

# The Wheel

P.O. Box 444. N.Y. CYCLING TRADE REVIEW 23 Park Row N.Y.

VOL. I.—No. 19.]

NEW YORK, JULY 6, 1888.

[WHOLE NUMBER, 19.]

WHO was at the last League Meet but admitted that the

## AMERICAN RAMBLER



was the King of the Rear Drivers?

Certainly the crowds constantly surrounding it demonstrated that it was the centre of attraction.

Its salient points are obvious. By placing the re-acting spring, whose effect is self evident, between the rider's body and the rear wheel, the necessity for the spring at the front fork, with its manifest erratic steering, is dispensed with, so that in the Rambler we offer a rear driver that one

**CAN RIDE AND COAST HANDS OFF.**

It is the lightest, too, of them all, and of the highest possible grade; and what is just as gratifying is the fact that we are now booking orders for August delivery.

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BY WHOM?

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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."

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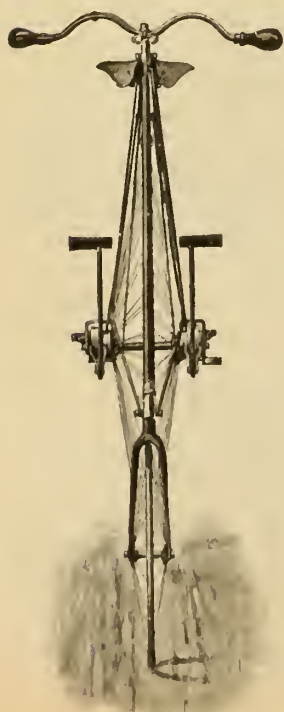
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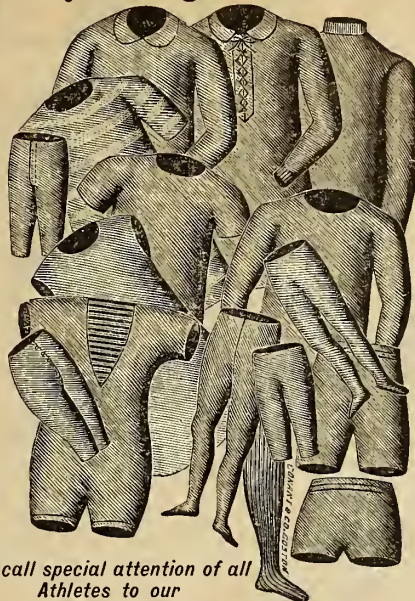
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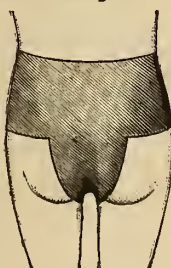
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50-inch Royal Mail, with the noted Trigwell Ball Head and strengthened base rim. Never used.	95 00
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52-inch ditto. Slightly second hand, but good as new.	90 00
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54-inch ditto. " " " "	100 00
55-inch ditto. Used one season only	85 00
58-inch ditto. " " " "	85 00
51-inch Columbia Light Roadster. Used but little.	85 00
51-inch ditto. Almost new	85 00
54-inch Expert. Splendid order	85 00
50-inch Special Columbia. Good condition	50 00
54-inch British Challenge. " "	60 00
48-inch Rudge. Fine condition	65 00
52-inch Sanspareil. " "	50 00
58-inch Club. " "	50 00
58-inch Rudge. " "	75 00
58-inch Expert Columbia. Nickeled	65 00
53-inch Rudge. " "	70 00
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Kangaroo Safety	50 00
54-inch Royal Mail Racer. New	50 00
Royal Mail Noted Tricycle. New	100 00

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No.	PRICE.
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2 48-inch Premier, half nickel; very cheap, good order	65 00
3 48-inch Rudge, enamel, balls all over; fine condition; bargain	70 00
4 48-inch Royal Mail, balls all over, cowhorn bars, spade handles; A1 order	60 00
5 51-inch Standard, with lamp, cowhorn bars, spade handles; sacrifice	40 00
6 50-inch Standard, enamel; cheap as dirt	30 00
7 50-inch American Club, full nickel, cowhorn bars, ball pedals; good order	50 00
8 50-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	60 00
9 52-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	65 00
10 52-inch Premier, ball pedals, cowhorn bars; excellent order	60 00
11 52-inch New Mail, balls all around; good as new.	95 00
12 52-inch Expert, half nickel, all balls; good as new	80 00
13 52-inch American Club, half nickel; a bargain; fine order	50 00
14 54-inch Premier, enamel; good order; very cheap.	50 00
15 54-inch Expert, half nickel; seen to be appreciated.	75 00
16 54-inch Expert, full nickel; elegant order.	80 00
17 54-inch American Rudge, enamel; fine condition.	60 00
18 54-inch Challenge, enamel; fine condition	60 00
19 54-inch Standard, half nickel; fine condition, very cheap.	40 00
20 54-inch Sanspareil, half nickel; fine condition, very cheap	65 00
21 54-inch New Mail, balls all over; A1 condition; bargain	95 00
22 54-inch New Mail, balls all over; barely ridden; equal to new	100 00
23 56-inch Expert, balls all over, nickel; A1 order.	85 00
24 56-inch American Rudge; A1 condition	75 00
25 58-inch Expert; A1 condition; nickel	85 00
26 Rudge Safety; fine order; very cheap	85 00
27 Rudge Safety; fine order; very cheap	90 00
28 Swift Safety; A1 order; very cheap	100 00
29 Victor Tricycle; A1 order; genuine bargain.	45 00
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31 Col. Two Track; good order; cheap.	75 00
32 Rudge Tandem; worth double; good order.	70 00
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34 Rudge Crescent Tandem; very good order; cheap	160 00
35 Humber Tandem; very good order; cheap.	150 00
36 Humber Tandem; splendid condition; bargain.	175 00

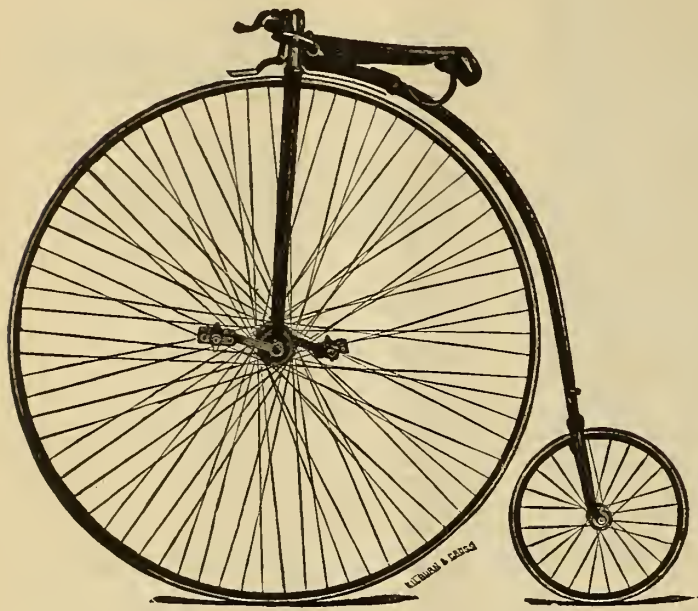
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Roadster, weighs 40 lbs.

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All parts of highest possible grade.

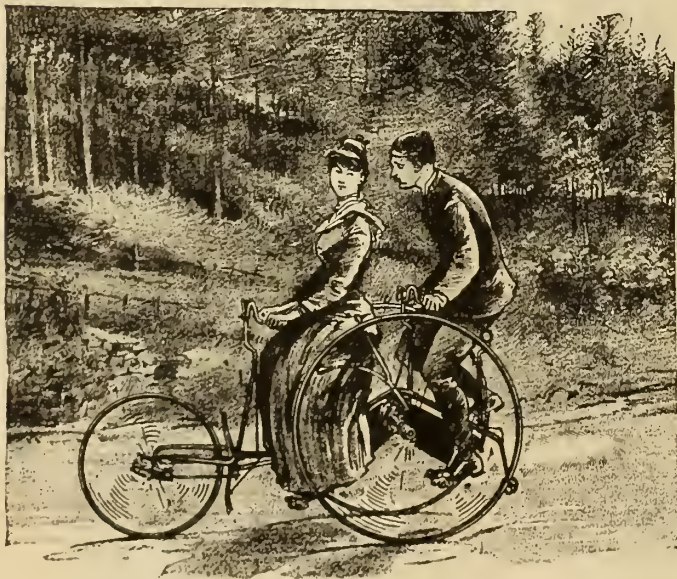
Any kind of saddles and handles supplied.



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.

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# THE WHEEL

## AND

# CYCLING TRADE REVIEW,

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New York.

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

The latest issue of the *Bicycling News* should have contained some reference to our article on Rowe's records. The great George Lacy Hillier, erstwhile so voluminously gushy, confronted with proof positive of the genuineness of our American records, can meet it with nothing but silence. Hillier made as stupid an exhibition of himself in connection with Rowe's records as with the Springfield times, which he received with derision, and which have since been beaten many times over by English cyclists. The champion of the Dark Ages, all distances, bike or trike, will please prepare to cackle over the Buffalo times, which will reach him about the middle of September.

"It is safe to say," says The Stroller, "that the sidewalk hog in Newark, Orange, and Elizabeth outnumbers the road hog five to one." At this late date, with the judiciary departments of most of our States recognizing and protecting the rights of wheelmen, it is folly for them to put the halter over their own heads by riding on sidewalks. They have no more business there than has the licensed vender man or the driver of a tally-ho. The body cycling has less excuse for violation of the law than the road-hog, since, being composed largely of educated people, its responsibilities are greater, its knowledge of the right and the wrong more acute. It will certainly advance wheel interests much faster to suppress a flagrant case of wheel-hogism than to gain a victory over a road-hog. We call the attention of the chief consul and the local representatives of New Jersey to the cases of wheel-hogism mentioned by "The Stroller." The importance of action is emphasized by the sad accident which recently occurred at Trenton, through the stupidity of a wheelman.

The cyclists of Louisiana have received a sad set-back by the action of the Judiciary Committee of the House, who have returned the Liberty Bill introduced there by Representative Shields, endorsed as "a piece of useless legislation." It is a matter of extreme regret that the committee have taken such a stand, but as they appear to be not positively opposed to the bill, it is to be

hoped that a more complete presentation of the facts may change their decision. The committee should remember that the great States of New York and New Jersey have placed upon their statute books just such a bill as was introduced in the Louisiana State Legislature. The bill was given an exhaustive hearing by Governor Hill and met with his hearty approval. Preparations have been made in many States throughout the Union to introduce Liberty Bills in time, and it is proposed to place them on record in every State and Territory. We cannot understand why the Judiciary Committee of the Louisiana should cut out so entirely different a path, with the curt and unsatisfactory endorsement that the bill is "a useless piece of legislation."

### LOUISIANA'S LIBERTY BILL LABELED "USELESS LEGISLATION."

The bill introduced in the Louisiana House by Representative Shields, of New Orleans, has been returned by the Judiciary Committee, who labeled it "Useless Legislation." We trust the Louisiana men will make a brave fight and snatch victory from defeat. Referring to the committee's decision, the *Sporting South* editorializes as follows:

"'Useless legislation.' Such is the Judiciary Committee's brand placed upon House Bill No. 283—an act defining the rights of bicycles, tricycles and the like, introduced into the House by Representative Shields, of New Orleans.

"To say that this decision is a surprise to all interested in the bill is putting it mildly, and certainly the matter is deserving of a little further research and attention before being thus summarily disposed of.

"Representative Shield's record is such as to justify the assertion that he would not needlessly occupy the time of the gentlemen composing the committee. Nor has he.

"The bill was suggested and urged upon him not only by his own experience as a wheelman, but by that of dozens of others as well. Cycling is not a craze; nine years of steady use have proven that bicycles are not toys; one hundred hard earned dollars are not so easily come by as to be thrown away in any child's play. True, they are in the main a means of recreation, but many indeed are used for strictly utilitarian purposes, as one has but to inquire to ascertain, and a constant steady growth, from a few dozen nine years ago to close on to 100,000 adult riders in America alone in 1888, will attest the need of a law in behalf of a constantly increasing class. The courts of England and the States of New York and New Jersey recognized this fact, and within the last year or two have passed and promulgated laws exactly similar to the one just acted upon by the Judiciary Committee of the Louisiana Legislature. It cannot be that the Pelican State will brand itself as being behind the times.

"Wheelmen have much to contend with that the outside world knows naught of. Boorish drivers and prejudiced individuals are of this class, and it is only just to say that trouble and injury have been prevented more through the courtesy of the cyclers in giving way than of the first named set. 'You have no right here anyway,' seems to be the prevalent idea, and it is not long since that a parish official of this State so informed a party of wheelmen, and threatened them with arrest should they ever come his way again.

"The wheelmen have petitioned the Judiciary for a reconsideration, and, gentlemen of the committee, it is but due them, the State, and the minions of the law, that some such bill go on the record. There is none such on the statutes at the present moment, and a law that will give to one class of citizens a sense of legal security, make another class more cautious and circumspect, and make the duty of the law's magistrates clear and distinct, is certainly worthy of your time and earnest consideration, and can hardly come under the head of 'useless legislation.'

"One half the world does not know what the other half is doing,' seems applicable in this instance. State laws are made for the guid-

ance of its citizens, and all that the wheelmen ask is to have their rights defined. It rests with you, gentlemen of the committee, to define them. Will you do it?"

### CRIST AND BARBER RETURN.

Messrs. Crist and Barber arrived in New York in the *Etruria* on Sunday morning, and left for their Washington homes on Monday afternoon. Both gentlemen were very large and fine, and full of their English experiences. Mr. Crist's return was hastened by some business in connection with his twenty-first birthday, which he celebrated last Saturday.

Both expressed themselves as pleased with their visit abroad. They had had a good time, and had ridden in better form than they had previously shown.

Crist thinks the English have much to learn in the way of running meets, there being none of the order and despatch seen at first-class American meets. He declares Coventry to be the fastest track, Synyer the speediest, and Osmond the pluckiest rider; hopes both will come over for fall tournaments, that he may get a whack at them. In the mile bicycle championship he had been defeated by mistaking the third for the final lap. But for this error, he feels certain he would have given a better account of himself.

Crist says that Jack Lees, who is much heavier than Rowe—"and my, can't he ride a tricycle!"—will come over in the fall, positive. He reported Whittaker as pedalling the Safety like a demon, and thinks nothing in England can live with him. Regards Temple as a wonder, and assures us that "Woody" still rides in his old long-distance socks. Billy Rowe he regards as superior to any English rider, and thinks that, if acclimated, he can beat any of the English cracks on their own paths; thinks the Lynn man will reverse the cards at Buffalo this fall. Crist and Barber will get into condition later in the year, and ride at all the fall tournaments. Then, "This is my last year on the path," says Crist, and we murmur, "Chestnuts."

