

JUN 27 1888  
U. S. PATENT OFFICE

# The Wheel

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

VOL. I.—No. 17.]

NEW YORK, JUNE 22, 1888.

[WHOLE NUMBER, 17.]

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.

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

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

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

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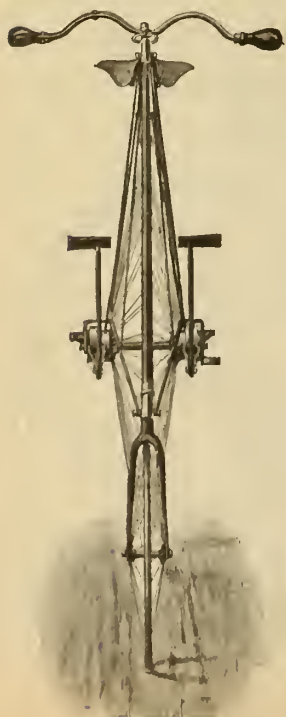
Clark Street Hill, Portland, Me., by J. Minton Worden. The first time this hill has ever been ridden.

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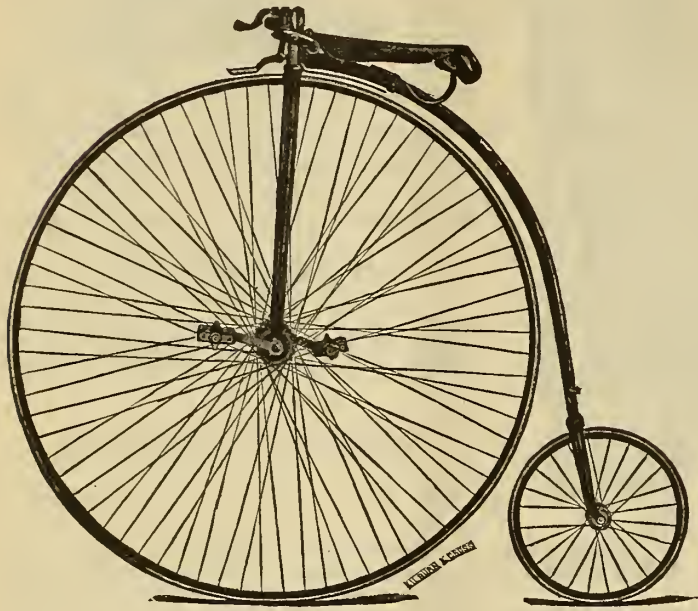
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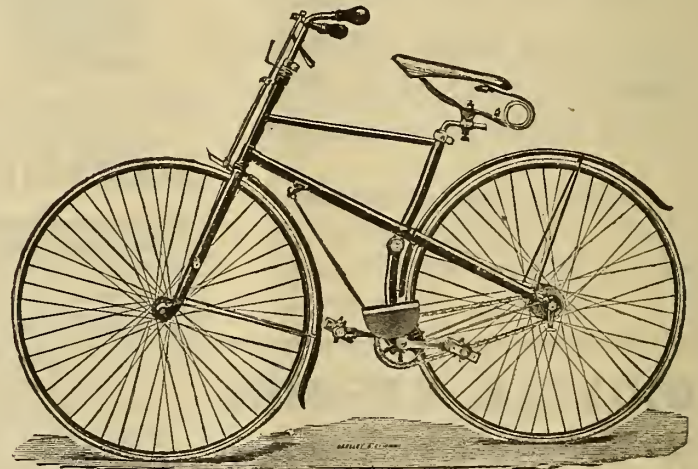
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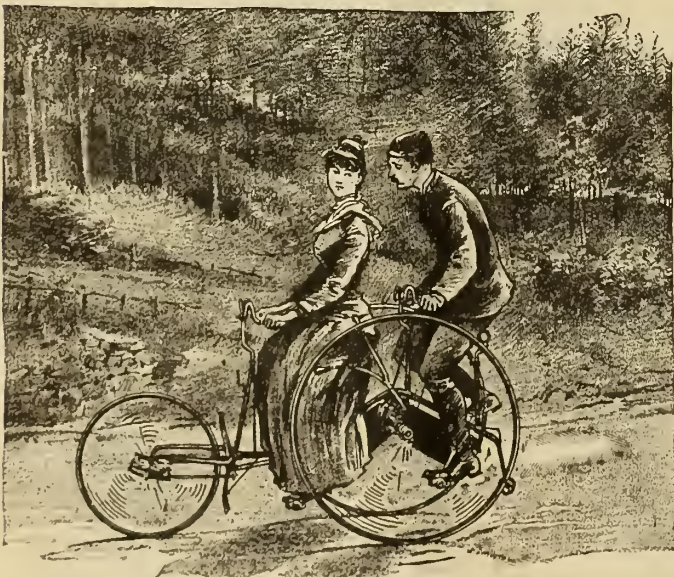
True tangent spokes, Warwick's improved hollow rims, perfect ball bearings, detachable hollow handle-bars, rigid forks and backbones.

All parts of highest possible grade.

Any kind of saddles and handles supplied.



# QUADRANTS.



No. 8. Single, for gentlemen.

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

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

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

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# THE WHEEL

—AND—

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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444,

New York.

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

Writing from Baltimore at ten o'clock on Wednesday morning, with one day's good things yet in store for us, the League meet of 1888 may be chronicled an emphatic success, and this despite many adverse conditions. The meet is representative, and a glance over the registry book reveals representatives from every part of the country and from many clubs. The good will of the League's entertainers is manifest in a hundred different little arrangements; the clubs have kept open houses, the hotels are practically owned by the visitors, and Baltimore generally, from the L. A. W. pickaninny boot-black at the hotel door to the honorable mayor of the city, has accepted the League meet in the right spirit. The result is a success. All or nearly all the prominent men in cycling life, the men who move the machinery of the League, and those who make and sell us wheels, all are here. Through the entire body cycling permeates a river of good-fellowship, of good-will, of consideration and kindness, that manufactures pleasant acquaintanceship, and often friendship, between people who have never met before. The fact that cycling has made greater strides towards permanency this year than ever before is patent on all sides.

The programme of entertainment has been well carried out, and one is never at a loss what to do with himself. The runs and parade have been well attended, and the business meet has been a success. The two great drawbacks are the excessive heat and the unrideable condition of the streets between the hotel and the riding districts. Yet, despite this, the meet is ranked above all other League meets, except St. Louis, which was as near perfection as could possibly be imagined. Over 700 wheels participated in the parade, but it was not very effective, the great heat and the number of clubs represented by from one to five men making it sadly lacking in uniformity.

At the meeting of the board, the old board of officers, with the exception of Chief Consul Bidwell, who declined renomination, was re-elected, as was predicted by THE WHEEL last January. The meeting of the board was entirely harmonious, and the same may be said of the constitutional convention and the annual business meeting. The only difference of opinion was on the method of adopting the new constitution prepared by the reconstruction

committee, a minority wishing to have it submitted section by section, and a majority voting to adopt it as a whole. The principal objector to this latter course was Mr. E. J. Shriver, who made an effort to have it considered in detail. His objections were met by the eloquent Emery, and the constitution was gulped. The members at large, who attended this convention for the purpose of scrutinizing the constitution, practically conceded that the committee transcended them in intelligence and common sense. The constitution should have been submitted section by section, and the process of bolting it whole, without allowing the members to get their teeth into it, smelt strongly of the caucus room. We are aware that the constitution, as adopted, is the result of months of labor and the result of trained legal intelligence, vastly experienced in the construction of forms of government; we also know that the new constitution is by far the best thing the League has ever had, and turns its energies into the channels for which they were designed, yet withal, the members should have had a freer discussion. We have a perfect faith in the ideas of the many as against the ideas of the few. As for minor differences with the committee, individual opinions on various points, they are not to be taken into the account; but the proper, just and legal method of making constitutions should not be lost sight of. Fifty millions of people have made their constitution: why not ten thousand? The plea that time would be lost in fruitless discussion was puerile. The men who attended the business meeting were there to lose time, their own time, paid for by themselves, and no man was compelled to remain one second longer than he desired. We are told that everything is free and above board, and we trust that it is and will be so.

The new League constitution will prove an efficient instrument if the tinkers are not allowed to pick at it. The matter of roads improvement is deemed and given as much importance as the conservation of the rights of wheelmen and the growth of wheeling. The State divisions are given power and money to do great work within themselves. These two great objects THE WHEEL has championed for three years. We raised the pioneer cry for roads improvement and decentralization, and now that our views are embodied in the League constitution, our readers may forgive a little self-congratulation.

The make-up of the board of officers, as seen at Baltimore, is an astonishing fact. It is a tribute to wheeling that men scarcely in the prime of manhood, men of the professions and in business life, with all the ambition of Americans, should give up their time and money to the question of wheel legislation. It proves that the matter is near to their hearts, and when one or others of them stoop to play at politics, and to ring rule, we are compelled to forgive them. The wheelmen of the country have reason to be proud of their legislators.

### THE LEAGUE MEET.

BALTIMORE, June 17, 1888.

Under a blazing June sun ye editor slid down to the Pennsylvania Railroad depot Sunday afternoon, and swept off to the Monumental City on the Congressional Limited. The Congressional Limited is used only by our best people, as the summer resort correspondents have it, and that is why THE WHEEL's representative chose it.

The train is well equipped for a pleasant journey, with its screen windows, keeping out much of the dust and dirt, revolving chairs and many other comforts, including an imposing looking porter, heavily clad in brass buttons and an air of profound gloom. Despite the heat, the journey was an enjoyable one. Mile after mile the train flew over the green-clad country, slipped over many a pretty stream, and snorted through some ninety and odd cities, towns and villages, the curtained windows framing many pretty land and water scenes.

On the train were several very interesting young ladies who were returning to Southern homes after an extended trip to Europe, the Holy Land, and other interesting places on the other side. They gushed over the Nile, Cheops, Jerusalem, London, Paris, etc., and one clung with loving grip to a bamboo stick, market value five cents, which she had carried all the way from the banks of the sacred river. They had a very boarding-school, pancakey air, and they made the trip quite interesting, especially for a Washington dude, who tucked himself into his chair and tried to look interestingly invalidish, to the contempt of the girls.

At Philadelphia a beetle-browed, silver-haired statesman boarded the train. He was a man of subtle intellect, yet the train seemed to keep up its regular pace. He of the beetle-brow talked politics the rest of the journey, and we know enough of the coming campaign to start on the stump this fall.

Beyond Philadelphia the "cullud people" became quite a

factor in the population of the villages through which the train dashed, and on the front porch of many a cottage and farmhouse, "Dinahs" and "Sambos" are seen airing themselves and loafing scientifically.

As the afternoon waned, the sun, the great, molten, sizzling summer sun, gradually neared the horizon. This is a bad habit the sun contracted many years ago. The heat diminished, the golden sunbeams glittered through the trees, turning the green grass to a rich yellow, tinting the Delaware River and lesser streams with all the colors of the rainbow in minor shades, and shading the white wings of sailing crafts with a perfection found only in nature.

The train still rushed on—not very strange, that being its chief business in life—and a glorious June evening, such as poets sing of, materialized. The sun, conscious no doubt of putting in a good day's work, neared its couch, turning from gold to copper and lighting up fantastically shaped clouds—great, fluffy masses that took forms to themselves, now like so many islands, a sort of celestial Oceanica, and again the shapes of extinct races of animals.

The train stopped to breathe at Wilmington, and then gathered itself together for the run home. It is now but faint twilight, and after several minutes the suburbs of a great city are revealed, growing solid and solid until a net work of rails tells us we are at the chosen city. A bus, a rattle o'er the stony streets, and we are at the Rennet. A bath, a lunch, and we saunter

#### AROUND THE HOTELS ON SUNDAY NIGHT.

The Rennet is crowded; so is the Barnum; and every hostelry in the city boasts of guests in shirts. But these are merely sleeping places; the Carrollton, the League headquarters, is the mecca to which all go and remain till bed time.

The office is palatial in size, and makes a grand gathering place of inter-communication. A glance over the register reveals the presence of the many war-horses of the political arena, the race path, and in the domain of trade.

Against an iron pillar, in prominent position, rests a full-nickeled American Rambler, attracting much attention, and near it sits Mr. R. Philip Gormully, at whom various faddists and men with ideas mechanical shoot their ideas, until a tired tympanum compels him to retire. Near him sit Messrs. Edwin Oliver and J. D. Bell, both with the Gormully & Jeffery concern. W. S. Atwell, in a silk tennis cap, flits about the corridors. Mr. G. R. Bidwell and Dr. Gilfillan, the latter one of the bravos of the Long Island Wheelmen, hobnob together. Messrs. Percy Harris, of the Springfield Bicycle Mfg. Co.; C. R. Overman, the dapper and conversational, of Victor fame; Mr. Belden, of the Weed Sewing Machine Company, are all present. The New Mail will be represented in the morning, when Mr. John Read is expected to arrive.

The Baltimoreans are in great good humor, the attendance being very large and representative. In the League parlors, spacious, cool apartments, over five hundred men have registered, and many have not yet reported. Each man, upon registering, receives an attractive badge and cards of admittance to the smoking concert, the excursion and the supper at Bay Ridge, besides a list of the various runs.

The credentials committee remain in a private parlor all the evening, and when they have concluded their labors, club delegates representing 730 men have registered. There is also a caucus in session, to the utter mystification of the League men. Happily there are no squabbles to avoid or suppress, and for the first time in two years the Board looks forward to the business meet of the morrow with no dirty linen in the wash.

#### FOR THE SPIRIT OF THE LIVING CREATOR WAS IN THE WHEEL.

At the Emanuel Baptist Church, some two hundred wheelmen and a number of ladies heard the Rev. A. B. Dixon preach a sermon on Sunday morning. The text was appropriate, and the preacher made many good points. A wheelman presided at the organ, the precentor also belonged to the craft, and two buglers accompanied the hymn. Below we present the sermon:

"The Creator seems to have laid the plan of creation with the compass rather than the rule. From the greatest to the smallest detail, the circle, or a part of it, is the prevailing line. Nature does not make cubical things, and from the very earliest times she assisted man in making that absolute necessity, the wheel, for he had only to cut a cross section of the proper thickness from a tree and his wheel was made. The chances are that Adam had a wheel, but I am not going to try to prove that the modern bicycle developed itself from that. The bicycle was not evolved; it is the creation of man, and the result of careful thought as to what would fill a long-felt want. The atheistic idea of evolution is that all things are the automatic development of something which has gone before, and this is carried back indefinitely. The atheistic idea is that all things were made in accordance with a plan, and that that plan has been made constantly better and better. What I want to impress is the fact that whether the world was made quickly or slowly, there was a Maker.

"It is not hard to read in the text that life moves. Life gives motion to matter, matter does not give motion to life. You move your bicycle, it does not move you. Now, look at the kinds of life which moved those wheels referred to in the text, which may be read in the faces of the animals spoken of. First, the face like the face of a man represents the spirit of humanity, and of humanity apart from reason. I am suspicious of the man whose every act is ruled by reason only, who stops before he kisses his child to reason as to whether he should or not. The man having in him nothing but reason is as near the devil as anything ever gets. What we want is less reason and more humanity and inclination to do good to our fellow-man. Sometimes we get so religious we haven't time to do a good act, but when we get that way we will bear watching.

#### BICYCLES DON'T DEVELOP DUDES.

"I am inclined to thank God for the bicycle. It won't develop dudes. The dude is the creation of the unhealthy gases and bewildering exercise of the ball-room and the dissipations sure to accompany it. The ball-room develops things; the bicycle properly used will develop men. But it won't make a man of you, if you think of nothing else; if your highest ambition is to be the best rider or the fastest racer, nor if you have persuaded yourself that you are at the top of the ladder when you are in the saddle.

"The next face is the face of the lion, typifying bravely, or, in other words, manliness and the boldness to try the hardest things. That is the quality which enables you to mount. Mounting is the hardest thing about riding a wheel. I know, for I have tried. I can't do it yet, but I



# 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.,

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MAKERS OF VICTOR CYCLES.

**CATALOGUE FREE.**

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



mean to keep on trying. It takes this boldness to make an honest confession of our wrong-doings and to stop them. It takes boldness to stop, though it kills you, when you are going down a grade of 45 degrees at 40 miles an hour, and it takes courage to stop when we are rushing headlong down the steep grade of sin, which ends in hell. The spirit of patient perseverance is seen in the face like the face of an ox. It is not the spirit of humanity, nor the spirit of boldness, but the spirit which enables a man to go on and on in spite of fatigue, in spite of discouragement, in spite of every drawback to progress. What tries men's souls most severely is hard, steady, unremitting work. The next is the face which bespeaks lofty aspirations. These are frequently typified in the bible by the eagle. It is the quality in man which keeps him constantly looking upward, lifts him above the storm clouds and gives him the eye to see the sun and the wings to mount toward it. Notice in the text that the living creatures and the wheels moved in straight lines. In nature the curve is the line of perfect beauty. In morals the line of perfection is straight, and so these creatures and these living wheels moved.

"The trouble with the cyclist is to keep his balance. I never saw nor heard of a man who could stand still on his wheel and keep his balance. There is an element in motion which helps to keep you in balance, and the easiest motion and that which best assists you to keep your balance is in a straight line. Keep moving onward in your Christian life, and move in straight lines."

"A practical question was presented when some one said to me: 'You want to get us in your tabernacle and then abuse us for riding on Sunday.' I am not going to abuse you, and the question of Sunday riding will admit of debate. I say you can ride your bicycles on Sunday and do no worse than if you rode a horse. You can ride them to church and back home again. If one of the family is ill you can ride to the drug store for medicine, or you can ride them when you go to do a good act for a fellowman, just as easily as you can walk. Finally, as the wheels in the text responded to the impulse from above, I want you to be responsive to the best inspiration that ever came into the world, the woe of God and of His Son, Jesus Christ."

As he finished, Mr. Dixon asked those who expected to be saved to rise, and not a wheelman kept his seat.

#### JOTLETS.

The Carrollton displays a great banner, bearing: "Welcome to the League of American Wheelmen."

A large number of the men spent Sunday in Washington, the city of asphalt and politicians.

The Manhattan and Pennsylvania Clubs spent Sunday in Washington.

