it would attract a class of people to Rahway who own horses and who like to drive. As it is now, there is no inducement to people who are well off to locate in Rahway. A good road to Elizabeth, and another to Westfield or Plainfield, would do more to boom Rahway than anything else."

Apologos to the above—how a good road all the way from Newark to Paterson, and a few through Jersey City, would boom cycling!

The 2-mile bicycle race at the athletic sports of the Orange Athletic Club, on the Roseville cycling grounds, Saturday, June 23, will have as starters Harry Wolcott, W. Keck and B. Hotchkiss. These are all the entries to date.

The Orange Wanderers anticipate a delightful time on their century run, on which the start will be made at 4 A. M., Saturday, June 16. About fifteen members have so far entered for the trip. The route will be through Elizabeth and Rahway to New Brunswick, 27 miles, where a lay-over will be made for rest and breakfast. Leaving at 8 o'clock, the tourists will go direct to Franklin Park, Princeton, Kingston, to Trenton, 54 miles, where they will gather round the festive board at the Trenton House, where, by the way, the writer knows by experience that a good meal is furnished. The wheels will again begin to whirl at 1 o'clock P. M., and the party will cross the Delaware and continue south on the Pennsylvania side to Tullytown, Bristol and Frankford, 79 miles, where another stop will be made for refreshments and new wind. The rest of the "century," 21 miles, will be made before dark by riding through Fairmount Park, and over Lancaster Pike to Paoli. Those who intend to go to Baltimore will stop at Paoli over Sunday, and start for the meet on Monday.

The members of the Union County Wheelmen will, providing the combined clubs which start from Newark on Saturday, June 16, pass through Westfield, furnish the riders with sandwiches and coffee, a sort of "marching lunch," and one which will come in handy by the time the boys reach Westfield.

The Orange Wanderers had an enjoyable run through Llewellyn Park, round the Orange reservoir, and through South Orange. The club turns out in fine form on these runs, and each one is better attended than its predecessor. On Saturday, June 16, an afternoon run will be made by those who do not start on the century, the objective point being Rutherford Park and Passaic. June 18 an evening run will be made to Llewellyn Park and Eagle Rock; June 21, to Newark and Bloomfield.

The Elizabeth Wheelmen took a run through the Oranges and vicinity on Saturday, June 9. The run was well attended, and was voted a success.

In the last issue of the *Bicycling World*, "Wing Foot" says, *in re* the Decoration Day road race: "The only black spot on the whole day's fun was the actions of the drivers of the wagons and carriages, who so unceremoniously crowded about the finish, and obstructed those who were late in coming in. Had there been a close struggle for any of the last places the consequences might have been terrible." Now, in the opinion of "yours truly," there was no "black spot" at all, but granting that there was, "Wing Foot" would have been more just had

he written, "the actions of the wheelmen who forced the drivers of the wagons and carriages to crowd about the finish by failing to give them room to pull out." You stood at the finish, Mr. Editor, and, in the opinion of the writer, will admit that the latter would have been nearer correct. Let that rope be used the next time, as THE WHEEL suggested some time ago, to keep the onlookers back, and there will be no occasion for croaking at the drivers of vehicles.

During the month ending June 1, \$541.87 was expended on the Orange roads for repairs.

It seems to be the opinion of the majority of New Jersey Leaguers that State divisions should be maintained, and that from this State no support will be given to the new amalgamation scheme.

The score cards for the run-off of the tie between the Hudson and Kings County teams, which will occur on July 14, are being "made up" already. One shown the writer was about like this: 1, Kluge, 1.28; 2, Stenken, 1.28.30; 3, Baggott, 1.28.45; 4, Hall, 1.31; 5, Wilson, 1.31.30; 6, Marion, 1.31.30; 7, Beasley, 1.32; 8, Gubleman, 1.35. This gives the Hudson Counties the cup by 22 points to 14; so there's no occasion for running the race.

The local papers are taking a fair interest in cycling. The *Sunday Call* (Newark), June 10, gives nearly a half-column to the century run of the combined clubs and the League meet, besides a few notes. But the *Call* has always been in favor of sports and pastimes, and is gradually forcing the other papers to devote space for the same purpose.

It is rumored that an effort is being made to secure the privilege of running a cable road through Central Avenue from Broad Street, Newark, to Orange. The scheme is well underway, and as there is plenty of "boodle" behind it, nothing but a most determined effort will prevent this ruin of one of the finest of our very few good drives. Oh, ye cyclers, now is your chance to show your strength by combining the force of the New York and New Jersey contingents, and, enlisting the aid of all your friends, make a fight to save this thoroughfare.

"The Star is a machine as is a machine," and "John A. Wells is a rider as is a rider," is what everybody says, and when "everybody" says a thing "is so," there is no use in disputing it. The "why and wherefore" of it is thusly: Up in the vicinity of Orange there is a sort of an incline known as Eagle Rock. For some reason or other the majority of cyclers who have business at the top of this rock usually follow the winter plan of ye small boy—walk up the slope and coast down. A few, very few, however, have ridden their machines from the bottom to the top, without having any particular business to transact en route which would necessitate their dismounting on the way. One rider, named Shurman, mounted on a Springfield Roadster, recently made three round trips between the Llewellyn Park gate and the summit, without finding it necessary to leave his saddle (perhaps he was afraid it might run away if he left it). Peoples eyes opened when they heard of this feat, and some of them even opened their mouths to say, "Dot settles it! Three round trips place the record where it will stay!" But they were altogether "too previous." In the City of Brotherly Love, yclept Philadelphia, lives a man by the name of Wells, and somewhere within reach of this man's hand is usually found a machine called a 45-inch pony Star bicycle. Mr. Wells not only knows how to ride this machine, but knows how to climb hills as well's any one around his town. Mr. Wells heard of Mr. Shurman's "climb" on Eagle Rock, and girt his loins and oiled his machine to try the rock on his own account. He got on a train, he came to Newark, he gathered up Percy M. Harris, Ed. R. Collins, C. L. S. Walker and W. W. Walters, and the party went to Eagle Rock. Mr. Wells took off his coat, hung it on the grass near the Llewellyn Park gate, and Ed. Collins, "fly-back" in hand, gave him the "go" at just 4 P. M. Did he "go?" Well, just look at what follows, and answer for yourself.

Trips.	Time of		Time of
	Start.	Finish.	Trips.
1.....	4.00.00.....	4.12.45.....	12m. 45s.
2.....	4.13.00.....	4.26.45.....	13m. 45s.
3.....	4.27.00.....	4.41.00.....	14m. 00s.
4.....	4.41.15.....	4.58.30.....	17m. 15s.
5.....	4.58.45.....	5.15.30.....	16m. 45s.
6.....	5.15.45.....	5.32.00.....	16m. 15s.

The time was taken as he passed the starting point on each up trip, the fifteen seconds being taken up by the turn. Six times up and down Eagle Rock without a dismount, and then not satisfied, but anxious to raise it one or two better. Oh, ye gods! but some people are hard to please. This feat, accomplished in 1h. 32m., elapsed time, is wonderful of itself, and 'twill be many moons before 'tis tied or beaten; but after this Mr. Wells pulled himself inside of his coat, mounted his wheel, and gave the party the hottest pace they ever followed to Oraton Hall, which he reached at about 6.20, ahead of them all. Where is Greenwood? Where is Shurman? Where is the man or where is the machine to down this record? *Not built as yet!* That is, unless the great editor of the *Bicycling News*, who "has climbed on the necks" of all American editors, should cross the "big pond" and accomplish the feat. The lower part of the hill was in good condition, but near the summit the surface is bad, being covered with a layer of freshly broken stone.

Next Sunday morning Percy M. Harris, E. J. Decker and W. W. Walters will leave Newark a wheel for the league meet. They will ride to "Philly" on Sunday, and continue on to Baltimore on Monday.

## NOTES FROM THE CITY OF BROTHERLY LOVE.

"Hale fellows well met," is what every man said regarding the Hudson County Wheelmen who had honored the Pennsylvania Club with a visit on Saturday and Sunday, June 9 and 10.

The boys from Jersey arrived on Saturday afternoon, and were met by a delegation from the Pennsylvania Bicycle Club and escorted to their club house, whence, after a short stop, they proceeded on to Belmont, where supper was served. Sunday morning at nine o'clock a start was made for Wayne, going via Montgomery Avenue, Ardmore, Bryn Mawr, Rosemont, Gulf Mills, King of Prussia and Eagle. At Wayne, after dinner, the party rode in Lancaster Pike to the city, and later to Broad Street station, where, after several cheers on all sides, we parted with as pleasant a crowd of wheelmen as it has ever been our pleasure to meet. Those composing the party were Dr. Elliott, W. Johnson, president of the club; Theodore F. Merseles, Jr., secretary; William E. Eldredge, W. T. Campbell, Charles V. Tuttle, William Robertson, Jr., H. F. Moise, William Muller, John J. Corder, R. E. Borham, H. Strugnell, Fred Kerr, George H. Erl and V. E. Kerry, of the Hudson County Wheelmen, and Elliott Mason, of the Citizens' Bi. Club. Boys, if you enjoyed your trip as much as we did you had a good time; and remember this, when in Philadelphia hunt us up, and you will always find our latch-string outside the door.

Six times up Eagle Rock Hill is good enough to suit most men; at least it did John Wells, as on Thursday, June 7, he succeeded in looking over the brow of the hill six different times without a dismount. The hill is just a mile long, and, as usual, ends in a decided dip upwards, besides which this had just had a fresh dressing of loose stone. The times were as follows: 12 $\frac{3}{4}$ m., 13 $\frac{3}{4}$ m., 14m., 17 $\frac{1}{4}$ m., 16 $\frac{3}{4}$ m. and 16 $\frac{1}{4}$ m. The trials were witnessed by Percy M. Harris, C. L. S. Walker, W. Walters, E. R. Collins and E. C. Wells, besides a number of wheelmen. Percy Harris, the Springfield Roadster admirer, swears John Wells' machine was built for hill-climbing, and not for speed. I say Harris swears; I mean he did swear to this effect before John Wells showed him how well his hair was parted in the back during a modest little scorch indulged in after the race.

The committee appointed at the recent meeting of the Century Club to secure a suitable site for a club house on North Broad Street are a little dubious as to their ability to secure a place within the means of the club.

Frank Read, President of the Century Wheelmen, much to the surprise of all his club men, resigned his position as president and member at their last meeting.

At the regular monthly meeting of the Pennsylvania Bicycle Club held on Thursday evening, June 7, Mr. George T. Laing was elected unanimously to fill the office of president for the balance of the ensuing year. Mr. Laing is one of the most active riders as well as most popular



men in the club, and every one wishes him success in his new position. At the same meeting the dues of the club were raised to \$18 per year.

Belmont Mansion presents a very dismantled appearance this year. The old banqueting hall is almost entirely demolished, while all around are piles of brick and rubbish, and as we ride past and think of the many pleasant evenings spent listening to the best music to be heard in Philadelphia, gazing on the crowds of pretty faces around us, we can't help sighing as we listen to the strains of this year's band, and gaze, not on the crowds of pretty faces, but upon two or three once were, not now, belles.

#### SOME ONE TELLS ME

That the road hog disappeared when he saw the Pennsylvania delegation of fifty-six men on the road Sunday last. Good thing he did, or it would have been the other fellow's turn.

That P. S. Collins would make a good man for the position of president in the Century Wheelmen.

That the men who reach Philadelphia on the 16th, on the century run, will number over 150.

That I don't believe him.

WESTFIELD.

#### RUTHERFORD, N. J.

Quite a number of the R. W.'s participated in the weekly club run to Eagle Rock Hill on Saturday, June 9. The intention was to scorch there and back (32 miles). The boys made good time going, making the 15 miles in 1h. 11m.; but, alas! "the best laid plans," etc.—on the return trip, upon the suggestion of our popular captain, E. W. Dean, Jr., the idea was given up, and the wheelmen retired to Davis's, in Orange, where two rounds of the wheelman's standby (ice cream) were put away in a surprisingly speedy manner. And still we wonder why our racing men (?) do not show up in better shape!

At the races of the K. C. W. our local club will be well represented. F. W. Van Sicklen, B. N. Burgess, E. W. Dean, Jr., and Stewart Winslow have entered the 1 and 3 mile handicaps; Burgess and R. D. Yerbushy the 1-mile novice, and Yerbushy in the 1/2-mile run—all of the Rutherford Wheelmen.

We were there in full force on the day of the L. I. W. races, and were well pleased with our representative, who deserves credit for the pluck he showed in starting against such men as he had to compete with—Kluge, Baggot, Bradley and Brown, any one of whom is a pretty sure thing to bet on, with the handicaps as they were. Notwithstanding this fact Van Sicklen beat Kluge and Bradley both in very excellent time. Baggot was about 30 yards ahead of the mark where he should have been placed to make a good race, and Van should have had about 90 yards instead of the comparatively small 70 yards.

Dean, Van Harding, Spider, Hal. Jackson and A. J. Jackson will start on Saturday morning next to ride to the Baltimore L. A. W. meet; they will also ride back.

Spider is seen every day riding his wheel about town, in order that he may become used to the strain and danger of saddle soreness. Spider only weighs 97 pounds, and is 5ft. 10in. tall.

Dyckmann Brothers (confectionery store) have offered an elegant gold medal to the member of the "Wheelmen" riding the greatest number of miles over 2,000 between June 1 and January 1, 1889. So far, Dean leads with about 140 miles, with Van Harding and Burgess close up, being not more than two miles behind.

Van Harding, on Saturday last, succeeded in riding 107 miles in a day, thereby winning one of the gold medals offered to any member riding over 100 miles in 24 hours. Van Harding did it in 13h. 57m.

Van Sicklen and Burgess will shortly try to surprise the club by covering over 200 miles in the allotted time. They feel sure of success.

Van has no cyclometer as yet. It is his intention to give all other members about one month's handicap, and then get a cyclometer and go to work. So far, since Decoration Day, he has covered about 170 miles (casual riding).

We have our semi-annual races on Saturday afternoon, July 7, at 4 o'clock. The programme, as near as can be stated at present, will, besides containing several foot races, etc., have a 1, 2 and 3 mile handicap, a 1 and 5 mile scratch, and a 1 and 2 mile club championship.

The R. W. will probably run their 10-mile road race on July 4, over the regular club course on Washington Avenue.

The boys will make a big noise at the K. C. races, and—mark my prediction, viz.:—Some of the first prizes will find their way to Rutherford, or I am wrong.