### THE BROOKLYN CLUB'S PARADE.

The parade held in Brooklyn on Saturday last, under the auspices of the Brooklyn Club, to show the people of Brooklyn the strength of wheeling in their city, served only to show weakness, or at least selfishness, on the part of many Brooklyn riders, who preferred to ride off in the country or in the park to putting in an appearance and astonishing the good people of Brooklyn.

The parade started from in front of the Brooklyn's club-house in St. Felix Street shortly after four o'clock. It was led and escorted by four mounted policemen, and covering some miles, mostly on macadam, of the prominent streets and avenues of the city, finished at the club-house.

The Brooklyn Club, Captain Spelman, headed the line with sixty men, and made a very fine appearance in their neat blue uniforms. After them came representatives of the Ladies' Cycle Club, including one ladies' bicycle, ridden by Mrs. Oakley, two tandems, ridden by two gentlemen and two ladies, and six single tricycles. The Kings County Wheelmen followed with twenty-seven men, led by Messrs. H. J. Hall, Jr., and T. C. Crichton. Their brown uniforms showed off well. Next came the Long Island Wheelmen, nine strong, captained by Lieutenant Wise. All the boys were glad to see the Long Island Wheelmen out. The Universal Cycling Club, clad in blue suits, eleven men, and five unattached riders brought up the procession. The L. I. W. and K. C. W., whose aggregate membership approximates 300, sent but thirty-six men.

After the parade, refreshments were served at the club-house and an impromptu programme of entertainment given. The Brooklyn Club deserves credit for its enterprise, and it is to be regretted that Brooklyn riders did not support their parade in greater numbers. The men out were as follows:

Brooklyn Club—Meeteer, Raymond, Greenman, Brown, D. N. Cole, Spelman, Campbell, Baneroff, Matthews, Candler, Neil, Kellum, Fuller, Haviland, Hibert, Hardie, Waters, Class, Barley, Ackerson, B. N. Cole, C. L. Snedeker, Kenmore, McIlvane, Richardson, W. R. Snedeker, Todd, Allen, Smith, Koop, Bradley, Corby,



# 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.**

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Long Island Wheelmen—Wise, Monell, Harris, Manning, Tunison, Robertson, Krafts, Furst, Stone, Kreger, Fulcher.

Universal—W. J., P. C. and P. J. Finn, Haselton, Ludwig, Masterson, Wicks, Dennison, Goodstein, Miles, Evans, H. and C. Jaeger, and Miller.

Mercury Wheel Club—Clarke, Plant, Sheldon and Phelps.

Kings County Wheelmen—Names not given.

### BOSTON CLUB'S COMPLIMENTARY RUN TO COMMODORE WHITNEY.

The Boston Bicycle Club gave a complimentary run on Sunday last to ex-Captain Whitney, who has taken up his residence and gone to sheep raising on his ranch in New Mexico. Promptly at 1 o'clock a few riders, under command of Captain Kendall, left the club house and rode to Great Head, Winthrop, going by the East Boston ferry and riding their wheels the rest of the way.

The associate members of the club, under the pilotage of Mr. R. J. Tombs, took a train for Great Head and rendezvoused at the Great Head House, where they were joined a few minutes later by the riders and welcomed by Mr. J. S. Cushing of the club, who is stopping there for the season. After dinner Captain Kendall stated that this was the last time the boys of the club would be able to meet the genial ex-captain before his return to his ranch, and referred to the many pleasant times they had enjoyed with him. Captain Whitney responded in a brief and feeling manner. A number of other gentlemen also referred regretfully to the ex-captain's departure.

### MASSACHUSETTS DIVISION BOARD MEET.

A meeting of the board of officers of the Massachusetts Division of the League of American Wheelmen was held at the Point of Pines last Saturday evening. The following officers were present: Chief consul, H. W. Hayes, of Cambridge; secretary, Sanford Lawton, of Springfield; and Dr. W. H. Emery, of Boston; Dr. W. G. Kendall, of Boston; J. F. Adams, of Haverhill; J. S. Dean, of Boston; J. H. Grimes, of Cambridge; A. W. Robinson, of Charleston; J. B. Seward, of Chelsea; E. B. Coleman, of Cambridge; W. A. Mossman, of Jamaica Plain, and John Ames, of Cambridge.

A banquet was served in one of the private dining-rooms in the Hotel Pines, twenty gentlemen being seated at the tables. Chief Consul Hayes presided, and the good things having been dispatched, a business meeting was held. Amendments to the constitution of the division were made as follows: That the constitution shall conform to the constitution of the national body; that the election of chief consul, vice-consul and representatives to the division board must take place between July 15 and August 15; that district No. 1, comprising Norfolk and Suffolk Counties, shall be entitled to four representatives; district No. 2, comprising Middlesex County, to two representatives; district No. 3, comprising Essex County, to one representative; district No. 4, comprising Worcester County, one representative; district No. 5, comprising Plymouth, Bristol, Barnstable, Dukes and Nantucket Counties, to one representative; district No. 6, comprising Hampshire, Hampden, Franklin and Berkshire Counties, to two representatives.

It was voted that nominations for chief consul, vice-consul and such number of representatives as the districts may be entitled to, must be sent to Secretary-Treasurer Sanford Lawton, of Springfield, not later than July 15, and that no nominations would be considered unless made by ten members of the division. League clubs of over twenty members will be entitled to one representative of the State board, to be elected by the club between July 15 and August 15. The election of said representatives must be certified as provided by Article 9, Section 1, of the constitution of the national body.

It was voted to hold the annual meeting of the division at Cottage City, on August 2, 3 and 4. Dr. W. G. Kendall and A. W. Robinson were appointed a committee of arrangements.

### NEW JERSEY ATHLETIC CLUB'S NEW GROUNDS OPENED.

What promises to be the fastest and most available bicycle track in the immediate vicinity of New York City was thrown open on July 4. Of course it will never compare to Roseville in speed, but it is much better situated and should be popular.

The occasion was the opening of the New Jersey Athletic Club's grounds at Bergen Point. The grounds are the prettiest we have seen, being located on Newark Bay, and within twenty-five minutes from Liberty Street, New York, with frequent trains both ways and low fares. The track is a quarter-mile cinder path, with corners that admit of "going all the way," the path being oval in shape. It has been built but ten days, and yet it was quite hard, except in places; if the committee will mix clay with the cinders, shave off the path at the corners and raise them, there is no reason why first-class meets should not be held there. The grounds, with the close-cropped turf, the border of young primeval bush and the fringe of water make a pretty picture.

The N. J. A. C. has 500 members, drawn from Bergen Point, Bayonne and vicinity, and from New York, Newark and Elizabeth. The club has made rapid strides forward this year, and now has every appliance and accommodation of a first-class athletic club, in which is included bicycling, tennis, athletics proper, yachting, boating, swimming, etc., etc.

The morning was given over to the regatta, and in the afternoon, commencing at 2 o'clock, the races were held.

The officers of the day were: Referee, L. H. Johnson; judges, L. H. Wise, Harold Serrell and E. J. Runyon; timers, R. H. Murray, J. Warren Smith and F. P. Prial; umpires, T. H. Merseles, R. H. Rhett, F. M. Brush and Wm. Neumann; scorers, N. N. Lukens and T. H. Burnett; clerk of course, Dr. G. C. Brown; assistant clerk, H. Fuller; starter, Dr. E. W. Johnson; handicapper, F. P. Prial; committee, A. W. Booth, E. H. Booth, U. M. Chadwick, G. W. Yates, W. W. Chester, John C. Wetmore and S. I. Berry, Jr. The bicycling part of the day's sport was arranged for by Messrs. Wetmore and Chester, and they must have been gratified by the large number of people present and the interest they took in the races.

ONE-MILE NOVICES—First trial heats; first and second in final. HEAT 1—E. O. Allaire, Ilderan Club, of Bergen Point, 3m. 27s.; H. Samson, Rockland County Wheelmen, of Nyack, 3m. 27 1-5s.; Frank Brock, Newark, third; D. Ferry, Brooklyn, fourth. The two placed men won by sixty yards. HEAT 2—M. F. Pendleton, New York Bicycle Club, 3m. 50 4-5s.; F. P. Van Buren, Plainfield, 4m. 6 1-2s.; H. G. Vogel, Pamparapo A. C., third. FINAL HEAT—Pendleton, 3m. 33 2-5s.; Allaire, 3m. 36s.; Samson, third; Van Buren, fourth. Pendleton had the men at his mercy all the way, and easily drove his Star first across the tape.

TWO-MILE HANDICAP.—G. W. Kreger, L. I. W., 130 yards, 6m. 19 3-5s.; W. Schumacher, L. I. W., 180 yards, 6m. 22s.; C. E. Kluge, H. C. W., scratch, 6m. 40 3-5s.; G. J. Ames, N. J. A. C., 275 yards, 0; E. P. Baggot, H. C. W., 80 yards, fell at one mile; F. Snyder, Newark, 220 yards, 0; H. Samson, Rockland County Wheelmen, 235 yards, stopped at half mile. Schumacher gained rapidly on the limit men, and showed in front early in the race, with Kreger in close pursuit, the scratch man losing ground. On the last lap Kreger passed Schumacher and won handily, Kluge some yards off. Kluge was entirely out of form, and did not do himself justice, not riding even as fast as the winner. He rode the two miles in 6m. 40 3-5s., and yet thought he ought to have won. Baggot took a bad header at one mile, when well up.

ONE-MILE N. J. A. C. CHAMPIONSHIP.—W. H. Caldwell, 3m. 20 4-5s.; E. P. Baggot, 3m. 21 4-5s. This was one of the best races of the day. Baggot, with badly cut knees, made a great effort, but Caldwell rode with nerve from start to finish. On the last quarter Baggot made his final effort and got to the front, but Caldwell made a well-sustained spurt and caught him turning into the homestretch.

TWO-MILE NOVICE RACE.—W. E. Eldridge, Hudson County Wheelmen, 7m. 24 2-5s.; H. Samson, Rockland County Wheelmen, 7m. 25 1-5s. This was a ding-dong race from start to finish, and was made interesting on the homestretch by a neck and neck spurt.

ONE-MILE HANDICAP.—George W. Kreger, L. I. W., 60 yards, 3m. 4-5s.; W. Schumacher, L. I. W., 85 yards, 3m. 2s.; W. H. Caldwell, N. J. A. C., 85 yards, third by a few lengths; S. B. Bowman, N. J. A. C., 125 yards, fourth; W. H. K. Davey, 135 yards, 0. Kluge, who was at scratch, did not start. This was the best race of the day, the men gradually closing from the start. When the bell rang Bowman, Kreger, Schumacher and Davey were in a bunch, with Caldwell close up. The last lap was a tight race for first honors, the men finishing as above. Kreger rode right away from his mark. Caldwell waited too long for his final effort.

ONE-MILE CONSOLATION.—C. E. Kluge, 3m. 26 2-5s.; S. Bowman, 3m. 26 3-5s. Sid Bowman made pace most of the way, Kluge, who was not in racing costume, keeping close up. On the last lap the Hudson County man rushed away and was pursued by Bowman to the finish. The prizes, which were given out after each race, were valuable and useful, and the club's August meet will attract many entries.

### INDIANA WHEELMEN'S TOUR.

The fifth annual tour of the Indiana Division, L. A. W., will begin at Indianapolis, July 8, at 9 A. M., running through Morristown, Rushville, Connersville, Brookville, Harrison, to Cincinnati, arriving at the latter city on July 10, at 1 P. M.; stop over at Cincinnati, July 11, till 5 P. M., when boat will convey the party to Maysville, Ky., where the tour will be continued awheel through Blue Lick Springs, Paris to Lexington, over the Lexington Pike (sixty-six miles long), claimed by Kentucky wheelmen to be the "finest" in the country.

On this pike a "test run" will be held for such members of the party as wish to participate in the same. A memorial medal will be presented to each rider who makes the entire distance within a specified time. The limit of time will be suited to "medium fast" road riders, and will be made known before the start. The time made by each competitor coming within the limit will be engraved on the respective medals.

From Lexington the route lies through Nicholasville and Pleasant Hill (a Quaker settlement). An entire day will be spent in this vicinity, as there are many interesting points to be visited, such as High Bridge, Camp Nelson, etc. Thence to Danville, Lebanon, Raywick and New Hope; at the latter point a short stop will be made at the "Gethsemane Abbey," the only institution of its kind in America. From New Hope the journey continues to Bardstown and Louisville, ending at the latter city on July 15 at 2 P. M. The stop of one and one-half days at Cincinnati will give the tourists ample time to view the great "Centennial Exposition," as well as the many other interesting sights with which the Queen City abounds.

The scenery along the entire route in Kentucky is romantic, and at many places said to be "grand;" the roads, though of a hilly nature, are all "macadam." So the extra exertion required in order to climb some of the steeper grades will be more than compensated for by the beautiful views presented on the summit of each. The total distance awheel will be about 300 miles, the pace a "moderate" one throughout the tour.

It is expected that the entire expense to each member of the party can be limited to \$20. The tour will be under the direction of Mr. J. Fred Probst, Chief Consul of Indiana.

### SUGGESTIONS TO LADIES WHO RIDE BICYCLES.

The handle should be low.

The seat should be high.

The knees should always be turned in, so that they nearly touch each other.

The rider should, of course, sit erect and steady.

The skirt should be full, and at least as long as an ordinary walking skirt.

The "mount" should be practiced evenings until thoroughly mastered.

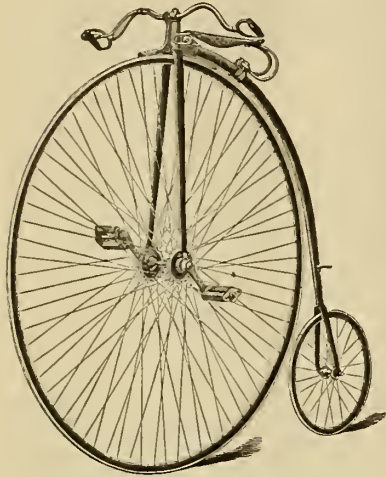
The side mount, although a little more difficult to learn, is infinitely more graceful than putting the foot over the reach first, and can be done on rough ground, where the ordinary mount would be impossible.

