

The Wheel

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

Vol. I.—No. 18.]

NEW YORK, JUNE 29, 1888.

[WHOLE NUMBER, 18.]

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

THE AMERICAN CYCLES

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

Triumphal Onward March,

looks brighter now than ever.

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

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



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

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LARGEST AMERICAN MANUFACTURERS OF CYCLES AND SUNDRIES.

TO THE FRONT AGAIN!

EAGLE ROCK HILL, 12 TIMES WITHOUT A DISMOUNT.

ON WHAT?

A SPRINGFIELD ROADSTER

50-INCH, GEARED EQUAL TO A 52-INCH ORDINARY.

BY WHOM?

J. HARRY SHURMAN, of Lynn, Mass. Witnessed by E. H. Banks, N. Y.; L. S. Klotz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver, of Concord, N. H.

WHAT NEXT?

STICKNEY HILL, LYNN, MASS. TRY IT. WE GOT THERE.

L. A. W. RUN AT BALTIMORE, JUNE 19, '88.—Out of 150 wheels three only surmounted the hill; two of these were Springfield Roadsters, ridden by Messrs Harris and Decker.
L. A. W. RACES, BALTIMORE, JUNE 19, '88.—The Springfield Roadster scored three victories: 2-mile Safety, by J. Fred. Midgley; Half-mile Dash and 3-mile Handicap, by W. E. McCune.
J. R. WELD, Jr., MEDINA, N. Y., WRITES: "We believe in the Springfield Roadster out here. In a club of 20 members 16 of them ride your make of wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

ABSOLUTELY SAFE, SPEEDY, THE BEST HILL-CLIMBER AND ALL-AROUND ROAD WHEEL EVER OFFERED TO THE PUBLIC, AT A MODERATE PRICE.

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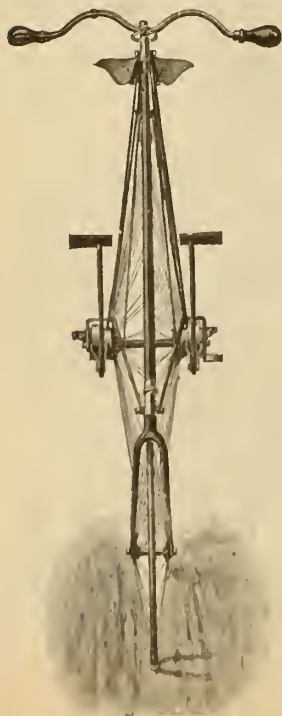
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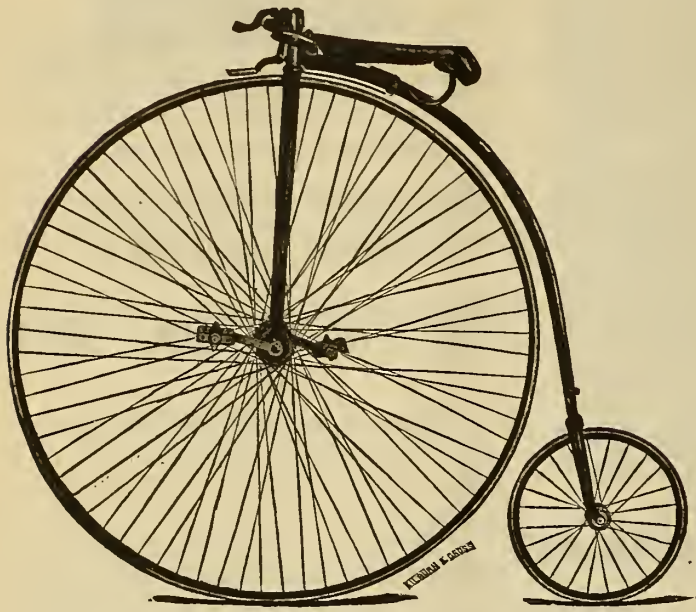
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NEW RAPIDS.



Roadster, weighs 40 lbs.

Light Roadster, weighs 36 lbs.

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

All parts of highest possible grade.

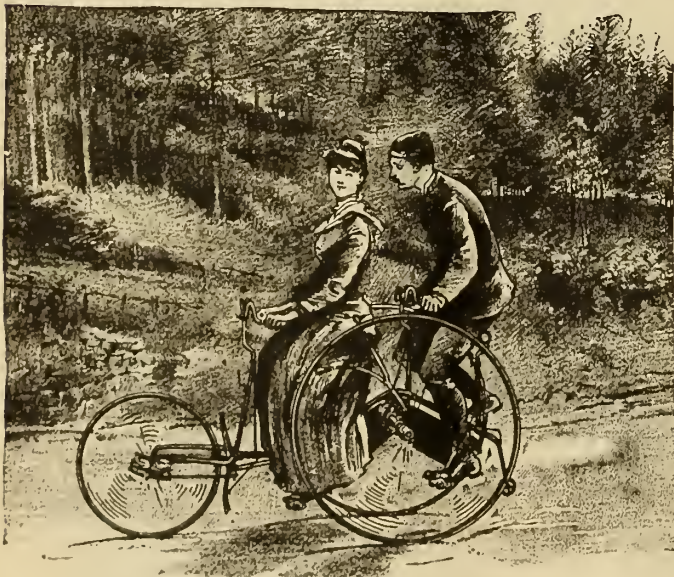
Any kind of saddles and handles supplied.

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

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



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 CLARK CYCLE COMPANY, BALTIMORE, MD.

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THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

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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.

Louisiana's Liberty Bill has been referred to the Judiciary Committee, and early in July will come before the Governor of the State for approval. Our correspondent at New Orleans writes, very graciously, that the bill itself and other valuable information was obtained from THE WHEEL.

We agree with "The Stroller" that the decision of the Inter-club R. R. A. Executive Committee, permitting the Hudson County Wheelmen and the Kings County Wheelmen to enter any men they wish in the run-off of the tie, is "nonsensical" and "will make them the laughing stock of all cycledom." The committee will doubtless claim that it is a race between clubs, not between individuals. This is true of the race, but not so of the tie. In deciding ties it is an unwritten law of athletics that no element or factor shall be introduced that did not enter into the original contest. The inter-club road races have always proven successes, but the same cannot be said of the legislative management of the association. The club has long since passed the experimental stage, and its laws should at this time be as those of the Medes and Persians. Yet we find the association continually ignoring their by-laws, and the members of the association are constantly running up against questions that have not been provided for in the code of government they have adopted. The association should thoroughly revise and perfect its laws, and then abide by them.

We had intended to amplify on the wheelmen's visit to Washington, but our correspondent in the Capital City, who was in the midst of the fray at all times, sends as a very complete story of the entertainment provided by the Maryland Division. On all sides were heard words of praise for the District Division, the members of the Washington clubs and for Chief Consul George S. Atwater, who worked not like a "nigger"—we have studied the Washington darkey and shall never crack the old wheeze again—to crowd the utmost enjoyment into one day. The only drawback to the

Washington meet was the failure of the executive committee of the League to put in an appearance and introduce the representatives of the League in proper manner. Had President Kirkpatrick been present and spoken to the President of the numerical strength, the objects and influence of the League, it must have provoked a reply containing something favorable; it would have compelled Grover to place himself on record, and his speech would have been telegraphed all over the country. It was a great opportunity lost.

We present this week a short sketch of a tour from East Stroudsburg, Pa., to Port Jervis, N. Y., a delightful day's ride along the Delaware River, including the Water Gap and delightful mountain scenery. We propose to publish at least one route a week, and we trust our readers will send us descriptions of favorite runs.

We feel safe in predicting that a parade craze is materializing in this country. The Kings County Wheelmen's parade was a great success, the parade at Springfield, Mass., was well attended, and it is expected that the Brooklyn Club's parade, to be held on Saturday afternoon, will prove one of the largest ever held in the City of Churches. The idea of holding parades is a good one, and in our opinion affects the lay mind favorably.

In an attempt to popularize and extend the sport of cycling among its members, the New Jersey Athletic Club has arranged for a series of meets, the first of which will be held on July 4, at the club's grounds at Bergen Point. In connection with the cycle races a regatta and a baseball match will be provided to fill out an interesting day's sport. We trust the cyclers of this vicinity will respond to the liberal spirit of the N. J. A. C. by attending their Independence Day meet.

LOUISIANA'S LIBERTY BILL ON THE CALENDAR.

NEW ORLEANS, June 23, 1888.

The Liberty Bill has been calendared as House Bill No. 283, and was yesterday referred to the Committee on Judiciary.

The bill is in substance the same, and was modeled after the one recently passed in New York, THE WHEEL being the medium from which the bill itself and much other valuable information was obtained. Unless some unlooked-for barrier presents itself, the bill will be before Governor Nicholls for signature during the early days of July, and it is Chief Consul Hodgson's intention to be on hand at the signing, to present to the Governor a gold penpoint and secure the one which will make the bill a law. Representative Shields, who is fathering the bill, will not be forgotten either, for we intend to bank his seat in the House high up with flowers, and to induce him into becoming one of the L. A. W., for, be it known, he is a wheelman.

B1.

THE BUFFALO TOURNAMENT.

Wheelmen are already looking forward to the good things in the way of wheel recreation which Henry E. Ducker, the Buffalo Bicycle Club, and the New York State Division will provide at Buffalo from September 4 to 8.

In connection with the great tournament the New York Division will hold its annual meet, and this, with the riding attractions of Buffalo's streets, and the chance of seeing Niagara, will induce many wheelmen to be present. A large number of clubs will be represented from all parts of the country. The races will be contested by the fastest amateurs and professionals, and every care will be taken to make the occasion a memorable gathering of cyclists.

The programme is very comprehensive and is sure to suit all. It contains thirty races, divided as follows: Twelve for professional and eighteen for amateurs, divided into seven open, eight championship, nine handicap, three class, and two novice races, besides a consolation event. There are four races for tandems, three for tricycles, seventeen for bicycles, and six for Rover-type safeties.

PROGRAMME.

TUESDAY, SEPTEMBER 4—FIRST DAY.

EVENT.	CLASSES.	WHEELS.	CONDITIONS.
1-mile.	Professional.	Tandem.	Open.
2 "	Amateur.	Bicycle.	Novice.
10 "	"	"	"
3 "	Professional.	"	L. A. W. championship.
2 "	Amateur.	"	Handicap, 450 yards limit
5 "	"	"	6.20 class.
3 "	Professional.	Tricycle.	L. A. W. championship.
3 "	Amateur.	Bicycle.	First heat world's championship.
3 "	Amateur.	Tandem.	Open.
1 "	Professional.	Rovers.	Handicap, 100 yards limit.
2 "	Amateur.	"	Open, road wheels only.

WEDNESDAY, SEPTEMBER 5, NEW YORK STATE DIVISION MEET.

THURSDAY, SEPTEMBER 6—SECOND DAY.

1-mile.	Amateur.	Bicycle.	Novice.
1 "	Professional.	"	Handicap, 150 yards limit.
3 "	Amateur.	"	L. A. W. championship.
5 "	Professional.	"	Second heat, world's championship.
3 "	Amateur.	"	10.5 class.
5 "	Professional.	Rovers.	Handicap, 400 yards limit.
10 "	Amateur.	Bicycle.	Handicap, 850 yards limit.
1 "	Professional.	Tricycle.	Open.
1 "	Amateur.	Rovers.	Handicap, 100 yards limit, road wheels only.
1 "	"	Tandem.	Open.

SATURDAY, SEPTEMBER 8—THIRD DAY.

2-mile.	Amateur.	Bicycle.	State championship.
2 "	Professional.	Rovers.	Handicap, 200 yards limit.
5 "	Amateur.	Bicycle.	17m. class.
2 "	"	"	Open.
1 "	Professional.	"	Final heat, world's championship.
3 "	Amateur.	Rovers.	Handicap, 200 yards limit, road wheels only.
5 "	Professional.	Tandem.	Handicap, 500 yards limit.
5 "	Amateur.	Bicycle.	State championship.
3 "	Professional.	Tricycle.	Open.
2 "	Amateur.	Bicycle.	Consolation.

RECORD BREAKING AT COVENTRY.

SAFETY RECORDS FROM FIVE TO TEN MILES—AMATEUR TRICYCLE RECORDS.

At Coventry, on June 13, bicycle and tricycle records received a severe upheaval.

The first battle against time was waged by A. P. Engleheart, on a Brookes safety. Horace Crocker and W. F. Knapp made pace. Engleheart was out to break the mile record, and covered the fractions as follows:

1/4 mile.	0.40 4-5	Last half.	1.14 4-5
1/2 mile.	1.18 1-5	Last quarter.	0.38
3/4 mile.	1.55	Third quarter.	0.36 4-5
1 mile.	2.33	Previous record.	2.37 1-5

Engleheart establishes safety records for the half, three-quarters and mile; he also beat Howell's "ordinary" records for the three-quarters and mile, which stand at 1.56 2-5 and 2.35 1-5.

RECORDS FROM SIX TO TEN MILES.

E. Oxborrow, mounted on a Rudge bicyclette, scaling under twenty pounds, started on a 10-mile journey, and succeeded in putting down new English figures from six to ten miles, both for the safety and ordinary. Oxborrow's times were:

Miles.	Time.	Previous Safety Records.	English Pro. Bicycle Records.	American Pro. Records.
1.	2.46 4-5			
2.	5.33 2-5			
3.	8.15 2-5			
4.	11.02 1-5			
5.	13.48			
6.	16.36 3-5	17.34 4-5	16.48	16.12 3-5
7.	19.25	20.30	19.43	18.59
8.	22.09 2-5	23.21	22.30 2-5	21.41 2-5
9.	24.57 1-5	26.27 4-5	25.19 4-5	24.26 2-5
10.	27.38 4-5	29.24 3-5	28.05	27.07 1-5

OVER TWENTY MILES ON A TRICYCLE WITHIN THE HOUR.

J. B. King, assisted by pace-makers, succeeded in altering the tricycle record from nine to nineteen miles, and also made an hour record, covering 20 miles, 480 yards. His wheel weighed twenty-four pounds, and his new records are as follows:

HAVE YOU NOTICED

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

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

EAGLE ROCK HILL,

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

THEY ARE SURELY CLIMBERS.

Overman Wheel Co.,

NEW YORK.
CHICAGO.
BOSTON. }

MAKERS OF VICTOR CYCLES.

CATALOGUE FREE.

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

		PREVIOUS BEST	
MILES.	TIME.	TIME.	
9.....	26.16 3-5.....	26.25 2-5	
10.....	29.10 2-5.....	29.26 1-5	
11.....	32.09 2-5.....	32.24 2-5	
12.....	35.06 2-5.....	35.24 1-5	
13.....	38.07 2-5.....	38.24 4-5	
14.....	41.09 1-5.....	41.23 4-5	
15.....	44.17 1-5.....	44.23 4-5	
16.....	47.15 2-5.....	47.16 3-5	
17.....	50.15 2-5.....	50.18 1-5	
18.....	53.16 1-5.....	53.22 1-5	
19.....	56.14 4-5.....	56.15 4-5	

TRICYCLE RECORDS FROM TWENTY-ONE TO TWENTY-FIVE MILES.