A large number of racing men are present, including Midgley, Van Sicklen, Foster, Windle and others.

Ten New York Club men arrived at 10 o'clock Sunday night, and were met at the depot by President Shriver.

Passing down the corridors of the Carrollton on Monday morning, we accepted the Overman Wheel Company's invitation to walk into their parlor—and a pretty parlor it was. Luxurious furniture, statuary, bric-a-brac, and the vases of cut flowers combined to charm the most aesthetic taste. The presiding genius is Mr. C. R. Overman, and the Victor parlor will prove a popular resort before the meet is over.

### FIRST DAY, MONDAY, JUNE 18.

#### BOARD OF OFFICERS' MEET—CONSTITUTIONAL CONVENTION—ANNUAL BUSINESS MEET.

BALTIMORE, June 18, 1888.

The weather has been very warm to-day, considerably above ninety, and so very uncomfortable that many men preferred lounging about the hotel corridors to attending the runs.

To-day was business day, the board meeting in the morning and again in the afternoon, with the constitutional convention and the annual general meeting sandwiched in between. There were two runs held, one leaving the League headquarters about 10 o'clock for Mount Washington and Windy Gates Hill, from which a fine view of the city can be seen. From Windy Hill the route ran through Mount Washington—a town, not a mountain—to Arlington, where dinner was had. After dinner the party returned via Druid Hill Park. Total distance, fifteen miles. The party which left the League headquarters under the captaincy of Harry Ehrman, was joined by a party of Maryland Club men, under Captain Le Cate, a party of Baltimore Cycle Club men, under Captain Pope, and by members of the Ramblers Cycle Club, captained by Mr. Clotworthy.

A ladies' run started at 3.30 p. m., with Captain Pope, of the Maryland Club, in command. The route was over the finest roads of Druid Hill Park, and over the Reisterstown Pike to the arsenal grounds at Pikesville. Here, under the shade of the trees, lunch was served. The return journey made the round trip fifteen miles.

In the evening, at 8.30, a combined run of the clubs was taken to Druid Hill Park, over the sand-papered roads and through the moonlight.

#### BOARD OF OFFICERS' MEET.

The Board meet was held in the Academy of Music at 10.30 a. m.

Upon roll-call thirty-six men responded, and there were ninety-three men present by proxy. Among those present were the following chief consuls and representatives: California, J. W. Gibson; District of Columbia, Geo. S. Atwater, G. A. Demaray; Illinois, N. H. Van Sicklen; Iowa, R.

L. Thompson; New Orleans, H. H. Hodgson; Indiana, M. G. Seits; Massachusetts, H. W. Hayes, W. H. Emery, A. E. Pattison; Missouri, W. M. Brewster, Robt. Homan, Geo. W. Boswell; New Jersey, G. Carleton Browning, Howard A. Smith, E. F. Burns, J. W. Singer, J. H. Cooley; New York, G. R. Bidwell, C. S. Luscomb, H. C. Spalding, C. S. Butler, W. W. Shaw, W. H. Gilfillan, F. W. Loucks, Robt. Thompson, W. S. Bull, J. M. Warwick and A. M. Olsen; Ohio, J. R. Dunn; Pennsylvania, Geo. R. Jessup, Kirk Brown and D. K. Trummer. Vice-President Hayes occupied the chair, with President Kirkpatrick and Secretary-Editor Bassett on either side.

Messrs. Emery, Bull and Boswell, the credentials committee, reported favorably on all credentials submitted to them. They still continue, as the board forgot to discharge them.

Minutes of last meeting, which were published in full in the official organ, were not read.

Appointments made since the last meeting of the board by President Kirkpatrick and by chief consuls read and confirmed. The principal appointments by President Kirkpatrick were: Geo. S. Atwater, C. C. of District of Columbia; J. F. Probst, C. C. of Indiana; G. G. Clark, C. C. of Minnesota; Gerry Jones, chairman of racing board; A. E. Mealy, member of the racing board; R. L. Thompson, C. C. of Iowa; F. A. Elwell, C. C. of Maine; C. S. Davol, C. C. of Rhode Island; A. E. Mealy, C. C. of Maryland; J. R. Dunn, C. C. of Ohio.

PRESIDENT'S REPORT.—President Kirkpatrick spoke as follows: "I have no formal report to make. During the past year I feel that the work done is best shown in the reports of the standing committees. These reports will be presented to you, and you will be best able to judge of the work done. My objects have been to promote harmony and to do as much effective work as quietly as possible. I have adopted a novel policy in consulting the members of the board and submitting all important questions to a sort of cabinet, as it were. Gentlemen, I can only refer you to the reports of standing and special committees." President's report accepted on motion.

TREASURER'S REPORT.—Treasurer W. M. Brewster reported as follows:

RECEIPTS.	
Balance on hand March 1, 1888.....	\$30 56
Received from Secretary-Editor.....	1,100 00
Total.....	\$1,130 56
PAYMENTS.	
Bills approved.....	\$565 51
Balance on hand June 16, 1888.....	565 05
Total.....	\$1,130 56

The balance on hand is exclusive of the amount contributed to the relief fund, which amounts to \$423. This amount was contributed as follows: Massachusetts, \$305; Rhode Island, \$66; Maryland, \$30; Kentucky, \$15; District of Columbia, \$2; New York, New Jersey, Pennsylvania, Connecticut and Utah, \$1 each. Treasurer Brewster appealed for subscriptions for the relief fund. The report was accepted with applause.

SECRETARY'S REPORT.—Secretary Bassett reported that the financial outlook was of roseate hue, gratifying in the extreme. All divisions had been paid in full for the first quarter of the League year, and a check for a liberal sum had been sent to the treasurer. Mr. Bassett also reported that every division had been paid up to date on the second quarter. The secretary stated the League's financial condition as follows: Cash on hand, \$1,182.43; bills receivable, \$594.16; due treasurer, \$2,956.79; profit on card cases, \$95.40; bills payable, \$45.10; due division, \$476.81. The secretary made a plea for the popular subscription, and explained why the executive committee had made the call for funds. Mr. Bassett referred to the *Bulletin* as a "debt producing monster," and congratulated the League that they had so profitably disposed of it. The actual membership of the League to date is as follows:

Bermuda.....	1	Utah.....	10
Washington Terr'y.....	1	Mississippi.....	11
Switzerland.....	1	Florida.....	15
Montana.....	2	Georgia.....	15
New Mexico.....	2	Texas.....	24
Arizona.....	3	West Virginia.....	20
England.....	4	Delaware.....	41
Wyoming.....	4	Louisiana.....	43
North Carolina.....	5	Colorado.....	45
South Carolina.....	7	Tennessee.....	53
Canada.....	8	Vermont.....	56
Nova Scotia.....	8	Kentucky.....	74
Alabama.....	9	Wisconsin.....	80
Arkansas.....	10	Nebr.ska.....	83
Dakota.....	10	New Hampshire.....	93

Virginia.....	95	California.....	345
Minnesota.....	98	Maryland.....	392
District Columbia.....	108	Connecticut.....	419
Maine.....	114	Illinois.....	588
Iowa.....	126	New Jersey.....	652
Kansas.....	128	Ohio.....	794
Indiana.....	177	Massachusetts.....	1,115
Rhode Island.....	216	Pennsylvania.....	1,289
Michigan.....	253	New York.....	2,153
Missouri.....	309	Late members.....	112
Total.....	70,230		

The membership of the League has steadily increased from year to year, as shown by the following table of membership:

1881.....	Boston.....	1,654
1882.....	Chicago.....	2,500
1883.....	New York.....	2,131
1884.....	Washington.....	4,250
1885.....	Buffalo.....	No report.
1886.....	Boston.....	8,463
1887.....	St. Louis.....	9,480
1888.....	Baltimore.....	10,230

N. H. Van Sicklen moved that report be accepted; carried with applause.

EXECUTIVE COMMITTEE'S REPORT.—Mr. Hayes made a verbal report. He reported that the committee had worked harmoniously, and was fully repaid for its efforts by the secretary's report, which showed in how much better condition the League is in this year than last. (Applause.) Report accepted.

The membership committee, per Mr. Dunn, reported at afternoon session.

RULES AND REGULATIONS COMMITTEE.—Mr. Bassett read the report of this committee. Its principal work since last meeting had been to supply information to clubs to assist them to organize. They had nothing to offer in the way of suggestion of changes in the constitution and by-laws except such recommendation as they had made to the reorganization committee.

RIGHTS AND PRIVILEGES COMMITTEE.—C. S. Luscomb, chairman, read a written report. The principal work of the committee had been to furnish legal ammunition for a few scattering cases. The committee had not been called upon to undertake any litigation since the last board meeting. In Columbus, Ga., and Dodge City, Kan., the local authorities had passed ordinances prohibiting wheelmen from riding within the city limits. It was hoped that these laws might be repealed, and steps had been taken by local organizations towards that end. In Kentucky a bill was introduced in the legislature prohibiting cyclists from riding in Kenton County, but the Kentucky boys went to work bravely and the bill was defeated disastrously. At San Mateo, Cal., prohibitory laws had recently been passed, and a test case will be made to have them repealed. New York and New Jersey had passed "liberty bills," and "the power and dignity of the League had been sustained at all times." This sentiment, hurled forth by the sage of Brooklyn in ponderous, dignified and grandiloquent tone, drew a storm of applause. Chairman Luscomb went on to state that a constantly increasing source of danger and menace to the life, limbs and wheels of wheelmen was the large number of assaults and run-overs committed by drivers of vehicles. These accidents were most frequent in parks or boulevards, and the chairman presumed the cause to be the lack of proper police espionage. He recommended the organizations make every effort to secure increased police protection in parks, etc. In Baltimore, since the League has been in session, a wheelman was run into by a driver maliciously, badly bruising the cyclist, and the offender was allowed to escape, the patrolman not even taking him to the station-house. The chairman of the rights and privileges committee called at the station-house, where he found a monument of official ignorance in charge, to whom he interpreted the law. The case was placed in Chief Consul Mealy's hands, and the offender will be arrested. Mr. Luscomb retired, as he had appeared, in applause, and the report was accepted.

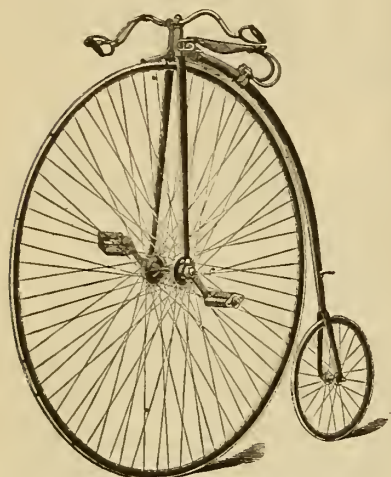
RACING BOARD'S REPORT.—No report was made, the chairman not being present at the meet. Tourmasters' report, none; transportation committee's report, none.

REPORTS OF SPECIAL COMMITTEES.—The reorganization committee, through Chairman Luscomb, reported several changes in the proposed new constitution presented at the board meet. That constitution was neither favorable nor just to small State divisions, and it was altered in this respect and in a few minor points. The principal change was that instead of grouping into one large division such States and geographical tracts having a membership of less than one hundred, it was decided to entitle any State or Territory with a membership of less than one hundred as a sub-division. Sub-divisions



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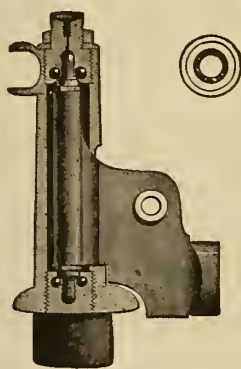
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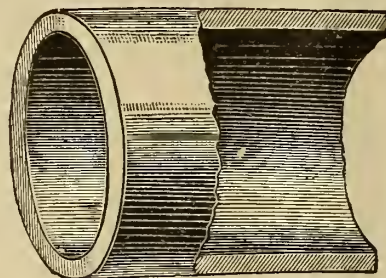
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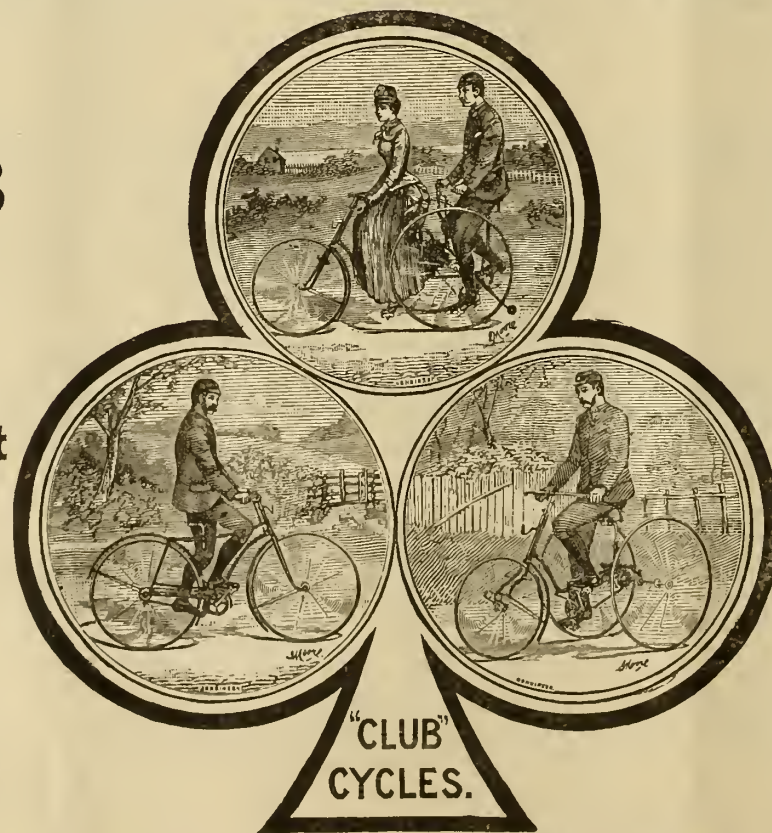
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with less than twenty-five members shall have a chief consul appointed by the president; sub-divisions fifty strong shall elect a chief consul and secretary-treasurer, but not a vice-consul. Sub-divisions shall be full divisions when they have reached a membership of one hundred. Report accepted.

**NEW BUSINESS**—Under this head came the election of officers. These elections should have been held last fall, but a resolution had been passed postponing them to this meeting.

As soon as Chairman Hayes called for nominations for the presidency, Mr. C. H. Luscomb took the floor and nominated T. J. Kirkpatrick, of Springfield, Ohio, in the following words: "About a year ago I had the pleasure of presenting to the board a candidate for the presidency of the L. A. W. That candidate was Kirkpatrick, of Ohio, who is the right man in the right place, and I have great satisfaction in again nominating T. J. Kirkpatrick." Chief Consul Mealy seconded the nomination with a brief speech. Upon motion Secretary Bassett cast a unanimous ballot for Mr. Kirkpatrick, and he will, therefore, occupy the chief executive office of the League until next February. Mr. Kirkpatrick, being called upon for a speech, was received with applause. The newly elected president stated that he had tried to the best of his ability to do what he could to properly fill the office of president for the past year. He had adopted a novel policy, consulting and respecting the opinions of his associates on all important matters. The result was harmony and progress. Kirk thanked the board for their hearty co-operation and thanked them for his re-election, so that he might carry out to successful conclusion the work planned within the last year. "The League is a vessel," said he, "and each man should remain at his post. If we stand together there is no such word as fail."

President Kirkpatrick now relieved Mr. Hayes from the chairmanship, and called for nominations for the vice-presidency. Mr. J. R. Dunn, of Ohio, made a humorous speech, where fits and unfitness and the eternal fitness of things were juggled about, with the conclusion that Herbert W. Hayes, of Boston, Mass., was the man to fit into the vice-presidency, the only objection against him being his excessive lengthiness, but Mr. Dunn felt that he could not blame Providence for that, since it was not Mr. Hayes' fault. Dr. Emery, of Boston, with impressive delivery and select vocabulary, seconded the nomination. Mr. Hayes was elected unanimously by Secretary Bassett casting the ballot. Mr. Hayes appeared on the edge of the platform and thanked the members pleasantly for his re-election. He had attempted to introduce in the conduct of League affairs the same policy as was followed in business houses. He felt that the method was succeeding, and that, with proper management, the success of the League was assured.

C. S. Davol, C. C. of Rhode Island, nominated G. R. Bidwell, of New York, as third member of the executive committee, the president and vice-president being the other two. Mr. Bidwell promptly declined, pleading his duties as C. C. of New York as an excuse. He begged to nominate W. S. Bull, of Buffalo, and C. C. Jessup, of Pennsylvania, taking the bull by the horns, seconded the nomination. There being no other nominees, the secretary elected Mr. Bull by a unanimous ballot. The official title of Mr. Bull is second vice-president. Mr. Bull being called to the platform, appeared thereon pale and trembling, and faltering out his thanks, quickly retired to blessed obscurity. The Bull is a worker, not a talker.

Chief Consul Atwater, of the District of Columbia, nominated as treasurer Mr. W. M. Brewster, of St. Louis. Mr. Boswell seconded. There being no other nominations, Mr. Bassett again cast a solitary and unanimous ballot. A great cry of "Brewster" brought the smiling countenance of the League's financier on the platform, and he "sponded." Said he: "Gentlemen, the very fact that I have been treasurer of the League for one year, and there is still money in the treasury, proves that you have made a wise choice." The men saw the point, and a whirlwind greeted the audacious humor of this speech.

There was nothing of importance under the head of new business. Mr. Atwater, on behalf of the District of Columbia Division, invited the visitors to come to Washington, where a day's programme of entertainment had been provided.

Chief Consul Mealy announced that both the Baltimore & Ohio and Pennsylvania Railroads would run special trains to Washington on Thursday, at an excursion rate of \$1; tickets to be good for the return journey up to Saturday. Mr. H. Conother exploded a bomb, received with applause, by the way, by advising wheelmen to use any other road in preference to the Baltimore & Ohio, which had always treated traveling wheelmen with little consideration. The Pennsylvania Railroad, on the contrary, had granted the wheelmen many concessions, and wheelmen using its lines had been afforded every accommodation.

The meeting adjourned at twelve o'clock.