Every lady who is interested in the success of cycling for her sex will be careful about these details, and she will have an accomplishment beyond criticism, and will ride gracefully and with ease.—*Washington Star*.



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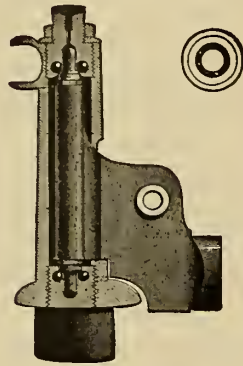
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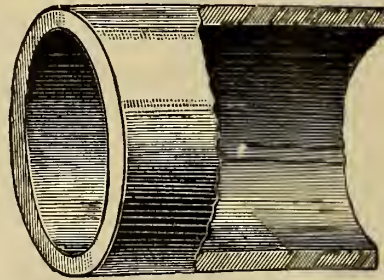


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NOT A BROKEN BACKBONE LAST YEAR!



## WHEEL GOSSIP.

"The Owl" is at Asbury Park for the summer.

Kilkelly holds the Irish grass record for the mile, 2m. 57 1-5s.

Messrs. Singer & Co. will put a ladies' bicycle on the market this fall.

"Murder Lane" is the name of a famous tough hill near Pittsburg, Pa.

"Clark" advertises a 52-inch Victor, in elegant condition, ridden only fifty miles.

The reports that Temple was seriously injured at Amsterdam are probably overdrawn.

The Huntington (L. I.) Club, organized this spring, has seventeen members, of whom thirteen ride Stars.

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

We are anxious to know what Kilkelly, the Irish phenomenon, can do on a Buffalo path. Bring him over, Manager Ducker.

J. W. Schoefer, Brooklyn Club, showed excellent form on path and road on the Fourth, and proved himself a rapidly developing man.

Willie Wood and Fred Wood met at North Shields on June 9, Willie defeating Freddy and winning the 10-mile championship in 31m. 44s.

The Pennsylvania Club members will leave the Quaker City to-morrow (Saturday) for a week's tour to Boston. About 300 miles will be ridden.

The Hartford Wheel Club have decided on September 12 and 13 for their fall tournament. The programme will consist of professional and amateur events.

The New Jersey Athletic Club opened their new grounds at Bergen Point on the Fourth. The track will prove convenient for racing cyclists in this vicinity.

We have received a photograph of Mr. and Mrs. L. H. Johnson, of Orange, on a Humber tandem safety bicycle, of the Rover type. The wheel looks fast, comfortable and elegant.

In an esteemed Boston contemporary the poet, "Whirligig," starts off thuswise: "On magic wheels, she swiftly steals." Another case of the tricycle thief—and this time a woman.

Messrs. Kreger and Schumacher, of the Long Island Wheelmen, are rapidly advancing the reputation of that organization as a racing club. Kreger scored two firsts and Schumacher two seconds at the N. J. A. C. meet.

In the cycling tournament at Amsterdam, Saturday, Temple, of America, had the lead at the start, but was compelled to abandon the race, owing to the pain he suffered as the result of his recent fall. The race was won by Allard, with Woodside, of America, second.

Messrs. Roots and Norton, two Boston "Technology" boys, rode to the Baltimore meet from Boston. The route was to North Adams, Mass., Kinderhook, N. Y., down the Hudson, over Staten Island to Perth Amboy, to Trenton, Philadelphia, Wilmington, and Baltimore.

CYCLE RACES AT CAPE MAY, TUESDAY, JULY 10.—One-half, one mile and two mile bicycle races, and three-mile lap race. Prizes valuable. Entrance fee, \$1 per man for each event. Close July 7, with J. M. E. Hildreth, P. O. Box 294, Cape May City, N. J. Handicapping by W. Hegeman, official athletic handicapper.

Philadelphia for the League meet of 1889, writes "Cycler" from the Quaker City. Doubtless a League meet will be held next year if there is a general demand for such a gathering, and we trust the Quaker City may be the scene of strife. The present by-laws provide for an annual general meeting, and we hope this fixture will be retained.

The New York Club's mileage to July 1, 1888: total, 16,274; club mileage for June, 6,063. The highest individual mileages are: G. M. Nesbitt, 2,220; W. E. Findlay, 1,283; E. del Genovese, 1,160; J. M. McFadden, 762; C. von Dorp, 731; I. M. Shaw, 630. Nesbitt rode 126 miles on June 2, and totaled 1,059 miles for the month; Findlay rode 103 miles June 30, and was out every day in the month.

A great Irish inter-club race was run at Phoenix Park, Dublin, on Saturday, June 7. The course was a six-mile smooth stretch, and was negotiated often enough to make twenty miles. S. J. Thackaberry won in the excellent time of 1h. 12m. 58s.; T. Lowrey, second, time 1h. 13m. 25s. Eleven men finished inside 1h. 20m., and twenty-six men inside 1h. 28m. The best time made in the previous contests is 1h. 12m. 27s.

Fourteen members of the Manhattan Bicycle Club visited Long Branch on Saturday and Sunday last, and had a most enjoyable run over the Rumson and other roads for which the Branch is famous. The party left on Saturday afternoon at 3.30 by boat from the foot of Franklin Street, North River, arriving at the Highlands about 7. The night was passed there, and the boys were up early looking for a swim and an appetite for breakfast, both of which they got. The 3 o'clock boat to New York conveyed the party home.

*Wheeling* republishes our Rowe record letters, with the following pertinent comment: "We give them in the interests of fair play, as against the insinuations of a contemporary which, in order to obtain a free advertisement for itself, minimises the value of Howell's international victory on the 'Rudge' by depreciating his antagonist. We give the wording of only one certificate, the rest being similar, and no reasonable man who considers the manner in which English records are dealt with can doubt the *bona fides* of these."

## FAREWELL DINNER TO A CITIZEN.

A number of members of the Citizens' Bicycle Club and New York Athletic Club assembled at the Cafe Savarin, on Monday evening of last week, to give a farewell dinner to Mr. W. J. S. Yuengling, of the Citizens' Club, previous to his departure for Pottsville, Pa., the residence of Mr. Yuengling's family for some generations back.

The evening was spent in disposing of an elegant and satisfactory *menu*, in speech and song and story, Mr. Yuengling himself making some appropriate remarks. Mr. Yuengling, who has managed the famous Yuengling Brewery in this city for several years past, will take charge of the original brewery at Pottsville, Pa.

## THE BUFFALO TOURNAMENT.

The Fair Association is a corporation, with \$500,000 capital, and its grounds and building will cost \$450,000. In their September fair they offered \$100,000 in premiums, the largest by far of any fair in the United States. In addition they offer numerous other attractions worth going miles to see—viz., the great painting, "Christ before Pilate," the "Russian Wedding Scene," and numerous other attractions costing thousands of dollars. To cap the whole, I have induced them to spend upwards of \$10,000 on a tournament, and wish to make it a grand success. To visit the tournament costs nothing additional, as the one admission (fifty cents) to the fair includes the tournament, so that you can readily see what is offered at a low price. The managers are at work securing reduced rates on all the railroads and hotels, and wheelmen can rest assured that nothing will be left undone that will add to their comfort.

In reporting the general business meeting at Baltimore, we incorrectly reported the speech of Mr. H. Crowther, and stated that the Pennsylvania R. R. was deserving of wheelmen's patronage in preference to the B. & O. R. R., whereas exactly the reverse is the case. The situation is summed up in a letter from a reader, which we reproduce below:

"Your report of the meet at Baltimore seems to me so very excellent that I am constrained to tell you so. I would like to call your attention to the only inaccuracy I have discovered in your report. On page 375, top of middle

column, you get matters pertaining to the Pennsylvania R. R. and B. & O. R. R. reversed. It is the B. & O. which has always carried wheels free, and catered for wheelmen's patronage. I am a resident on a branch of the B. & O. and know whereof I speak. Mr. Crowther may have said as you state, but I have no recollection of hearing such remarks, but did hear somebody speak oppositely. If you find I am correct in this matter I trust you will do the B. & O. the justice of a correction."

The proposed trip by wheel of the Cambridgeport Club to Montreal and return has been practically abandoned, and in its stead a yachting cruise on an extensive scale has been planned, which will afford a larger number of the members the privilege of joining in the summer's outing than would have been the case had the Montreal scheme been carried out. A large Wellfleet yacht has been engaged which has ample accommodations for twenty members or more. The party will leave Boston on the morning of July 16 and will make its first stop at Portland, proceeding via Booth Bay and through Herring's Gut; the next stopping place will be at Fox Island, where a visit will be paid to the famous granite quarry of ex-Governor Bodwell. The party will then proceed to Mount Desert, where a stop of two days will be made, during which many points of interest along this beautiful stretch of beach will be visited. On the return trip stops will be made at Sedgwick, Blue Hill, Castine, Belfast, Camden and Rockland, and it is expected that Boston will be reached Monday, July 30. Instrumental and vocal music will be furnished in abundance by members of the club. The trip will cover a period of two weeks, and will be a pleasing divergence from the usual stereotyped club run.

Over \$1,000 in prizes will be given during the athletic meeting in the new Athletic Park, Cape May. The grand opening of the sports will be next Monday, July 9, when a baseball match will be played between the Cape May and River-ton nines. Tuesday, July 10, will be a gala day for the cyclers and swimmers. The cycle races will comprise a half-mile, 1-mile, 2-mile and 3-mile bicycle. The swimming will be a 1-mile straightaway ocean swim, and a 400-yard race through the surf and return. On Wednesday the interest will centre around the tennis courts, the events to be ladies' singles, gentlemen's singles and mixed doubles. Thursday will be occupied with wrestling: Feather weight, 120 pounds and under; light weight, 135 pounds and under; middle weight, 158 pounds and over. Boxing: Bantam weight, 110 pounds; feather weight, 118 pounds; light weight, 155 pounds. Fencing with foils. Friday and Saturday will cover the field sports, comprising 220-yard run, 440-yard run, half-mile run, 100-yard dash for boys under seventeen, 1-mile walk, obstacle race, jumping, pole-vaulting, putting the shot, throwing the hammer, tug-of-war. These are all scratch events. A 120-yard dash and 1-mile run, handicaps, will also be contested. Entrance fee \$1; entries close on Saturday, July 7, with J. M. E. Hildreth, Cape May City.

## 'TIS TRUE, AND PITY 'TIS 'TIS TRUE.

N. H. Van Sicklen, the would-be record breaker from the Windy City, officiated as starter in the races, and, bedecked as he was with a string of medals, won, no doubt, in many a country fair contest, signalized himself by a multitude of errors. Numerous remarks were made in the grand stand concerning the exceedingly bad taste of parading a breast covered with medals, but "Van" was totally oblivious to anything of this nature, and strutted up and down the track, revolver in hand, with a king-of-the-cowboys air that was really worth the price of admission to see. The result of several of the races might have been different had he given proper attention to the handicaps, notably in the 2-mile Safety race, in which he held Stenken on scratch seventeen seconds behind Midgley, in place of three seconds. Neither judges nor referee noticed the mistake till their attention was called to the fact by an outsider, and then they decided that it would be the proper thing to ride the race over again rather than take the proper time of the contestants, allowing Stenken fourteen seconds, which would have given him the race. Stenken refused to ride again, and so the prize went to Midgley.—*Pittsburg Bulletin*.



## BROOKLYN.

## THE RACE MEET AT QUEEN'S.

The Brooklyn B. C. made a very successful run to Babylon on Sunday, July 1. About thirteen men participated.

Captain Luscomb, L. I. W., will soon receive his commission as First Lieutenant of the Thirtieth Regiment, N. G. S. N. Y.

On Independence Day the Brooklyn Bicycle Club held its club races. About fifty men, under Captain Spelman and Lieutenant Meeteer, left the club-house at 7 A. M., and wheeled to the Town Hall Cross-Roads on the Jericho Pike, where the 5-mile club novice and 5-mile club championships were run off. The course was from the cross-roads, 2½ miles, to Hyde Park, and back. The novice race was won by W. G. F. Class in 20m. 44 3-5s., H. Fay and W. E. Fuller running a dead heat for second place. A very interesting race was the club championship, which was won by "Our" Schoefer in 18m. 33 1-5s., excellent time for a hot and sandy country road; Bradley, second by a short distance, Borland third, Waters fourth, Quartropp fifth. At the start Schoefer took the lead and kept it for one-quarter of a mile, when Bradley passed Schoefer and set the pace till 1½ miles were covered. Schoefer, getting tired of this sort of fun, then took the lead, Borland capturing second place, which he kept till the last mile, when Bradley shot up and finished second.

From here the club proceeded to Jamaica, where a splendid dinner, secured through the efforts of the ever-busy Meeteer, was enjoyed. After dinner the party proceeded to the Queen's track, where the races were held.

The 1-mile novice was won by W. G. F. Class, B. B. C., in 3m. 29 1-5s.; W. C. Marion, K. C. W., second. The B. B. Club's 1-mile novice was won by Class in 3m. 36s.; W. E. Fuller second, 3m. 37 4-5s. There were many other entries, as, for instance, the loud-voiced Snedeker, who lead till the last lap, and could have won a place if he had attended to business. The boys' race was a very uninteresting contest. The 2-mile handicap was the event of the day. The following were the starters, with their handicaps:

J. F. Borland, B. B. C. .... 150 yards.  
H. T. Quartropp, B. B. C. .... 130 "  
H. P. Matthews, B. B. C. .... 100 "  
V. F. Pelin, N. Y. A. C. .... 130 "  
J. W. Schoefer, B. B. C. .... Scratch.  
M. Marshall, N. Y. .... 40 yards.  
S. A. McGuire, Col. Coll. A. A. 40 "  
F. G. Brown, K. C. W. .... 40 "

Schoefer put in some of his fine work, and was leading at one mile in 3m. 16 4-5s. He won easily in 6m. 40s., with Quartropp second in 6m. 47 4-5s.

The starters in the 1-mile safety race met with a mishap at the start, all three contestants falling over one another. It was won by Matthews, B. B. C., in 3m. 28 4-5s.; Fred Coningsby, Jersey City, second in 3m. 29s. Matthews was behind till the last lap, when he spurted ahead and won easily. The B. B. C.'s 1-mile club championship was won by Schoefer in 3m. 16 1-5s.; Bradley second in 3m. 18s. The entries, besides the two mentioned, were N. F. Waters, who finished third, and Quartropp, fourth. Bradley is a splendid 25-mile road racer, but in a contest of one to five miles he is inferior to Schoefer, having no spurring ability.