On June 18, at Coventry, S. F. Edge made an attempt, on a tricycle, to cover twenty miles within the hour, but failing by 1 4-5s., Edge kept on and had no difficulty in making records from twenty-one to twenty-five miles, as follows:

		PREVIOUS BEST	
	TIME.	TIME.	
21 miles in.....	1.03.14 4-5.....	1.06.47 3-5	
22 " ".....	1.06.21 2-5.....	1.09.58 1-5	
23 " ".....	1.09.28 4-5.....	1.13.05 3-5	
24 " ".....	1.12.38.....	1.16.23 4-5	
25 " ".....	1.15.44 3-5.....	1.19.17 2-5	

KINGS COUNTY WHEELMEN'S RACE MEET.

About 2,000 people assembled at the Brooklyn Athletic Association grounds on Saturday, June 23, to witness the seventh annual race meeting of the Kings County Wheelmen. Everybody was there—the "Kid," the "Nuisance," the "Genial Ass," the "Gibbering Idiot," "Our Own" Harry Hall—everybody, and muchly they enjoyed it. The officials were as follows:

Referee: George R. Bidwell, C. B. C. Judges: H. Spelman, B. B. C.; C. H. Luscomb, L. I. W.; Elliott Mason, C. B. C.; E. C. Locke, H. W. Scorers: H. Douglass, K. C. W.; H. Greenman, B. B. C.; I. M. Shaw, N. Y. B. C. Clerk of course: J. A. Loucks, K. C. W. Assistant clerks of course, J. D. Neppert, K. C. W.; F. B. Hesse, K. C. W. Starter: M. L. Bridgman, K. C. W. Umpires: A. B. Barkman, B. B. C.; E. Valentine, K. C. W.; E. W. Johnson, H. C. W.; W. H. DeGraaf, H. W.; W. W. Share, L. I. W.; R. F. Hibson, K. C. W. Time-keepers: W. H. Robertson, B. A. A.; J. S. T. West, B. A. A.; T. C. Crichton, K. C. W. Official reporter: F. W. Burns, B. A. A. Handicappers: N. P. Tyler, M. D.; W. C. Hegeman, B. A. A.

At 3:45 P. M. the starters in the novice race lined out on the track, the band struck up a horrible noise (it was an awful band), and every man craned forward expectantly. The starters were J. W. B. Quail, R. W. Steves, F. N. Burgess, L. H. Wise, H. Sampson and W. Bonner. "Good Old" Gilbert was entered but was ruled off, having won a race at Baltimore the week before. After a short delay Bridgman's pistol cracked and the men got away to a pretty start. After a good race, in which Burgess fell, Wise won by five yards, Steves second, ten yards ahead of Sampson; time 3m. 19 2-5s.

In the second race, a 1-mile handicap, there were but nine starters, so the race was run in one heat instead of three as intended. This was won by R. L. Jones, from the 90-yard mark, in the good time of 2m. 57s., William Schumacher, 80 yards, a good second. Hall, Windle and Van Sicklen, the scratch men, did not start.

Only two tried for glory in the half mile without hands, F. F. Storm, Jr., and J. W. Schoefer. Storm took the lead after 200 yards had been ridden, and won, easing up, in 1m. 49 2-5s.

The fourth event was a relay race of nine laps between teams representing the Kings County Wheelmen, the Long Island Wheelmen and the Brooklyn B. C. To the surprise of many L. I. W. won easily, Wise, the first rider of the team, taking the lead on the second lap and his good example being followed by Schumacher, the second rider, and G. W. Kreger, the third. Kreger won by twenty yards in 5m. 37 1-5s., F. G. Brown, K. C. W., second, and J. W. Schoefer, B. B. C., third; distance ridden, 1 4-5 miles.

Then came the 1-mile club novice, in which four started. F. F. Storm won handily in 3m. 16 1-5s., R. W. Steves second.

This was followed by the event of the day, the 3-mile L. A. W. State championship. Of seven entries six men started—T. L. Wilson, S. G. Brown, G. W. Kreger, H. L. Bradley,

J. W. Schoefer and H. O. King. After one bad start the men got away, with Wilson ahead. Wilson kept the lead, with Kreger second for eight laps, when Kreger moved to the front, Wilson falling badly behind. At the beginning of the third mile Wilson had seized second place. They rode thus for four laps, Wilson again and again making savage spurts, but never passing Kreger. As the bell rang Schoefer rushed forward, collaring Wilson and Kreger. The three men spurted around the track together, their wheels lapping. On the homestretch, amid wild yells of "Kreger!" "Wilson!" Schoefer! Kreger drew ahead and won by five yards, Schoefer second, Wilson a bad third. Time, 10m. 1 2-5s., remarkably good for a 5-lap track.

The next event was a half-mile boys' race, which was prettily won by Louis A. Schoefer (a younger brother of J. W. of that ilk) in 1m. 49 2-5s., Oscar H. Steves second.

A 3-mile handicap came next. The scratch men failed to start in this race also. J. F. Borland was pitchforked into this handicap with 300 yards, although T. L. Wilson, from the 60-yard mark, was but five yards behind at the finish. Time, 10m. 2 3-5s.

A 1-mile ride and run was won easily by H. A. Kellum, W. H. Caldwell being fifteen yards behind; time, 4m. 29 3-5s.

The last event, the consolation race, brought out nine starters. The only one consoled was W. F. Murphy, who had started in the club novice. Time, 3m. 18 2-5s. F. G. Brown was left disconsolate by only a scant wheel.

Taken as a whole the meet was a success, the track being in a splendid condition, the races well contested, the finishes exciting and the times good.

M.

ANNUAL RACES OF RHODE ISLAND CYCLISTS AT PROVIDENCE.

The annual races of the Rhode Island Wheelmen were held at Roger Williams Park, June 21. The races resulted as follows:

Half-mile Tricycle Race.—Won by O. H. Weld, in 1m. 52 2-5s.

2-mile Lap Race.—There were three starters, B. T. Bruce, Eugene R. Phillips and William Miller. Each man made nine points. The decision was left to the interpretation of the league rules.

Half-mile Race, Rover Type.—Won by E. R. Phillips, in 1m. 27s.

The race for the club championship and a silver cup, half-mile, was won by George Hutchins, who defeated B. T. Bruce, by a few inches only, in 1m. 28s.

1-mile Tandem Race.—Won by Hutchins and Tucker in 3m. 14s.

Gold and silver medals were awarded the victors. A 25-mile race will be run on June 27, for a medal and club championship.

NOTES OF THE RACING PATH.

The new grounds of the New Jersey Athletic Club at Bergen Point will be opened to the public on July 4, which will be made a grand gala day by the members. A regatta will be held at 10.30 A. M. At 1 o'clock cycle racing will begin and continue to 4 o'clock, after which the base ball diamond will be the scene of a battle between a champion amateur team from Philadelphia and the Staten Island Athletic team. The events for the regatta have not yet been arranged. The cycle races will be open to all amateurs riding machines of over thirty-five pounds weight, and will comprise a 1-mile novice, 2-mile novice, one mile for club members only, 1-mile handicap, 2-mile handicap, 1-mile consolation. First and second prizes will be given in each event. Besides these races the Plainfield Bicycle Club, Bayonne Bicycle Club and Hudson County Wheelmen will probably run their one and two mile club championships. The races will be over a quarter-mile cinder track. Entries close June 28, and must be accompanied by a fee of fifty cents for each event.

One of the fastest men on the Pacific Coast is named Wing. He has flown a mile in 2m. 53 1/2s.

The New Castle, Pa., Club will celebrate "the Fourth" with the following programme: 10.30 A. M., hill-climbing contest on Jefferson Hill; 2.30 P. M., race meet.

The East Hartford Wheel Club have arranged an elaborate programme of races for July 4.

RACES AT CHELSEA, MASS., JULY 4.

The committees appointed by the Ramblers and Cycle Club to confer with the Chelsea City authorities and arrange for the races on the Fourth of July, held a meeting last Wednesday evening, and the following programme was decided upon: 1-mile novice, prizes, a gold-lined silver cup and a prize gold headed cane; 1-mile championship of Chelsea, prizes, a gold medal and a silver medal; third race, one mile for boys under fifteen, prizes, a silver medal and a silver cup; slow race, once around the track, for a pair of opera glasses and a revolver; 1-mile lap race, for a silk umbrella and a bicycling suit; velocipede race for all boys under twelve years, for a velocipede. The races will be held on the Chelsea Common at 7.30 A. M. The following officers were chosen: Judges, R. V. Rogers, W. C. Atwood and Councilman Farnham; referee, Abbott Bassett; clerk of course, W. L. Pratt; scorers, A. E. Bailey and D. G. Dearborn; umpires, E. A. Phemister and W. L. Douglas; timers, Messrs. Kibbey and Addison; starter, C. E. Walker.

RACES ON LYNN COMMON, JULY 4.

The committee on Fourth of July celebration at Lynn have decided upon the following programme for the bicycle races: 1-mile race for novices for a gold and silver medal; one mile for a gold watch and a pair of opera glasses; 1-mile handicap for a silver watch and a gold chain and charm; one mile for riders under fifteen for a gold medal and a silver medal; 2-mile handicap for gold watch a pair of pearl opera glasses and a gold watch chain. The races will begin at 2.30 around the Common, and the committee have decided to debar all but Lynn riders.

The first annual meet and bicycle tournament of the Fort Dayton Wheelmen, of Herkimer, N. Y., will be held at the Herkimer Driving Park, Wednesday, July 4. A grand parade by 300 wheelmen for valuable prizes will be held, and \$200 in prizes will be given. The racing events will be fifteen in number.

A GREAT HANDICAP RIDER.

That Osmond's style of going grows more like that of Herbert Liddel Cortis' every day was shown by the superb manner in which he cut down his men in the ordinary mile handicap at the Crystal Palace on Saturday last, ploughing through the muck in grand style. There was nothing the great Wanderer liked better for handicap riding than a storm of wind and rain and a soft path. Where is the man in London or provincial racing circles who could have done 2m. 42 2-5s. for a full mile under such circumstances as Osmond labored under on Saturday? He eased in the last quarter, as he won his heat by forty yards.—*The Cyclist*.

S. G. Crocker and Fred Wood are matched to ride a 25-mile race on July 14.

KILKELLY HAS AN AFTERNOON'S SPORT.

P. J. Kilkelly, Ireland's amateur crack, had an interesting afternoon's sport at the Dublin University race meet. The track was of grass, soft with recent rains, but Kilkelly won six firsts with consummate ease. The list of Kilkelly's victories is as follows: One-mile handicap, 3m. 8s.; 1-mile scratch, 3m. 30 2-5s.; 2-mile handicap, roadster, 6m. 51 4-5s.; 3-mile scratch, 11m. 7 3-5s.; 5-mile handicap, 17m. 29 3-5s.; 2-mile tricycle handicap, 7m. 22 3-5s. The wheels sank deep into the mud.

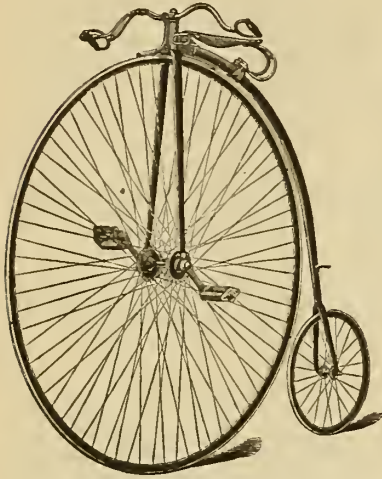
Fred Wood won the 25-mile professional championship at Leicester, on June 9, defeating Knapp, Lees and Lee; time, 1h. 19m. 45 4-5s.; last mile, 2m. 49 1-5s.

KNAPP SCORES A WIN.—In a 1-mile professional handicap decided at Leicester, June 11, W. F. Knapp won the final from the 45-yard mark, defeating J. Lee, 30 yards, S. G. Whittaker, 45 yards, and Horace G. Crocker, scratch; time, 2m. 38 4-5s.

FAST TIME ON A SAFETY.—The North Road Club's 50-mile handicap, decided June 9, produced an interesting finish and fast times. There were thirty entries, including a tandem safety bicycle, a tandem tricycle, four single trikes, six ordinaries and sixteen Rover-type safeties. G. P. Mills, safety, reached the 30-mile post in 1h. 54m., Albone and Tingey, tandem bicycle, 1h. 59m. G. P. Mills, safety, finished the full distance in 3h. 13m. 19s.; A. Pellant, ordinary, 3h. 14m. 13s.; D. Albone and R. Tingey established a record for the tandem safety bicycle, doing 3h. 33m. 2s.

All our orders call for
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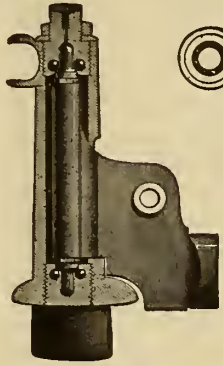
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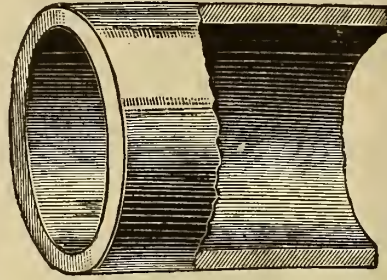
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Greatest of modern
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Warwick's New Perfection Backbone,

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



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No Seam
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Thickened
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To find out what the New Mail
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of the leading and hardest riders
in the country contained in our
Catalogue.

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

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NOT A BROKEN BACKBONE LAST YEAR!

"THE WHEEL" LEADS.

Owing to death and the numerous fatal diseases incidental to literary childhood, of the weeklies, only *THE WHEEL* and the *Bicycling World* and *L. A. W. Bulletin* have survived, and the former is the only subscription wheel paper. The question as to which is the leading paper is often a matter of discussion at the clubs and among wheelmen, and those who have watched the rapid rise of *THE WHEEL* award us the palm and readily admit that we have retired the *World* to a very bad second.

Comparing the *World* and *THE WHEEL* of June 15 we find the following interesting points:

	WORLD.	WHEEL.
Total number of pages.....	20	28
" number of inches of matter.....	1,347½	1,922
" number of words.....	14,861	33,467

It will thus be noted that we published in this issue almost 150 per cent. more reading matter than was contained in the *Bicycling World* for the same date. Our matter consisted of nearly a page of editorials on pertinent subjects of the day, the full programme of the Washington entertainment of wheelmen, transportation rates from New York to Baltimore, full particulars of the League parade, the K. C. W.'s trip to Lake Success, Temple's victories at Berlin, over a page of wheel gossip, covering in short notes all the important items of interest on both sides of the Atlantic, a report of Billy Rowe's return and his views on things English, notes of the English racing path, special correspondence covering New York, New Jersey, Washington, Philadelphia, Rutherford, N. J., Pittsburg, Brooklyn, Jersey City, Minneapolis, San Francisco and the Pacific coast. We also presented the best report of the Lancaster race meet, from the pen of a special correspondent, correspondence from Henry E. Ducker and Karl Kron, an article on an improved method of building roads, a delightful story of two days' ride in the Isle of Wight, and a complete list of coming events.