#### THE CONSTITUTIONAL CONVENTION.

The constitutional convention was called at the Academy of Music for two o'clock, but it was three before the meeting was called to order. Previous to the arrival of the officers the wheelmen who were present had a mock meeting. George S. Atwater was elected chairman and E. J. Shriver secretary. All manner of ridiculous motions were made and carried. The officers of the League were expelled for general incompetency, and it was unanimously decided that the chairman should furnish cigars to the crowd.

At three o'clock the constitutional convention was called. Printed forms of the proposed constitution were distributed, and Chairman Luscomb explained the changes that had been suggested since the forms had been printed.

Dr. Emery moved that constitution be adopted as a whole. Seconded. Mr. Shriver amended that the constitution be considered section by section. Seconded. Dr. Emery advocated his motion in the most eloquent and forcible speech of the meeting. He made many good points, spoke of the time that would be wasted in fruitless discussion, of the time and labor that had been spent on the proposed constitution, and sat down amid a salvo of applause. Mr. Shriver quickly had the floor, but the wave of applause sounded on for almost a minute, compelling silence; but he was too old a parliamentary bird to be staggered, and he bravely attacked. The consciousness of defeat, however, weakened his effort. He said he had ten amendments to propose, of which he had given notice. He wished to form a new division embracing New York City, Long Island and parts of New Jersey and New York adjacent to the metropolis. He had also a different definition of the League to that embodied in the proposed constitution. Whether his ideas prevailed or not he cared not a straw; but he certainly did think that he was entitled to be heard. Others had done the same. He had never before heard of any body accepting a proposed constitution as a whole direct from committee and without an opportunity for revision. It was practically a concession that the committee knew better than the members at large what was wanted; that they represented the intelligence of the League. The reconstruction committee had not been instructed to prepare a constitution for the League, but to submit a plan of government to the constitutional convention. Mr. Shriver's speech was rewarded with applause. Mr. King, of Michigan, spoke in favor of a full discussion of the constitution.

Dr. Emery replied more forcibly than he had opened, but his speech was of the glittering generality order, dealing with the time that would be lost, the folly of trying to satisfy everybody, and pointing out that the constitution could only be weakened by indiscriminate tinkering. Mr. Shriver amplified his previous remarks, but it was as a blind bird beating against a stone wall—the convention was with the governing body. Mr. J. H. Gibson, of California, also made some pertinent objections to bolting the constitution. The votes of the members present and of the members represented by proxy were tallied, and it was decided to adopt the constitution as a whole by a vote of 891 to 271, although the secretary announced it as 261. There were 1,162 votes represented, 121 personally present, the rest by proxy. Below we present the constitution as adopted:

#### THE NEW CONSTITUTION, L. A. W.

##### ARTICLE I.

Section 1. This organization shall be known as the League of American Wheelmen.

Sec. 2. Its objects are to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring and to secure improvement in the condition of the public roads and highways.

##### ARTICLE II.

Sec. 1. The League shall be a confederation, composed, first, of all State divisions now having a hundred or more resident League members, and such as may hereafter reach that limit; and second, of sub-divisions of not less than twenty-five members in any State or Territory, constituted of League members not connected with State divisions.

Sec. 2. Divisions shall organize by the adoption of this constitution and the election of a chief consul, a vice consul and secretary-treasurer and representatives, as hereinafter provided.

Sec. 3. Sub-divisions shall organize as follows: When there shall be twenty-five members the president shall appoint a chief consul; when there are fifty members the sub-division shall elect a chief consul and secretary-treasurer; when there are one hundred members it shall be a full division.

##### ARTICLE III.

Sec. 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this constitution and by-laws, and the by-laws of his division.

Sec. 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the membership committee, he shall become a member of the League.

Sec. 3. Each such applicant shall pay to the secretary of the League an initiation fee of one dollar and the sum fixed by the division in which he shall become a member, for annual dues; such dues to be payable on or before May 1 in each year. The secretary shall retain from such annual dues and from all renewals an annual per capita tax of fifty cents.

The balance of such annual dues and the whole amount of the initiation fee shall be returned by the secretary to the division, quarterly.

Sec. 4. Any member failing to pay his dues as above provided before the first day of July following, his membership shall be forfeited and the secretary shall cause his name to be stricken from the rolls. Any member having thus defaulted can again become a member only in the manner provided in Sec. 1 of this Article.

Sec. 5. Each division must, on or before the first day of April, file in the office of the secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the executive committee of the League.

##### ARTICLE IV.

Sec. 1. The management of the League shall be vested in a national assembly, consisting of the chief consuls, vice-consuls and delegates from the several divisions, to be elected as hereinafter provided, which shall have power to make by-laws for the guidance of the League, to establish regulations for the government of divisions in the relations to the League and to each other, and to generally direct and decide in all matters not provided for in this constitution. Fifteen members personally present shall constitute a quorum for the transaction of business.

Sec. 2. Each division shall elect a chief consul, vice-consul, secretary-treasurer and representatives annually, between the 15th day of July and the 15th day of August, as follows:

One representative for each one hundred resident League members, also one representative from each League club of not less than twenty members, and an additional representative for each fifty additional members upon its roll on July 1. Club representatives to be chosen each by the club of which he is a member. These shall constitute the division board of officers.

Sec. 3. Each division and sub-division shall adopt for its guidance, by-laws, rules and regulations, not inconsistent with the national constitution and by-laws. The term of office of all division officers shall commence on the 1st day of September in each year.

Sec. 4. Each division board of officers shall hold its annual meeting in the month of September, and shall then elect from the division one delegate for each two hundred members upon its roll on September 1. Such delegates, together with the chief consul and vice-consul, shall constitute the national assembly of the League of American Wheelmen.

##### ARTICLE V.

Sec. 1. The annual meeting of the national assembly shall be held on the third Monday in February in each year.

Sec. 2. Special business meetings shall be called by the president upon the written request of not less than fifteen delegates, and from not less than five divisions; thirty days notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

##### ARTICLE VI.

Sec. 1. The officers of the League shall be a president, first and second vice-presidents, treasurer and secretary, who shall be elected by the national assembly, at the annual meeting, provided, however, that the secretary shall hold office as long as he shall render satisfactory service. The national assembly may, however, by a two-thirds vote of the members and proxies present at any meeting, declare the office of secretary vacant and hold an election for his successor, one month's notice thereof having been given.

Sec. 2. There shall be the following national committees:

- I. Executive and finance, to consist of the president and vice-presidents.
- II. Membership and appointment.
- III. Rights, privileges and appeals.
- IV. Rules and regulations.
- V. Improvement of highways.
- VI. Transportation.
- VII. Racing.

Sec. 3. Officers and chairmen of standing committees, if not members of the national assembly when chosen, shall be members of that body during their term of office.

##### ARTICLE VII.

Sec. 1. This constitution may be altered or amended by a majority of the members voting in person or by proxy at a constitutional convention called therefor.

The president shall call such a convention upon the written demand of not less than fifty members, at least ten from each of five divisions, giving one month's notice thereof, by publication in the official organ.

Proxies for unattached members may be cast, but no member may vote more than twenty-five such proxies.

Fifty members personally present shall constitute a quorum.



## ARTICLE VIII.

Sec. 1. The League shall provide and furnish an official organ, to be known as the *L. A. W. Bulletin*, which shall be distributed to the membership without charge.

## ARTICLE IX.

Sec. 1. Any wheeling club in the United States that shall have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the secretary of the L. A. W. a certificate thereof, shall become a League club, and entitled to all the privileges accorded League clubs under this constitution. The number of votes that any League club shall be entitled to cast, through its delegates, at any constitutional convention, shall be one vote for every member of said club in good standing upon the rolls of the League. Representatives from League clubs shall file with the secretary a certificate of their election signed by the president and secretary of the club which they represent.

CHARLES T. LUSCOMB,  
CHARLES S. BUTLER,  
JAMES R. DUNN,  
GEORGE R. BIDWELL, } Committee on  
Reorganization.

A vote of thanks was tendered the reconstruction committee, which the opposing New York delegate gracefully seconded. The constitutional convention was then adjourned and the annual business meeting was declared in session. A letter from the secretary of the Young Men's Christian Association, tendering the use of their building to the wheelmen during the meet, was tabled with thanks and applause.

Mr. Bull referred to the New York State meet to be held at Buffalo, September 4 and 5, at the invitation of the Buffalo Bicycle Club, to which he invited all wheelmen. Chief Consul Mealy took the platform to give out some meet information, and was received with applause, and a "What's the matter with Mealy?" and a "He's all right." On motion of Mr. Jessup the meeting adjourned.

## THE BOARD OF OFFICERS' MEET.

The adjourned meeting of the board of officers was called immediately after the general meeting, and the members at large remained until it adjourned.

Dr. Emery moved that the present by-laws of the League be continued in force at present, and that the constitution committee be continued in force to prepare by-laws for the organization in harmony with the new constitution. Carried.

W. H. Van Sicklen, of Chicago, submitted a request for the reinstatement of Phil. Hammel, who had been professionalized for accepting a money prize. The request was signed by the Chicago Club, 50 men; Dearborn C. C., 150 men, and the Lincoln C. C., 210 men. The racing board, which had expelled him by a vote of four to two, had offered him reinstatement provided he would agree not to race. Mr. Hammel refused the proposition. Mr. Van Sicklen stated that Hammel had been led to ride in a professional race on account of local excitement and enthusiasm, and moved his reinstatement. Vote was called and seventeen men voted in favor of reinstatement. This left a large body remaining seated, and Mr. Van Sicklen, forgetting that they were not all board members, and thinking his motion would be lost, jumped to his feet and very foolishly stated that Chicago's attitude toward the League would be determined by the settlement of the question. The interruption was entirely out of order, and the threat made with a bad grace, as only five men voted against the motion.

The meeting then adjourned at 4.30 P. M., and the League was started on another year's journey.

## NOTES OF THE DAY.

The weather has been excessively hot, the thermometer registering 90 in the hotel corridors at eight o'clock in the evening.

An unpleasant episode occurred at the Carrollton on Sunday night. Several members of the Brooklyn Club who had quarters on the second floor of the Carrollton, made the night hideous, running about the halls in improper dress and cutting up all manner of monkeyshines. It was especially unfortunate, as several ladies who had accompanied their husbands to the meet were seriously annoyed. On Monday evening, about seven o'clock, the demonstrations were renewed, and female employees of the hotel were insulted by the Brooklyn men. It was a blot on the League's reputation, as the men have all behaved in decent fashion. President Kirkpatrick reported the matter to the proprietor of the hotel, and he swooped down on the offenders in a jiffy, ordered them to leave his house, and gave them a few pointers on how to conduct themselves. The matter was the subject of interested conver-

sation, but the men were spared the humiliation of being driven from the hotel, a committee of the offenders waiting upon mine host and apologizing. The reputation of the Brooklyn Club was badly damaged, and the opinion gained ground that they went in for this sort of thing. It is to be regretted that the club should suffer through the thoughtlessness of a few of its members.

Captain Whitney, of the Boston Club, no longer captain, by the way, was on hand with his perennial smile. He returns to his sheep ranch in New Mexico shortly.

W. H. DeGraaf, "Billy," sustains the reputation of the Harlem Wheelmen. He is known by and knows everybody, and enjoys himself.

The New York Bicycle Club is well spoken of on all sides. President Shriver and Captain Macfadden keep the boys well together, and they are making the most of the meet.

The Pennsylvania Club, fresh from Washington triumphs, came in on Monday night with a flourish of trumpets, over thirty strong. They made quite a plunge, and promise to get a first mortgage on the town. The majority of them are large, muscular men.

Among the ladies present are: Mrs. President Kirkpatrick, Mrs. Treasurer Brewster, Mrs. Warwick, wife of President J. M. Warwick, Manhattan Bicycle Club, of New York, and Mrs. Hutchison, wife of Mr. E. B. Hutchison, of the Long Island Wheelmen. The ladies remain together pretty much, and manage to get much enjoyment.

Messrs. C. C. Candy and Ed. Loane will open a Victor agency here in a few days. Both good men and very popular.

A feature of the meet is Mr. C. F. Smith, "Luggage Carrier" Smith, of Detroit, as he is called. He has a luggage carrier, and if there is any man in Baltimore who does not know every one of its good points, who has been button-holed by the inventor and the *modus operandi* of the carrier explained *in extenso*, we have yet to find him. Harry Corey says that Smith has a luggage carrier engraved on his heart. He is indefatigable, however, and the luggage carrier will be a go. We had the pleasure of introducing two Smiths—Smith of Detroit, and Smith of Newark; Howard A. we refer to, who arrived to-day.

President A. H. Overman, "Colonel Larry," they call him, is in town.

## SECOND DAY, TUESDAY, JUNE 19.

## THE PARADE—THE RACES—THE SMOKER.

The weather dawned bright and beautiful this morning, being clear and breezy. The cyclists were late in getting about, however, owing to the early hour at which the majority of them retired, and by the time the parade was ready to start the sun had mounted high in the heavens and was getting in some fine work.

The parade was organized at Charles Street and North Avenue, lining up against the curb of North Avenue and wheeling into Charles Street. The pavements of both the avenue and street were of rough trap block, uneven and badly kept, and the crowds who lined the streets saw a very poor display. When the asphalt streets were reached the men rode in better form and evoked considerable applause.

The parade was not a success as far as appearance went. There were no pretensions to uniformity in dress and but few flags. This was caused by the fact that there were so many clubs represented by from one to five men, and the heat tempted some to ride without jackets, and others to carry umbrellas and fans. On the other hand it was a great success as far as numbers went. There were 767 wheels in line, divided as follows: Bicycles, including ordinaries, Stars and Springfield Roadsters, etc., 672; rover-type safeties, 77; ladies' safeties, 5; tricycles, 4; tandem tricycles, 4; tandem safeties, 4. This was the second largest parade ever held, the number of wheels in the New York parade being 830.

The route of the parade was as follows: Charles to Madison, to east side of Mount Vernon Place, around the Washington Monument, to south side of Mount Vernon Place, to Cathedral Street, to north side of Mount Vernon Place, to Madison Street, thence to Robert Street, to west side of Eutaw Place, to LaVale, counter-marching on the west side of Eutaw Place, and thence to Druid Hill Park. Twelve mounted buglers of the Fifth Regiment headed the parade, and gave the signal for the start. The order of line was as follows:

Pacemaker, Captain Le Cato, Maryland B. C.  
Grand Marshall, T. J. Kirkpatrick.  
Aides: A. A. Taylor, Capital B. C.  
E. P. Hayden, Chairman Parade Committee.  
S. E. Gilbert, Philadelphia.  
Albert Mott, Maryland B. C.  
G. N. Osborne, Philadelphia.  
P. Hanson Hiss, Baltimore.  
F. E. Belden, Hartford.  
W. S. Bombarger, Hagerstown.  
W. S. Bull, Buffalo.  
New Hampshire—Exeter Bicycle Club, one man.

Massachusetts—Rover Cycle Club, of Boston, seven men; H. W. Hayes, chief consul and vice-president of the League; A. W. Robinson, captain.

Boston Technology Club, two men.  
Boston Bicycle Club, forty-five men, Captain E. G. Whitney.

Boston unattached, S. Flamingham.  
New York—Manhattan Club, Captain Martin Metzger, six men.

Elmira Club, two men, Captain H. C. Spaulding, Jr.  
New York Bicycle Club, fourteen men, Captain J. M. McFadden, Lieutenant A. Y. Pringle.

Brooklyn Bicycle Club, thirteen men, Captain Howard Spelman. With these was Mr. George Bancroft, nephew of the historian Bancroft, a prize rider. He has five medals.

Mercury Wheel Club, of Flushing, L. I., three men, F. W. Nichols, first lieutenant.

Buffalo Cycle Club, fourteen men, W. S. Ball, captain.

Genesee Club, of Rochester, four men, R. Thompson, captain.

County Seat Wheelmen, of New York, two men, Captain W. F. Lewis, Jr.

Troy, N. Y., three men, E. S. Horner, color-bearer, in charge.

Kings County Wheelmen, five men.

New Jersey—Elizabeth Wheelmen, Plainfield Bicycle Club, Essex Club, Passaic; Orange Wheelmen and Atalantas, twenty men in all, under Chief Consul J. H. Cooley.

Michigan—Detroit Club, four men, C. H. Smith, acting captain.

Pennsylvania division—Century Club, of Philadelphia, sixteen men, Captain W. F. T. Fleming.

Pennsylvania Club, of Philadelphia, thirty-two men, Captain W. D. Supplee.

McKeesport Cyclers, ten men, Fred Steckel, Jr., acting captain.

Allegheny Cyclers, of Pittsburg, twenty-five men, Captain W. D. Banker.

Chester Bicycle Club, seven men, Captain Charles H. Hoopes.

Spottsville, two men, W. S. Whiting, captain.

Keystone Bicycle Club, of Pittsburg, four men, F. Seidell, captain.

Williamsport (Pa.) Wheel Club, six men.

Mountain Wheel Club, of Phillipsburg, six men.

The Ivel Tandem Safety, ridden by V. C. Place and F. Seidell, of the Keystone Club.

Chambersburg Wheel Club, one man and one unattached.

Lancaster Club, four men, Dr. J. M. Weagley, captain.

Ohio—Cincinnati Bicycle Club, five men, M. A. High, acting captain.

Delphus Wheel Club, two men, A. N. Cowdin, captain.

Canton Bicycle Club, six men, C. W. Keplinger, acting captain.

Toledo Cycle Club, William Grab, Jr., one-armed man, W. H. Morrow, from Ada, O., ran with this club. F. C. Meyer, secretary and treasurer, was in charge of the Ohio division.

Central Club, of Cincinnati, ten men, D. M. Hey, captain; E. J. Abels, bugler.

Kentucky—Kenton Club, of Covington, three men, Edward Tole, captain.

Indiana—Indianapolis Club, W. C. Haneisen.

Connecticut—Bridgeport Club, Samuel B. Stirling.

Hartford, ten men, W. H. Allen, captain; all unattached.

Rhode Island—Warren Cyclers, F. A. Bl'ss, captain; C. C. Duvall, chief consul.