The 3-mile open race was won by Schoefer in 11m. 31 4-5s., Bradley second in 11m. 35 4-5s. Schoefer held back till last lap, when he spurted past Bradley and won easily. After the race, Mr. Lloyd kindly invited the crowd to ice cream, which invitation was accepted without the least hesitation.

## THE BROOKLYN CLUB'S PARADE.

Saturday, June 30, a bright June day, was the ninth anniversary of the organization of the Brooklyn Bicycle Club, the oldest and largest club of the City of Churches. Accordingly the club had determined to celebrate the occasion in a manner befitting such an important event.

The exterior and interior of the club house were gayly decorated with flags and drapery. On the front door was placed a sign bearing the legend, "Ninth Anniversary, 1879-1888."

President Greenman, Treasurer Raymond, and several others of the club's hard workers were busy arranging matters for the parade and

entertainment to be held in the afternoon. After much hobnobbing, hurrying and scurrying, the line of parade was formed on St. Felix Street, and the procession started at 4:30 P. M. The wheelmen wound through Hanson Place and Cumberland Avenue to Myrtle, counter-marching to Lafayette; thence they proceeded to Flatbush Avenue and to Sixth Avenue; their course was then down Union Street to Henry; up Henry to Baltic, through Baltic to Clinton, up Clinton to Schermerhorn, and through Schermerhorn to the club house. The parade was composed of the following contingents from the various clubs:

B. B. C., 60 men.....Captain Spelman  
K. C. W., 26 men.....Lieut. H. J. Hall, Jr.  
U. C. C., 16 men.....Captain W. J. Finn  
L. I. W., 11 men.....Lieut. L. H. Wise  
B. L. T. C., 8 ladies;

About 150 in all, including the unattached riders.

After the parade, refreshments were furnished in the back yard, which was canvassed over, while the ladies of the B. L. T. C. were entertained next door.

The L. I. W. would have had a larger representation but for the fact that no attention was paid to the original invitation sent to the club, and the party present was made up at the last moment, principally through the exertions of Messrs. Furst and L. H. Wise.

INDEPENDENT.

## NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

Whenever a "road hog" interferes with or causes any damage to a cyclist, or his machine, a terrible howl is immediately set up. The aid of the 10,000 odd members of the L. A. W. is enlisted, counsel is engaged, and very far-reaching measures are adopted to bring the human "porker" to justice. Cyclers are advised to provide themselves with "raw-hides," "blunderbusses," and other means of defense, in order that they (poor, helpless creatures) may protect themselves from these "hogs." This is "O. K." as far as it goes. Cyclers have a perfect right to protect themselves and their machines, and no one would be better pleased than the writer to hear of a semi-occasional thrashing being administered in a case of genuine "road-hogism." As long as the laws of this State define the rights of cyclists they have a perfect right to protect themselves while keeping within bounds.

A great many riders of cycles seem to forget that, while the law classes cycles as "vehicles," and grants them all the privileges accorded to other vehicles, those privileges do not include the right to ride on sidewalks. This, however, seems to make no difference to those who prefer the sidewalk to the street, and not a day passes but cyclists are seen on the sidewalks of Newark, Orange, Elizabeth, and other places. It is safe to say that the "sidewalk hog" outnumbers the genuine "road-hog" by five to one. It is time the practice was stopped, and if it can be stopped in no other way, members of the League should take the matter in their own hands and insist upon the arrest of any and every wheelman whom they may see riding upon a sidewalk. Any one who will thus throw the sport of wheeling into disrepute is worthy of no consideration at the hands of League members; and any member of the League who would refuse to make a complaint against a "sidewalk hog" should at once give up his ticket, as he is of no use to the L. A. W., one of the chief objects of which is to advance the cause by showing to the world at large that its members, while insisting upon the maintenance of their own rights, are willing and anxious that the rights of others should be recognized.

You may ask, Mr. Editor, "why this sudden outburst?" But, according to the opinion of "yours truly," you will, after reading the following item from the *State Gazette* (Trenton), of Friday, June 29, say that the above is not half strong enough:

"At 10 o'clock this morning a bicycle rider passed down State Street on the sidewalk, and as the noiseless steed reached the corner of State and Montgomery streets it frightened a horse attached to a light wagon, and hitched to a post in front of the business place of its owner Mr. Henry R. Fell. The animal broke his halter and dashed down State Street, colliding with a carriage opposite Sena-

tor Taylor's, freeing himself from the wagon. The streets were crowded with people, and as the horse dashed across Greene Street it was running at a fearful gait. Promenaders flew in every direction, excepting Miss Mary McKeever, of Butler Street, who was midway across State Street, on the west side, on her way up-town to transact some business in connection with a small property owned by her. Before she could realize her danger the horse dashed upon her, striking her heavily and hurling her to the ground. She was picked up in an insensible condition and carried into DeCou's drug store, a horrible sight. Blood was streaming from her head, a large portion of her scalp lay bare, and the spot where she fell upon the car track was marked by a pool of blood. Physicians were sent for, and in a few moments Drs. R. R. Rogers, Sr., and Warman arrived, and shortly afterward Rev. Father Freeman, of the Cathedral, who had been sent for by a companion of the injured woman. Upon examination of the wounds, a terrible laceration of the scalp and face was found, extending from over the left ear, down the forehead and completely encircling the eye, leaving that member, however, uninjured. The wounds were dressed by the physicians, and an examination failed to discover other injuries, but as the lady is sixty years of age, and of heavy build, the shock will probably be very serious. At 11 o'clock she was removed to her home in a carriage. During the dressing of the wounds an elderly lady, who had been assisting the physicians, fainted, but shortly afterwards recovered. After striking Mrs. McKeever the horse continued his run out State Street, and in front of the First National Bank collided with a wagon belonging to Mr. G. M. Comfort, of Bucks County, one of the directors of the bank. But little damage was done, and the horse was shortly afterwards caught, uninjured to any great extent. The wagon and harness were badly broken. Chief of Police McChesney censures the habit of the use of bicycles upon the sidewalk, and says it is a dangerous practice which must be stopped, as the law does not extend the privileges of the pavements to bicyclists, although it grants them the use of the streets and roads. The name of the rider whose machine caused this morning's runaway could not be discovered."

F. C. Gilbert, the E. W. flyer, has added another big feat to his already long list of meritorious performances. Last Tuesday and Wednesday, (June 26 and 27,) he succeeded in breaking the club record for the greatest number of miles in twenty-four hours, rolling up a total of 157 miles, his time being about eighteen and a half hours. He started at 6.30 P. M. on Tuesday, and from that time till 2.20 A. M. on Wednesday he was paced by W. H. Caldwell. The rest of the time he rode without company. His figures are about seven miles better than the previous record, held by L. B. Bonnett, "Our Louie!" The weather was bad and so were the roads during Gilbert's ride, and he would have done better by a good many miles. His saddle being wet by the rain, stretched out of shape and handicapped him still more.

An all-day run of the Orange Wanderers to Long Branch and return, stopping at the Brighton Hotel for dinner, is among the probabilities for an early day in July.

Bloomfield citizens are complaining about the small accidents which are constantly occurring by reason of bicyclists persisting in riding on the sidewalks of that town, in violation of existing laws, and in great danger to the safety of pedestrians. Efforts are being made to have it stopped.—*New Jersey Unionist*.

Another improvement is to be made in one of our rideways, namely Orange Street, on which Belgian blocks are to be laid from Broad to High Streets. In my reference to Central Avenue improvements I was a little too "previous," as the Belgian blocks run to Broad Street, leaving the old cobbles over which to jolt for one block to High Street.

THE WHEEL AND CYCLING TRADE REVIEW deserves credit for the manner in which it covered the Baltimore meet. Giving full details in one issue is a stroke of enterprise which is bound to be recognized. [Very true! Very true!—Ed.]

The Belleville authorities will soon begin extensive road improvements, for which purpose the village was recently bonded to the amount of \$50,000. The entire sum will go for the one object—better roads.

The Orange Wanderers 5-mile handicap has again been postponed, this time to July 12.

Several members of the Orange Y. M. C. A. Cycling Club enjoyed a hare and hounds chase on Saturday, June 30.

Charley Stenken is said to have announced his intention of doing no more racing. This is bad news, if true, but it is hoped that "Star Charley" will conclude to start in many another race before retiring.

Eagle Rock is in horrible shape, and it would be a good man indeed who could make twelve round trips thereon at present.



## NEW ORLEANS.

The unexpected has happened. Our best laid plans have gone a-glee, and at the present moment it seems as if the rosy background, which we had prepared for our Liberty Bill, will end with the preparation. The Judiciary Committee has reported unfavorably, classing the bill "a useless piece of legislation," and, though far ahead a gleam of hope shines dimly, just now disappointment with a big D fills our manly bosoms, and the cycling heart is sad; sad, disappointed, and somewhat dismayed, but still not disheartened—for no sooner did the unwelcome news reach here than steps were taken to secure a recommitment. Chief Consul Hodgson has not yet returned from the Baltimore meet; but this set-back will prove a bitter pill for him to swallow when he does arrive. He had done the major part of the work, and his right-hand men are not fully acquainted with the minor details, but in his absence are doing what seems for the best. A strongly worded petition (a copy of which I enclose) from the heads of the different organizations was forwarded yesterday, and between this and personal letters to the Governor, and leading legislators a spark of hope is kindled in our souls. If any change for the better is brought about, will advise promptly and joyfully.

We are at a loss to understand the whyfore of the committee's action. It was certainly unexpected, for not the slightest hitch was anticipated, Representative Shields, the father of the bill, going so far as to advise Hodgson that it would not be necessary for the latter to visit the Capital to lobby around, as was intended. Am expecting a letter from Mr. Shields within the next day or two, and if it gives anything new will write you.

The Baltimore election is not viewed with favor in these parts. We expected a change all around, and while the clean balance sheet is a powerful argument for Kirk. and Company, one cannot but crack a smile to learn that our dear old Kirk, considers his re-election an indorsement of his *work*, and an expression that the present policy of do-nothingism should be continued. But what do they care for a little down-South sub-division?

It is quite probable that the L. A. W. State Subdivision and Louisiana Cycling Club will pool their efforts in a fall race meeting. The New Orleans Bicycle Club was asked to come in, but didn't like the idea of the invite coming from the younger organization (L. C. C.), so took the matter "under advisement." There is method in their madness, so 'tis said.

It looks as if last year's twenty-four hour fever is to break out again. J. W. Dodge, now one of the great "unwashed," but soon to fly the blue and white of the N. O. B. C., has announced his intention of shortly trying for the local record of 166 miles. Hathorn, of the L. C. C., thinks of trying the same feat, and one other localite will take a whack at the record, also beneath the purple and gold of the L. C. C.

Guillotte expects to have a go at Hill's 16m. 43s. for five miles before a great while.

The name of the Louisiana Cycling Club appears among the list of subscribers to the street-cleaning fund promoted by the *Times-Democrat*.

The Cycling Club's third race for the Renaud medal takes place July 15. Distance, 11 miles—from Lee Circle to West End, via Carrollton Avenue. The course, with the exception of the two and a half miles of Carrollton Avenue, is pretty fast, and some good time may be made, although that two and a half miles stretch, owing to heavy rains, has been in such a horrible condition the last few weeks that not one of the entries has been able to go over the entire course.

Every neighborhood has its quota of Johnny Freshes, and New Orleans is no exception to the rule; but only last week one of this fresh family was salted down in one of the neatest styles that I've heard of in a long while. He was in the company of a number of young ladies, and when the subject of bicycling was mentioned, ventilated his opinion in the remark "that any man who rides a bicycle was little short of a fool." Johnny isn't a favorite by a long jump, however, and in this instance he flew away outside of his mark, for quick as

thought came this stunner from one of the ladies: "I don't think so, Mr. Fresh. I have several friends who ride bicycles, and none of them are fools that I know of. I know some fools, though, who don't ride bicycles." And the one from whom I learned this story tells me she looked Johnny square in the eye, while he, poor fellow, came near wilting completely.

Br.

## PHILADELPHIA POINTS.

Allow me, if you please, Mr. Editor, to correct the statement in your last issue that the Pennsylvania Club hung their feet over the gallery rails at the Smoker in Baltimore, and timed the music with those useful extremities. It is a case of mistaken identity, as it was another club. I was directly beneath the party, and know whereof I speak.

[We are equally certain that it was the Pennsylvania Club. It was not a criminal act, at any rate. Rather ludicrous than otherwise.—ED.]

Some lively kicking is being done here about the methods that prevailed at the board meeting and the election of officers, and "ring," "gag law," "clature," etc., are some of the very mildest terms applied. Very well, gentlemen. You object, you say? Then why the deuce don't you organize an opposition and work it? Words won't accomplish anything, and yet you sit down, fold your hands, and—talk!

It is openly stated that President Kirkpatrick declared that there should be no more "meets" if he could help it. Well, but he can't, don't you see, and I should just like to see him try it on. I have often said, and I now repeat, that the annual meet is one of the institutions of the League, and if any one wishes to attest its popularity, let him put it to the vote. League members are unmistakably in favor of the meeting, and the drift hereabouts is toward Philadelphia for 1889. And why not? She has never had it, is the second largest city in the country, the State is the second largest division, and we are centrally located. Philadelphia for 1889 say I!

The great New York-Philadelphia "century" was very closely allied to a fizzle, but seven riders completing the 100 miles, and three of those were Philadelphians—Messrs. Fleming, Bromley and Speier. Several things were against the success of the affair. The weather was intensely hot, the roads in poor condition, and the heavy thunder storm played havoc in the ranks. Then, too, the mistake was made of setting a hot pace at the start, and this, combined with the rain and mud, proved too much for the majority, who wisely took the cars.

Messrs. Shaffer and Fleming, of the Century Wheelmen, rode from Baltimore to this city, after the meet, by way of Bel Air, Port Deposit, Kennett Square and West Chester. They report the roads in fair condition.

W. T. Fleming, captain of the Centurions, is about starting on another of the long-distance trips for which he is famous. He and Mr. Bromley, of the same club, leave for Indianapolis to-day, and a delegation will accompany them as far as Coatesville.

Two of our clubs are down for summer tours this year. The Pennsylvania leave Philadelphia next Saturday for a tour to Boston, going by way of Trenton, Princeton, Staten Island, Long Island, Providence and Newport. About 300 miles is the estimated figure as to distance, and \$50 the cost. The Century Club are going to Luray and the Natural Bridge in the beginning of August, via Lancaster, Gettysburg and Hagerstown. Twelve names are down for the party already, of which Mr. Shaffer, the second lieutenant, will have charge. Both of these trips are planned for two weeks each.

