

# The Wheel

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

Vol. I.—No. 20.]

NEW YORK, JULY 13, 1888.

[WHOLE NUMBER, 20.]

WHO was at the last League Meet but admitted that the

## AMERICAN RAMBLER



was the King of the Rear Drivers?

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

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

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WHAT NEXT?

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

L. A. W. RUN AT BALTIMORE, JUNE 19, '88.—Out of 150 wheels three only surmounted the hill; two of these were Springfield Roadsters, ridden by Messrs Harris and Decker.

L. A. W. RACES, BALTIMORE, JUNE 19, '88.—The Springfield Roadster scored three victories: 2-mile Safety, by J. Fred. Midgley; Half-mile Dash and 3-mile Handicap, by W. E. McCune.

J. R. WELD, Jr., MEDINA, N. Y., WRITES: "We believe in the Springfield Roadster out here. In a club of 20 members 16 of them ride your make of wheel, and still we want another."

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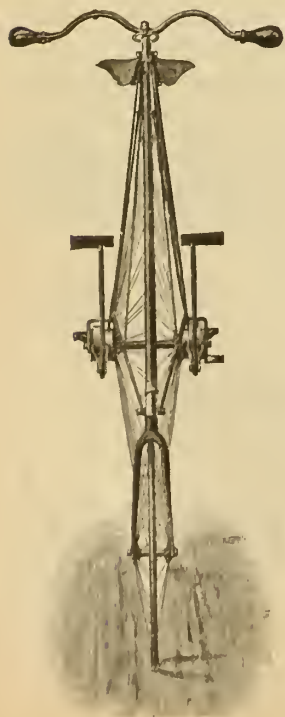
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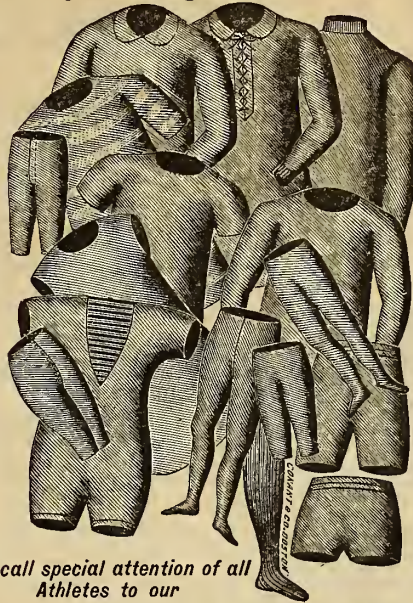
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50-inch Royal Mail, with the noted Trigwell Ball Head and strengthened base rim. Never used..	95 00
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50-inch New Mail, with Trigwell Ball Head, Perfection Backbone and Forks, new thickened base rim, tangent spokes, tied seven times; latest improvements. Used but few times; exchanged for different size.	95 00
52-inch ditto. Slightly second hand, but good as new.	90 00
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54-inch ditto.	100 00
55-inch ditto. Used one season only.	85 00
58-inch ditto.	85 00
51-inch Columbia Light Roadster. Used but little..	85 00
51-inch ditto. Almost new.	85 00
54-inch Expert. Splendid order.	85 00
50-inch Special Columbia. Good condition.	50 00
54-inch British Challenge.	60 00
48-inch Rudge. Fine condition.	65 00
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58-inch Expert Columbia. Nickeled.	65 00
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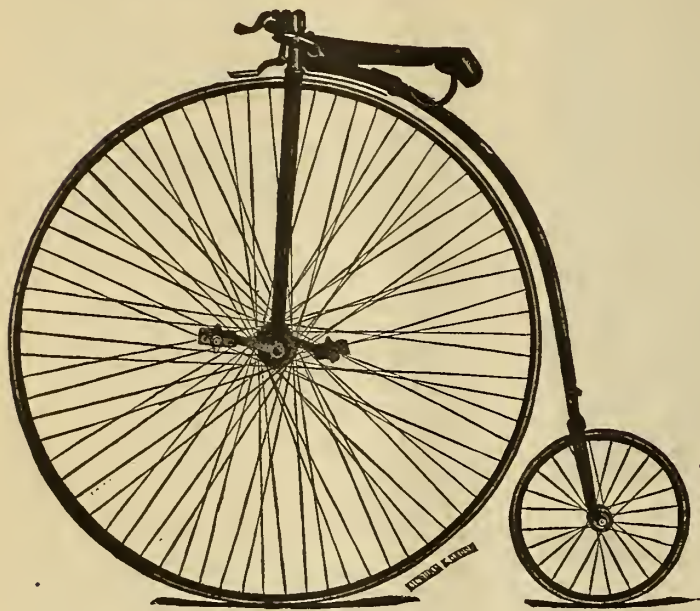
No.		PRICE.
2	48-inch Premier, half nickel; very cheap, good order	\$65 00
3	48-inch Rudge, enamel, balls all over; fine condition; bargain	70 00
4	50-inch Royal Mail, balls all over, cowhorn bars, spade handles; A1 order	60 00
5	50-inch Standard, with lamp, cowhorn bars, spade handles; sacrifice	40 00
7	50-inch American Club, full nickel, cowhorn bars, ball pedals; good order	50 00
8	50-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	60 00
	52-inch Spalding; splendid order	50 00
9	52-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	65 00
10	52-inch Premier, ball pedals, cowhorn bars; excellent order	60 00
12	52-inch Expert, half nickel, all balls; good as new	80 00
13	52-inch American Club, half nickel; a bargain; fine order.	50 00
14	54-inch Premier, enamel; good order; very cheap.	50 00
15	54-inch Expert, half nickel; seen to be appreciated.	75 00
16	54-inch Expert, full nickel; elegant order.	80 00
18	54-inch Challenge, enamel; fine condition	60 00
19	54-inch Standard, half nickel; fine condition, very cheap	40 00
20	54-inch Sanspareil, half nickel; fine condition, very cheap	65
21	54-inch New Mail, balls all over; A1 condition; bargain.	95
22	54-inch New Mail, balls all over; barely ridden; equal to new	100 00
23	56-inch Expert, balls all over, nickel; A1 order.	85 00
24	56-inch American Rudge; A1 condition	75 00
25	58-inch Expert; A1 condition; nickel	85 00
26	Rudge Safety; fine order; very cheap.	85 00
27	Rudge Safety; fine order; very cheap.	90 00
28	Swift Safety; A1 order; very cheap	100 00
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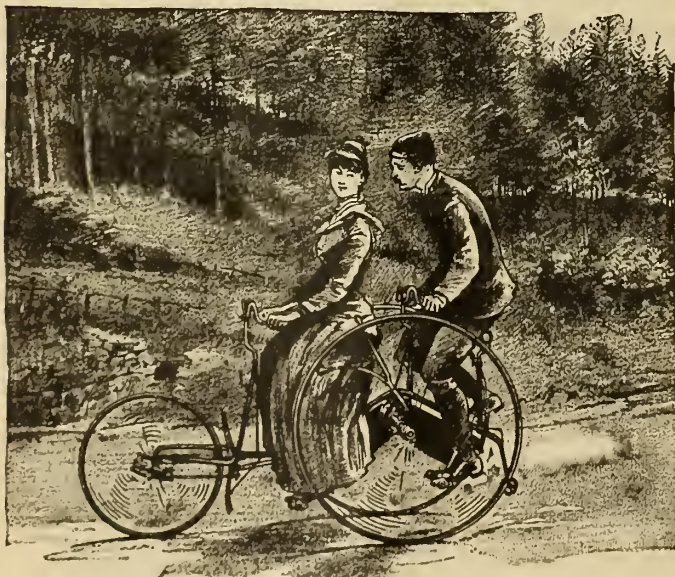
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A Safety that has stood the test of two seasons without a break-down. True tangent spokes. Frame and sprocket bearings rigidly braced.

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# 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.

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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

We are pleased to learn that Mr. J. S. Dean, of Boston, has accepted a position on the Rights and Privileges Committee. Mr. Dean's legal knowledge, experience and influence eminently fit him to undertake the important work which falls to that committee, and it must be gratifying to League members that such men are willing to place their time and talents at the disposal of the League.

The Racing Board has selected the editor of this paper for the position of official handicapper of the League. Of the appointment Secretary-Editor Bassett kindly writes: "He has a thankless task before him, but he has the ability to fill the bill, and has had ample opportunities for fitting himself for the place in his newspaper experience."

We are not quite so sure on this point of ability as Mr. Bassett appears to be; but no matter. We have from time to time presented our views on handicapping, and we are glad of the opportunity we shall have of transferring them from the theoretical platform of the editorial column to the practical workshop of the racing path. We are convinced that poor handicapping by local committees, and by an official handicapper removed from the seat of war and without means of securing proper information, has hurt racing more than a little. Being firm believers that racing is the advertising branch of the sport, and a very necessary branch, we conceive our duty to be to advance it as much as possible, and this can be aided in some measure by good handicapping. We have already commenced to gather material to prepare ourselves for the duties of the position, and shortly expect to develop some system in allotting starts.

While on the subject, we might state that we think the post of official handicapper should be abolished, and a handicapper appointed in each State. In that case the Racing Board could insert in the League racing rules a clause requiring all races held under L. A. W. rules to be handicapped by the State handicapper. We have a real live chairman of the board, and we trust he will at least consider the merits of the system of State handicappers.

The English mob rushes on to the path and upsets Rowe; it breaks away again at Leicester and gives Whittaker a broken collar bone and a bruised shoulder that will lay him up several weeks. We believe that English paths, as a rule, have no rails to confine an enthusiastic crowd and prevent them from swarming on the track. We know that every American track is railed around, and that such an accident would be almost impossible. If the English would just take their optics off our American records for a moment and cast them at our tracks, they might learn something about the construction of recreation grounds.