NEW JERSEY DIVISION MEET.

It has been decided to postpone the New Jersey Division meet from July 4 to Friday and Saturday, September 14 and 15, when an interesting programme of runs, races, and hill-climbing contests will be carried out. This will be the most important event which the division has ever undertaken.

A DAY'S TOUR.

EAST STROUDSBURG, PA., TO PORT JERVIS, N. Y.

This is a favorite tour with New York wheelmen. The D. L. & W. train leaves at 4.10 P. M. on Saturday, arriving at East Stroudsburg at 7.50 P. M. same evening. The town being a summer resort, there are any number of hotels and stopping places. Leaving at about nine on Sunday morning, the run to Dingman's Ferry—twenty-four miles—can easily be made in time for dinner. The distance from Dingman's Ferry to Port Jervis is but sixteen miles, and makes a fine run. Trains leave Port Jervis, arriving in New York early Sunday evening.

The entire route is along the Delaware River and through the Water Gap. The scenery is mountainous and beautiful, and much of the way the road is shaded by trees and by mountain shadows. The League hotel at Dingman's Ferry is the Bellevue, and an excellent dinner is served here. Between Dingman's Ferry and Port Jervis are Melford and Sawkill, the former being a famous resort for a few days' riding, the roads being as fine as any in the world. The coasting is superb, and altogether this trip will repay any cyclist. The only drawback to this tour is its expensiveness. The cost is as follows: Fare to East Stroudsburg, \$2.70; supper, lodging and breakfast at East Stroudsburg, \$1.50; dinner at Dingman's Ferry, 50 cents; supper at Port Jervis, 50 cents; fare from Port Jervis, \$2.33; total, \$7.53. Messrs. Barkman and Mead, of the Brooklyn Club, made this trip on Sunday last and report themselves delighted.

THE CITIZENS' CLUB JOINS THE LEAGUE.

A number of caucus meetings have been held in New York recently to determine the nominations for representatives in the L. A. W. board. The Citizens' Club, the members of which are anxious this year to have more than their share of representatives, as they always have had in the past, has determined to join the League at once.

TWENTY-FIVE MILES ON WHEELS.

PROVIDENCE, R. I., June 27, 1888.

The third annual 25-mile bicycle race for the championship of the Rhode Island Division of the League of American Wheelmen and medals was ridden to-night on the half-mile oval at Roger Williams Park. There were four starters and three finished in the following order: W. A. M. Scott, Providence, 1h. 24m. 30s.; William Van Wagoner, Newport, 1h. 26m. 30s.; B. Taylor Bruce, Providence, 1h. 30m. 20s.

SPECIAL WHEELMEN'S TRAIN TO BUFFALO.

Mr. C. A. Sheehan, secretary of the Manhattan Bicycle Club, is having a special wheelmen's train for the Buffalo meet made up by the West Shore R. R. The train will leave the Grand Central Depot about 6 P. M. on Saturday evening, September 1, and arrive in Buffalo about 7 A. M. Sunday morning. The men can remain aboard the train for Niagara Falls and spend the day there, returning to Buffalo in the evening. Special rates on excursion tickets will be made for this train, and the West Shore Company will make every arrangement for the convenience of the wheelmen who use this special train.

THE LADIES' BICYCLE.

During our visit to Washington we spent a few hours at the Smith Cycle Company's factory, which is under the foremanship of Mr. Smith, the inventor of the wheel. Mr. Smith and two brothers, all of whom are in the factory, had a long English apprenticeship before coming to this country. Since their earliest youth they have been engaged in making wooden wheels, then wire velocipedes and bicycles, and now wheels of the highest grade. The factory is a three-story brick building, well lighted and fully equipped with the special machinery used for making the parts of wheels. The company manufacture every part of their wheels excepting the weldless tubing and the driving chain, which is of the famous Abingdon make.

The patents of the company cover the following styles of wheels: Ladies bicycle of the rear-driving Rover type, weighing about thirty pounds; combination bicycle of the rear-driving Rover type, weighing about forty pounds; this wheel is suitable for either a lady or gentleman, the displacement of one bar, the work of a minute, making the combination; a tandem safety bicycle and a tricycle. The firm is at present engaged principally in manufacturing ladies', ladies' and gentlemen's, and gentlemen's safeties. The ladies' bicycle, which we saw in use in Baltimore and Washington, attracted our closest attention. The ease with which the riders mount and dismount, ride up hills and coast down was a revelation to all who saw them, and a number of wheelmen told us they thought the ladies' bicycle the wheel of the future. We think it will repay our readers to examine this wheel. The offices of the company are at 1206 Pennsylvania Avenue, Washington, D. C.

GRAND PARADE AT SPRINGFIELD, MASS.

The idea of holding an illuminated parade, which originated with Captain F. A. Eldred, of the Springfield B. C., was carried out on Friday night last. The purpose of the parade was to call out every wheel rider in the city and demonstrate to the public the extent of wheeling.

The parade was headed by Chief Marshal Eldred and Second Lieutenant H. B. Wadsworth, who were followed by the Springfield Bicycle Club. The Central Y. M. C. A. and the Armory Hill bicycle clubs came next in order, and Chicopee Falls, the only out-of-town delegation present, was represented by twenty-six riders of the Overman Wheel Club. The remainder of the parade was divided into ward divisions, with these commanders: First Lieutenant E. E. Sawtell, H. C. Wakefield, L. E. Rice, H. L. Sikes, Albert Chapin and Florence Carr. Most of the ward divisions carried handsome banners.

The route of march was from Plainfield Street, down Main, around Court Square, down Main

to Locust Street, and counter-march up Main to the rooms of the Springfield Bicycle Club. A count of the wheels, as they came out of Plainfield Street, made the number 230. In front of the Boston & Albany building three of the *Union's* counters made the number respectively 230, 231 and 232. At Harrison Avenue three more of the *Union's* counters made the number 239, several having joined in below the depot. At the South End the line was twice counted and the number arrived at each time was 249. It is not far out of the way to state that there were at the very least 100 wheel riders of the city on the sidewalks viewing the parade.

The entire route of march was densely lined with men, women and children, and no estimate of the number of persons who witnessed the parade will be attempted. The counter-march at Mill River was a beautiful sight, all the wheels being in close order, and the evolution was heartily applauded. Ward Five had a turnout of seventy wheels, and Ward One did not come far behind that number. The Springfield Bicycle Club had about twenty-five men in line, the Central Y. M. C. A. Club about thirty, and the Armory Hill Bicycle Club about twenty-five.

During the parade the eastern sky was tinged a beautiful shade of red, which far excelled any display of fireworks that could have been made. The parade disbanded at the rooms of the Springfield Bicycle Club, where ice cold lemonade was served to the riders, who were in an appreciative mood for it. The rooms were crowded for an hour afterward, and Messrs. Eldred and Leshure, A. C. Patterson, F. A. Nickerson, Charles O. George, and H. B. Wadsworth contributed successfully to an informal programme of entertainment, which included songs, minstrel specialties and an Indian war dance. It was 10 o'clock before the festivities closed, and everybody went home satisfied with the success of the parade.

There were 150 wheels in line, divided as follows:

Columbias, 61; Stars, 24; Victors, 17; Ideals, 17; New Mails, 12; Rudges, 6; Yales, 4; Springfield Roadsters, 2; Veloces, 2; Marlboro Club Tandem, 1; Apollo, 1; British Challenge, 1; American Safety, 1; Facile, 1;

IN THE BACKWOODS OF INDIANA.

From Tippecanoe Harrison's State, a way-back wheelman writes us. He swings not the pen of a Swinburne, nor yet is his hand of the fine Italian variety, but his heart beats for wheeling, and we gladly give space to his communication:

ALAMO, IND., June 18, 1888.

MR. F. P. PRIAL, OF THE WHEEL AND C. T. R.:

Dear Sir—As I am the only wheelman in the county by the name of Gilkey I received a sample copy sent to Crawfordsville, as I live between the two places—that is, Alamo and Crawfordsville. My post-office address is Alamo, but I will give the copy to one of my friend wheelmen, and try and secure one more subscription, as your paper is the only wheel paper that gives the genuine WHEEL GOSSIP.

I see notices that the Eastern wheelmen are stuck on hill-climbing, and it has also taken the fever here, but some of the boys have got grandly over it. I accomplished the great feat of climbing the Bluff Mills Hill on Sunday. The hill is half a mile long and 100 feet in height, with five curves. For the first quarter the rise is 10 to 100, and on the second quarter 13½ to 100. I am the first that ever surmounted it. Thirty-two boys stuck on her last year, they being the League tourists of Indianapolis, as the Sugar Creek hills of Montgomery County are stickers.

I live just forty-five minutes' ride from Crawfordsville, including two branches (to walk over), a dozen hills, and five dismounts for buggies. I use a 48-inch Special Star, the only safety steed for hills and coasting, as Bull Nicholson and I have coasted the "Clay Hill Danger" on the bluffs of Sugar Creek, and it can be accomplished only at a great risk of life and limb. We are praying for fair weather for the Fourth, as we expect to out-do anything in the past.

Hoping success to your paper, I am,
Wheelingly yours,

HERR, D. GILKEY,
Alamo, Mont. Co., Ind.

WASHINGTON.

WASHINGTON, D. C., June 26, 1888.

The members of the D. C. division have had their hands full for the past ten days entertaining the wheelmen who visited Washington before and after the meet at Baltimore, and they have done the honors to the "Queen's taste." Sunday morning a train on the B. & O. brought about thirty Pittsburg men, later trains brought delegations from Philadelphia and other points, until about one hundred strangers were assembled at the comfortable club house of the Washington Cycle Club.

The weather was hot, but it did not prevent the boys from going crazy over our splendid concrete streets—they all do, they can't help it. At ten o'clock a run to Cabin John's Bridge was proposed, and at least eighty riders made the trip, a number of them going as far as Great Falls. The roads were in good condition and everybody had a good time. Returning to the city the crowd made a rush for dinner and succeeded in sustaining the reputation for which hungry wheelmen are famous. About six o'clock the entire party rode to the Soldiers' Home, which is undoubtedly one of the finest rides in this country. It was a very pretty sight to see the long line of wheels gliding up and down the smooth, easy grades, and along the cool, shady drives of the Home Park. Without exception the boys unite in pronouncing the ride the finest they had ever taken, and the memories of that little trip will linger in the minds of the visitors for a long time. The Pittsburg boys left on the nine o'clock train, and were very much pleased with the way in which the Washington wheelmen entertained them.

Monday, Tuesday and Wednesday the town was deserted so far as wheelmen were concerned. All went to Baltimore and enjoyed the hospitality of the Maryland division. We had a good time, and all unite in voting the Baltimore wheelmen "bricks." But we knew all about Baltimore hospitality before, and expected something good.

Thursday was a great day for us, and we think that all who accepted our invitation to visit the capital were satisfied with the manner in which they were entertained. First the visitors were taken to the United States Treasury, where they spent an hour in exploring the celebrated marble cash room, the rogues' gallery and life saving exhibit. The next place visited was the magnificent State, War and Navy Building. Here the visitors saw the original Declaration of Independence in all its faded glory, climbed to the roof and had a magnificent view of the city, and saw other interesting sights in the building. Across the street and into the Corcoran Art Gallery the crowd marched. Here a half hour was spent in examining the beautiful works of art for which the gallery is justly famous. The lunch hour had arrived, and the sight-seeing had made the boys hungry. As soon as the rink was reached the waiters were kept busy for over an hour serving the crowd with solid and liquid refreshments. There was plenty of it, and for once in the history of cycling the boys could not clean the board. This should go upon record, Mr. Editor, as an unusual and unaccountable fact. [It is on the record slate.—ED.]

At 2.30 the wheels were mounted and a ride to the Smithsonian Institute and National Museum was commenced. After examining the exhibits of these wonderful collections, the line was again formed and we climbed the hill to the United States Capitol. An experienced guide was in attendance, and the visitors were shown the sights in an orderly and instructive manner. Some of the boys climbed to the dome and were rewarded by a magnificent view of the city and surrounding country. At 4 o'clock the wheelmen formed in line by twos and marched in a body to the White House, where they were received by President Cleveland in the East Room. The President stood at the entrance of the main hall, and as the boys passed they were introduced to him by Chief Consul Atwater. The President shook hands with each one, occasionally making pleasant remarks to one or other of the boys. On the lapel of his coat he wore a black badge of the District of Columbia Division, L. A. W. After the reception, Babcock, of the Cycle Club, and Secretary-Treasurer Baltzley arranged the party in front of the White House, and secured several good photographs.

The committee announced that the party would now form and ride—"well, no matter where." The visitors were somewhat surprised to find themselves, after a ten minutes' ride, in Heurich's celebrated brewery. We owned that brewery for about an hour, and a resolution was passed that if any body got "full" while in Washington, it was to be done upon Heurich's beer. In the evening we assembled at Willard's Hall, and, after lighting up cigars and cigarettes, we were entertained by the "cow-boy" band from the Capitol Bicycle Club, in their famous songs and instrumental music, and a sparring and wrestling match by Messrs. French and Hilton, of the Columbia Athletic Club. The evening was very pleasantly passed, and the visitors left during the night and next morning with a good opinion of the D. C. division.

I notice that the Pittsburg correspondent of THE WHEEL, "Keystone," seems to imagine that the "only" tandem safety in this country is owned by Pittsburg parties. Let me inform the gentleman that he is off on that idea. In fact, the first machine of the kind that was ever ridden in this country made its appearance in this city over a year ago, and was manufactured by the firm who are making the now celebrated ladies' bicycles. The machine has been ridden here for a long time. Another dealer here has had several of English manufacture in use for at least three months, and a tandem safety was ridden by two Philadelphia gentlemen at the meet, so that "Keystone" must acknowledge that he is not well posted on the tandem safety market.

The D. C. division will adopt a new constitution at their next monthly meeting. The old one has not been altered for a long time, and is somewhat defective. Now that we have a new national constitution, we can adopt a good one for our division.

PSYCHO.

♦♦♦
"HUR-RAH! HUR-RAH!! HUR-RAH!!!
PENN-SYL-VA-NI-A!!!!"