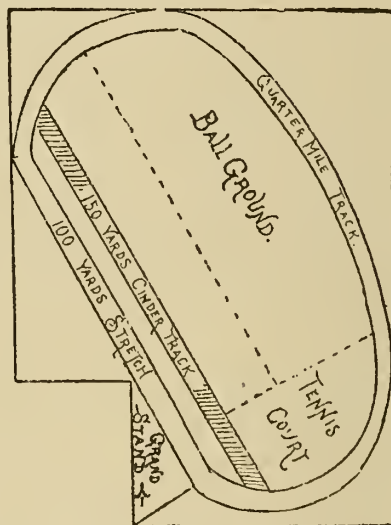
We understand that in the 1-mile handicap Kluge, Baggot, Midgely and Caldwell have entered, besides many others. With such men as these more care should be taken in finding out the ability of each man and in handicapping him accordingly.

The Rutherford Wheelmen will probably turn out full force on July 14, to see the run-off of the 25-mile road race between Hudson and Kings Counties.

Yours, etc., "2"

#### PITTSBURG.

The Pittsburgh Cycle and Athletic Club is now in a fair way to be a success, and by the first of July hope to have the grounds in about the shape shown in accompanying cut. The grounds secured are located corner of Grant and South Avenues, Allegheny, just across the river from Pittsburgh, at the end of the Union Bridge, and the lease is for three years, at a rental of about \$1,500. Stock in the association is divided into 200 shares at \$10 per share, with membership tickets for non-stockholders at \$5; none but amateurs in the strictest sense of the word being eligible to membership.



The bicycle track will be as good a one as it is possible to make, and of clay, the home-stretch, 30 feet wide, being somewhat over 200 yards, instead of as shown in cut, and the radius of the curves will be greater by considerable than either the Cleveland or New Castle tracks. A commodious grand stand will be erected, of ample capacity, and every arrangement for the comfort and accommodation of members and contestants will be of the best. Dressing rooms, bath rooms, lockers, and all such accessories will occupy the basement, where will also be room for storing wheels.

A very neat invitation was that of the Cyclers to accompany them to Baltimore and Washington. They purpose leaving Saturday night in a special car or cars, as the case may be, arriving Sunday A. M. in Washington, where the day will be spent in seeing all of the city possible in the limited time. Monday cars will be taken for Baltimore, and returning they will leave Wednesday night, though, as the tickets are good for ten days, some of the party will probably remain several additional days.

Mr. A. B. Post, of Canton, Ohio, arrived in our city via the "Silent Street" route Saturday, remaining over Sunday, a broken handle-bar necessitating delay until Monday. Roads traveled so far he reports as very fine, and looks for a continuance, his intention being to go via Harmony and New Castle to Warren, thence by

way of Youngstown to Canton, from whence he at once starts for Baltimore, expecting to reach there in time for the meet.

The only tandem safety bicycle in the United States is now in Pittsburg.

Captain Seidell, of the Keystones, and Captain Murray, of the Sewickley Valley Wheelmen, will attend the meet.

KEYSTONE.

#### PHILADELPHIA POINTERS.

"Westfield," who writes for THE WHEEL, is a member of the Pennsylvania Bicycle Club. Likewise "Ariel."

With careful training, Mr. E. G. Kolb will make a racer. All he needs is experience and practice.

The latest pattern of the Pennsylvania Club badge—the silver keystone—is somewhat smaller than the old style, and is not so distinct.

The Brown-Garrigues 25-mile road race is to come off on June 30, on the Lancaster Pike.

One of the Pennsylvania Club took a header last week from the home trainer in the gymnasium—a rather unusual accident.

At the last monthly meeting of the Century Wheelmen, Messrs. Collins, Sadler, McGlathery and Roseman were appointed a committee to select a site for a new club house on North Broad Street, near the present building.

The latest road improvement around Philadelphia is the re-surfacing of the old Lancaster Pike. Toll will be charged after it is in good shape, but wheelmen can afford to pay for this privilege over a good road.

Mr. J. C. Smith, of Reading, climbed Ford Hill twice on his Victor Safety last Saturday, and was within twenty feet of the top on the third trip, when his foot struck the front wheel and he was thrown off.

W. A. Rhodes, the professional rider, intends to have a go at the Lancaster Pike road record, now held by Wilhelm, of Reading.

A magnificent silver 5-mile challenge cup has been purchased by the Pennsylvania Bicycle Club from the Meriden Britannia Company. It is about twenty inches high, of new and elaborate design, and must be raced for by the winner within thirty days from receipt of challenge.

Keen, of the University, who was beaten in the recent intercollegiate races by Davis, of Harvard, could have claimed the prize on a foul, as Davis cut in across him on the straight after having collided with him in passing, damaging his wheel. The referee clearly expected Keen to make the claim, as he withheld his decision until the latter had gone to his dressing room.

A number of riders have given up the idea of wheeling to Baltimore to attend the League meet, having been discouraged by the terrible condition of the Baltimore Pike, and will go by train instead. All of the railroads leading to Baltimore have given special rates of one and one-third regular fare to League members, but a certificate will be necessary to be shown the ticket agent in order to obtain these rates. One of the most pleasant routes is by steamer, affording a most delightful trip down the bay and a good night's rest, reaching Baltimore early next morning.

The committee in charge of the hill-climbing contest for the medal offered by Kirk Brown, announce that it will take place on Conshohocken Hill at 3 p. m. on Saturday, June 23. All amateurs in Philadelphia, Camden, Wilmington and Reading are invited to enter. The winner is to be the man who climbs the hill in the quickest time. An entrance fee of fifty cents will be charged, returnable to starters, and entries close June 21.

Shurman's record on Ford Hill, made last week, did not last very long. Mr. Wells, of the Pennsylvania Club, whom Mr. Shurman climbed to beat, went at it again last Monday, and mounted the hill fourteen consecutive times without a dismount. Time, 1h. 9m. 30s. This record will probably stand for some time, and is without question the greatest hill-climbing performance that has yet been attempted.



Several important changes were effected at the last meeting of the Pennsylvania Bicycle Club, on Thursday evening. Mr. Geo. T. Laing was elected president, and Mr. F. W. Grugan vice-president. Eight new members were elected, and the question of raising the club dues to eighteen dollars per annum was decided affirmatively. The previous figure was twelve dollars, which was found insufficient to meet the house expenses, hence the change.

Mr. Frank Read has resigned as president of the Century Wheelmen, and Mr. Thos. Hare is the unanimous choice for the vacancy. Mr. Read is also president of the Germantown Club. Further changes are announced in the Centurions. Mr. Shaffer has been appointed second lieutenant, Mr. McGlathery retaining the first lieutenantcy, for which they could find no better man. His cordial welcomes to strangers make them feel at home at once, and draw many visitors to the club house.

CYCLE.

## HEAD vs. LEGS.

From time to time, the editor of the *Bicycling World* and *L. A. W. Bulletin* permits his correspondents to give us a sly dig, the latest offender being Senator Morgan, in the issue of June 8. Of course, we care not a jot for Senator Morgan; but, since it has wedded itself to the League, the *World* has added to its importance, and any error or untruth appearing in its columns is certain of some attention.

Referring to Rowe's poor showing, Senator Morgan writes the *Bicycling World* of June 8:

"Rowe can do 2.30 in England over the Long-Eaton track in two weeks from now, but he may not be able to beat Howell, for speed and wonderful generalship beat (?) speed and little head-work, if one is fast enough to beat anybody, and some day may show 'judgment' enough. I may have something to say about these champions in my future papers on 'Champions whom I know, and champions I don't know, and don't care to know, either.' We must acknowledge Mr. Hillier has the best side of the argument in 'Legs vs. Head,' and the talk of 'necessary judgment and undoubted determination' by the young editor of your New York contemporary, whose 'experience' of racing must be limited indeed, must have received a severe shock to his nerves when reading Rowe's successive defeats."

The facts of this matter are as follows: In November, 1887, we claimed that the Racing Board had no right to take cognizance of "loafing" in races; that the Board exceeded its duty in directing any man how he should run his race. Mr. G. Lacy Hillier—of whom Morgan writes: "He knows more about head-work and racing than the compilers of laudatory paragraphs of Rowe will ever know, and I have had a good deal of information from him"—seconded our views and wrote an article on "loafing" in races, concluding that the only way to win a race was to win, whether you were compelled to race all the way or loaf from the start to the home-stretch. The editor of the *Bicycling World* then stuck his finger into the pie, and the discussion resolved itself into this: THE WHEEL, endorsed by Lacy Hillier, advocating the superiority of the mental-muscular racing man over the purely muscular, and the *Bicycling World* rhapsodizing over the purely muscular.

The editor of the *World* at once set to work and published a cartoon representing "the racing man of the future," showing a specimen of the *genus homo* with shrunken calves and swollen head, typifying muscular degeneracy and an abnormal brain growth. This cartoon, which appeared November 18, 1887, was accompanied by an article which we reproduce:

The racing man of the future will be an entirely different being from what we are at present used to. The training of the muscles and the strengthening of the wind will be absolutely ignored, and the brain will be the portion of the human anatomy that will alone receive attention. Brawn and staying qualities will be held at a discount, and instead of a contest of speed and endurance, which we poor mortals of low tastes still love to witness on the racing path, races hereafter will be a contest of intellect, a struggle between tacticians. We draw this delectable conclusion from the fact that Hillier preaches the doctrine of loafing and tactics as being the proper caper, and Priol says "Amen." [We did the preaching and Hillier delivered the "Amen."—Ed.] We regret this much, as we shall miss the fine, athletic forms usually to be seen at race meetings, and in their place we shall have to school ourselves to the unaccustomed sight of racing men displaying abnormally developed skulls, and painfully attenuated trunks and limbs. The development of breathing capacity, and of the *rectus femoris* and the *vastus internus*, etc., will, in the knowledge of the modern trainer, be as so much useless trash; but the study of phrenology will become a necessity in the education of the future. What particular traits will be required to make up the most successful loafer and winner (we suppose we should say *tactician* and winner) we cannot as yet determine. As our phrenological chart lies before us, we feel that we ought to try and give our readers some sort of combination whereby they could

guide themselves as to what will go to make up a successful racing man of the loafing (we mean tactical) pattern. We must confess, however, to being entirely at sea as to what will be the correct make-up of this prodigy of the future; but we can see that the components must include "casualty," "self-esteem," "secretiveness" and possibly "acquisitiveness." We think, however, that as the *News* and *The Wheel* have put their seal of approval on the loafing tactics, and the ban of their disapproval on the athlete who vulgarly wins a race by grit and speed, they ought to furnish a waiting world with a correct list of "bumps" to be developed, and some method, other than by headers, of "how to develop." We bid a long farewell to the hearty, robust racing man of the past, and offer our hand in welcome to the dyspeptic, large-headed, scraggy-limbed racing man, who, in future, will dominate our racing paths *a la* Hillier and Priol.—*Bicycling World*.

Our readers will readily perceive that this is a prose poem on muscle, pure and simple, and that the importance of head-work, tactical skill and science is derided, belittled and sneered at. The editor of the *Bicycling World* thus clearly places himself on the "leg" side of the "Legs vs. Head" discussion. On the above article we commented as follows, placing ourselves, with Mr. Hillier, on the "head" side of the discussion, or rather, claiming that the mental-muscular will generally surpass the muscular:

Our esteemed contemporary is satirical. We care not so much for ourselves, but that our good friend, Mr. G. Lacy Hillier, champion all distances, bicycle and tricycle, 1881, should be included in the satire, is a matter of profound regret.

And, by the way, Mr. Hillier did not expound the doctrine, to which, as alleged, we breathed a fervent "Amen!" but *vice versa*.

In a rash moment, we claimed that the Racing Board has no constitutional or logical right to establish penalties for "loafing" in path races; in other words, that the Racing Board has no right to direct how a man shall run his race. Mr. Hillier, great man that he is, endorsed our opinion.

Some men win with muscle; others with muscle and brains; the muscular-mental are always more successful than the purely muscular.

This statement can be easily proven.

The most successful amateur now living—viz., Percy Furnivall—is the highest type of the mental-muscular class. To be sure he has a great muscular system and of fine quality, yet his head is an invaluable adjunct, and by using it he has become almost invincible. F. J. Osmond, who recently defeated Furnivall, is a muscular rider. Furnivall has defeated him time and again, yet in a famous cup race Osmond used his head, refused to make pace, and rushed away on the last lap, defeating the hitherto invincible Percy. A. B. Rich, who has scored more wins than any other amateur in this country, except possibly Hendee, is a great head-rider. It is useless to multiply examples; the above are quite sufficient to prove that head-work is an important factor on the racing path, and this being admitted, it is not necessary to debate on the advisability of the Racing Board's restriction or stultification of that power.

And, by the way, to return to our satirical contemporary, is it not heretical that a Bostonian, bred in an air redolent with culture, existing under the shadow of the Latin School and Old Harvard—is it not sad that a disciple of Emersonian culture, an enthusiastic supporter of the "Society for the Propagation of Spectacles," should set up the purely muscular as his idol?—THE WHEEL, November 25, 1887.

The result is that we catch Senator Morgan falsifying the records, jeering at us without reason, when his derision, if there was need for it at all, should have been reserved for the editor of the *Bicycling World*. This gentleman, who, as an advocate of the purely muscular, such as Rowe, saw the latter defeated by what Morgan calls "Howell's superior generalship and head-work."

As regards Morgan's remarks, personal to ourselves, we care nothing. We are "young," and are thankful for it; would that we were younger. While we are quite ready to grow old, since it is the unrecallable edict of nature, how happy we would be to stop just where we are, for a little while at least. Life is like a great round cake, Senator; a perfect circle at birth, and every year is a mouthful bitten off. We have bitten off less of our cake than you have of yours, Senator, therefore are you envious. The philosopher never is this. But then you are not a philosopher, Senator; merely a glib-tongued traveler, who drives a smooth-running pen, and whom a certain part of the English, making much of, has turned his head. You sneer at the American press for lauding its champion for claiming that all things British that take to wheels would go down before him. We believe, Mr. Morgan, that when you imported Rowe you had the same idea. You thought to win a couple of hundred pounds, and the money you staked—and lost, presumably—showed your confidence in "War on Records."

The *Bicycling News* devotes a page of its May 10th issue to a portrait of W. A. Rowe. It is a fair representation of how Rowe will look ten years hence.

The Swift safety, the Coventry Machinists Company's rear-driver, now holds the 1-mile record—viz., 2m. 37 1-5s.

