

The Wheel

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

VOL. I.—No. 2.]

NEW YORK, MARCH 9, 1888.

[WHOLE NUMBER, 2.

WHEEL GOSSIP.

The Northampton Wheel Club's ball came off on Wednesday evening.

The "goat" craze is spreading and dealers report fully half the demands to be for this type of wheel.

The dealers are all happy at the prospects for a busy season. As the demand has come a month earlier than usual.

D. B. Bonnett, of the Elizabeth Wheelmen, now "rides a goat," and his son Louis has gone back to his crank first love.

The Intercollegiate Games will be held on Saturday, May 26, at the Manhattan Athletic Club grounds, New York City.

The Northampton Wheel Club announces its annual concert and ball at the City Hall on Wednesday evening, March 7.

G. M. Worden, with T. G. Conway & Co. last year, left for Boston on Monday, to take a position with the Springfield Bicycle Mfg Co.

A funny wheelman does not know why they call the new type safeties "goats," unless it is because they are "rovers" and great "hill climbers."

Rowe has been matched to ride A. P. Engleheart a ten-mile race on Easter Monday. Engleheart rides a Safety and holds some very fast records.

Olympic Athletic Club games, San Francisco, Cal., February 22d. Half-Mile Bicycle Race—R. A. Smythe, 1:35; Two-Mile Bicycle Race—R. A. Smythe, 7:17 2 5.

On the teams of the Amateur Athletic Bowling, League the wheelmen were well represented. H. E. Duncan, Jr., of the E. W. was Captain of the E. A. C. team.

H. C. Mettler, Ilderan Club, has just returned from a trip to Niagara Falls. He brings back twenty superb views of the seething waters, taken with a Mogy lens.

At the Royal Aquarium, London, on February 14th, Wallace Ross rode a "road-sculler," 260 miles in 22h., 54m., 30s. The first hundred miles were ridden in 9h., 4m., 40s.

The Manhattan Bicycle Club will elect eleven new members at the next meeting. The club has a cosy house at 304 West Fifty-eight street. There is no initiation fee, and the dues are \$1 per month.

ILLUMINATING OIL.—F. H. L. signal oil is very good. A mixture of kerosene, sperm and lard oil in equal proportions, with a small piece of gum camphor dropped into the lamp makes a very fine burning oil.

The L. A. W.'s new constitution includes the "Improvement of Roads" as one of the objects of the organization of the League. We hope the League will not be content with the mere statement of the objects, but appoint active committees to carry out these objects.

Wheeling recommends the N. C. U., which is at present grappling with the road racing problem, to adopt a resolution which is practically the same as that passed by the L. A. W.

The Lynn track will be kept in condition for bicycle racing this year. Mr. Murphy, owner of the grounds, thinks of building a trotting track outside the bicycle track, if he can buy adjacent property and enlarge the grounds.

W. F. Miller, the well known cycling photographer of the Ilderan Club; in connection with Mr. E. C. Hopkins, formerly with the Scoville Manufacturing Co., opened a photographic supply depot on Fulton street, Brooklyn, March 1. We hope our many cycling photographer readers will remember Mr. Miller.

The Courier Co., of Buffalo, is at work on a large poster 10 by 15 feet which is to be lithographed in six colors; it is to be used by Mr. Ducker the coming season for advertising his circuit of tournaments, it is to be the largest and finest thing ever used for cycling and will be a credit to the Courier Co. and Mr. Ducker.

Manager Tom Eck was in Gotham on Tuesday negotiating for a lease of Madison Square Garden or the American Institute, at either of which places he proposes to hold a six-day bicycle race. Eck will hold another race at Philadelphia, March 5 to 10th, 7.30 to 11.30 each evening. He reports all the pros. well with Knapp a very much improved man.

FRENCH RACING MEN.—The principal riders are the following: In 1887 Loste, "a youngster from Bordeaux," started in 67 races, finished first in 50, and second in 14, being unplaced in but 3 events. Fol, another Bordeaux *Garcon*, rode 50 times, winning 21 firsts and 10 seconds. Charron rode 45 races, winning 28 first prizes. De Civry won 20 firsts out of 26 races.

The 72 hours, 12 hours a day, bicycle race at Philadelphia, closed at 11 o'clock Saturday night. The scores were: Dingley, 900 miles 4 laps; Knapp, 893 miles 6 laps; Hollingsworth, 888 miles 3 laps; McDowell, 858 miles 2 laps; Rhodes, 749 miles 1 lap; Ashinger, 660 miles 2 laps; Whittaker, 328 miles 8 laps; Nelson, 277 miles 1 lap; Crocker, 204 miles 9 laps.

At the Manhattan Wheel Exchange this year's mascot is a monkey, to whom the name "Victor Junior" has been given. He was found, like his namesake, to be so "easy running" that he has to be chained to restrain his too pronounced "climbing" abilities. He is fitted with "double grip" handles, which he finds most effective in corralling the proffered peanut or the tormenting finger.

In our report of the Board meet we referred to a circular-letter, which was stated by two members of the Board to have been sent out in the interest of some manufacturer. From private advices to us it would seem that the letter was sent out for a perfectly legitimate purpose, though the Executive Committee should have taken the Board into its confidence and explained the exact nature of that purpose.

There has been on exhibition at the windows of Mr. Isham in Buffalo the past week photos of the world's champions in the cycling arena and some that would be if they could ride fast enough. These same men expect to put in their bodily appearance in Buffalo in August, for that is the date of the opening of the racing season, as it will be inaugurated by the world's champions under the management of Mr. Ducker.

A STROKE OF ENTERPRISE.—The New York Bicycle Company are this week removing from 38 Park Place to No. 8 Warren street. At this place the Company have leased an entire loft, a second floor, which will give them ample storage and show room for their large business. The loft is well lighted and conveniently located. The Company will extend their business and carry a large stock of new and second hand wheels as well as sundries and cycling outfitings.

William J. Newman, a member of the Cambridge club, has offered to the member having the largest number of miles to his credit for the season ending November, 1888, an L. A. W. solid gold badge, and to the member who rides from March 1, 1888, to November 1, 1888, 3000 miles, his choice of a Butcher hub cyclometer or a pair of ball pedals. All records must be made on the New Mail machine, and will be kept by the captain. The prizes will be delivered at the November meeting.

Thirty thousand dollars was appropriated last year for the improvement of "Jackson avenue," generally known as the North Hempstead Turnpike—the money to be expended on that part of the road between the Long Island City line and the Causeway over Flushing Meadows. The work had so progressed last fall that we hoped for an early completion. This will furnish a continuous good road from Long Island City to Little Neck, about fourteen miles. The trouble with road building in Queens County has generally been that the local Pooh-Bahs always had a "finger in the pie," to the detriment of the work and loss to the taxpayers.—Correspondent in *B. W. and L. A. W. B.*

We are quite dazzled by a multi-colored lithograph of "The American Champion Bicyclists," sent us by Manager Morgan, which far surpasses the gaudiest effort of Mr. Decker's palmist days. The centrepiece is a cut of Manager Morgan's astute and mustachioed features, looking out from the centre of a bike. The upper left-hand corner shows three flyers—Temple, Woody and Morgan, the latter in dazzling red costume. In the upper right hand corner, a flyer, carrying a stars-and-stripes girdle, is labeled, "W. A. Rowe." Happy thought! No one would have thought it was "Billy." The lower half of the litho. is given up to a well-preserved and gaily-caparisoned female, presumably Mille. Armaindo; Temple is also shown at some of his tricks. Above all, the grand, old, baldheaded American screamer spreads the wings of protection. In his right claw clutches he an American shield, with brilliant coloring; quite a triumph of a shield, in its way.

THE SPRINGFIELD ROADSTER FOR 1888.

(Yost & McCune Patent.)



The Only Absolutely Safe Wheel Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the **SPRINGFIELD ROADSTER.**

This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for \$100

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM: 26 WEST 23d STREET, NEW YORK.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " 2-mile " "

NEW CASTLE, PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

½-mile Boys' Race.

1-mile STATE CHAMPIONSHIP.

3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

SPRING LIST OF SECOND-HAND Bicycles, Tricycles, AND TANDEMS.

No. Size.	Name.	Finish.	Price.
156 48	Challenge	Enameled	\$ 75
90 48	Standard	Painted	25
125 49	Yale	"	40
157 50	Challenge	Enameled	75
135 50	Standard	Painted	60
38 50	Rudge Light Roadster	Enameled	95
95 50	Harvard	Painted	50
69 50	Harvard	"	40
102 50	British Challenge	Nickeled	75
155 50	Apollo Light Roadster	Enameled	85
107 51	Apollo Light Roadster	"	85
158 52	Challenge	"	75
82 52	Apollo Light Roadster	"	85
26 52	Harvard Special	Nickeled	65
81 52	American Rudge	Enameled	65
13 52	Harvard	"	60
88 52	Expert	"	75
144 52	Standard	Nickeled	60
30 52	Harvard	"	60
12 52	British Mail	Enameled	75
11 52	Expert	"	75
40 52	Iroquois	"	80
47 52	British Challenge	"	70
61 52	Rudge Light Roadster	"	75
73 52	Premier	"	60
79 52	Standard	Painted	40
103 52	British Challenge	Enameled	60
114 52	Standard	Painted	50
152 53	Rudge Racer	Enameled	50
116 53	Rudge Light Roadster	"	85
179 53	Apollo Light Roadster	"	100
182 54	Challenge	"	55
160 54	Apollo Light Roadster	"	85
32 54	Royal Mail	"	75
43 54	Yale	Painted	65
163 54	Apollo Light Roadster	Enameled	85
170 54	British Challenge	"	60
77 54	Rudge Light Roadster	"	80
76 54	Expert	"	60
118 54	Rudge Light Roadster	"	75
110 55	Apollo Light Roadster	"	85
78 55	Yale	Painted	70
36 55	Royal Mail	Enameled	75
46 56	Expert	Nickeled	70
48 56	Yale	Painted	65
74 56	Club	"	60
148 56	Yale	"	60
149 56	Royal Mail	Enameled	75
150 56	Rudge Light Roadster	"	75
94 56	Rudge Racer	"	50
25 56	Rudge Light Roadster	"	75
34 56	"	"	70
52 56	American Rudge	"	60
59 56	Rudge Light Roadster	"	80
69 56	Expert	"	70
119 56	Victor	"	85
87 56	Expert	"	80
120 56	"	Nickeled	85
126 56	British Challenge	Enameled	60
86 56	Apollo Light Roadster	"	80
180 56	Challenge	"	90
55 57	Columbia Light Roadster	"	80
181 57	Apollo Light Roadster	"	100
57 58	Yale	Painted	60
134 58	Royal Mail	Enameled	75
23 58	Expert	Nickeled	70
164 58	Apollo Light Roadster	Enameled	85

SAFETIES.

No. Size.	Name.	Finish.	Price.
58 40	Rudge Safety	Enameled	\$ 80
71 50	Xtraordinary	"	80
105 52	"	"	80
68 54	"	"	75
100 54	Star	"	40
176 36	Kangaroo	"	60
44 40	Facile	"	55
121 51	Star	"	35
113 36	Speedycycle	"	60
183 36	Challenge Safety	"	75
112 40	"	"	70
184 30	Apollo Safety	"	115

TRICYCLES.

No. Size.	Name.	Finish.	Price.
139 46	Europa Sociable convert- ible	Enameled	75
178 46	Dual Sociable	"	75
127 46	Coventry Rotary Tandem	"	120
124 40	Rudge Crimper Tricycle	"	130
185 44	Springfield Tandem	"	200
186 44	Traveller Tandem	"	150
87 48	Apollo Two-track	"	60
188 40	Ladies' S. S.	"	130
10 44	Apollo C. G. Tandem	"	100
93 48	Columbia Three-track	"	60
65 48	Victor	"	60

Always order by Number. Terms, net cash. Machines can be sent C. O. D. if desired, providing intending purchasers send \$10 deposit to pay expressage back if not taken. If the machine is taken the money will be refunded. All machines are complete with pedals, saddle bag and tools, and are crated without extra charge. All previous lists canceled.

W. B. EVERETT & CO.,
6 & 8 BERKELEY STREET,
BOSTON.

EXCEPTIONAL BARGAINS

Unless Sold Before Receipt of order.

SECOND-HAND

BICYCLES

To make room for our
Stock of

"NEW MAILS."

Send Amount to be Returned if
Wheel is Sold.

THESE WHEELS ARE ALL BALL PEDALS.

No. Size.	Name.	Price.	Rear- ings.	Fin.	Condi- tions.
1 48	Expert Columbia	65.00	A	C	Fine.
2 48	Standard	33.00	B	F	"
3 50	Royal Mail	65.00	A	D	Same as new.
4 50	"	85.00	A	D	" B.H.
5 50	Stand'd Columbia	45.00	B	C	Fine.
6 50	American Rudge	58.00	A	D	"
7 51	Royal Mail	85.00	A	D	Ball Head.
8 51	Rudge, M. '87,	85.00	A	D	New last Oct
9 52	Champion	60.00	A	D	Fine.
10 52	"	65.00	A	C	"
11 52	"	70.00	A	C	"
12 52	"	65.00	A	C	"
13 52	Expert Columbia	75.00	A	C	"
14 54	"	75.00	A	C	"
15 54	"	75.00	A	D	"
16 54	Rudge L. T. Rd'str.	75.00	A	C	"
17 54	Royal Mail	75.00	A	C	Ball Head.
18 56	Expert Columbia	65.00	A	C	"
19 56	Royal Mail	75.00	A	D	"
20 56	New Rapid	85.00	A	D	"
21 56	Victor	60.00	A	D	"
22 56	"	65.00	A	D	"
23 56	Club	50.00	A	D	"
24 58	Rudge	75.00	A	D	"
25 58	Cornell	65.00	B	D	"
26 58	Royal Mail	85.00	A	D	Same as new Ball Head.

THESE WHEELS ARE CONE PEDALS.

MISCELLANEOUS.

26 50	Premier	35 00	A	D	Good.
27 50	Atlanta	30 00	B	F	"
28 52	Sanspareil	45 00	B	C	"
29 53	Challenge	35 00	B	F	"
30 54	Cornell	40 00	B	F	"
31 54	Premier	25 00	B	F	"
32 54	Yale	35 00	A	F	"
33 54	Challenge	25 00	G	F	"
34 54	Stand'd Col	30 00	B	D	"
35 56	Harvard	25 00	A	D	"

INDEX OF LETTERS.

A—All Ball Bearings.
B—Ball to Front Wheel, cone to Rear.
C—Full Nickled.
D—Enamel and nickel trimmings.
F—All Enamel.
G—Parallel Bearings.

WM. READ & SONS,

MANUFACTURERS OF THE

NEW MAIL BICYCLE,

107 Washington Street,

BOSTON, MASS., U. S. A.

Catalogue of "NEW MAIL" on application.

BARGAINS!

SECOND-HAND

Bicycles, Tricycles,

AND

TANDEMS.

Examine Our Prices.

KEY TO DESCRIPTION.