Illinois—Chicago Bicycle Club, ten men, N. H. Van Sicklen, captain; Edwin Oliver, color-bearer. Captain Van Sicklen has ninety medals for races won, and wears forty-five on his breast. This is the largest delegation west of the Ohio River. In it are R. Phillips Gormully, president of the Gormully & Jeffery Manufacturing Company.

Missouri—St. Louis, twelve men, Captain William Brewster.

Kansas City United Wheelmen, one man, T. W. Glavin.

Wichita, one man. Fourteen in the Missouri division in all.

Maryland—Cycling Ramblers, of Westminster, fourteen men, W. L. Seabrook, captain.

Hagerstown Bicycle Club, twenty-eight men, George F. Updegraff, captain.

Baltimore Cycle Club, forty men, Fred Pope, captain.

Centaur, twenty-eight men, Benjamin D. Long, captain.

Patapsco Club, of Ellicott City, three men, with the Ramblers, who have forty-five, under Captain Charles Clotworthy.

Chesapeake, twenty-two men, under Captain Ed. Loane.

California—Dr. J. W. Gibson, of the San Francisco Club.

District of Columbia—Washington Cycle Club, twenty men, under Captain William Muehleisen, Jr. Two ladies, Mrs. W. E. Smith and Miss Ella Tegeler, rode with this club.

Mrs. Mills and her daughter, of the Ladies' Bicycle Club, of Washington, Mrs. C. M. C. Spooner and other ladies, twelve in all, came over from Washington and witnessed the parade.

Virginia—Woodstock Cycle Club, two men.

Norfolk Cycle Club, six men, under Captain A. O'Neill.

Old Dominion Wheelmen, of Richmond, eight men, Frank Steele, captain.

Delaware—Wilmington Wheel Club, six men, under Lieutenant Philips, and three unattached.

Florida—W. J. Farrell, of the Jacksonville Cycle Club.

Texas—C. M. Scrimgeour, of the Galveston Club.

Wisconsin—J. A. Hinman, of the Oshkosh Bicycle Club.

Louisiana—Three men from the New Orleans Bicycle Club, A. M. Hill, B. C. Rea and H. H. Hodgson. They wore uniforms of white flannel—one of the most showy and attractive costumes to be seen.

Druid Hill Park was reached about 11 o'clock, and the men dismounted in front of the Mansion House, where iced lemonade was served. Eighty quarts had been provided, but many of the men never got near it. After a rest, the wheelmen were massed on the terrace in front of the Mansion House and a photograph taken. The ladies were given front positions, and will show very prominently in the photograph.

After the photograph had been taken, the men ran over the Pimlico Road to Halstead's, where a cold lunch was served under the trees, after which the route was taken to Arlington Park, where the races were held.

## THE RACE MEET.

The race meet at Arlington Park was the best League race meet ever held, from every standpoint, and had all the enthusiasm of the palmy days of Springfield and Hartford. The Baltimoreans turned out in great numbers, and the special trains which run to the track, several miles from the city, were packed. A number of wheelmen came down on wheels, and others drove down in carriages.



Just before the races started the park was a sight. The afternoon was beautiful, there was a refreshing breeze, the half-mile track looked white and smooth, and the grass and trees set off a pretty sporting scene. The grand and open stands were packed, and the roof of the former was fringed with the Baltimore small boy. The rails on both sides of the path were lined with both ladies and gentlemen along the entire homestretch. A large number of vehicles of every description were drawn up inside the field, giving their occupants a fine view, and the club house verandas were massed with ladies and gentlemen. A spirit of great good humor pervaded everything, and the meet went off with great satisfaction.

#### THE EVENTS.

The officers of the day were: Referee, T. J. Fitzpatrick; judges, Abbot Bassett, George A. Jessup and H. W. Hayes; timers, George H. Orr, C. S. Davol, W. H. De Graaf and F. P. Prial; official scorer, C. H. Luscomb; starter, clerk of course, and lord high everything else, N. H. Van Sicken; chief bouncer from the judges' stand, W. S. Bull; bell ringer, W. M. Brewster; lemonade dispenser and caretaker of everybody's comfort, Samuel T. Clark. The officials forgot to ring the bell in the first race, no one having been assigned to that duty, and the lord high everything else came up into the stand and read them a severe lecture, leaving them in a state of fear and trembling. Later in the day they got back at their lordship, who made a sad bull in starting the handicap time race.

One-mile Bicycle L. A. W. Championship—W. Windle, Lynn, Mass., 2m. 43s.; Fred Foster, Toronto, Ont., 2m 43½s.; J. F. Midgley, Worcester, third by several yards; C. A. Stenken, Jersey City, N. J., by one hundred yards; P. L. Suffern, Washington, o; J. W. Egolf, Spring City, Pa., o; P. S. Brown, Washington, o; H. S. Kingsland, Baltimore, o. Brown started off with the lead, but quickly gave place to Midgley, who led to the half mile, in 1m. 22s. This excellent time beat off the field and left the race to Windle, Midgley and Foster. The Toronto man made a great effort on the last quarter, but Windle easily beat him off.

Half-mile Novices—W. E. McCune, Everett, Mass., 1m. 22 2-5s.; E. J. Decker, Newark, N. J., 1m. 24s.; H. E. Perlie, Washington, 1m. 28½s.; F. C. Gilbert, Elizabeth, N. J., o; J. E. Patterson, Williamsburg, Pa., o; G. A. Getty, Baltimore, Md., o. This proved a slashing race, the men rushing off in true amateur fashion. McCune led from start to finish and won easily. The last quarter was made in 38 2-5s. The times of first and second men were excellent for novices.

One-mile Tandem Tricycle Handicap—H. L. Kingsland and W. F. West, Baltimore, scratch, 1m. 44 4-5s.; W. H. Ward and P. L. Seufferle, Washington, second by 200 yards. The scratch men went off at a great gait and caught the handicap men before the half-mile post was reached, their time at this point being 1m. 25s. They slowed up on the second lap and won as they pleased.

Three-mile Bicycle Lap Race—W. Windle, 18 points; Fred Foster, 12 points; J. F. Midgley, 4 points. Midgley made a great effort on the first half mile, closely followed by Foster, and then dropped far behind. After the first lap, Windle had things his own way, and easily stalled off Foster's spurts for points. Windle's time was 9m. 32 2-5s.; Foster's time, 9m. 38s.

Three-mile Handicap—W. E. McCune, 45 seconds handicap; time, 8m. 42s.; W. Windle, scratch, second; times, half-mile, 1m. 25s.; first mile, 2m. 45s.; second mile, 5m. 53s.; third mile, 8m. 54 2-5s.; W. H. Ward, 22 seconds; J. W. Egolf, 22 seconds; G. A. Getty, 45 seconds; E. J. Decker, 45 seconds, o. After the first mile had been ridden, McCune, who had more than a quarter-mile start, was looked upon as a sure winner. Windle could have won had he ridden all the way, as he was capable of 8m. 35s. for the three miles.

Two-mile Tricycle Handicap—H. L. Kingsland, Baltimore, scratch, 7m. 45s.; P. S. Brown, Washington, 7m. 44 4-5s. Kingsland had a light racing big wheel, otherwise he might not have won. The men kept together until the final homestretch spurt, when Kingsland came away.

One-mile Tricycle L. A. W. Championship—H. L. Kingsland, half mile, 1m. 31s.; mile, 3m. 25s.; P. S. Brown, second, by several yards. This was a repetition of the two-mile event, Kingsland's light wheel serving him well. The Baltimorean's victory caused much enthusiasm, and he was carried to his tent by his club-mates.

Two-mile Handicap, Safety Wheels only—J. F. Midgley, 10 seconds, 5m. 57s.; E. J. Decker, 30 seconds, second, 6m. 11 4-5s.; J. E. Patterson, Williamsburg, Pa., 40 seconds, 7m. 33s.; C. A. Stenken, scratch, o; W. H. Ward, Washington, o. Midgley won easily. Stenken, who was allowed 7 seconds, was held back through a mistake, and lost his time allowance.

Steeplechase Race—The men mounted their wheels in front of the grand stand, rushed at a platform of planks placed on the track, dismounted, dropped their wheels, crawled under platform, came back for wheels, pushed wheels across the field, lifted them over the fence, and rode 300 yards along the track to the grand stand. F. C. Gilbert beat the others under the stand, and held the advantage gained to the finish. Time, 2m. 15 2-5s.; P. M. Harris, N. Y. B. C., 2m. 22s.

There being no entries for the consolation race this event was declared off and the meeting ended.

#### THE SMOKING CONCERT.

In the evening a smoking concert was held at the Concordia Opera House. At eight o'clock a representative of THE WHEEL wandered in and found some six hundred men seated at tables on which were pipes and tobacco. The band played, the men smoked and talked, and all was merry as a marriage bell.

Way up in the gallery is heard a tramping of feet, and "Pennsy's" men come tramping in with a State's prison lock step and a "Boom bar, Boom bar, Pennsylvanian." They seat themselves in the gallery and thrust their feet out on the rails. They call for Hagerstown; Hagerstown responds; men march hither and thither; cow-bells ring; shrill whistles rend the air; myriads of advertising cards fly in every direction; bedlam is out-bedlamed, and five hundred quiet men are agitated at this Babylonian demonstration. The orchestra stops. Mr. J. Kemp Bartlett mounts to the conductor's stand and, raising his hand aloft, commands silence. He gets it. He makes a stirring speech, requesting the men to keep quiet and listen to the programme of music. He descends amid applause, and immediately confusion worse confounded results. Then Luggage Carrier Smith bounds to the platform and denounces the demonstrations of the mob. A moment of peace results—then the battle is renewed.

At this moment President Kirkpatrick appears, and, mounting to the platform, is a picture of righteous indignation. He gets silence after a while, with the exception of a cawell which some idiot persists in ringing, while Kirk

waits. At length the idiot is suppressed, and Kirk makes a hair-raising speech. There was quiet for the rest of the evening. The demonstration was more the result of thoughtlessness than of anything else.

The orchestra rendered some excellent music during the evening, interspersed with boxing, club swinging, high jumping and quartette singing. It was nearly twelve when the smoker adjourned.

The Centaur Wheelmen, of Baltimore, made the best showing in the parade. The New York Club and the Manhattan Club looked very well.

### THIRD DAY, WEDNESDAY, JULY 20.

The last day of the League meet is here. In the morning we take a run, in the afternoon we take an excursion down the Chesapeake to the Coney Island of Baltimore, thirty-three miles from the city.

The boat, the palatial Columbia, well known to us New Yorkers, pulls out into the Patapsco River at three o'clock, with a parting shot by way of salute, which the pickaninies on the wharf return. Down the river we float, the breeze sublime, the music boisterous, the water limpid, the sky blue, and the two thousand souls on board perfectly happy.

We landed at Annapolis, dull, sleepy and old fashioned, but superbly situated, every turn revealing beautiful land and water scenes. The Naval Academy grounds are visited, and the cadets appear much astonished. They stick out their chests, and move hither and thither with military walk. The boys imitate them to their disgust. The place is beautifully laid out, and the man who is sent there to be educated is a fortunate individual. You go in there like untrimmed granite and you come out clear-cut quartz—that is, if you have quality.

We pull out of Annapolis at five, and passing Forts McHenry and Carroll we glide into Bay Ridge at eight, just at dusk. At Bay Ridge there is to be a supper, and every soul on board rushes to feed everybody on board, the result being a battle. They swoop down on the glass pavilion, and in a few seconds it is black inside with humanity. It is also black outside. It is more than black, positively gloomy, for the outsiders are locked out. A delightful little menu had been provided, but it was never served; neither the waiters nor the food went round. Africans were bought and sold as in other days. We purchased an active looking nigger for a dollar, and succeeded in getting a plentiful supply of crabs (such delicious crabs), some crab salad, ice cream with fresh strawberries crushed into it, and coffee. The waiter had to fight a battle royal to get even that much. Some suppered, others didn't.

The night was perfect, the breeze swept in from Chesapeake, the glorious orb shone from the middle heaven, the trees whispered, the waters swished on the shore. In short, if the thermometer was lower and the writing room of this hotel did not resemble an inferno, we would launch into a sixteen-verse canto, for it was truly a poet's night.

The band played in front of the hotel, and the lads and lassies danced. Then came impromptu fancy riding. Others promenaded the beach, danced in the pavilion or talked nonsense under the trees. The only drawback was that the place was strict prohibition. The trip to Bay Ridge was voted a success.

The vessel drew out into the water and landed in Baltimore at two. Imagine the sail home: the moonlight, the white wake of the creamy water, the low shores scarcely perceptible in the distance, the flash lights, the presence of beauty (and connoisseurs in this matter tell us the Baltimore girls sustained their reputation); put all this together and bring out the picture. Given moon, a boat and some water, and the girls and boys will sing. They can't help it.

A pleasant party gathered on the upper deck, and Mr. Le Cato, who had been a traveler on the bay for years, pointed out all the interesting points. The party smoked and chatted, and varied the entertainment with occasional adjournments to a little private room down stairs to admire the furniture. Down stairs the piano was kept busy, and happy wheelmen tripped through popular ditties. The excursion was a fitting wind-up to what has been a most successful League meet. When the steamer touched the pier the Maryland division had ceased to be our hosts. They played their parts well, and those who benefited by their intelligence, perseverance and hospitality will not soon forget it.

### IN WASHINGTON.

The Capital City has been given over to the wheelmen to-day. It is hot; the asphalt sizzle like frying pans. The men are charmed with the glide haven, and have been doing the town all day. All the federal buildings have been gone through; the President received them at four and a brewery received them at six. The brewery entertainment was voted a streak of genius. In the evening there is an entertainment at Willard's Hall. Chief Consul Atwater and the Washington wheelmen are voted bricks. We shall amplify next week.

### NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

The honor of being the first cyclist to report at Newark for the "century" of the combined clubs goes to Mr. Prineseall, of Ramaple, N. Y. It was thought that the bulk of the tourists would turn up early on Friday afternoon (15) for a run through the Oranges, but they were slow in coming to time. About three o'clock three members of the Century Wheelmen of Philadelphia, turned up, and shortly after two Trenton boys came scooting up to the Continental Hotel. When the time came for the start at four o'clock on Saturday morning, the milkmen, about the only business men on the street, saw just three and forty wheelmen standing in a row, waiting for the bugle's "toot" telling them to "go." The "toot" came at 4.15, and a moment after the tourists were

fairly on their way to the City of Brotherly Love and drab Quaker bonnets.

Of those who started the following registered at the Continental: A. P. Jackson, E. W. Dean, Jr., H. R. Jackson, W. H. Kirkley, J. Van Harding, Rutherford (N. J.) Wheelmen; J. L. Bromley, W. T. Fleming, W. G. Speier, Century Wheelmen, Philadelphia; A. W. Evans, Brunswick Bicycle Club; C. B. Scudder, Huntington Bicycle Club, Long Island; P. O. Whitehead, G. G. Murphy, Trenton (N. J.) Bicycle Club; J. H. Clapp, C. B. Lockwood, Yonkers (N. Y.) Bicycle Club; F. W. Nichols, Mercury Wheelmen; L. H. Wise, Long Island Wheelmen; F. R. Miller, Riverside Wheelmen, New York City; Carle P. Cubberly, Massachusetts Bicycle Club, Boston; W. E. Fuller, Harry G. Fay, N. Rogers, C. F. Ackerson, W. H. Meeteer, Brooklyn Bicycle Club; G. A. Rays, Manhattan Bicycle Club, New York; E. R. Collins, Union County Wheelmen, Westfield, N. J.; W. Heyney, Jr., L. A. W., 1848; H. C. Spaulding, Jr., Elmira, N. Y.; L. A. Clarke, C. A. Newhall, Flushing, L. I.; A. B. Taylor, Sloatsburg, N. Y.; H. W. White, G. E. Smith, Trenton, N. J.; W. H. De Graaf, New York City, and H. B. Thompson, Suffern, N. Y., unattached. The Atlanta Wheelmen and Essex Bicycle Club were also represented.

At Elizabeth the party was strengthened by members of the Elizabeth Wheelmen, and at Westfield, reached at 5.30, several of the Union County Wheelmen fell in line. At this place the tourists were supplied with sandwiches and coffee. And here the narrative will have to be dropped by "yours truly," with the hope that the trip proper will be covered by some one of the party who goes all the way through.

The Orange Wanderers will take an afternoon run to Short Hills on Monday, June 25, and in the evening of the same day will go to Ridgewood. On Thursday, June 28, the objective points for an evening run will be Watessing and East Orange. On Saturday, June 30, they will take an afternoon spin through South Orange, Irvington and Newark.

The Orange Common Council is pushing along road repairs at a lively pace, and from the present outlook it will not be many moons before every street in the "glorious Oranges" are furnished with macadamized surfaces. At its last meeting the Council resolved to grade and macadamize Tremont Avenue, the cost to be as follows: Grading, \$615; curbing, \$1,445; macadamizing, \$6,495. Berkely Avenue, between Highland and Hillside Avenues, is to be macadamized, paved and curbed at the expense of the property owners living thereon. On the part of the city the Council also ordered to a second reading ordinances providing for the macadamizing and curbing of Lumber Street, from the railroad to Mechanic Street; macadamize and curb Essex Avenue, from Mechanic Street to Central Avenue, and to macadamize and pave Ridge Street. Knowing the benefits of having good roads, the Orangeites are nowadays slow about putting up the "boodle" for the same.

East Orange is now making a move toward keeping up with its neighbors, by going in for improvements on a number of its streets and avenues. Improvements are to be started on North Clinton Street in a few days, contracts having been given to Robert Wright at the following figures: Macadamizing, \$1.15 per square yard; excavating, 25 cents; Belgian blocks, \$1.69; curbing, 34 cents; corners, \$6 per set.

In Montclair roads are being looked after, and about 6,500 running feet of macadam have been contracted for as follows: Mountain Avenue, from Belleville Avenue to Van Gieson's Gap Road, 750 feet; Walnut Street, 1,150; Spring Street, 600; Grove Street, 1,500; Valley Road, 1,500; Orange Road, 1,500; Mountain Avenue, from where hard road ends, 1,000. If Bloomfield would only fall in line and do something toward making her miserable streets rideable, we would have but little kicking to do.