## CYCLING IN BROOKLYN.

The *Brooklyn Times* of Saturday, June 9, devotes considerable space to an article on the growth of cycling in the City of Churches, which has been compiled with such care and accuracy that we reproduce the more important parts:

## THE PIONEER CYCLIST IN BROOKLYN.

Ten years ago, little or nothing was known of the wheel in this country, until, during the latter part of the year 1878, Charles Koop came over here from Germany, and excited the interest and attention of Brooklynites by riding through the city thoroughfares mounted on an "Apollo," a bicycle which, though not differing materially in general appearance and principles from those now used, was much heavier and clumsier in construction. Mr. Koop was the first man to ride a bicycle in America, or in this part of the country at least, and so great a curiosity was he considered, when mounted, that he was for many days followed by a jeering crowd, and being assaulted one night by a number of young roughs, was forced to seek refuge at the house of Mr. H. D. Perrine, on Schermerhorn Street. It was this incident, and the kindly interest taken in Koop by the latter, that secured for him his present honorary membership in the Brooklyn Bicycle Club, which was organized a few months after the occurrence mentioned, and of which club Mr. Koop became a charter member, remaining with the club until his death, on December 23, 1885. From the time of the incident first mentioned until the present day, cycling has prospered, and to such an extent that there are now three healthy and well-developed clubs of wheelmen in this city, all of which are in a most flourishing condition, and each owning, or about to own, its own club house. Perhaps he who has done as much as any one to promote the interests of cycling, and to elevate this pastime to its present high standard, is Mr. Charles Schwalbach, a charter member of the Kings County Club, and one of the oldest riders in the city, whose comfortable and finely equipped headquarters for wheelmen, opposite the Park, at Ninth Avenue and Union Street, are well known to all wheelmen.

## THE OLDEST CLUB IN BROOKLYN.

The oldest cycling club in the city, as intimated above, is the Brooklyn Bicycle Club, which was organized on June 21, 1879. It was in the early spring of that year that a dozen gentlemen, following in the footsteps of the now famous Koop, became acquainted with each other during their frequent runs to the Park, and conceived the idea of forming a wheelmen's organization. Several meetings were held in the little summer house on the lake, and finally a meeting room was secured on Montague Street, where a permanent organization was effected by twelve gentlemen, three of whom are still members of the club—namely, Messrs. William F. Gullin, W. C. Scott and John Lee. Mr. Gullin was the first president of the club. In about a year from the date of organization the club secured a suite of four rooms at 366 Livingston Street, and took possession with twenty members. In August, 1885, by which time the membership had increased to forty-eight, another move was made by the club to their present quarters at 112 St. Felix Street. To-day there are 141 active members on roll, and six applicants for admission to the club. An annex has had to be secured, corner Cumberland Street and Lafayette Avenue, where a number of the members' wheels are stored. The lease for the house above mentioned expires on May 1 next, by which time the club hopes to have its new building completed. The first Long Island road-book was gotten up and published by Mr. A. B. Barkman, of this club, in 1886. Mr. I. B. Potter, a well-known lawyer practicing in New York, and the author and compiler of the law of cycling, which is the present authority on everything pertaining to the wheel, is also a member of the club.

## THE KINGS COUNTY WHEELMEN.

Next in line is the Kings County Wheelmen, who were organized on St. Patrick's Day—March 17, 1881, with six charter members, as follows: Messrs. George T. Brown, Frank H. Douglass, John Clarke, Alexander and Charles Schwalbach and E. K. Austin. Messrs. Douglass, Austin and C. Schwalbach are still members of the club, the preliminary meetings of which were held at the residence of Mr. Brown, on Wilson Street, who was the first president of the club. A regular meeting place was finally secured at 138 Division Avenue; later a change was made to 159 Clymer Street, and again to 223 Clymer Street, which place is now retained as a branch of the club, whose handsome main headquarters, into which it moved on February 7 last, are situated at 1,225 Bedford Avenue. The club now has a membership, including active and honorary members, of about 200. A feature of this club is the "drill team," which has received many handsome souvenirs, including a beautiful pale blue silk banner from the Seventh Regiment, New York, for its excellent work. The club also has won three times, and is the present possessor of, the New York and New Jersey Team Road Racing Association cup, besides two other cups, a punch bowl, magnificent clock, a number of banners and other souvenirs too numerous to mention.

## THE LONG ISLAND WHEELMEN.

Last but not least of the League clubs are the Long Island Wheelmen, who came into existence as a bicycle club early in 1882, when eleven men united in its organization. Lieut. Drake, of the United States Navy, was its first president. The club rooms were at first situated on Livingston Street, but as the club increased in membership the demand for better accommodation became imperative, and a two-story building at the Plaza was secured and fitted up as a club house. Here the club was pleasantly domiciled for over two years and until it formed so strong an organization that the long considered scheme of building and owning a club house became feasible and necessary. In the spring of 1887 the trustees of the club, Messrs. Share, Bradford, Luscomb, Mabie, Hoole, Wilder and Brown, prepared a plan for the purchase of land and the erection of a club house. A lot on Bedford Avenue was secured, and from designs selected by the trustees after careful consideration the work of building was commenced. Under daily supervision by officers and members the work proceeded, and on the 28th day of October last the Long Island Wheelmen, after a club run, in which about ninety members participated, took formal possession of the new and handsome club house at 1,281 Bedford Avenue. In personnel and standing the Long Island Wheelmen ranks with the social clubs of Brooklyn. None under age are admitted, and the roster of 130 or over includes lawyers, doctors, literary and business men and merchants. This Honorable Mayor Chapin was recently elected an honorary member of



this club. The members of the club generally are older and naturally more conversative and retired than those of the other two clubs above mentioned, so much so, in fact, that they have been dubbed "The Fossils." They do not believe in public exhibitions, neither do they participate in any outside race meets or team races. The L. I. W., however, has always given its earnest support to the interests of wheeling throughout the country. It is an active League club, one of its number being a member of the National Committee on Rules and Regulations, and another Chairman of the National Committee on Rights and Privileges and Chairman of the National Committee on the Reorganization of the League. The name of the Long Island Wheelmen is brought to the notice of cyclists wherever the L. A. W. extends. At all the League meets the club is well represented, sending its delegates in turn to Washington, Boston, Buffalo and St. Louis. The club uniform is a gray Norfolk jacket and knee breeches, black stockings and gray cap with black braid. The club colors are red and blue.

#### THE UNIVERSAL C. C.

In addition to the clubs above referred to there is the Universal Cycling Club, of recent origin and consisting of about thirty members, of which Mr. Finn is captain, Fred Miller and Fred Weaver first and second lieutenants respectively. The club has no regular meeting-place, but is nevertheless in a flourishing condition. There is also a detachment of wheelmen of about the same number connected with the Nassau Athletic Club.

#### THE LADIES' CLUB.

Then there is the Brooklyn Ladies' Cycle Club, of which Mr. Charles Schwalbach is the founder. Mrs. M. E. Dunn is the secretary. This club was organized in April last. Many ladies who had learned to use the tricycle were naturally timid about venturing out alone, and Mr. Schwalbach conceived the idea of forming a ladies' club to take afternoon or evening runs, which idea immediately met with the approval of a large number of lady riders, until to-day sixteen members, one of which is Mrs. John Oakley, are enrolled. The latter, with a few of the other members of the club, are expert bicycle riders, using the new ladies' wheel, and attract much attention in their runs through the park, attired in neat gray cloth costumes.

#### CLUBS OF THE PAST.

Four or five other clubs have been more or less conspicuous in the cycling world within the past five years, but all are now defunct, the members generally joining either the Brooklyn Bicycle Club, Kings County Wheelmen, or Long Island Wheelmen. There were the Wayside Wheelmen, fourteen in number, who consolidated with the Kings County Wheelmen three years ago; the Bedford Bicycle Club, forty strong, most of whom went over to the Long Island Wheelmen in January, 1887; the Calumet Cycling Club, with forty members, who were also taken in by the Kings County Wheelmen in February last; and the Ilderan Bicycle Club, fifty members of which were enrolled with the Brooklyn Bicycle Club. The total number of wheelmen or cyclists in the several local organizations now in existence is in round numbers about 500. There are as many unattached wheelmen in the city—that is, riders of either sex—who belong to no organization, while the several clubs scattered through Long Island, the strongest and most progressive of which is the Mercury Wheel Club of Flushing, number as many more, so that altogether Long Island can boast of about 1,500 wheelmen. The League to which reference was made above is an association or parent body composed of representatives of cycling clubs from all parts of the United States which it governs, in all about 10,000 wheelmen.

### IMPROVED METHOD OF BUILDING ROADS.

The interest which is being taken in improved methods of building roads, not only in this section but throughout the country, augurs well for the future. In many parts of the country, through the adoption of road machinery, rapid progress is being made, and better roads are the result. To secure a driveway of twenty feet in width, of suitable grade from ditch to ditch, will require, in the present condition of our roads, the removal of a great amount of earth. Our roads are now confined mainly to one track, which is frequently lower than the sides of the road, furnishing in many cases an additional ditch. It is necessary, in order to widen the road, to remove the shoulders of earth or sod which line the road on either side. Now these frequently are from two to four feet wide; this cannot be done economically with the ordinary plow or scraper. It requires the use of a road machine to do it properly and economically. On an ordinary road two men, with one machine drawn by four horses, will construct from one-half to one mile of road per day, the surface of which will be perfectly smooth, and the width of sixteen to twenty feet, and in no other way can it be done so well or so cheaply.

Road machines are a recent invention. The perfection of the machines and their adaptability to the work are simply surprising. It matters not how hilly or stony the ground may be, they can be employed in any place where a plow can be used to advantage. The machines are very durable, and of great power in the removal and carrying of earth, and are not more trying to the team than working with the ordinary plow and scraper.

The effort to introduce road machines into this section has been quite successful, and all who have witnessed the working of the machines admit that the use of them is the best and most economical way of improving the roads. It is in no sense an experiment; making roads by machinery will accomplish at least four times as much work as the old method, and the work will be infinitely better for the same expenditure of labor. In Pennsylvania, under the new road law, one-fourth of the tax levy for road purposes can be collected in cash. The average road tax of townships is about \$25,000. One-fourth of this sum in cash will, in two years' time, enable every township to possess road machines, and eventually the tax can be reduced one-half, and yet accomplish four times the amount of work that is now done under the old system. It is possible with road machinery under the new law to accomplish much; but the full measure of success in road making can never be attained until a cash system of road tax is adopted, and the work is done systematically, intelligently and thoroughly. *Knox County Independent.*

### TWO SPRING DAYS IN THE ISLE OF WIGHT.

"Where am I?" is probably the first thought that strikes every touring cyclist in his waking moments, as his drowsy eyes become by degrees conscious of unfamiliar surroundings. And it is curious into what a state of uncertainty one is often plunged at such a time; not that it was so on the May morning of which I am thinking, for the steady march of men, the musical notes of distant bugles, and the sharp, clear voice of command from officers, soon gave me my cue, and I knew I was in Portsmouth.

Soon to the window to catch, maybe, first sight of the island I had come hither to explore, but a sea fog was keeping it all to itself, and instead of the island I only saw a big black cannon scowling at it, and a perfectly calm sea, with large vessels steaming close to the shore.

Cycling visitors from Portsmouth to the Island are not exactly received with open arms—open hands seem to be more their mark. First you pay to go on the pier. Presently some three or four men in jerseys simultaneously pull their trousers up, dash at the tricycle and clutch hold of it by the luggage carrier, lamp bracket, tool wallet, and other parts as plainly intended to be used for hoisting purposes. How they got it on board the vessel I am unable to say, for I had turned my head from the sickening spectacle, and thus, in an agony of suspense, waited until

I HEARD A GOOD BIG THUMP, and a gruff voice remark, "That's got her," when I pulled myself together and followed.

By some strange chance no damage was done, and thus at peace again with all the world, the little trip across could be enjoyed to the full, while the many and varied craft kept one's eyes pleased and ever busy. On our right lay Nelson's old ship, the Victory; on the left, as if purposely to invite comparison, ships of war of modern build, and, standing right out in the sea, three small forts that cost a million of pounds each, which forts, they say, by reason of the advance in the art of war, are now no good whatever.

A man on board came and extracted more dues for the machine, and when we reached Ryde the crew by some extraordinary means disappeared, and I began to wonder if I should have to sail back again to Portsmouth, when I caught the eye of a porter, whom I bribed to help me lift the trike on shore.

Now we are off, thought I; but no, another individual pounced upon me with a demand for money, in consideration of the privilege of being permitted to leave the pier, and then at last I was quit of them. The whole did not come to much, but, as at present managed, it strikes a stranger as outrageous. Ryde seemed to be composed of modern villas, and after a spin on a gem of a road in front of the sea, the road was readily taken for Brading. "Good morning," said an old man with a pleasant smile, as he halted to see the machine go past, and indeed it was a good morning, and everything was bright and fair, and the birds knew it and sang out their thanks for it—their very best thanks.

The road ran through woods, and the air was sweet with the scent of young shoots, whose beautiful bright green met the eye in feathery masses in all directions, and the ground between the trees was literally covered with primroses, a pretty little light yellow flower, with a sweet, faint odor all its own. They tell me this flower will not grow in America, the soil is too rich. If so, I should not like to live in America in the spring. At times the trees of these woods would meet and form an arch over the road—how pleasant in summer when leaves cluster thick! The surface of the road was very good, and all too soon

#### THE GOLDEN FLOORED WOODS

were left, giving place to the old world street of Brading.

At the entrance of the village is a little doll's house sort of structure that rejoices in the high-sounding title of town hall. Here could be seen a remnant of the past, the village stocks, at rest at last after a long course of rotten eggs, dead cats and similar unpleasantness. Could not but notice the children at Brading—how exactly their type of face agreed with those lately seen on the main land in Hampshire; evidently they are all the same stock. They are not particularly pretty children, rather plain faced, but sturdy looking, lacking, however, that fascinating charm of face and manner that one so

often meets in South of England children, more especially, perhaps, in Sussex.

Places follow close on each other's heels along this part of the Isle of Wight coast, and Sandown quickly is reached, a pleasant enough popular seaside resort, full of natty villas and perambulators. Scarce was this left behind when Shanklin, the charming, hove in sight, with more villas and more perambulators. Down a very sharp, if short, descent, with an awkward turn in it, we go to the beach, and watch the waves break on the shore and then retire with a long-drawn hiss, like some giant breathing hard in his sleep.

Even thus early in the year the parade is bright with brilliant dress, and happy sunburnt children, barefooted, sport with mimic coast defences. Midst all this bright life and gayety are dragged about, like the mummy at an Egyptian feast, poor creatures, mostly young, who have come to gain, if possible, just a little of that vigor and hope so lavishly bestowed on those that pass them by—pinch-faced child of sorrow, how eagerly his sunken eyes followed me as I rode past!

Outside Shanklin, where the trees with their fresh leaves gave welcome shelter to the road, a merry party was met escorting a new peal of bells to the church. It was a large peal, presented by somebody or other, and the bells were in carts drawn by sturdy horses, looking right brave in furbished harness, relieved by colored ribbons and bunches of flowers. The horses were as pleased and conscious of their finery as young recruits in their new uniforms. The school children, carrying banners and flowers, followed after in picturesque disorder, which a matter-of-fact school mistress was endeavoring to reduce to the approved Noah's ark model. And didn't she look warm!