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

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

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No. Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
234 52	Rudge Lt. Rdstr.	\$135.00	\$90.00	4	1	1
235 55	Col. Lt. Roadster	150.00	100.00	4	1	1
236 56	Columbia Expert	132.50	75.00	3	1	1
237 48	Columbia Expert	122.50	75.00	4	2	2
238 46	Special Facile	123.00	83.00	4	1	1
244 45	Special Pony Star	107.00	95.00	4	1	1
246 52	Columbia Expert	137.50	95.00	1	1	1
247 54	New Rapid	150.00	105.00	3	1	1
248 50	Ideal (Special)	80.00	55.00	4	4	1
252 56	British Challenge	150.00	50.00	1	1	3
253 48	Spl. Star	129.00	95.00	4	Ball	1
260 48	Columbia Standard	100.00	40.00	5	4	5
263 55	Rudge Lt. Rdstr.	138.75	78.00	4	1	4
264 54	Columbia Expert	130.00	75.00	4	2	4
265 52	Royal Mail	137.50	95.00	3	1	2
266 55	Sp'd, Semi-Racer	140.00	45.00	4	1	4
269 51	Spl. Star	160.00	95.00	4	Ball	1
270 56	Racer	140.00	43.00	4	1	4
271 52	Sanspareil	127.50	75.00	4	2	1
274 52	Sans. Lt. Rdstr.	137.50	75.00	4	2	1
275 48	Victor	127.50	90.00	4	1	2
276 52	Columbia Expert	137.50	105.00	1	1	1
277 52	Specl. Club	160.00	110.00	1	1	1
283 51	Spcl. Star	130.00	85.00	4	Ball	1
285 51	Spcl. Star	120.00	75.00	4	Ball	4
286 44	Spcl. Facile	130.00	67.00	4	1	4
287 52	Columbia Expert	127.50	77.00	4	1	2
288 56	Columbia Standard	107.50	50.00	4	4	4
289	Sp'k'b'k Cr'p'r Tricycle	180.00	130.00	4	1	2
290 52	Victor Roadster	132.50	87.00	4	1	1
291 55	Columbia Lt. Rdstr.	145.00	112.00	3	1	1
292 56	Columbia Expert	142.50	110.00	3	1	1
293 54	Columbia Expert	130.00	70.00	4	2	1
295 54	Victor	130.00	105.00	4	1	1
296 52	Columbia Expert	137.50	95.00	1	1	1
297 46	Columbia Expert	120.00	75.00	3	1	1
298 39	Boys	70.00	25.00	5	4	1
299 50	Columbia Expert	135.00	70.00	1	1	2
300 50	Victor	125.00	69.00	4	1	4
301	Quadrant trike No. 8	185.00	160.00	4	1	1
302 52	Columbia Expert	137.50	95.00	1	1	1
303 42	Otto Special	40.00	25.00	5	4	1
304 51	Col. Lt. Roadster	140.00	95.00	3	1	1
305 48	Columbia Standard	102.50	70.00	3	3	1
306 51	Special Star	135.00	90.00	3	Ball	2
307 42	Otto Special	40.00	30.00	5	4	1
308 56	Columbia Expert	132.50	90.00	4	1	2
309	Sp'k'b'k Hbr. T'dm	260.00	225.00	4	1	1
310 52	British Challenge	135.00	65.00	3	1	5
311 48	Special Star	140.00	110.00	4	Ball	1
312	Springfield Roadster	75.00	60.00	4	1	5
313 55	Col. Lt. Roadster	135.00	60.00	4	1	5
314 53	Royal Mail	140.00	95.00	4	1	1
315	Springfield Roadster	75.00	68.00	4	1	1
316 50	American Club	125.00	54.00	3	1	1
317 46	Columbia Standard	77.50	43.00	4	4	2
318 56	Columbia Expert	142.50	100.00	1	1	1
319 50	Columbia Standard	100.00	39.00	4	4	2
321	Heeston Hbr. T'dm	260.00	170.00	4	1	1
324 52	Victor Roadster	127.50	90.00	3	1	1
325 50	American Ideal	65.00	42.00	4	4	2
327 54	English	130.00	75.00	4	2	1
328 50	Columbia Expert	125.00	68.00	3	1	1
329 54	Royal Mail	140.00	100.00	4	1	1
330 54	Victor	140.00	95.00	3	1	1
331 52	New Mail	135.00	110.00	4	1	1
332 52	N. Rapid Lt. Rdstr.	137.50	115.00	4	1	1
333 54	English Premier	130.00	70.00	5	3	2
334	Col. 3 trk. Trike	160.00	85.00	4	2	2
335	Columbia Safety	140.00	100.00	4	1	1

Wheels Bought, Sold and Exchanged.

FULL LINE
CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,
8 Warren St., New York

The Clark Cycle Co.,

Successors to SAM'L T. CLARK & CO.,

BALTIMORE, - - MD.

Having secured the **SOLE UNITED STATES AGENCY** for
the **Celebrated**

KING OF THE ROAD LAMPS,

Made by JOS. LUCAS & SON, Birmingham,

We are prepared to supply the Trade on Liberal Terms.

RIDERS should insist on having the best, for a poor Lamp
is worse than no Lamp, and there are none so good as the

“**KING OF THE ROAD.**”

Send for 1888 Catalogue of

NEW RAPIDS AND QUADRANTS,

**Containing Complete Price List of Lamps and other First-class
Accessories.**

MAILED ON RECEIPT OF NAME AND ADDRESS.

THE WHEEL

— AND —

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. NEWS Co.

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

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

IMPORTANT.

All communications intended for us should be addressed to F. P. Prial, P. O. Box 444, New York.

It is reported that a contract has been awarded to put down Belgian pavements on the Boulevard; and that bids for laying the same style of pavement on a large part of Kings Bridge road have been asked for. If this be true, it would be a "dire calamity" for by far the larger number of New York riders. If a Road Improvement Association does not soon get to work, New York riders will have to resort to their roofs for cycle recreation. Cannot the trade see that their business will be curtailed in New York by the closing of these two important avenues to riders. Were an influential road improvement association in existence, it might possibly—it could at least try and show to the city authorities the superiority of ridable pavement over the Belgian block. The trade ought to combine with the League and do something.

New officers of the L. A. W. will be elected at the Baltimore meet. It seems to us that no more politic move could be made than to elect Western and Southern men to office, and give them a large representation on important standing committees. It would arouse a League enthusiasm in those sections of country, and increase League loyalty and enthusiasm. In the East the fact of the League's existence, its scope and purpose are pretty generally known. In the South and West they are not. New York and Massachusetts have a good opportunity to retire for a year or two.

From the London *Queen* we republish an article entitled: "The Art of Riding a Tricycle," which the critics commend as the "best" advice on the subject that has yet been published. We commend to our readers a careful perusal of it, and should any of them wish to send a copy of the article to any ladies, we will gladly forward them a reasonable number of copies.

Mr. Kennedy Childe honored Gotham with his presence on Wednesday last.

BETTER ROADS.

It would seem that the time is ripe for the League's Roads Improvement Committee to commence an active crusade in favor of better roads. We sincerely hope that when the new constitution is adopted at Baltimore, the Roads Improvement Committee will at once set to work to collect subscriptions and issue literature to the press and to roadmasters, advocating good roads and instructing them how to build and maintain the same. There are a few noble workers in the cause in Birmingham, Ala., and their work has not been fruitless. Not only will they be able to direct the proper expenditure of some \$200,000 appropriated for a new system of roads in their country, but they have been the means of having instructive articles and editorials advocating good roads appear in many influential journals. Below we publish a communication from another roads improvement enthusiast, Mr. R. G. Betts, of New Orleans, which recently appeared in *The American*.

OUR ROADS.

NEW ORLEANS, La., Feb. 8, 1888.

The American's zealous and persistent efforts to arouse our people to the necessity and benefits of an intelligent system of road improvement is worthy of all praise, and the honorable title of "recruiting officer for Southern Louisiana," which you have acquired, will have to be added to by the every whit as honorable one of the "road improvement champion," as well. If the country press generally, which is just now so full of comment concerning the horrible condition of our roads, would but follow your lead and be one-half as zealous and persistent in arousing the public to the sense of a betterment of existing conditions, we might reasonably expect a decent system of road maintenance in the course of a short time. A spasmodic dribble will do but little good, while, *per contra*, "constant dripping will wear the hardest stone," and this latter is the only way for our papers to handle the subject.

It is a significant fact that the papers which are most active in advocating better highways are usually among the brightest published. Why, I do not know, unless it be that the advocacy of the subject reflects a high type of the thinking, intelligent, far-seeing man. It would seem so at any rate, for have you not noticed the residents in a section where good roads abound are generally the most intelligent, cultured, enterprising and contented of mortals? Again, have you not noted the increase of property, population, commerce and real estate values that has invariably followed the substantial improvement of any given highway? It has been said, and seemingly with truth, that the highways of a country are usually an index to the character of the people. The savage was content with a mere track through the forest, but as civilization advanced, the tracks were gradually extended into roads, and, as I have said before, today finds the most prosperous, intelligent and enterprising people located in the sections where well-kept highways abound. This is a fact, undeniable, undisputable, and alike significant to any thinking being.

We of the South are not savages, but our roads! Away! dreadful nightmare and monumental disgrace!

Let us pause a moment. Do the farmers want permanently improved and maintained highways? Do the business men want them? Does the general public want them? Methinks I hear a responsive echo in the affirmative. Then you can have them. How? By working for them. Nothing can be had without labor. You have a vote. Then let our Legislature know your want, and at the polls vote and work toward having your want supplied. This is the sort of work that will tell. No, our State and parish exchequers are not overflowing with cash, but where there's a will there's always a way, and our Legislature can find a way, if they only will. Of course it cannot all be done in a day, or a week, but the sooner the movement is inaugurated the better. Let us shake off our apathy in this matter, and move on. Gentlemen of the country press, will you not heed a popular demand and hew to the line—no half-hearted slaps, mind you, but good solid blows; then we will have what we desire—a system of permanently improved and maintained highways. We have had about enough of the delusive annual "working." Move in the matter gentlemen, for nothing can withstand the power of a united press.

Our budding legislators will please take note of this public want, and act accordingly. As an humble Louisianian, and one who takes pride and interest in the dear old State's welfare and advancement, the attention of our authorities—senators, representatives, police juries—is respectfully called to this matter, for to them do we mainly look for help in lifting us out of the mud, as it were, and helping us mend our ways—highways, you understand.

But how I have wandered! I started out merely to approve and second the *American's* praiseworthy efforts, but have waxed warm on the subject and made quite a lengthy epistle. However, it is sincere, and I trust that it will be worthy of perusal and a little thought. R. G. B.

BICYCLISTS BOWL.

HARLEM WHEELMEN VS. NEW YORK, B. C.

HARLEM WHEELMEN NOTES.

The bowling fiends of the New York Club challenged the Harlem team to a friendly game, which came off at Degenhearts on Saturday evening last, and was witnessed by a large crowd. This very crowd, by the way, coupled with the shouts of the Harlem's henchmen, so embarrassed the modest New Yorkers that they lost their heads—or rather their grips—and the men from uptown literally wiped up the floor with them. The New York team went from bad to worse. The score was as follows:

HARLEM.	NEW YORK.	HARLEM.	N. YORK.
		By Frames.	
Pearse, Capt., 168	Shaw, Capt., 117	128	1
Ridabock.....104	Daniels.....133	264	2
Quin.....170	Stott.....107	434	3
Clark.....133	Blake.....139	585	4
Parker.....176	Harris.....110	740	5
Hoffman.....167	Nisbett.....128	895	6
Bingham.....122	Roy.....132	1,030	7
Ford.....138	English.....109	1,191	8
Mulcahy.....138	Trippler.....118	1,344	9
Lefferts.....181		1,497	10
Total...1,497		1,225	

Difference, 272 pins in Harlem's favor.

Umpire, S. Laselle, of the Madison Bowling Club.

The New Yorks are anxious for revenge, and have challenged the Harlem men to a game on March 24th.

The third and deciding game between the Harlems and Long Islands will be contested some time this month.

Messrs. Crichton and Bridgman, of the Kings County Wheelmen were spectators at the Harlem-New York game and it is probable that a match will be arranged between H. W. and K. C. W. The Harlems by the way, are willing to bowl any bicycle club teams residing within thirty miles of New York City.

The annual election of the H. W. will be held March 9th. There are two tickets in the field.

F. L. Bingham retires from the Vice-Presidency and will refuse office for the next year or two, at least. He has worked hard to advance the interests of the Club and is certainly entitled to a rest.

Mr. W. C. Rogers, H. W., was married to a fair Brooklynite on February 28th.

Captain Halstead is on a business trip to Philadelphia and will take part in some races to be held at the rink during his visit.

W. H. DeGraaf, "Billy," returns to club life, as he is the popular choice for treasurer, and will undoubtedly be elected. GAD FLV.

Mr. George S. Atwater, with the Smith Cycle Co., of Washington, D. C., brought on one of the Company's New Safety Wheels to the League meet. It was examined with interest and a number of wheelmen tried it along the eastern side of the Grand Central Depot, just across from the hotel where the meet was held. The Company will have a capacity of thirty wheels per day, when the season opens actively.

The Long Island Wheelmen held a stag racket on last Saturday evening. The programme of entertainment included piano solos by professor Schmidt, a song by W. L. Cort; recitation, by Mr. Jacobson; a chalk-talk, by Mr. Place and a performance on the tumblericon, by Prof. Robertson. A stag dance was a feature towards the latter part of the evening. Refreshments were served. Tomorrow night a ladies' reception will be held.

A number of wheelmen will compete in the Twelfth Regiment's two-mile bicycle handicap.

" 'Tis a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."

OVERMAN WHEEL CO., Boston.

GENTLEMEN: We, the undersigned, can vouch from experience as to the strength and superior running qualities of the Victor Bicycles. Out of twenty-three members, we have twenty-two Victor riders. We find it the only wheel that will stand the rough roads, and enable us to climb the hills in our rough and hilly country. Yours, etc.,
KENTON WHEEL CLUB.
Covington, Kentucky.

Above Appeared in "The Wheel," Feb. 17th.

COVINGTON, Ky., Feb. 28, 18

OVERMAN WHEEL COMPANY, Boston, Mass

GENTLEMEN: Please find enclosed a letter from Illinois, together with a press copy of our reply. We have related to them a few facts about the "Victor" Bicycle, and doubt whether or not their opinion will be changed, as some people are so "hard-headed" or stupid that they fail to recognize a good Bike when they see it.

A few days since a party of wheelmen were gathered together discussing the various 1888 pattern Bicycles, when one of the party remarked: "—— has bought a wheel;" and this remark was followed with something like this from a "Victor" rider, of course: "Poor chump; I tell you, boys, I really feel sorry for the fellow who is foolish enough to buy any other Bike than the "Victor." Your machines are steadily gaining favor both here and across the river in Cincinnati. We are, yours truly,

KENTON WHEEL CLUB,

EDWARD C. TOIE, Secretary.

— Ill., Feb. 22, 1888.

KENTON BICYCLE CLUB, Covington, Kentucky.

GENTLEMEN: "We note in late bi. papers the O. W. Co.'s ad. to the effect that all of the members of your club but one ride Victors, finding them the only suitable wheels for your roads. As it is seldom that an entire club choose the same machine, we would be glad to know whether the testimonial is a genuine one—sometimes such things get "twisted," you know. We enclose stamped addressed envelope for your reply, and would like to hear from you soon. Very truly,

COVINGTON, Ky., Feb. 28, 1888.