Can it be possible, Mr. Editor, that the Alphabetical Association's decision in regard to running off the tie is to be allowed to stand? What they were thinking of the Lord only knows. There is one thing sure, and that is that if, on July 4, any but "the original eight" are allowed to ride in the "run off," the officials who voted to give the clubs the privilege to change their teams will have made themselves the laughing stock of all cycloedom. Such a nonsensical proceeding would not be thought of by any other organization in existence.



The field games of the Orange Athletic Club, on the Roseville cycling grounds, Saturday, June 23, promise to be very interesting. The events, open only to club members, will be as follows: 100-yard dash, 120-yard hurdle race, 440-yard run, 1/2-mile run, 1-mile walk, 2-mile bicycle race, running high jump, pole vaulting, throwing the hammer, throwing the baseball, running broad jump, 1/2-mile run, standing broad jump. This will be the first out-door tournament of the club, and should be well patronized.

The following editorial item from the Bloomfield *Register* would incline one toward the opinion that the "sidewalk hogs" are sadly in need of some such lessons as have from time to time been administered to their brothers, the "road hogs": "Intrepid bicyclé riders continue to regard with contempt the township rules against riding on the sidewalks. The offences occur principally in the vicinity of the park, and are committed by men who are aware of the existence of such rules and the penalty for violating them. Ladies and children are peremptorily ordered to stand aside, and it is asserted that the police are afraid to arrest offenders, owing to the expensive and disastrous results of an experience of that kind last summer." It is to be hoped that these offenders are non-members of the League, but whether members or non-members, they should be promptly squelched.

The roads and avenues around and through the Oranges, Montclair and on to Morristown, are in splendid condition and are well patronized by wheelmen and wheelwomen. The Irvington-Milburn course was never in better shape than at present, and receives its full share of attention from riders.

A. B. Taylor, of Sloatsburg, Pa., was interviewed by the writer on Friday, and stated that wheeling had taken a veritable "boom" in his section lately. He said that in Sloatsburg alone there were eighteen riders, and that a club would be formed there in a week or two. He says that the riding is fair to good for miles around, and anticipates many a pleasant trip before the season ends. A few notes from Mr. Taylor's pen might go a good way toward increasing the number of riders in his neighborhood.

Howard A. Smith started on Sunday for the League meet. John B. Lunger, our other representative, started on Saturday. Look out later for some notes on the trip.

Promptly at 4.15 on the morning of Saturday, June 16, twenty-five robust, but rather sleepy looking, cyclers might have been seen in front of the club house opposite the Brick Church Station. Each of the cyclers was provided with a "masheen" as a matter of course, and fifteen minutes later each one was seated on a saddle, the wheels had begun to revolve, and the start had been made in the scheduled "century" of the ever pushing and ever popular Orange Wanderers. The party was comprised of C. W. Freeman, captain; L. H. Johnson, C. A. Lindsley, C. S. French, W. S. Ennis, S. G. Ayres, F. Spencer, R. Hawley, A. Dodd, F. Brodesser, W. Townsend, G. Cramer, W. W. Walters, H. Smith, G. Underhill, A. S. McCormick, W. D. Peck, P. M. Harris, E. J. Decker.

The party thoroughly enjoyed the early morning air, and moved along at a lively rate whenever the roads would admit. The road between Elizabeth and Rahway was said to be in wretched condition. One of the party who returned to Newark from Rahway said the tourists reached there at 6.30, and were sure of reaching New Brunswick on time. Further than this point, whether the members of the jolly crew were lost, strayed or stolen, deponent saith not at this writing.

Frank Brock, C. L. S. Walker, Swartout and Peters, took a jaunt to Paterson on Sunday, June 17. They went up by way of Washington Avenue, Belleville and Passaic, keeping to the railroad going up, but coming down they tried a shorter route, with the result that part of the trip had to be made afoot.

L. H. Johnson states that the Wanderers were obliged to forego the fun of finishing their "century," as they were overtaken by a succession of showers after leaving Kingston, and had all they could do to plough through the mud. They managed, by occasionally dismounting to dig

the mud out of the forks, to reach Trenton, where they gave up in disgust, and trained to Philadelphia. The combined club tourists were obliged to take to the train at Hopewell.

The feat of Amzi Dodd, in riding his ordinary up on the depot platform at Rahway, was a "corker." P. M. Harris was about to give up the job when Mr. Dodd went at it, but after the latter had jumped the eight inches with his "ordinary," Percy went at it again, and finally got his Springfield Roadster on top. Rather rough to be shown how to "jump" by an "ordinary." Eh, Percy!

The first tandem bicycle, for use by a lady and gentleman, ever brought to this country, can now be seen at the Orange cycling emporium of Llewellyn H. Johnson, who is always on the lookout for something to please the lovers of the wheel. The machine is the Premier No. 2, a machine that has an immense run in England since its introduction, and which, judging from its looks, is sure to "catch on" to the popular taste in this country. It is of the regular Premier Rover type, with two 30-inch wheels, set rather farther apart than in the single form. The machine is absolutely safe, and so long as the rider occupying the rear seat has a common sense idea of balancing, the merest novice may occupy the front seat with no danger of a spill. The machine may be steered by either rider. The framework is open for the rider on the front seat. With the fine roads of the "glorious Oranges" to ride over, and an energetic wheelman like Mr. Johnson to "push" their good points, it is safe to predict a big sale for the Premier. Mr. Johnson says that ever since the formation of the ladies' club in Washington, and the "boom" for the ladies' machine, the lady riders of the Oranges have been "on pins and needles" to see and try a tandem "bike," one seat of which could be occupied by one of the fair sex. Hence the arrival of the Premier. Another point in its favor is that it can be ridden by one person, who may use either seat. It is well built and substantial, without being too heavy to be used by persons of ordinary strength. The outfit is well worth investigating.

Ernest Hangarter started from Elizabeth early Monday morning for a ride awheel to Annapolis, Md.

Amzi Dodd, of the Orange Wanderers, returned to his native heath on Monday from the Quaker City. He came home by train, not caring to do the "wading act."

## EAST HARTFORD WHEEL CLUB'S TOURNAMENT.

The sixth race meet of the East Hartford Wheel Club will be held July 4, at 3 P. M., on the East Hartford bicycle track. The events are: 1-mile novices, for East Hartford men only; 1-mile handicap in heats, open; 1-mile handicap in heats, 1-mile 3.30 class, and 1-mile 3.20 class, all for East Hartford men; 1-mile scratch, open; 1/2-mile handicap, club; 2-mile handicap, open, and 1-mile consolation race. All visiting wheelmen will be entertained at the club rooms and Willis Hall after the race. Concert, exhibition of fireworks and festival at the park in the evening. Entries, 25 cents for each event, close June 29, with H. E. Bidwell, East Hartford, Conn.

## WHEEL GOSSIP.

A new race track, superior in some points to our most famous paths, has just been completed near the Hague, Holland, and will be inaugurated July 7 and 8, with a grand international tournament.

The Bath 50-mile road race, held June 3, was won by C. A. Smith, safety; net time, 3h. 5m. 35s. C. W. Brown, also riding a safety, covered the distance in 3h. 7m. 7s. P. C. Wilson, safety, covered the first 25 miles in 1h. 28 1/2 m.

Two brothers named Kohout, who have always been considered the Australian cracks, have succumbed to the superior ability of a man Cillsa, who is now the amateur champion.

The latest thing in enamel is called "nigger." It is English.

## WAR ON RECORDS.

W. A. Rowe has gone back to America, and we may safely say that no professional athlete

ever made more friends in a foreign country than did this quiet rider. That he was a disappointment to his countrymen, and to himself particularly, goes without saying, and we are sorry for it, because we believe that, fit and well, the American champion would have made Howell fight for the International Championship quite as strong a battle as those old-time struggles between Howell and Fred Wood. Perhaps we are eccentric, but we regard the short history of W. A. Rowe while in this country as proof conclusive, if such were needed, that his world's records were true times. Little notice has been bestowed upon the last days of his stay here, but it should not be forgotten that he twice beat Ralph Temple at a time when the latter was in first-class form, and naturally anxious to lower Rowe's colors, knowing as he did at the time that the latter was going back to America, while he, as the conqueror of Rowe, could be so advertised all over the Continent. Rowe then beat Wood of Shields, and, as both these men had defeated Howell, there can be no doubt that the American was running into form. We are sorry that Rowe should have the one unpleasant memory of England connected with the contempt thrown upon his records in the hour of his defeat, but he can rest assured that no such idea was generally shared either by the press men or the racing men in this country.—*Wheeling.*

## THE LONDON B. C.'S 100-MILE ROAD RACE.

The race, which has been a fixture since 1877, was started at 8 A. M. on Monday, June 4. The times of the winners for each year are as follows: 1877, 8h. 23m. 30s.; 1878, 7h. 18m. 55s.; 1879, 8h. 57m. 55s.; 1880, no time taken; 1881, 7h. 55s.; 1882, 7h. 26m.; 1883, 7h. 28s.; 1884, 8h. 26m. 40s.; 1885, 7h. 33m. 43 1/2 s.; 1886, 7h. 18m. 53s.; 1887, 8h. 38m. 38s. The race for 1888 was won by F. H. Williams, ordinary, in the record time of 7h. 6m. 18s., F. C. Thorn 7h. 42m. 18s. Williams rode 79 miles in 5h. 19m., and 90 miles in 6h. 10m.

## MANHATTAN ATHLETIC CLUB'S NEW HOUSE.

Mr. Walton Storm, treasurer of the Manhattan Athletic Club, knowing that his club was anxious to obtain an eligible site for a new club house, and believing that the church property at the southeast corner of Forty-fifth Street and Madison Avenue was such a location, purchased that property and offered the same to the building committee of the club for the same price paid by him, which offer was immediately accepted. At the meeting of the board of governors, held Friday night, June 15, the action of the building committee was approved. The premises are 125 feet by 125 feet, embracing six full city lots. The club will begin the erection of a club house, superior in every respect to anything of the kind in America, as soon as title to the property is perfected in the club, which will be about August 1 next.

The Fort Dayton Wheelmen, of Herkimer, N. Y., will give their first race meet, tournament and banquet at Herkimer, on July 4. Preparations are being made on a large scale. Two hundred dollars in prizes are offered for parade and races, and fifteen events, eight of which are open, make up the programme. Invitations, etc., will be out in a few days. A large three-colored poster heralds the fete.

## AN AMERICAN CYCLIST OFF FOR EUROPE.

Among the passengers on the Anchoria, which sailed Sunday, June 10, was Mr. George B. Thayer, of Hartford, Conn., who will make a tour of Europe on his bicycle. Upon reaching Glasgow Mr. Thayer will go through England, then to France. From Paris he will roll to Geneva, Venice, Florence, through Switzerland, along the Rhine, to Berlin and Vienna, thence to Constantinople. Before returning to America he will wheel through Greece. Mr. Thayer will write an occasional letter to *The World* detailing his adventures. Two years ago Mr. Thayer made a trip across the Continent to California on his bicycle, it being the first big journey ever attempted on a machine. J. Gilbert Calhoun and David Calhoun, of Hartford, will accompany him on his European trip.

## NEW CASTLE RACE MEET.

The race meet of this club will be held July 4 at New Castle, Pa. The track is four laps to the mile. The prizes will be gold and bronze medals and bronze art pieces. Events: 1-mile novices, 1/4-mile State championship, 1-mile open, 1-mile 3.30 class, 1/2-mile L. A. W. championship, 1/2-mile boys under fifteen, 1/4-mile open, 1-mile State championship, 2-mile lap race, 1-mile 3.00 class, 1/2-mile boys under twelve, 1-mile Rover-type Safety, 1/2-mile open. Entries close July 2, with C. L. White, secretary. On the morning of July 4 a hill-climbing contest will be held on Jefferson Street Hill. No machine weighing less than thirty pounds can be used in the novice and 3.30 class races. Class races must be won within ten seconds of the limit. For the open races the following standards must be beaten, or no prize will be awarded: 1/4-mile, 45s.; 1-mile, 3.10; 1/2-mile, 1.35; 2-mile, 6.30.



The Eagle Bicycle, of which we gave an illustrated description in this paper some weeks ago, was ridden in Central Park on Saturday afternoon by W. A. Clach, a Stamford, Conn., rider. Mr. Clach gave an astonishing exhibition of cycling on the new wheel. A number of New York boys tried the wheel, and expressed favorable opinions.

The *Bicycling World* failed to congratulate us on our stroke of enterprise in publishing their interesting illustrated Baltimore meet supplement contemporaneously with themselves.

## TWO SPRING DAYS IN THE ISLE OF WIGHT.

PART II.

My road now took me through quieter scenes, gentle rolling hills, and shady lanes, full of primroses and joyous birds. Very quiet is the country all the way to Freshwater Bay. The road was deserted, save for a few good-looking coaches that are run for excursionists, and as it wisted about a good deal in some places, one had to take care not to lose the right road. The sea fog that had been skirmishing around all the morning came up thickly, obscuring the sun, destroying the view, and testing the damp resisting qualities of the C. T. C. cloth. But when the evening meal was finished at Freshwater Bay the sun shone forth again, and threw long rays of soft golden light through the elms that bordered the meadow, inviting one to explore. So up on the cliffs, where the sea breeze is blowing and sheep are calling their lambs, a walk is taken. And look! Out at sea the fog is gathering, now looking like snow-capped mountains, now like islands, and again like pillars, but ever changing the scene, like a modern sensational drama.

I chance to look back and am startled, for the moment, to see another sun—a mock sun—standing out at sea, and myself standing in the middle of it. I amuse myself for a short time striking ridiculous attitudes, which my friend out at sea, of course, faithfully reproduces. And so to Alum Bay, a place that looks as if it had been missed somehow when nature put the rest of the world into ship-shape, so chaotic does the shore appear, and the well-known rocks,

### "THE NEEDLES,"

that form the southern corner of the little bay, have a forbidding aspect quite in keeping. Here, quite alone, with the sea beating on the rugged shore, I saw the red sun sink, sink down into the sea. There are scenes we can not forget; this was one.

Freshwater is a good illustration of the evil effects of indecision. It could not make up its mind on which side of the island to settle down, so straggles across from one side to the other; consequently, as a town or village, it makes but a poor show.

Unlike the rest of the island the northwestern corner is very flat, and, most people add, very uninteresting, but I did not find it so; on the contrary, Yarmouth delighted me as being a genuine old seaboard town, far from speculating builders' happy hunting grounds, and probably looking now very much the same as when Charles II. visited the Governor of the island there. A long narrow street and a small open square is reached, where the town hall (I suppose it is a town hall), the church, which was being repaired (just peeped in; it looked very dark and smelt very moldy), and the pier are all conveniently handy. Leave the machine and stroll up this pier, from whence the town looks very pretty, houses jostling and squeezing each other as they do in old places, and suggesting to the mind of a visitor the problem as to what would happen if one house was to be removed, and whether the whole town wouldn't fall down.

A yacht flits past, the sun catching its white bosom of sail, and yonder the low coast of Hampshire lies green with the sylvan glories of the new forest. Haste, haste, brave wheels, the gorse is in blossom on Ningwood Common, and from this hill-top the view of Hampshire across the glittering solent causes the rider to tarry long, but the road is good and easy withal, and more country fair waits yonder, besides Carisbrooke and Newport town.

### CARISBROOKE CASTLE

stands on a hill. Thousands of excursionists have visited this venerable ruin, but it is well cared for and no vandal is allowed a chance to gratify his passion for senseless destruction. The walls are well preserved, and any one visiting the castle should walk round them, though

as the path is only some two or three feet wide, and on the inner side there is no protection from a nasty fall into the grounds below, this little trip can hardly be recommended to a nervous lady.

Jolly are the views from these walls. Immediately below is the little village of Carisbrooke, and the mill pond looks like a large mirror from our elevated position; further, but not any distance away, is the chief town of the island, Newport, whilst at the back for a space can be traced the road from Yarmouth through quiet agricultural country. A long, steep flight of steps, roughly hewn, takes you up to the Keep, from which point of vantage the whole glorious panorama of land and sea is spread out like a map. A window in the wall is pointed out as the one through which Charles I. tried to escape, but the learned in such matters have, I believe, thrown doubts on its genuineness; but what can be seen without any such cold water damping is the bowling green on the ramparts, where Charles used to play with his keepers, kept up to this very day as if they expected him to look in some time and have another game; also, the rooms in which he lived, and his children after him. Poor Charles! as a king he was a sorry failure, but he was always a gentleman, and had the power to draw to him the noblest and the best with a devotion that bore all things.

In a dull little room—I paced it out and made it 14 feet by 17 feet—is a plain board, bearing this simple inscription: "The Princess Elizabeth died in this room September 8, 1650." She was a daughter of Charles. On the bowling green just mentioned she caught cold, and died in this miserable little room at the early age of fifteen; mayhap it was better so. The queen, with that kindly thought that ever distinguishes her, has erected a monument in Newport Church as, she says, "a token of respect for her virtues and of sympathy for her misfortunes." I tried to see this, but the church was fast closed, and so had to be contented with a photo, which portrayed

### A FAIR YOUNG GIRL RECLINING AS IF ASLEEP.

Had a look at the Grammar School, Newport, where the negotiations took place between Charles and the Parliamentary party. It is a plain building in St. James Street, with nothing to attract the notice of a visitor, and I had to enlist the services of a butcher boy to find it. It is a rather discreditable confession to make, but so it is, that Newport is chiefly embalmed in my memory as a place where, at the C. T. C. house, "The Bugle," I enjoyed a most excellent dinner. It was market day, and a goodly number of farmers were gathered round the groaning board, whose ways and words formed an amusing accompaniment to the more solid pleasures of the table.

At the head sat a great broad-shouldered man, engaged in the evidently congenial occupation of carving roast lamb. The remarkable thing about that man was his eyes; they impressed one with the idea that their owner had recently seen some ghastly apparition and had not got over the shock. These eyes followed every movement of the waiter, and watched like a pointer each speaker in turn, but not as ordinary eyes would, for the eyes never moved—they were fixtures. The head moved, coming round in stiff, jerky movements, uncommonly like a figure at a wax-work show.