After this little incident, away into the country again, where the shadows are chasing each other down the fair hills on our right. Anon a long hill is met, which, if the Dominie had ever pushed a tricycle up, which is not likely, would, I am sure, have called frequently into use his favorite adjective, prodigious. However, all things have an end, and so had that hill, although I had begun to doubt it, and the push, like virtue, had its own reward in

#### THE GRAND SEA VIEW OF SANDOWN BAY.

in the distance the bold Culver Cliffs, and down below, Shanklin, half buried in trees. At the top of this hill is a board, warning cyclists to be on their guard. Going into Bonchurch is another rather dangerous bit, very short, but it has a turn in it. I saw no danger board in this case, but a man kindly came out of his way to warn me. At the bottom of this hill the road passes a cool, fresh-looking pool of water, that the trees hang over and launch their blossoms on. It is a favorite target for amateur photographers.

Ventnor, another popular, modern-looking seaside resort, joins Bonchurch, and St. Lawrence joins Ventnor, after leaving which places the realms of villadom are met no more for many a mile. Sea fog was hanging about on the hill-tops, and so no view could be obtained of St. Boniface Down, that towers some seven or eight hundred feet over Bonchurch.

Once out of St. Lawrence, the road is most pretty and unique, running for some miles over a tract of land formed by the falling away in ages past of the cliff. Thus on the left is a narrow but very cultivated and wooded bit of country, across which occasional glimpses of the sea are to be had, whilst on the right and close to the road the cliff rears itself up, looking strangely out of place, all amongst the meadows, instead of the usual beach and sea. Now and then the old cliff, in a playful mood, throws down a mass of rock, and one huge piece can be seen in a meadow on the left of the road that came crashing down one day, destroying the road on its way.

#### FREE LANCE.

*Concluded next week.*

From all parts of the country we have news this week. We present all that is worth reading of English racing notes; the first part of a delightful tour in the Isle of Wight; special correspondence from many important cities, and all the local news. The support given us is gratifying, and we are forced to believe the statements of the many—that we have the leading bicycle paper of this country.

Pictures of the road race may be obtained of Messrs. Alley & Bell, 18 Clinton Place, New York. The views are 8½x10 inches, nicely mounted. There are pictures of the competitors in the road race at various points, a group of Harlem wheelmen and a group of wheelmen at the Hilton House. The pictures are very fine, giving clean cut views. Price, 75 cents each. \*



## CORRESPONDENCE.

## ROWE'S RECORDS vs. HILLIER'S RAVINGS.

MR. DUCKER INVITES MR. HILLIER TO COME OVER.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

It was with a feeling of deep regret that I saw a page of your valuable space wasted in your issue of June 1, in the vain attempt to cure the ravings of G. L. Hillier as to the genuineness of Rowe's records, when nothing short of a year's stay in an insane asylum would cure it—and then I have my doubts as to that. With no one in this country doubting the records, I fail to see any use in trying to convince one solitary man in Great Britain, and one whose opinion is worthless, except in his own mind. The way to cure Mr. Hillier of his ravings is to bring him to America, and I think it is due his friends that he be sent here before his case grows worse and assumes a violent form. To that end I make the following offer: If Mr. Hillier will come to Buffalo this fall and be one of the official timers at the meeting, and witness the breaking of the records—and I claim there is more than one man here who can break Rowe's records—I will take Mr. Hillier at London and put him back there free of all expense, and to make the assertion good, I will deposit with you \$200, as security for a faithful performance of the agreement. Here is a chance for Mr. Hillier to prove it and get cured of his horrible nightmare. Let us have no more talk on this subject, but get right down to facts, for I think that it does wheeling an injury to keep up this nonsense, and if Mr. Hillier was the friend of the wheel he ought to be, he would stop it at once; but he is not, and I think him a wolf in sheep's clothing, at least he must have a motive in keeping up his ravings on a subject that was settled in the minds of the world two years ago.

Mr. Hillier is also credited with cautioning the men who are thinking of coming over this fall to see that there is some money back of the Buffalo tournament. To settle this I would say that there is money enough back of it to buy all of the cycle factories in Europe, and then have enough left to buy Mr. Hillier and his friends. So much for that part of it. I also note that Mr. Hillier rejoices over the fact that the Springfield Printing Company failed, and that it carried me down with it, whereas I have not been connected with it for a year, but it gave him a chance to show the smallness of his nature. Now, Mr. Editor, please contrast the difference of the American press when Mr. Hillier met with his misfortune a few years ago, and you will find that every one had only words of sympathy for him. I think that this meanness on his part tends to show that the man cannot be in his right mind whenever he is considering anything that has America as a fractional part in its composition. Wishing that the American press would totally ignore the discussion of the above subject as for the best interests of the wheel, and that wheelmen, including Mr. Hillier, will come to Buffalo this fall and learn the truth of the records with their own eyes and watches,

I remain, yours respectfully,

HENRY E. DUCKER.

## BRONZE, "ON THE SQUARE."

Washington Square at last has a statue. The first piece of monumental bronze ever erected within its limits was unveiled, amid the acclamations of four solid acres of humanity, on Monday, June 4, 1888. "Though the crowd had a rather foreign-like appearance, when viewed from my tent on the battlemented roof of the University Building," writes Karl Kron to us, "and though no bicycles could be seen to glitter among it, I of course supposed that the brazen image was designed to honor the man who has been so persistently advertising the Square, among the wheelmen of all nations, for these many, many years.

"I modestly held aloof, therefore, until the ceremonies were over, for fear lest, if called upon for a response, I should be ungracious enough to say that, while the expenditure of \$10,000 for such an enduring effigy was of course very gratifying to my vanity, I yet felt disappointed at the evident disregard of my oft-expressed wishes—to the effect that I 'wanted

no other monument than the sale of 30,000 books at \$2 each.' But when at last I ventured out to inspect the statue, believing that the resemblance in our features would not attract notice through the twilight, I was astonished to read the label, 'Garibaldi.'

"Yes! the marching masses, whose music and cheers and outcries had re-echoed through the stately old Square for so many hours, were not wheelmen at all; they were Italians, gathered from every part of America, to honor the memory of their representative hero. Their choice commends itself to my approval; for he had the bull-dog tenacity requisite for the successful book-agent, and he was born 'July 4'—that date honored throughout the United States as marking the enrollment of the 'impossible' three thousandth subscription to 'XM. Miles on a Bi.' I intend to celebrate the third anniversary of it, next month, by firing out a double broadside of the 150-page gift-book which advertises that mammoth publication; and any one who wishes to make sure of having my artillery trained in his direction, should at once forward a postal-card inscribed with his address as a target."

## THE SPRINGFIELD PRINTING COMPANY.

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

You have recently printed two paragraphs, exposing the silliness of the sneers offered by those English cycling sheets, which like so well to detract from Henry E. Ducker's fame as a tournament manager that they even snap at the chance of blaming him for the bankruptcy of the oldest and largest printing establishment in Western Massachusetts, though his connection therewith terminated a year ago.

In further exposure of the meanness of such slurs, I send you a few facts about the case. Entering the employ of the concern as a boy of fifteen, he continued there for twenty-four years, or until the very day when I presented him with the first complete copy of "Ten Thousand Miles on a Bicycle" ever in my hands—for, by an odd coincidence, the ownership of the company changed at the self same time when the first lot of my books left the binder's press. During the last seven years of the twenty-four he was superintendent of the entire concern, having been for some time previously the foreman of its bindery, but he was never a stockholder, and he never had any share in the management of its finances. His removal, a year ago, when the new owners took control, was regretted by them as well as by the hundred or more employees—the former granting him a month's extra pay, and the latter combining to purchase him a handsome testimonial of their good will.

Recent developments in the Insolvency Court show that the finances of the firm were in such condition that the new owners felt bound to economize by taking upon themselves the superintendent's duties, in order to save his salary. I do not say that the result proves this was "a penny wise and pound foolish" policy; I do not say that bankruptcy could have been avoided by any amount of executive skill; I merely point out that, in so far as the facts reflect at all upon Mr. Ducker, they show that the failure resulted from his removal rather than from his twenty-four years employment.

The company carried a bonded debt of \$50,000 (and its fixtures were estimated to no more than cover this if sold at auction), while it owed \$52,000 to unsecured creditors, who have just now consented to a cash compromise of twenty cents on the dollar. It therefore reorganized May 30, as "The Springfield Printing and Binding Company," with a capital of \$100,000, and will resume business as soon as the former plant can be removed to its new building. I hope, indeed, that the removal has already been completed, and that my 5,000 "Leap Year books," which were almost ready for issue when the works were closed, March 31, will soon be put in my hands for distribution.

This volume of "Newspaper Notices and Specimen Pages" contains more printed matter than I originally promised to 'put in 'XM. Miles' itself, and it will be mailed freely to every one who sends a postal card request for it. Every co-partner of mine who has any unsold books on hand will be supplied with an early copy of this supplementary volume, accompanied by a special circular explaining how I intend to find buyers for such books.

To prevent any further waste of brain tissue on the part of those humorists who are tempted to suggest that the manufacture for me of "the costliest cycling book in the world" was the real cause of the printing company's failure, I may add that the last dollar that I owed the company under the contract was paid eight months ago; but, as regards the \$60,000 owed to myself by the wheelmen of America, for making this contract in their behalf, I regret to say that a goodly proportion yet remains to be collected.

KARL KRON.

The University Building, N. Y.,  
June 9, 1888.

## ROWE vs. WOOD.

FIVE MILES AT JARROW FOR £100.

The above match, which has created since its ratification considerable local interest, was run on Saturday evening in the presence of a couple of thousand spectators. After the exhibition by Temple the week previous, and on the strength of the latter being beaten through the week by Rowe, the American was naturally made a warm favorite, and the starting price may be stated as two to one on Rowe, but not a great deal of money changed hands, and although Wood was reported to be riding well, and to have marvelously improved during the week, his friends did not display a large amount of confidence. A start was effected shortly after seven o'clock, the American leading the way. The race requires little description, as with the exception of one or two spurts, in which Rowe held his own, nothing occurred until the last lap, which was entered upon at a good pace, the American still holding a slight advantage. Coming down the gate stretch, Wood made his effort, and although his wheel did show in the front, Rowe immediately shot ahead, and rounded the last corner a length to the good. Wood was not yet done with, and coming up to the winning post with a wet sail, he just failed to secure the verdict of a foot, the American winning by that distance—no time was taken. Immediately on passing the winning post Rowe fell. It is said by some that he was deliberately knocked off. We ourselves did not see the occurrence, but from "information received" it looked very like a plant, most probably by some interested in the betting. We can only hope for the honor of the North that such was not the case. Rowe fell heavily and was much bruised, whilst Morgan was very wroth at the treatment. Time, 15m. 57s.

John B. Ruckel, William S. Barnett, R. J. Crooker, John Gibson, Chas. H. Bamberg, Neil Campbell, William S. Campbell, Amos S. Bachelder, George H. Young, John J. Wurtner, George J. Buchheit, Jr., and J. Leo Weishafer were elected members of the Buffalo Ramblers' Bicycle Club at the monthly meeting last Tuesday evening. Frank R. Schwinn, George C. Laub and Edward F. Dold were elected trustees, their term to expire with other officers on January 1, 1889. The Ramblers now have fifty active members, with several applications yet to be acted upon. The Buffalo Club will have to look to its laurels. The date for the opening of the new club rooms has not yet been decided upon.

## FIXTURES.

June 2—California Inter-Club road race over San Leandro course.  
June 2—Long Island Wheelmen's race meet.  
June 9—Lancaster, Pa.; race meet.  
June 18, 19, 20—League meet at Baltimore.  
June 23—K. C. W. race meet.  
June 23—Hill-climbing contest at Conshohocken Hill, Philadelphia.  
June 30—Greenwood-Wells contest on Kunninwick Hill, St. Louis, Mo.  
July 1-3—Canadian Wheelmen's Association at Belleville, Ont.  
July 2—Race meet at Belleville, Ont.  
July 3—25-mile road race at Belleville, Ont.  
July 4—California Division; third annual meet.  
July 4—East Hartford races.  
July 4—Kentucky Division L. A. W. meet at Covington.  
July 4—Newcastle, Pa.; race meet.  
July 4—N. J. A. C. bicycle races at Bergen Point, N. J.  
July 4—Chicago Club's tour.  
July 14—Run-off of tie between K. C. W. and H. C. W. Teams over Irvington-Milburn course.  
July 28—Greenwood-Wells contest on Eagle Rock Hill, Orange, N. J.  
August 11—Michigan Division L. A. W. meet.  
Sept. 4-8—Grand International Tournament at Buffalo



## JERSEY CITY.

### HUDSON COUNTY'S TRIP TO PHILADELPHIA.

There is a young man named Supplee,  
He's Captain of the "Pennsy" B. C.  
May he bring all his boys,  
And make plenty of noise,  
On a visit to Hudson County.

"What's the matter with the Pennsylvania Bicycle Club?"

"They're all right."

"Rah, Rah, Rah, Rah, Rah, H. C. W.,  
Yah, Yah, Yah."

On Sunday last we accepted the invitation of Pennsylvania Bicycle Club and went to Philadelphia.

In THE WHEEL of June 1, friend "Westfield" said: "On Sunday June 10 we will be visited by the Hudson Counties. Let them turn up in good numbers, for 'Pennsy,' with the aid of good weather, will certainly do all in their power to make the run an exceptionally pleasant one."

I doubt that any one who has not been there can conceive how great a quantity "all in 'Pennsy's' power" includes. WE KNOW. Fifteen members of the H. C. W., with Mr. Elliott Mason of the Citizens' Club, started for Philadelphia on Saturday afternoon last, where we were met by a score of the P. B. C. From that time on favors were showered upon us by the Quaker City boys. The party were taken a wheel to their club house (a description of which I would be glad to give had I the time), which we reached at about seven o'clock Saturday evening. After meeting a number of the Pennsylvania Club members, we were led through Fairmount Park to the Belmont Hotel, where tables were spread for the hungry cyclists. As soon as their appetites were appeased, club gossip was the order of the evening until nine o'clock, when we returned to the club house, where we were entertained until about midnight.

The promised club run started at 9.30 the next morning with about 65 wheelmen in line, headed by Capt. Supplee of the P. B. C. and Dr. Johnson of the H. C. W. The boys were taken through Fairmount Park, over a portion of Lancaster Pike, Montgomery Avenue, through Gulf Mills to a "knoll" known as King of Prussia Hill. (Have I these names anywhere near correct, "Westfield?") I would state for the benefit of pedestrians in general that King of Prussia Hill (walking up), with a cyclometer, is 2 3/8 miles in length; without one it is fully 10 miles. We were taken to the Bellevue Hotel at Wayne, where dinner had been ordered by the P. B. C.'s, to which, it is needless to say, the boys did ample justice. After a rest of two hours the boys started homeward over the Lancaster Pike, one of the most enjoyable parts of which is a succession of hills known as the "Three Sisters." The Jersey boys were certainly struck on those three girls, as it afforded them a coast of over a mile.