MESSRS. ———

—— Ill.,

GENTLEMEN: Yours of the 22d instant is received and contents noted. We had supposed that the authenticity of this testimonial would be doubted, but will say that our testimonial, like the wheel we ride, is true in every respect. We have learned to honor the "Victor" Bicycle and its manufacturers from long experience, that is, since that wheel was placed on the market in 1885. Our assertion that "it is the only wheel that will stand our rough roads, and enable us to climb all hills in our surrounding country," is plain, unadulterated truth, ascertained after five years experience with almost every make of wheel ridden in the United States. We have in our club some of the hardest riders in this vicinity, and with rough and hilly roads our victors are given severe tests. Three years ago, five members of the Kenton Wheel Club rode direct spoke wheels, and it is safe to say that had not the tangent spoke wheels come into existence this club surely would have ceased to live, as these wheels were constantly going to pieces, so great is the vibration caused by the rough roads, that it was impossible to keep the spokes tight and prevent the rim of the front wheel from forming the familiar shape like a figure "8." The "Victor" has remedied all these faults; no more loose spokes; no more "buckled" wheels; no longer are we compelled to carry with us a box of tools to be used to keep our wheels in riding condition; its hill climbing and easy running qualities are too well known for further comment. Racing in this vicinity is done on roadster wheels; the condition of tracks will not permit of the use of racers; out of twenty-one local races, eighteen were won on "Victors;" racers who ride other makes will never refuse the chance to race on a "Victor." In fact, in all hill climbing contests and all long distance runs, the "Victor" is preferred. Gentlemen, these are facts; we are not prejudiced; we are not the only "Victor" riders; in Cincinnati; to-day, nine-tenths of the wheelmen riding others than "Victors" are anxious to dispose of their present mounts, and get the most perfect wheel made. We are glad that you made inquiry of us as to the genuineness of the testimonial, as we can clearly understand how doubtful it may appear for an entire club to choose the same machine; we trust, however, that after having become more familiar with the "Victor," or after having ridden it, that you will more fully appreciate its merits. Our intercourse with the Overman Wheel Company has been such as to convince us that they are too honorable to publish bogus testimonials, especially as their mails daily bring them unsolicited words of praise. Respectfully yours,

KENTON WHEEL CLUB,

EDWARD C. TOIE, Secretary.

NOTE.—The wheels in the Kenton Club are all highest grade tangent spoke, hollow rims, and were not bought because they were cheap. Boys buy cheap wheels, men buy good wheels. One way to detect apes—watch them copy the Victor Advertising.

Send to OVERMAN WHEEL CO. for NEW CATALOG, BOSTON.

THE ART OF RIDING A TRICYCLE.

The Queen.

Although the days are past when the apparition of a woman riding on a tricycle was considered a wonderful and not too edifying sight, yet even now we are some distance off realizing the acme of grace and style with which riding should be done to ensure perfect machines, as the present are having really good riders, so as to utilize and show them off to the best advantage. This want is more marked in the same ratio as the number of riders increase year by year. Whether from ignorance, or want of knowledge, or sheer carelessness—from whatever reason, the fact remains the same. Many women ride, but few indeed ride well.

Taken, however, on the whole, perhaps, considering the comparatively short time the pastime has been in vogue, this want of style in riding is not to be wondered at. Could we transport ourselves back to the days of Marie of Medici, when side-saddles were first used, without doubt for many years after, the rides on side saddles were very unpleasant, and it is quite possible the riders cut somewhat uneasy and ungraceful figures. Even at the present day, it is not by any means every rider in the Row who looks at home and at ease on horseback. There are some who ride like a picture, sitting firmly in the saddle, seem part of the horse, and the guidance seems but an effort of will-power, without material motion on the part of the light, firm hands. And as the skillful rider on horseback guides her horse, and sits upright and firm in her saddle, so can a lady tricyclist who desires to look nice. In fact, were I to choose to teach anybody how to ride, I would prefer to have a learner who could sit a horse well. The things are more analogous than many think. With one of the Crippler pattern machines at present so much the rage, a light pair of hands for the steering is a *sine qua non*. The person who attempted with my favorite Psycho to screw and twist the steering about in the spasmodic jerks so dear to novices would be promptly dismounted, with the machine on the top. To take the points of a good rider in detail, it is best to divide into two great parts—dress and deportment.

First, then, the dress must be plain; grey or brown homespun tweed is best, though navy-blue serge also has its admirers. Grey is better, as it does not show mud or dust as blue does. There are many advocates of the habit style of gown; but this has several drawbacks. There is a scrumpy look about the long bare skirt, and the knees are unpleasantly visible. Also, for walking, the effect is to dreadful, and as tricyclists must walk about very often in towns, this last objection is fatal to the habit theory. Ever since I began riding—nearly six years now—I have tried an ordinary walking tailor-made dress. At one time much nonsense was talked, and much ingenuity was expended in leaded hems to prevent the stuff flying up, and strings and hooks and eyes enough to send the unfortunate wearer out of her mind. But now, it is generally an accepted fact that a neat quiet walking dress, with kilted skirt and well cut body, either of the coat or Norfolk jacket type, is the best for riding. If the gown is neat—very neat and correct as a walking gown—it is quite right for the machine, as the rest is a matter of personal carriage and attention. No steels, however, must be allowed beyond a small pad at the top. When tricycling, dress improvers are better left at home.

And now comes the second point, the vexed question of high saddle, vertical action, and careful and correct pedalling. The saddle must be adjusted so as to allow only about an inch within the reach of the rider's leg. Sitting erect, with head up and shoulders back, the rider must be able to touch the pedals in comfort; but not so as to ride with a bent knee. This in tricycling should be made as heinous an offence as in figure skating. Beginners have a trick of leaning back when pedalling, instead of sitting in a natural position, with the least bit of a forward bend, and to that end the novice must be taught, or teach herself to ride, holding the handles lightly, and riding without touching handles at all. Their sole use is as a means of guiding the machine, as is the bridle to a horse. The weight of the body should rest mainly upon the pedals, and be supported by the saddle. Then comes the action of pedalling, which so many ignorantly think to be the same motion as when working a treadle sewing machine or playing an harmonium;

in point of fact, nothing can be more different. In both cases the worker is sitting on a hard bench or chair, with no spring to break the jarring motion, with no ball-bearings to reduce friction to a minimum, as in even the commonest tricycle sold now-a-days, and the motion in both cases radically different, being up and down, whereas in tricycling the feet move in a circle, and the muscles chiefly employed are those of the ankle. To pedal properly requires fitted shoes, rat-trap pedals, and no small amount of practice. Briefly, however, to work properly, the toes must be placed on the pedals, and the circular movement before mentioned given, so that whilst the one foot is pushing, say, the right hand pedal forward, the left is being drawn backwards and upwards; and in good riding, at the close of the down stroke the heel is dropped, turning slightly outwards, as are the feet of a good horseman riding to hounds. Mounting Crippler pattern machines requires much practice to do it gracefully. The right foot should be placed on the axle, and the left hand lightly on the saddle. Then, with a spring, the left foot should be placed on the frontal tube or foot-rest on the front fork, the dress arranged smoothly, and then the rider drops into the saddle. When well done it looks better than the old way of mounting the side-steering tricycles with a backward hop, terribly trying to novices.

The general effect of a good rider on horseback or on a tricycle is absence of effort. There must be no crouching over the handle-bars, which is beyond all expression hideous; neither a wriggling from side to side on the saddle, and the shoulders working hard, with frantic pulls at the handle-bar in the ridiculous idea by so doing the pace is increased. There must be none of these antics in the person who desires to look well on a machine. The way to look well is to be cool, quiet and dignified. Let the same calm *nonchalance* be apparent whether going at three or nine miles an hour. If speed is wanted, use the tremendous power of the ankles—power which will shoot the machine forward, with hardly any apparent exertion, like an arrow; and for another thing, in any emergency strive hard to keep a cool head. Nothing so impresses an onlooker as to see a tricyclist shooting down hill at a rapid pace sitting still, checking the machine with an imperceptible touch of the brake.

My reason for going so much into the detail of the art of tricycle riding is to urge and beg those who do ride not to bring the sport into disrepute by careless and ungraceful riding. The prejudice is less—far less—than some years ago, but it yet lingers; and there is still the totally unfounded opinion, "No woman ever looks well on those things," oftentimes expressed. It deters others from trying this most fascinating exercise, which can be practised all the year round—on ice, amongst snow, in spring, summer, and autumn, among the English lanes, the Scotch hills; aye, and even amongst the Swiss Alps—greatest pleasure of all.

MISS F. K. ERSKINE.

PAGE, THE ATHLETE.

A SICKLY, WEAK-LEGGED BOY BECOMES THE GREATEST JUMPER IN THE WORLD.

The career of William Byrd Page, the champion amateur high jumper of the world, has been very remarkable, and illustrates the fact that children who are naturally weak and puny, can, by judicious exercise, become strong and athletic. Page is only twenty-two years old. As a child he was sickly. At the age of ten his legs were so weak that he was compelled to wear braces in order to walk. These reached to his hips, and assisted in straightening and strengthening his legs. His parents insisted upon his taking a great deal of exercise every day. At twelve years he was still, however, small and weak. He stuck to his exercise, practised diligently at jumping and bicycling, and finally began to improve wonderfully.

His first attempts at high-jumping gave no promise of his future successes. Three feet was the highest mark he could clear until constant practice in riding an old-fashioned "bone shaker" had made his legs strong, when he cleared 4 feet 1 inch. His own height was then 4 feet 6 inches. He became devotedly attached to the two sports of jumping and bicycling, and rapidly developed great proficiency in each.

His jumping record went from 4 feet 5 inches up to its highest mark by easy stages. At 15 he cleared 4 feet 9 inches in the sports of the Young

Men's Christian Association at Philadelphia, although his height was only 4 feet 10 inches. In the same games he won the running broad jump at 16 feet. The following year he covered 5 feet 1 inch in practice, and spent the summer travelling through Virginia on his bicycle. He was the first wheelman to reach the Natural Bridge and to explore the routes between there and Staunton. He was greatly benefited by his trip, and the following spring brought his high jumping record up to 5 feet 5 inches, or 1 and three quarter inches less than his own height.

In 1883 he rode his bicycle in a circuit of 800 miles, starting from Philadelphia and including many towns in Virginia and Pennsylvania. That fall he equalled the best American indoor record of 5 feet 7 1-2 inches in an exhibition at the Y. M. C. A. In Philadelphia, May 3, 1884, he won the high jump against a strong field of jumpers, and equalled the highest previous American record of 5 feet 9 inches. He injured his groin muscle in practice a few days afterward, but this did not prevent his winning at the Sparring Club meeting a week later. At the intercollegiate meeting in New York, held a short time afterward, he injured himself so badly that he had to be helped from the field.

One of Page's most remarkable characteristics is indifference to physical pain, and he has often competed in matches while suffering from severe injuries sustained in previous contests. In the summer of 1884 he rode 1,400 miles on his bicycle, and on November 17 of that year he beat the American indoor record at the opening of the Schuylkill Navy Gymnasium, jumping 5 feet and 9 inches. He next broke the American record at Pittsburgh, April 25, 1885, with a jump of 5 ft. 10 in. On May 14 of the same year he made the record of 6 ft. 1 1/4 in., at the University sports in Philadelphia. The following month he won the American championship. In July he established the American bicycle journey record for three and four days. In the spring of 1886 he succeeded in clearing 6 ft. 1/2 in., with a sprained knee, breaking his own record. In April, 1887, he broke his record on indoor jumping with 5 ft. 11 1/4 inches, or 2 1/4 inches higher than the best he had previously done, and 3 1/2 inches higher than all other American records. The following month he surpassed all previous efforts in outdoor high jumping by clearing 6 feet 3/4 inches. He visited England last spring, and in August succeeded in breaking the world's record with 6 feet 3 1/4 inches, at Stowbridge. His greatest feat was accomplished at a testimonial meeting given him by the University of Pennsylvania on October 7, when he scaled the bar at 6 feet 4 inches.

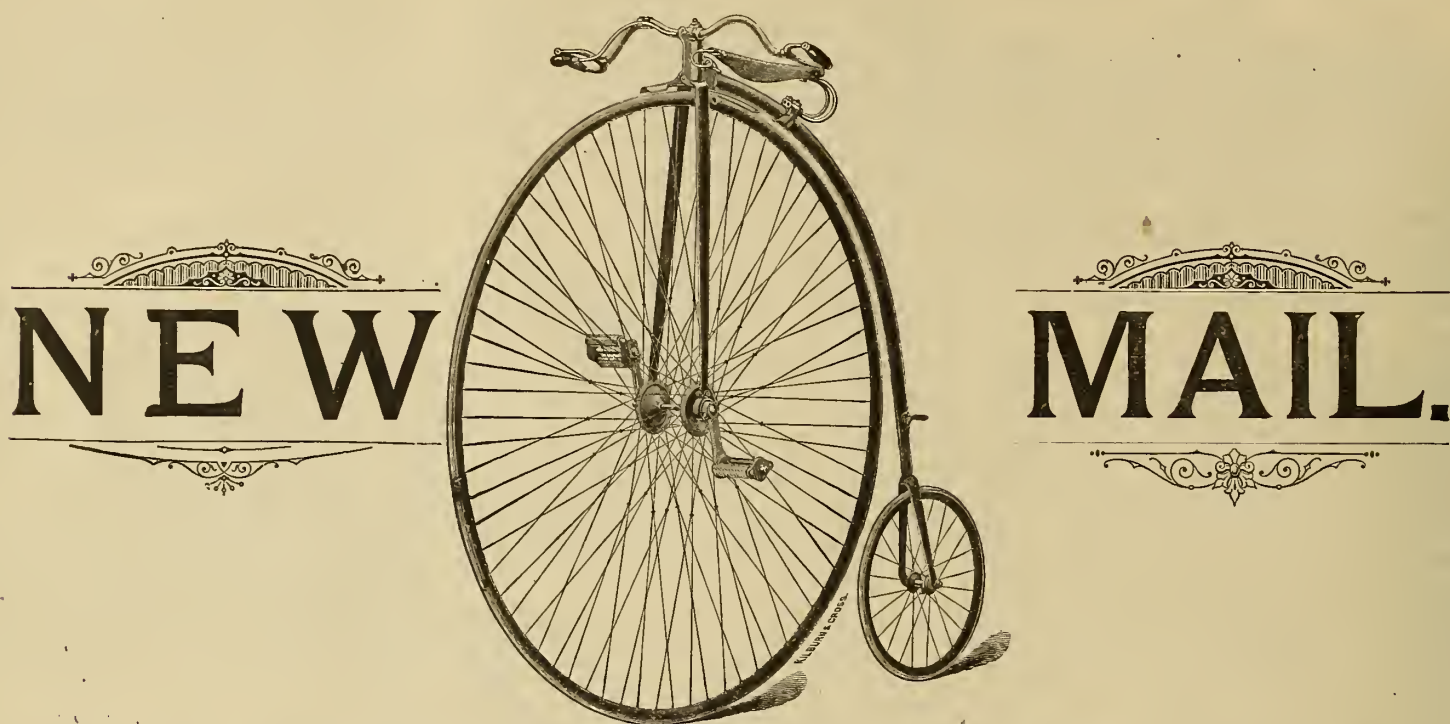
Page is a member of the Manhattan Athletic Club and half a dozen other clubs, and has a whole box full of medals that he has won in various contests. He is now 5 feet 6 3/4 inches in height, and weighs, when trained, 150 pounds. *Ex.*

A WISE CONGREGATION.

THEY PRESENT THEIR PASTOR WITH A TRICYCLE.