The experience of the Maryland Division has proven that even with vivid remembrances of St. Louis' perfect entertainment a successful meet can be given. There was enough good-fellowship, free-masonry, or whatever you will, at Baltimore, to carry a dozen League meets to success. This fact seems to be very transparent, since several cities have taken heart of grace and are talking up 1889's League meet. We have heard of New York, Philadelphia, Brooklyn, Washington and Chicago. The Windy City wants the League in 1890, we heard a prominent Chicagoan say at Baltimore. It seems to us Chicago ought to be the place for 1889, and we hope the Illinois men will think over it. Here is an idea for the League cabinet: Why not hold two meets next year—a grand Northeastern meet in the early part of the year, and a great Southwestern meet late in the summer? These League meets have been of the East Easly ever since the formation of the League, and it is time the far West and Southwest had an annual meet. How would Philadelphia in early June and New Orleans in early September do?

#### CANADIAN WHEELMEN'S ASSOCIATION'S SIXTH ANNUAL MEET.

The sixth annual meet of the Canadian Wheelmen's Association was held at Belleville, Ont., Monday, July 2. The weather was clear and not too warm. The visiting wheelmen began to arrive Saturday, a special midnight train bringing in a large number of wheelmen from Toronto and other cities. On Sunday morning the Montreal Club arrived.

At 10.30 on Sunday morning about 150 wheelmen assembled in front of the city building, and, headed by a band, marched to Christ Church, where a sermon was delivered by Rev. S. Daw, the text being as follows:

"For bodily exercise profiteth little, but Godliness is profitable unto all things, having promise of that life that now is and of that which is to come."

The sermon was on lines of common sense and was appreciated by the wheelmen.

During the day parties of wheelmen continued to arrive until there were almost 400 wheelmen present. In the afternoon many of them took a sail to Massassaga Point.

#### HILL-CLIMBING CONTEST.

The first day of the meet, Monday, was inaugurated with a hill-climbing contest on Meyer's Hill. The course was 100 yards up the hill, the surface of which was rough and stony. There were eight starters, and each was allowed three trials against the watch. The winner was Bert Brown, time 27.4-5s.; Bert Lane finished second and R. Penniston third.

#### ANNUAL BUSINESS MEETING.

The business meeting was called to order at the City Hall by President J. D. Miller, of Montreal. Addresses of welcome were made by H. Corby, M. P., Mayor Willson and Alderman Falkner.

Secretary Hal B. Donley reported that the association had just completed the most prosperous year of its record. On July 1, 1887, there was a balance on hand of \$202.02. This amount had been increased to \$333.65. The receipts for the year were \$804.32. The membership had advanced from 849 in 1887 to 1,066 in 1888, with 237 renewals, making a total of 1,303.

This membership is divided as follows: London 32, St. Thomas 28, Simcoe 20, Toronto 68, Wanderers 101, Brantford 102, Woodstock 54, St. Mary's 6, Hamilton 62, Ottawa 42, Montreal 70, Kingston 14, St. Catharines 33, Paris 7, Stratford 57, Berlin 10, Ramblers 65, Newmarket 14, Victorias (Montreal) 9, Peterborough 19, Trenton 27, Sherbrooke 13, Napanee 15, Colborne 8, Cobourg 19, Kincardine 16, Welland 6, Chatham 8, Dunville 10, Norwich 5, Walkerton 19, Orilla 6, Hanover 9, Capitol Cyclists 10, Aylmer 8, Lindsay 12, Ariels (Sarnia) 11, Markham 8, unattached 52.

#### ELECTION OF OFFICERS.

The election of officers then took place and resulted as follows: W. P. Way, Ramblers, President; Harry Ryrle, Torontos, Vice. The latter was elected over Geo. H. Orr, of the Wanderers.

#### THE PARADE.

At 1 P. M. the wheelmen began to congregate on the Market Square, and were directed by Lieutenant Jas. Bonar, of the Ramblers, to the space allotted to them. The following clubs were in line: Forest City, London, Captain T. Knowles, 8 men; Simcoe, Hal. B. Donly, 4; Torontos, of Toronto, F. J. Brimes, 21; Wanderers, Toronto, Captain George H. Orr, 58; Woodstock, S. L. McKay, 17; Hamilton, Lieutenant Robinson, 13; Ottawa, D. F. Blyth, second lieutenant, 4; Montreal, Captain Ed. Barlow, 25; Kingston, Captain J. Minnis, 6; Ramblers, Belleville, Captain H. Dean, 35; Peterborough, W. R. Greatprix, 10; Trenton, C. A. Godson, 18; Napanee, W. J. Normile, 11; Cobourg, Geo. Bond, 4. Fourteen clubs, 234 men.

#### THE RACES.

The parade wound up at the Driving Park, where the half-mile track had been put in excellent condition. A summary of the races is as follows:

**TWO-MILE BICYCLE, NOVICES**—The starters were: E. Walbourne, Woodstock; W. A. Lingham, Belleville; A. F. Webster, Toronto; F. J. Whatmough, Toronto; F. A. Beaumont, Ottawa; E. W. Barlow, Montreal; H. McKenzie, Montreal; R. A. Robertson, Hamilton; C. A. P. Godson, Trenton; R. S. Penniston, Toronto; S. B. Cooper, Belleville; C. M. Nelles, Brantford; W. Parkhill, M. McBrien, W. B. Welch, of Toronto. Cooper was first, Lingham second, Walbourne third. Time, 6m. 25 3-5s.

**ONE-MILE CHAMPIONSHIP OF CANADA**—Fred. Foster, Toronto, first; J. H. Robinson, Montreal, second; E. O. Roscoe, Woodstock, third. Time, 2m. 47 3-5s.

**HALF-MILE, WITHOUT HANDS**—R. Fetch, Brantford, first; M. F. Johnston, Toronto, second; Thos. Knowles, London, third. Time, 1m. 32 3-5s.

**ONE-MILE, 3.20 CLASS**—L. B. Cooper, first; Bert Brown, Toronto, second; W. A. Lingham, third. F. A. Whatmough, Toronto; F. A. Beaumont, F. D. Scott and C. R. Fitch also started. Time, 2m. 58 3-5s.

**ONE MILE TRICYCLE CHAMPIONSHIP OF CANADA**—Fred Foster, first; E. P. Baird, Montreal, second. Time, 3m. 19 3-5s.

**THREE-MILE TEAM RACE**—Whatmough, Johnston and Webster, of the Wanderers, rode over.

**HALF-MILE DASH**—J. H. Robertson, first; E. O. Roscoe, second; Thos. Knowles, London, third. Time, 1m. 21 2-5s.

**HALF-MILE RUN AND RIDE**—Scott won, Walbourne second, Fitch nothing. Time, 2m. 14 1-5s.

**FIVE-MILE CHAMPIONSHIP OF CANADA**—Foster won, Baird second. Time, 15m. 52 3-5s.

**THREE-MILE ROADSTER, 35 LBS.**—Robertson won. Lingham, second; Walbourne, third; Fitch, Knowles, Roscoe and Cooper, nothing. Time, 9m. 40s.

**ONE-MILE SAFETY**—Johnston won, Penniston second. Time, 3m. 11 2-5s.

**TEN-MILE OPEN**—Fitch won, Baird second. Time, 35m. 24 1-5s.

The officers of the day were: Referee, J. D. Miller, Montreal. Judges, J. S. Brierly, St. Thomas; W. G. Eakins, Toronto; W. A. Karn, Woodstock. Time-keepers, H. Ryrle, Toronto; S. Woodroffe, Woodstock; C. H. Riggs, Toronto. Scorers, W. K. Evans, London; A. Will Donly, Cobourg. Clerks of the course, G. A. Scofield, Peterboro; R. E. Clarke, Belleville; H. A. Dean, Belleville. Starter, W. P. Way, Belleville. Marshal of parade, H. A. Dean, captain of Ramblers' Wheel Club; aids, J. S. Bonar, Frank Foster and A. Roberts.



# HAVE YOU NOTICED

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

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

## EAGLE ROCK HILL,

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

**THEY ARE SURELY CLIMBERS.**

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BOSTON. }

MAKERS OF VICTOR CYCLES.

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## BOARD OF OFFICERS MEET.

At 8 P. M. the board met in the parlors of the Kyle House. H. B. Donly was unanimously re-elected secretary-treasurer, and the following standing committees were appointed:

Transportation Committee—W. P. Way, chairman; George H. Orr, Toronto; W. G. Ross, Montreal. Membership Committee—P. Woodroffe, Woodstock, chairman; J. A. McFadden, Stratford, and H. B. Donly. Clarence R. Fitch was re-elected chairman of the Racing Board, which is composed of the chief consuls of the different districts.

Later in the evening the prizes were presented to the winners by Mrs. Corby at the Vermilyea Rink. The Wanderers, of Toronto, also gave a drill. A prize was awarded to John Dean, of Three Rivers, Que., for coming the longest distance to the meet. Mr. Dean traveled 400 miles. Capt. Orr, of the Wanderers, received a prize cup for the drill given by his club's team. At the close of the presentation of prizes the wheelmen and their lady friends enjoyed a hop.

## 25-MILE ROAD RACE.

The road race was held Tuesday afternoon, and was won by William Lingham. Time, 1h. 34m. 59s.; M. F. Johnson, second, by about two miles; C. R. Fitch, third. E. P. Baird took a bad header when well up.

## NEW CASTLE, PA., RACES.

For the first time on record rain interfered with the July 4 bicycle races at New Castle; but it went about it in such a business-like manner as to leave no doubt of its intentions, and made a grand success of the stoppage. The city was full of wheelmen, those who arrived the day before helping to usher in the birthday of our country in a manner described as an "old-fashioned Fourth."

The hill-climbing contest took place at 10.30, on Jefferson Street, W. I. Wilhelm, of Reading, winning first prize, in 2m. 13-5s; Eugene Michener, Brownsville, Pa., second, in 2m. 21-5s.; A. C. Banker, Pittsburg, third, in 2m. 44-5s., the three winners all beating the winning time of last year—2m. 5s., by Swartz.

When the races were called at the Park in the afternoon there was not a seat vacant in the stand, and a large number of people were in the field. The audience was estimated at 4,000.