After a little refreshment of ices and creams we reached the club house shortly after five o'clock, and after a bath another meal was spread for the Jerseyites. Were there ever more generous hosts? As one of the H. C. W.'s expressed it, "Will they ever let go?" After the repast, Doc. Johnson, on behalf of the Hudson Counties, expressed the feelings of the visitors for the many kindnesses shown them, and stated that we hoped to be able to reciprocate at an early day. Capt. Supplee responded in a few well chosen words, followed by President Laing of the P. B. C.

The pathetic story of "The Two Wrecks" was well told by Messrs. Strugnall and Feury of the H. C. W. With the club calls of both clubs repeated again and again, the boys finally started awheel for Broad Street Station, leaving for Jersey City at 8 P. M.

The trip on the train to Jersey City was very enjoyable, many amusing incidents occurring. Mr. Corder met an old Quaker lady, about nineteen years of age, on the train, whom he stated he had not met for twenty years, and who left the train, amid great confusion, at Trenton, when Campbell suddenly remembered that he, too, was an intimate acquaintance of the fair young lady.

On arrival at Jersey City, a party of the Hudson County stay-at-homes, headed by Capt. Baggot and Doc. Benedict, met the boys. When told of the enjoyable trip they turned green with envy, and we left them in a cold sweat, like a Chinese dog in an ice-house.

Doc. Johnson's "calves" were much admired by a Philadelphia lady, who remarked as he passed her in Fairmount Park, "Oh, look at that boy's muscles."

Earl, Benedict, Eveland and Merseles, of the Hudson Counties, intend making a trip on their wheels to Rutland, Vt., and down through the Berkshire Hills. They will start about the middle of July.

Eldridge leads in the mileage record of the H. C. W., with 930 miles. He intends to make 3,000 miles this year. This is very good for a cyclist of Jersey City.

COASTER.

## BROOKLYN.

On Tuesday morning, June 9, Captain Spelman, Mr. Bancroft and Lieutenant Meteer, of the Brooklyn Bicycle Club, rode to Fulton Ferry, where, at 7.30 A. M., they met Captain C. H. Larom, Messrs. Dockendorf, Morse, Bartlett, Perkins and Welton, of the New Haven B. C., whom they escorted to the club house. After showing the New Haven men around the house, they started via Sackett Street Boulevard for East New York, Percy Seixas, the "cuckoo bugler," meeting them at the park. The party halted for refreshments at Jamaica. The Hempstead Pike was taken to Hempstead, where Mr. Lincoln, of the Mercury Club, met them. Babylon was reached via the New Bridge and South Shore Road, where the party took dinner at the Watson House. Immediately after dinner it commenced to rain, so that the party was forced to take the 4.10 train home, reaching the club house at 6.30 P. M. After making themselves presentable, they adjourned to a neighboring hotel, where dinner was taken. After a convivial supper, the party was escorted to the St. George's Hotel, where the New Haven boys were stopping.

The supper run of the B. B. C., on Saturday, June 9, was a great success. Thirty-five of the members answered Captain Spelman's call for a club run. The party left the club house at 3.30, and rode to Stillwell's Hotel in Gravesend via the Boulevard. After supper a run was taken to Coney Island. While at Gravesend the Brooklyn Yacht Club gave the members a good time.

On Saturday, June 9, Lieutenant L. H. Wise, Treasurer Furst, and Mr. Tunison left the L. I. W. club house at 8 A. M., intending to ride to Patchogue. Amityville was reached at one o'clock, and the party stopped for dinner. After many pleasant rests on the roadside, Babylon hove in sight, where the party waited for Messrs. Alden and Bogert, L. I. W., and Hornbostel, B. B. C., who came down on the train from Brooklyn. A very enjoyable 20-mile ride between Babylon and Patchogue followed. This stretch equals any road as regards scenery and surface. Reaching Patchogue in just two hours after leaving Babylon, the party put up at Roe's Hotel. After supper, a local Wild West show was taken in, which made the wheelmen so sleepy that they retired at 10 P. M. Leaving Patchogue at 8, Babylon was reached at 10, where the party was diminished by one. The remaining wheelmen rode on at a lively pace to Amityville, where a light lunch was taken. Hempstead was reached for dinner. The L. I. W. remained there till 2.30 P. M., and then returned via the different routes. Messrs. Cole, Hornbostel and Robertson, B. B. C., and others, left Hempstead in a pelting rain, which kept up till Queens was reached. At Jamaica the party thinned out, some riding to Brooklyn, others taking the train.

When between Bay Shore and Islip the above-mentioned party met Messrs. Kreger, Schumacher and Schmid, L. I. W., who had left Brooklyn at 4.30 A. M., to make a century run. The following are the times: Left Brooklyn, 4.30 A. M.; arrived at Hempstead, 7; Amityville, 8.25; Babylon, 9; at Babylon a stop was made. They left the place at 9.20 and arrived at Patchogue at 11.30 A. M. After a short stop, Patchogue was left at 12.55 P. M. Babylon was reached at 2.40, where dinner was taken. Leaving at 3.15, Hempstead was reached at 5.15; leaving at 5.30, Jamaica was reached at 6.50. The century makers, not knowing the route very well, erred between these two points, losing time. Schumacher and Kreger covered 116 miles; Mr. Schmid did not rise as far, nevertheless covering 103 miles.

Messrs. Hall and Marion, K. C. W., also made century runs, but particulars have not been learned.

The B. B. C.'s aggregate mileage for May is about 5,000; and not all the members have reported.

The highest five mileages of the L. I. W. for the month of May are as follows: L. H. Wise, 547; W. Schmid, 438; G. W. Kreger, 360; W. Schumacher, 342; F. M. Tunison, 329. The leaders on June 1 for the president's mileage medal were: Wise, 1735, and Schmid, 1278. The L. I. W. will enter a team in the K. C. W. relay race on June 23, 1888.

The B. B. C. have enriched their parlor by a beautiful photograph album. Mr. Cole, who designed the mileage chart, is now at work at the lettering.

At the regular monthly meeting of the B. B. C., on Tuesday, June 12, six applicants were elected to membership.

INDEPENDENT.

## MINNEAPOLIS.

For once I am able to chronicle a perfect Sunday—in fact, it is too perfect to remain indoors longer than necessary to let the roads dry up from last night's showers, and then my wheel must take me away from brick and mortar for a time. These days make one think very strongly of vacations and where they shall be spent. It may interest those in search of a pleasant country, with roads that rain does not spoil, good hotels, varied scenery, lakes for boating, bathing, fishing, etc., to know that what is termed the "Lake Region" of Wisconsin seems to fill the bill pretty fully, and I learn an article descriptive of touring in that State and Illinois is being prepared for the *Pointer* of June 15, by Messrs. Ayres and Thorn, of Chicago, two gentlemen fully qualified for the task. This article will contain maps, etc., and be generally valuable for reference. If that same country is pleasant for touring in during one of the hottest and driest summers on record—and my experience is confirmatory of that fact—in a season like this one, that

has had plenty of rain to pack down roads, it must be nearly the "wheelmen's paradise" we hear so much of and so seldom see.

Decoration Day in this city passed off very quietly, and was much more cloudy and cool than in years before. Those of us that were lucky enough to get a quarter holiday, of course spent it in wheeling, and the usual quota of tumbles, wrecks, etc., were reported on reaching home again. Speaking of tumbles reminds me of a ludicrous one that a friend of mine took the other day. This is his first year, and of all beginners I have seen, he has the most small breakages of machine and hairbreadth escapes from destruction. But to return to his tumble. In common with all young riders, the sidewalks present irresistible attractions, all the more tempting because they are forbidden. He was scorching on a broad walk at his best speed, and as a cross street was neared, a farm wagon drove into the avenue and stopped directly in front of him. You all know the result. The bicycle stopped when it met the farm wagon, but the rider kept on and described a beautiful curve in mid-air, landing the other side in the compound of mud and dust that composes our avenues this spring. When he had picked himself up and found that no bones were broken and the wheel was not injured, he turned to thank the honest farmer for the delicate little attention, but that individual was safely out of reach. My friend is not a large man, but, as he expressed it, the attempt to "wipe the earth up" with that farmer would at least have been made.

A subject more worthy of tears than mirth is the new uniforms of the Minneapolis Bicycle Club, and yet they present a very funny appearance when arrayed in them. To be sure of perfect fits, each man paid one dollar extra for being measured by the official manufacturers' representative in this city, but he must have in some way "mixed those children up." Short men find their knee-breeches reach nearly to their shoes, long men have had to have extra tops put on their stockings, or paint their cuticles brown. All the coats have places in the back where reefs can be taken in or let out, according to the way the wearers increase in size. One man tore his L. A. W. hose in two the first time they were put on, and another could not get on his L. A. W. shirt at all, a most distressing circumstance. I believe the club is considering a meet, to be called in some secluded spot on a warm day, where they can disrobe and "swap" clothes till each man has what should be his. It is safe to say that any more men that buy L. A. W. uniforms in this city will get the cloth and have it made up by some local tailor, so that in case of a misfit it will be easier to step in with a club and take it out of the tailor than to get at Messrs. W. & B. Those that were present when the first club run was called say it was a sight to make angels weep, to see the boys compare the variety of fits. I have recently had a chance to inspect the jersey-fitting riding shirts and breeches made by a Boston firm—one of your advertisers, I believe—and was surprised to see how durably they are made and at what a low price they are sold. With very thin underwear I could imagine nothing more cool or comfortable for touring, and think of sampling them this summer. If we are at too great a distance to attend the L. A. W. meet, we shall at least give our mite towards entertaining the lucky fellows that do go, for I hear of a number of contributions to the Entertainment Fund. Of course the long list of valuable prizes to be given may have something to do with that, and I am sure that none of us will refuse a Quadrant tandem or tricycle, should our number be the fortunate one. But enough of this for to-day, and I will let you off easy for once. Outdoors has too strong temptations to resist, and a day of leisure comes but once a week. Here's hoping you have as bright and pleasant a one in New York.

L. B. G.

JUNE 10, 1888.

## SAN FRANCISCO.

### AN EXCITING ROAD RACE.

The Bay City Wheelmen have scored another victory, the occasion being the second road race, held under the auspices of the California Road Racing Association. The Bay Cities were represented by Elwell, Adcock and Turner, and the only opposing team consisted of Hickenbotham, Haas and Wolf, of the Oak Leaf Wheelmen. The remaining six clubs who are members of the association were not represented at all.

The race took place Saturday, June 2, over the San Leandro course. The start was made at 4.20 P. M., Wolf, of Stockton, taking the lead, followed by the rest in close order. The first lap, 8 1/2 miles, was rolled off in 28m. 52s., with Wolf still leading, and the other five riders right on his little wheel. On the second lap the positions were changed, Hickenbotham making the pace, Wolf second, followed by Elwell, Haas, Adcock and Turner, in the order named, no rider being more than the length of a wheel ahead of the man preceding him.

In the third and final lap, Hickenbotham cut out at a rattling gait, and the others stayed with him until about two hundred yards from the finish, when the Stockton boy made a magnificent spurt for the tape, but Elwell doubled up and went after him, passed him and came in front by about half a wheel's length. Adcock was alongside of Hickenbotham, but not close enough for second place. Haas came in fourth. Turner was fifth, and would undoubtedly have held a better position, but for the misfortune he had in taking a "nasty" header about half a mile from the finish. Several of his teeth were knocked out and the finger nails of one hand torn off entirely. In this condition, this little (he only weighs 110 pounds) gritty and plucky rider finished. Wolf was sixth and last. The score for the twenty-five miles is as follows:

Elwell, Bay City Wheelmen, first, 24 points.  
Hickenbotham, Oak Leaf Wheelmen, second, 23 points.  
Adcock, B. C. W., third, 22 points.  
Haas, O. L. W., fourth, 21 points.  
Turner, B. C. W., fifth, 20 points.  
Wolf, O. L. W., sixth, 19 points.

Time, 1h. 33m. 51 3/5s.

The trophy, a handsome punch bowl and ladle, is now virtually the property of the Bay Cities, they having a total of 135 points against the Stockton's 117, for second place.

The other clubs have no chance whatever to win now, and the odds against the Stocktons are so great as to make it a hopeless task.

HEADERS.



## THE LANCASTER RACE MEET.

The grand stand of the Driving Park was crowded with excited fair ones on June 9, all anxious to see their respective favorites win the honors of the day, while the field was more than crowded with cyclists from all parts of the State. Each and every one was in the best of spirits, and all were in for a lively time. The parade was over, and now the many wheels were stacked, and the owners were picking out the best places on the grounds to see the numerous competitions.

Old Sol shone in all his splendor, and made everything look bright and happy. There was a little wind blowing, which gradually increased in force, and somewhat troubled the contestants on the lower turn. The track is one half mile in circuit, and was in excellent condition, considering that the drivers of fast horses refused to give the Lancaster boys sufficient time to get the surface in proper shape.

The races were started about 3 P. M., and the first competition was the 1-mile open, with 16 starters.

Fortunately the track is wide enough to start eight abreast, so that there were two rows started. This is about the largest field that has ever been started in this section of the country, from scratch, and all deserve credit for the good start effected.

Of course, for the first 25 yards the riders were all bunched and it was difficult to tell who had the lead; but at 50 yards F. M. Dampman took the lead, with E. I. Halsted immediately behind him, and the others in a crowd. This order was maintained until the quarter pole was reached, when Wilhelm, Lamb, Merrihew and a few others were seen to pull out of the bunch and fall in behind the leaders. Upon coming up the homestretch of the first lap, Lamb shot past Dampman, and Halsted fell in behind the new leader.

The pace was getting a little faster, and the crowd on the stand and in the field were also becoming over-heated. When the three-quarter pole was reached Lamb slowed up, but Halsted kept up the running and was the leader until the homestretch was entered, when Wilhelm—the pride of his many friends and willing backers—drew up on even terms, and then commenced to put into good effect his "terrible homestretch spurt." The two kept together for over 100 yards, and the occupants of the stand were getting wild. Halsted's friends were few in number, but powerful in yelling capacity. On they came, and it was anybody's race apparently; but, when 125 yards from the tape, the colors of the Pennsylvania Bicycle Club drew gradually away from Reading's invincible flyer, and crossed the tape fully 15 feet ahead. Wilhelm's defeat was taken hard by his many friends, while Halsted's little coterie of friends were very jubilant over his success. The third man to cross the tape was S. W. Merrihew, of Wilmington; the others strung out for two or three hundred yards. Time of winner, 2m. 52s.