For some months the young men of St. John's Church have been impressed with the idea that it would be a very pleasant sight to see their rector, Rev. Otis A. Glazebrook, mounted on a tricycle, spinning along over the pleasant roads during the spring and summer, obtaining the recreation and exercise he might be apt to neglect in his zeal for the work of his parish. Accordingly, a self-appointed committee, consisting of Messrs. D. B. Bonnett, J. M. Lewis, H. C. Meeker and Geo. F. Jones, went to work, and in a short time had the necessary funds and purchased a beautiful Columbia, three-track, light roadster, with all the latest improvements. This machine was taken to the Elizabeth Wheelmen's Club-house, and one evening last week Mr. Glazebrook was called upon by Mr. Lewis and invited to visit the house. He did so, and was pleasantly greeted by a number of gentlemen who had gathered to enjoy the occasion. At the proper time the folding doors into the wheel-room were thrown open, and Mr. D. B. Bonnett in a neat speech presented the trike to Mr. Glazebrook in behalf of the male members of his Church. Mr. Glazebrook was completely surprised, and though usually ready in speech, had no word to utter for the moment. Finally he expressed his gratification and appreciation, and made a happy little speech in acceptance.

The pleasant incident might be repeated with pleasure and profit both to pastor and people in other city churches, and doubtless will be.—*Elizabeth Daily Journal.*



1888 NEW MAIL.

LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the

NEW MAIL LIGHT ROADSTER,

brought out by us last year, of American Manufacture. All parts Steel Forgings and strictly interchangeable.

THE ONLY WHEEL

having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's **NEW MAIL**, and as they are the opinions of well known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel cannot be offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically that the true *Merit* of the Trigwell Patent may be clearly understood. We wish to impress these facts:

That we control the Trigwell and others *cannot use it*. That the Trigwell is the only Ball Head confining the balls. That we were the *First* to adopt the Ball Head, and hence have had the most experience with it, and we *declare* the Trigwell, which we have used two and one-half years, a *Magnificent Success*. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year—we *do not alter the Head* in a single detail. Every part has been *dead right*, and no change required. Don't book your order for a new mount till sending for Descriptive Catalogue of **NEW MAIL**, out February 1st. Send your name *now*. Good Agents wanted in every town. Our former Agents requested to write us *at once* if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less than Last Year. Can now be seen at our Warerooms.

WM. READ & SONS, 107 Washington St., Boston.

A FEW NOTES ON THE STANLEY SHOW OF '88.

BY "GENTLEMAN JOHN."

The Stanley Show of 1888 is over, and the success is echoed on every hand by manufacturers, by cyclists, and by the curious public, thousands of whom went to the "Show" simply to see what was to be seen, for many of them knew as much about cycles, or cycling, as a cow does about Paradise.

This year's "Show" was the 11th "Show," and "out-Stanleyed" anything that had gone before, to such an extent that it required the Aquarium and St. Stephen's Hall (both under the same roof in Westminster, S. W., London) to accommodate the contributors (numbering more than 150). The cycles alone numbered somewhere between 800 and 1,000, and when it is remembered that *each one* of these cycles differed considerably in certain points from the others, it is quite apparent that the man who came with the intention of thoroughly "doing" the Show had his hands uncomfortably full, if he saw and examined critically each of the 800 or 1,000 machines, and perhaps discussed with the often-too-awfully-sanguine-and-enthusiastic-exhibitor the "good points" of his "special space annihilator." "Six days shalt thou labor and do all thy sight seeing" was the motto of the Stanley Show, and the luckless wight who wandered into the hall on the seventh day would see nothing but confusion, packing crates, and unscrewing and dissecting machines for removal to the stores or factories from whence they came.

THE FEATURE OF THE SHOW

was, of course, the "safeties," which have already supplanted in a great measure the "ordinaries," from whose high-arched and glossy neck we have so often measured our length upon the macadam. Though the "ordinary" may live for aye in America, he is "dying, Egypt, dying" very fast over here, and out of, say one hundred machines that I saw on the Ripley Road a few Sundays ago there were perhaps four ordinaries, the rest being principally safety bicycles, tricycles and tandems. A man who rides an "ordinary" over here, is regarded as a kind of crank, and I must say that I have become a most unwilling but enthusiastic convert to the safety bicycle, which seems to be quite as fast, more comfortable and incomparably safer than the 55-inch ordinary bicycle. I should judge that the safety bicycles formed at least one half of the cycle exhibits, so some idea of the nature of the alleged "craze" may be arrived at.

But it is as ridiculous to call it a "safety craze" as it would have been to speak, a few short years ago, of a "tricycle craze."

We all know how much of a craze is that of tricycling, and how often the man on the crupper-type (provided he can ride decently) comes in from a long club run on good roads looking just as cool and comfortable as his companions on their tall "ordinaries." We are forced to admit that there is *something in tricycles*, and the same admission has been forced upon and accepted by English riders in regard to the relative value of the "safety."

I do not think that it can be very long, before even the most pronounced "ordinary cranks," in America will have come to the conclusion that provided a safety is safe, as fast, and comfortable as the ordinary, as (provided, always) then all things being equal, the safety is the superior machine, as it does away in large measure with the arnica and courtplaster which have gone hand in hand with bicycling for more than thirteen years. Those who like "just a little pain" with their machine, can of course cling fondly to their first love, the "ordinary." It will not be long before the Frontier cycle poet is writing

FAREWELL VERSES TO HIS LOFTY '59,

and welcoming his geared-up equal-wheeled safety, with wheels of 30 inches diameter. And whether it be "craze" or not, it is upon the safety that the makers are, to a man, directing their best effort and ingenuity.

The ordinary bicycle is this season practically at a standstill, but the safety is progressing fast. The most popular type is made with equal sized wheels, each of about 30 inches diameter and geared up from 50 to 60 inches, according to the requirements of the rider. The *bracing of the bearings* is the most important feature in the selection of a safety and it is a feature which nine out of ten of the manufacturers seem to have overlooked. If you will sit on a safety for the space of one minute

while I hold the machine, I will show you what I mean. You are seated in position to ride; well, put all your power upon the pedals and what is the result?

If the bearings are not properly braced, both fore and aft, they are bound to yield, or give, at the point of their connection with the framework, where rigidity is most needed. Without rigidity you will have elasticity in too great a measure to be consistent with properly applied power. Improperly applied power means lost power, and lost power means loss of speed, and besides, a machine whose *framework* (and not whose *tire*), responds to every ounce of pressure from the pedals, is a very undesirable mount, and liable to be in the repairer's hands as much as on the road. Cyclers are becoming very critical and want nothing but the best, and the firm that allows unmechanical and nonsensical rubbish to go out of its workshop, is practically applying the knife to its own throat. Had it not been for our cycling press we might never have been so critical, but the facts remain that we are, that many of us know what we want (although there are notorious exceptions) and most of us know what is what.

The most mechanical and substantial framework I have seen at the show is almost a perfect diamond in shape (like that on the Humber safety) with this exception, that for additional security the diamond is braced from its upper corner next the steering head to the lower corner where the bearings are placed. This framework is neat and thoroughly practical which is more than can be said of most of the miserably designed make-shifts which are supposed to do duty as bearing braces in a safety bicycle. A great deal of effort has been made (in most cases misapplied) upon anti-vibration front-fork arrangements for safety bicycles and tricycles. With few exceptions they are worthless when put to the practical test of a hard road rider on indifferent roads. There are, however; a few of these contrivances that deserve credit, notably one affixed to the front-fork and steering rod of a machine made by one Golden, and known as the "Golden Era." I saw the machine ridden over large blocks of wood with a lighted lamp, and it had no effect upon the flame of the lamp except to make it flicker slightly. I then tried the experiment with like results, and the jar from the block was hardly imparted to the saddle, being very inconsiderable. There were other points about the machine which a kind critic would do well to overlook in describing the machine, but the front-fork arrangement as a means of combating vibration was good. The arrangement was affected by making the upper portion of the steering rod larger than that portion terminating in the fork. The lower portion telescoped inside the larger and upper portion, against a very stout coiled spring which was of such construction that the coils of the spring would only touch each other when subjected to a shock equal to a pressure of about three hundred and ten pounds. On one of Dan Albone's famous "Ivel" safeties was a very unique spoke with a paradoxical name—A *direct tangent*. The hub was filed out so that it bore certain resemblance to the gear wheel of a safety, that is, it had cogs of say three-eighths of an inch in depth. These cogs were each drilled with a spoke hole in such a manner as to give you as a result a *direct spoke* with a tangent pull. I may be wrong (and often am) but I think the idea is a very excellent one and worthy of adoption. The spoke is more readily replaced in case of breakage, and there are no nasty angles in the spoke. We all know how how liable to break is a tightly drawn spoke when there is a neck or angle at its place of contact with the hub. The spade handle is unpopular over here. Different countries have, of course, different requirements.

THE POPE MANUFACTURING COMPANY

was the only American firm represented at the show. The exhibit consists of four beautiful machines which, notwithstanding the fact that they were *not* (as were nearly all of the English exhibits) *specially prepared* for the Stanley show, but out of stock, attracted a steady stream of admirers who said that they did not see why Rowe's record might not have been correct if accomplished on such beautiful machines. The exhibit consisted of four bicycles, a "Light Roadster," an "Expert," a "Volunteer" and a "Columbia Racer." The double grip pedals were much admired, as were the saddle and springs. Even the English admit that the style (if not the leather) of our saddles is far superior to anything that they have in England.

The only American gentlemen whom I was fortunate enough to meet at the show were Mr. Sam'l T. Clark, of Baltimore, M. D. (New Rapid, you

know), Mr. Belden, of Hartford, Connecticut, Mr. Owen, of Washington (Belden's room-mate and chum), and Mr. Joseph Pennell, the artist, who is resting on his oars, after having illustrated the lovely little work which his better half, Mrs. Elizabeth Robbins Pennell has written—"Our Sentimental Journey,"—a work which cannot fail to fascinate those who delight in the fresh, the crisp and the artistic. The combined work of the Pennells is descriptive, and treats of the same territory as was covered by that highly questionable writer, "Sterne," when he wrote his "Sentimental Journey." To say that the book is a gem is to be very faint in one's praise.

The Americans had a patriotic way of clustering around Sydney Lee, who was in charge of the Columbia exhibit, and there they talked American shop. And besides, it was in a principal portion of the building, and near the place where we went when we were thirsty. But of this enough.

THE TENDENCY IN TRICYCLES

is to make the wheels of equal diameter, to gear high and to make them scale under 60 pounds. The crupper type is the most popular. The war cycles are in great plenty, and comprise safety, tandem, and four-in-hand mounts. Some of these look practical, while the others seem to be made for laughing at.

The Coventry Machinists' Co. have a vehicle, a sort of hansom driven from the rear by four coolies, made for the Emperor of Morocco at a cost of about \$1,000. It is said to be for use in his garden, which is said to comprise some 40 miles square of territory. Whether he is going to take a small percentage of his harem out daily with him for an airing, is only a matter of conjecture as yet, but it is safe to say, that if the roads are good, and the coolies are strong, and the wind blows the right way, that the Whittaker-McCurdy records are apt to go under. You see, the "coolies" will have to "make the records to order" or loose their head-piece. "Off goes your head," says the Emperor, "if you fail to eclipse the Whittaker record of 323 miles in twenty-four hours." And Emperors and Sultans are, in a case of "heads off" or "thumbs down," generally men of their word, so the records are apt to go. The best thing the coolies can do, if they want long life and prosperity, is to engage a "manager" (with an obedient stop watch) who is not too scrupulous, and who would not mind hiring a few false witnesses (at so much per head) to make the "square hippodrome" appear to be otherwise than faked up. A good drunken and otherwise irresponsible Justice of the Peace could also be hired to *accompany* the team, and testify upon the summit of a stack of bibles that the evidence of the "competent false witnesses" was of such a nature as to be accepted without any question. There are a few men in America who could undertake the position, and save the heads of the coolie team, provided that the coolies did not squeal on one another, and give some of their letters to an enthusiastic newspaper man for publication. GENTLEMAN JOHN.

TEAM ROAD RACING ASSOCIATION.

The annual meeting of the New York and New Jersey Team Road Racing Association was held Saturday evening, at the New York Bicycle Club house. The attendance was large and the meeting enthusiastic. The following officers were elected: President, W. D. Edwards, H. W.; Vice-President, G. C. Pennell, E. W.; Secretary, M. L. Bridgman, K. C. W.; additional Trustees, E. J. Shriver, N. Y. B. C.; Howard Greenman, Ilderan B. C. and C. A. Stenken, H. C. W.

The Citizens Club sent in their resignation, which was accepted. The New Jersey Wheelmen have disbanded and their name was dropped from the rolls. The resignation of the Orange Wanderers, which was laid on the table at the last meeting of the Association, was not acted upon, until the feeling of the Orange Wanderers could be obtained.



The trustees were directed to provide honor medals of bronze, to be awarded in each race, to the first third of the contestants at the finish; *i. e.*, if twenty-four men start, the first eight will receive honor medals. The idea is to encourage all the clubs to enter teams and to spur each man on to his best endeavor.

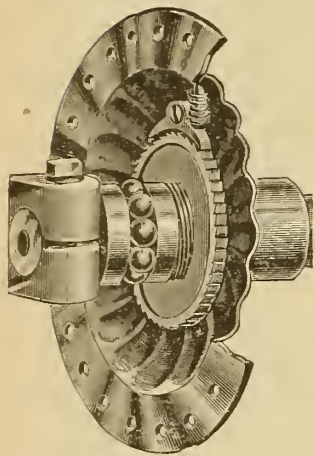
Mr. Shriver gave notice that at the next meeting of the Association, he would move an amendment to the By-Laws, raising the dues from \$5 to \$10 per year.

No course for the race of May 30th was decided upon, and the Irvington-Milburn course will probably be used.

THE LIGHT CHAMPION FOR

PRICE 48 INCH \$115.00

POSITIVELY THE HIGHEST GRADE  1888.  AND MOST EXPENSIVELY
CONSTRUCTED BICYCLE EXTANT.
ALL STEEL.



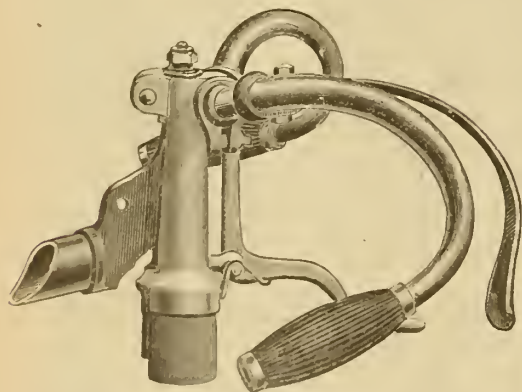
SHOWING PATENT CRANK
FASTENING, CORRUGATED HUB
AND BEARING ADJUSTMENT.



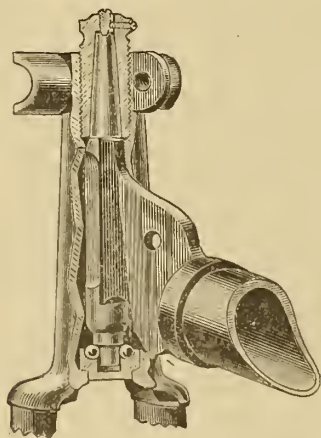
WEIGHT 52 INCH. 37 1/2 LBS.

Our design, rolled from
cold steel and having no
holes in inner shell.

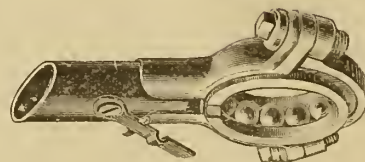
Rims of imported pattern used by other
makers, rolled from annealed steel, weakened
by unnecessary drilling to insert spokes and
nipples.