As usual the novice was a lively race from the start. It was won by G. K. Bean, of Pittsburg; time, 3m. 9s.; J. P. Maxwell, Beaver Falls, second.

The next race was the ¼-mile Pennsylvania championship, and brought out the following starters: E. Irving Halsted, New York; W. I. Wilhelm, Reading; A. P. Steele, Franklin; Frank G. Lenz and W. D. Banker, Pittsburg. Steele fell soon after starting, but the others had a sharp dash for it. Wilhelm, who was pushed off badly, and lost some distance, came up the homestretch with a very fine spurt, but was unable to catch Halsted, who crossed the line winner in 40 3-5s. This race was hardly finished when something fell; on investigation it proved to be water enough to start a young Niagara. If the water-bicycle crank had been there it would have been a glorious opportunity for him.

The races were postponed until next day, but rain again interfering, they were postponed indefinitely, but with the understanding that they would be held just about the time of the Buffalo races, so the riders could take in both on the same trip.

The postponement was a great disappointment, for, besides those named, Windle, Midgley, McCune, Merrihew and a number of other riders were to ride.

Windle unfortunately met with a severe accident the evening before, which rendered him unconscious for some time, but he was able to get on his wheel the next morning, though too sore to compete in the races.

## CENTURY RUN.

NASHVILLE CYCLISTS RIDE 108 MILES IN TWELVE HOURS.

On July 1 Jo. Northern, mounted on a 52-inch New Mail; Jas. Lillie, riding a 56-inch New Mail; Ed. D. Fisher, riding a 53-inch New Mail, and C. R. Vanderford, riding a 50-inch New Rapid, left Nashville, to go over a part of the proposed route of "the straight away Century run" of the Nashville Bicycle Club, which was called for July 4.

Finding the roads in good condition they made the entire round trip. The party left the Public Square at 3.32 A. M., and arrived in Lebanon, 31¼ miles, at 6.50 A. M., where they breakfasted. After an hour's rest they mounted their wheels and reached Murfreesboro, 26½ miles, at 10.50 A. M. Making a halt there of thirty minutes, and wishing to reach Eagleville for dinner, they were soon on their way, and a run of 18½ miles brought them to that point at 1.30 P. M. After dinner they took things a little more easily, passing through Nolensville at 4.40, and arrived at the Custom House, in Nashville, at 7.30 P. M., exactly, by their time card. Each stop was accurately timed, and showed a net riding time of twelve hours for the 108 miles.

This is the first time a straight away run of over 100 miles has been made in the State, though they are common in sections of the country having better roads and fewer hills. All parts of the route had previously been wheeled over several times by one of the party, and each time measured by a cyclometer.—*Nashville American*.

## UNIVERSAL CYCLING CLUB OF BROOKLYN.

BROOKLYN July 6, 1888.

EDITOR THE WHEEL AND CYCLING TRADE REVIEW:

Dear Sir—Although the Universal Cycling Club is a comparatively new organization, and the youngest wheel club in this city, we are not behind the older clubs in the matter of clubs runs, and if you can give me the space I would like to describe a most enjoyable run taken on the Fourth, to Babylon, in which ten members participated. These riders were: Captain William Finn, Fred Miller, Walter Masterson, Phil. C. Finn, Harry Wickes, Frank Ludwig, Charles Isbell, Charles Dennison, Mark Goodstein and Charles E. Weyand.

Goodstein succeeded in breaking the backbone of his wheel in passing over a rut between East New York and Jamaica, and in riding through the sand between Hempstead and New Bridge, P. Finn so twisted his machine out of shape as to render it unridable, and both were compelled to take the train home. The rest of the journey was without accident, although Dennison, in dismounting over his handle-bar, took a mud-bath in a ditch by the side of the road, and got "first blood" by pounding his nose on a stone.

We arrived at Babylon at 10.30, and when dinner was ready three of the boys were nowhere to be found, but were at last discovered sound asleep in a hay-mow. At 2.30 we set out to return to Brooklyn, where we arrived at about 7.30, thoroughly well pleased with our trip.

Last week we appointed a committee to secure suitable club rooms, and hope before long to be settled in them. We now have a membership of thirty-five, and six applications will be presented at the next meeting.

ROXY.

## QUAKER CITY QUACKS.

FAST TIME ON LANCASTER PIKE.

I suppose you have heard of the bad weather we had at Newcastle, Pa., on the Fourth, and how only two races were run when it rained in torrents, etc., so I will say nothing about that meet. At the games of the Highland A. C., held on Saturday, June 30, E. I. Halsted, on scratch, won the two-mile handicap bicycle race in 7m. 32s., with S. W. Merrihew second by twenty-five yards. Merrihew's handicap was ten seconds. The other entries withdrew, as the track was in very poor condition in consequence of the recent rains, and the corners were both sharp and soft. The time is good, considering the unfavorable conditions.

On Sunday, July 8, Louis A. Hill and John G. Fuller decided to break the record on Lancaster Pike from Bryn Mawr in to the first toll-gate, distance 5½ miles, the previous record being 17m. 9s., made by Frank Kohler two years ago (who then broke the record of the late Sam Gideon, which was 19m.). The wheel ridden by Hill and Fuller was an Ivel tandem bike. The pace-makers were Al. McCloskey and E. I. Halsted, the former riding an Ivel Safety, the latter riding a 53-inch Columbia Light Roadster. The start was made at 5.30 P. M., and Halsted set a very fast pace—keeping the lead until a mile and a half from the finish, when the tandem had the great advantage of "coasting"

the "Three Sisters." At the foot of the hill the two wheels were together again, McCloskey about three hundred yards in the rear. The fast pace was kept up all the way, and all the pace-makers who attempted to help the racers along were left in the rear. One mile from the finish both were again together, and the pace was increased; but as the toll-gate came in sight the riders made the last turn at the top of the slight decline, and Halsted put in his best spurt, and for a quarter of a mile the two wheels raced together, Halsted winning by about eight feet in the very fast time of 15m. 15s. McCloskey was about forty-five seconds behind, and would have made a better showing had his saddle not shifted a little. This is the fastest time ever recorded on the Pike. WANAMAKER.

## NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

Six members of the Orange Wanderers started from the club house at 7.30 A. M. on "Fire-cracker Day," and wheeled to Elizabeth, passing through Newark en route. Arriving at Elizabethport, they trundled the wheels on board of a ferryboat and crossed to Staten Island. At Elm Park they again took to their saddles, and started for a jaunt around to view the sights. From the Park the run was along a fine macadamized road, skirting the ocean, as far as St. George, where some elegant views are obtainable. From this point the road gradually rises to the eastern height of the island, varying the view from the sea to pretty villas, beautifully kept gardens and extensive lawns. A stop was then made at Fort Wadsworth, on the Narrows, which is also opposite Fort Hamilton, on Long Island. From New Dorp station a fine clay road extends to the beach, a distance of about one mile, where dinner was had at the large hotel there. On returning to New Dorp the famous Vanderbilt mausoleum was inspected before starting for Richmond on the way to Erastina. Buffalo Bill's "Wild West" show next came in for attention; and after the afternoon performance the wheelmen coasted about three miles to Port Richmond over a "sandpapered" road, and thence, by about the same route as covered in the morning, returned home, arriving at the "juicy Oranges" about 9 o'clock. The members thoroughly enjoyed the run, which will doubtless be repeated at an early date.

Lewis N. Thorne, Edgar P. Harrison and H. D. McCormick, of Newark, started for Portland, Maine, on Wednesday, July 4. They took their bikes along, as a matter of course, and proposed taking a spin to Kennebunkport, where they would remain for a couple of days, and then start homeward, wheeling as far as Hartford, Conn. The trip will last a couple of weeks.

Saturday's run-off of the tie for the team cup is exciting a good deal of interest. The good people of Irvington, Hilton and Milburn think the road races all that are necessary to make a holiday.

Accept congratulations, Mr. Editor, upon your elevation (!) to the responsible position of official handicapper. Give us some finishes with half a dozen bunched at the tape, and your fortune (!) will be made.

F. Brock and F. Snyder, of this city, seem to have been slightly left at Bergen Point on the Fourth. And it is worthy of note that previous to the Fourth Brock had never even seen a cycling track, much less a cycling race.

I am glad to see that Charley Stenken has made a statement in regard to his race with Midgley at Baltimore. Some very bitter criticisms have been passed by some of the Newark visitors in regard to the actions of the officials in the race referred to.

The pleasant weather of the past few days has caused High Street and the avenues to be well patronized by cyclers. All the roadways are in elegant condition just at present.

A WARNING TO SIDEWALK RIDERS.

DANVERS, June 20, 1888.—The case of David A. Fuller, for assault upon John W. Porter, has been continued to Saturday. Porter had Fuller arrested for running into him with his tricycle. The case is likely to involve the question of the rights of bicyclers and tricyclers on the sidewalk.

The case should be decided against the wheelman, as he had no right on the sidewalk.



# NEW MAIL

# NEW MAIL

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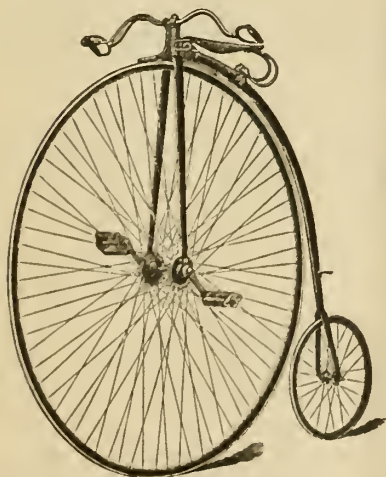
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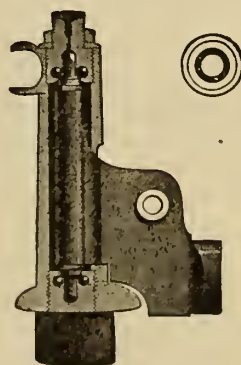
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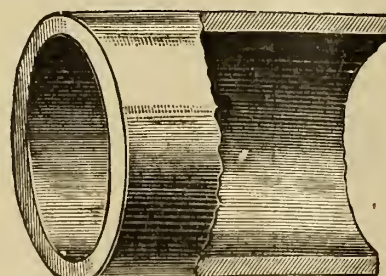
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## FORT DAYTON WHEELMEN.