The next race on the programme was the 3-mile team race, three riders to represent each club. Wilhelm, of the Reading Club, won every lap, scoring 21 points, which, added to the 3 points made by Douglas, gave the Reading Club the cup; the Wilmington Club made 15 points. The positions at the finish were: Wilhelm first, time 10m. 26s.; Dampman second by a few yards, Merrihew third, McDaniels fourth; others many yards behind.

The 1-mile race for the members of the Lancaster Bicycle Club was interesting from start to finish, and was won by Mr. Miller, in 3m. 05s.; W. A. Reist second, and S. B. Downey third.

The most novel race of the day was the half-mile "one-legged" race, in which five started. Wm. Lamb, of Smithville, N. J., rode a Star racer, and as the others were mounted on heavy wheels for this particular contest, the Star man was somewhat the favorite. All kept in a bunch for the first quarter, when Halsted went to the front, which position he held throughout the remainder of the race, winning with more than enough to spare in 1m. 47s. Merrihew and Dampman came up the stretch nip and tuck, and Merrihew would have won second place but for the wild riding of Lamb, who almost forced Merrihew into the crowd.

A most acceptable exhibition of fancy and trick riding was next on the list, and Mr. Thos. R. Finley, of Smithville, covered himself with glory. He was loudly applauded at the conclusion of his performance.

The 2-mile novice race was a lively contest from start to finish, and was finally won by G. F. Kahler, of Reading, in 6m. 33s., with W. Schroeder a good second.

### THE HALF-MILE STATE CHAMPIONSHIP.

Now we come to the most important race of the day—the half-mile State championship. This was a grand contest, and one that will not soon be forgotten. There were eight or nine starters, and all bent on getting the handsome medal, and, what is of still more importance, the honor of being State champion. Although Wilhelm had suffered defeat in the first race by Halsted, still he had come here from Reading to take home the half-mile medal, and his friends counted him a sure winner. On the other hand, the friends and many admirers of C. B. Keene looked upon their favorite as the winner. It was said that Halsted had played himself out in the one-legged race, and was out of the contest, figuratively speaking. J. G. Shirk, who had made some marvelously fast time a few days previously, was also considered a good one. But the men are on the mark, anxiously waiting for the report of the pistol. At last there is a flash, and almost before the report reaches the ears of the spectators the contestants are away like the wind. At the 25 yards mark Halsted and Keene take the lead neck and neck, and Wilhelm is only a foot behind them, the others being in a bunch. In this order they ride the first eighth of a mile, and the stragglers begin to spread out a little; Wilhelm comes up close to Halsted, and Keene still holds his place and makes Halsted do the pacing and break the wind. The quarter pole is reached in the same order, and the crowd on the stand begin to yell themselves hoarse. This encourages those who are behind, and they ride faster

to keep up with the leaders; but all to no purpose, for the pace is increased, and as the straight is reached the leaders get ready for the 250 yards homestretch. The excited crowd is now beyond all control, and the officers of the peace have to use their clubs to keep them back. The three leaders are doing their utmost for supremacy, and the spectators make a noise that would put thunder to shame. When 200 yards from the tape the three appear to be on even terms, and coming up like demons. At 150 yards Keene and Halsted pull away from Reading's pet and fight it out between them. But at this point Halsted puts in his final efforts, and gradually draws away from Keene and crosses the line about five feet ahead of his plucky opponent, who is just twelve inches ahead of Wilhelm. There was a great sigh of relief when the race had been run and won. But at this moment Wilhelm returned to the judges stand and made a claim of foul against Halsted, stating that he ran in front of him, compelling him to slow up, etc.

When Halsted was called to discuss the claim he was warmly greeted, which showed conclusively that the spectators thought the claim unjust. After a few minutes the judges put out the slate stating that the claim was not allowed, and that Halsted had won the race, time 1m. 20s.; C. B. Keene second, W. J. Wilhelm third. This was a bitter pill for the Wilhelmites to swallow, for it was a foregone conclusion that Wilhelm would win.

There were also about nine starters in the 3-mile lap race, including Halsted and Wilhelm; the latter vowing that he would prove whether he could beat Halsted in a half mile or not. During the greater part of the first lap the riders were pretty well bunched, and not until the quarter pole was reached did the men string out any. Upon entering the straight Wilhelm, Halsted, Lamb and a few others were in the van, and then the spurt commenced to string out the slower ones; Halsted and Wilhelm gradually drew away from the others, and made a fine race for the first lap, but Halsted again proved himself the better man, and beat Wilhelm several feet. After crossing the line Wilhelm stopped, and left Lamb to uphold the honor of the Star. Lamb tried hard to get at least one lap from Philadelphia's representative, but all to no purpose; Halsted had come from Philadelphia to scoop the deck, and he carried out his programme to the letter. Of the six laps Halsted won five—all but the last, which he did not try for, as he already had 17 points. Lamb scored third on the first lap, and second on the second, third, fourth and fifth laps, making 8 points to his credit, while Dampman, who took the last lap only, scored 6 points. Time of winner, 9m. 52s. Dampman's time was 9m. 50s. This was a pretty race throughout, as there was a lively spurt on the homestretch of every lap. Merrihew pressed Lamb several times, and if he had been mounted on a racer would probably have secured second place.

The consolation race was won by F. M. Dampman in 3m. 8½s., and this ended one of the most enjoyable days the Lancaster people have ever experienced. The races were all exciting; the day was made to order, and the attendance was very large and enthusiastic.

## A PROMINENT COAST CLUB.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

Thinking the many readers of your paper would be interested in knowing how some of the clubs on the Coast are getting on, I will give a short sketch of the prospects of the Outing Cycling Club.

We were organized about a year ago, and, as our name signifies, are true lovers of the wheel.

Lately we have added a few congenial spirits to our ranks, swelling our membership to fifteen—not a large club, but a select one. We have done away with our club-room, as it has by experience proved to be demoralizing to wheeling interests. The boys get more of a love for billiards than for the wheel. One of our new members, S. F. Booth, Jr., was a charter member of the Bay Cities, and for a long time figured as one of their most energetic workers. He was unanimously elected our captain, and is planning out a number of runs and tours for the season, many of which include fine stretches of scenery. In fact, he states it as his intention to explore in all directions the country within a radius of 75 miles, and keep the boys moving so lively that we can wind up the season with a century, at which all members will participate.

Our captain leaves on the 13th inst., in company with Lieutenant Cox, of the Bay Cities, for a two weeks' trip to the famous Yosemite Valley, of which he has promised to take notes, which I shall be pleased to forward you.

The Bay City races, which were to have taken place on the 30th ult., have been postponed to the 9th inst., on account of the rain. The entry list looks quite promising, some of the fastest men on the coast having entered.

Yours fraternally,  
OUTING.

SAN FRANCISCO, JUNE 10, 1888.

## SILK ATHLETIC GOODS.

We have been experimenting with Brown's silk athletic goods, and find them an excellent article for athletes, wheelmen and for all sporting purposes, as well as for ordinary underwear. The goods are patented and hand-made, and only pure silk is used. Among the gar-

ments now on the market are a silk sweater, silk drawers, friction mittens, silk blankets, face towels, towels, knee-pants, jerseys, hats, etc., etc. The fabric is of different weights and never shrinks. It washes easily and does not partake of the unwholesomeness of soiled linen. It gives correct ventilation and an even temperature to the body. It is just the thing for summer underwear, and will prove very popular with wheelmen, athletes, tennis players, etc.

### THE SILK SWEATER.

From an hygienic standpoint this sweater possesses many valuable points. The dry silk generates electricity, hence the blood is constantly stimulated by a mild but powerful agent to do its work of keeping disease out of the system, by constantly assisting a surface circulation. There is also a light-weight sleeveless shirt for the gymnasium. The silk absorbs the perspiration, keeps up the vitality, and is durable and easy fitting. Among other articles are silk bathing shoes and silk gymnasium shoes.

### BROWN'S SILK FLESH MITTENS.

More than 150,000 of these have been sold within the past three years, and words of commendation are received from all over the country. They are convenient, effective, cleanly and durable. After a long run and a bath the mittens will restore circulation, give tone to the body, soften and make pliable the muscles, remove all soreness and stiffness. Mr. John Boyle O'Reilly, Boston's favorite authority on athletics, says of these mittens: "They are the best I have ever seen, and ought to be made known to everyone." A pair of rubbing mittens are used as sponges, and another pair comes in as dryers. In connection with the mittens the company make a fine silk towel, which is very advantageous to the skin.

### BROWN'S SLEEVELESS SHIRTS.

Their shirts are especially cut for boating, sparring and general athletic exercises. They absorb perspiration, increase the vitality, and will not shrink.

### BROWN'S SILK SWEATER.

This is readily acknowledged as the best article of the kind ever produced. It is easy in fit, unshrinkable, and sure to reduce weight without injury to the skin.

Among other articles manufactured are silk blankets, silk chamois for cleaning and polishing bicycles and nickel goods. The goods may be ordered of the Surprise Silk Works, 105 Franklin Street, New York. The goods are on sale at Messrs. Spalding & Bros., 241 Broadway, Peck & Snyder's, 126 Nassau Street, W. H. Robertson's, 296 Broadway, and at all first-class sporting goods houses. SPECIAL DISCOUNT TO AGENTS.

\*\*\*



# KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

People of refined tastes who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes of 10s, 20s, 50s, and 100s.

14 PRIZE MEDALS.

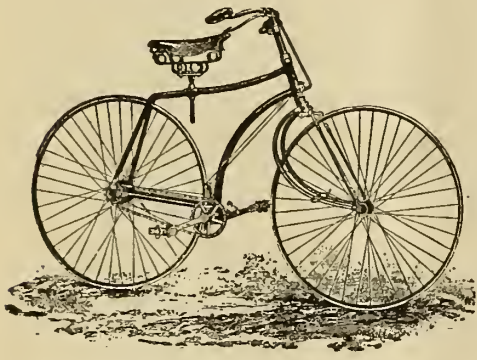
WM. S. KIMBALL & CO.



A. G. SPALDING &amp; BROS.

## THE FARMER'S WAGON AND THE SPRING BUGGY.

There are but few new riders and intending riders who do not already know that Victors are the BEST BUILT wheels on the market, and that the Victor Safety is the EASIEST RUNNING "GOAT" ever constructed. If you can borrow a Victor Safety, with its spring fork, you will find that all other Rover type Safeties compare with it as a FARMER'S WAGON does with a SPRING BUGGY.



THE SPRING FORK DOES IT. It sells the wheel on sight. The VICTOR SAFETY beats ordinaries on the level and over the hill, and on rough roads glides easily where the ordinary dares not venture. We are filling orders now as fast as booked. NO MORE DELAYS.



THE SURPRISE WHISTLE, costing only twenty five cents, has proved a surprise. Blow it once and you will surely have one. It is the loudest whistle made, and the volume and tone are controlled by a curious device.

We want to say a word to you about the VICTOR LIGHT ROADSTER. This wheel has gained an excellent reputation as a hill-climber and a coaster. The machine contains absolutely no cast metal, and only tested material is used in its construction. The Victor Light Roadster is built as light as it is safe to make for American roads. You will not find them in the repair shops, and

A. G. SPALDING &amp; BROS.

they are hard to get in the second-hand market. They are purchased to be kept and ridden, and are not a constant drain on one's pocket-book. The beauty of the Victor Light Roadster will attract your attention wherever you run across it.

In our Sundries case you will find all the novelties of the season, as well as all the standard articles in the line of cyclometers, lamps, enamels, oils, whistles, tool bags, wrenches, bells, etc., etc.

*Illustrated Cycling Catalogue sent on application.*

**A. G. SPALDING & BROS.,**

241 BROADWAY, | 108 MADISON ST.,

NEW YORK.

CHICAGO

REDUCED RATES TO BALTIMORE.

Each person desiring a reduced rate must purchase a first-class ticket to the place of meeting, for which he will pay the regular fare, and, upon request, the ticket agent will issue a printed certificate of purchase.

Tickets for the return journey will be sold by the ticket agents at Baltimore at one-third the highest fare, only to those holding certificates, signed by the ticket agent at the point where the through ticket to place of meeting was purchased. Tickets will not be honored unless presented within at least three days after the adjournment of the meeting.

Cycle agents will find it to their advantage to communicate with the Surprise Silk Works, 105 Franklin Street, New York, who are now putting on the market a line of patented silk bicycling and athletic goods which will sell on sight. Price lists will be sent out on application.

\*\*

H. A. Smith & Co., Oraton Hall, Newark, will check wheels free on Friday night, and will open their store at 3 o'clock Saturday morning for the accommodation of those going on the century run.

Fred Coningsby will attempt to ride up Eagle Rock seven times consecutively on Sunday, at 10.30 A. M.

## BICYCLE RACES

— AT THE —

### Grand Opening of the N. J. A. C. Grounds and Track, BERGEN POINT, N. J., JULY 4, 1888.

REGATTA AT 10.30; BICYCLE RACES AT 1.30; BALL MATCH AT 4.00.

Races Open to all Amateurs on Machines Weighing not Less than Thirty-five Pounds.

#### PROGRAMME.

ONE MILE NOVICE.

TWO MILE NOVICE.

ONE MILE FOR N. J. A. C. MEMBERS.

ONE MILE HANDICAP.

TWO MILE HANDICAP.

ONE MILE CONSOLATION.

Track and grounds may be reached by frequent trains from foot of Liberty Street, New York, to Avenue A Station of C. R. R. of N. J.

The track is one-quarter of a mile in circumference.

The rules of the L. A. W. and Amateur Athletic Union will govern all contests.

Handsome and useful prizes to first and second in each event.

ENTRANCE FEE, 50c. for each event. Entries close Thursday, June 28, with

JOHN C. WETMORE,  
49 Cortlandt St., New York.

Badges Admitting to all the Sports, 50 Cents.

## WHEELMEN, ATTENTION!

LATEST THING OUT!

GRAFF'S NEW BICYCLE SHOE.



ALL LEATHER SOLE.

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

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

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

**W. H. ROBERTSON,**

296 BROADWAY,

NEW YORK.

## SOMETHING NEW!

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

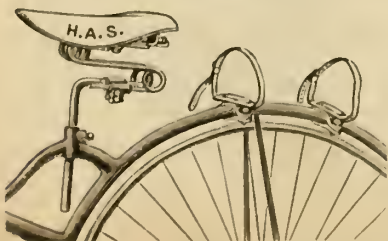
**HOWARD A. SMITH & CO.,**

ORATON HALL, NEWARK, N. J.

16 PARK STREET, ORANGE, N. J.

TELEPHONE 673.