SHOWING BRAKE AND SPRING, AND OUR CELEBRATED PATENT RAMSHORN HANDLE BAR.



SHOWING BALL BEARING HEAD AND
NEW REINFORCED NECK.



NEW FORK END,
VERY MUCH LIGHTER
THAN ANY
YET DEVISED.

THE AMERICAN RAMBLER.
PRICE \$120.00



WEIGHT WITH ALL ON 44 LBS.

LARGEST, MOST ARTISTIC
AND COMPLETE
CYCLE CATALOGUE
PUBLISHED.

SENT ON APPLICATION.

GORMULLY & JEFFERY MFG. CO.

222 TO 228 N. FRANKLIN ST.

LARGEST AMERICAN MANUFACTURERS
OF CYCLES AND SUNDRIES.

CHICAGO, ILL.

THE BOARD MEET.

WELLS RESIGNS—NEW CONSTITUTION—BALTIMORE MEET.

The Board of officers L. A. W. held their annual spring meeting at the Grand Union, on Monday, commencing Monday at 10 A. M., and finishing at 5.15 P. M. The meeting was harmonious, the reorganization committee's report was accepted and provision made for a constitutional convention at Baltimore, and the invitation of the Maryland Division to hold the ninth annual meet at Baltimore was accepted.

Many of the out-of-town representatives arrived on Sunday, and the day was spent in discussing matters likely to come before the meet. The Boston contingent came down on the Fall River Line. They brought with them a large demijohn of Boston Club punch, and that hilarity reigned supreme goes without saying.

When the meeting was called to order, promptly at ten o'clock Monday morning, the members of the Board turned up in parlor A—scene of last year's battle—bright and business looking. President Kirkpatrick, clean shaven and intellectual-looking wielded the gavel. Mr. Bassett, ponderously humorous, flitted from place to place to arrange his mass of official documents. Chief Consul Bidwell, enveloped in gorgeous spring raiment, looked cherubic.

Park Commissioner Luscomb, full of his new dignities, hobnobbed with Bull, of Buffalo, and Dr. Butler of the same city. Gerry Jones, of Binghamton, son of he-who-pays-the-freight, flitted hither and thither clad in a budding mustache and a diamond pin. Treasurer Brewster, sharp-featured and with a peculiarly Westernish air that is born of much hustling, beamed through a pair of spectacles. Messrs. Gulick, Clapp and Beckwith, of the Cits., sat together. The Pennsylvania men flitted hither and thither and there was much whispering. Chief Consul Jessup, whitehaired and dignified, Kirk Brown, Mr. Tucker and Mr. Wells were prominent figures.

THE BUSINESS OF THE MEETING.

Meeting called to order at ten. President Kirkpatrick in the chair, Abbott Bassett acting as Secretary.

Credentials Committee appointed, W. W. Share, Chairman. Committee retired, and after a half hour's recess reported forty-nine men actually present—this was increased by later arrivals, and 103 represented by proxy; total, 152. The proxies of the following members were rejected: Sanford Northrup, New Jersey, and B. S. Rose, New Jersey, both of whom had failed to renew. Upon roll-call, the following men responded. The numbers represent the numbers of proxies they held: New York—G. R. Bidwell, 6; C. S. Luscomb, 3; W. W. Share, 3; Knight L. Clapp, 2; N. M. Beckwith, 2; W. S. Bull, 3; A. M. Dickinson, 2; J. R. Nelson, 1; C. S. Butler, 2; J. C. Gulick, 1; A. B. Barkman, 1; W. H. De Graaf, 1; E. J. Shriver, 1; W. M. Nisbett, M. L. Bridgman, Charles Schwalbach, Gerry Jones, E. F. Hill.

Massachusetts—H. W. Hayes, 6; G. W. Parker, 3; A. W. Robinson, 2; C. S. Howard, 3; A. Bassett, 3; W. H. Emery, 3; W. G. Kendall.

Pennsylvania—G. A. Jessup, 6; J. J. VanNort, 3; J. G. Carpenter, 2; Kirk Brown, 1; Frank Read, 2; J. E. Harder, 3; W. R. Tucker, 1; J. A. Dakin, 1.

New Jersey—J. H. Cooley, 6; F. A. Kinch, 1; Howard A. Smith, A. J. Wright, E. F. Burns.

Ohio—J. R. Dunn, 6; T. J. Kirkpatrick, 3.

Missouri—W. M. Brewster, 6.

Rhode Island—C. S. Davol, 3.

California—J. W. Gibson, 3.

Washington, D. C.—A. E. Mealy, 6.

THE CASE OF MR. WELLS.

The list of appointments since the last meeting of the Board were read for confirmation. Among the list was the name of John A. Wells, appointed Representative for Pennsylvania. As soon as the list had been read, Mr. Tucker, Pennsylvania

Division, secured the floor. Mr. Tucker had not been seen at any of the previous Board meets. He had doubtless come on to take care of the Wells case and no better man could have been selected. He waved the olive branch of harmony; spoke honied words of patriotism; assured the Board of Pennsylvania's desire for peace and justice and asked that Mr. Wells be dealt with impartially. He completely disarmed enmity and suspicion and was a success at once. The Pennsylvania Division has a good man in Mr. Tucker. Mr. Tucker shrewdly advanced the very nice point of order that, as he had not been confirmed by the Board—his name being among the list of new appointees—he had no right to the floor. Upon motion of Mr. Share, Mr. Tucker's appointment was confirmed. With condescension, Mr. Tucker thanked the Board for its kindness. Then in a flight of oratory he reviewed the case of Mr. Wells, his rejection at the last Board meeting, and questioned the justice and policy of the Board's action.

Mr. Tucker finally moved that a committee of five be appointed to investigate the matter and report to the meeting later in the day. He appealed to the Chair to select a committee above the faintest suspicion of prejudice and impartiality. Should the Committee recommend the rejection of Mr. Wells, its decision should govern the vote of the Board and should be final. Several men seconded the motion.

Mr. Clapp objected, and substituted that the committee be appointed to consider the confirmation of Mr. Wells. Mr. Butler suggested that all representatives, except Mr. Wells, be confirmed. Mr. Jones moved that Mr. Tucker's motion be laid on the table, in order that a new and proper motion be made. Not seconded, Mr. Tucker at the moment withdrawing his motion.

Dr. Butler moved that the list of representatives' names be divided. Carried without discussion.

Dr. Butler moved that the list of the representatives be confirmed, with the exception of Mr. Wells. Motion carried. Mr. Tucker moved that Mr. Wells' case be submitted to a committee of five, to report at the meeting. Committee consisting of Messrs. Dunn, Kendall, Mealy, Brewster and Share (chairman) were appointed and retired.

OTHER ROUTINE BUSINESS.

Moved that the minutes of previous meeting, as published in official organ, be approved. Carried.

PRESIDENT'S REPORT.

President Kirkpatrick made a brief report. The work accomplished was included in the Secretary-Editor's and Executive Committee's report.

TREASURER'S REPORT.

RECEIPTS	
Balance on hand, Oct. 14, 1887.....	\$596.01
Cash from life memberships.....	70.00
	666.01

PAYMENTS.	
By legal services, John C. Gulick.....	\$340.45
Balance.....	324.56
Due bills, to be paid.....	245.61
Report accepted and filed.....	

SECRETARY'S REPORT.

Copies of Bulletin printed 1886.....	484.150
1887.....	609.150
Expenditures, 1886.....	\$13,808.76
Receipts for advertising, 1886.....	10,337.85
Deficiency, 1886.....	3,470.91
Expenditures, 1887.....	\$12,373.80
Receipts for advertising, 1887.....	10,611.10
Deficiency, 1887.....	1,762.70

MEMBERSHIP.

1886 Total membership.....	10,264
1887 Renewals.....	7,707
1887 Total membership.....	11,939
1888 Renewals.....	7,761
1888 Applications.....	639
1888 Life members.....	47
1888 Total membership.....	8,501

STANDING COMMITTEE REPORTS.

The Executive Committee, per Mr. Hayes, reported that during the past year, economy had been the word at the Secretary-Editor's office. But notwithstanding that, the committee concluded that the League could not publish a paper without loss; that the publication of a paper was an enterprise for a private corporation and private capital. The committee explained the contract entered into with the *Bicycling World* Publishing Co., whereby that company agreed to send a paper each week for one year to each member of the League, paying the League \$300 for the privilege of publishing its paper. The committee's report was accepted.

AMENDMENT TO BY-LAWS.

Dr. Butler, of the Rules and Regulations Committee moved certain amendments to the By-Laws, of which he had given due notice in *Bulletin* February 17, page 82. The amendments were made in accordance with the new plan of reorganization and were as follows:

1. Substituting June, in place of March, as the time to send out voting blanks for the election of Chief Consuls and Representatives.

2. Each member who shall be admitted up to or who shall have paid his dues up to July 1, instead of March 1, shall be entitled to cast one vote for Chief Consul and one vote for each representative his State is entitled to up to June 1, instead of March 1. Further changes provide that all ballots shall be returned to the Secretary by July 15, instead of April 10, and that the Rights and Privileges Committee make a full return of the elections, to the President by August 1 instead of April 20.

3. The same change of dates in regard to sending out, returning and counting the ballots and reporting the results are applied to elections when conducted by State Divisions.

4. By the last change, the President is ordered to declare the result by August 15th instead of May 1st.

Rights and Privileges Committee.—Mr. Luscomb, Chairman, reported that no new cases had come up before the Committee since the fall meet of the Board.

Racing Board.—Mr. Cooley, Chairman, had nothing to report.

Transportation Committee.—Mr. Bidwell, Eastern Representative of the Committee, had nothing to report.

Bookmaster, Mr. Barkman, had nothing to report.

Tourmaster, Mr. Ayers; not present; no report.

Membership Committee, no report.

THE REORGANIZATION COMMITTEE.

Mr. Luscomb, Chairman of the Committee, reported and read a new Constitution and By-Laws, which the Committee presented as the final report and recommended that a Constitutional Convention be called for to consider the same. The Committee had held four meetings; had taken the advice of all the available officers of the L. A. W. had examined a mass of suggestions, received in reply to their invitation to all members to submit their views and had consulted Secretary-Editor and Executive Committee ex-members. Mr. Luscomb then read the new Constitution and By-Laws, clearly explaining every section, giving the reasons for their adoption and noting the difference between the proposed code and that at present in force. Mr. Luscomb had a comprehensive grasp of the subject and every section in the new code was expressed in terse English, of which Mr. Luscomb is a master. The Constitution and By-Laws are founded on the reorganization scheme recently printed in *THE WHEEL*.

Mr. Hayes moved that the report be accepted and referred to a Constitutional Convention, to be held at the Baltimore Annual Meet. Carried. Messrs. Clapp, Bradford and others asked if suggestions might not be made, but they were ruled out of order. The Committee was continued in force till the Constitutional Convention.

Mr. Brown referred to the general unsatisfactoriness of the League uniform. He thought there should be more depots than one in the country at which L. A. W. members might procure uniforms, and thus avoid the delay now necessitated by sending to Philadelphia from remote sections of the country. Mr. Barkman spoke in the same strain. Mr. Bidwell, Uniform Committee, replied that he had heard of no complaints. The present uniformists have a three years' contract.

INVITATION TO BALTIMORE.

Under the head of New Business, the Maryland Division's invitation to hold the Ninth Annual Meet at Baltimore, on June 15th, 19th and 20th, Monday, Tuesday and Wednesday, was read and accepted with thanks, on motion of Mr. Jessup. The Marylanders promise to eclipse all previous League meets.

THAT CIRCULAR LETTER.

Mr. Brown wanted to know the why and wherefore of a circular letter, which he, in common with all other get-at-able agents had been favored by the Secretary-Editor. The letter inquired for the captains of clubs, the wheel they rode, the favorite wheel in the district, etc. Mr. Brown pronounced the letter "Fishy," and stated that it was doubtless sent out in the interest of some

manufacturer. Mr. Bassett endeavored to explain, with evident embarrassment, why the letter was sent out. President Kirkpatrick stated that the reasons were fully known to the Executive Committee. The explanations were hesitant, limited and unsatisfactory, and the very natural supposition that the letter was sent out in the interest of some manufacturer remains unshaken.

There being no further business, and the Investigation Committee not being ready to report, the meeting was adjourned from 1:15 to 3 o'clock.

THE WELLS COMMITTEE.

At three the meeting reconvened. The committee was not ready to report. But an hour was wanted. At four, another reconvention. More delay. At five, under freshly lighted gas jets, the committee fled into a room filled with expectant, somewhat curious men. For the four hours' secret investigation foretold a spicy report.

But, alas! When the meeting was called to order Chief Consul Jessup, of Pennsylvania, offered Mr. John A. Wells' resignation from the Board of Officers. The result was a surprise to most present. The Pennsylvania contingent, seated near the door, were rather taken aback. They had expected a fight and had gotten themselves in readiness for the fracas. It is human nature to be disappointed if something once expects to happen does not come off, even though that something is a fight. Mr. Brown couldn't see how Mr. Wells' resignation could be accepted. Some one proposed three cheers for Mr. Wells, but the attempt died, almost with the suggestion. Others thought the Committee's report should be read. Mr. Shriver made a motion to that effect. Mr. Tucker, Wells' advocate, sat resigned and dignified. Finally some one moved that the resignation be accepted, and this being carried, Mr. Wells was no longer a member of the Board.

The committee was silent as to the work they had accomplished. We can only presume that, during their four hours' work, they unearthed and spread for the delectation of Mr. Wells' friends and advocates a nauseating and criminating mass of facts; facts of a kind to prove Mr. Wells unworthy of League membership. It is also probable that, when the committee had driven Mr. Wells to the wall, and was about to crush him with its report, that he bade adieu to valor, linked arms with Dame Discretion and resigned just in time to prevent a whirlwind of dirty linen. It is well that nothing derogatory to Mr. Wells' character was made public. If the secret hearing and the timely resignation were prearranged, the politicians deserve credit; if it was a case of dead luck, Mr. Wells should thank the fates, and not forget his counsellors and friends. It may now be assumed that the Pennsylvania men are fully satisfied that the Board's previous rejection of Mr. Wells was justifiable. If so, we may well shout "Harmony;" may well rejoice that the threatened secession of so powerful a State as Pennsylvania has been avoided; may well hope that the State will take a renewed activity and enthusiasm in League affairs.

OTHER BUSINESS.

When Mr. Wells' case had been disposed of, Mr. Frank Reed, of Philadelphia, demanded the return to a bond, which he had given to the League as security for Ex-Secretary-Editor Aaron. Mr. Reed claimed that he had been induced by the Executive Committee to go on the bond, at a time when they knew Mr. Aaron's accounts to be complicated. [Mr. Reed used stronger language.—Ed.] The Ex-Executive Committee, per Mr. Gulick, denied Mr. Reed's allegation in vigorous yet dignified language. The League had threatened to sue Mr. Reed—as bondsman—for some \$86, which it claimed was still due from Mr. Aaron. Mr. Reed announced his intention to embark his entire fortune, if necessary, in the defense of his rights. Dr. Beckwith moved that the debt be wiped out and that the bond be returned to Mr. Reed. Carried. Happy thought, Doctor. Meeting adjourned.