Next me was a youthful yeoman, ambitious to be considered a wag. His jokes, to speak truly, often fell very flat; he appreciated them largely himself, however, and after each sally his chubby little round face would twitch and shiver into alarming contortions in his efforts to suppress his screaming mirth. Opposite was another amusing character, an elderly man with a beaming red face, clean shaven, save for a fringe of wild hair that went all round, reminding one of a sweep's broom, or a circular saw. He kept on talking about "tharm larms" (them lambs), and after his fourth glass of beer was going to say something about the weather to me, only he fumbled it at the last.

Then there was an old, heavy looking man, who hung his head over the table, and never spoke to anybody and no one spoke to him. He left before the others, hobbling out of the room by catching hold of the backs of the chairs, and when he was gone everyone said "a great age," looked grave, and shook their heads, till I felt the remark must be of some deep and mysterious import.

The road out of Newport to West Cowes was at first blocked by

### FRIGHTENED SHEEP, REFRACTORY CALVES, EXCITED DOGS AND PERSPIRING DROVERS,

once clear of which, and up a good hill or two, quiet country was again reached, with pleasant views of the Medina River. West Cowes is the great yachting place, and headquarters of the Royal Yacht Squadron. It looks best when you leave it in the Southampton steamer. This is not meant for sarcasm, only you see it then to advantage, as it rises up from the water. A large proportion of the population earn their daily bread by thrusting their hands deep in their trousers pockets and looking out to sea; at least so I judge from personal observation.

So ended the enjoyable two spring days in the island. It could be done in one, as the distance ridden was only fifty-five miles, but it is a good place for a lazy trip, there being much to see in a small space. I have purposely avoided giving, as far as possible, information that is to be procured from guide books.

FREE LANCE.

### PITTSBURG.

The postponed hill-climbing contest of the Beaver Valley Wheelmen was run off Thursday evening of last week, in the presence of a large number of riders and others. Out of quite a field of entries but two appeared at the scratch—Craig, of Beaver Falls, and W. D. Banker, of this city.

A few facts about the hill may be of interest. The length is 3,507 feet, height 340, average grade about one in 10½ feet, with short rises like these:

First	188 feet rises one foot in	11¾ feet.
Next	75 "	411-16 "
"	337 "	6½ "
"	300 "	8 1-9 "
"	1,100 "	11 7-16 "
"	1,000 "	13 8-9 "
"	507 "	10 1-7 "

For 712 feet the rise is an average of one in 6¾ feet, with the surface uniformly good.

Mr. Craig started first on a 42-inch Pony Star, and six minutes later fell off the wheel, 1,700 feet from scratch. Banker came next, but could not make the first rise and was given another trial, but again could not get farther from the starting point than 250 feet, thus giving first prize, a fine gold medal, to Craig, and the silver medal, or second prize, to Banker. Mr. Banker's mount was the regular pattern '88 Victor Safety.

The only tandem safety "bike" is now at the League meet, where it will be ridden by Messrs. Place and Seidell. A small number of riders here have tried the machine, and vote it a success. The writer had the privilege of riding several miles, over streets of different paving, and found the wheel very satisfactory, especially for coasting, the speed being simply terrific, faster than any other bicycle could possibly move. The thanks of the owners are extended to J. B. Kaercher for his efforts to have the machine in time for the meet, and to Wm. Read & Sons for the promptness with which they shipped the day received, when the temptation to hold and exhibit for a day or two must have been great.

The Pittsburg delegation, about thirty strong, left Saturday night according to programme, for Washington and Baltimore.

About the best road performance on record was that made here yesterday (Sunday), if we may believe the *Pittsburg Times*, from which I clip as follows: "A. C. Banker and F. G. Lenz, of the Cycle and Athletic Club, made quite a performance with the wheel yesterday. They left the city at precisely 5 o'clock, and ran to New Castle and back, a distance of 102 miles, in exactly four hours, arriving home at 9 o'clock." The italics are my own, but alas! for that verdant reporter who so "exactly precisely" gives us this record. But nevertheless the gentlemen named did make a "century," and in good time.

KEYSTONE.

### FAST PEDALING ON ENGLISH PATHS.

At Long Eaton, June 3, Herbert Synyer, the 1-mile amateur bicycle champion, rode fourth in the mile handicap, time 2m. 37s.; the race was won by a 120-yard man in 2m. 32s. The 1-mile tricycle handicap fell to C. E. Taylor,



scratch, in 3m. 33-58. L. J. Barber, Washington, secured first prize in the 2-mile handicap, riding in 5m. 35s. from the 200-yard mark.

AMERICAN AMATEURS AND PROFESSIONALS AT DUBLIN—AN IRISH AMATEUR CRACK.

An international meeting was held at Balls Bridge Grounds, Dublin, June 3, under the auspices of the *Irish Cyclist and Athlete*, at which several Americans competed. The first race was a mile handicap for second-class men, which was won by B. B. Tuke, scratch, in 2m. 44 3-58. The 5-mile championship of Ireland was won by P. P. Kilkelly, D. U. Bicycle Club; time 16m. 44s. Ralph Temple won the professional mile handicap from scratch, Woodside, 20 yards, second; time 2m. 43s. The 3-mile amateur handicap proved a great race. W. E. Crist and Kilkelly started from the scratch and made pace for each other. As they entered the last lap it was plain that they were out of the hunt, as Du Cross, 290 yards, won by thirty yards; time 8m. 20s. Kilkelly drew away from Crist with amazing rapidity at the last quarter, and, increasing his lead at every stride, finished third in the splendid time of 8m. 23s. J. Lee and Frank Moore contested the 2-mile scratch bicycle race, and finished as named in 6m. 1s. Temple gained a great victory over Fred Wood in the mile professional scratch race, winning by a few yards in 2m. 40s. An "irresistible spurt" on the last lap did the trick. The 1-mile tricycle handicap gave R. J. McCredy an opportunity for a brilliant performance, the Irish editor winning easily from scratch in 2m. 49 2-58. Count Stadnicki second by twenty yards. The mile amateur handicap was won by F. Du Cross, 105 yards, in 2m. 36s., and Temple again defeated Wood and Woodside in the 5-mile professional race; time 15m. 40s.

## TWELVE TRIPS ON EAGLE ROCK.

NEWARK, N. J., June 18, 1888.

"The Springfield Roadster is a machine as is a machine," and "Harry Shurman 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 (copyright secured).

Until within the past few months the chances for any rider being able to make more than one trip up and down the steep incline of our pet, Eagle Rock Hill, in Orange, were thought to be very slim indeed. The wiry little chap, Harry Shurman, hailing from Lynn, Mass., finally opened people's eyes, however, by making three round trips without a dismount, his machine being a Springfield Roadster. Fred Coningsby, with a Victor Safety, also succeeded in making three round trips. It was thought by the public at large that three trips were the limit. But John A. Wells, residing in the City of Brotherly Love, who is known as a star hill-climber "from way back," was not content to let the record stand, and on Thursday, June 7, he went to the foot of the hill, removed his coat, mounted his 45-inch Pony Star and made six round trips before leaving his saddle, the elapsed time being 1h. 32m. "Now," said the knowing ones, "the limit has been reached. There is no man in the country with wind enough to raise the record." But records, like pie-crusts, "are made to be broken," and it was not long before Mr. Wells' record, great as it was, went to the wall.

On Sunday morning, June 17, Harry Shurman came to New York, accompanied by J. B. McCune, of Springfield, Mass. Shurman announced his intention of "going for" the Eagle Rock record. Mr. Shurman wasted no time after arriving at the starting place at the foot of Eagle Rock, but immediately got down to business. He not only got down to business, but kept at it until he had made *twelve round trips* without a dismount, his times being as follows:

Trips.	Time.	Trips.	Time.
1.....	18m.	7.....	16m.
2.....	17m.	8.....	17m.
3.....	16m.	9.....	20m.
4.....	18m.	10.....	19m.
5.....	19m.	11.....	20m.
6.....	17m.	12.....	19m.

Total time, 3h. 36m.; average time per trip, 18m. The ride was witnessed by Paul Bransys, of this city; C. A. Silver, of Concord, N. H., now residing in Newark, and a number of others, whose names could not be ascertained. I was unable to get the time of each start and finish. Will get details later.

THE STROLLER.

## BICYCLE RACES ON LONG ISLAND.

The amateur athletic games at Queens, L. I., Saturday were largely attended and some really good performances were recorded. The sports included bicycle races and a baseball game, the latter being won by the Queens Club by eighteen runs to the Elite Club's four. The other events were as follows:

Bicycling for Queens track record medal, one mile: E. P. Baggot, Hudson County Wheelmen, 2m. 59 4-58, first; J. W. Schoefer, B. B. C., 3m. 4 1/2s.; H. L. Bradley, B. B. C., 3m. 10 1/2s. Two-mile bicycle handicap: E. P. Baggot, H. C. W., 6m. 32 1/2s., first; S. A. Maguire, C. C. A. C. (30 yards), 6m. 35 1/2s. One-mile novice bicycle: S. A. Maguire, C. C. A. A., 3m. 11s.; A. C. Boegler, New York City, 3m. 12 1/2s.

Wheelmen chew Adams' *Tutti Frutti*; it keeps the mouth moist.

## LOUISIANA LIBERTY BILL.

NEW ORLEANS, June 14, 1888.

New York and New Jersey, we're "wid ye!" Our Liberty Bill was yesterday (June 13) introduced into the House by Representative B. C. Shields, and there is every likelihood that it will now go through with a rush. THE WHEEL will be promptly advised of its passage.

BI.

C. R. Zacharias has left Birmingham, Ala., and is at Asbury Park, N. J.

Chicago men are very enthusiastic, and will invite the League to the Windy City, in 1890. Meanwhile, what of 1889? There is a general demand that New York hold the meet in 1889.

Rev. Sylvanus Stall took charge of the First Baptist Church of Philadelphia on Sunday last. He is well known in the literary and wheel worlds, as well as in the religious.

Fred Bingham has been elected captain of the Harlem Club, and the up-town boys will commence to "get a gait on."

The city of Baltimore is decorated by the Washington Monument, a marble column, spotless as the great general's reputation, lofty as his ambitions, symmetrical as was his life. It overlooks the city, and wherever you go it is always with you.

## EAGLE ROCK—TWELVE TIMES.

Harry Shurman, of Lynn, rode up and down Eagle Rock twelve times consecutively on June 17. He rode a Springfield Roadster.

The meet reinstated Phil Hammel. We are glad for Hammel's sake, but what is the use of having a racing board if it is not to decide cases entirely within its province? We wonder what Chairman Jones thinks of it all.

The Referee thinks Lacy Hillier's effusions on American records have angered us, and that we took too much trouble to refute the Yankeemania's charges. Not at all. Little things are sometimes very annoying—like the gnat, for instance. Lacy Hillier has been our gnat, but we have crushed him with the feet of truth and fact.

Wheelmen should not ride without the Rawson suspensory.

Use the Wenck perfumes; they are the best.

## BICYCLISTS' LONG RUN.

ONE HUNDRED MILES ON THE WHEEL—THE MEET OF THE LEAGUE IN BALTIMORE.

At 4.15 Saturday morning forty-three wheelmen mounted their machines in front of the Continental Hotel, and at the foot of a huge moved down Broad Street en route to Philadelphia. The party represented nineteen clubs of New Jersey and New York, and each individual looked as though the hundred-mile run before him was no more than child's play. It was expected that the party would be much larger, but a number who had arranged to go were compelled by business engagements to lie over and go to Philadelphia by train. The party rendezvoused at the hotel on Friday, and during the afternoon and evening took short runs through the Oranges and over the Newark macadam. The clubs represented were the Essex Bicycle Club and Atalanta Wheelmen, of Newark; Rutherford Wheelmen, Brooklyn Bicycle Club, Manhattan Bicycle Club, of New York; Mercury Wheelmen, of Brooklyn; Trenton Bicycle Club, Century Wheelmen, of Philadelphia; New Brunswick Bicycle Club, Huntington Bicycle Club, of Long Island; Long Island Wheelmen, Massachusetts Bicycle Club, of Boston; Riverside Wheelmen, of New York. About half a dozen of the tourists were not attached to any club.

At Elizabeth the party was joined by over a dozen members of the Elizabeth Wheelmen, and at Westfield, which was reached at 5.30, eight members of the Union County Wheelmen joined forces with them. The entire party was treated to sandwiches and coffee by the Westfield riders and their lady friends. At Plainfield, New Brunswick and Trenton quite a number of riders were expected to join the party. They expected to reach Philadelphia before

dark last night, and were to take a run through Fairmount Park and over the famous Lancaster Pike to Paoli, where they will rest till to-morrow morning. A number will then start to Baltimore with about 200 Philadelphia riders, to attend the ninth annual meet of the League of American Wheelmen. Some of the party will return home by train from Philadelphia.

The first day in Baltimore will be taken up by a business meeting of the League officers and representatives, and on the second day the annual parade will take place, followed by championship races in Druid Hill Park. On Wednesday the most of the wheelmen will go to Washington at the invitation of the clubs of that city, and will be shown through the public buildings and departments.

The objects of the League are to encourage cycling interests and to uphold the right of wheelmen to the use of public highways. During the past winter it has succeeded in getting passed by the Legislatures of several States a bill granting wheelmen the same rights and privileges as are accorded to carriages and other vehicles.

Wetmore & Chester have a fine line of second-hand wheels.

## BROOKLYN.

Through the kindness of Treasurer Furst I am in receipt of the L. I. W.'s year-book for 1888. It is a neat 14mo. pamphlet, containing a cut of the club house and much matter interesting to members.

On Thursday, June 14, five members of the B. B. C., among whom were Bradley and Schoefer, rode to Queens, L. I. (via the railroad), with the intention of lowering the 1-mile records. Schoefer and Bradley obtained second and third place among the times that have been hitherto made. The records now stand as follows:

Baggot, H. C. W. ....	2m. 59 4-58.
Schoefer, B. B. C. ....	3m. 4 1/2s.
Bradley, B. B. C. ....	3m. 10 1/2s.

Schoefer was paced by Bradley, Matthews and Borland; Bradley by Schoefer. Marion and Wilson, K. C. W., had held second place with 3m. 13s., Baggot had made 3m. 14-58. on Wednesday, having previously made 3m. 4 1/2s.

The Brooklyn Bicycle Club will hold their 2-mile championship on the Queens track on July 4. This will be followed by a 2-mile club novice. Hereupon the wheelmen will adjourn to some neighboring hotel for general jollification. In the afternoon a 10-mile club championship and a 10-mile novice will be run off on the Jericho Pike.

The club are anxiously awaiting the return of Messrs. Bancroft, Spelman and Meeteer, who went to the meet as League representatives. It is hoped that nothing serious will happen to them.

Both the East and West Drives of the park are now open, which fact affords splendid riding to the Brooklyn wheelmen.

It is not at all surprising, still a curious fact, that the L. I. W. have decided not to join in the K. C. W. parade. I have asked several members their reason, and all the answer obtained is, "We don't believe in parades." Parades induce the public to look favorably upon wheeling, and the L. I. W. should, as one of the large clubs of Brooklyn, take an active interest in the K. C. W. parade.

At the St. Augustine Church games on Saturday, June 16, at the Nassau track, the handicapping was such a failure that the three best men entered in the bicycle race did not think it worth the trouble to work to gain position. Schoefer, Bradley and Wilson can tell you lots about the bad handicapping. [We did the handicapping.—Ed.]

The B. B. C. will hold a day parade on June 30, and invite the co-operation of all Brooklyn clubs.

Lang, the popular member of the B. B. C., has not been seen much at the club rooms of late. Possibly this gentleman's great efforts in the club's 25-mile road race last May have affected him.

Fuller and Warner, B. B. C., and Douglas, K. C. W., were the only ones from Brooklyn among the twelve who finished the century run to Philadelphia. Owing to the heavy rain the party was an hour late at Philadelphia.

Kluge will not ride at the K. C. W. race. He will ride a Veloce Columbia in the 25-mile road race on July 14, between the H. C. W. and K. C. W.

Mr. Stallknecht, of the board of trustees of the B. B. C., sailed on the 9th inst. for Copenhagen on a two months' business trip.

INDEPENDENT.

W. H. Robertson, 296 Broadway, has a fine line of Holmes & Co. riding suits.

The wheelmen at the Baltimore meet are smoking Kimball's straight-cut cigarettes.

Another addition to the ranks is the Long Island City Wheelmen, who are looking very neat in their new uniform. Quite a number of them were to be seen on Lloyd's bicycle track and the Jericho Pike last Sunday.

## FIXTURES.

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—Brooklyn Bicycle Club Races, at Queens, L. I.  
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.



## BICYCLE BRIEFS.

About 1,300 machines are owned here.

George R. Bidwell, chief consul of the L. A. W., was in Buffalo last week.

It is expected that about 1,000 visiting wheelmen will be in the parade here in September at the time of the tournament.

The annual meet of the L. A. W. occurs at Baltimore to-morrow. On Tuesday at the same place, the 1-mile race for the national championship takes place. The following day the tricycle race of one mile occurs.

Six important races will take place here during the tournament. The meeting brings with it the three and five mile races for the championship of the State, the three and ten mile bicycle championships of the United States; also the five-mile tricycle championship of the United States. These, with the grand sweep-stake race for the professional championship of the world, give the meeting the largest number of championship races ever held under one auspices. The track is being built under the direction of Henry E. Ducker. Among the noted riders who will be here are Richard Howell, champion of England; William A. Rowe, champion of the United States; William Woodside, champion of Ireland; and J. Dubois, champion of France. Other noted riders who will enter are Messrs. S. G. Whittaker, H. G. Crocker, Robert Neilson, Fred Foster and Thomas Midgley. Mr. Rowe's record for a mile is 2m. 29 3-5s. He has covered 22 miles and 150 yards on a wheel in one hour.

—*Buffalo Times*, Sunday, June 17, 1888.

## THE BICYCLE RIDERS.

AN INTERESTING AND BUSY WEEK PASSED AND A PLEASANT PROGRAMME THIS WEEK.

Bicycle races prove an exciting feature of the athletic games held in San Francisco.

A new bicycle club is about to be started in Chicago. Its membership will be confined to Safety riders.

*Sport and Play*, of Birmingham, England, published a lithograph supplement of Temple, Rowe, Osmond, Allard and Synner, and wood cuts of Whittaker, Knapp, Crocker, Barber and Crist. The lithograph is good and may be seen at this office.