TELEPHONE 134





Three Hudson County men will make a trip to Rutland, Vt., and through the Berkshire Hills, in the month of July.

#### HILL-CLIMBING AT JOHNSTOWN, PA.

Last Wednesday Charles J. Brown, of Florence, Mass., on a Springfield Roadster bicycle, rode up South Street Hill, a grade of about sixteen feet to the hundred, onward up to Grand View Cemetery, a distance of about two miles, and descending to the starting point, without a single dismount. This is a feat never before accomplished on any bicycle. Mr. Brown had no idea of the hill ahead of him, and consumed twelve minutes in the ascent.

The Zigzag Bicycle Club is the youngest of the Buffalo wheeling organizations. It has been organized about two months, and has the following officers: President, A. H. Halleck; treasurer, J. N. Weig; secretary, H. D. Gates; captain, G. W. Ratcliffe; lieutenant, R. E. Judd. The membership now numbers twenty-six. Weekly meetings are held Tuesdays at 917 Seventh Street, and there are weekly runs Fridays. There was a run to Hamburg on last Friday.

## OFFICIAL TAILORS AND OUTFITTERS.

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

# DEVLIN & CO.,

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

Broadway and Warren Street,

NEW YORK,

MANUFACTURERS OF

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

### BICYCLE AND ATHLETIC GARMENTS MANUFACTURED BY THE KINGSTON KNITTING CO.

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

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

WARWICK

CYCLE

# CYCLES



## The Warwick Perfection

— IS —

## COMING.

MFG. CO.

SPRINGFIELD,  
MASS.



# JERSEY-FITTING UNDERWEAR CO.

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

## JERSEY-FITTING SHIRTS,

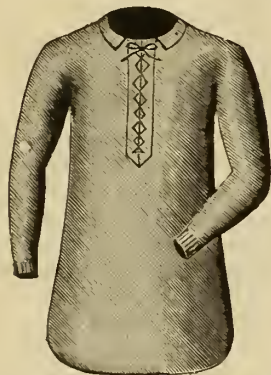
FOR

BICYCLE RIDERS,  
LAWN TENNIS PLAYERS,  
YACHTING AND ROWING,  
BASE BALL AND FOOT BALL,  
GYMNASIUM.

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

Plain or Stripe.

LACED FRONT, LONG SLEEVES,  
TURN-OVER COLLAR.



LONG SLEEVES, LOW NECK

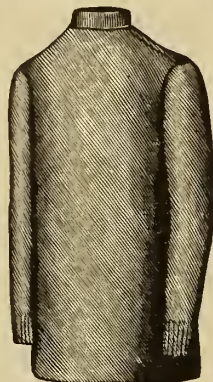


Every Wheelman and Sportsman  
will give these garments his ap-  
proval when he examines the  
SHOULDERS, ARM HOLES and NECK,  
as they are made to fit. These  
goods are *patented*, and all infringe-  
ments will be prosecuted to the full  
extent of the law.

FOOT BALL.



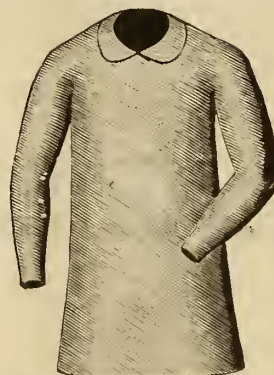
LONG SLEEVES,  
STANDING COLLAR.



LOW NECK,  
SHORT SLEEVES.



BASE BALL.



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

GYMNASIUM.



## Jersey-Fitting Pants.

FULL PANTS.



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

We offer them to the Trade and Clubs  
as SOMETHING NEW, and invite all to ex-  
amine them.

OUR BICYCLE FULL TIGHTS.

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

BICYCLE  
KNEE TIGHTS.



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

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

KNEE PANTS.



RACING  
TIGHTS.



LADIES' JERSEY-FITTING  
TRICYCLE PANTS.

A NEW THING.

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

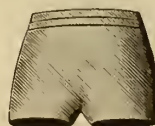


LADIES' UNION UNDERGARMENT.

SEND FOR CIRCULAR.

TRADE MARK.

TRUNKS.



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

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

LEOTARDS.



RIBBED  
FULL-FASHIONED  
STOCKINGS.



We believe there is none bet-  
ter.

We send these goods to any  
part of the country.

Send for Price List.

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

MANUFACTURED BY

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



**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. 4-5 Mile Team Relay 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

**R. W. STEVES, 1255 Bedford Ave., Brooklyn.**

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

**PECK & SNYDER,**

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

AGENTS FOR

**THE NEW MAIL 1888.**

GREATLY IMPROVED THIS YEAR, MAKING IT A

**Light Roadster of the Highest Grade.**

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

**Repairs!****Repairs!****Repairs!**New York**STAR**Headquarters.*Friends of the "little wheel in front"—*

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

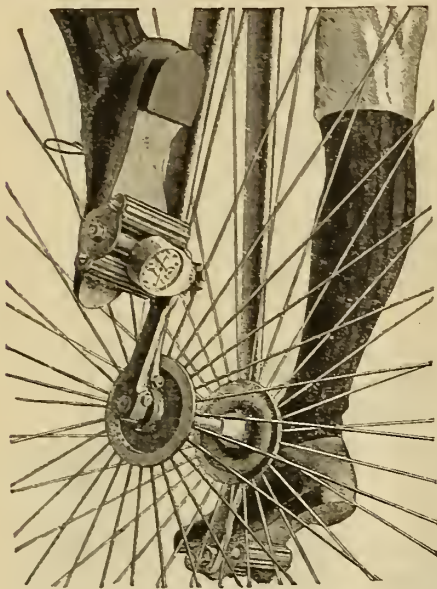
**H. B. SMITH MACHINE CO.,**

Works and Main Office, SMITHVILLE, N. J.

**115 LIBERTY STREET.**



The friends of Irvie Halsted will be glad to learn of his victories at the Lancaster meet. Mr. Halsted won the mile in 2m. 52s., the half-mile State championship in 1m. 20s., the half-mile one-legged race, and the 3-mile lap race. Quite a "scoop."



Weight, 6 oz.

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

**NEWARK SLIPPER CO.,**



Manufacturers of Finest Hand-Made Goods, Bicycle, Lawn Tennis and Sporting Shoes.

Bicycle Shoes, Cordovan, \$3.00. Tennis Shoes, \$2.50.

19 RAILROAD AVENUE, NEWARK, N. J.

**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.

Address D. J. POST, Sec.-Treas.,  
Drawer 11, Hartford, Conn.

**FASHIONABLE CLOTHING.**

Reasonable Prices.

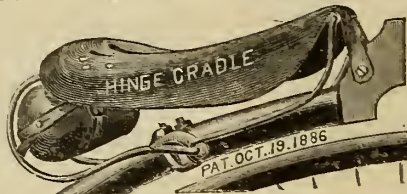
**ABRAHAM & GRUNAUER,**  
Custom Tailors,  
451 SIXTH AVE., NEW YORK.

A large stock of specially selected foreign and domestic goods always on hand.

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

'wenty-five Words, - - - Fifteen Cents.  
'wo Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED  
BY TUESDAY MORNING.



Elastic forward, rearward and centrally. Combines the excellence of the Cradle Spring with that of the finest suspension saddle.

**COPPER CYCLE SADDLERY,**  
433 PEARL ST., CLEVELAND, OHIO.

## TENNIS OUTFITS BY MAIL.

CAPS. Best quality Flannel, all colors, \$1.00 and \$1.50.

BLAZERS. Of Striped English Flannel, \$4.00 and \$6.00.

SHIRTS. Extra White Flannel, \$3.00.

JERSEYS. All colors of Best Woven Worsted, \$5.00.

SASH. All club stripes, of fine Pongee Silk, \$2.00.

BELTS. Of Silk Webbing, Silver Snake Buckle, 50c.

PANTS. Of White Flannel, long, \$3.00; knee, \$3.50.

HOSE. Of heavy Ribbed Worsted, in black, gray, brown, and navy blue, \$1.50; same colors, Ribbed Cotton, 50c. Hose Supporter, 50c.

SHOES. With Corrugated Sewed Rubber Soles in blue, brown, and white canvas tops, goat trimmings, no heels, \$2.50 a pair.

ENGLISH TENNIS or LOUNGING SUIT. Of best quality Imported Flannel, in stripes and plaids. With ground-work in white, with fine blue, black, or red stripes; also check designs. Coat and Pants, \$12.00. Largest assortment of any house.

CHARGES FOR POSTAGE.—All the above goods can be safely sent by mail, and the postage is as follows: Caps, 10c.; Blazers, Shirts, and Jerseys, 15c. each; Sash, 5c.; Belts, 4c.; Pants, 20c.; Hose, 10c., and Shoes, 25c.

MEASUREMENTS.—For Blazers, Shirts, or Jerseys, give size of neck, chest, length of arm from centre of back to wrist, and width of shoulders.—For PANTS give size of waist and inseam. Perfect fit and satisfaction guaranteed.

Send 2c. stamp for Illustrated Catalogue of everything hobby in Gentlemen's Wear, Tennis, and Athletic Outfits. Mention *The Wheel*.

**Ira Perego** 128 and 130 Fulton Street, and 87 Nassau Street, N. Y.

Further Reductions in Bargain List

—OF—

NEW AND SECOND-HAND

## BICYCLES AND TRICYCLES

FOR SALE OR EXCHANGE BY

**LLEWELLYN H. JOHNSON,**

401 & 403 Main St.,

TELEPHONE 89. ORANGE, N. J.

No. Size. MAKE, FINISH, ETC. COST. PRICE.

1. 48-inch Humber Light Roadster, new, full nickel, ex. rims, B. P., C. H. bars, \$147.50 \$100.00

2. 48 " Humber Light Roadster, new, Trig. ball head, B. P. 150.00 125.00

6.	54-inch	Humber Light Roadster, new, B. P.	\$145.00	\$100.00
8.	56 "	Humber Light Roadster, new, B. P.	147.50	100.00
9.	56 "	Humber Racer, weight 20 lbs., B. P.	140.00	50.00
10.	56 1/2 "	Humber Racer, B. P.	140.00	50.00
11.	57 1/2 "	Humber Racer, B. P.	140.00	50.00
12.	58 "	Humber Racer, B. P.	140.00	50.00
13.	30 "	Ideal, new	25.00	20.00
17.	44 "	Ideal Racer, new	45.00	40.00
26.	54 "	Premier, hollow forks, balls to both, C. H. bars	130.00	55.00
27.	56 "	Premier, hollow forks, balls all round, C. H. bars, nickel, ex. rims	142.50	65.00
30.	58 "	Expert Columbia, '85 pattern, C. H. bars	135.50	50.00
31.	58 "	Expert Columbia, '85 pattern, full nickel, C. H. bars	145.00	65.00
32.	53 "	Rudge Racer, C. H. bars, ball pedals	140.00	45.00
37.	50 "	American Club, nickel, ex. rims	150.00	75.00
39.	50 "	Premier, hollow forks, balls to front, dropped bars, nickel, B. B.	110.00	75.00
40.	48 "	American Club, balls all around, Lillibridge saddle, nickel, ex. rims	145.00	60.00
42.	52 "	Harvard, balls to both, hollow forks and H. bars, nickel, backbone	132.50	50.00
43.	54 "	American Club, nickel, ex. rims	155.00	75.00
44.	54 "	American Club, balls all round, nickel, ex. rims	150.00	75.00
45.	52 "	Duplex Hollow Forks, balls to both, full enameled	125.00	45.00
47.	54 "	Victor Light Roadster, '87 pattern, good as new, ball pedals	135.00	95.00
48.	54 "	Premier, hollow forks, balls to both, C. H. bars	130.00	50.00
50.	59 "	Spalding	150.00	60.00
50a.	50 "	Yale, nickeled B. B. and Forks, double grip handles, balls both	140.00	70.00
54.	36 "	Kangaroo, balls both, new rubbers	140.00	40.00
58.	40 "	Humber Crippler Tricycle, brand new, latest pattern	180.00	160.00
58a.	40 "	Humber Crippler Tricycle, hollow rims, ball pedals	180.00	95.00
59.	40 "	Humber Crippler Tricycle, good as new, latest pattern	180.00	115.00
61.	40 "	Humber Racing Tricycle, weight 48 lbs., elegant road machine	180.00	75.00
62.	36 "	Humber Racing Crippler, weight 38 lbs., do for light road use	180.00	90.00
63.	40 "	Sparkbrook Crippler Tricycle, weight 26 lbs., steerer, fine order	180.00	85.00
64.	44 "	Traveler Tricycle, for gentlemen only	180.00	75.00
65.	48 "	Victor Tricycle, 1886 pattern	125.00	65.00
66.	50 "	Columbia Three-Track Tricycle	160.00	50.00
72.	44 "	Humber Tandem Tricycle, new rubbers, Lillibridge saddle, A1 order	250.00	150.00
74.	46 "	Meteor Tandem Tricycle, strong, durable machine	225.00	75.00
75.	46 "	Meteor Tandem Tricycle, strong, durable machine, fine shape	225.00	100.00
77.	34 "	Gendron, new	19.00	10.00
80.	48 "	Victor, 1886 pattern, fine order	122.50	75.00
81.	50 "	Victor, 1885 pattern, fine order	125.00	75.00
82.	50 "	Victor, 1885 pattern, fine order	125.00	75.00
83.	52 "	Victor, 1885 pattern, fine order, spade handles, Lillibridge saddle	127.50	80.00
84.	52 "	Victor, 1886 pattern, fine order, Lillibridge saddle	127.50	85.00
85.	54 "	Victor, 1885 pattern, fine order	130.00	85.00
86.	54 "	Victor, 1885 pattern, fine order, nickeled backbone and forks	140.00	90.00
87.	54 "	Victor, 1886 pattern, fine order, nickeled backbone and forks	140.00	85.00
88.	50 "	Expert Columbia, 1885 pattern, C. H. bars, "T" handles	135.75	70.00
89.	50 "	Expert Columbia, 1886 pattern, nickel all over, D. G. ball pedal	142.50	80.00
90.	52 "	Expert Columbia, 1884 pattern, nickel all over	145.00	75.00
91.	52 "	Expert Columbia, 1885 pattern, nickel all over, C. H. bars, ball pedal	145.00	75.00
92.	52 "	Expert Columbia, 1887 pattern, new, nickel all over, spade handles	145.00	115.00
93.	54 "	Expert Columbia, full nickeled, C. H. bars, ball pedals	147.50	75.00
97.	50 "	Light Rudge, nickel B. B. and Forks, ball pedals	145.00	60.00
98.	52 "	American Rudge	110.00	65.00
99.	56 "	Light Rudge, ball pedals	147.50	75.00
102.	52 "	Harvard, nickeled B. B. and forks, balls both, hollow forks, new tires, Lillibridge saddle	147.50	60.00
103.	54 "	Premier, hollow forks, C. H. bars, balls both, Lillibridge saddle	130.00	50.00
104.	54 "	Premier, hollow forks, C. H. bars, balls both, Lillibridge saddle	135.00	65.00
105.	54 "	American Club, nickel, ex. rims, C. H. bars, ball pedals	147.50	75.00
106.	54 "	Coventry Champion, hollow forks, balls to front, new tires	115.00	50.00
107.	56 "	British Challenge, nickel, ex. rims, balls to both, dropped bars	147.50	65.00
108.	60 "	Coventry National, nickel, ex. rims, balls all round, hollow rims	160.00	45.00

Every machine on this list is warranted to be sound and in perfect riding order. Machines will be shipped C. O. D., by freight or express, with privilege of examination on receipt of an amount sufficient to cover transportation charges, which amount will be credited on the price of the machine.