A meeting of the house committee of the Century Wheelmen was held Friday evening, at which several propositions were received for the new club house. A number of favorable sites are under consideration, but no decision will be reached until the matter has been thoroughly discussed.

The Brown-Garrigues 25-mile road race did not come off last Saturday, owing to a misunderstanding. The course had been laid out that morning by Messrs. Crowther and Fleming, from the first toll-gate beyond Fifty-second Street to the railway station at Berwyn, twelve

and a half miles, but the start had been changed from Fifty-second Street to Bryn Mawr, and while Mr. Brown was waiting at the latter place, Mr. Garrigues was at the former. A good many wheelmen had ridden out to see the race and were disappointed. "Somebody blundered."

Our hill-climbing editor, Mr. Wells, returned from the West on purpose to take part in the hill-climbing contest at Conshohocken Hill, June 23, and was considerably put out to learn of its postponement—naturally enough, after such a trip.

CYCLE.

## CHICAGO.

But isn't this weather just *orful*!

Spell that word with italics, for it expresses the meaning I wish to convey.

When we chaps who had the pleasure of being roasted to death in Baltimore arrived home, we struck a cold breeze which lasted until yesterday.

Maybe you blue-blooded New Yorkers don't know what a Chicago cold breeze is. [We do. We fooled with a blizzard last March.—Ed.] It's the next thing to icicles on a peach farm, and means an immediate change of one's apparel. It makes one think of the old story about marrow bones.

We saw you, Mr. Editor, and we must confess you were the coolest looking man at the meet; and that immaculate collar you wore! But then you live only three hours from Troy, by the limited, so it's excusable.

If you read this copy it will make you think of the "Rambler," for there's a dearth of news, and we are buying telephones to catch the funeral note.

It was hot at Baltimore, as I before remarked. Very! Poor Tom Roe and Horace Bell, of the G. & J. Co., suffered the tortures of the condemned (pardon the translation) coming home. Their complaint was a mixture of prickly heat and a general uprising of the stomach. They named it seasickness. Bell proposes to sue the B. & O. for having a crooked track, and Tom Roe will have it out with Mayor Roche for taking him for a member of the Chinese delegation. Tom is of a complect dark, as they say in Vermont. And its turned about to-day and is as hot as our old friend, "The Owl," used to term Hades. You can see the heat floating in the air.

Speaking of news, the all absorbing topic is the meet at Springfield, for Illinois men exclusively. About fifty of the "bhoys" will leave this afternoon, Saturday, for Aurora, and will tour from there to Springfield. Springfield is our capital, and therein presides Governor Oglesby, who has promised us a glorious hurrah on the Fourth. He also proposes to exert his silver tongue in our behalf, and the old gentleman can talk when he tries. We shall make a break at him about opening Lincoln Park after eight o'clock at night. It is only through him that we can get there, if at all, the Lincoln Park Commissioners being the only ones in the Lake City who do not admire the silent steed and its attendant knickerbockers.

There is only one other item that interests us, and that is the new club house of the Lincoln Cycling Club. It is roomy and elegant, with a spacious lawn and a good-sized barn, which will be promptly turned into a gymnasium. The residence was occupied, until recently, by the Lynch family, who are our largest distillers. I shall shortly send you a picture of the place and tell you all about it.

VERAX.

## PITTSBURG.

The Pittsburg Cycling and Athletic Club deserves success for their energetic work and general pushing abilities in so nearly completing their grounds in the short time of a week or ten days; but some of their later arrangements are open to criticism. The object of the organization seems to be to furnish a park or ground for the furtherance of athletic sports and recreation, and sufficient stock has been sold to put the thing on its legs, but there are no provisions for future revenue except from entertainments or assessments of the members, which latter are so often cheerfully (?) acquiesced in.



The postponement of the races scheduled for Saturday on such short notice, and without proper notification, undoubtedly occasioned unfavorable comment, and if, as 'tis rumored, bet cause of the unfitness of a local rider, the management should at once call a halt in such questionable methods, and secure public favor by fulfilling promises made.

The New Castle races will be a thing of the past when this is printed, but just now interest in them is on the increase here, and our delegation will be larger this year than in any previous year. McCune and Windle, and their trainer, Daniels, arrived several days since, whilst W. I. Wilhelm and brother and Kohler, a new man to us, passed through on Sunday morning, Halsted and Midgley coming early in the week. Banker, W. D., is and has been for some days hard at work on the track.

A very severe attack, and, no doubt, merited calling down, is that made on Mr. Abbot Bassett by the *Bulletin's* cycling editor in last week's edition. From accounts received here the management of the races seems to have been decidedly bad, the glaring blunder in Stenken's case furnishing a good illustration, in which Mr. Van Sicklen also figured most conspicuously and has been equally well "noticed" in the same issue.

KEYSTONE.

[Mr. Bassett was not the manager of the races; merely one official of many. The races were managed in first-class style, which could hardly have been improved upon. True, there was an error in figuring Stenken's time allowance, but this was because the starter assumed too many duties.—ED.]

### A ONE-ARMED WHEELMAN.

One of the most interesting features about Baltimore during the League meet was W. H. Morrow, of Ada, Ohio, the "one-armed wheelman." Mr. Morrow is a pensioner of the government. He lost his left arm at the battle of Chancellorsville, in 1862, while with the Fourth Ohio Infantry. He is now fifty-four years of age, with a wife and four children. He has many gray hairs in his head and chinbeard, but his heart is full of spring and bounding youth. He says it is, and those who saw this old veteran of the war and the wheel fraternizing with the young riders in the lobby of the Carrollton will not deny his statement. Three years ago he felt himself growing stiff and drifting away from the young people. He had always had a longing for a wheel, and despite the dissuasions of his family and friends, who even went so far as to ridicule his idea, he learned to ride. His attempt was soon successful, and he rode bravely and serenely out and beyond the realm of laugh-making novitiate. His persistency soon made him expert. With one arm he surprised everybody by equaling the road feats of his cycling confreres.

Last year Mr. Morrow rode 3,250 miles from April until December, without a single fall, and so far this year he has covered 1,000 miles. Last year he rode from Ada to Mansfield, Ohio, 89 miles, in one day, and one Sunday this year, with two younger riders, was out all day, and rolled up 101 miles. On the last L. A. W. tour in Ohio about 150 wheelmen, including President Kirkpatrick, took the train before finishing the 125-mile run, but Morrow, with 150 others, went the entire distance. June 6 he started to ride to Baltimore, but took a bad header on the Wheeling (W. Va.) hill, and hurt his knee so badly that he was laid up there for a week. Before this fall he had ridden 227 miles in two days. He rides an American Safety. He is a well-built man, nearly six feet tall, and laughs at headers. He delights to coast, and takes hills quite recklessly. Hill-climbing, he declares, is as easy for him as for anybody else.

### THE BEER.

At a late L. I. W. dinner, the following poem, from the pen of Captain Luscomb, we believe, accompanied the toast to the fluid of Gambrinus:

"And then I knew he was drunk,  
Listen to the gurgle of the beer,  
Amber beer.

"See the rapid bubble risen,  
In its transparent prison,  
Struggle clear.

"As the foam is overflowing,  
And each tasteful sense is glowing,  
Let the nectar of Gambrinus  
Linger near.  
Drink then the beer, joyous beer."

### A CORRECTION.

THE CITIZENS' CLUB NOT TO JOIN THE LEAGUE.

We gladly give space to President Gulick to deny the statement made in last week's issue of this paper that the Citizens' Club intended to join the League at an early date. The party from whom we received our information is considered by us as trustworthy and reliable, and we feel certain he must have been misinformed, and that by parties who ought to have known whether or no any such movement was contemplated in the Citizens' Club.

NEW YORK, July 2, 1888.

F. P. PRIAL, ESQ., EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

Dear Sir—I noticed in the last issue of your valuable paper a statement in regard to the Citizens' Club rejoining the League, which I desire to correct, and to ask you to give the same publicity to the correction as to the original statement. The item referred to mentioned it as a settled fact that the club has taken measures to become again a League club. I desire to say that your informant is entirely in error, as no such measures have been taken or even decided upon, nor has the matter been agitated to an extent to permit or justify the statement that a movement to that end has begun.

I also take the opportunity to correct a similar erroneous statement made in your paper some time ago to the effect that the reason why the "Citizens" resigned from the New York and New Jersey Team Road Racing Association was because it disapproved of such racing. The resignation was based upon totally different grounds. The motion by which the club decided upon that course neither approved nor disapproved of road racing, and an amendment to the motion to the effect that the club disapproved of such racing was rejected by a large majority.

Kindly correct these errors in your periodical.

Yours, very respectfully,

JOHN C. GULICK,

President Citizens' Bicycle Club.

PORT JERVIS TO DINGMAN'S FERRY AND RETURN.

On Saturday afternoon last Messrs. Barkman and Schoefer, of the Brooklyn Bicycle Club, took the Erie to Port Jervis, bent on a Sunday ride from Port Jervis to Dingman's Ferry. The train was crowded with rest and recreation hunters, and arrived an hour late. The Brooklyn men met Dr. Johnson and friend and Mr. Day aboard the train, and both parties remained together during the trip.

Arriving at Port Jervis the tourists rode to Milford, seven miles, where the night was spent at Crissmann's. Mine host Crissmann is a wheelman, and, as we have before remarked in these columns, his house is the best stopping place in the neighborhood for wheelmen, as nothing that will add to their comfort is omitted.

In the morning, after a very early rise, the wheelmen took a walk up to the beautiful Sawkill Falls, and returned with a ravenous breakfast appetite. It had rained all night long, and the roads were rather muddy, but the delightful ride to Dingman's Ferry was full of enjoyment. Three miles beyond Milford, the wheelmen left their wheels at the side of the road and climbed  $1\frac{1}{2}$  miles back in the mountains to see the beautiful Raymondskill Falls. At Dingman's they put up at the Highland Falls Hotel, and found plenty of society but little food. The place for wheelmen to stop at Dingman's is the Bellevue, where they will be well treated.

On the way back to Milford the tourists met a country Darby driving his ruralistic Joan abroad in a buggy. Owing to the unskillfulness of the swain, the horse became upset; the buggy was also upset, and the swain and swainess ditto. After recovering from their astonishment, the wheelmen lifted the buggy off and set it straight; the swain was lifted out of the ditch and set straight; and the rustic maiden was also set straight; then the party scorched to Port Jervis for the train. The six miles were covered in minus something, and Barkman and "Jack" Schoefer showed the way. The train left Port Jervis at 4.35 P. M., and landed the tourists in New York at 8.30 Sunday evening. The necessary expenses of the tour are: Excursion ticket to Port Jervis, \$3.70; supper,

lodging and breakfast at Crissmann's, \$1.50; dinner, 75 cents; total, \$5.95; but the tourist may spend more.

### AN IMPROVEMENT IN THE STAR BICYCLE.

We have received from Sidney Smith, of Pine Bluff, Ark., specifications of an improvement in the Star bicycle, and in all machines propelled by a strap wrapped around a ratchet-casing upon the shaft of the wheel, and in which the strap is unwound by depressing a foot lever, and is again wound up on the casing by a spring within the latter.

Mr. Smith's improvement consists in the application of three adjustments—speed, moderate speed and power, and power. His patent also covers adjustable levers, to suit the height of the rider, and the brake operating mechanism is improved, so that it may operate at any position of the steering-head and wheel.

### FIXTURES.

- 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 23-24-25—Ohio Division meet at Toledo.
- July 28—Greenwood-Wells contest on Eagle Rock Hill, Orange, N. J.
- August 2-3-4—Massachusetts Division meet at Cottage City.
- August 6—Binghamton, N. Y., Bicycle Club's meet.
- August 11—Michigan Division L. A. W. meet.
- Sept. 4-6-8—Grand International Tournament at Buffalo.
- Sept. 12-13—Hartford Wheel Club's tournament at Charter Oak Park.
- Sept. 14-15—New Jersey Division meet and race meet at Roseville, N. J.

### INDEPENDENCE DAY CELEBRATION.

The Declaration of Independence put in a full day on the Fourth. Hundreds of thousands of people heard the grand old document read on the anniversary of 'Independence, thousands assisted at the unveiling of monuments, commemorating the deeds of dead heroes, or took part in patriotic processions; other thousands rushed to the race course, the baseball field, etc. The wheelmen contributed their share towards the general celebration, and special individual and club runs were on the programme all over the country. Meets were held at Stockton, Cal.; East Hartford, Queens, L. I.; Covington, Ky.; New Castle, Pa.; Bergen Point, N. J.; Springfield, Ill.; Herkimer, N. Y.; Chelsea, Mass., and Crawfordsville, Ind.

### THE PULLMAN ROAD RACE MEDAL.

We have been permitted to inspect the elegant trophy which will be presented to the fortunate winner of the Chicago-Pullman road race. The medal was made by Messrs. Pedersen and Buckingham, of New York, and is without doubt the handsomest medal we have ever seen. The design is simple, yet rich—the workmanship of the highest order. On it is engraved "Pullman Road Race, Decoration Day, 1888, Won by H. R. Winship." An eagle, holding a clover leaf, composed of a diamond, a sapphire and an emerald on a golden stem, surmounts the body of the medal, on which is a raised cycling figure.

### KEEP COOL.

"Verax," whom we will say was among the finest figures at the Baltimore meet, thinks the editor of this paper was the coolest looking man in Baltimore, with our immaculate collar, etc. A dozen others told us the same. Some years back, when life with us was a fretful, fitful, slap-dash rush hither and thither, we were wont to envy the cool man. Of course you have all seen him. He floats hither and thither on torrid days in a state of immaculate frigidity. His collar is startlingly clean; his shirt front is of snowy whiteness; he perspires not. How we hated, and at the same time, envied him! In this nervous and nervy country, it is the business of every man to keep as cool as possible. If we have advanced but a small step towards a condition of polar placidity, we are gratified.

Messrs. Huber & Allison, of Louisville, report a large business in Columbias, Victors and Star bicycles and tricycles; also, in second-hand wheels, of which they carry a large stock. The firm carries a long line of wheel sundries, and will send catalogue on application.



## THE FOURTH.

### EAST HARTFORD RACE MEET.

The races of the East Hartford Wheel Club were well attended on the grounds at East Hartford July 4. The track, however, was heavy and the time was poor. The best time made was 3m. 16 2-5s. for a mile, while the track has a record of 2m. 59s. There were twelve events in all, including two foot races.

The first race was a 1-mile novice, and called out E. E. Shook, W. K. Ackley, J. H. Hills and D. D. Bidwell. Bidwell took a header on the first quarter and Hills won in 3m. 49 1-5s.