An association has been formed in England under the title of the Road Records Association. Its objects are to check and verify the genuineness of claims to "best performances on record" accomplished by cyclists on the road, and to prevent the publication of fictitious or unchecked records. Its membership consists of cycling clubs or of individual subscribers not necessarily club members. We shall now possibly have something similar in America. It is needed.

Last evening the members of the Syracuse Cycling Club escorted L. G. Wilson, G. H. Harris, of this city, and H. P. Bigelow, of Baldwinville, the delegates of the club to the L. A. W. meeting at Baltimore, which will begin to-morrow night, to the Auburn Road, whence they will travel by way of Canandaigua. On Monday the board of officers and constitutional convention will be held. On Tuesday a parade will be made in Druid Hill Park and the races at Arlington Park will be held. In the evening delegates will be entertained at the Concordia Opera House. On Wednesday an excursion will be held down the Patapsco River, Chesapeake Bay and Severn River, after which the convention will adjourn.

On next Tuesday evening the local cyclers will run to Messina Springs, where a bugle call drill will be held on the race track. The only drawback to the lantern parade made by the

Cycling Club last Tuesday evening was the fact that whenever a member saw a lady friend watching the parade from the steps of a house along the line of march, said member dropped out of the line, so that the finish of the parade was pretty slim. On Thursday evening the club rode to Liverpool and return.

—*Syracuse Herald*, Sunday, June 17, 1888.

The great century was finished by eleven men out of the forty-three who started, these eleven being the only ones who arrived at Philadelphia. At Summerville the party, with the recruits picked up on the route, numbered fifty-seven. At Hopewell a few dropped out among the older riders on account of the heat, and all but nineteen stopped a little further on for a short rest. The first nineteen hurried on to Trenton, which they reached just in time to escape a furious thunder storm. The party at Hopewell were caught in it, and their chances of finishing completely drowned. The storm delayed those at Trenton one hour, and but eleven mustered courage to start for Philadelphia. The devoted eleven, accompanied by an equal number of Trenton wheelmen, left at 4 P. M., and in an hour and a quarter were at Bristol, and reached Philadelphia at 8 P. M. sharp, on schedule time, except for the hour lost at Trenton on account of the rain. Five miles below Bristol they were met by G. D. Gideon, Esq., and several Philadelphia boys, and by the time we were well into the city had a party of sixty-five in all. Our welcome was as cordial as possible, and the supper at the Belmont Mansion was one to be remembered. Below are the names of the men who made the through trip: W. E. Fuller, G. W. Warner, Brooklyn Bicycle Club; W. G. Fleming, I. L. Bromley, W. G. Speis, Century Wheelmen, Philadelphia; J. V. Pierson, J. D. Palmer, Bloomfield Cyclers; J. R. Miller, Riverside Wheelmen; A. W. W. Evans, New Brunswick Bicycle Club; F. H. Douglass, Kings County Wheelmen; L. A. Clarke, Mercury Wheel Club, Flushing.

DELTA, June 11.—Recently a number of Rome bicyclists made a short visit in this place, and on their return decided to go by way of Elmer Hill. The long hill being on their route, they ascended. The length of the hill is 655 feet. The rise is 75 feet, the steepest grade being one foot in less than six feet. Will A. Parker made the ascent in 1m. 48s. and Leslie B. Haynes in 2m. 7s. The machines used were 51-inch Star bicycles.

## Queens Athletic Club Grounds,

QUEENS, L. I.

BICYCLING JULY 4, 3 P. M.

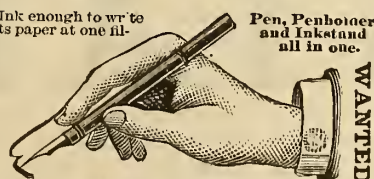
1-Mile Novice and 2-Mile Handicap, B. B. C.'s 1-Mile Novice, 1-Mile Club Championship, 10-Mile Club Championship and 10-Mile Club Novice.

Entries close June 30, with

THOMAS LLOYD, Queens, Queens Co., N. Y.

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AGENTS



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Our Stylographic Pen is the marvel of Perfection, never gets out of order. Pen point will never wear out, and require no changing. A pen of similar construction has always retailed for \$2.00; our price, 65 cts., or 2 for \$1.10, gives universal satisfaction. Each pen is guaranteed as represented, or money refunded. 10 dozen in use and one do not in the N. Y. Post Office; samples post-paid.

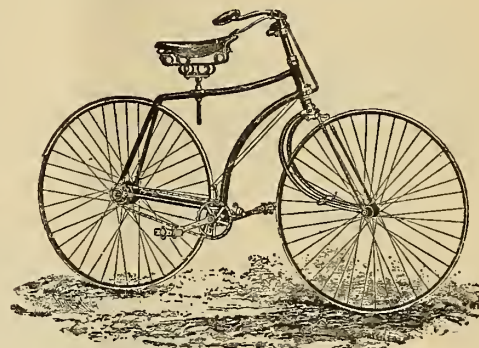
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Long Island City, N. Y.

A. G. SPALDING & BROS.

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Do not believe what rivals say, but ask those who ride Victor Safeties how the Spring Fork works; or better still, try a Victor Safety and see for yourself how superior they are to anything you ever rode.



We find that other dealers have to run down Victors in order to sell their own inferior machines. We do not have to run down other makes to sell Victors. Veterans know, but novices may not know, the superior excellence of all Victor cycles. To them, therefore, we say, beware of what you hear from sore-heads. If you wish to find out about Victors consult those who use them, and having tried them can speak with authority and veracity. Victors sell on their merits and on the opinion of those who ride them, and they give the best satisfaction every time. No wheel is better built, and no wheel is so easy running. Victor by name, they are Victors by nature, as you will find out if you try one. The Safeties are now coming in regularly, and we can promise prompt deliveries. The Light Roadsters are booming, and a full line is always on hand. The Tricycle, the lightest and easiest running made, is as great a favorite as ever.

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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.



## REMARKABLE RIDE IN SOUTH AFRICA.

The account is just to hand of a remarkable pioneer bicycle ride in Southern Africa, which, as it is of considerable interest, we give *in extenso* as it appears in *Grocott's Penny Mail*, published at Grahamstown, on January 9. It is as follows: "Messrs. S. White, P. Pope, W. Pope, A. J. Munks and F. Cock, the five plucky cyclists who not only undertook, but have accomplished, the feat of riding from Kimberley to Grahamstown, a distance of about 400 miles, over all sorts and conditions of road, arrived here (at Grahamstown) yesterday afternoon. They left the diamond capital at 5.30 A. M. on New Year's Day, White, Munks and W. Pope riding ordinaries, 'Sanspareils' F. Cock a rear-driving Sanspareil, and P. Pope a Kangaroo. Their first stopping-place was Jacobdal, in the Free State, where they remained 4½ hours, tooling out at 1.30 P. M. for Koffyfontein, where they arrived at 7 P. M., a distance for the first day of 56 miles from Kimberley.

"On this stage of the journey an amusing little incident occurred. As our travelers were crossing the Riet River, an elderly Boer was descried in a state of great excitement, gesticulating wildly, and ejaculating '*Praat, kevels, Praat!*' It subsequently transpired that the old fellow actually took the quintette of cyclists for emissaries from the lower regions bent on a Christmas outing. He swore he had never seen such *paarden* before. Koffyfontein was left at 6 A. M. on the 2nd, and leaving the abandoned mine on the right, a magnificent stretch of road, some four miles long, was reached, which, being almost as smooth and hard as china, was covered in double-quick time. Breakfast was partaken at Macassies Fontein, whence, about two hours later, a fresh start was made for Phillipolis, which was reached at sunset (128 miles in two days).

"Next morning, owing to White falling ill—presumably through having on the previous day partaken of some stagnant water out of a vlei—the party did not cross saddles until about 8.30, when a start was made for Colesberg, which was reached in the course of the afternoon. At the end of the third day 168 miles had been covered. The record would have been considerably higher but for the illness of White already alluded to. Left Colesberg at 9 A. M., and when about 45 miles on the road to Cradock our tourists were caught in a heavy hail-storm, which pelted them most unmercifully, and which compelled them to tramp for the next five miles or so, trundling their machines. Slept at a farmhouse, where they encountered the most massive Dutchman they had ever seen in their lives. He weighed 365 pounds, and looked every ounce of his weight.

"Next day, owing to persistent headwinds, it was found impossible to reach Cradock, but, thanks to the hospitality of Mr. Trollip, of Saunders' Neck, splendid accommodation was afforded to the wheelers for the night. Early next morning a 25-mile spin was accomplished to Cradock, where breakfast was had at the Masonic Hotel. Here the cyclists were photographed with their machines by Mr. A. E. Austen, whom, by the way, we have to thank for a copy of the very effective picture he produced. Cradock was left behind in the course of the afternoon, and, notwithstanding adverse winds, Blaauw Krantz was reached, where the quintette were lustily welcomed by Mr. Ogilvie, who made them thoroughly at home, and provided for all their wants. 304 miles in six days.

"Between Blaauw Krantz and Fish River Rand a heavy storm was encountered, which prevented the tourists reaching Grahamstown that night. They accordingly slept at Emm's Hotel, and early next morning sailed off on the final 42-mile spin that alone separated them from the Settlers' City. They arrived here at 2.15 yesterday (Sunday) afternoon, and would have been here much sooner but for the prevailing headwinds. In conclusion we beg heartily to congratulate them upon the successful and brilliant accomplishment of an hitherto never

attempted feat. This afternoon Mr. White received a congratulatory telegram from the Port Elizabeth Bicycle Club upon the achievement of himself and brother wheelers. The team is staying at Wood's (Morris') Hotel."

Mr. White, one of the tourists, spoke as follows:

"I may mention here that cycling has made rapid strides in this colony during the last few years. Cape Town, Port Elizabeth and Kimberley can now boast of their respective bicycle clubs, and it is proposed to start a similar institution in Johannesburg—a newly-formed township in the Transvaal. It is reported that several machines have been introduced into Grahamstown since our tour there. I feel that I cannot conclude these few remarks without a few words of well-merited praise for your Colonial Roadster. It is the universal opinion that for rough roads this machine stands unequalled, and I heartily concur in this opinion. The special features of manufacture you have introduced into this bicycle, viz., extra broad tires and 3-inch rake—contributing respectively ease and safety—are excellent and invaluable for colonial roads, and worthy of special attention. Four of the machines ridden in our tour were of your make, the Kangaroo being of Messrs. Hillman, Herbert and Cooper's manufacture."

## GILLOTT'S STEEL PENS

ARE THE MOST  
\* \* PERFECT.

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

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## New York

# STAR

## Headquarters.

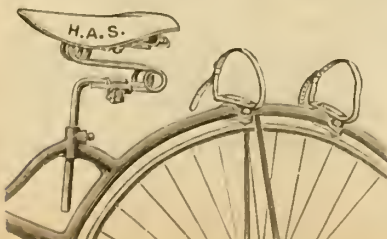
*Friends of the "little wheel in front"—*

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

H. B. SMITH MACHINE CO.,

Works and Main Office, SMITHVILLE, N. J.

115 LIBERTY STREET.



## 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.

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## ANNIVERSARY OF THE CITIZENS' CLUB.

The "Cits" had a spread on Monday evening, the 18th inst., in celebration of the sixth anniversary of its organization. A large number of members were present and a very enjoyable evening was spent. After the refreshments had been served the musical and otherwise talented members of the club proceeded to "whoop" things up. Among those who contributed to the jollity of the evening were "Jim" Burdette, the humorist; Springmeyer, the baritone singer; Denton, banjoist; and Webber, pianist. In addition to his recitations the great and only "Jim" rattled the bones, while the "white horse" secretary, George Wilson, whanged the tambo. The pathos of their rendition of "Dar's a lock on de chicken-coop door" was very striking.

The Citizens' Club's membership stands in the neighborhood of 140, its finances are flourishing, and altogether it is in a very prosperous condition.

We are in receipt of a very gaudy poster which tells of a grand bicycle tournament and first annual meet of the Fort Dayton Wheelmen, of Herkimer, N. Y., to be held at Herkimer Driving Park, on Wednesday, July 4. Two hundred dollars in prizes will be awarded. There will be fifteen events, and a grand parade of three hundred wheelmen, for valuable prizes.

Brooklyn Bicycle Club races will take place on July 4 at Queens, L. I. In the club championship series there will be a 2-mile track race on Lloyd's track, and a 10-mile road race on the Jericho Pike; also, 2-mile track and 10-mile road races for novices only. To this will be added by the Queens Athletic Association two other events—a 1-mile novice and a 2-mile handicap.

## Buy Your Shoes of T. B. BENNELL,

304 BROADWAY, Near Duane.  
THE GREAT LONDON SHOE MAN.  
MY SPECIALTY FOR THE SUMMER IS THE  
**KANGAROO SHOES,**  
The Most Durable and Comfortable Shoe Made.  
Call and see them and a fine line of BICYCLE SHOES.

# 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

Badges Admitting to all the Sports, 50 Cents.

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

## 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,**

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NEW YORK.

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

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

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## PECK & SNYDER,

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

AGENTS FOR

## THE NEW MAIL 1888.

GREATLY IMPROVED THIS YEAR, MAKING IT A

**Light Roadster of the Highest Grade.**



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



## BRIDGEPORT, CONN.

This city is in a blaze of excitement, laying plans and making preparations for the grandest celebration of our national holiday that this "land of steady habits" has ever known. The exercises will begin in the evening of July 3, with a magnificent marine parade. Large numbers of craft from surrounding ports will crowd our harbor to repletion, and form one of the finest naval displays ever witnessed. Almost everything that floats, from a full rigged ship to a ten-foot catboat, will be in line, sound steamers, beautiful private yachts, both steam and sailing, will contribute their share to the grandeur of the scene, while fireworks in unlimited quantity and beauty of design will lend their splendor, fairly turning night into day. The day of the Fourth will be given up to an immense parade of industries, civic and military societies, fire companies, clubs, etc.

A great number of societies from other cities have been invited to participate, and many of them have already accepted the invitations, while others are intending to do so. The three wheel clubs here, the Pequonnocks, the Rambling Wheelmen and the Park City Cyclers, have invited wheelmen from numerous places, and among those clubs who will send large delegations are the Hartford Wheel Club, the New Haven Bicycle Club, the Stamford Wheel Club, the Naugatuck Wheelmen, the Waterbury Wheel Club, the Meriden Wheel Club, and many others. The bicycle division of the parade will doubtless number at least 300 wheels of all makes, sizes and styles. The wheelmen here are very enthusiastic, and say that their part of the entertainment is going to be "d-n-e up brown." The Pequonnock Wheel Club, of which your correspondent has the honor to be a member, is receiving a large number of applications for membership, and will doubtless turn out full strength.

New wheels are being sold here in large numbers, and many new riders have been created this spring. The Rover type of safety is well liked here, and quite a number of sales have been made. Our roads are not of the best, and the safety finds a great deal of favor.

Club runs are now held every Thursday evening by the Pequonnock Wheel Club, and the Rambling Wheelmen also are seen on the road once a week. The Park City Cyclers are a young club, but very enthusiastic, and manage to get out rather oftener—in fact, almost every evening. One of the members of the last mentioned organization has ingeniously rigged up a storage battery and one-candle power incandescent lamp on the head of his ordinary, and is the envy of all his mates after dark.

The Pequonnock Wheel Club now boasts of one of those few 62-inch riders. Mr. George G. Prentiss has lately been admitted to the club, and will, in a few days, appear at the club runs mounted on a 62-inch New Mail. We already had a 58, which we thought was "big." We don't think so now.

PARK CITY.

## HARLEM NOTES.

Are you not a little hard on us when you say twenty-five of our prominent members are to be married? I know of five only. Mr. F. A. Ryer, our ex-secretary, leads off on June 12. It is a common saying in the club house that when a single member joins he gets a girl and a bicycle at the same time.

We had a very pleasant trip on Decoration Day to the road race. A party of twenty-two took a steamer to Newark, and then rode out to the scene of action. Four ladies took part. The trip was sixty-four miles by water and fifteen by wheel.

I have copies of the instantaneous pictures of the road race, and they are as good as could be had under the circumstances. The plates for the start and finish were spoiled. The finish plate has a fine back view of some man's head who jumped in front of the camera at the wrong moment. Those desiring copies of the photos can secure them of Alley & Bell, 18 Clinton Place, New York.

As Mr. Lefferts resigned the captaincy, and Messrs. Ford and Ridabock lieutenantcy, of the club, Messrs. Bingham, Parker and Kellogg were elected respectively to captain, first and second lieutenants. The present captain will try to bring up the road-riding standard of the club.

A tally-ho party will be held on the Fourth.

The reason that the Fourth of July meet was given up was that the projector had not the time to attend to the details. It is possible the matter will be brought up again before the Saturday half-holidays are over.

Captain Bingham has called the following runs, and intends to hold them if only one member shows up: June 16, to Jerome Park and vicinity; June 23, supper run to Brighton Beach, after the K. C. W. race meet; June 30, to Fort Schuyler; July 4, tally-ho party.

Irvie Halsted managed to win a few races at the Lancaster games. He is now the 1/2-mile champion of Pennsylvania; time, 1m. 20s. His entering under the Pennsylvania Bi. Club's name bars out these races for points for special prize, which is given for members scoring most points under the Harlem Wheelmen's name. Savey, Irv?

GAD-FLY.

## CALIFORNIA L. A. W. DIVISION MEET, STOCKTON, JULY 4, 1888.

The committee having the annual meet in charge have issued a comprehensive circular, giving full details. The members of the Oak Leaf Wheelmen have been formed into a local committee of arrangements and will work up the meet.

The list of events for the race meet has been decided upon as follows: 3-mile handicap, 1/2-mile obstruction, 20-mile L. A. W. State championship, 1-mile L. A. W. State championship, 5-mile National championship, 1-mile handicap, 1-mile novice, 1/2-mile dash, 1/2-mile dash, 1-mile safety (Rover Type), and 2-mile handicap.