The Gormully & Jeffery Mfg. Co. have gotten up a very novel machine for testing the bearings of their bicycles before they are shipped. It consists of an endless plank bed, about twenty feet long by five feet broad, and is very similar to the bed used in the old fashioned threshing machine. It attains a speed which causes the wheel of a bicycle to revolve at the rate of fifteen miles an hour. By putting the weight of an ordinary man on the saddle, the same result is accomplished without injury to the wheel as though the bicycle was actually ridden on the road.

ROWE IN ENGLAND.

MORGAN CHASING FOXES ON A RAKISH LOOKING NAG.

"SENATOR" ELOQUENT OVER LYNN'S CHAMPION AND POLITICS.

The appended letter from W. J. Morgan, manager of the American Team of bicyclists, of which champion W. A. Rowe, of Lynn, is now a shining light, together with extracts from a private letter by the latter's attendant, W. F. Allan, also of Lynn, will prove interesting to many of our readers:

EDITORS OF THE ITEM:—I read of snow blockades, forty below zero, and other evidences of sharp work of Father Boreas in "the only country on airth"—commonly called the United States—while looking at green hedge-rows, daisies, violets and other evidences of either spring or a milder climate, during my Christmas and New Year's holidays in South Wales. I sincerely pitied my American friends, and Lynners in particular, while chasing cunning Reynard, otherwise a fox, on a rakish looking nag, which my young and guileless country brother solemnly avowed "could take a fence with the best of them." My experience with this same nag was otherwise. He generally bucked and allowed the others to first break down the fence (or hedge) and then he complacently "crawled through in the whipper-in" position. His stronghold, however, was on the flat road, when it was all I could do to hold him from running over the not too active pack of hounds that made the welkin ring with their dismal howls—while on Master Reynard's track. As a jockey I am much afraid of my ultimate success, as the next day after the hunt, my very bones ached, and on one occasion I was confined to my room with a "fine and large" sore throat, the result of riding, catching cold, or shouting, I know not.

It is not my ambition to hunt poor, unoffending animals, provided by an all-wise Creator for some good purpose, but the fact of the festive foxes stealing two "valuable coach and china hens" (as the old lady assured me) from an old neighbor two nights previously, acted as a spur for me to don a red coat and boots and pursue our mutual enemy with great energy. Speaking of the mildness of the climate in the country of my birth, it is remarkable to relate that, on January 20, the weather was of spring quality and the "oldest inhabitants" spoke of the fact with the air of authority only rightly assumed by the "oldest inhabitants." During a shooting expedition in the Welsh mountains; my clothes actually seemed a burden, so mild and balmy was the atmosphere.

Turning to general subjects, I may as well commence with one dear to the hearts of the Lynn people at large, and the family of the celebrated champion cyclist, William Augustus Rowe, of Lynn, holder of all world's records, amateur and professional, up to twenty-two miles, in particular. It was on receiving a card of "at home" from Mr. and Mrs. W. A. Rowe, at Christmas, that my thoughts reverted to the gallant Massachusetts lad, who had filled all cycloedom with admiration, for the wonderful times he has demonstrated the modern horse capable of doing, when mounted by an athlete who has made strict temperance and a well conducted physical training an object in life. Shortly after receiving the above token of friendship (a courtesy), I received a letter of inquiry from the champion, also one from W. F. Allen, asking my opinion as to his chances of success, and if there was room for another in the "American team," which like "Colman's Mustard" or "Beecham's Pills," is pretty nearly a household word among cyclists and sportsmen in the British Isles to-day, a name made inside a year through hard work and honesty at all times. The reply was an invitation (under certain conditions) to join, and in a week or so a cable dispatch announced the determination of the Lynn lad to join his fortunate countrymen in further search of honors and British Gold.

Landing at Liverpool he was met by the two members of the team, W. M. Woodside (well-known to Lynn) and the sparkling Temple, of Chicago, who was engaged performing "trick" cycling at the important cycle exhibition at the latter city. Woodside had been visiting his family and friends in the north of Ireland and traveled post-haste to welcome his old friend at the great port. Mr. Rowe and his attendant, Mr. Allen, looked remarkably well, and the telegraph wires soon apprised London and all Britain of the latest addition to the famed team.

After resting two days in Liverpool, Rowe, Woodside and Allen proceeded to Leicester to assist your humble servant in concluding the negotiations for the match between the celebrated Richard Howell and W. A. Rowe (which had been under way for a month), for the world's championship and the thousand dollars, the stakes on Mr. Rowe's side being found by the American team. Howell met his rival in a very friendly spirit, although hostilities have been open between the American team and the English champion for some time, through an incident in which Howell was to blame. The matches are one, five and ten miles, best two in three to win, but if either man wins two, he will not be bound to win the third or even contest a third. The articles of agreement were signed, and, after a short stay in Birmingham, Mr. Rowe and Mr. Allen were sent to Torquay, a favorite Winter resort on the south coast of England, where the climate is very warm and there is a good cycle track also for training.

The importance of the coming contest demanded that no expense shall be spared to have the American step on the track April 14 (the date of first race) in tip-top form. One thing is certain, Mr. Rowe will have every attention from the other members of the team, who will, as before, keep their end up. Mr. Rowe appeared before a British audience here on February 25, during the six-day race under the team auspices, and will appear in London at the Cow-Boy vs. Cyclist race in Royal Agricultural Hall, which will also be under the team's management.

"SENATOR" MORGAN.

New Castle-on-Tyne, England, Feb'y 19, 1888.

HUDSON COUNTY WHEELMEN.

An audience of some seven hundred people witnessed the Hudson County Wheelmen's entertainment, held at the Pavonia Rink, Jersey City, on Friday evening last. The programme was attractive, the polo playing of McAnney and Finley, and the trick riding of Maltby being specially applauded. The drills were too long and the events were not run off as promptly as might be. This will doubtless be remedied at future meets of the kind.

The first event was a parade by the Hudson County Wheelmen, who looked well, went through some graceful evolutions and were applauded. Thomas R. Finley followed with an exhibition of trick riding on a Star bicycle. Tommy went through his well known feats and was well received. Finley has a complete mastery of the star and can mount, dismount and propel it either forward or backward by twenty different methods.

A game of polo, on Star bicycles between A. S. Brown, Elizabeth Wheelmen, and C. E. Kluge, H. C. W. was not so well received, both men being evidently out of practice, and their work was far from brilliant.

W. S. Maltby captured the house when he appeared. His first act was "the female impersonator," Maltby came out incomplete—rather incomplete—ballet dress, and gave a graceful performance. Just as he bowed his disappearance he snatched off his golden hair and took the house by surprise. Maltby appeared three times during the evening and exhibited his well known difficult tricks to a storm of applause.

The half mile open handicap proved a fizzle. Caldwell, of the E. W. was at scratch with Gilbert and Parker at thirty yards. The track was eighteen laps to the mile, and the contestants, with the exception of Parker, took headers on almost every lap. The Harlem man escaped unscathed and won a clock. There was also a mile event, but for lack of entries, this was postponed to the disappointment of Parker who thought he had a first mortgage on the race.

The second part of the programme opened with an exhibition by the patience dragoons, a team of light Hudson County Wheelmen, dressed in flaming habiliments of war, who went through a not over perfect drill. Grant McAnney followed with an exhibition on the Star, which was little more than a repetition of Finley's feats. W. S. Maltby gave an amusing exhibition of a dude's first struggle with a bicycle, and Tommy Finley and Grant McAnney concluded the entertainment with a very interesting game of polo, which Finley won.

The entertainment was a success financially, the result of a hard-working committee, which was composed of the following gentlemen: W. T. Markham, T. F. Mercedes, Jr., Dr. H. A. Benedict, C. A. Stenken, G. H. Earl, E. P. Baggott, C. E. Kluge and H. Strugnell.

IMPORTANT TO WHEELMEN AND AGENTS.

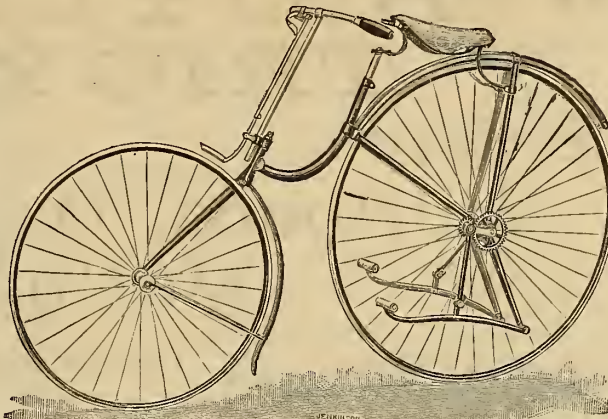
A number of new fads in the way of wheels and cycle outfitings, have been put on the market this year. Many of them will succumb to the test of a little time and will be found wanting. When an article has been in demand for four years, it is no longer an experiment; the very fact that it has been kept before the public so long a time is the best evidence of its popularity. This is the case with the Goetze bicycle hose, well-known to New York wheelmen and others. These hose are manufactured by the firm's employees, under their personal supervision. The firm has made a specialty of high-class woolen knit goods, and their brand is well-known. Their hose are now in use by many wheelmen, who are tired experimenting with poor stock. They are long, elastic, and extend somewhat above the knee, and are not so troublesome as shorter stockings, which have a constant tendency to roll down. While many dealers charge \$2, the Goetze hose are sold at \$1.50 per pair. They may be found on sale in many first-class houses, such as Marsters, Matthews & Son, and Wechsler & Abrahams, of Brooklyn; Devlin & Co., Broadway and Warren street; Raymond & Co., Fulton and Nassau streets; G. R. Bidwell, 313 West Fifty-eighth street; E. I. Horsman, 80 William street; E. A. Newell, Eighteenth street and Broadway; W. H. Robertson, 296 Broadway and The Smith Mfg. Co., 123 Fulton street.

It is especially desired to place these hose on sale at all bicycle agents in the United States, and advantageous terms and samples of goods will be submitted. Address, Theo. Goetze & Co., 256 Grand street, New York. *

ESSEX CLUB MEN AT DINNER.

The Essex Bicycle Club, of Newark, N. J., held its annual meeting and dinner at Davis' on Thursday evening last, with a large attendance. This club was organized May 18, 1879, on the Valley Road between Orange and South Orange. There were five members in the club of whom four were officers. The Boston Bicycle Club, since disbanded, was the only other club in the country at the time. Later on when other clubs had sprung into the field, a call was made for the organization of a National Association, and the Essex Club sent representatives to the meeting, which resulted in the formation of the League of American Wheelmen. The Essex Club afterwards yielded its title of senior club to the Brooklyn Club, the members of which were instrumental in having the meeting called and the organization of the League perfected. For a long time after the League had become established all cycling events of any moment were won by members of the Essex, as the world-wide reputation of Johnson and Lafon will show. Its members have always been loyal to the League, and have done faithful work in furthering the interests of cycling. The feasibility of a European tour a wheel was discussed at the meeting. Provision was also made for a tricycle or ladies' division in the club. The report of Secretary-Treasurer Righter showed the club to be in a flourishing condition, and the report of the captain, which gave a resume of the riding during the past year, a statement of individual records, and some valuable suggestions for the coming year, was listened to with interest. The annual oration was delivered by Mr. Sanders, and a humorous speech was delivered by Herbert W. Knight. Mr. Swift was declared the winner of the long-distance trophy for 1887, and Mr. Charles Joy again became the possessor of the "speed challenge cup." The election of officers resulted as follows: President, John B. Lunger; Vice-President, Frederick J. Kerr; Secretary and Treasurer, William S. Righter; Captain, E. Eugene Sargeant; Lieutenant, Madison Alling; Executive Committee, Charles Joy, Elwood C. Harris and Herbert W. Knight. The captain intends to issue a schedule of club runs in a short time, on which all the important points of interest within reach of Newark will be covered.—*Newark Call*.

THE FACILE SWALLOW.



made by the smaller toothed wheel borne on the end of the left crank, which transmits power to the larger toothed wheel. The left lever pulls down on this small pinion; the right lever in turn lifts it up, transmitting power through the solid axle and left crank, both levers thus driving alike. The effect is that while the cranks and solid axle make one turn the hollow axle and the wheel make a turn and a half. The operation of this simple but at first sight puzzling mechanism, was very minutely explained in the *Wheel* of September 9 last. In that number was also described the front-driving Geared Facile, which in shape and proportions is identical with the familiar ungeared (40 and 42 being the usual sizes) and in appearance is not distinguishable from that at a glance, as the only visible differences are in the small gear-wheels added and the slightly longer levers.

The frame of the Swallow is wholly unlike any other machine. It consists of two Y's with their tops meeting above the wheel, and joined there by a tube which serves as a backbone and also (being concave on its under side) as a mud-guard for the wheel. The single arms of the Y's form extensions for holding the levers, which are a little lengthened, to offset the gear, the crank remaining the usual Facile length, three inches. A short curved tube carries the front of the saddle, and on its forward end the steering neck. The brake is a "plunge," the spoon having extra length to offset its working on a smaller wheel. The handles have a backward inclination. Handle-bar and brake-lever adjust together in height, and for convenience of stowage or packing are easily swung around parallel with the wheels or removed altogether. Step (not shown in cut) is on extension. Lamp will be borne by a spring carrier on front fork. Foot-rests are not shown, but will probably be attached just back of head, where they will have the peculiarity of not being interfered with by the turning of wheel. Saddle is a special one, borne on three curved springs, supported by the three upright tubes, and adjustable in height. Steering-wheel is 28 inches; the driver varies from 36 to 42; the standard size—38 geared to 57—will fit nearly all persons.

The entire frame, including handle-bar, levers, and connecting-rods, is weldless steel tubing. Spokes are usually direct, and rims solid; but tangent spokes with hollow rims may be used. Head is the matchless "Abingdon." Bearings are the Facile double-ball, every bearing being adjustable ball; the axle runs on five rows, and the machine contains 249 balls in all; as 249 is rather more than 176, this is "the largest number ever put into one cycle." Finish, polished enamel, with nickel trimmings.

The front fork has great rake, but the centres are in line with the point of contact with the ground; the steering is all that could be desired, and the machine can be ridden without hands.

In material, construction, and finish, this machine represents the utmost present position of the art of cycle-building, and it may be added that riders whose ideas of the Faciles are based on the machines of a couple of years ago are not aware of the progressiveness and improvement in them since. Increased skill is shown in them in many points; for instance, not only in the "Abingdon" ball neck but in the insertion of the ends of the tubes into the solid lugs instead of vice versa, the result being to not only improve the brazing, but to protect the tube ends from burning in the process. The particular "tip" was found on the Humber machines at this year's Show by the representative of one of the cycling papers, and was by him innocently credited to "the wonderful mechanical genius of Mr. Humber," whereas it was seen in last year's Show on the newer patterns of Faciles, and has been used on them ever since.

The following points of superiority over the chain machines are claimed for the geared Faciles:

1. Position of rider, the Facile action being fully vertical, on rising as well as descending pedal.
2. Shorter stroke; with a 6-in. crank and average gearing, the foot on the chain machines goes 37 3/4 inches to drive the wheel 170, while on the geared Faciles it goes only 24 inches, and drives the wheel 188 1/2.
3. Much easier as well as slower and shorter stroke.
4. Tread, the narrowest ever attained, which in part accounts for the easy running.
5. Greater speed, with riders equally matched.
6. Better on hills, notwithstanding the gear averages six inches higher.
7. Less vibration, the wheels not being so extremely small.
8. Pedals do not go so near the ground; hence less liable to strike on stones.
9. Lighter in weight, not because more slightly built but because having fewer parts.
10. Bearings escape entirely the special and severe strain which those of the chain-wheel and driving-wheel must bear from the pull of the chain.
11. The gear wheels have less friction than the chain, and are much less exposed to trouble by mud and grit.
12. The gear wheels need less lubricating; and this is done more easily.
13. The gear wheels are easily cleaned, while a chain is very objectionable in this respect.
14. The gear is noiseless, while a chain is not, and the Facile has no rattle from guards.
15. The Facile gear excels the chain in durability.