In the second race, the 1-mile handicap, open, the best time of the day was made, although the man making it had 80 yards start. There were two Springfield men to start, H. C. Wakefield and C. R. Culver. Wakefield won in 3m. 16 2-5s., with William James, of East Hartford, second, and Ludwig Forster, of Elmwood, third. Forster made a desperate spurt for second place and just failed to get it.

The third race was the 1-mile handicap for members of the East Hartford Club. Five men started, but W. H. Cowles dropped out before the finish. J. H. Hills had 100 yards handicap and won in 3m. 18 1-5s. H. E. Bidwell was at the scratch and came in second, making the mile in 3m. 19 2-5s.

The 2-mile handicap, open to all, brought out four starters. H. C. Wakefield, of Springfield, 10s. handicap, won in 7m. 26 1/4s. Eugene Millet, of Parkville, dropped out at the end of the first mile, and T. W. Roberts, of Poughkeepsie, N. Y., barely won second place over Ludwig Forster. Roberts was to have had 5s. handicap, and Forster was to have started on the scratch, but Roberts preferred to take the scratch also, so they started nearly together.

H. E. Bidwell won the 1/2-mile club handicap over E. E. Shook and W. H. Cowles, in 1m. 39 1-5s. Shook had 60 and Cowles 45 yards handicap. Three men, Cowles, James and C. L. Snow, all of East Hartford, started in the 3.20 class for the 1-mile race. Cowles did not finish, and James won in 3m. 53 1-5s.

Only two men showed up in the 3.30 class, Shook and W. K. Ackley, and Shook won in 3m. 59 2-5s. The 1-mile open was the prettiest race of the day. Only three men started, Wakefield, Forster and Roberts. Wakefield led off and kept the lead for three laps. Then Forster made a spurt for the front, got it and finished in 3m. 30 1-5s., with Wakefield second. Two men started in the consolation race, C. R. Culver, of Springfield, and Eugene Millet, of Parkville. Culver won in 3m. 52 2-5s. The slow time made in the races was due partly to the poorness of the track, and partly to the fact that a strong wind was blowing across the lower turn.

A supper was furnished the wheelmen and their friends after the races, and in the evening there was an exhibition of fireworks on Raymond Park. The names of the officials of the meet were as follows: Referee, C. G. Huntington; judges, F. E. Belden, H. H. Smith and J. G. Graham; starter, E. O. Goodwin; timers, L. S. Forbes and M. Cameron; scorers, J. O. Goodwin and H. D. Olmstead; clerk of the course, George L. Forbes.

### ON BOSTON COMMON.

The bicycle races run July 4 on Boston Common for the municipal prizes offered to novices and amateurs, were full of interest and afforded great pleasure to a large concourse of spectators. The day was fine, the course was in prime condition, the grassy piece at the back stretch of course being always excepted. This particular bit, by the way, is always a source of peril to riders and frequently of sore damage to limbs and bones. In this respect yesterday's experience proved no exception. In the final 3-mile race and also in the "consolation" competition riders came to grief. Rodd, riding in the race of the day, was dismounted, as he claims, by being fouled by an adjacent rider. His injury was an abrasion and contusions of one of his arms, not serious, although quite painful. In the 3-mile spin Caldwell and Berlo went down in a heap at the back stretch in the final lap. The pace at the time was exceedingly rapid, and both men were pretty badly hurt. Berlo received, said Dr. Boynton, of 6 Aiden Street, who gave

the injured men prompt surgical assistance, a badly sprained ankle and bad bruises of one knee and his arms. Caldwell's hurts were internal and from shock. After temporary treatment the men were taken to their respective residences.

Prior to the hour set for starting the races, several cyclists gave exhibition spins, many of which elicited hearty plaudits from the admiring spectators for their swiftness of pace. Especially was this the case with G. M. Worden, the "hill-climber," who, upon his Springfield Roadster, set the pace for the fastest. The time made in some of the events, as will be seen below, was fast, due allowance being made for the track ridden over. Some few complaints in the nature of protests were made, but none of any consequence.

In the first race, which was for novices and the distance one mile, there were thirteen starters: Peter Alexander, of Boston; Edgar R. Rodd, Rover Club, Brighton; J. P. Clarke, Dorchester Club; R. J. McCrombie, Dorchester Club; E. J. Clarke, Dorchester; Edward Fisher, South Boston; T. L. Conly, Boston; James Clarke, Dorchester; Frank S. Wilson, Brighton; George F. Kehew, Cambridgeport; E. A. Bailey, Harvard Club; Andrew F. Klaus, South Boston, and Frank Carman, Cambridgeport. J. P. Clarke won the first prize, covering the distance in 3m. 16 1/4s., McCrombie crossing the line one-quarter of a second later, while E. A. Bailey came in third.

The second race was for amateurs, distance two miles. A quintet of riders contested in this event. They were: David Drummond, Cambridge; H. L. Caldwell, Boston; Peter J. Berlo, South Boston; C. H. Roberts, Chelsea; and K. Brown, Harvard Club. Drummond won in 7m. 9s., and Caldwell crossed the line one-half a second later.

A lap race of two miles came next. It was won by Berlo in 7m., followed by McCrombie in 7m. 1/4s. The following were the riders: Edgar R. Rodd, Rover Club, Brighton; J. P. Clarke, Dorchester; R. A. McCrombie, Dorchester; and Peter J. Berlo, South Boston. The "points" made in this race were apportioned as follows: Berlo, 27, he never losing foremost position in any of the eight circuits of the course; J. P. Clarke, 9; McCrombie, 13; Rodd, 2.

The fourth race was for three miles, and was won by Drummond in 11m. 55s., neither of the three other competitors finishing. It was in this race that the accidents to Caldwell and Berlo occurred, as already stated. The fourth starter was K. Brown, of the Harvard Club. Brown had nothing to prevent his taking second prize, had he chosen to do so. It is understood that he chose to go to the meeting to be held later at Buffalo as a novice than a holder of a second prize.

Bailey won first prize in the "consolation" race, making the mile in 3m. 21s. E. J. Clarke, coming in one-fourth of a second later, secured the second trophy. The other starters were Rodd, Carmon, James Clarke, Klaus, Kehew and Brown.

The programme was carried out under the management of the following persons: Committee—Aldermen Otis Eddy, James A. Murphy, Jesse Gove, Councilmen J. B. Hayes, Henry Carstensen, Thomas F. Nunan, John J. Teevens, and Charles H. Bolan; judges, Robert T. Eddy, A. P. Benson; timekeeper, Napoleon Ethier; scorer, G. W. Haywood; starter, R. W. Gay; referee, M. J. McEtrick.

### CELEBRATION AT WALTHAM, MASS., JULY 4.

Bicycle races.—First event, 12 1/2 miles over McCurdy course.—C. A. Adams, first prize, gold-headed cane, time 47m., the best made over this course; second prize, clock, Victor Kuhn, time 1h.

Second race, 6 1/2 miles.—C. A. Adams first, a field glass, time 25m. 32s.; second, F. Swan, a glass berry dish, time 25m. 39s.

Third race, half-mile.—Victor Kuhn first, gold mounted opera glasses, time 2m.; second, George Watson, silver napkin ring, time 2m. 35s.

Judges, W. C. Barnes, Hugh Duddlestone, Jr.; starter, C. C. Synmes.

FRED FOSTER TO THE FRONT.—At the Toronto Athletic Club's games, held in Toronto, June 23, Fred Foster won the 1-mile race in 2m. 48 2-5s., and the 3-mile race in 9m. 11s.

### NEW BEDFORD CYCLISTS.

NEW BEDFORD, July 4, 1888.

The bicycle races arranged by the City Council Committee on the Fourth of July celebration were witnessed by a good-sized crowd. E. W. Marston acted as judge and W. L. Hathaway as starter. The result was as follows: Five-mile race for a cyclometer and lantern, five starters, won by F. W. Smith in 17m. 20s., Charles R. Chace second; half-mile novice race for a Victor saddle and bicycle shoes, five starters, won by Charles R. Chace in 1m. 40s., A. C. Cory second; 1-mile race for ball pedals and bicycle shirts, four starters, Hoyt and Smith won in 3m. 2s., with Charles R. Chace second; quarter-mile race, without hands, for bicycle bell and monogram pin, three starters, F. W. Smith won in 45s., Hoyt and Smith second; 1-mile run and ride, for opera glasses and a Norfolk jacket, four starters, F. W. Smith won in 4m. 15s., with C. G. Howland second. In the team race for a picture, valued at \$14, the Southenders won, scoring 19 to 17 for the Northenders.

### RACES AT HYDE PARK, MASS.

The races held to celebrate the Fourth resulted as follows: Bicycle races.—In the 1 1/4-mile race, first prize, Bailey, 4m. 8s. (under protest); second prize, E. H. Gallup; third prize, Young.

Two and one-half mile race—First, Bailey, 16m. 10s. (under protest); second, A. H. Morse; third, E. H. Gallup.

Five-mile team race—Young (Hyde Parks) first, Gallup (Ramblers) second, Morse (Ramblers) third, Jenkins (Hyde Parks) fourth, Rhodes (Hyde Parks) fifth, Sawyer (Ramblers) sixth. Time, 20m. 55s. Total—Hyde Parks, 23 points; Ramblers, 22 points.

### THE FOURTH AT CHELSEA, MASS.

The celebration in Chelsea opened at sunrise with the ringing of bells. The principal event of the morning was the bicycle races, which took place in Union Park.

The first race was the 1-mile novice, C. F. Crandon coming in first, closely followed by Louis F. White and John White.

The second race was for the championship of Chelsea, and was very close, being won by C. H. Roberts, with John White second.

The race for the championship of boys under sixteen years of age was the next, the winners being George Rogers and Mort Smith.

A slow race of one lap was won by F. W. Bailey. L. F. White was a close second.

The most exciting of all was the lap race of one mile. There were six entries, and all kept close together till near the finish, when L. F. White, C. G. Bernard and C. H. Roberts, who were abreast of each other, all took headers. C. F. Crandon and J. White won the prizes in this class.

The last race was a velocipede race for boys under twelve years of age, the prize being a velocipede, which was won by Fred Clark.

### JULY FOURTH RACES AT LYNN, MASS.

The bicycle races took place on the Common on the afternoon of the Fourth. In the 1-mile novice race Albert Nightingale won the first prize in 2m. 48 1/2s., and C. E. Whitten won second prize. The 1-mile race was won by George Buttrick in 3m. 7s., with Thomas Stevens second. A. Nightingale won the 1-mile handicap race in 3m. 3s., with J. A. Shurman second. In the 1-mile race for boys 15 years of age and under, James Downs won in 3m. 30s., with Joseph Farley second. In the 2-mile handicap race, A. Nightingale took the principal prize, and Thomas Stevens and George Buttrick arrived at the tape second and third respectively.

AUGUSTA, ME., July 4.—In the bicycle race to-day, at Capitol Park, for a purse of \$20, distance one-half mile, Mart Dow, of Waterville, was declared the winner, defeating Harry Stone and Charles Clark of Augusta. His time was 1m. 45s.

SPRINGFIELD, July 4.—The first event of the day was the road run of the wheelmen this morning, the run being to Sudfield and return, a distance of twenty miles, and an attempt to beat Eldred's record of 1h. 10m. and 50s. The record was not broken, but George Thomas was the winner, making the run in 1h. 27 1/2m.



NASHUA, N. H., July 4.—Little attempt was made at a celebration here. The Cycle Club had a series of races, under the auspices of the city, at Mount Pleasant Riding Park, 4,000 people witnessing them. The prizes were won as follows: Ten-mile race, Melvin first, Morse second; 5-mile, Melvin first, Morse second; five-eighths of a mile, Albert Humphreys first; consolation race, Frank A. McMasters first.

Thirty thousand people witnessed the July 4 races on Boston Common.

#### ROVERS CYCLE CLUB JULY 4 PICNIC.

The annual picnic of the Charlestown Rovers was held July 4, when they and their lady friends to the number of about sixty took the 9 o'clock train on the Fitchburg road to Riverside, where boats were taken, and a row up the river to the Haines estate was enjoyed. Arriving there, a game of ball was played between two picked nines, one representing the married men of the club and the other the single men. After that lawn tennis, croquet and several other sports were enjoyed and a basket lunch was served. Then a photograph of the party was taken, and the afternoon spent in various ways.

#### WELLS DEFEATED ON KIMMSWICK HILL.

The first trial for the hill-climbing championship of the United States took place June 30, at Kimmswick Hill, thirty miles south of St. Louis, between Hal Greenwood, of that city, and John A. Wells, of Philadelphia. A special train was chartered by the Missouri and St. Louis bicycle clubs, and left the Iron Mountain Depot at three o'clock in the afternoon. At Kimmswick spring wagons were engaged to take some twenty of the wheelmen to the hill—six miles distant—the others making the journey on their wheels. The hill is five-eighths of a mile from base to summit, with four turns and an average grade of one foot in eleven, the road being very rough and stony all the way.

Greenwood won the toss and chose the second mount. Wells started at 6.10 o'clock, and had reached the half-mile post in 3m. 2s., when the staff of his pedal gave way and he had to dismount to make a second trial after Greenwood. The latter started at 6.15 and accomplished the trip in 5m. 54s., or 52 seconds more than his best record for the same hill. After some delay in fixing Wells' wheel, the Philadelphian started again, and this time he reached the top, but was 6m. 4s. in making it. Greenwood's victory was expected, as he was familiar with every inch of the road, while Wells had ridden over it but once before.

The second contest will be a climb up Eagle Rock Hill, at Orange, N. J., July 28, and, should Wells win, the deciding struggle will be up Corey Hill, near Boston.

Irving Halsted won the 2-mile bicycle handicap at the Highland Athletic Club's games, held at Philadelphia, June 30. Halsted started from scratch and won in 7m. 32s., beating S. W. Merrihew, Wilmington Wheel Club, 10 seconds handicap.