THEIR FIRST ANNUAL MEET A BRILLIANT SUCCESS.

The Fourth of July has come and gone, and left in its wake many pleasant memories to those who are accustomed to celebrate this national holiday. But of the many entertainments prepared for the amusement of the people of Herkimer County, none could compare with the first annual meet and bicycle tournament given by Fort Dayton Wheelmen, of this village. For weeks the boys have labored zealously for the success of their undertaking, and we are very modest when we say they labored not in vain. A more perfect day could not have been desired, and every train Wednesday morning brought delegations of bicyclists to town, until the streets fairly swarming with wheelmen. As announced,

## THE PARADE

was formed on Albany Street at 10.30 A. M., with Captain G. W. Nellis, of the F. D. W., as grand marshal, and headed by the Mohawk Military Band, wheeled through the principal streets, making a very imposing pageant. There were upward of one hundred riders in line, representing Utica, Rome, Norwich, Richfield Springs, Little Falls, Johnstown, Gloversville, Poland and Brooklyn. Directly after the parade the judges, Misses Longshore, Munger, Piper, Marckres, Weeks and Munson, awarded the following parade

## PRIZES.

For club having largest number of riders in parade, elegant cup, given by Pope Manufacturing Company, Fort Schuyler Wheelmen, Utica. Best drilled club, piece statuary, Rome Bicycle Club. Finest uniformed club, case Glistenine, Waiontha Bicycle Club, Richfield Springs. Handsomest rider, gold ring, August Kinne, Richfield Springs. Rider having largest wheel, silk handkerchief, George Smith, Little Falls. Rider having smallest wheel, bicycle bell, Ralph Crego, Herkimer. These awards gave general satisfaction, and the decisions were well rendered.

## THE RACES

were called at the Driving Park at 2.30 P. M., there being about 1,000 persons present to witness the sport. The judges were Messrs. Steele and Folts, of Herkimer; Hines and Cole, of Richfield Springs; Gardiner, of Utica, and Smith, of Little Falls. Following is a schedule of the races, with the official time annexed:

Half-mile Novice—Frank Robbins, Utica, first; George Whitehead, Rome, second. Time, 1m. 40s.

Half-mile Club Championship—B. K. Helmer, first; G. W. Nellis, second. Time, 1m. 37s.

One-mile Dash—C. H. Metz, Utica, first; T. L. Willson, Brooklyn, second. Time, 3m. 3 1-4s.

Half-mile Hurdle—F. P. Hammes, Utica, first; B. L. Burrows, Norwich, second. Time, 3m.

One-mile County Championship—G. W. Nellis, first; G. T. Woodin, second. Time, 3m. 20s.

Half-mile Hands Off—F. P. Hammes, Utica, first; P. C. Hammes, Utica, second. Time, 1m. 43s.

Quarter-mile Boys' Race—J. C. Robbins, Utica, first; W. W. Roberts, Utica, second. Time, 44 1-2s.

Half-mile Tandem, two starters—Nellis and Helmer. Time, 2m. 5s.

Three-mile Dash—H. J. Hall, Brooklyn, first; Harmon Marquisee, Utica, second. Time, 9m. 57s.

One-mile Club Handicap—G. W. Nellis, scratch, first; G. T. Woodin, 22 yards, second; Jos. Schermer, 22 yards, third; Grant Christman, 40 yards, fourth; E. W. Harter, 40 yards, fifth. Time, 3m. 27s.

Fancy Riding—C. R. LaRue, Little Falls, first; Harmon Marquisee, Utica, second.

One-mile Championship, C. N. Y.—C. H. Metz, Utica, first; F. P. Hammes, Utica, second. Time, 3m. 4 1-2s.

Half-mile Tricycle—G. W. Nellis, first; G. T. Woodin, second. Time, 1m. 59s.

Half-mile Ride and Run—P. W. Hammes, Utica, first; B. K. Helmer, second. Time, 2m. 51s.

Half-mile Consolation—W. A. Barker, Richfield Springs, first; E. H. Martin, Utica, second. Time, 1m. 36s.

The races were closely contested, and occasioned no end of applause from the enthusiastic audience. The entire programme passed off

without a break to mar the enjoyment of the day, with but one exception, and that occurred in the 3-mile dash. In the fifth lap of this race Mr. Willson, of Brooklyn, lost his pedal when near the quarter pole and was thrown violently to the ground. The fall was a severe one, but beyond a few bruises Mr. Willson was uninjured.

## THE BANQUET.

After the awarding of the prizes, which occurred at 8 P. M., about seventy-five wheelmen sat down to a sumptuous banquet at Fox Opera House, prepared by the lady friends of the Fort Dayton Wheelmen. President R. E. Steele officiated as toastmaster, and responses were made by Messrs. LaRue, of Little Falls; Bailey, of Richfield Springs; Jones, of Utica; and Helmer, Nellis and Taber, of Herkimer. This closed the day's programme, and we have yet to hear one murmur of dissatisfaction from any one of the hundred odd guests of Fort Dayton Wheelmen on Wednesday last. On the other hand, our boys are the recipients of many compliments, and they certainly achieved a creditable success, not so much from a financial standpoint as in a social, enjoyable and universally satisfactory way. One feature especially we are bound to notice, and that was the very orderly condition of the park during the day. Not a disturbance of any kind was noticed, and for the first time in a good many years can this be said of any exhibition on the fair grounds.—*Herkimer Democrat.*

## THE RUN-OFF BETWEEN H. C. W. AND K. C. W.

The decision of the tie between the Kings County Wheelmen and Hudson County Wheelmen, which occurred in the Decoration Day contest for the inter-club championship, will take place over the Irvington-Milburn course on Saturday, starting at 3 P. M. The teams are composed of the following men:

H. C. W.—Kluge, Stenken, Baggot and Gubleman.

K. C. W.—T. J. Hall, Beasley, H. J. Hall, Jr., and Wilson.

The Hudson County Wheelmen have not changed the personnel of their team. In the last contest Kluge won, with Baggot second, Gubleman thirteenth and Stenken, who fell, fourteenth.

The Kings Counties have substituted H. J. Hall, Jr., who was ill at the time of the last contest, in place of Marion, who finished eleventh.

Barring accidents, the men should finish: Kluge, H. J. Hall, Stenken, Beasley, Baggot, Wilson, T. J. Hall and Gubleman, which would give Hudson County Wheelmen 19, and K. C. W. 17 points. Barring Kluge, however, the chances of the other seven are hard to calculate.

## RIVERSIDE WHEELMEN NOTES.

Our members now amount to forty.

On July 4, fifteen members of the R. W. started on a run from Long Branch at 6.30 A. M., part of them having stopped over night at the Hotel Brighton, the rest coming down on the early train. From Long Branch they rode to Seabright, thence over the toll-bridge to Fair Haven, then to Red Bank, from Red Bank to Eatontown and Monmouth Park, to Pleasure Bay, and down the Rumson Road to the Atlantic Highlands. This run was a very pleasant one.

Our June runs were to Coney Island, Fort Schuyler, Yonkers and Hackensack.

Our president, Mr. James Miller, will spend his vacation wheeling through Long Island.

Our officers for the present year are: James Miller, president; Harry Voorhees, vice-president; Ed Stitt, secretary; R. F. Macoy, treasurer; Ed A. Powers, captain; J. W. Moore, first lieutenant; Fred Miller, second lieutenant; Ed Hulbert, bugler; J. Hearne, color bearer, and Louis Johnson, club surgeon.

The location of our club-house is equal, if not superior, to any in the city, being on the southeast corner of 108th Street and West Boulevard, within a half-block of Riverside Drive, and convenient to the Park and all the roads going out of the city.

E. A. POWERS, Captain.

## ILLINOIS DIVISION MEET.

The annual meet of the Illinois Division, L. A. W., was held at Springfield, July 3 and 4. The feature of the first day was the races, which resulted as follows: Open mile handicap, won by B. Myers, of Peoria, in 3m. 41 4-5s.; half-mile handicap, won by A. J. Street, of Chicago; eighth-mile slow race, won by F. Riggs, of Chicago; 3-mile safety race, won by Geo. Thorne, of Chicago, in 12m. 24s.; 1-mile unicycle race, won by Bert Myers in 4m. 30 2-5s.

On the Fourth runs were taken to the Lincoln Monument, Camp Lincoln and other places of interest.

At 9 o'clock a business session was held at the State House, reports of officers listened to, and various matters of interest to the association attended to. Then came the grand parade with the Fourth of July procession, in which the wheelmen took part and made a fine display. After the parade the wheelmen separated into small parties, about twenty or thirty took a spin to Clear Lake and were there entertained by a luncheon by members of the Springfield Fishing Club. Others took long wheels into the country, and many a one enjoyed a cool swing in a hammock with some fair Springfield maiden, who endeavored to instill into his mind that "bicycling" was not the only charm on earth.

The management of the Leland Hotel did itself proud, as usual, in its arrangement for the evening's banquet. At the entrance of the dining hall, upon a table, stood a bicycle entwined with beautiful flowers; the tables were tastefully adorned with floral decorations, and the menu was all that could be desired. It was 11 o'clock before the feast was concluded, and the toast master, Dr. Geo. N. Kreider, rapped for order. An hour and a half was devoted to the programme. First came the presentation of the prizes won the previous day to the several winners, and then the following order of speaking, music, etc., was most carefully carried out:

Song, Picadilly Trio.  
"The Day We Celebrate," Rev. R. O. Post.  
Song, "I'm Getting a Big Boy Now," Mr. R. N. Dodds.

"Springfield," Judge Jas. H. Matheny.  
Song, Picadilly Trio.  
"The Ladies," Hon. J. Otis Humphrey.  
"Music," Maj. Alfred Orendoff.  
"The Illinois Division L. A. W.," N. H. Van-Sicklen.