The first four at the recent six-day, 72-hour race, rode American Champions and Light Champions. They were Dingley, Knapp, Hollingsworth and McDowell. It was McDowell's first appearance in a race of this kind and his excellent showing proves him a good man.

The Hiderans and Brooklyns combine, and Brooklyn will have another new club house.

Charles Howard is tired of city editing and intends to forsake the desk and again run a cycling column in the *Boston Globe*.

"Gentleman John's" story of the Stanley show is commended to our readers and to the trade. He gives some good pointers on safeties and on one anti-vibration device, which seems an emphatic success.



KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

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

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.

"CLUB" BICYCLES and TRICYCLES.

The Swift Safety.

Marlboro Tricycles.

Marlboro Tandems.

Send for 1888 edition of Catalogue, mailed free.

THE COVENTRY MACHINISTS CO., Ltd., 239 Columbus Ave., Boston, Mass.

PREPARING FOR THE MEET.

Preparations are being rapidly made to entertain the League members at Baltimore, on the 18th, 19th and 20th. The general committee now holds weekly meetings, hearing reports, instructing sub-committees and laying out the programme.

The question of storage at one time assumed a serious aspect and threatened to cost the committee upwards of a thousand dollars. It is determined to save this, if possible, and, as at present proposed, the members of the various clubs will remove their wheels to their homes, and visitors will store their wheels at the club rooms. The hotels and cycle dealers will also afford some accommodation.

The first day will be devoted to the business meet, although those who do not attend this may see the sights or participate in a number of short runs. The features of the second day will be a parade and race meet. On the third day will be a ladies' run and a sail on the bay. A steamer, accommodating 3,500 passengers, will be hired. The steamer will stop at Annapolis long enough to give the visitors an opportunity to visit the Naval Academy and its beautiful grounds, and will then head for Bay Ridge, the Coney Island of Baltimore. Here there is to be found a hundred and one different amusements. After a dip in the briny, a supper will be served at Bay Ridge at eight o'clock. This will be followed by dancing, strolling on the beach, etc. The steamer will start for home at 11 P. M.

The finance committee report favorably. Both cyclists and hotel men have contributed liberally to the entertainment fund, and it is expected that business men will contribute generously.

FROM THE PACIFIC COAST.

Several Eastern wheelmen are here and are making the most of the limited time at their disposal.

Chief Consul Welch is not a candidate for reelection to that office for the ensuing term. The California Division will lose an energetic, faithful and conscientious officer, one who has done much for wheeling on this coast, and all regret to see him retire from the position he has so ably filled since the Division was organized. The coming man for the office, C. C., is Chas. C. Moore, of Stockton.

The California Inter-Club Road Racing Association is now formed and consists of eight clubs, namely: the S. F. Bi. Club, Bay City Wheelmen and Outing Cycling Club, all of S. F.; Ariel Wheel Club, of Oakland; Scorchers, of Alameda; Oak Leaf Wheelmen, of Stockton; Garfield Club, of San Jose and the Sacramento Cyclists.

The first race took place Washington's Birthday. The course was over the well-known San Leandro triangle, three laps completing the distance, twenty-five miles. The Bay City Team carried off the honors of the day, coming in one, two, three order. Elwell first, Adcock second, and Plummer third. Time, 1:38. A heavy wind was blowing, which made the time somewhat slow, it being one

ROBERTSON'S BOXING CLOVES.



Used in the Boxing Championships of America. They are also used by the Pastime Athletic, and other prominent Clubs throughout the country.

ROBERTSON-HILL RUNNING SHOE

Has no equal. Used by the Champions in England and America.

ATHLETIC AND SPORTING GOODS OF ALL KINDS

On Hand or Made to Order.

Robertson's "Correct Sporting Rules," that govern the Championship Competitions in amateur and professional sports of all kinds. Price 25 cents per copy.

WM. H. ROBERTSON,

296 BROADWAY, N. Y.,

Between Reade and Duane Streets.



minute slower than that of last year over the same course. In the above three men the Bay City Wheelmen have a trio that can be beaten by no other club team west of the Mississippi, and equaled by few in the United States. The trophy is a handsome gold and silver punch bowl and ladle and is now the property of the Bay City.

The S. F. Bi. Club, although a member of the association, entered no team. The reason for this I don't know, as they have some fine riders. Probably they had an engagement to have breakfast at the Cliff House, a pleasure they never forego on Sunday and holiday mornings.

The Outing Cycling Club has just moved into their new club rooms, and are now very nicely lodged.

The roads are in splendid condition, and tours are being talked up and planned.

The Bay City's intend to have a century run soon (last year they tied the record of the St. Louis Ramblers) and if the existing record for club century runs is not broken, I'm no prophet.

"HEADERS."

BROOKLYN AND ILDERANS COMBINE

At a special meeting of the Ilderan Club, it was decided to join the Brooklyn Bicycle Club in a body. The latter club has formulated definite plans for the erection of a new club house, and with the addition of the Ilderan's membership, the club will be fully able to swing the project. A number of Ilderans who live in a different section of the city, will join the Kings County Wheelmen.

The Jersey-Fitting Underwear Co. have an interesting page of cuts and descriptions of their goods elsewhere in this paper. The company make a fine line of jersey-fitting outfits, a suit of which we wore last year, and can heartily commend to our readers for warmth, fit, and wear. By referring to their page, our readers will note that Messrs. Holmes & Co. are prepared to fit out bicyclists, athletes and others. They especially desire to place their goods on sale with cycle agents, and these will find it to their advantage to address the firm.

The John Wilkinson Co., 55 State street, Chicago, make a speciality of high-grade wheels at low prices. The firm publishes an interesting catalogue, which will be mailed upon application.

SIEGRIST BROS.,

MANUFACTURERS OF

The Champion Bicycle Shoe.



OUR SPECIALTIES:

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



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

SIEGRIST BROS.,

237 Canal St., cor. Centre,

NEW YORK CITY.

LOOK AROUND BEFORE BUYING.

SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

Vaseline is used by all careful cyclers on their machines for a winter coat, to keep them in good order over the off season.

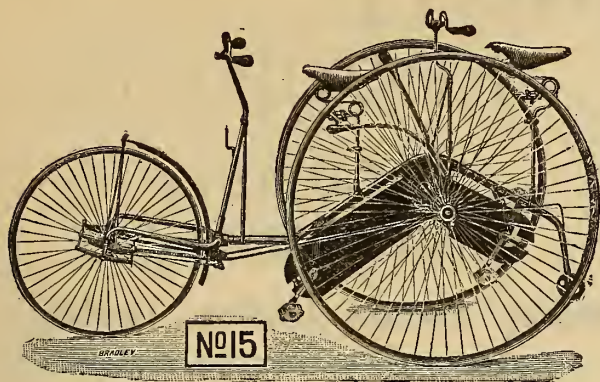
The New York Club's mileage for January and February was 1,100 miles. The largest records are as follows: Eugene Del Genovese, 377; Morgan Marshall, 207; Geo. M. Nisbett, 144; Jos. McFadden, 95; Irving M. Shaw, 59; J. A. Sutherland, 40; E. J. Shriver, 37; J. N. Hanson, 37.

EARL & WILSON'S
MEN'S LINEN COLLARS AND CUFFS.
"ARE THE BEST"
FOR SALE EVERYWHERE.

GILLOTT'S STEEL PENS

ARE THE MOST
PERFECT

We are Sole Agents for New York for New Rapid and Quadrant Cycles



They surpass ALL for STRENGTH, SPEED, MATERIAL and FINISH.

Best Hill Climbers of the Age! All Parts warranted Inter-changeable.

We also have constantly on hand a fine assortment of Second-Hand machines, many fully equal to new, which we have taken in part payment. **NEW RAPIDS** and other mounts which we are selling at very reasonable prices. List of Bargains mailed free on Application.

WHEELS BOUGHT, SOLD AND EXCHANGED.

NEW YORK BICYCLE CO., No. 8 Warren St., N. Y.

FOR SALE, EXCHANGE, WANTS.

FOR SALE—50-inch Expert Columbia, fine condition, price \$75; also, a large printing outfit for a 50 Cyclometer, a timer or stop watch. M. R. Holcomb, Plantsville, Conn.

WANTED—Every person troubled with Corns or Bunions to try a box of Prof. Dorrance's Corn and Bunion cure. Something new. Never known to fail. Sent to any address on receipt of price, 25 cents. Prof. Dorrance, P. O. Box 182, Bay City, Mich.

FOR SALE—Over 250 second-hand and shop-worn Bicycles, at bargain prices. Send stamp for list, and mention this paper. A. W. Gump & Co., Dayton, Ohio.

FOR SALE—Marlboro Club Tandem \$125.00; 5x7 Photo Outfit (cost \$80), \$60.00. Send stamp for particulars. H. R. Bryan, Hudson, N. Y.

FOR SALE CHEAP—A Microscope Attachment for Magic Lantern, with two objectives, high and low power. New and perfect. Can be attached to any lantern. C. E. Woodman, 415 West 59th street.

FOR SALE—A full nickeled, 54 Columbia Expert; ball bearings both wheels, cow horn handles. Tire nearly perfect. Adjustable and interchangeable; cost \$145. Price \$75. Address C. W. BRONSON, Cherry Valley, Box 12, Otsego Co., N. Y.

DONT BUY A BICYCLE until you have sent stamp to A. W. Gump & Co., Dayton, Ohio, for list of over 250 second-hand and shop-worn Bicycles. Mention this paper. Second-hand Guns and Bicycles taken in exchange.

BIG BARGAIN—A Ladies Tricycle for sale. Weight only 37 pounds; good condition. For particulars address W. N., P. O. Box 444, New York.

BARGAIN—For sale, \$150—A genuine Humber Convertible Tandem; has been ridden very little and is in first class condition; extra back-bone. Machine may be seen at Long Island Wheelmen's Club House. Arthur W. Perego, 128 Fulton St., New York.

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

BARGAINS IN BIKES AND TRIKES—Fine lot new and slightly used wheels. Standard Makes. *Only machines sold that can be guaranteed!* All sizes at prices suitable for excellent wheels. Buyers can save from \$50.00 to \$70.00 by purchasing of us. Call or send for Bargain List! New York Bicycle Co., No. 38 Park Place, New York.

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

FOR SALE—At a big bargain—Coventry Machine Co. Convertible Tandem; perfect order; \$100. Write for particulars. H. D. Cochran, 47 West 14th street, N. Y. City.

FOR SALE—A full nickeled (except rims) 52-inch Columbia Standard Bicycle, nearly new. Address L. B. Wheeler, West Winfield, N. Y.

EXPERT—60-in.—Full nickel, balls all over, dropped bars, new tires; first-class order; cheap at \$80. Can be seen at Brooklyn Bicycle Club House. Address B. J. Kellum, Brooklyn Bicycle Club, 112 St. Felix street, Brooklyn.

FOR SALE—Facile, 46-inch, latest pattern (1887), ball bearings all round, enameled, nickel trimmings; good as new; cost \$131. Price \$95. James W. Hillman, Cape Vincent, N. Y.

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

SCHWALBACH has the best assortment of Second-Hand Bicycles and Tricycles. Send size wanted. Chas. Schwabach, Prospect Park Plaza, Brooklyn.

BEAT THIS IF YOU CAN: 54-inch Columbia Expert, full nickel, cow horn bars, ball pedals, Kirk saddle. Price \$85. Chas. Schwabach, Prospect Park Plaza, Brooklyn.

ANOTHER BARGAIN—Same as advertised above, same description, same price. Chas. Schwabach, Prospect Park Plaza, Brooklyn.

WANTED—A Rudge Bicycleette, for which I will exchange even, a top buggy built to order by Grimsby, of Newark, for \$375. Buggy has pole and shafts. J. Wyman, 83 St. Marks Avenue, Brooklyn, N. Y.

TRICYCLE—Columbia, 3-track, good condition, with two lamps, for \$75. Address Columbia, Box 2826, New York.

THE Ross Detachable Luggage Carrier, the best and cheapest carrier made. Price by mail \$1. Send for circular. August Kinne, Richfield Springs, N. Y.

EXTRAORDINARY OFFER.

ANY ONE OR ALL of the following will be sold without reserve to the highest bidder:

- 1—46-inch Columbia Standard.
- 1—48-inch Columbia Special.
- 1—48-inch Columbia Expert.
- 1—48-inch Columbia Expert.
- 1—50-inch Columbia Expert.
- 1—56-inch Columbia Expert.
- 1—49-inch Columbia Light Roadster.
- 1—58-inch American Challenge.
- 1—American Safety.
- 1—Three-track Columbia Tricycle.
- 1—Two-track Columbia Tricycle, new.
- 1—Excelsior Hub Cyclometer, 56-inch wheel.
- 1—Butcher Hub Cyclometer, 56-inch wheel.
- 1—Butcher Spoke Cyclometer, 49.
- 1—Frank Wassor Pocket Rifle, 32 calibre and 600 cartridge.

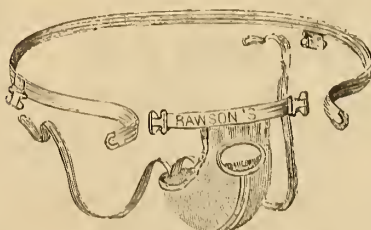
Address A. N. SHAFFER, 84 South Hamilton street, Poughkeepsie, N. Y.

SPADE HANDLES

to fit any Bicycle, \$2.50.

Improved for 1888, making them the most popular handles on the market.

C. W. SPINNEY, Fitchburg, Mass.



A Perfect Fit Guaranteed.
Displacement Impossible.

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

N. B.—"We fill special orders without extra charge."

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

S. E. G. RAWSON,

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

Mention this advertisement when you order



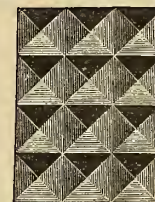
When the Robins Nest Again, We shall have demonstrated that we have sold more

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.

THE JOHN WILKINSON CO.
55 State St., Chicago, Ill.



RUBBER Tennis Soling, WHITE, BLACK, OR RED,

Corrugated or Diamond Pattern for

TENNIS SHOES.

NEW YORK BELTING & PACKING CO.

15 PARK ROW, N. Y.



SCHWALBACH,

Prospect Park Plaza, BROOKLYN.

NEW MAIL

Bicycles,

COLUMBIA

Tricycles, Safeties.

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

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

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

ASK FOR THE

WENCK

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

THE NEW LEVER STAR CHAIN.

This chain can be readily attached to Star Wheels as a substitute for the leather strap.

IT CANNOT BREAK NOR STRETCH.

Enamel. - - - - - Price \$1.00
Nickel, - - - - - 1.50
Postpaid.

F. L. HELLER, Montclair, N. J.

AMATEUR PHOTOGRAPHY.

SUPPLIES OF ALL KINDS.
THE OBRIG CAMERA COMPANY, 152 Broadway, (near Liberty Street), N. Y., invite all Amateurs to drop in, use their Dark Room, and make themselves at home generally.

Agents for the Plantinotype Process.

Pat. March 2, 1886.