This was the cry of the Pennsylvania boys, who had a good time at the League meet at Baltimore. The party left Philadelphia at 5 P. M. on Saturday, June 16, and trained directly to Washington, arriving at 9.05. After enjoying a hearty supper, the party, numbering some thirty odd, decided to sample some of the Washington asphaltum; consequently about 11 P. M. lamps were lighted, and we enjoyed a pleasant moonlight spin the full length of Pennsylvania Avenue, passing the Treasury Building and the White House. Returning to the National Hotel, our headquarters, we made up our minds to turn in and secure a good night's sleep. But, oh! how sadly mistaken we were, for with thirty jolly wheelmen in one angle of the hotel, and all with good healthy lungs, sleep was almost an impossibility, as the writer well remembers hearing the hour of three struck on a neighboring church tower. And he also has distinct recollection of donning his uniform at 5 A. M., rubbing a fair representation of Jersey mud out of his eyes, and starting for the Capitol building and Washington's monument for an early spin.

Returning to our hotel and breakfasting, we started under the guidance of the Washington Cycle Club for a run out over the conduit road to Cabin John's Bridge and the great Falls of Potomac, and I must say that, notwithstanding the fact that old Sol was sending down rays hot enough to boil eggs, I, for my part, enjoyed the run as much as any it has ever been my good fortune to attend. And I think the whole party were of the same opinion. The views along the river banks were fine, and on the return trip we sampled some new styles of fording streams and crossing locks on the Chesapeake & Ohio canal, that not only betokened numerous stumbles and splashes but some few headers, one poor man from the Capital City trying the unenviable way of dismounting over his handle bars into the canal.

Monday morning we visited the numerous public buildings and parks, and took a run out to Arlington, also paying our respects to the country's chief magistrate. After dinner a short visit was made to the Capitol, and then away to Baltimore.

After securing our quarters at the Hotel Renert we proceeded to League headquarters, and after being loaded with badges and tickets necessary for admission to the various entertain-

ments prepared for us by the hospitable Baltimoreans, we enjoyed one of Tierney's soft shell crab suppers, and then we returned to our hotel to get some sleep to brace up for the excitement of Tuesday and Wednesday.

On Tuesday, of course, we turned out in good time for the parade, and we turned out in great shape, if I do say it myself. With our number augmented by a few new arrivals, we had thirty-four men in line, thus having the greatest number of any visiting club. Of course, after the parade came the usual League photograph, free lunch, etc., and thence out to the races, which I will attempt to give no account of, as abler pens than mine will no doubt give full reports of the same.

On Wednesday morning we started for the Maryland club-house to participate in the run out on the shell road. Although well enjoyed, think I prefer our home riding by far. The shell road is good, but awfully hard on one's eyes. But, oh! what an abominable ride to reach it; about three miles of as detestable cobble-stone riding as one wants, which to a large extent mars the pleasure of any ride. But after a good dinner we forgot all our sad experiences, and joined the party on the steamer Columbia for the ride down the bay to Bay Ridge. Here a most enjoyable meal was expected, especially as our party had been advised by the committee in charge that a special table had been set aside for us. But, thanks to the hunger of the mob, we were cheated out of our honored position, and with heavy hearts and very empty stomachs we were obliged to wait for the second table. Between the toboggan slide, pony riding, merry-go-round and ice cream saloon, however, we managed to pass the time very pleasantly until the supper room was accessible, when we made sad havoc of everything set before us.

The return trip was pleasantly passed, although a number of us formed a sort of a hospital ward of the camp stools and life preservers, and succeeded in securing about seven winks before reaching Baltimore at 2 A. M., thus bringing the ninth annual League meet to a close.

On Thursday we were up early and started for home at 8.30, every man full of praise for the way the Baltimore wheelmen do things up, and we all hope that any and all riders from the Monumental City will drop in on us when in the Quaker City and give us a chance to reciprocate. I assure them they will always find the door of the Pennsylvania Bicycle Club wide open, and our boys will be glad to see them.

PENNSY.

♦♦♦
NOTES FROM THE CITY OF BROTHERLY LOVE.

Well! the ninth annual meet of the League of American Wheelmen is now a thing of the past, and for those who were fortunate enough to taste of its pleasures, time only will erase it from their memory.

The old Quaker City did well, turning out her full quota. The Pennsylvania Bicycle Club had 34 men in line at Baltimore in the parade, while 39 names are down on the captain's list as participating in some part of the trip.

The Century Club showed up well with 23 men, while the South End Wheelmen, Philadelphia Club and Mt. Vernon Wheelmen were each represented by two men—not a great showing for clubs of their size.

Frank Kohler and Richard Dallet succeeded in reaching the top of Ford's Hill on Sunday last, being the first crank wheels up this year. E. Irving Halsted succeeded in climbing the hill on a safety, but could not make it on an ordinary crank.

Considerable disgust is manifested by a number of the Century Wheelmen at the way some of their members acted at Baltimore, at the smoker on Tuesday evening, but as everything was done in fun 'tis better to forget and forgive.

Hill and Fuller were testing the "get there" powers of their tandem safety recently when the rear tire came off and lovingly twined itself around the form of the rear rider, bringing the machine to a pretty sudden standstill. No serious damage was done further than disturbing the equanimity of both riders.

With all the heat on Sunday last, ten members of the Pennsylvania Club made an all-day trip,

riding out to Norristown for dinner. On this ride Harvey took his first fall of the season of any description, and, having ridden some 1200 miles, he held a pretty good record.

Those of the party making the Century run from New York to Philadelphia, who succeeded in reaching Belmont for supper, seemed to enjoy themselves, and think the Philadelphia wheelmen a pretty good crowd. New York riders as a rule don't take much stock in our boys, but if they would only come over once in a while I fully believe they would change their minds. Try it, anyway.

For several reasons the committee in charge of the Kirk-Brown hill-climbing contest decided to postpone same until some time in the fall.

Members of the Pennsylvania Club are more pleased than ever with their plain gray suit, notwithstanding they are not as gaudy or fancy as the suit worn by some of the clubs from other cities, such as the New Orleans Bicycle Club, Brooklyn Bicycle Club, etc.

Mr. H. B. Hart, while riding out Diamond Street recently, fell and seriously sprained his wrist, but from all reports he is doing nicely. I am exceedingly sorry that the same cannot be said of Sam Gideon, as the poor fellow is still flat on his back, and I fear that it will be many days before he will be around again.

The Pennsylvania Club are well pleased over the treatment they received from the heads of departments in Baltimore. Of course they merited some recognition, as they had the largest representation of any club outside of Baltimore; but when they are requested to furnish an aid for the Grand Marshal and also stationed the club at the head of the Pennsylvania Division.

Our correspondent of the Philadelphia Press is badly mistaken in one respect. He mentions that President Kirkpatrick's table was taken by a crowd of Quaker City boys. The facts were these: A separate table was reserved for the officials, and also a table for the Pennsylvania Club, but both tables were taken by outside parties. Every member of the Pennsylvania Club refrained from joining the mob until they felt sure all the ladies were seated.

WESTFIELD.

NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

The Newarkers, who attended the Baltimore meet, declare that they had a "bang-up time" from start to finish. They were feted and petted and made much of by the Marylanders, and their only regret was that the affair did not run for a month.

W. W. Walters, manager of the Orange store of Howard A. Smith & Co., says Baltimore and Washington are at the top of the list for fun.

"William Henry" (everybody knows him), formerly the boss scorcher of the New Jersey Wheelmen (Star riders preferred), is now at the Oraton Hall cycling emporium.

The Newark Plank Road has been placed in first-class riding order, and in consequence there are fewer after-dark headers taken by the boys than in former days.

The Union County Wheelmen's annual 5-mile road race will be decided some time during the latter part of July.

Saturday, June 30, the Orange Wanderers will spin through South Orange, Irvington and Newark. This run will wind up their present schedule. A new one will soon appear.

What has become of that joint racing meeting of the Hudson County Wheelmen and Orange Wanderers? It is nearly time for it to be placed upon the list of fixtures!

The proposed horse or cable railroad through Central Avenue seems to have been forgotten; at least nothing has been heard about it for some time, and Newarkers hope they never will hear of it again.

This avenue, by the way, from High Street to Washington Street, was, until within a short time, a pretty rough road for wheeling, being paved with round cobbles and in poor

repair at that. All this, wheelmen will no doubt be glad to hear, has been changed. The cobbles have been taken up and carted away, and the Belgian blocks with which the avenue was paved from Broad to Washington Streets have been laid all the way to High Street. As the avenue is macadamized from this up to the mountain, it will now make a delightful ride for cyclers. The hill from Plane to High Streets is just stiff enough to quicken the breath.

Within a short time Belgian block pavement will have been laid in Washington Street from Bleeker to Broad Streets, when Jersey City riders who come to Newark on the turnpike will be able to mount their steel steeds at Howard A. Smith's door, ride across Broad to Washington, to Central Avenue and upward and onward to the "Glorious Oranges" without a dismount.

The cycling grounds at Roseville presented a lively scene on Saturday, June 23, when the first cycling and athletic meeting of the Orange Athletic Club was held. Markwith's band furnished the music. About 600 people witnessed the various contests. In the $\frac{1}{4}$ -mile bicycle race the starters were Harry A. Wolcot, scratch; Carrington Hanning, 20 yards; Walter Keck, 30 yards; H. S. Baker, 30 yards. Wolcot had no trouble to win in 57 $\frac{1}{4}$ s., Keck being second in 59 $\frac{1}{4}$ s. Wolcot also won the 2-mile bicycle handicap in 7m. 19s., from scratch, Keck second. A team comprising H. A. Wolcot, Lloyd Taylor, C. Henning and J. D. Flack won the tug-of-war.

The next time any record making or record breaking is projected on Eagle Rock, due notice should be given to the public through the press, in order that those who are interested in such events may be on hand. The more witnesses the less doubt.

Where were all the Hudson County flyers while all the Brooklyn boys were winning the races at the Kings County meet? Judging from the published accounts they must have been conspicuous by their absence. Or is "100° in the shade" too much for them?

On Friday (94° in the shade) and Saturday (over 100°) the entire "outfit" at Oraton Hall looked "wilted." Even the "office cat" was too much affected by the heat to scratch a careless handler.

One of our prominent cyclers predicts a very bright future for the New Jersey Division, and says he is confident that it will number *over one thousand* before the close of 1888. Whoop'er up! but don't stop at one thousand—keep right ahead until it reaches two thousand.

A grand boulevard is being built near the shores of Greenwood Lake, and when completed will furnish a fine scorching ground for visiting cyclers.

Newarkers who are acquainted with E. J. Decker were rather surprised upon reading the account of the Baltimore meet, to see that he had developed into a flyer. This accounts for his early morning scorches on the avenues during the past few weeks.

Gilbert, on his Star, scored a point in getting over the fences in the Baltimore steeplechase, when "Springfield Roadster Harris" had to be content with second place. "A steeplechase is the race for the Roadster," eh, Percy?

"Who will be our next chief consul?" Well, Dr. Cooley seems to be about "the right man in the right place," and why not let him have another term?

A representative for every one hundred members seems to be considered about the proper caper. At least Jersey men in this section think so.

That "Pennsylvania, Maryland, Delaware and New Jersey Road Book" has not yet made its appearance. It ought to be simply immense when it does show up.

The Cape May City Athletic Club will hold its annual athletic meeting on its grounds at Cape May, commencing Monday, July 9, and continuing throughout the week. The events will be as follows: Monday, baseball game, Cape May vs. Riverton; Tuesday, six bicycle races; Wednesday, lawn tennis tournament; Thursday, wrestling and boxing matches; Friday, general field sports, including running, walking, jumping, pole vaulting, throwing the hammer, tug-of-war and putting the shot. The events are open to all amateurs.

BROOKLYN.

The Brooklyn Bicycle Club's day parade on Saturday, June 30, promises to be a success. Circulars have been directed to all the Brooklyn clubs by Captain Spelman. The parade will form and disband on St. Felix Street. Refreshments and entertainment will be supplied at the club house to all participants in the parade.

The K. C. W. parade and race meet—two events, by the way, without which a Brooklyn wheelman's cycling year would seem incomplete, were great successes. All the cycling big-bugs declare that the parade was the greatest success of any ever held in Brooklyn. Almost all the wheelmen carried two or more Japanese lanterns, and presented a very pretty sight. The parade formed in front of the K. C. W. club house and proceeded down Bedford Avenue to the "Fountain" near Clymer Street, the old headquarters of the K. C. W. On returning, a gorgeous spread was demolished, and a very good entertainment was enjoyed. The K. C. W. have a patent on the weather, for it is always fair on the days of their parade and race meet. Besides this, they have a unique and very satisfactory manner of entertaining the boys, and finding their way straight down to our hearts.

The boys' race equaled any first-class professional contest. None of the "kids" would take the pace, and started off in right royal professional waiting style. L. Schoefer, who has probably received racing tips from his big brother, came in first.

Mr. L. A. Clarke, the genial captain of the Mercury Wheel Club, Flushing, and inaugurator of the century ride to Philadelphia, writes me as follows:

"The Brooklyn entries to the run went through in great shape, Fuller and Warner, of the Brooklyns, and Douglass, of the K. C. W., being numbered among the twelve in at the finish. Doubtless twice that number would have gone through had they not insisted upon resting at Hopewell, against the advice of the leaders, thinking that because we were a little ahead of time that they could afford to loaf.

"The weight of the Star ridden by Rogers told against him on the long stretch between Somerville and Trenton, or that individual would have seen Philadelphia with the rest.

"Messrs. Fuller and Clarke are already talking of doing the distance again, and places in line are likely to be in great demand, especially from those who were detained at home on account of business.

"The run met all kinds of roads and hotels on the route. Variety is the spice of life, but we don't want any more such seasoning as we got at Newark. The Continental is the noisiest place of any of the many that we had had experience with, while the Colonnade, at Philadelphia, is one of the best, with the exception that the service might be a little improved upon at the dining table. We received many conflicting accounts of the roads, many very discouraging, but we were pleasantly surprised to find that they were false in nearly every particular. Where we were told that we would have to carry our machines, 'instead of their carrying us,' we, in fact, rode without trouble at the rate of twelve miles per hour.

"The managers of the run thought they understood the animus which actuated these adverse reports, and believe they can to-day name several parties, who, though outwardly 'wid us,' worked against us behind our backs.

"The statistics of the run are about as follows: Starters from Newark, 40; starters from Plainfield, 50; starters from Somerville, 57; a good many of those joined us on the route and dropped out after a few miles and returned home, so that the party really numbered about 40, of which 2 were dropped on the road; about 8 of the oldest riders dropped at Hopewell on account of the heat, and 11 or 12 undertook to rest at a farm house below that place and were caught by the rain which swept over that vicinity, leaving 19 who finished in fine shape at Trenton. The rain lasted two hours and dampened the ardor of 7 of the crowd to such an extent that they gave up the run at that city and went on by train. The schedule time for leaving Trenton was 3 p. m., and the rain caused a loss of an hour, so that it was a little after 4 when the devoted 12 filed out of Trenton accompanied by an equal number of Trenton wheelmen under the command of Captain Crozer of that club. Bristol, ten miles down the river,

was reached without loss of a minute, after as tough a ride as any of us had ever experienced, sometimes through six inches of water.