Song, "The League of American Wheelmen," solo by C. Hansel, all join in the chorus.

Toasts and songs promiscuous.

At the conclusion of the evening's entertainment the boys bade one another farewell, and on all sides were heard expressions of mutual satisfaction at the result of this year's meet in Springfield.

## RECKLESS DRIVER CONVICTED.

WASHINGTON, July 7.—In the case of Joseph M. Chase, indicted for manslaughter in causing the death of Prof. A. E. Paul, on March 31 last, by driving recklessly over him and bicycle, the jury returned a verdict of guilty after being out an hour.

## BROOKLYN'S BADLY PAVED STREETS.

The New York Times for Thursday, July 12, publishes the following editorial on the condition of Brooklyn's streets:

"We believe there are few cities of any size in the Union where the pavements are in a worse condition than in Brooklyn. This is particularly true of most of the streets leading to the park, and is most inexcusable. Most of those streets are paved in whole or in part with an asphalt pavement, and could be easily and promptly repaired whenever necessary, except in very cold or stormy weather. As a matter of fact, no repairing is done at all except in the summer or late spring. This year the process was begun on some of them in May, and it is not yet finished. Others have not been touched, and are in a shameful condition. The excuse given for the delay some time since was unfavorable weather, but the virtue of that excuse, if it ever had any, was long since exhausted."



## WHEEL GOSSIP.

Rowe is riding a three-wheeler.

Our Brooklyn correspondent reports a dearth of news this week.

Mr. Jo. Pennell is compiling cycling slang for a slang dictionary shortly to be published.

Rain caused the postponement of the Crawfordsville, Ind., and New Castle, Pa., July 4th races.

Ex-Captain Whitney, of the Boston Club, returned to his New Mexican sheep rancho on Sunday evening last.

The Orange Wanderers' 5-mile road race, for club members only, was postponed to yesterday, too late to publish details in this issue.

Frank Aymar, the hard-working manager of the John P. Lovell Son's bicycle department, is off on a two weeks' cycling excursion in New Hampshire.

W. S. Doane will leave Denver August 5 for a trip to Boston a wheel. Doane was in the employ of W. L. Van Horn, but is a resident of Boston, where he intends to remain.

Mr. J. E. Hicks, formerly of the St. Louis *Post-Dispatch*, is in New York. Mr. Hicks proposes to take a long vacation, and he is stopping in Gotham while arranging for his outing.

E. I. Halsted most favorably impressed all whom he met—a thorough gentleman and fine rider.—*Pittsburg Bulletin*.

Could "Irv" make any other impression?

The editor of the *Crosby County News*, of Estacado, Texas, is doing good missionary work for the wheel. The trade ought to discover some method of enthusing every editor in the country.

The annual election of officers of the Illinois Division will be held July 28. Vote will be taken by mail. Officers to be elected are: Chief-consul, vice-consul, secretary-treasurer and five representatives at large.

## IT WILL DO GOOD WORK.

LOWELL, July 10, 1888.—The Common Council to-night voted to transfer from the reserve fund to the street appropriation \$5,500, to be expended for a street road roller.

Mr. A. M. Hill, of the New Orleans Bicycle Club, is in Gotham. Mr. Hill was with the Louisiana Division contingent at the League meet, and came to New York on business connected with his jewelry establishment.

The statement that Capt. Luscomb, L. I. W., would shortly receive his commission as First Lieutenant in the Thirteenth Regiment, N. G. S. N. Y., the crack regiment of Brooklyn, is untrue. Mr. Luscomb has just been commissioned captain of the "Talmage Company," Co. K.

ENGLISH ROAD RECORDS.—The committee of the Road Records Association have passed the following records for the ordinary bicycle: 100 miles, 7h. 6m. 18s., May 21, 1888, F. H. Williams, London B. C.; 50 miles, 3h. 14m. 13s., June 9, 1888, A. Pellant, North Road C. C.

What may be considered a remarkable road scorch took place on Lancaster Pike on Sunday last. There were four scorches, and the mounts were an ordinary, a single safety and a tandem safety. The ordinary, with a good man up, E. I. Halsted, of New York, rode the five and a half miles in 15m. 15s., with the tandem safety but eight feet behind.

A party of Massachusetts club men, consisting of Captain A. D. Peck, Jr., E. B. Pillsbury, F. H. Dowden, J. M. Sprague and C. W. Rich, took the boat for Portland on Saturday evening last, where they were entertained by Portland wheelmen. On Sunday they rode to Old Orchard Beach and dined at the Hotel Fista, returning home Monday morning.

On Friday last, P. M. Harris, New York Bicycle Club, who is stopping at Washington, rode out to the Sixteenth Street Hill, commonly known as the Stand-pipe Hill, and succeeded in climbing the hill eight times without dismounting, on a Springfield Roadster. The time of the fastest trip was 2m. 20s. The hill was in bad condition, being covered with loose stones. The performance was witnessed by several persons, and timed by W. H. Stearns, of the Washington Cycle Club, and Frank Loeffler.

## MEMPHIS ROAD RACES.

The wheelmen of Memphis, Tenn., held a 5-mile road race June 30. Messrs. C. J. Scherer, W. T. Yates and C. H. Hotchkiss managed the race. The race resulted as follows: W. A. Whitmore, 75 seconds start, 23m. 2s.; E. H. Wilcox, 75 seconds start, 23m. 8s.; S. W. Hampton, 75 seconds start, 23m. 35s.

## AMERICAN PROFESSIONALS IN HOLLAND.

THE HAGUE, July 8, 1888.—In the cycling tournament at Scheningen, near The Hague, on Saturday, the ½-mile bicycle race was won by Temple, of Chicago, in 1m. 28½s. Allard, of England, was half a second later. In the professional scratch race of 5,000 metres, Woodside, of Philadelphia, and Temple made a dead heat.—*Cable*.

The effort to pass a Liberty Bill in Louisiana has been reluctantly abandoned for the present. The introducer of the Liberty Bill just rejected by Louisiana's brilliant Judiciary Committee has advised the wheelmen that there is no hope of passing the bill during this session. Another opportunity will not be presented for two years, as the Legislature will not meet again before that time.

There is much dissatisfaction over the slipshod manner in which the July 4 races on the Boston Common were run off. A number of prominent cyclists were present, including Messrs. Hayes, Emery, Bassett, Peck and others, but their suggestions were not listened to. It would seem to us that the Boston wheelmen ought to get the city authorities to place the management of the races in their hands.

Geo. M. Hendec will act as starter at the Buffalo tournament. Chief Consul Bidwell is booked for grand marshal of the parade. The Springfield Bicycle Manufacturing Company have presented a Springfield Roadster, and the Smith Cycle Company a ladies' bicycle, which will be offered as prizes. A feature of the meet will be the cycleries, which all the importers and manufacturers are expected to exhibit.

Louisiana League men will favor Chief Consul Hodgson's re-appointment. League meet men will remember the white-flanneled, swarthy-complexioned Hodgson. Mr. Hodgson is an energetic worker for wheeling in his native city, New Orleans, and gives liberally of his time and money to every wheel movement started there. He is a great traveler, and has made many extended trips through this country as well as abroad.

New York City will be entitled to seven representatives. It has been mutually agreed that each club shall have one representative, so that the six New York clubs will be equally represented in the board. The seventh position will be given to the Y. M. C. A., which has a cycling annex, and is a sop thrown to the unattached. The odd representative was disposed of in this way that all the clubs might be equally represented. Chief Consul Bidwell is preparing the printed ballots.

Fifteen members of the Brooklyn Club spent last Saturday evening and Sunday at the Massapequa Hotel, at South Oyster Bay, L. I. South Oyster Bay is thirty-two miles from Brooklyn, and the route is from Brooklyn to Jamaica, to Garden City, to Hempstead and to the South Shore via the New Bridge route, and along South Shore to Bellmore Station. The hotel is the Massapequa, rates \$3.50 per day. The proprietor, who is a wheelman, has apparently given orders, as they are treated first-class. The Massapequa is a new hotel, first-class in every respect. Dinner is served at \$1.25, and it is doubtless the finest dinner served on Long Island.

Burly B. Ayers has arranged the following tour from Chicago to Fox Lake, July 14 and 15: Leave Chicago Saturday afternoon, July 14, 3 o'clock train, Wisconsin Central Railroad; get off at Lake Villa at 4.30 p. m.; wheel thence three miles to Kine's Hotel on Fox Lake; steamer thence to Sayle's Hotel at foot of lake; After supper take boats to Ingleside; dancing. The boy choir of St. Andrews Episcopal Church is camping at Sayle's, and the congregation, ladies and gentlemen, will be at the Ingleside ball. Wheelmen are invited. Next day attend fine choral service in big tent on the lake. After dinner start for Chicago, wheeling down to Gray's Lake, thence railroad home.

The board of officers of the Illinois Division will hold its annual meeting in Chicago, Saturday, August 25, at which time all members of the division are invited to be present. The programme will be about as follows: Saturday, August 25, A. M., officers meeting; afternoon, Illinois Division championship races and other events not yet decided upon, at Cheltenham or Ball Park track; evening, Chinese lantern parade. Sunday, August 26, run to Pullman; dinner at Hotel Florence.

A SCOTCH ROAD RECORD.—The 50-mile tri-cycling road championship of Scotland was decided June 25, and won in record time by A. Hutton, Jr., who finished first in 3h. 34m. 27s.—1m. 18s. better than the previous record. Hutton's mount was a 34-pound Marlboro Club. The race was inaugurated in 1881, and has been won by J. H. A. Laing, Tom Lamb, Mat Sinclair, A. Hutton, J. M. Inglis, A. Hutton and D. Cleland. Hutton thus secures championship honors three times. The 1881 race was won in 5h. 14m.