## TRANSPORTATION.

The boats of the S. P. Company will leave San Francisco at 4 P. M., connecting with the train at Oakland on July 3, and arrive at Stockton at 8 P. M. the same evening. Fare, \$2.50 each way. The steamer of the California Steam Navigation Company will leave the north side of Washington Street wharf at 5 P. M., arriving in Stockton at about 7:30 A. M. the following day. Fare, \$1.50, round trip. Berth, 50 cents each way. Meals, 50 cents.

The steamer Leader, of the San Joaquin Improvement Company, will also leave Washington Street wharf, San Francisco, on the same day. This vessel has made arrangements to leave the wharf at 8 P. M., thus giving wheelmen who have to work late, and also their friends, an opportunity to take a later means of conveyance, and avoid the hurry necessitated by leaving at an earlier hour. This steamer will not stop at any landings on the river. She will make a trip straight through to Stockton. It is calculated that the vessel will reach Stockton at 7 A. M. Fare, per steamer Leader, \$1.50, round trip. Berth, 50 cents each way. Meals to order.

In the evening comes almost the grandest event of the occasion. This will be an exhibition of fancy riding by some of the crack riders of the State, and wind up with a bicycle drill by a corp of picked riders. This will be followed by a ball, which will afford those in attendance a good opportunity to become thoroughly acquainted with the residents of the Tule City on the Slough, and also to enjoy a very pleasant evening of dancing. The ball will take place in the handsome and newly finished Exposition Building of the San Joaquin Valley Agricultural Association, which has been secured for the occasion. One of the crack bands of the State has been secured for the day, and those fond of music will get a good supply in the procession and races, and at the pavilion in the evening.

A special bargain is offered in our Sale and Exchange Column in the shape of a 52-inch Victor Roadster.

The California Association's road race was well contested, and won by the Bay City Wheelmen's team. The time of the first man was 1h. 33m. 51 3-5s.

Six Brooklyn club men participated in the delightful trip arranged by Mr. A. B. Barkman, the outline of which was published in THE WHEEL June 1. The party was joined by W. N. DeGraaf, who was so charmed with the prospectus of the tour that he could not resist, and so boarded the Mary Powell at Twenty-third Street. After supper at Poughkeepsie, where the night was passed, Messrs. De Graaf and Meads started out to embellish the town. These two artists succeeded in laying on the carmine artistically. The tour proved as delightful as was expected, the scenery being grand and the roads rideable. The tourists were shown some courtesy at the hands of the Poughkeepsie Club, and at Highland Mr. Henry Hall, Jr., with a number of unattached wheelmen, met them, conducted them to a hotel and showed them every kindness, even to having a superb dinner ordered in advance for the hungry travelers. Down the Ramapo Valley the "goats" showed to advantage in a scorch the men indulged in, and over the rough roads.

## 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.

## Further Reductions in Bargain List

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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, At 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	160.00	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.

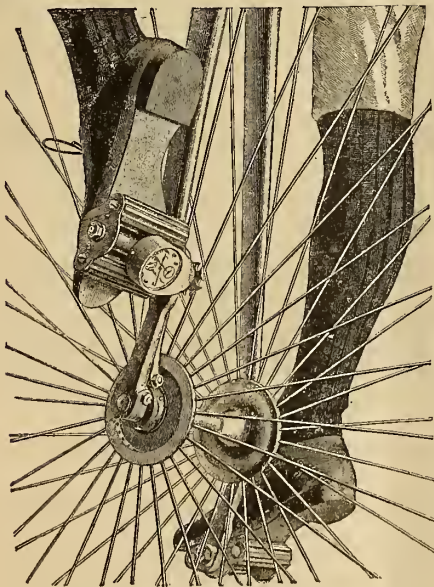
A GREAT many people are attracted by the safety qualities of the **Rover Type**, and many riders who have used the **Ordinary** for years are adopting this style of wheel for their season's mount. If you wish to learn to ride the **Safety**, or try any of the leading makes, before purchasing, you can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

I have a complete stock of Columbias and others.

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

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

GEO. R. BIDWELL,  
313 West Fifty-eighth Street,  
Near the Park, New York.



Weight, 6 oz.

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

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

## 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
489	54	Harvard	Ball	Enamel	45 00
491	30	Cunard Rover Safety	Ball	Enamel	80 00
493	51	American Star	Ball	Enamel	80 00
500	32	Monarch Rover	Ball	Enamel	110 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	50	Am. Rudge	Ball	Enamel	55 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
539	51	Special Star	Ball	2-3 Nickel	75 00
540	51	Special Star	Ball	Enamel	100 00
541	42	Otto	Plain	Painted	30 00
544	48	Brit. Champion	Ball	Enamel	75 00
545	50	Expert	Ball	Enamel	75 00
547	48	Special	Ball	Enamel	95 00

## TRICYCLES.

301	50	Col. Three-track	Ball	Enamel	50 00
496	..	Spkbrk. Crimper	Ball	Enamel	110 00
511	..	Victor Tricycle	Ball	Enamel	75 00
526	..	Humber Crimper	Ball	Enamel	90 00
517	..	Victor Tricycle	Ball	Enamel	90 00
534	..	Humber Crimper	Ball	Enamel	100 00
546	..	Sparkbrook Tandem	Ball	Enamel	150 00

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

## HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.  
Branch Store, Park Street, Orange, N. J.

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

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**Buy, Sell or Exchange.**  
ADVERTISE IN OUR  
*For Sale, Exchange,  
and Wants Column.*

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

ALL ADVERTISEMENTS MUST BE RECEIVED  
BY TUESDAY MORNING.

## FOR SALE, EXCHANGE, WANTS.

25 Words, - - - 15 Cents  
Two Insertions, - - - 25 "

WANTED.—A 52-inch Victor Light Roadster for cash. Address Clarence Hirschhorn, 57 East 50th Street.

NOTICE.—A 51-inch American Star; full nickel; in good condition; less than half price; good reasons for selling. F. B. Elizabeth, N. J., P. O.

FOR SALE A 48-inch Star Bicycle, late patent, enameled; good order. Will express on approbation. Cyclometer and all tools attached. Price \$50. Apply A. H. McCoy, 300 W. Falls Ave., Baltimore, Md.

FOR SALE—My 1888 Columbia Light Roadster, 55-inch, enameled; 50-inch rear wheel, long cranks, Butcher hub cyclometer. \$115 cash takes it. Write. Geo. P. Washburn, 107 Lake St., Chicago.

FOR SALE I will sell the following cheap for cash: 1 Victor Bicycle, \$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.

TWO BARGAINS—A 56-inch Standard Columbia, enamel, with nickel trimmings, balls to front wheel. Never been ridden but a few miles; in perfect order, just as good as new; cost \$125. A 52-inch Special Columbia, full nickel, balls to front wheel, new rear wheel and tire; in good condition; cost \$137.50. These will both be sold at a bargain, if sold soon. Address C. H. Kenyon, Adams, N. Y.

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

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 Wagoner, Suffern, N. Y.

\$80 BUYS 50-inch Special Facile, 54-56 inch Ordinary; first-class condition. References given. Obligated to sell Address F. R. Huntington, Adams, N. Y.

FOR SALE—50-inch Columbia Light Roadster, make of '87; McDonald cyclometer, lamp and stand; in A1 condition. \$85. Address A. Street, Broadway, Room 155.

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.

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

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

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

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

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

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

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

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

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

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.

LOOK AT THESE SPECIAL BARGAINS.—55-inch Rudge Light Roadster, enameled, with nickel trimmings, balls both wheels, cowhorn bars, buffer saddle; run a season; \$68. 54-inch Columbia Expert, enameled, with nickel trimmings, balls both wheels, drop bars; run one season; a very staunch machine; \$67. 56-inch Spalding Racer, full enameled, balls both wheels and pedals, cowhorn bars, weight 22 pounds; \$30. 51-inch Special Star, enameled, with steering rod and levers nickelled, balls front wheel, drop bars, silent ratchets, changeable power attachment, 1-inch tire; \$65. 51-inch Special Star, 3/4-nickelled, balls front wheel, cowhorn bars, Z and S step and foot rest, 7/8-inch tire; \$78. 56-inch Columbia Expert, enameled, with nickel trimmings, drop bars, new Fish saddle, balls both wheels; used but little; \$78. Springfield Roadster (50-inch) Standard finish, Fish saddle, cowhorn bars; \$45. 53-inch Royal Mail, enameled, with nickel trimmings, balls both wheels and pedals and head, cowhorn bars, \$10 Lakin cyclometer in perfect order, Lillibridge saddle; \$81. Genuine Humber Tandem, good order; \$100. Above machines are all guaranteed sound in every particular, and are bargains that cannot be duplicated for the money anywhere. Examine before going elsewhere. New York Bicycle Co., 8 Warren Street, New York City.

BARGAIN—50-inch Columbia Expert, full nickel, ball bearings; first-class condition. Price \$75. Address R. T. Schaffner, 70 West 50th Street.

FOR SALE—52-inch Victor Light Roadster, '87 pattern. Good as New; spade handles; Excelsior hub cyclometer. Bargain. Clark, P. O. Box 444, New York.

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

STARS. Two Special Stars for sale cheap almost new. F. E. C., P. O. Box 144.



# THE LITTLE WHEEL STILL AHEAD.

The STAR has always had the Hill-Climbing Records, and always must have them.

## READ THESE ITEMS.

On June 5th John A. Wells, of Philadelphia, climbed the famous Ford's Hill fourteen times in succession, without a dismount, on a **Star**. *Previous record, seven times.*

On June 7th the same rider, on the same wheel, climbed the redoubtable Eagle Rock six times in succession without dismounting, in the quick time of 1 hour and 32 minutes.

Up hill, down hill, or on the level, the Star is the best roadster extant.

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40 SECOND-HAND WHEELS.

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### OUR SPECIALTIES.

The CORSON Star Saddle; warranted to please; price, \$3.50; Nickered, \$4.50.

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

The Tourists' Delight; price, 50 cents.

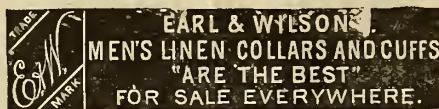
The Star Advocate, Monthly, 50 cents per year.

The Star Extension Step and Foot Guide; price, \$1.50.

The "Common Sense" Stocking Supporter; price, 35 cents.

Spade Handles; a fine article, nickered, with Vulcanite Grips; price, \$2.50 per pair.

**E. H. CORSON'S BICYCLE EMPORIUM,**  
ROCHESTER, N. H.



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We are offering, for a limited period, the Genuine English C. T. C. Cloth; all wool, double width, at \$3.50 per yard, former price, \$4.00. Sold to C. T. C. members only.

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### Queens Athletic Club Grounds,

QUEENS, L. I.

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

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

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GOT WHAT?

### WHY, A PERFECT BICYCLE LOCK

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

Price, \$1.00; Full Nickered.

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All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.

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Plain bearing, \$75.00 | Ball bearing, \$100.00

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SAFETY.



All Ball Bearing,  
\$135.00

Singer's Bicycles, Tricycles, Safeties and Tandems.  
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A FULL LINE OF SUNDRIES, TIGHTS, HOSE, ETC.

A large Riding School in connection.

Second-hand Wheels Bought, Sold and Exchanged.  
REPAIRING PROMPTLY DONE.



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LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

THE

**VICTOR**And the wisdom of our choice is  
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WE SELL

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—ON—

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UNLOAD QUICKLY.

WE OFFER

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—AT—

MOST REASONABLE PRICES.

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**WHEEL EXCHANGE.**

WETMORE &amp; CHESTER.

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What Does This Mean?

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

—FOR—

**A SECOND-HAND VICTOR**THAN FOR ANY OTHER MAKE OF  
WHEEL IN THE SAME  
CONDITION.*Don't Believe Us,*But ask those who have  
changed, this year, from  
other makes to**VICTORS,**How they run, coast and  
climb, as compared with  
their old mounts.**READ OUR RULES.**No machine placed on our list unless it is in  
our hands.Our charge for selling is ten dollars and stor-  
age at one dollar per month. No tricycles  
handled on commission.A receipt is given for each machine, and we  
are responsible in case of loss for the net price  
charged. Our stock is fully insured.Our customers are not bound to leave their  
machines with us any longer than they may  
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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 22, 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. 82.—51-in. Am. Star. Nickel except wheels.  
Hyg. saddle. Fine cond. Price \$45.No. 119.—52-in. Club. Enam. with nickel trim-  
mings. Balls both wheels. Lamp. Price  
\$60.No. 124.—36-in. Kangaroo Safety. Never out  
of shop. Price \$75.No. 125.—48-in. Eclipse. Enamel and nickel.  
Bargain at \$60.

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

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

No. 141.—English Premier 3 track, loop frame  
tricycle. Two speed gearing. Cyclom. and  
Lamp. Price \$75.No. 153.—54-in. Sanspareil. Ball wheels. En-  
amel. Price \$50.No. 154.—52-in. Victor, '86. Enamel. Cowhorn  
bars. Spade handles. Great bargain at \$85.No. 155.—50-in. Spalding. New. All balls. Cow-  
horn bars. Only \$90.No. 157.—54-in. Premier. Enamel. All balls.  
Cowhorn bars. Price \$60.No. 158.—52-in. Stand. Col. Nickel, with enam.  
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. 176.—36-in. boy's wheel. Full nickel. Cow-  
horn bars. Good as new. Price \$30.No. 177.—50-in. Col. Expert, '86. Enamel. All  
balls. Prime order. Price \$85.No. 178.—46-in. Horsman. Fine order. Price  
\$35.



# 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.

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Petroleum **VASELINE**, Jelly.

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 \$3 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. If easy payments of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.



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**ALCOHOL**

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SPIRITS OF TURPENTINE, ROSIN, ETC.

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## SIEGRIST BROS.,

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**The Champion Bicycle Shoe.**



OUR SPECIALTIES:

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



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

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

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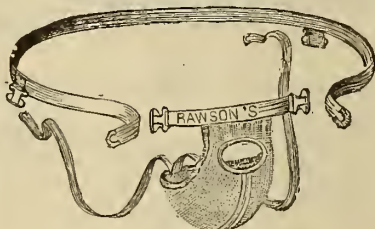
**Stop-Watches, MEDALS, Trophies.**

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Successors to JENS. F. PEDERSEN.

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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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Mention this paper.



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

**HIGH GRADE BICYCLES,**

for less money, during the season  
of 1888 than any other dealer  
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Send for the most complete Wheel  
Catalogue ever printed.

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LOOK AROUND BEFORE BUYING.  
**SEE OUR LISTS.**  
**HART CYCLE CO.,**  
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**RUBBER**  
 Tennis Soling,  
 WHITE, BLACK,  
 OR RED,  
 Corrugated or Diamond Pat-  
 tern for  
**TENNIS SHOES.**

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Apparatus and Supplies,  
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 great variety from \$9.00 up-  
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More than Forty Years  
 Established in this line  
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## RADWAY'S READY RELIEF.

For headache (whether sick or nervous), toothache, neu-  
 ralgia, rheumatism, lumbago, pains and weakness in the  
 back, spine or kidneys, pains around the liver, pleurisy,  
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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,  
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 ness, Sleeplessness, Sick Headache, Diarrhoea, Colic,  
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50 cents per bottle. Sold by Druggists.

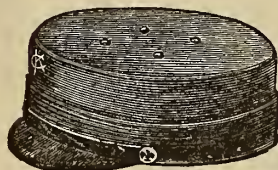
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PERFUMES AND TAKE NO OTHER.  
 Wenck's Opera Bouquet is the latest.



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**LOWEST PRICES.**

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In Hat Store, upstairs.

### The "Best" Bicycle Whistle.



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

Price, 25c. each. Discount to Dealers.

WHITTEN & CO., PROVIDENCE, R. I.

## HARLEM BICYCLE CO.

**284 LENOX AVENUE,**

(Late Sixth Avenue.)

Between 124th & 125th Streets.

AGENTS FOR

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

ALSO A FULL LINE OF BOYS' AND GIRLS'

**Bicycles, Tricycles and Velocipedes.**

REPAIRING, RENTING, STORING.

Open Day and Night.



**OLD RELIABLE  
 WEAR THE BEST**

For they are the cheapest.

**THEO. GOETZE & CO.,**  
 256 GRAND STREET,

MANUFACTURERS OF

**Bicycle Hose.**

**FOR SALE EVERYWHERE!**

Correspondence from the Trade  
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Send 6c. for 20 Samples and Rules for

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



VESTS,

\$2.25

COATS

\$8.00

Suits, \$13.25 to \$30.00.

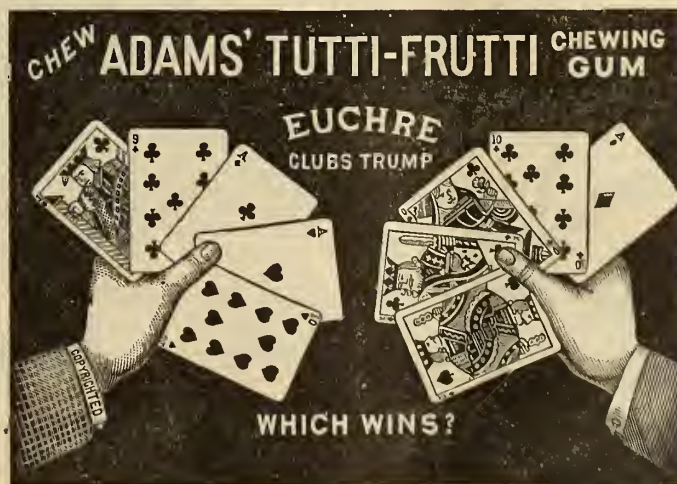
Also Manufacturers of Bicycle & Tennis Suits  
 Every Garment cut and made to the individual measures  
 and directions given us and a fit guaranteed.

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

Measuring for Coats, Pants, Vests & Overcoats.

**Sold Everywhere. Five Cents Per Bar.**

USED BY ALL ATHLETES  
 AND WHEELMEN



ON THE ROAD,  
 ON THE PATH.

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

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



# EVERYBODY

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-

# POSSIBLE.

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.



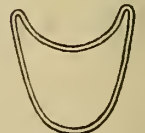
Section of front wheel felloe on Columbia Light Roadster. Actual size.



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



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



## RUDGE BICYCLETTE.

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

**RUDGE LIGHT ROADSTER,**

*Just received.*

**RUDGE CATALOGUE FREE.**

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

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