#### COUNTRY ROADS.

The following excellent essay on road making will be read with interest by those who would appreciate better roads, and should be studied with care and the suggestions acted upon by those who have the roads in charge:

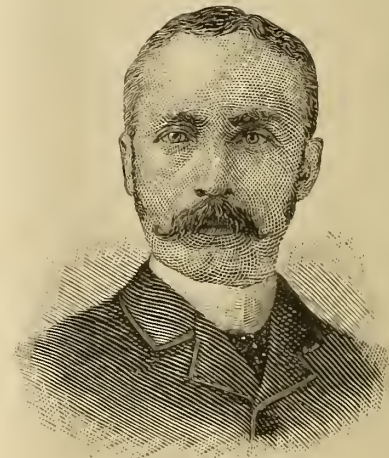
Our country roads are a disgrace to this progressive age. Everything is being improved but the country road, and that gets worse year by year, although we pay tax enough to have smooth, solid highways everywhere. Our roads become almost impassable during portions of autumn, winter and spring; just at the times when most needed by the farmers, who desire to reach town to do business at the stores; but they stay away rather than risk smashing their wagons and crippling their horses in the endeavor to reach town through deep ruts, canals of slushy mud, and over masses of jagged rocks; and all the while merchants mourn for the unsold goods on their shelves. Let them insist on the authorities giving us good roads; they will have business all the year round, and not by "fits and starts." The way to do it is to levy a slight general tax, and repeal the old cowpath law, which permits people to "work out their road tax." Such "work" simply consists in heaping mud and rocks out of the gutters upon the road-bed, which, by far, had better been left undone. And now, a few words about the way to make a smooth, solid road. Mud and large stones should be removed from the road-bed; they are not wanted on the roads, for they mean extra labor to horses, jerking and smashing of wagons and carriages, and increased wear to the road. Take hard stone, flint or granite, broken to the uniform size of an inch and a half, so that each piece will pass through a two-inch iron ring, shape and smooth the road-bed so that it is slightly higher in the middle, in order to carry off rain, and then spread it over with three inches of broken stone; use no clay for "binding," and take a heavy roller filled with sand, to give it more weight, drawn by a pair of horses. This process will combine and "bind" the broken stone, and yield a solid road-bed that will require but little attention to keep it in repair, and make it a "joy forever" to the man who has a fine horse to drive, and to the farmer, "the butcher and baker, and candlestick maker," who desires to bowl along a smooth, solid road to transact his business, which can be done in half the time now taken on the wagon-breaking, horse-crippling apology dubbed a "public highway!"—even a gravel road would be a thousand-fold better. Having made the road as above directed, give it two or three coatings of broken stone for the first year thereafter. It will require but little attention by the supervisor, who should carefully examine it occasionally, and at the slightest sign of ruts have them filled at once. When the road is properly made and rolled, wooden scrapers and birch brooms should be used to keep off the mud and dust—"tramps" could be utilized for this purpose. A crushing machine for breaking stone could be purchased at a reasonable price, that would break about a mile of stone per day. The

people want good roads, and they are bound to have them, instead of the cowpaths for which we pay such heavy taxes now.—*Exchange*.

Messrs. A. G. Spalding & Bros. report an enormous demand for Victors, both at their New York and Chicago stores. A large number of these superb wheels have been sold on the installment plan, which is to the mutual advantage of both buyer and seller. The Messrs. Spalding afford an excellent opportunity to get a wheel on easy terms. A very large stock of all the standard cycling sundries, and a varied assortment of uniforms, for the road and the path, helmets, caps, shoes, etc., make a visit to their store very interesting to new wheelmen.

CYCLING IN CANADA.—The Ottawa Bicycle Club held their annual handicap road race from Hull to Aylmer, Que., seven miles, on June 26. There were seven starters, with W. H. Sproule, D. Blyth and T. A. Beament on scratch. Result: W. H. Sproule, 25m. 35s.; D. F. Blyth, 26m. 5s.; T. A. Beament, 26m. 8s.; S. McIlhenny, 27m. 5s.; J. S. King, 27m. 40s.; H. Beament, 28m. 5s.; R. P. King, 28m. 13s.

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.



MR. R. D. GARDEN,  
Manager of Pope Manufacturing Company's Chicago House.

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TYPES OF TANDEM SAFETY WHEELS.—*Bicycling News.*



# OUR FAMOUS <sup>AND</sup> PATENTED RAMS-HORN BAR.

## ORIGINAL AS IS OUR ENTIRE BICYCLE.

PORT HURON, Mich., April 14, 1888.  
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand.  
S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.  
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for hill climbing there is no comparison, the latter being far superior to the former, but for ordinary level road riding, one is perhaps as good as the other, and both are far better than any other form.  
J. E. SEARLES.

HORNELLVILLE, N. Y., April 18, 1888.  
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.  
R. M. PRANGEN.

PROVIDENCE, April 14, 1888.  
In answer to your inquiry about Rams-horn and Spade Bars, we think the former preferable and better liked this way.  
E. G. BILLINGS.

ELMIRA, N. Y., April 16, 1888.  
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made.  
C. M. JONES.

FLINT, Michigan, April 15, 1888.  
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing.  
HARRY BRIDGMAN.

MINNEAPOLIS, Minnesota, April 16, 1888.  
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.  
H. J. PUTMAN.

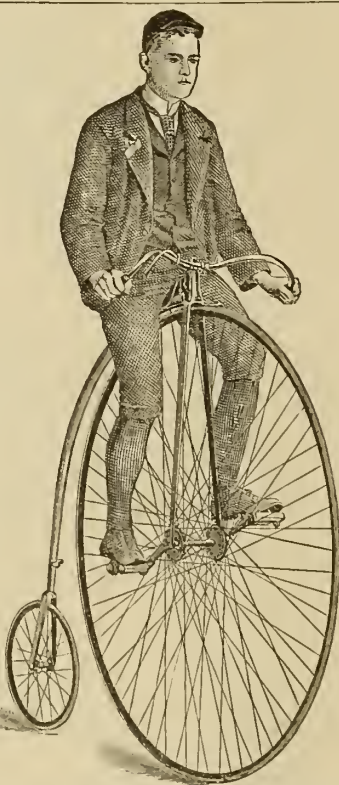
BAY CITY, April 13, 1888.  
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never hurt the fingers in stiff pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good lift up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have secured the handles on.  
BERT ESTES HOWARD

LYONS, KANSAS, April 12, 1888.  
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward

dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. bars.  
J. H. ERNEST.

WARREN, PA., April 12, 1888.  
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel.  
C. F. L. KINNEOR.

LOUISVILLE, KY., April 11, 1888.  
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.  
KRAFT & ADAMS.



DAYTON, OHIO, April 10, 1888.  
Replying to your letter of April 9th regarding the Rams-horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but, after they have tried them, they invariably like them the best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn.  
A. W. GUMP & Co.

PEORIA, ILL., April 11, 1888.  
We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.  
GEO. W. ROUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them.  
J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.  
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others.  
T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.  
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with.  
D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.  
E. A. WODE.

Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.  
C. A. PICKHANT.

CINCINNATI, April 18, 1888.  
We find the Rams-horn bars almost a necessity on a bicycle now.  
B. KITTREDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.  
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once.  
C. H. SMITH.

CHICAGO, April 17, 1888.  
Having used Spade handles on my machine for a season, I was thoroughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.  
S. T. KIMBELL.

FLINT, MICHIGAN, April 17, 1888.  
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spades I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Don't spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. Never chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me \$5.00 or \$6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't those bars slick?" "Best I ever saw" etc. As for myself I would not go back to the Spades under any consideration, providing I could get Rams-horn.  
J. ELMER PRATT.

P. S.—Think your perfect fit handles are going to be a great success—like them very much.  
J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

**GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.**

MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.



## ODDS AND ENDS.

OHIO DIVISION MEET, TOLEDO, O., JULY 23, 24, 25.

The annual meeting of the division will take place as above under the auspices of the Toledo Bicycle Club, which has raised an entertainment fund of \$450. The programme of entertainment is as follows: Monday, July 23—Visiting wheelmen met by reception committee and escorted to the Booddy House; business meeting at 10 A. M. at Memorial Hall; League photograph at 3.30; parade at 4 P. M.; visit to Pasquile at 7 P. M. Tuesday—Leave at 7 A. M., per special train, for Ann Arbor; leave Ann Arbor for Ypsilanti and Saline on wheels; dinner at Ypsilanti; Ypsilanti to Ann Arbor, where hill-climbing contest will be held; supper at Ann Arbor, and ride to Ypsilanti, where the night will be spent. Wednesday—Leave Ypsilanti for Detroit at 7 A. M., thirty-one miles; dinner at Detroit at 2 o'clock. At 4.15 the wheelmen will sail across the lake to Toledo, when the meet will end.

The ladies' programme is as follows: Mrs. A. H. Brown is chairman of the ladies' committee, assisted by Mrs. E. Grau, Mrs. Fred Boice, Mrs. E. O. Brown, Miss Kitchen, Miss Comly, Miss Irving, Miss Bigelow and others; also local lady riders. The ladies will ride to Maumee July 24, and return, a distance of eighteen miles. On the 25th the ladies will leave on the Greyhound, returning from Detroit with the other members of the State League.

THERE ARE SOME STRANGE THINGS IN CYCLING.

We use the word "things" for want of a better name.

Here is one of the things referred to:

A representative of the *Pittsburg Bulletin*, a weekly paper containing two columns of well-written cycling matter, accosts Mr. Bassett at the Baltimore meet and fancies the secretary-editor is gruff and discourteous. Straightaway he returns to his native ink bottle, dips the pen of childish impetuosity into the ink of retaliation, and proceeds to rip Mr. B. up the back. Why a man should use the public prints to revenge himself for real or fancied insults one cannot well see. But that is one of the strange things. He fancies Bassett "inflated" because of his re-election the day previous, whereas the secretary-editor is elected to continue in office as long as satisfactory work is rendered. The *Pittsburg* scribe is even minute enough to refer to the League's "paid servant" in a belittling sense. We are all servants; yes, not only servants, but slaves, from the first wail of helpless, caterwauling infancy to the last breath of life. The *Pittsburg* scribe is himself a slave; he is a slave to the proprietor of the *Pittsburg Bulletin*, and he is the slave of prejudice and a narrow mind.

The lottery scheme, engineered by certain officials of the Maryland Division to raise funds for the entertainment of visitors to the meet, while eminently successful in a financial way—some \$3,000 being subscribed—is likely to cause some trouble from the too confiding contributors, who aided the scheme with the hope that in the distribution of prizes they might be of the fortunate ones. The drawing was announced to take place at the Maryland Club House, on Monday evening, June 18. Again postponed for some unaccountable reason, Tuesday night at the "Smoker" was the time announced. Failing in this, it was positively stated that during the excursion to Bay Ridge the drawing would take place in the presence of any and all who desired to witness it. In spite of repeated demands by a number of the excursionists, the drawing was apparently again postponed, but upon the arrival of the boat at the Baltimore wharf it was whispered that a sort of Star Chamber session had been held and a drawing made, but by whom and the names of the winners was past all finding out. Thus far no announcement of the result of the drawing has been made, and the unfortunates who gave financial aid to the scheme are loud in their denunciation of the apparently questionable method employed in making the awards, if, indeed, any were made. The Maryland Division should see to it that a full investigation of the drawing be made, and an immediate announcement of the names and numbers of the winners published.—*Pittsburg Bulletin*.

We republish the above paragraph simply to call the attention of the proper parties to this insinuation of fraud and dishonesty on the part of the gentlemen who had charge of the drawing referred to. There was not \$3,000 subscribed; we saw responsible parties arrange the drawing; the result was announced long before the boat touched the Baltimore wharf. Who are the "unfortunates" who are "loud in their denunciation of the apparently questionable method in making the awards?" We want to hear from them. The *Bulletin* man could easily have learned the result of the drawing had he been alive. Bay Ridge is a temperance resort, however, and it must have been too much crab salad and strawberry cream.

The ninth annual meet of the L. A. W. has become a thing of the past, and from all accounts it appears that the wheelmen of Baltimore were fully equal to the emergency and covered themselves with glory. In my limited space I am unable to give any particulars, but this is unnecessary, as the wheel papers, notably *The Wheel*, contain very full accounts of the great event. But, in the face of all the enjoyment of such an episode, some incidents which occurred at Baltimore force me to ask, are these annual meetings, as now conducted, a good to the League as a body, and do they really advance the interests of cycling? Looked at in their effect on the business of the League, they certainly appear to have no influence unless it be to hasten through whatever legislation may be on hand in order the sooner to attack the "good old time." Then, too, the history of League legislation, at least since I have known anything of it, shows that every measure of importance, even to the officers to be elected, is brought to the meeting "cut and dried," and that the rank and file of the League membership have practically no voice in the management of affairs. This may be no injustice, and the legislation may be the best possible under the circumstances, but why not let the officers and the duly authorized delegates meet and go over all business matters in a deliberate and business-like way, just as any other body of business men would do. As now conducted, it is impossible to get any kind of business worthy of the name transacted at a League meet, unless it is of the prepared beforehand style.—*St. Louis Spectator*.

A PROMISING AMATEUR, BUT NOT THE FASTEST IN AMERICA, FOR CRIST IS HOME AGAIN.

A sturdy, compactly built, ruddy cheeked youngster looked interestedly around the saloon of the steamer Bristol the other evening. He was attired in a gray cycling suit and knickerbockers, and was accompanied by a tall, majestic looking gentleman. The little fellow was William W. Windle, the latest star in the cycling tournament, who, at the early age of seventeen, has shown himself to be the fastest amateur racing man in this country, and who will be looked to to uphold America's banner against whatever Englishmen visit this country next fall. Young Windle is a native of Millbury, in this State, and though for some years he has been a rider, he never indulged in racing until last season, and then without preliminary training. He made an excellent showing from the very start, and in his visit South defeated Crist in a 5-mile race. This year he astonished everybody by beating Foster, the crack Canadian rider, in two races, and Kluge in three races, at Woodstock, Ont., and winning the mile L. A. W. championship from Foster, Midgley, Stenken and others at Baltimore. He was on his way from the *Pittsburg* races on the 30th when seen as referred to above, and for the Newcastle, Pa., races on July 4. The gentleman with him was his cousin, Asa Windle, who is also his trainer, and a better one could not be found. He is in ecstasies over the boy, who is in great form, and has such wonderful speed and endurance for one so young.

"Billy weighs 142 pounds stripped," said his cousin. "His height is 5 feet 6½ inches, and he rides a 54-inch wheel. After the Newcastle races we shall return to Lynn, and train there for the Buffalo tournament, which will be, of course, the event of the cycling season, and will, I think, greatly revive the interest in the sport."—*Boston Herald*.

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## OUR BOYS' SAFETY.—WHEELS ON THE INSTALLMENT PLAN.—RACING WHEELS TO HIRE.

EVERY BOY who sees one wants one of our BOYS' REAR-DRIVING SAFETIES, which are far superior to the ordinary bicycle in safety and the amount of wear and tear they will stand. They have strongly made wheels with rubber pedals and rubber tires, a spring seat, with the seat and handle-bar ADJUSTABLE FOR HEIGHT, so that the wheel

## A. G. SPALDING &amp; BROS.

grows up with the boy, as it were. These safeties are made in two sizes; the smaller with 20-inch wheels, suitable for boys from seven to twelve years old, price \$25, and the larger with 24-inch wheels, suitable for boys from ten to fourteen years old, price \$35. Remember that a boy CANNOT FALL from one of these wheels, and they will WEAR EVERLASTINGLY.