"At Bristol we were told that the road was very much worse than we had yet experienced, which pleasant news of course nearly intoxicated us with joy, but in this case, as in all others of the same nature along the route, the news was false, and the road really improved the farther we went.

"Five miles below Bristol we were met by Mr. Geo. D. Gideon, of Philadelphia, and several others of the hospitable wheelmen of that hospitable city, and from there into the city we picked them up in squads until 65 were in line. To our reception at the Belmont Mansion, and the many courtesies extended to us by the Philadelphia boys, I cannot do justice in cold type. Their hospitality and good fellowship are boundless, and their most respected leader has a predilection for making good speeches. Men of Philadelphia, give us a chance to get square.

"Nothing was seen of the run of the Orange Wanderers until we had been at Trenton about an hour, when two of them came in, followed later by six or seven more. None of them finished the century.

"Mr. Percy M. Harris was very much disgruntled the next morning at Philadelphia, because nobody would scorch on to Baltimore with him. Mr. Harris' reputation for riding was such as to scare all ordinary, every-day riders."

INDEPENDENT.

PITTSBURG.

The League meet is past. Vive le League! The Pittsburgh crowd report all sorts of a good time. "Would not have missed it for anything." "Did not know what a royal time one could have." "Everything immense," and so on, *ad infinitum*.

The Cycle Club's new track is progressing finely, and is expected to be finished before the last of the week. A race meet has been arranged for Saturday, June 30, and it is probable that the field of entries will be large, W. I. Wilhelm and several other Eastern racing men promising to be present.

John A. Wells will make us a short visit about July 4, having expressed a desire to try some of our big hills. Mr. Seward Murray will pilot him around, and also introduce to him our latest acquisition in the hill line—viz., "Murder Lane."

New Castle, Pa., will out-do herself on the Fourth, weather permitting. The programme is away up in events listed, and the fine prizes offered are sure to attract a field of good men, the best, no doubt, that Western Pennsylvania ever saw, whilst reputation and systematic advertising should insure a big gate.

There was nothing slow about the time made by the Pittsburgh Tandem Safety team from the Soldier's Home, Washington, into the city, four miles, in thirteen minutes, on a new machine.

KEYSTONE.

MINNEAPOLIS.

ANOTHER CASE OF TANDEM.

MINNEAPOLIS, June 25, 1888.

On Wednesday, June 20, Miss Lida Youmans, of Winona, Minn., and Mr. J. I. Willson, of the same city, were quietly married, and as the sandy roads about Winona do not admit of bridal tours on two or three wheelers, with any great amount of comfort, they did the next best thing and came up to this city to spend their honeymoon at the West, and incidentally test the smoothness of our paving. Miss Youmans enjoyed the distinction of being the only L. A. W. lady member in this State, and Mr. Willson has been a well-known rider of the Star for several years. Another instance of similarity of tasks, but everything went so quietly that the first intimation their friends here had was the happy couple's appearance among us. I am sure that all devotees of cycling will unite with me in wishing them many years of happiness.

L. B. G.

Chief Consul Davol, of Rhode Island, rides a 35-pound Swift Safety, a Marlboro Light Roadster tricycle, weighing 56 pounds, and a 36-inch Marlboro Club tandem.

WHEEL GOSSIP.

Tommy Finley and his brother were at the League meet.

Dr. N. P. Tyler has resigned as official handicapper of the L. A. W.

Maltby, the fancy rider, contemplates a tour through France in August.

Charley Stenken is riding a 30-pound Star. He expects to get down near "thirty" on it this year.

W. A. Rowe will ride at Buffalo. We trust Howell, Temple and Willie Wood will be there.

William Lamb, whom Smithville turned out last year, is said to be riding very poorly this year.

Baggot, Berry and Caldwell will race for the club championship at the N. J. A. C. races on the Fourth.

The 5-mile club handicap of the Orange Wanderers will be decided July 3 at 5 P. M. on the Roseville track.

George W. Kreger, L. I. W., should be able to ride in first-class form at Buffalo, with proper care and training.

Nothing would please us better than to see the two Rich brothers and the Powers brothers riding at Buffalo this fall.

S. G. Whittaker is shortly to be matched against Engleheart. He will also have a go at the latter's great records in the near future.

A large crowd will go down to Queens on the Fourth. The promoters of the race meet will leave no stone unturned to make comfortable all wheelmen who attend their meet.

F. E. Van Meerbeke leaves New York June 29 for an extended tour from East Stroudsburg, Pa., up the Delaware Water Gap to Milford, Port Jervis, Middletown and Binghamton.

It appears that the treasurer of the League was compelled to pay the *Bicycling World* \$10.00 for using the League mail list to send out the League programme. So very amusing, you know.

Mrs. J. M. Warwick, wife of Mr. J. M. Warwick, president of the Manhattan Bicycle Club, will shortly be seen on a lady's bicycle, and will be the first lady in New York to ride this style of wheel.

The official organ of the League did not publish the third day's proceedings at Baltimore. We published a full report of the meet, and summarized the entertainment at Washington on Thursday.

A discussion of heavy weight English cyclists elicits the fact that a Bristol rider who started at 239 pounds has ridden off 14 pounds. He has ridden 160 miles in one day, and 250 miles in two days. He uses a Rover safety.

The time for closing entries to the N. J. A. C. bicycle races at Bergen Point on the Fourth has been extended to Saturday, June 30, at 12 o'clock noon. The regatta, races and ball match will constitute an unsurpassed all-day series of sport. See advertisement elsewhere.

A **STOLEN TANDEM**—We regret to learn the loss of Mr. W. M. Frisbie's tandem, which is advertised in another column. A reward is offered for its return, but we trust without this encouragement wheelmen will keep their eyes peeled for the stolen machine.

There will be no more annual League meets, as none are provided for in the new constitution. There will be a very general demand for an '89 meet, however, and the board will probably sanction a meet. New York was the sentiment at Baltimore. Chicago wants to play the host in 1890.

"Harold Dwight Corey and Mary Huntington Wallace, married Wednesday, June 27. At home, Thursday, October 11, Linwood Avenue, Newtonville, Mass. Eighteen hundred and eighty-eight." Thus reads the engraved legend, and we hope it does not mean the loss to wheelmen of one of its pioneer figures.

SUMMER DRINKS FOR CYCLISTS.—Eschew everything containing alcohol, which provokes an unhealthy thirst. The following is recommended as refreshing and invigorating: 1¼ oz. of tartaric acid, 1 lb. of fine sugar and a few

drops of essence of lemon. A heaped tablespoon in a gill of water is about right.

A NUGGET FOR ROADMASTERS.

The strength of a chain is measured by the weakest link; so the weight of a load that may be hauled over a country road is determined by the worst spot on the road. Thus a single negligent roadmaster can fix the size of a load of country produce that is to be hauled out of a township.

At some sports held at Crystal Palace on June 9, Frederick J. Osmond showed excellent form in the mile handicap, running his trial heat in 2m. 42 4-5s., and the final in 2m. 47 4-5s. The track was very soft and the final heat was run in a shower of rain. Osmond will shortly make an attempt on the bicycle records over the shorter distances.

At the St. Kilda Skating Rink, Melbourne, in March last, four lady bicyclists rode races on ordinary bicycles. They appeared to be about eighteen years of age, and were dressed in knickerbockers with colored jackets. They rode modestly, except when the sharp corners gave them some nasty falls. The exhibition was voted disgusting, however.

RACING AT QUEENS, L. I., JULY 4.

The following events will be decided at Queens, L. I., July 4, at 3 P. M.: One-mile novice, 35lb. wheels; 2-mile handicap, 35lb. wheels; ½-mile, boys under fifteen; 1-mile for safety wheels; consolation race. Entries close Saturday, June 30, with T. Lloyd, Queens, N. Y. Trains leave James Slip at 1.30 P. M.; Brooklyn at 1.50 P. M., and Thirty-fourth Street ferry at 2.40 P. M. Trains leave Queens at 5.01, 5.55 and 6.54.

NOMINATIONS FOR REPRESENTATIVES, L. A. W. FOR NEW YORK CITY.

Two caucuses have been held in this city with a view to properly distributing the number of representatives in New York City. There is a well organized movement to prevent the Citizens' Club from getting more representatives than they are entitled to.

At the second caucus, held last Friday night, the New York Club nominated I. M. Shaw, the Manhattan Club, J. M. Warwick, and the Harlem Wheelmen, W. H. De Graaf as candidates for representatives. The meeting was adjourned without a full ticket being nominated.

The authorities of Long Branch are fixing up Ocean Avenue in good style, and other sections in that part of the country are making improvements, so that there will be fine wheeling for almost the entire distance from the Highlands above Seabright to Sea Girt. There is no finer run than the road from Red Bank, along the Rumson Pike to Seabright, and so to Long Branch and Elberon. Below Elberon the roads were good only in spots last year, and yet many wheelmen made the trip with pleasure. The worst stretches are between Deal Beach and Asbury Park, and between Ocean Grove and Ocean Beach.

SOME LEAGUE PHOTOS WE SHOULD LIKE TO HAVE.

Whitney and De Graaf trying the gravity.
White Flannel Hodgson drinking claret punches in the John Hancock.
Herbert Hayes talking to a deaf and dumb pickaninny.

Grover Cleveland with a League badge on the lapel of his coat.

Doctor Emery and "Mike" Atwater tete-a-tete.

Brother Bassett and that Baltimore beauty in the mazy waltz at Bay Ridge.

The Brooklyn boys executing a *pas de seul* in the Carrollton corridors.

The Manhattan Bicycle Club house, in West Seventieth Street, strikes us as one of the cosiest wheelmen's homes we have yet seen. We think this club has the record in the matter of growth. Their new house is certainly a startling advance on their old Fifty-eighth Street quarters. The house is imposing and artistic from the outside, and inside it is fitted from cellar to roof with good taste. The basement serves as a wheel room, and back of that, covering the yard, a ball-room will be built. The first floor is given over to front and back parlor, nicely furnished. Above the parlor floor are billiard, locker and card rooms, and above this bachelor and the janitor's apartments. The house is convenient to the Boulevard, the Park and the Drive.

THE WARWICK PERFECTION BICYCLE.

The Warwick Cycle Company, who have been telling the public to keep their eyes open for something astonishingly perfect, are at last ready to place their wheels on the market. Their new bicycle made its first appearance in the parade at Springfield last Friday night, and a description of the wheel, which was thoroughly examined by a representative of the Springfield Union, will doubtless prove interesting.

"The Warwick Cycle Company is the latest candidate for cycling honors, and judging from the expressions of admiration from the spectators of the wheel parade, the Warwick Perfection Bicycle is destined to take the front rank in wheel manufacture. The company was organized in March of the current year with a capital stock of \$100,000, and the work of equipping the plant and getting out the first machine has been finely carried on ever since. The factory occupies the large building at the South End owned by the New England Card and Paper Company, and when fully equipped the company will manufacture all its own material. Expensive and special machinery has been built and is still building by the Pratt & Whitney Company, of Hartford, Ct., and many other leading machinery companies of this country. The company, as stated, is the Warwick Cycle Company. It has for its president and inventor George T. Warwick, of the widely known British house of Thomas Warwick & Son. Mr. Warwick has made a practical study of the bicycle for twenty years, and he is the inventor of manifold improvements on the wheel; in fact, there is hardly a British-made wheel that has not in its make-up several parts which are covered by the Warwick patents. The full board of the company is as follows: President, George T. Warwick; vice-president, D. L. Swan; treasurer, George K. Tapley; secretary, Fred R. Swan; these, with F. N. Swan and W. N. Swan, make up the board of directors. So much interest was awakened in the Warwick Perfection Bicycle, which made its first public appearance in last night's wheel parade, that *The Union* has prepared for its readers a detailed description of the wheel, which here follows:

THE NEW WHEEL.

The machine at rest, and more particularly while in motion, presents an appearance that at once attracts and captivates the eye of the experienced rider. It is well proportioned and the nickel parts contrast so pleasingly against the dark but highly-polished enamel background that even the inexpert judge of wheels could not fail to note its attractive appearance. To quote that expressive phrase so commonly used by wheelmen when giving vent to their admiration, "it's a dandy." And a closer inspection tends to confirm that opinion many fold. The handle bar is a tube of decreasing thickness tapered in such manner as to make it the strongest at the point where the severest strain comes.

THE HANDLES.

The handles are spade handles and detachable. In describing the handle grips there is to be noted a very trifling digression from the usual grips, but it is a digression that every wheelman will appreciate and wonder why it was never thought of before. All handle grips are what are termed straight grips, but the grips in the Warwick Bicycle are at an angle, and that angle in line with the body. By this arrangement the arms are not bowed out as is especially the case when rough riding is met with, and consequently the wrenching which a rider gets when his wheel strikes rough going is almost entirely done away with, and the rider is also given better control of his wheel by this simple but practical variation from the ordinary handle grip.

THE BRAKE.

The brake is a plunger brake, and here again Mr. Warwick's practical knowledge of the wants of wheelmen comes into good play. In all spade handles the rider, in order to apply the brake, must take his hand from the grips. The handle of the Warwick brake comes directly under the grip of the right handle bar, and can be grasped with the fingers in such manner as to bring the muscles of the wrist into play, which

insures a death grip on the brake and one of immense power. The brake can be applied with one finger if need be, allowing almost the whole hand to retain control of the handle bar. Another important feature of the brake is that it comes underneath the handle bar in such a manner as to absolutely prevent its receiving a blow, no matter what happens to the wheel. Should the wheel be spilled the brake handle is wholly protected.

THE SADDLE.

The saddle will next bear minute inspection. In the first place it is nearer the backbone than the saddle in any other machine. It is supported on rubber cushions, which give it a springiness that will decidedly add to the comfort of the riders. Directly underneath the saddle are two strips of steel, the purpose of which will puzzle many. Their purpose can easily be explained. When a saddle gets wet, either by rain or perspiration, it has a tendency to stretch, lose its shape and sag. The two pieces of steel will prevent the sagging and stretching of the saddle. The rubber cushions come especially into play on the rear of the saddle. Instead of presenting the usual hard and unresisting surface the springs render the saddle flexible, and it yields to every motion, not only forward and backward but sideways, thus doing away with the chafing caused by the ordinary saddle.

THE BACKBONE.

The Warwick Perfection backbone and forks are too well known to here need extended description. Suffice it to say that the New Mail folks are now using them and speak of them in terms of the highest praise. As is well known, they are the only backbones against which a breakage has not been recorded. This is because they are thickest at the point where a backbone has always been the weakest.

THE TIRE.