The Cheltenham Beach races came off on the morning of the 4th, and were quite successful. The road-race resulted as follows: Hargis, Illinois C. C., first, actual time, 30m.; Wimmerstedt, Lincoln C. C., second, time, 28m. 50s.; Brinkerhoff, Illinois C. C., third, time, 29m. 20s.; Maas, Illinois, fourth, time, 28m. 35s.; Irwin, Lincoln, fifth, 33m. 45s. In the 2-mile handicap on the board track at the Beach the result was as follows: Wimmerstedt, Lincoln, 250 yards, first; Luce, Illinois, 200 yards, second; Lumsden, Fort Dearborns, 100 yards, third; time, 5m. 45s. Wimmerstedt won easily by 30 yards. Nearly all the riders then proceeded to the C. A. A. grounds to compete in the mile handicap and 5-mile team race.

## SUNDAY WHEELING NEAR BOSTON.

The fine weather and good riding of last Sunday brought out a large number of cyclists, although there were not many club runs called. The roads leading to the reservoir were frequented as usual. The Cambridge Bicycle Club took a morning run through the suburbs, leaving the club-room at 9 o'clock, arriving home in time for dinner. The Roxbury Club, with Dr. Emery, the nominee for vice-consul for the Massachusetts Division, took a run to Hough's Neck, which is fast becoming the cyclists' favorite rendezvous on account of its nearness to Boston and its fine fish dinners. The Charlestown Rovers, under command of Captain Robinson, left the club-house at 9 o'clock for a trip to Wakefield, passing Tufts College, Mystic Trotting Park, and the "Old Powder House." Just before getting into Wakefield they were met by a delegation from the Wakefield Bicycle Club, who escorted them to their rooms and entertained the Rovers until their departure for home. The Point of Pines and Revere Beach were well attended by unattached wheelmen, who enjoyed a stroll along the beaches.

## WHITTAKER BREAKS A COLLAR BONE.

At the finish of a 20-mile professional championship race, held at Leicester June 23, the spectators crowded on to the track and upset Fred Wood, S. G. Whittaker, who was close up, falling over him. Wood was badly cut and shaken, but was able to drive off in a carriage, while Whittaker sustained more serious injuries, breaking his collar bone and crushing his shoulder blade. On the advice of an attendant physician, Whittaker was carried to a nearby infirmary. It will probably be several weeks before he can resume training.

The race was an exciting one, and the pick of the English professional path were present, giving Willie Wood an opportunity to best champions, ex-champions and would-be champions at one lick. The starters were Willie and Fred Wood, J. Lee, Robb, Knapp, Whittaker, Howell, Lees and English. Many of these men will doubtless be seen at Buffalo this fall. The miles were checked off in good time, almost every man in the procession getting a chance to play captain. Knapp started the final rush-off half a mile from home, but succumbed to W. Wood, Fred Wood, J. Lee and A. H. Robb, who finished in the order named. Knapp, however, had the pleasure of beating Howell, who has probably returned to his old games, now that Rowe has left the country. The time was 1h. 3m. 45s.; last mile, 2m. 44s.



## NEW ORLEANS.

## THE LIBERTY BILL.

There's no hope for it. The Liberty Bill will, of necessity, go into a state of innocuous desuetude until the next session of the Legislature—two years hence—and in the meantime we can but mourn and meditate, and hope for better luck next round. Representative Shields states that this is about all we can do. The time is not now ripe for another go at the merciless Judiciary, but in the next attempt we will up and at 'em in earnest, and, with this year's experience to guide us, will put it through or bust a hame-string in the attempt. 1890 is a long way off, but then—

Another bill of interest to the cycling world, which was also killed in committee, was one establishing a uniform system of road laws throughout the State. Alas! alas! that the fates should decide thusly.

The Louisiana Cycling Club had a busy time at its meeting last Wednesday night. Six new members were elected, two delinquents "fired," and \$5 voted to the Canal Street Shell Road Improvement Association. Steps looking toward the adoption of a uniform and the securing of a club house were taken. R. G. Betts resigned the offices of captain and secretary-treasurer, but the boys only relieved him of the latter, electing J. N. Jay quill driver and cash dispenser for the unexpired term. The captain's report showed but two cyclometer records for the month—Betts, 446 miles; Fairchild, 300. After the meeting a club run to Carrollton was indulged in and two immense "watermillions" slaughtered. A general unbuckling of breeches and stomach aches for two told more eloquent than words how the melons got in their work. The club enters its second year this month with a roll numbering thirty-three, as against nine at its organization, and this after the striking off of eight or ten "deadheads" during the last few months. Not a bad showing, by a jugful! The boys are pulling well together, and, by what Editor Prial would call a roll-up-your-sleeves, mind-your-own-business-and-keep-your-nose-clean policy, have landed themselves away on top of the heap, and are in the swim for "keeps." I am one of 'em, but the club's record will show this as well.

The Canal Street Improvement Association, of which previous mention has been made, is a little road improvement society of itself. It is composed of vehicle owners and other interested citizens, and is supported entirely by voluntary subscriptions. Some \$2,000 or \$3,000 have been raised already, besides many gifts of material and labor, and already Canal Street is beginning to show the result of the good work. The association's object was mainly to reclaim the Canal Street shell road from going to utter ruin, but it (the association) promises, if properly encouraged, to keep up its work clear on out Carrollton Avenue to the asphalt, and make a smooth and almost unbroken circular drive of twelve or fifteen miles, to say nothing of the short-cut out Washington Avenue, which is just now being graded and graveled at a lively rate. A movement is also afoot for the appointment of a board of commissioners for Gentilly Road, looking towards its ultimate conversion into a substantial shell or gravel drive. The last time the L. C. C. boys were at Schadwells they attached their signatures to the petition urging this move. The new city government is also whooping up the railroad companies to a compliance with their charters, requiring them to keep the streets through which they run in good condition. Yes! I believe we're progressing a little, even though the Legislature has killed some seemingly wide-awake measures.

Chief Consul Hodgson and the rest of the boys have arrived home from the meet, and report a gal-orous time. Hodgson has just received notice of his appointment on the Racing Board, and feels considerably elated, as do the rest of us, over his good fortune. Harry will be a League big-wig yet. Mark the prediction.

Hodgson had hardly brushed the dust of travel off his clothes before he called a meeting of this little down-South sub-division, which was held on Thursday, 5th inst., and attended by some fourteen or fifteen of "ye faithful." The gist of the meeting was that Hodgson was recommended for another term as chief consul, and

that steps looking towards a fall tournament were set afoot by the appointment of needful committees.

I second your motion, dear WHEEL. What's the matter with Chicago for '89?

Br.

## MINNEAPOLIS MUSINGS.

MINNEAPOLIS, July 9, 1888.

A short time ago the remark was made in one of our cycling papers that Minnesota also needed a "Liberty Bill," as the pastor of the town of Currie, Minn., had been arrested for riding his bicycle in the streets of that warmly-named town. This item aroused the interest of L. A. W. officials, and a correspondence was at once entered into, from which the following facts were gleaned.

The arrest was not made in Currie, but in Tracy, a town thirteen miles from there, and while the offender, Rev. J. H. Lang, was riding about six miles per hour, and, to use his own words, "frightening neither horse or man." He was fined \$3, and that amount remitted by the justice of the peace who fined him. Inquiry as to whether he wished help from the State Division brought out the fact that Mr. Lang evidently combines the wisdom of the serpent with the harmlessness of the dove, for a railroad project in which he is interested is to be voted upon by Tracy before long, and he did not wish to make enemies in that town at present. After the 17th (please mail no copies of this article to Tracy till after that) he is ready and willing to give the League a chance to uphold him, as he is "sure of the support of three-fourths of the citizens in a lawsuit to establish his right to ride on a two-wheeled vehicle in the streets of that village." Evidently appreciating the kindly offer of the Division's help, he sends for L. A. W. application blanks, and asks the price of the weekly paper. When he finally receives the latter without cost, the many advantages of membership will strike him more forcibly than ever.

It was rather disgusting to Minnesota L. A. W. members to find this State ranked as merely a sub-division, when we now have over one hundred members and three L. A. W. clubs with over twenty members each, two in this city and one in St. Paul. An appeal has been made to the Executive Committee to make an exception in our case, and not oblige us to hold over till 1889 without proper representation. I hope the appeal will be listened favorably to, and an answer returned in time to let our election be conducted on the basis of a full division. The lacking applications for membership had been sent in, but not early enough to be published before the meet was held. Ranking as a full division and complete representation would do much to encourage workers here and increase our membership, especially as an effort will be made to have a meet held at Minneapolis in September.

Chief Consul Heath declining to serve another year, pleading stress of business and lack of time, Mr. T. M. Slosson, of this city, has been favorably mentioned for the position. He is a business man of ability, and with age and steadiness to lend dignity to the office. A very important point is that he has a fair amount of spare time for the clerical part of the work, and a large number of votes for him can be counted on from this city, at least. Voting blanks will be mailed to all division members shortly after the 15th of July. I hear of no suggestions for a change in the incumbent of the secretary-treasurership, and the gentleman now performing the arduous duties of that place evidently gives full satisfaction.

Some of our boys are training, when the hot and rainy weather will let them, to be in shape for a try at the Governor McGill medal, to be given to the winner of the bicycle race held on the new Twin City Driving Park at the Caledonia games. Many good things are said and expected of this track, but I have not yet seen it for myself. Previous experience leads me to mistrust all but the inner edge of any track that is used for trotting on, and, of course, but one man can keep that inner edge.

Taffy of any sort, I know, is distasteful to an editor, and this is no mutual admiration society; but I must congratulate you on THE WHEEL's fine report of the L. A. W. meet, and the racy description of things in general. It merely shows what can be done when one is free from the

incubus of office work, and stimulated by change of scene, pretty girls, steamboat rides, soft-shell crabs, etc., etc. But there will come a day! and then look out for still more glowing descriptions from "L. B. G." at his first L. A. W. meet. Yours hopefully,

L. B. G.

## PITTSBURG.

The first field meeting of the Pittsburg Cycle and Athletic Club occurred Saturday, the 7th, having been postponed from the 30th ult.