## Of Interest to Old Riders.

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.

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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
54-inch ditto. New	95 00
58-inch ditto. New	95 00
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
52-inch ditto. Slightly second hand, but good as new.	90 00
54-inch ditto.	95 00
54-inch ditto.	100 00
55-inch ditto. Used one season only	85 00
58-inch ditto.	85 00
51-inch Columbia Light Roadster. Used but little.	85 00
51-inch ditto. Almost new	85 00
50-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
58-inch Expert Columbia. Nickeled	65 00
53-inch Rudge	70 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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Also, we will take your old Wheel in trade for a NEW MAIL. Write us.

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

## PRICE LIST

—OF—

## Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	Universal 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
483	56	Expert	Ball	Enamel	80 00
486	48	American Star	Plain	Nickel	60 00
491	54	Harvard	Ball	Enamel	45 00
493	50	Cunard Rover Safety	Ball	Enamel	80 00
493	51	American Star	Ball	Enamel	80 00
494	52	Harvard	Ball	2-3 Nickel	55 00
500	52	Monarch Rover	Ball	Enamel	115 00
503	54	Brit. Champion	Ball	Enamel	55 00
508	51	Special Star	Plain	Enamel	70 00
510	56	Special Col.	Ball	Enamel	30 00
515	54	Expert	Ball	Nickel	90 00
519	48	Sp. Premier	Plain	Enamel	40 00
520	54	Brit. Champion	Ball	Enamel	95 00
521	52	Brit. Champion	Ball	Enamel	95 00
522	50	Brit. Champion	Ball	Enamel	95 00
523	54	Am. Club	Ball	Enamel	70 00
524	52	Brit. Champion	Ball	Enamel	95 00
527	56	Standard Col.	Plain	Enamel	20 00
527b	50	Am. Rudge	Ball	Enamel	55 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	Expert	Ball	Nickel	85 00
535	38	Facile	Ball	Enamel	60 00
536	50	Standard Columbia	Plain	Enamel	40 00
537	48	American Star	Plain	Enamel	35 00
538	51	American Star	Plain	Enamel	35 00
539	51	Special Star	Ball	2-3 Nickel	75 00
540	51	Special Star	Ball	Enamel	70 00
541	42	Otto	Plain	Painted	30 00
542	45	American Star	Plain	Enamel	60 00
544	48	Brit. Champion	Ball	Enamel	75 00
45	50	Expert	Ball	Enamel	75 00

## TRICYCLES.

301	50	Col. Three-track	Ball	Enamel	50 00
496	..	Spkbrk. Crippler	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	100 00
546	..	Sparkbrook Tandem	Ball	Enamel	150 00

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**FOR SALE**—I will sell the following cheap for cash: 1 Victor Tricycle, \$70. 1 Eureka Trainer, \$5. 2 Dayton Bicycle Stands, \$1 each. 1 Fire Heater, 50 cents. 1 Bicycle Lock, 50 cents. Pair Overman Ball Pedals, \$5. Pair Parallel Pedals, \$2.50. For further information call on or address H. S. Johnson, Suffern, N. Y. 7-13

**\$97.50** BUYS a 49 or 51 inch Columbia Light Roadster, 50-inch Rapid or 58-inch Expert, nickeled; warranted perfect. W. D. Cloyes, Dealer in Bicycles, Cortland, N. Y. 6-22

**BARGAIN**—54-inch G. & J. Light Champion, cyclometer and lamp, ram's horn handles; used few times. Reason, too large. Cost, \$128.50. Price \$100. Address Dr. Von Wagener, Suffern, N. Y. 6-22

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**FOR SALE**—A pair of Columbia Double Grip Ball Pedals for \$5.00; cost \$10. J. L. Miller, P. O. Box 147, N. Y. City. 6-22

**TANDEM TRICYCLE**—For sale cheap for cash. All improvements, balls throughout, good as new. A. R. Raymond, Post Box 444, N. Y. City. 6-15

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

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**FOR SALE**—CYCLOMETERS, 52-inch Lakin Standard. Brand new (used two months). Warranted. Price \$8.25. 52-inch Butcher, '85, Hub. Good order. Price \$4.75. August Kinne, Richfield Spa, N. Y.

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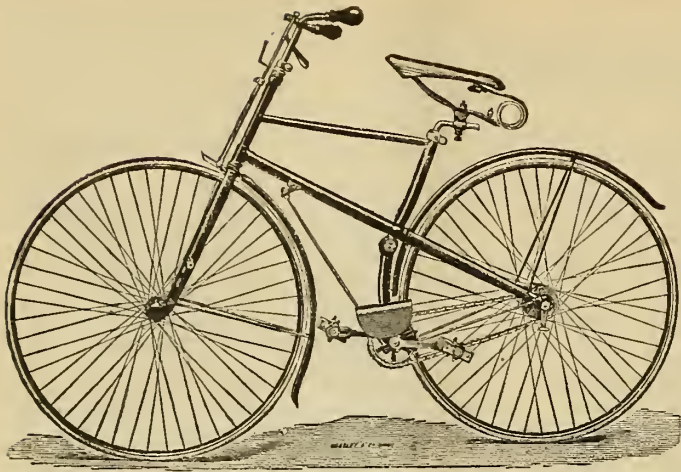
**BICYCLES**—54-inch Expert Columbia, nickel, \$75. 54-inch Rudge, \$65. 52-inch Harvard, \$40. All new condition; big bargains; all are ball-bearing throughout. 170 East 71st Street. 6-8

**FOR SALE**—52-inch New Rapid Light Roadster, '87 pattern; Goon as New; full nickeled; King of Road lamp, Excelsior hub cyclometer. Bargain. Clark, P. O. Box 444, New York. 1-1

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machines with us any longer than they may  
care, and can remove them by paying freight,  
storage and other expenses.In shipping to us freight must be prepaid.  
We are not responsible for breakage in transit.Our terms to sellers are strictly cash. Charge  
for crating, \$2. New wheels crated free.*Men of Moderate Means*Who cannot afford to pay  
cash for**VICTORS,**Can get them on the instal-  
ment plan from us on six  
months' credit at \$5  
advance in price.**Notice this Week's Reductions.**

Our List, June 15, 1888:

- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$65.
- No. 50.—52-in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$65.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$45.
- No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance, at \$80.
- No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$65.
- No. 117.—52-in. Apollo. Nickel with enam. wheels. All balls. Price \$85.
- No. 119.—52-in. Club. Enam. with nickel trimmings. Balls both wheels. Lamp. Price \$60.
- No. 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. Enamel. 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. Cowhorn bars. Only \$90.
- No. 157.—54-in. Premier. Enamel. All balls. Cowhorn bars. Price \$60.
- No. 158.—52-in. Stand. Col. Nickel, with enam. wheels. Lamp. Price \$45.
- No. 160.—Quadrant, convertible tandem, double 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.
- 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 \$40.

**THIS WEEK'S BARGAINS.**

- No. 171.—51-in. Am. Star. Silent ratchets. Nickel bar, rest enamel. Fine cond. Price \$60.
- No. 173.—48-in. Rudge L. R. Enameled. Not ridden 50 miles. Sacrificed at \$85.
- No. 174.—50-in. Spalding. Enameled. Perfect condition. Cowhorn bars. All balls. Price \$65.
- No. 175.—50-in. Col. Expert. Full nickel. All balls. Cowhorn bars. Price \$75.
- No. 176.—36-in. boy's wheel. Full nickel. Cowhorn bars. Good as new. Price \$30.
- No. 177.—50-in. Col. Expert, '86. Enamel. All balls. Prime order. Price \$85.



# Chas. Schwalbach,

PROSPECT PARK PLAZA, = = = BROOKLYN.

**NEW MAIL**  
**Bicycles.**

**COLUMBIA**  
**Tricycles.**

**CLUB**  
**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.

Telephone Call, 125 South Brooklyn. Send for Illustrated Catalogue and Price List.

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Grand Medal at the Philadelphia Exposition.  
Silver Medal at the Paris Exposition.  
Highest Award at London Medical Congress.

Used and approved by the leading Physicians of Europe and America.

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.

In order that there may be no excuse for buying imitations of our goods, we put up genuine Vaseline in one, two and five ounce glass bottles.

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New Rapid, Champion, Star and other Bicycles and Tricycles

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



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**WEBB'S**  
**ALCOHOL**  
AND COLOGNE SPIRIT,  
SPIRITS OF TURPENTINE, ROSIN, ETC.  
James A. Webb & Son, 165 Pearl St., New York.

**SIEGRIST BROS.,**  
MANUFACTURERS OF  
**The Champion Bicycle Shoe.**



OUR SPECIALTIES:

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



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

**SIEGRIST BROS.,**  
237 Canal St., cor. Centre,  
NEW YORK CITY.

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

MEDALS, CUPS, JEWELRY, Etc.

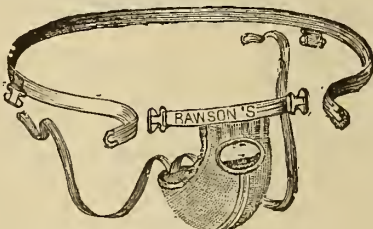
**Stop-Watches, MEDALS, Trophies.**

Illustrated Catalogue and Price List Sent on Receipt of Stamp.

**PEDERSEN & BUCKINGHAM,**

Successors to JENS. F. PEDERSEN.

No. 1½ Maiden Lane, New York City.



A Perfect Fit Guaranteed.  
Displacement Impossible.

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

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

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SOLE PROPRIETOR AND MANUFACTURER, Saratoga Springs, N. Y.  
Mention this advertisement when you order

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

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

**HIGH GRADE BICYCLES,**

for less money, during the season  
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in America.

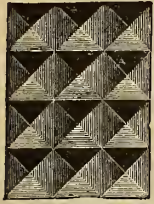
Send for the most complete Wheel  
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**THE JOHN WILKINSON CO.**  
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**SEE OUR LISTS.**  
**HART CYCLE CO.,**  
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**RUBBER**  
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 WHITE, BLACK,  
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**TENNIS SHOES.**

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## RADWAY'S READY RELIEF.

For headache (whether sick or nervous), toothache, neu-  
 ralgia, rheumatism, lumbago, pains and weakness in the  
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 of Radway's Ready Relief will afford immediate ease, and  
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INTERNALLY, in a few minutes, cures Cramps, Spasms,  
 Sour Stomach, Nausea, Vomiting, Heartburn, Nervous-  
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50 cents per bottle. Sold by Druggists.

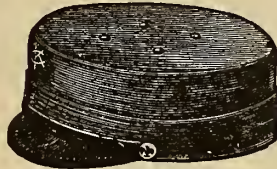
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PERFUMES AND TAKE NO OTHER.  
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LOWEST PRICES.

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 In Hat Store, up stairs.

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This Whistle is pronounced by  
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Price, 25c. each. Discount to Dealers.  
 WHITTEN & CO., PROVIDENCE, R. I.

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 AGENTS FOR

*Victors, Youth's Premiers, Champions,  
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ALSO A FULL LINE OF BOYS' AND GIRLS'  
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**OLD RELIABLE  
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**PANT STRETCHERS.**  
 The best invention ever made for taking out wrinkles and  
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VESTS,  
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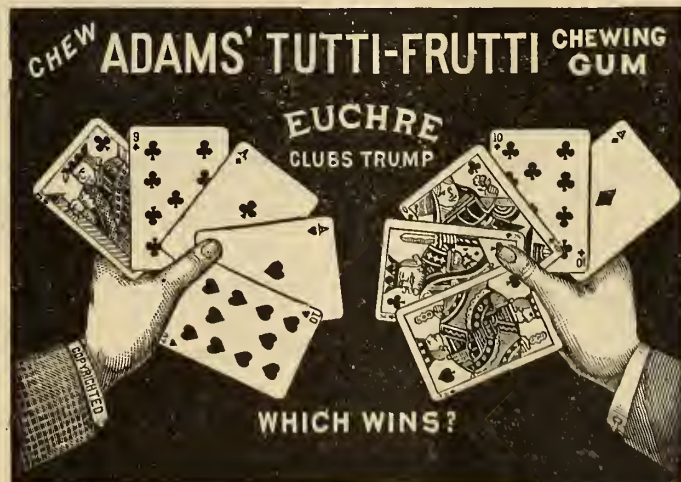
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Increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing  
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PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



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Competent to judge, and unprejudiced, whether he be expert or amateur, mechanic or business man,

# ACKNOWLEDGES

That the felloes on the Columbia Light Roadster are in strength, rigidity, and in every quality which can be put into a felloe

# THE BEST

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

# POINT

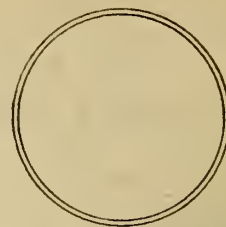
Where improvement is im-

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These felloes are of the best imported, cold drawn, seamless steel tubing, rolled into a hollow crescent shape and coiled while cold, thereby preserving unchanged the original quality of the steel, the only heat being used in the brazing of the ends together.

THE MOST COMPREHENSIVE CYCLING CATALOGUE FREE.

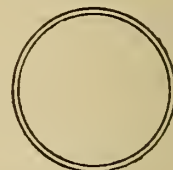
POPE MFG. CO., GENERAL OFFICES, 79 FRANKLIN ST., BOSTON; BRANCH HOUSES, 12 WARREN ST., NEW YORK; 291 WABASH AVE., CHICAGO.



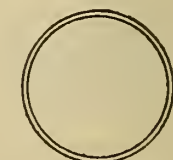
Section of front wheel felloe on Columbia Light Roadster. Actual size.



Section of rear wheel felloe on Columbia Light Roadster. Actual size.



Section of front wheel felloe on Columbia Racer. Actual size.



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**RUDGE LIGHT ROADSTER,**

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