The tire is what will please every rider, and they will hail with joy the long looked for machine whose tire is absolutely guaranteed never to come off. How many a wheelman, while on a far-away country road, has had his tire lay off for a rest. The Warwick tire is put on to stay, and it is guaranteed that it will not come off, and it won't have to be taken off should a spoke be broken. This point will be enlarged upon later on. About an eighth of an inch from the surface of the tire, which is an endless one, a cord has been molded into the tire, which does the work usually required of the whole tire—taking the strain. The tire itself will not stretch. That is done by the cord. As the tire cannot be stretched there is no yielding when it meets with obstacles; in other words, it won't "hunch up." It is made a trifle smaller than the rim, and when once fitted on cannot be pulled off by any force whatever. But doesn't that knock out elasticity? That little point Mr. Warwick has also made a study of. The upper or exposed surface of the tire is larger than the under surface, and is ridged. The ridged surface will be the point of contact, and the increased size and the ridge give the required elasticity. Riders will appreciate it on stony surfaces and block pavements. The tires are cemented to the rims, but this is more for protection from dust and dirt than from any real necessity.

THE SPOKES.

Mention has been made of the spokes. They are in the form of a tangent and lace near the hub. The heads where they unite with the hub are thickened, and fastened in such a manner as to give them unusual strength. But the strong point, and one that will especially weigh with wheelmen who live distant from repair shops, is the manner in which the spokes are fastened to the rim. All spokes in all wheels go through the rim and are clamped on the upper surface, which necessitates the removal of the tire to replace a broken spoke. The Warwick spokes fasten into a double nipple on the under side of the rim, but penetrate it only the fraction of an inch. Should a spoke become loose or broken, a boy could easily remove it and replace it with hardly a moment's waste of time.

THE PEDALS AND BEARINGS.

The pedals and the bearings should be spoken of next. The pedals are provided with dust caps, as is also the head of the machine, and it is guaranteed that not a particle of dust can reach the bearings. They are absolutely dust and dirt proof, and it is claimed that the

machine, under ordinary circumstances, will not require oiling oftener than once in 1,000 miles. The bearings are of course ball bearings, and Mr. Warwick's inventive genius has again scored a triumph in the adjustment of the bearings. The strain on the front bearings is always a vertical strain, but the adjustment of the bearings has hitherto been a lateral adjustment. For this reason the bearings wear into an oval form, and being thus thrown out of shape it is a question of only a comparatively short time as to their wearing out. Mr. Warwick believes that pulling together brings more satisfactory results than pulling in opposite directions, and accordingly he has studied and devised a vertical adjustment to correspond with the vertical wear. In the rear wheel the adjustment is applied in three parts, which gives a perfect adjustment.

ANTI-VIBRATION DEVICES.

Mr. Warwick is a strong opponent of vibration, and believes that rubber is the only antidote. Accordingly every joint is of rubber to take up the vibration. But the rubber comes out the strongest in the forks. A rubber spring has been interposed between the forks and bearings. This takes up and sustains all concussions, and should a wheel receive a sudden shock, either by striking abruptly into a deep rut or by running upon a large stone, the spring receives the force of the shock, and though Mr. Warwick does not guarantee absolute immunity from headers, he thinks the chances will be diminished by about three-quarters.

FINISH, PRICE AND OTHER PARTICULARS.

More than a word should be said about the enamel. It is of high polish and the hardest enamel in the American market. Of course it can be scratched if a business is made of it, but Mr. Warwick claims that it will withstand all ordinary blows. In proof of this he picked up a hammer and gave a piece of piping which had been coated with the enamel several severe blows, but notwithstanding big indentations resulting from the blows, the enamel was not marred in the least, as far as the naked eye could discern. He therefore states that when applied by an expert the enamel will last as long as the wheel does. The company have bought the recipe for making the enamel, and will have the exclusive control of its manufacture in America.

The company will at once begin the manufacture of machines. It will manufacture its wheels in entirety, and new and special machinery, much of it invented by Mr. Warwick, has been procured. When fully equipped the company will have a capacity of 100 wheels a week. The wheel will be sold at the average price of high grade machines. The company will manufacture all kinds and grades of wheels, and will also supply the trade with bicycle parts. As showing the ability of the company to compete with other manufacturers, an enumeration of the patents owned by Mr. Warwick, and which covers almost every conceivable part of a bicycle, is herewith given. These patents cover absolutely new inventions, and are as follows: Two on handle-bracket, one on handle-bar, one on spade-handle, one on head-nut lock, four on saddle, one on backbone and forks, one on rubber tire, one on rim, one on spokes, two on ball bearings, one on pedals, one on spring bearing frame, besides numerous others on smaller parts."

We are pleased to learn that the business of the Harlem Bicycle Company has increased so rapidly that they have been compelled to rent a large double store at No. 288 Lenox Avenue for storage purposes. The business of the company is far beyond their anticipations, the demand for Victors and youths' wheels being very heavy. So much repairing has been brought to the firm that they have opened a large repair shop.

Messrs. Lincoln Holland & Co. are selling a bicycle hoist which they claim is the best and surest way to stand machines. By their method the finish of the machine is not defaced, and the handles are not bruised.

The Canfield Rubber Company, wholesale manufacturers of bicycle garters of all kinds, will make advantageous arrangements with all agents. A sample pair of their garters will be sent on receipt of fifty cents.

ALUMINIUM IN THE CONSTRUCTION OF CYCLES.

Our remarks on the use of aluminium in the construction of modern cycles, and the concluding request that some cyclist learned in metallurgy would tell us something about it, has brought a letter from a graduate of the Institution of Mechanical Engineers, which throws considerable light upon the subject. It appears that both the cost of production and the tensile strength of pure aluminium militate in a great measure against its use for the above-named purposes, inasmuch as our correspondent tells us that though two-thirds lighter than steel it is only one-third as strong, and therefore has only its non-oxidizing properties to recommend it, which, in these days of cheap nickeling and enameling, is not saying much. The best results would be obtained from bronze alloys, which require from five to ten per cent. of aluminium, while steel alloy needs only one-tenth per cent. Thus the saving in weight would be infinitesimal if the latter were used as compared with the former. Our correspondent, Mr. Charles Silcock, has our best thanks for the information he has accorded, as also for the comparative table of the properties of pure aluminium and steel, which we append hereto:

Specific gravity.....	Aluminium	2.67	Steel	7.84
Melting point	"	1292 F.	"	3500 F.
Weight per cubic ft.	"	166 lbs.	"	490 lbs.
Tensile strength per square inch	"	12 tons.	"	35 tons.

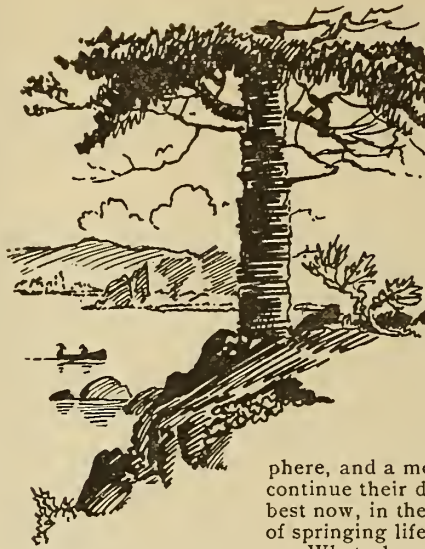
Therefore it will easily be seen that to make machines of aluminium and steel of equal strength they would have to be as near as possible of equal weight. This, coupled with the fact that the present market price of aluminium is 48s. per lb., shelves the question of aluminium construction, at least until the cost of the extraction of the metal from its ores is considerably reduced. But, allowing the discovery of a cheap process of extraction, the question of working at once arises.—*The Cyclist.*

PUBLIC ROADS.

To the people of Richfield Springs and vicinity, the subject of public roads is of much importance, more perhaps than most any other country town in the State. The custom in some sections is to "work on the road after haying," or perhaps just before. This, of course, is after half of the time for the use of roads is gone and they are worn down so it don't matter much whether they are worked or not, but they are often "turnpiked" at one of the two periods mentioned, and allowed to lay, with sod and stone prominent, for two weeks or so. This is precisely the way some wards are worked. Of course none in the vicinity of Richfield receives such treatment, but even here there is now and then evidences of neglect, and while we do not assume the stand of dictator we wish to awaken if possible the proper interest in this matter, and secure if possible a condition in the roads which will make all the wards feel proud that their roads are first-class. Small stones are sometimes left in the roads until travelers have become inclined to scold the authorities. We wish to direct the attention of our rural friends to one point in this matter. It is that there has been a desire on the part of many to get a bill into the legislature which will fix the law with regard to working public roads so that instead of working the tax it will have to be paid and the work done by whom the overseer sees fit to employ; indifference to the condition of the roads will be the strongest argument friends of this scheme will desire, but so long as the best care is exercised by the residents of the different wards such a bill finds no favor. A year ago a representative of the *Mercury* made a complete tour of the country roads in this vicinity. In some sections it was found that the roadmasters made a point to work the roads early while others were inclined to wait. Though our acquaintance is much more limited this season, we find that there is a little improvement, and people have come to appreciate the advantage of having good roads.—*Richfield Springs Mercury.*

Messrs. Strong & Green, the sole representatives of the "Club" in Philadelphia, report a strong demand for these wheels in the Quaker City. The Swift Light Roadster, weighing 35 pounds, and the Marlboro Club tandem are great favorites.

WAYSIDE MUSINGS.



HE opening lines of an old hymn, "Must I be carried to the skies on flowery beds of ease?" came to mind often during the recent apple blossom season, for we daily rode through beds of them, and snowy showers of them fell on us as we wheeled entranced along these charming highways, which are much of the way lined with apple trees. The fragrance and beauty was delightful, not to mention the pink and white carpet that the fairies spread for us to ride over, as if the road was not good enough.

Would that such a felicitous state of affairs might continue throughout the season! But when the fruitful days come we will not regret the change from flowers to fruitage, and can only be thankful that our wheel tracks are cast in such pleasant places, and that our paths are those of peace.

The early summer sun begins to make itself felt, causing those vibrating heat waves in the atmosphere, and a more drowsy droning of the pollen-laden bees as they continue their daily rounds of honey gathering. The trees are at their best now, in the fullness of their foliage, and summer, with its wealth of springing life on every hand, is again with us.

What chances to attend bird concerts the wheelman has now, as, quitting the busy haunts of trade and traffic, he wheels silently through the country, drinking in pure air at every revolution of the wheels, and recognizing, as we, at least, never have so fully before, the handiwork of Him who made it all. A big, spotted butterfly, typical of the resurrection to life of flower seeds, wafts his way so slowly across our path that we nearly catch him as we glide by. A bee goes humming past, and the birds are in motion on every side, each apparently proclaiming himself champion songster of the fields, in this land of the free. The first young lambs of the season bleat plaintively from the hillsides, and from a farm-yard we hear old Brindle's offspring. Noisy brooks, lately so swollen and boisterous, have settled down to an average of good behavior, and promise to continue it. The ever present old gray rocks of this New England scenery come out all the stronger in their verdant setting in meadow and pasture, and the dark greens of the cedars look all the darker since Nature's awakening.



Pretty "Bob White" signals to us as we run through a wooded section of this picturesque old highway, but if we dismount for a closer inspection he whirrs over into the pasture beyond, and doubtless chuckles to "Mrs. Bob" at so easily escaping the monsters on wheels. On the other hand, that chattering red imp only runs up a tree and scolds us more and louder for invading his haunts. How pleasantly near to Nature's heart we can get on a quiet ride a wheel among these Connecticut hills! and how much benefit to mind and body we can secure if we go slow enough; so many ride too rapidly to see anything that they are supposed to be out for.

ART.

HEALTH PROMOTED BY EXERCISE.

"Toil and be strong,
By toil the flaccid nerves grow firm
And gain a more compact tone."

* * * * *
Go climb the mountain:
From the ethereal source imbibe the recent gale.
The cheerful morn beams o'er the hills.
Go mount the exulting steed."

So sang the poet, John Armstrong, who died upwards of 100 years ago, and his words are quite appropriate to the popular pastime of cycling, which certainly holds pride of place as being the best form of exercise for acting upon all the vital organs of the body in an equal manner, and is therefore the most suitable for obtaining good health.

Exercise may be likened to a tonic; the benefits of it cannot be derived from a single dose. If the mode of exercise fixed on, therefore, is the exhilarating pastime of the wheel, beginners should practice regularly and not attempt to do too much at first. Before beginning to ride at

all novices or young hands at the sport should read what Dr. Richardson says on the subject. He wrote a series of articles in *Good Words* in 1882 which are well worthy perusal. We have before now observed an experienced rider for want of thought place a novice on the spare seat of his tandem and run him too far, and so create a disgust for ever afterwards at the mere name of a tricycle. This observation applies particularly to ladies who allow their high spirits or enthusiasm to run away with their common sense, and the exercise which was intended to do them good results in injury both to the muscular and nervous systems.

Riding at a regular, steady pace should be constantly kept in mind, and indulgence in *spurts* rigorously avoided. Puffing or blowing, or being out of wind, are often very injurious to the heart, which is of itself a muscle and requires not to be over-exerted at first. There are two old sayings which should never be lost sight of, "Gang warily" and "It's the pace that kills." After a few months' constant, steady practice a

week or fortnight's tour may be planned and carried out with benefit to health and the enjoyment of a rational recreation. Road books and maps should be carefully studied, and if our tourist is not an amateur photographer or botanist he should have some other object in view, such as visiting all the historical spots and other associations of the district he passes through. For thorough enjoyment, if he covers thirty to forty miles per day he will do well. Let his cycle be a good one and not too heavy, as every pound of additional weight tells on an extended trip.—*The Scottish Cyclist.*

THE "PENNELL'S SENTIMENTAL JOURNEY."

We have carefully read the "Pennell's Sentimental Journey." The book is superbly printed and the borders are very broad—so broad, in fact, that there is more margin than matter. Here is what a lay critic writes of the book in the *New York Tribune*:

It is clear that the realistic students of the literature of the day have given insufficient attention to the part played therein by the bicycle and tricycle. A horse or a boat may be invested readily with romantic associations which will be generally understood, but the bicycle is severely utilitarian in its design and use. It appeals especially to those able to ride it, while others are apt to find something grotesque in the spectacle of revolving legs and spokes, and outstretched neck and anxious face afforded by a rider at full speed. To the rider himself the wheel is in every way above and beyond all other means of progression, and we have no idea of disputing the enthusiastic views common in publications devoted to bicycling. All that the wheelmen may say we grant, but it is needful to acknowledge that wheelmen form after all but a small proportion of the reading public addressed by bicycling books aiming at general interest.