The SEASON of TOURNAMENTS is rapidly approaching, and as a man without a racing wheel will STAND NO CHANCE in the many meets to be held this year, we offer to let out racing wheels at a reasonable charge. We have a fine stock of racing wheels, in sizes 52, 54, 55, 56 and 57 of the best makes on the market. These wheels we will let out at FIVE DOLLARS PER WEEK. We will send them to any part of the country, to responsible parties, upon receipt of a small deposit.

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.

We are now SHIPPING PROMPTLY, have caught up with the largest number of orders ever placed for any wheel. Wheelmen have learned that Victor Safeties CLIMB HILLS unsurmountable by crank wheels; that Victor Safeties COAST HILLS with perfect ease, no matter how rough; that Victor Safeties are ABSOLUTELY WITHOUT VIBRATION, which is true of no other wheel; that Victor Ordinaries are the EASIEST RUNNERS on the market; that Victor Ordinaries are the HANDSOMEST wheels on the market; that ALL VICTOR WHEELS are made of THE BEST MATERIAL and by the BEST WORKMEN.

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## THE MEANEST MAN IN THE COUNTRY.

Some time since we published a squib denouncing as the meanest man in the country an inn-keeper near Philadelphia, who removed the handle of the pump in front of his hostelry that wheelmen might not drink. He thinks he is not the meanest man, and requests us to publish the letter given below to throw some light on the subject. We publish the letter, but we seriously doubt whether it betters the case. The writer proves that he is a man of ungoverned prejudice and irritable temperament. We feel certain that if he tells the wheelmen that he does not want them at his place they will not trouble him, and we feel equally certain that should he attempt to use his pump handle on any wheelman he will find himself in jail. Mine host should recollect that the clear, cold water will very probably continue to flow, and wheelmen will just as probably continue to drink out of that pump when he is singing out of key in the celestial choir.

F. P. PRIAL, ESQ., PUBLISHER OF THE WHEEL AND CYCLING TRADE REVIEW:

Dear Sir—In reply to the little squibs in your issue of the 4th inst. about me, as "The Meanest Man in the Country," I have only to say that I was obliged to remove my "pump handle," and I have serious thoughts of removing my pump also to get rid of the nuisance of the impecunious hoodlum wheelmen who have been in the habit of filling their empty stomachs at my pump, and who overran my yard and porch and filled my chairs with their attenuated figures.

They are chiefly boys who think they are men, and to have them around my hotel is simply to drive away my respectable customers, who are equestrians; and to have these young cranks around my hotel would make it be suspected that I have dealings with and encourage these minors—a very dangerous thing under the present strict license laws of this State. Besides this, my natural dislike and repugnance to the impudent assurance of some of these same wheelmen, who have been using my place as a mere convenience, and as if they were "some pumpkins," and I and my place were of no importance at all excepting for their unsought and unprofitable patronage.

For those reasons I took out my pump handle, and, if necessary, will use it to expel and keep out these "hobby riders."

Hoping you will publish this, in justice to me, and as a warning to parties to the article in your paper, I am respectfully yours,

CHARLES SHAW.

Black Horse Hotel,  
County Inn, Philadelphia, Pa.

## WELDING BY ELECTRICITY.

A very strong mechanical hand grasping the forked lightning, as if it would put it to better use than running uselessly into mother earth, is the bold design on the covers of the Thomson Electric Welding Co.'s catalogue. The firm, which has a factory at Lynn and offices at the Mason Building, Boston, has sole control of Prof. Elihu Thomson's patents for welding metals by electricity.

The principle involved in this new art is that of causing currents of electricity to pass through the abutting ends of the pieces of metal which are to be welded, thereby generating heat at the point of contact, which also becomes a point of great resistance, while at the same time mechanical pressure is applied to force the parts together. As the currents heat the metal at their junction to the welding temperature the pressure follows up the softening surface until a complete union or weld is effected, and, as the heat is first developed in the interior of the parts to be welded, the interior of the joint is as efficiently united as the visible exterior. The company makes and sells machines for welding purposes, and we feel certain they will be of advantage in the manufacture of cycles.

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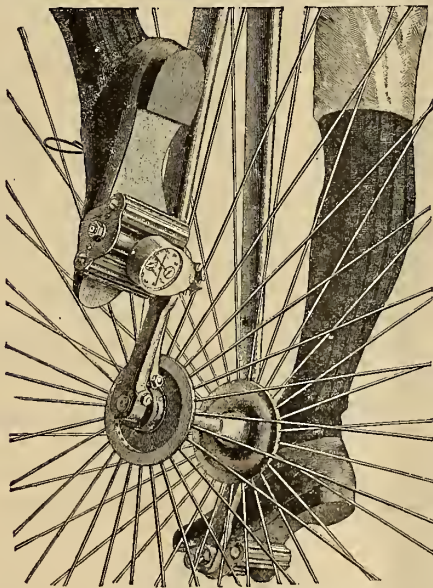
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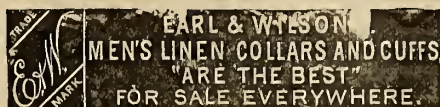
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LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	Universal Club	Ball	Enamel	\$70 00
402	50	American Club	Ball	Nickel	60 00
432	48	Expert	Ball	Nickel	75 00
435	55	Col. Lgt. Rdstr.	Ball	Enamel	85 00
438	54	Harvard	Ball	Enamel	60 00
457	56	Standard Col.	Plain	Painted	45 00
458	54	Expert	Ball	Enamel	75 00
459	50	Victor	Ball	Enamel	00 00
469	54	American Star	Plain	Nickel	40 00
472	50	American Club	Ball	Enamel	80 00
474	54	American Star	Plain	Nickel	50 00
479	52	Brit. Challenge	Ball	Nickel	70 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	Enamel	40 00
520	54	Brit. Champion	Ball	Enamel	95 00
521	52	Brit. Champion	Ball	Enamel	95 00
522	50	Brit. Champion	Ball	Enamel	95 00
523	54	Am. Club	Ball	Enamel	70 00
524	52	Brit. Champion	Ball	Enamel	95 00
527	50	Am. Rudge	Ball	Enamel	55 00
529	48	Special Star	Ball	2-3 Nickel	90 00
530	53	Columbia Lt. Rdstr.	Ball	2-3 Nickel	95 00
531	53	Columbia Lt. Rdstr.	Ball	2-3 Nickel	95 00
533	50	Expert	Ball	Nickel	75 00
535	50	Facile	Ball	Enamel	60 00
536	50	Standard Columbia	Plain	Enamel	45 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	Enamel	25 00
551	52	Victor	Ball	2-3 Nickel	95 00
552	42	Special Star	Plain	Enamel	75 00
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526	..	Humber Crimper	Ball	Enamel	90 00
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548	..	Sparkbrook Tandem	Ball	Enamel	130 00
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LOOK AT THESE SPECIAL BARGAINS.—55-inch Rudge Light Roadster, enameled, with nickel trimmings, balls both wheels, cowhorn bars, buffer saddle; run a season; \$68. 54-inch Columbia Expert, enameled, with nickel trimmings, balls both wheels, drop bars; run one season; a very staunch machine; \$67. 56-inch Spalding Racer, full enameled, balls both wheels and pedals, cowhorn bars, weight 22 pounds; \$30. 51-inch Special Star, enameled, with steering rod and levers nickeled, balls front wheel, drop bars, silent ratchets, changeable power attachment, 1-inch tire; \$65. 51-inch Special Star, 3/4-nickeled, balls front wheel, cowhorn bars, Z and S step and foot rest, 3/4-inch tire; \$78. 56-inch Columbia Expert, enameled, with nickel trimmings, drop bars, new Fish saddle, balls both wheels; used but little; \$78. Springfield Roadster (50-inch) Standard finish, Fish saddle, cowhorn bars; \$45. 53-inch Royal Mail, enameled, with nickel trimmings, balls both wheels and pedals and head, cowhorn bars, \$10 Lakin cyclometer in perfect order, Lillibridge saddle; \$81. Genuine Humber Tandem, good order; \$100. Above machines are all guaranteed sound in every particular, and are bargains that cannot be duplicated for the money anywhere. Examine before going elsewhere. New York Bicycle Co., 8 Warren Street, New York City.

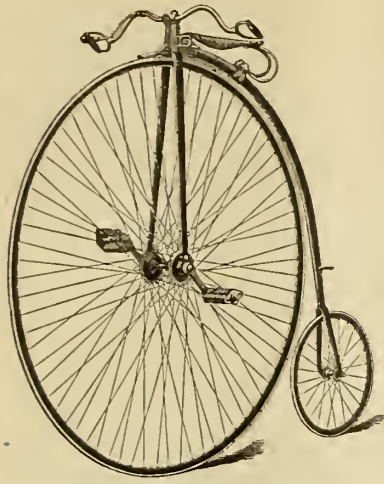
BARGAIN.—50-inch Columbia Expert, full nickel, ball bearings; first-class condition. Price \$75. Address R. T. Schaffner, 70 West 50th Street. t-f

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GRAFF'S NEW BICYCLE SHOE.



ALL LEATHER SOLE.

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

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1888 Springfield Roadster,  
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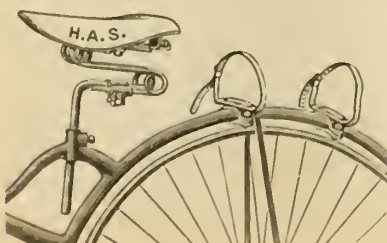
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All Ball Bearings  
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BICYCLE SUITS, STOCKINGS, HATS, SHOES, ETC.

Over 100 new machines on our Bicycle floor,  
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Call and see our stock before purchasing.



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

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Old Mounts in Part Payment

—FOR—

**VICTORS**

—AT—

LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

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

Second-hand Wheels for Owners

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**COMMISSION,**GIVING THE BEST CHANCE TO  
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WE OFFER

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**Second-hand Cycles**

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MOST REASONABLE PRICES.

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**WHEEL EXCHANGE.****WETMORE & CHESTER.**

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What Does This Mean?

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

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**A SECOND-HAND VICTOR**THAN FOR ANY OTHER MAKE OF  
WHEEL IN THE SAME  
CONDITION.*Don't Believe Us,*But ask those who have  
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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, July 6, 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. 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. 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. 167.—55-in. Yale Light Roadster. Enamel.  
All balls. Cowhorn bars. Price \$55.**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. 176.—36-in. boy's wheel. Full nickel. Cow-  
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No. 180.—54-in. Stand. Col. Enam. Price \$35.

No. 181.—Rudge Humber Crippler Tricycle.  
New last season. Prime order. Cost \$180.  
Sacrificed at \$110.No. 183.—52-in. Premier. Ball to front wheel.  
Cowhorn bars. Suspension saddle. Enam.  
Price \$55.**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,**

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PROSPECT PARK PLAZA, = = = BROOKLYN.

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

**COLUMBIA**  
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**CLUB**  
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**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.  
Silver Medal at the Paris Exposition.  
Highest Award at London Medical Congress.

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

The most valuable remedy known for the external treatment of Wounds, Burns Sores, Cuts, Skin Diseases, Rheumatism, Hemorrhoids, Catarrh, Chilblains, Sunburns, and for every purpose where a liniment is needed.

Also when taken internally for Coughs, Colds, Sore Throat, Croup, Diphtheria, Dysentery, etc.

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

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New Rapid, Champion, Star and other Bicycles and Tricycles

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SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb & Son, 165 Pearl 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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**FASHIONABLE CLOTHING.**

Reasonable Prices.

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Custom Tailors,

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

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

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# Stop-Watches, MEDALS, Trophies.

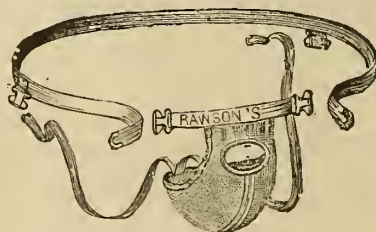
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A Perfect Fit Guaranteed.  
Displacement Impossible.

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

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Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

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SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

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ST. PAUL BRANCH: 316 Roberts St.

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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.

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

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





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For headache (whether sick or nervous), toothache, neu-  
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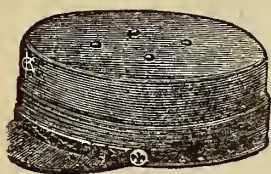
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LOWEST PRICES.

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The "Best" Bicycle Whistle.



This Whistle is pronounced by  
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call on the market. The  
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it can be held easily in the mouth,  
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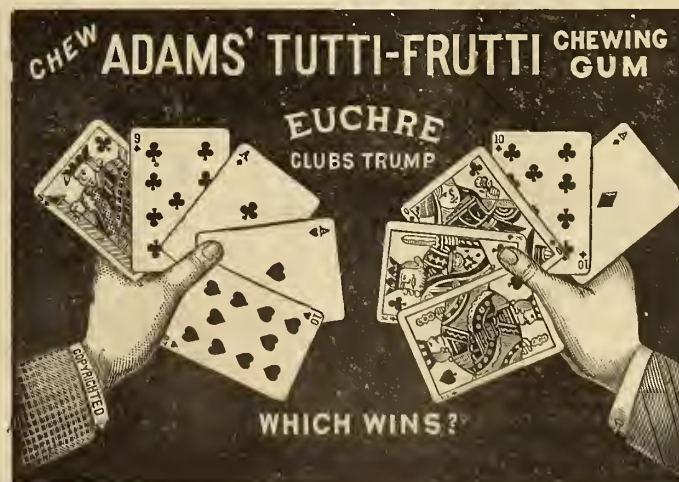
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Increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing  
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PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



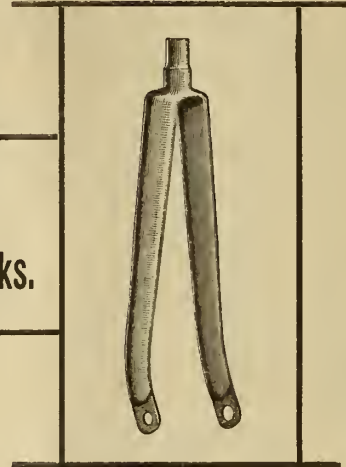
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Seamless-Steel, Tubular Rear Forks.



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# THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle,

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A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

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