Sixteen events were on the card, seven of that number being for bicycles, the others, running, jumping, etc., given that the desires of a large number of the association might be gratified. The weather was all that could be desired, except for a gale of wind, which fortunately was against the backs of riders on the finish. Messrs. McCune, Windle and Midgley did not remain for the races, thinking the track would not be in condition, and also because of an accident occurring to Windle whilst training at New Castle.

The 1-mile bicycle novice race was called promptly at 3 p. m., the starters—W. M. Justice, C. C. Taggart, J. H. Gloninger and C. F. Lindsay—getting away from scratch in good style, Taggart winning handily in 3m. 46s., Justice second. Prizes—Gold medal, first; bicycle shoes, second.

The half-mile open brought out W. I. Wilhelm and W. D. and A. C. Banker. The riding was spirited, the winning easy for Wilhelm, and the race a good one. Time, 1m. 31 1-5s. Prizes—Silk umbrella, silver armor clock.

Next followed one of the best races between local men ever seen here—a half-mile bicycle open—A. C. Banker and P. G. Lenz starting, and the pace one for blood from the word go. Banker was looked upon as a sure winner, though Lenz received all the encouragement and a small ovation by crossing the tape in 1m. 33s., taking first prize, opera glasses; no second prize, there being but two starters.

For the 1-mile bicycle open, Wilhelm, Lenz and W. D. Banker started, and then came one of the day's surprises. Wilhelm was conceded first place and won as he liked in 3m. 11 1/2s., the race being between Lenz and Banker, and perhaps the best ever run in this vicinity, Lenz coming in second in 3m. 15 3-5s., amid enthusiastic cheers. Prizes—Gold medal, bicycle shoes.

The 3.20 class 1-mile bicycle had Lenz, Justice and Fox Kahler, a Star rider of Millersville, Pa., for starters, Mr. Justice riding one lap to enable the second man to get his prize. Lenz again came in first, the contest being close throughout, though Kahler had never before been in a race. Time, 3m. 27 2-5s. Prizes—Silk umbrella and helmet.

For the 1-mile bicycle handicap A. C. Banker and Lenz started, W. D. Banker staying out to save himself for another event. Lenz did not ride to win for the same reason, thus giving the race to A. C. Banker; time, 3m. 28s.; prize, gold medal.

The last and most interesting event of the day, the 2-mile bicycle handicap, had for starters Wilhelm (scratch), Kahler and W. D. Banker (20 seconds), A. C. Banker and Lenz (25 seconds). Wilhelm rode a most plucky race, but could not overcome the handicap, the first man getting fully two-thirds of a lap away from scratch before he started; yet had he had a quarter of a lap further to go he would have won. Lenz came in first in 7m. 1s., beating W. D. Banker by half a wheel; Wilhelm third, about fifteen feet away; Kahler fourth—the best finish of the day.

The race management was excellent, everything moving off smoothly.

Attendance inside the grounds about 200, outside about 400 strong. Hadn't the management better build the fence six feet higher? They will probably have more paid admissions if they do, and, while they are at it, they should put the judges' stand nearer the upper turn, making the homestretch longer, and also raise the same curve several inches, making the track that much faster.

Wilhelm says the track will be a fast one after a little more work.

The prizes seemed to give satisfaction to all. No genuine (?) bronze art pieces ever given at Pittsburg.

The boys all say "New Castle's day is over."

KEYSTONE.



## BUFFALO CLUB'S JULY FOURTH RUN.

The Fourth of July run of the Buffalo Bicycle Club to Corfu was favored by good roads, a favorable wind, and clear skies. Start was made from the club-house at 7.30 A. M., and an easy pace maintained the whole way to Corfu, twenty-five miles. Frequent stops were made, and no attempt was made at fast time. At Mill Grove preparations were being made in the dance hall for an old-fashioned Fourth of July hoe-down. The boys took possession, and for half an hour the pretty country lasses were taught all the latest steps, to the time of an old organ played by the music teacher of the club. Two miles out of Corfu what threatened to be a serious accident was averted only by good luck. A solitary woman driving an inoffensive, sleepy-looking horse was encountered. When about to pass, and as the head of the long line of wheelmen was almost opposite the buggy, the woman pulled up short in the middle of the road and screamed out that the horse was afraid of bicycles. As if to verify the assertion, the horse promptly backed the buggy with a sharp cramp in the deep ditch beside the road, gently deposited its screaming occupant in the long grass, and started back for Corfu at a 2.40 clip. Detained for a moment by a telegraph pole, it left the buggy behind, much the worse for wear, but did not go far until stopped by one of the wheelmen, who all this time had been hanging to the bridle doing a sort of jumping-jack act to get out of the way of the animal's feet. The woman was helped to a farm-house near by, badly frightened but unhurt. A buggy was borrowed from the kind-hearted farmer to take her to her home eight miles away, and a collection was taken up among the wheelmen, amounting to \$5, and presented to the lady as a present to help defray the expense of repairing the buggy. The wheelmen were in no way to blame for the accident, and with even ordinary driving the horse would never have run. Arriving at Corfu, full justice was done to the dinner provided, after which a club parade was made up and down the main street, about thirty wheels being in line. At 4 o'clock a scrub nine from the club played a game of baseball with the Corfu club, and were done up to the tune of 13 to 6 in the presence of 500 spectators. Return was made by train at 6.37 P. M. The members of the club who took part in the run were: R. C. Chapin, G. W. Lee, C. W. Adams, C. A. Cock, S. M. Ellis, W. A. Brogan, W. E. Otto, A. K. Hume, G. B. Hinkley, F. C. Held, J. A. Daniels, A. C. Spann, C. F. Hotchkiss, W. A. Dawes, J. O. Munroe, F. D. Lewis, J. J. Ehrlich, O. H. Hauenstein, E. M. Thompson, M. J. Leonard, C. S. Butler, R. B. Hoffman, J. B. Newman, W. F. Lloyd, J. F. Doll, S. M. Ratcliff, Jr., F. J. Shepard, C. W. Holland, A. Johnson.—*Courier*.

## CAUGHT BY A MEAT HOOK.

A REMARKABLE ACCIDENT TO A BICYCLE RIDER IN ROCHESTER.

An accident as peculiar in its nature as the one which proved fatal to Absalom, though not so serious in its results, befell Henry Emrich, an employee at the Stein Manufacturing Company, last night.

The young man was out in the evening, as was his custom, on his bicycle. He had taken a "spin" to the outskirts of the city, and was returning about 10 o'clock on Jefferson Avenue. When he reached the corner where Minge's meat market is located he turned up on the sidewalk. Passing under the awning in front of the meat market, two young men who were standing by were horrified to see Emrich suspended to a huge meat hook hanging from a brace supporting the awning. They hastened to his assistance, and discovered that the hook had caught him just below the right eye. The wheel had passed partly from beneath the rider, so that almost his whole weight came upon the hook. The two young men took the wheel away, and then succeeded in raising him off from the hook.

The patrol wagon was quickly summoned and bore him to the City Hospital, where his injuries were examined and his severe pain relieved. There it was found that the hook had pierced under the cheek bone, and, tearing it loose from the nasal side, had torn through and under the orb of the eye. The bone was splintered, and the lids were torn almost entirely away from their attachments. One peculiar

thing about it was that, although there was no motion to the eye, the optic nerves were, to all appearances, undisturbed, and, though suffering excruciating pain, he was able to distinguish objects. There is some possibility of the sight's being saved, but the eye and face will be badly disfigured. The shock had the effect of producing hemorrhages, and up to 1 o'clock this morning he had suffered two severe attacks.—*Rochester Democrat*.

## SUMMER JAUNT OF TWO CAPS.

Saturday afternoon late, any strangers in the neighborhood of the Pennsylvania Bicycle Club would have seen two members of the club evidently prepared to start on a trip. A huge bundle adorned their backbones, while a smaller one was placed on the heads of their machines, with the supply of dry underwear, extra jerseys, razors, tooth brushes, toothless combs, etc. 'Tis evident they are out for some hoped-for good riding, and also prepared to enjoy their evenings with dry clothing; but oh! what a way to start on a wheeling trip. Philadelphia and Reading depot, covered baggage-car, and a decidedly put-out baggage-master. Never mind; you should see them up the next morning before 4 A. M., and, after shaking the cinders from their eyes, munching an apology for breakfast in the way of a few crackers, start from Elmira at exactly 4.40, and bound for Watkins, Ithaca, Cayuga, Buffalo, Westfield, Erie, etc., for their summer tour.

In starting we play a little smart and take a road contrary to directions, in order to reach Horseheads, our first stop, or, rather, the first town on our road. We had not pushed far on when the road branched off in several directions. Which way to go was a puzzler until we spied a post, no doubt giving directions. Consequently we dismount, and, walking around, we read: "Trust Jesus to save you now." But here was the question; no sign board, no one up at this unearthly hour on Sunday morning, so we guessed and struck it wrong, but found out our mistake before pushing on very far, and, being put on the right track, retraced our steps and sped on over some fine roads to Pine Valley and Havana, reaching there after covering some twenty-three miles, and ready to devour breakfast, waitress and landlord.

Did you ever try a good long ride on an empty stomach before the sun was up? Well, don't; get some one else to do it for you. Let him turn out early to enjoy the chirping of the early bird, while you get that little extra wink and then a good square meal.