If the wheel has not made a permanent impress upon the fiction and poetry of the time, it has certainly taken its place in records of travel. We have had the "cycling tours" of patient souls who have been indefatigable in measuring distances, reporting upon the quality of roads, and experimenting on their own "vile bodies" with the fare of country hotels. There have been the journeyings of adventurous wheelmen who have explored strange countries and recorded with much particularity the amazement of the natives. Those who have "wheeled" over more familiar ways and have sought to impart a "literary flavor" to the description of their experiences, are still more numerous. Of this class of bicycle and tricycle literature the volume before us is an example. This is the last of three describing a journey from London to Rome. We have had a "Canterbury Pilgrimage," for which Chaucer unwittingly stood sponsor; "Two Pilgrims' Progress," in which the shade of Bunyan was invoked; and now Laurence Sterne, himself an expert, is made the subject of an experiment in putting new wine into old bottles. But there is so little effervescence that the bottle is not endangered. The experience of the riders appears to have been in no way remarkable, nor very enjoyable. They had more than the usual experience of trying hills, rainy and windy weather, stupid and uncivil natives, and shabby treatment generally, and the record is likely to discourage any would-be imitators. The journey seems to have taxed severely the writer's strength and the artist's temper. As in most books of the sort an effort is made to avoid "information" at any cost, but in avoiding the didactic there is danger of the other extreme of too commonplace personal experiences. The little sketch of Barbezoin as a place where every peasant, on being discovered, strikes an attitude and "poses" as a son of toil, is amusing; but we must confess to finding this narrative of uninteresting details a little tiresome. The writer has read her Stevenson faithfully, as the text occasionally shows, but Mr. Stevenson has not yet lent his mantle to any rider of a wheel.

There is an abundance of illustrations. Most of the larger figure pieces and certain others have been drawn after pictures by Millet, L'Hermitte, Grayson, Prout, and other artists. The figure is not Mr. Pennell's strong point. His sketches of buildings and scenes along the road are drawn, as usual, suggestively rather than conclusively, with a free use of broken line, and with a reliance upon emphasis by sharp contrasts of white and black, which is perhaps well adapted to "process" reproduction. It is impossible not to note here and there suggestions, which may be baseless, of the use of photography. Mr. Pennell's light sketches are enlivening and interesting, although they bring to mind Mr. Hamerton's recent dictum—"The modern picturesque has been a terrible enemy of accurate drawing. Many things are not at all picturesque when accurately drawn, yet they can be made to look so by altering their character." But as Mr. Hamerton has chosen Mr. Pennell to illustrate "The Saone," in part, and for other work, it may be assumed that the latter is excepted from these strictures.

Messrs. Wetmore & Chester want a number of second-hand wheels to fill orders.

Messrs. Wm. Read & Sons advertise a list of cheap, good wheels in our columns.

Messrs. Peck & Snyder report a large demand for New Mails and Ivels. The firm carries cycling and tennis outfittings of every description.

Messrs. A. G. Spalding & Bros. have an interesting communication in our advertising columns. It will pay new riders as well as old ones to read it carefully. They point out many facts about Victor wheels, and call attention to their cycle sundries and repair departments. The firm is now shipping Victor safeties as fast as orders are booked.

Henry Irving rides a Marlboro Club.

WHITTAKER IN GREAT FORM.

On June 3, S. G. Whittaker, who is showing great form on a Premier safety, made an attempt at the Bordeaux Veloce Club's track to establish a record for five miles. The American rode at a great pace up to the fourth mile, when he took a severe fall, badly bruising himself. Remounting, however, he went on and completed five miles and forty yards in 14m. 29s. There were no pacemakers and the track has flat corners. On June 4 "Whit" won the international safety race by almost a quarter of a mile, defeating Lost, Beconand and others.

While in Baltimore we visited the Clark Cycle Company's elegant store on Hanover Street. The building bears gold signs informing he that runs and reads that the company imports New Rapids and Quadrants. The well-lighted and roomy lofts of the company are well stocked with wheels, and competent salesmen show off the goods. The business offices are well appointed. The company's store is now running in full blast and reported good business.

Mr. George R. Bidwell, 313 West Fifty-eighth Street, has a complete stock of Columbia wheels and a heavy line of second-hand wheels of standard makes and sizes. Mr. Bidwell has an experienced teacher who will teach pupils to ride an ordinary or safety in a few lessons. Mr. Bidwell sells wheels on easy terms, rents and stores wheels, and will mail a pamphlet containing full information.

Messrs. S. and J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant, café and ice-cream parlor on Main Street is a favorite resort with wheelmen in the Oranges. Dinner is served in the café and special attention is paid to the comfort of wheelmen.

A. G. SPALDING & BROS.

VICTORS CLIMB. VICTORS COAST. VICTORS GLIDE.

VICTORS CLIMB HILLS unsurmountable by other crank wheels. A boy has driven a Victor Safety up Eagle Rock three times in succession, and the wheel wasn't specially built for hill-climbing.

VICTOR SAFETIES COAST HILLS, no matter how rough, with perfect freedom from falls of any kind, and without jar; simply a pleasant cradle motion.

VICTOR SAFETIES GLIDE over the roughest roads without vibration, without tiring the arms, without stiffening the body. On the smoothest roads they show up in front, because they are built so well and run so easily. At night they are the only wheels to ride, since obstacles that will throw an ordinary are of no account to Victor Safeties.

We are not compelled to run down other makes to sell Victors. WE SIMPLY SAY, get on a Victor and you will be satisfied with no other. WE AGAIN SAY, look in the repair shops and see if you can find any Victors there. AND WE FINALLY SAY that for standing use and abuse, nothing equals Victors.

Remember we are SHIPPING PROMPTLY, and will send off your wheel as soon as

A. G. SPALDING & BROS.

your order is booked. Remember also that the same excellence of material and workmanship for which Victor Safeties are noted, enters into Victor Roadsters, Victor Light Roadsters, Victor Juniors and Victor Tricycles.

Victor Roadsters are the STAUCHEST wheels on the road. Victor Light Roadsters are the STRONGEST wheels of their weight, and the HANDSOMEST wheels on the market. They are beauties. Victor Juniors are the BEST and CHEAPEST light men's, short men's, youths' and boys' wheels on the market. A highest grade boy's wheel for \$35, and a high grade man's wheel for \$75. NEW RIDERS should remember FACTS ABOUT VICTORS.

THE INSTALLMENT PLAN, as conducted by us, is the easiest way to own a wheel. We make the most reasonable arrangements, making the time and amount of payments to suit almost any pocket-book. Do not lose time by waiting to save up, but commence riding at once. Machine given to purchaser as soon as first payment is made. Call and learn particulars.

THE CYCLE BRUSH TOOL is one of the handiest and most useful little articles ever placed on the market. It is a combination tool, embracing a stout brush of peculiar form, a steel spanner, a steel point and a steel screw-driver. The rider is continually using the tool brush in one of its several forms. Compact, neat, useful, simple and absolutely necessary to every wheelman. Price, seventy-five cents.

Our repair shop is turning out fine work at reasonable prices, and we have so much of this kind of work that we have made special arrangements to do repairing quickly, and with a view to durability and cheapness. Our sundries department is completely stocked with all the best devices on the market, including cyclometers, tool bags, lamps, whistles, bells, luggage-carriers, etc., etc.

Illustrated Cycle Catalogue sent on Application.

A. G. SPALDING & BROS.,

United States Agents for Victor Cycles,

241 BROADWAY, 108 MADISON ST.,

NEW YORK.

CHICAGO

MEMORIES OF KEITH-FALCONER.

"Memorials of the Hon. I'on Keith-Falconer" is the name of a little volume just published by the Rev. Robert Sinker. In the early days, Keith-Falconer was, next to Cortis, the most notable man on the English racing path, and had also a reputation for more than ordinary ability. The story of this cyclist's life from 1856 to 1887, the years of his birth and death, is captivatingly told, and unfolds an interesting and in many respects a remarkable character. Falconer had the religious feeling, and early in life adopted as his motto: "Serve God and be cheerful." The following excerpts from his letters will be of interest:

ON TRAINING—HIS VICTORY OVER CORTIS.

"The first great thing to be done was to knock off smoking, which I did; next, to rise early in the morning and breathe the fresh air before breakfast which I did; next, to go to bed not later than 10, which I did; next, to eat wholesome food and not too much meat or pastry, which I did; and finally, to take plenty of gentle exercise in the open air, which I did.

"What was the result? I met Keen on Wednesday last, October 23, and amidst the most deafening applause, or rather yells of delight, this David slew the great Goliath; to speak in plain language, I defeated Keen by about 5 yards. The time was by far the fastest on record, 15m. 11 2-5s.

"The last lap, that is, the last circuit measuring 440 yards, we d.d in 39s., that is, more than 11 yards per second.

"The excitement was something indescribable. Such a neck-and-neck race was never heard of. The pace for the last mile was terrific, as the time (2m. 52 2-5s.) shows; and when it was over I felt as fit and comfortable as ever I felt in my life. And even when the race was going on, I thought actually that we were going slowly, and that the time would be bad, I was in such beautiful condition. I did not perspire nor 'blow' from beginning to end. The people here are enchanted about it; so that it is gratifying to me to think that, notwithstanding my other work and other business, I can yet beat with positive comfort and ease the fastest rider in the world."

THE VALUE OF CYCLE RACING.

"It is an excellent thing to encourage an innocent sport (such as bicycling) which keeps young fellows out of the public houses, music halls, gambling hells, and all the other traps that are ready to catch them. I wish I had ridden last year. It is a great advantage to enter for a few races in public, and not merely ride on the road for exercise; because in the former case one has to train oneself, and this involves abstinence from beer and wine and tobacco, and early going to bed and early rising, and gets one's body into a really vigorous, healthy state. As to betting, nearly all clubs forbid it strictly, and anyone found at it is liable to be ejected promptly. A bicycle race-course is as quiet and respectable as a public science lecture by Tyndall. * * * If we exercised and trained our bodies more than we do there would be less illness, bad temper, nervousness, and self-indulgence, more vigor and simplicity of life. Of course you can have too much of it, but the tendency in most cases is to indulge

the body, and not exercise it enough, and athletic contests are an excellent means of inducing young people to deny themselves in this respect."

HIS TRIP FROM LAND'S END TO JOHN O'GROAT'S.

"I had ridden 994 miles in 13 days, less 45 minutes. This gives an average of 76 to 77 miles a day. * * * I have only to add that the machine which carried me is a 58-inch built by Humber & Marriott, of Queen's Road, Nottingham, and weighing 45 pounds. As an illustration of the perfection of this bicycle, I may mention that the hind wheel, which revolves 1,000 times a mile, ran from Dunkeld to John O'Groat's (a distance of 260 miles) without being oiled on the way. Thus it made over a quarter million revolutions on the strength of a single lubrication!"

Keith-Falconer had decided views on many things outside of cycling, as was to be expected in a man who had risen to the position of an Arabic professorship at Cambridge. When twenty-two years of age, in a public speech entitled the "Drama of Life," he showed his serious views in the following paragraph:

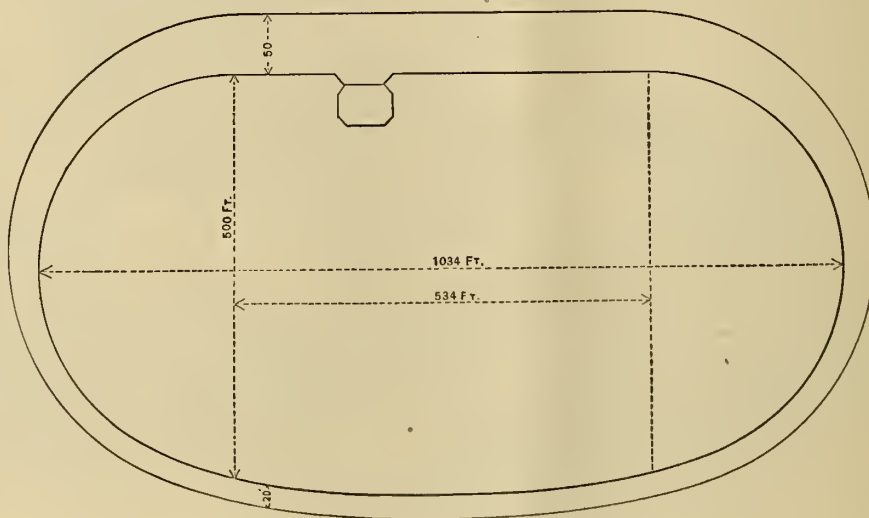
"Remember this life of ours may be viewed as a great drama. The God that made us has assigned to each his part, and written it in letters so plain that he who runs may read. And soon the curtain must fall, and the players must depart to return no more. It is a play once acted, and only once. It has no rehearsals, and one false step can never be made right, and one slip of the tongue can never be recalled. A numberless audience watches the characters as they develop, and the plot as it thickens."

FIXTURES.

June 30—Greenwood-Wells contest on Kimswick 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 4—Fort Dayton Wheelmen first annual race meet at Herkimer, N. Y.
July 4—Harlem Wheelmen tally-ho party.
July 4—Races at Chelsea, Mass.
July 7—Semi-annual race meet of the Rutherford (N. J.) Wheelmen.
July 14—Run-off of tie between K. C. W. and H. C. W. Teams over Irvington-Milburn course.
July 23-25—Annual meet of the Ohio Division L. A. W., at Toledo, Ohio.
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.
Sept. 14-15—New Jersey Division meet and race meet at Roseville, N. J.

PROPOSED ANTI-ROADHOG LEGISLATION.—It is proposed to license all drivers of vehicles in New York City, and no man is to have a license who hasn't had some experience in handling the ribbons. It is expected that this will largely reduce the mortality of the great metropolis, which owes its present high rate to reckless driving as much as to anything.

Mr. W. H. Robertson, 296 Broadway, New York, reports a large demand for Holmes & Co.'s goods. These knit goods are of the best material and made in many styles suitable for cyclists.



THE BUFFALO HALF-MILE TRACK.

GILLOTT'S STEEL PENS

ARE THE MOST
* * * PERFECT.

KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

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

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.

SOMETHING NEW!

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

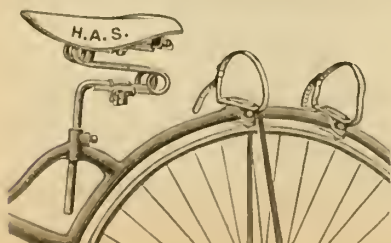
HOWARD A. SMITH & CO.,

ORATON HALL, NEWARK, N. J.

16 PARK STREET, ORANGE, N. J.

TELEPHONE 673.

TELEPHONE 134



A SERIES OF RACE MEETS IN JERSEY.

The cycling element has taken a firm grip on the New Jersey Athletic Club, the new and vigorous youngster born at Bergen Point last winter, and the interests of bicycling will receive a full share of attention along with baseball, boating, canoeing, yachting and tennis. With such men to push things as Captain Baggot, of the H. C. W.; Captain Berry, of the E. W.; Captain Bowman, of the E. A. C. W.; Caldwell, Jonah and others, wheeling should have a big boom in the club.