ANDREW GRAFF,
MANUFACTURER OF
SEAMLESS SHOES.

SPECIALTIES:

Running, Walking, Bicycle,
Lawn Tennis, Foot Ball

and Base Ball Shoes.

Reg. May 1, 1885.

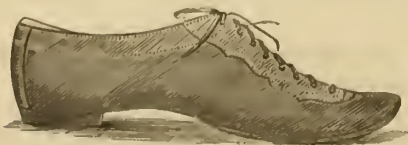
339 Court Street, Brooklyn, N. Y.

The lightest and strongest Road Bicycle Shoe made; average weight 10 to 12 oz.

Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a pair.

All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroo.

ANDREW GRAFF, 339 Court st., Brooklyn, L. I.
DEAR SIR—The shoes which you made me are very satisfactory and are without doubt the best I have ever seen or used.
Yours very truly,
A. B. RICH.



Send stamp for Illustrated Catalogue and Price List.

PIANOS

Are at present the most popular and

THE CELEBRATED

SOHMER

PIANOS

preferred by the leading Artists.

NOS. 149 TO 155 EAST 14TH STREET, NEW YORK.

For Sale upon Royalty.

The right to manufacture and sell throughout the United States

AN ATHLETIC ROWING VEHICLE

(or improved Tricycle), having oar handles, outriggers, sliding-seat, etc., in which one or more persons may perform upon land, at very great speed, all the evolutions of rowing a boat upon the water. Apply to Room 70, Astor Building, No. 10 Wall street, New York.

THE

Continental Hotel,

448 & 454 BROAD STREET,

OPPOSITE D. L. & W. R. R.

Newark, N. J.

The largest and finest appointed Hotel in the city, and for many years the acknowledged League Headquarters.

SPACIOUS BILLIARD PARLORS AND CAFÉ

Connected with the Hotel.

H. C. WHITTY & CO.,

Proprietors

Our new Branch Store will be open about March 15th, at No. 16 PARK ST., ORANGE, N. J. Complete Line of Rental Machines.

Newark Telephone, 673. Orange Telephone, 134.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.



ANKLE ACTION

(See L. A. W. Bulletin, Feb. 21.)

Is learned the easiest and best on the Eureka Home Trainer and Bicycle Stand.

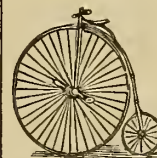
PRICE - - - \$7.50

In Bicycles, Tricycles and Sundries we can also please you with style, quality, price and terms. Correspondence solicited. M. A. WOODBURY, 43 and 45 Mechanic Street, Bradford, Pa.

EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

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



EUREKA HOME TRAINER and Bicycle Stand, adjustable, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

--- HOW TO ---

Buy, Sell or Exchange.

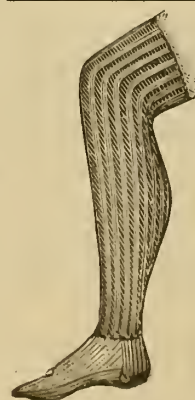
ADVERTISE IN OUR

For Sale, Exchange, and Wants Column.

Twenty-five Words, - - - Fifteen Cents.

Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED BY TUESDAY MORNING.



OLD RELIABLE

DEAD BLACK

THEO. GOETZE & CO.,

256 GRAND ST.,

Manufacturers of

Bicycle Hose.

FOR SALE EVERYWHERE!

Correspondence from the Trade Solicited.

THE VICTOR LIGHT ROADSTERS have always been acknowledged by *old riders* and *those who know about wheels* to be perfection in make, material, strength, and running qualities. Hence there have been practically no changes in the 1888 pattern. It is impossible to loosen the new compressed tires. Reduced in price to \$125 for a 50-in.

THE VICTOR TRICYCLES have become the most popular of the *cripper* type. The spring forks make the vibration imperceptible, and good sized obstacles occasion scarcely a jar. The rider and the machine are thus saved, making the VICTOR *the easiest running and most durable tricycle*. Price \$160.

The demand for Rover type safeties this season is unprecedented. The VICTOR SAFETY has been greatly improved, the form of the frame being changed to brace thoroughly the axle of the driving gear, a weak spot with all other makes, and where there is the greatest strain. The spring fork does away with the annoying vibration and makes the VICTOR SAFETY *the only one that can be easily run over rough roads*. Price \$135.

That boys and youths might have a *high grade wheel at a low figure* the VICTOR JUNIOR has been created. It has cow-horn bars, spade handles, balls to the front wheel, and preserves the principal merits of make and material of the *Victor Light Roadster*, of which in appearance it is a close counterpart. Price \$75 for 50-in., with a reduction of \$5 for each size down to 38-in.

New Yorkers, Brooklynites
Jersey men, and all
others can see
and buy
the

VICTOR

FOR 1888.

AT THE

Manhattan Wheel Exchange,

WETMORE & CHESTER,

49 Cortlandt St., New York City.

To supply the wants of Young America we have also the YOUTH'S PREMIER, a handsome, strongly built machine with cow-horn bars, spade handles and patent bearings. From all the makes of cheaper grades of boys' bicycles offered us, we selected this one, as the only one that possessed the merits of high-priced wheels. Price \$60 for 50-in., with \$5 reduction for each size down to 34-in. Spade handles \$2 extra.

READ OUR RULES.

No machine placed on our list unless it is in our hands.

Our charge for selling is ten dollars and storage at one dollar per month. No tricycles handled on commission.

A receipt is given for each machine, and we are responsible in case of loss for the net price charged. Our stock is fully insured.

Our customers are not bound to leave their machines with us any longer than they may care, and can remove them by paying freight, storage, and other expenses.

In shipping to us freight must be prepaid. We are not responsible for breakage in transit.

Our terms to sellers are strictly cash. Charge for crating \$2. New wheels crated free.

In order that all may have a chance to prove to their own satisfaction that VICTORS ARE THE BEST WHEELS MADE IN THE WORLD, we will take OLD MOUNTS IN PART PAYMENT for them at fair allowances. When writing to exchange describe minutely.

Owing to our extensive trade our chance is the best to sell your SECOND-HAND WHEELS for you on commission quickly. We cannot supply our present demand. Our big second-hand commission business and our taking of wheels in exchange, give us the biggest list of big bargains in America.

Can these Prices be Beaten ?

OUR LIST, MARCH 1, 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. 47.—54-in. Club Racer. Prime cond. Price \$40.

No. 50.—52-in. Col Expert. Enam. Balls all over. Good cond. Big bargain at \$75.

No. 55.—54-in Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$100.

No. 62.—Victor 3-track tricycle. Bell and lamp. Good as new. Price \$85.

No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.

No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$58.

No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance, at \$90.

No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.

No. 93.—52-in Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$100.

No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120

No. 95.—3-track Victor tricycle. Price \$80.

No. 106.—48-in. Am. Lt. Champion, '87. Enam. Cowhorn bars. Balls all over. Little used. Bargain at \$75.

No. 112.—36-in. Kangaroo Safety. Price \$50.

No. 117.—52-in. Apollo. Nickel with enam. wheels. All balls. Price \$85.

No. 118.—50-in. Col. Expert. Full nickel. All balls. Bargain at \$75.

No. 119.—52-in. Club. Enam. with nickel trimmings. Balls both wheels. Lamp. Price \$60.

No. 120.—Quadrant, convertible tandem, double steerer, specially built for two ladies. In perfect condition. Price \$225.

The following wheels were taken in part payment for new VICTORS, and will be disposed of at bargain figures :

48-in. American Light Champion, '87. Enamel finish. Cowhorn bars. Balls all over. Price \$75.
50-in. Columbia Expert. Full nickel. All balls. Price \$75.

We can make arrangements to sell our customers NEW VICTORS and YOUTH'S PREMIERS on the INSTALLMENT PLAN, on easy payments and at small advance in price.

The spring demand for second-hand wheels has begun a month early this season. Send in yours now and take advantage of it.

JERSEY-FITTING UNDERWEAR CO.

WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR

CATALOGUE FOR 1888.

JERSEY-FITTING SHIRTS,

FOR

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

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

Plain or Stripe.

LACED FRONT, LONG SLEEVES,
TURN-OVER COLLAR.



LONG SLEEVES,
LOW NECK.



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

FOOT BALL.



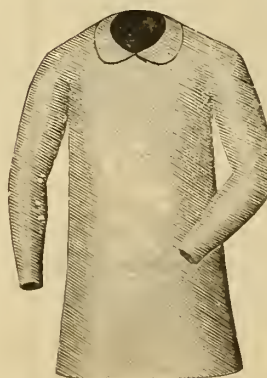
LONG SLEEVES,
STANDING COLLAR.



LOW NECK,
SHORT SLEEVES.

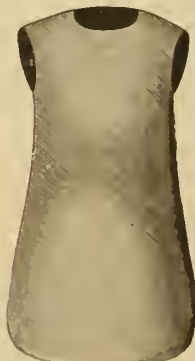


BASE BALL.



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

GYMNASIUM.



JERSEY-FITTING PANTS.

FULL PANTS.



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

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

OUR BICYCLE FULL TIGHTS.

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

BICYCLE
KNEE TIGHTS.



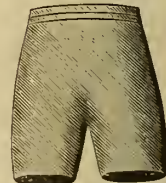
Made same as full tights, to three inches below the knee.

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

KNEE PANTS.



RACING
TIGHTS.



LADIES'

JERSEY-FITTING TRICYCLE PANTS.

A NEW THING.

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



LADIES' UNION UNDERGARMENT.

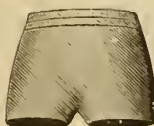
SEND FOR CIRCULAR.

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

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

TRADE MARK.

TRUNKS.



RIBBED
FULL-FASHIONED
STOCKINGS.

We believe there is none better.

We send these goods to any part of the country.

Send for Price List.

LEOTARDS.



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

MANUFACTURED BY

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

Send 6c. for 20 Samples and rules for
Men of all stations, you should know
The price of **Pants** is very low.
Only three dollars for Custom-made
Pants,
Fit for the work-shop, church or dance.

THE BAY STATE PANTS CO



VESTS, \$2.25 COATS \$8.00
Suits, \$13.25 to \$30.00.

Also manufacturers of **Bicycle and Tennis Suits**, and all Fancy Uniforms.

Send 6 cents for Samples.

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

Measurement, for Coats, Pants, Vests & Overcoats.

SENT BY MAIL OR EXPRESS PREPAID.

E. & H. T. Anthony & Co.
Manufacturers and Importers of

PHOTOGRAPHIC INSTRUMENTS,

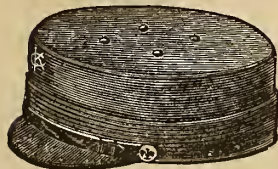


Apparatus and Supplies,
591 Broadway, N. Y.

Sole proprietors of the
Patent Satchel Detective, Schmid Detective, Fair, Novel, and Bicycle Cameras, and sole
agents for the **Celebrated Dallmeyer Lenses**.
Amateur Outfits in
great variety from \$9.00 up-
ward. Send for Catalogue or
call and examine.

More than Forty Years
Established in this line
of business.

SMITH'S



Sporting Goods.

LOWEST PRICES.

123 FULTON ST
In Hat Store, up stairs.

RADWAY'S READY RELIEF.

Is a cure for every pain, Toothache, Headache, Sciatica, Neuralgia, Rheumatism, Sprains, Bruises. Try it to-night for your Cold; with a sharp dose of Radway's Pills, you will sleep well and be better in the morning. 50 cents per bottle. Sold by Druggists.

DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Regulate the Liver, and Digestive organs. 25 cents per box.

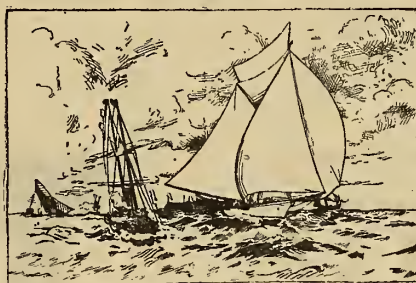
BRUNSWICK-BALKE-GOLLERDER

MANUFACTURERS OF
BILLIARD & POOL TABLES
OFFICE, SALOON & BAR FIXTURES
BEER COOLERS, ETC.

NEW YORK, CHICAGO,
CINCINNATI, ST. LOUIS,
AND ALL PRINCIPAL CITIES.

American Sport Pictures

Fac-Simile Prints After the Best Artists.



"THE FINISH."

Race between Puritan and Genesta, 30x21½... \$2.00

"THE START."

Race between Mayflower and Galatea, 30x21½... \$2.00

"VIKTORIOUS VOLUNTEER."

Race between Volunteer and Thistle, 30x21½... \$2.00

"THE DASH AROUND THE LIGHTSHIP."

Race between Sloop and Cutter, 29x20½... \$2.00

TOBOGGANING, 22x28... \$1.50

SNOW-SHOEING, 28x22... 1.50

SKATING, 28x22... 1.50

BICYCLING, 22x28... 1.50

LAWN-TENNIS, 28x22... 1.50

BASE BALL, 28x22... 1.50

Send for illustrated circular.

L. PRANG & CO.,

BOSTON, MASS.

MERWIN, HULBERT & CO.,

26 West 23d Street,

NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S

American Champion Bicycle.

" **Light Champion Bicycle**

" **Challenge Bicycle.**

" **Ideal Bicycle.**

" **Ideal Tricycle.**

AND SUNDRIES.

**Springfield Bicycle M'f'g Co.'s
Springfield Roadster.**

Parallel and Ball-Bearing Machines. Also a full
line of **Suitings**—all necessary equipments.

AMATEUR PHOTOGRAPHY,

Accessories for same.

INSPECTION CORDIALLY INVITED.

NOTE THIS!

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

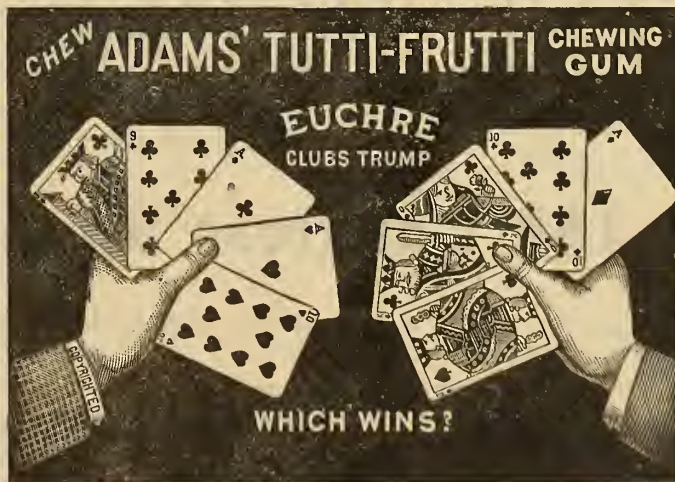
REBER & SAICH,

No. 149 Academy Street, Newark, N. J.

Mention this paper.

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES
AND WHEELMEN



ON THE ROAD,
ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

HAVE YOU SEEN THE

NEW LINE



OF COLUMBIA MACHINES FOR 1888?

CATALOGUE FREE.



POPE MFG. CO., Boston, New York, Chicago.

THE RUDGE AGENCY

Is continued at its old headquarters,

152 to 158 Congress Street, - - - Boston,

Under the management of

H. M. SABEN.

The factory is now ready with new machines, and specialties for 1888 will be ready next month.

The 1888 Catalogue is now ready, and will be sent on application. Good Agents wanted in unoccupied territory.