The grounds are beautifully located on Newark Bay, and when the plans have been fully carried out \$50,000 will have been spent. The cycling committee is hard at work getting the quarter-mile track in shape for the opening meeting on the Fourth of July, when a perfect carnival of sport will be held. There will be a regatta at 10.30 A. M., bicycle races at 1.30, and a ball match at 4 P. M. between the N. J. A. C. nine, champions of the Amateur League, and the Highland A. C. nine, amateur champions of Philadelphia. Several of the wheel clubs have ordered runs to Bergen Point for the day, with a clam dinner at the Shore House. A full list of entries has been received, and a great throng of spectators is expected. Fifty cents will purchase an admission badge (including grand stand) good for all day. If the meet proves a success race tournaments will be held every month during the season, and inducements offered to racers of this vicinity to keep in training throughout the season. An advertisement elsewhere gives full particulars.

FASHIONABLE CLOTHING.

Reasonable Prices.

ABRAHAMS & GRUNAUER,
Custom Tailors,
451 SIXTH AVE., NEW YORK.

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

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 Saturday, June 30, at noon, with

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

Badges Admitting to all the Sports, 50 Cents.

WHEELMEN, ATTENTION!

LATEST THING OUT!

GRAFF'S NEW BICYCLE SHOE.



ALL LEATHER SOLE.

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

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

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

W. H. ROBERTSON,
296 BROADWAY, NEW YORK.

BICYCLE AND ATHLETIC GARMENTS MANUFACTURED BY THE KINGSTON KNITTING CO.

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

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



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.

POINTS FOR RACING MEN.

In conversation with a press man, Mr. H. Synner, who recently won the English amateur mile bicycle championship, spoke as follows: "In my opinion, a man wants to practice to sit still in the saddle and not pull at the handles. You want to feel the machine as part of yourself. Don't guide it with your handles, but with your body. If you ride in this way, *provided you ride a machine that is not too big for you*, you cannot help but pedal properly. In practice never sprint so hard that you are compelled to pull at your handles. You will by this means become able to increase the length of your spurt and secure a perfect style. In a race, however, in the last fifty or seventy yards you should do what you can to win; never mind style, but ride all out the best way you can. Try and attain a perfect style in practice, and you will not forget it when you race."



OFFICIAL TAILORS AND OUTFITTERS

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

DEVLIN & CO.,

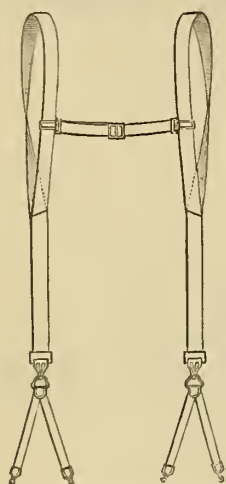
New Jersey Wheelmen.
Roselle Ramblers.
Huntington Bi-Club.
Ilderan Bi-Club of Bergen Point.
Yonkers B.C., and others.

Broadway and Warren Street,

NEW YORK,

MANUFACTURERS OF

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



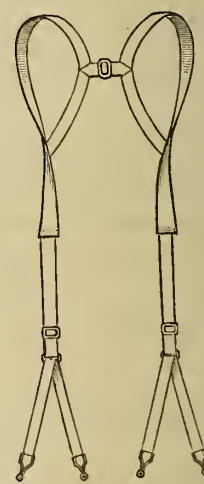
THE CANFIELD RUBBER CO.,

86 LEONARD STREET,

NEW YORK,

MANUFACTURERS OF

BICYCLE GARTERS OF ALL STYLES.



SAMPLE PAIR SENT BY MAIL ON RECEIPT OF 50 CENTS.

WARWICK

CYCLES

CYCLE



The Warwick Perfection

— IS —

COMING.

MFG. CO.

SPRINGFIELD,
MASS.

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.

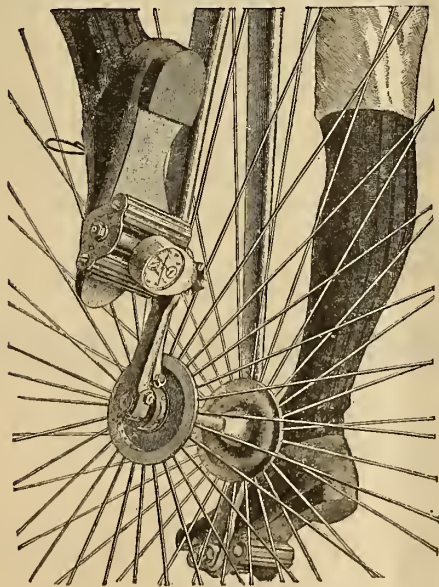
I sell on easy terms, and I rent only the best wheels (new) by the hour, day or month.

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,

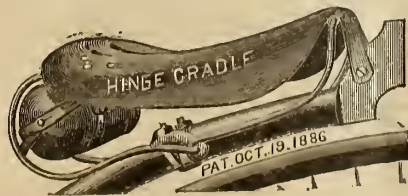
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Weight, 6 oz.

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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,
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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	Nickel	90 00
469	54	American Star	Plain	Nickel	40 00
472	50	American Club	Ball	Nickel	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
515	54	Expert	Ball	Nickel	90 00
519	48	Sp. Premier	Plain	Nickel	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
549	54	Standard Columbia	Ball	2-3 Nickel	25 00
551	52	Victor	Ball	2-3 Nickel	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	65 00
534	..	Humber Crimper	Ball	Enamel	100 00
548	40	Sparkbrook Tandem	Ball	Enamel	130 00
550	50	Col. Two-track	Ball	Enamel	65 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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ADVERTISE IN OUR
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and Wants Column.*

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ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

FOR SALE, EXCHANGE, WANTS.

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

FOR SALE—Royal Mail Two-Track Convertible Tandem. \$120. Inquire D. C. Beatty, 206 Broadway, New York, or 32 Park Place, Brooklyn. 6-29

FOR SALE—A Tandem Tricycle, adjustable for lady and gentleman; in very good condition; good hill-climber; cheap. B. F. Clapp, Lock Box 75, Wappinger's Falls, N. Y. 7-5

BICYCLE WANTED—52 or 54 inch Light Roadster; must be in good condition. Bicycle, P. O. Box 775. 6-29

\$75 50-inch full nickle Expert Columbia, ball pedals, Columbia evening star lantern and Hill & Tolman alarm; all in fine condition. Address O. E. Hull, Leon, Iowa. 7-5

FOR SALE—Light-weight Club, 55-inch; all ball bearings; nickle, except rims; splendid condition; price \$100. F. A. Metcalf, 40 Clinton Street, Brooklyn. 7-6

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. 6-27

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. 6-29

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

TWO BARGAINS—A 56-inch Standard Columbia, enameled, 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. 6-29

\$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.

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; Aëolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow fellos to give lightness for racing and yet strength for the roughest roads; it is excellent for hill climbing; cannot be duplicated in America for less than \$250; will sell cheap for cash, or will receive offers of exchange for a horse or anything of equal value. Address Geo. A. Bogart, assistant postmaster, Evanston, Cook Co., Ill. 7-1

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. Stimson, Stamford, Conn.

"CARE AND REPAIR," useful hints to wheel owners, 10c. by mail, of Stimson, 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—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 nickle, balls front wheel, drop bars, silent ratchets, changeable power attachment, 1-inch tire; \$65. 51-inch Special Star, 3/4-nickel, 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. 7-1

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. 7-1

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54 inch, fine condition, \$75 each. Taken in Exchange for New Wheels. We are selling at Less than Actual Cost. Every Machine offered Guaranteed Sound. No wrecks. Brand-new Beeston Humber Light Roadsters, \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$100, were \$185. New and second-hand Experts, Victors, Ridges, Mills, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crimper Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston 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 411.

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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AND

TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St.

MINNEAPOLIS: 417 Nicollet Ave.

OUR SPECIALTIES.

The CORSON Star Saddle; warranted to please; price, \$3.50; Nickeled, \$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, nickeled, with Vulcanite Grips; price, \$2.50 per pair.

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

STOLEN!

AND

\$25.00 REWARD

Will be paid for the return of the Quadrant Tandem that was taken from the store, corner of 134th Street and Seventh Avenue, New York, June 20. Style of Machine, No. 15, with Bell, Lamp, Cyclometer and Bundle Carrier, and No. 2302.

WM. FRISBIE,

2285 SEVENTH AVE.,

NEW YORK.

AT LAST WE HAVE GOT IT.

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 Nickeled.

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W. C. BOAK, LE ROY, N. Y.

The B. F. Goodrich Co.

Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

Bicycle Tires, Hard and Soft Rubber Handles, Spade Grips, Pedal Rubbers, etc.

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Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.
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.
LAWN TENNIS SHOES A SPECIALTY.

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American Champion Bicycle.
American Light Champion Bicycle.
American Challenge Bicycle.
American Ideal Bicycle.
American Ideal Tricycle.
American Challenge Tricycle.
AND SUNDRIES.

1888 Springfield Roadster,
Plain bearing, \$75.00 | Ball bearing, \$100.00

SINGER'S
SAFETY.



All Ball Bearings \$135.00

Singer's Bicycles, Tricycles, Safeties and Tandems.
BICYCLE SUITS, STOCKINGS, HATS, SHOES, ETC.

Over 100 new machines on our Bicycle floor, on sample. No second-hand machines.
Call and see our stock before purchasing.

E. H. WILCOX, Manager.

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State Agents for the American Cycles.

A FULL LINE OF SUNDRIES, TIGHTS, HOSE, ETC.
A large Riding School in connection.

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REPAIRING PROMPTLY DONE.



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VICTOR LIGHT ROADSTER
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VICTOR SAFETY BICYCLE.

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SPALDING'S YOUTH'S BICYCLE.

Also a Full Line of
BICYCLE SUNDRIES

Send for 1888 Catalogue.

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Old Mounts in Part Payment

—FOR—

VICTORS

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LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

THE

VICTORAnd the wisdom of our choice is
being daily proved to us.

WE SELL

Second-hand Wheels for Owners

—ON—

COMMISSION,GIVING THE BEST CHANCE TO
UNLOAD QUICKLY.

WE OFFER

THE BIGGEST ASSORTMENT

—OF—

Second-hand Cycles

—AT—

MOST REASONABLE PRICES.

MANHATTAN

WHEEL EXCHANGE.**WETMORE & CHESTER.**

49 CORTLANDT STREET,

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JOHN C. WETMORE.

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What Does This Mean?

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

—FOR—

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

Our List, June 29, 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. 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. 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. 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.**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. 180.—54-in. Stand. Col. Enam. 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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Grand Medal at the Philadelphia Exposition.
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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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EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms. 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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OUR SPECIALTIES:

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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

MEDALS, CUPS, JEWELRY, Etc.

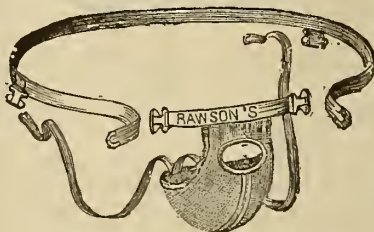
Stop-Watches, MEDALS, Trophies.

Illustrated Catalogue and Price List Sent on Receipt of Stamp.

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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.

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

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

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WANTED.

SECOND-HAND WHEELS

TO SELL ON COMMISSION.

The demand for second-hand machines from us is so great this season that we sell them more quickly than we can get their places filled, and in consequence our stock is becoming rapidly reduced. Read our terms in our page advertisement elsewhere, and then

SEND YOURS.

Manhattan Wheel Exchange,

WETMORE & CHESTER,

49 Cortlandt St., New York.



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

HIGH GRADE BICYCLES,

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

Send for the most complete Wheel Catalogue ever printed.

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55 State St., Chicago, Ill.

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.

Queens Athletic Club Grounds,

QUEENS, L. I.

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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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SEE OUR LISTS.
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 Corrugated or Diamond Pat-
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TENNIS SHOES.

NEW YORK BELTING & PACKING CO.
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 Amateur Outfits in
 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, neuralgia, rheumatism, lumbago, pains and weakness in the back, spine or kidneys, pains around the liver, pleurisy, swelling of the joints and pains of all kinds, the application of Radway's Ready Relief will afford immediate ease, and its continued use for a few days effect a permanent cure.

INTERNALLY, in a few minutes, cures Cramps, Spasms, Sour Stomach, Nausea, Vomiting, Heartburn, Nervousness, Sleeplessness, Sick Headache, Diarrhoea, Colic, Flatulency and all internal pains.

50 cents per bottle. Sold by Druggists.

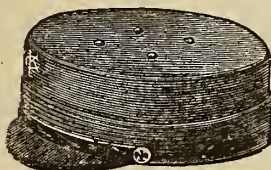
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WENCK

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



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Sporting Goods.

LOWEST PRICES.

123 FULTON ST

In Hat Store, up stairs

The "Best" Bicycle Whistle.



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

Price, 25c. each. Discount to Dealers.

WHITTEN & CO., PROVIDENCE, R. I.

HARLEM BICYCLE CO.

284 LENOX AVENUE,

(Late Sixth Avenue.)

Between 124th & 125th Streets.

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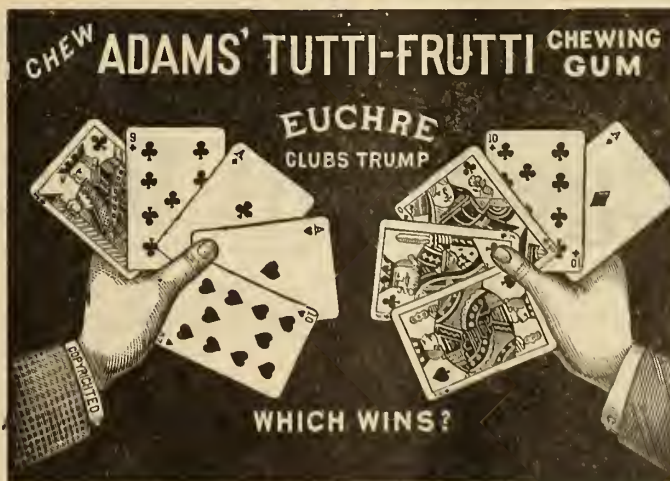
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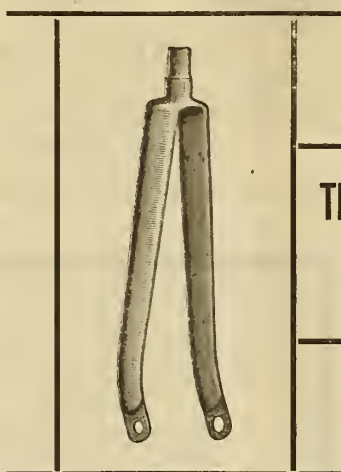
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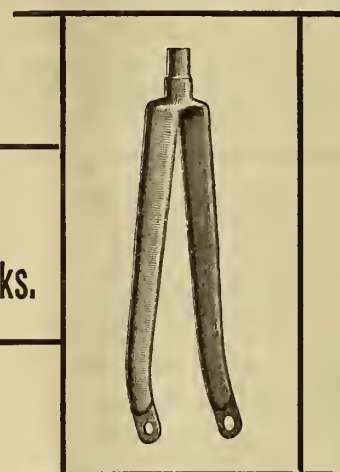
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