Well, after our inner man had been well stuffed, and stuffed it was, we spent some time in visiting Havana Glen, and then on to Watkins, only two or three miles distant, where we remained until nearly four in the afternoon, studying the beauties and glories of nature. But as I don't intend springing any guide book on my readers, I will simply say that we felt amply repaid for our two-hour climb up the rocks and steps; and, by the way, we saw a new style danger sign, and one hardly necessary for L. A. W. purposes, for painted on some steps running up over a fence in large letters was: "Ladies, look out for your pants." But to go on with my story. As old Father Time pushed the hands of his clock around toward 4 P. M. we mounted over our bundles and turned towards Ithaca. But goodness, what's ahead of us? mountains! Well, for seven miles one might well imagine a road running at frequent intervals up the side of a house, but the roads being as near perfection as possible, we were able to climb the majority, and as the spring poem fiend might say, we sped gladly and joyfully on our way, everything going well until we came to another of those innumerable forks and no signboard. Consequently we did the same thing as before—namely, took the wrong one—and rode some distance, when we struck an old farmer who started us right, but after finding out where we were from wanted badly to fill us up on some good old four-dollar whiskey he had, but fearing it would be whiskey, no Ithaca, we left him still saying, "better come in, boys." Everything went well until some seven miles out, when we struck a frisky colt who shied badly, and as we dismounted on one side of the road the unruly beast swerved off into a ditch, upsetting the buggy, throwing out the occupants, dragging them some distance and badly smashing things, when all of a sudden

the darn beast (and I feel quite modest in not applying any worse epithet to the animal) swung around and started back, and smash bang went his hoof on the tire of one of our machines, while the wheel polished and loosened several of the spokes. Great Scott! "Here's a howdodo!" Well, after we had fixed up the injured man and his girl, we started to fix up the machine, but with little success. We managed to work the wheel into position so that it could be pushed through the forks, tried to get some kind of a conveyance to take us to town, without any luck, and so started on a jog trot and walk for our night's resting place. We had pushed some three miles when fortune blessed us in the way of a willing man in a buggy, who brought the disabled steed the balance of the journey, reaching town a little after eight; and, having covered some fifty-eight miles and also tramped considerable, we were, after a good hearty supper, soon ready for bed, and telegrams well on the way for home to express another wheel.

ONE OF THE CAPS.

## FIXTURES.

July 14—Run-off of tie between K. C. W. and H. C. W. Teams over Irvington-Milburn course.  
July 23-25—Annual meet of the Ohio Division L. A. W., at Toledo, Ohio.  
July 23-24-25—Ohio Division meet at Toledo.  
July 28—Greenwood-Wells contest on Eagle Rock Hill, Orange, N. J.  
August 2—Binghamton, N. Y., race meet.  
August 2-3-4—Massachusetts Division meet at Cottage City.  
August 6—Binghamton, N. Y., Bicycle Club's meet.  
August 11—Michigan Division L. A. W. meet.  
Sept. 4-6-8—Grand International Tournament at Buffalo.  
Sept. 5—New York State Division meet at Buffalo.  
Sept. 12-13—Hartford Wheel Club's tournament at Charter Oak Park.  
Sept. 14-15—New Jersey Division meet and race meet at Roseville, N. J.

## WANTED, INFORMATION.

MINNEAPOLIS, July 5, 1888.

Will some one kindly outline the most practicable route for wheeling from Chicago to Detroit, stating character of roads, probable distances that can be covered per day, and character of surface during the month of August? Also, state whether it would be better to turn into Canada at Detroit and make a longer detour through Toronto, or keep straight on via Cleveland, Buffalo, Syracuse, etc.

If either the Michigan or New York road books completely cover these points, I would be glad to know it, and a reply through the columns of this paper, at an early date, would greatly oblige, L. A. W., No. 1614.

We wish to correct our statement made in last issue that Messrs. Singer & Co. intended to place a ladies' bicycle on the market this fall. Messrs. Humber & Co. propose introducing such a machine, not Messrs. Singer & Co.

The Harvard College Faculty Committee on Athletics have just made an exhaustive report on athletics at Harvard and their effect on students. The committee have reported as follows: "The average strength of students and the perfection of their physical development have greatly increased during ten years. At present there are about one hundred men in college stronger than the strongest man in 1880. The regularity and moderation of life necessary for men in training have a very favorable effect on health."

As to the effect on scholarship, the report says that participation in athletics does not seriously interfere with college attendance, and lowers neither the standing of those who take part in them (except freshmen) nor the general standing of the college. On the contrary, the standard of scholarship has risen with the increase of athletics. While athletes have won college honors, the fourteen men who take no exercise are reported below the average of scholarship.

The statistics collected from 1,021 men are interesting, and it is pleasing to note that of special sports, bicycling ranks in popularity below baseball, football, horseback riding, rowing and running, and is above bowling, canoeing, coasting, cricket, driving, handball, lacrosse, polo, domestic calisthenics, shooting, skating, sparring, swimming and track athletics. Of the 1,021 students at Harvard, eighty-four use wheels.



## THE LEAGUE'S NEW CONSTITUTION.

NEW YORK, July 7, 1888.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

The Baltimore meet has passed into history, with all its pleasures of soft-shell crabs and hard-shell roads, its pains of cobblestones and tropical heat; and if it is not already a dead issue, a word may not be amiss about that most remarkable of constitutional conventions, so solemnly called together for the purpose of doing nothing. THE WHEEL has already spoken very appropriately of the absurdity involved in the proposition that it would be too much time and trouble for the delegates to attend to the business for the purpose of transacting which they had assembled together. You have very justly characterized this snap-shot way of forcing through an important document. But you have hardly done justice to the real genesis of the document, nor have you commented, perhaps, with sufficient fullness on the important step gained in the adoption of a basic idea for the League. Our old constitution was something of a mosaic, the product of a process of evolution; the new one is a beautifully harmonious structure, built up around two central ideas, just like the Constitution of the United States.

There is a somewhat important difference of detail, it is true, between the two ideas. That of the United States is the belief in popular government, in the will of the majority, and the common sense of the common people; that of the League is the rule of the minority, and a firm conviction that no wheelman is competent to take part in the management of this stupendous body of 10,000 men until—by the permission of those already in power over him—he has been clothed with the sacred mantle of the Board of Officers. Interwoven with this beautiful conception is an application of the doctrine of States Rights, very much as it used to be entertained before railroads and telegraphs had obliterated artificial political lines and substituted natural divisions of territory. For this feature of our constitution we are indebted to its author; not exactly the committee, since, like most committees, it is well understood that the work was done by one man, and that the new constitution is practically the product of the committee's chairman. Those of us who know him know that Mr. C. H. Luscomb is, perhaps, the only American besides Jefferson Davis who reveres the old-fashioned theory of the divine right of States; and surely no one but he could have evolved the notion that the League was a federation of the divisions which it had itself created for convenience, or would have thought of fossilizing the division lines in such shape that no measure short of constitutional amendment could alter them, no matter how much convenience might dictate an alteration.

There are several solemn absurdities in this constitution of Mr. Luscomb's—now turned over to the League for its use—that are due to a somewhat servile imitation of all the defects as well as the virtues of our national constitution, and some of these are only absurd and not really harmful. But the provision for electing a national assembly is harmful even more than absurd. There was an impression at Baltimore that the change for which I was most anxious was the erection of a metropolitan division. As a matter of fact I had become convinced before I went to Baltimore that the wheelmen about New York were not ready for this move, and had not proposed to press it at all. But the thing which I did want to "fight to a finish" was the principle that one wheelman was just as good as another, and that the accidental holding of the not very exalted position of Representative conferred no powers of judgment on its holder superior to the common herd; and so I had determined to bitterly oppose the provisions which exclude the vast majority from voting, not only for president of the League but even for their own representatives in the national assembly, and I strongly suspect that it was anxiety to retain those very provisions that led the little clique who arranged the state of proceedings in Room 213, at the Carrollton, to risk so unpopular a method as the cutting off debate or amendments.

Think of what it means, fellow-members, even to those of you who live in one of the larger divisions and are therefore not entirely excluded from representation in the national assembly.

You all know how easy it is to manipulate a small body, as shown in the corruption of State Legislatures that elect United State Senators. We need not fear corruption, of course, but where Delegates are to be elected by the division boards instead of the membership at large clique rule is very much to be feared. It would be a very poor politician who could not control one of these division boards, with at least two-thirds of its members present only by proxy, to select, not representatives of the League, but representatives of himself. There is even a loophole by which the constitution may possibly be strained to allow chief consuls to appoint additional delegates as the membership of their divisions increases, and this would simply make each chief consul an absolute "boss."

Now, it sounds plausible to some to say that the high officers of the League know better what is good for the members than do the members themselves; but, as a matter of fact, it is rank nonsense, contradicted by all human experience in much bigger institutions than the L. A. W. The officers are just common clay, like the rest of the League, and as a rule no better qualified to make selections than the humblest member in it. Of course, there are here and there energetic spirits who do more work than others, but they are picked out more quickly by popular suffrage than in any other way. At least, the mistakes made by the many are only those of the average intellect, while selection by the powers above rests ultimately on the fallibility of the individual. The system which we have adopted means that we formally recognize in our constitution the theory that a few men are much more competent to decide what is good for the League than the League itself; and that these few men are to be endowed with the power of self-perpetuation in office.

E. J. SHRIVER.

## TWO PERTINENT QUERIES.

THE EFFECT OF RIDABLE STREETS ON CLUB LIFE—  
DECLINE OF THE CLUB RUN—LEAGUE MEETS.

Is the extension of ridable streets inimical to the interests of bicycle clubs?

This question I found myself asking of my inner consciousness after a visit to Washington. There seemed to be no fraternity among the Capital City wheelmen, at least the sort of fraternity that one finds out West, where the roads and streets are comparatively new. Each wheelman seemed to go along the street or road perfectly oblivious as to whether there were any other wheelmen in the vicinity.

In other cities I have found considerable nodding to each other on the roads, not so much on the streets, perhaps, but good, hearty recognition on the road, even though strangers. But in a 35-mile ride on a country road leading out of Washington I met a large number of wheelmen, and all went right past, heads down or looking straight ahead, without so much as "How de do?"

Why should it be otherwise? one asks. There is no need in Washington of sticking together. Everybody rides, and wheeling is as common as buggy riding. When driving nobody expects every rider to nod as he passes, so then why should there be any such demonstrations between wheelmen? Bicycles are as common as umbrellas. The average Washington rider can see no more use in belonging to a cycle club than in forming an umbrella club. The need of one is not felt. They say they have no rights that are not respected. The League to them has no significance. It seems to them very much as a vigilance committee in the far West would seem to a down-Easter.

In that is the answer to the question put to me by a St. Louis man: "Isn't it singular that in Washington, where the streets are so fine, the League representation is so small?" This St. Louis man will find that as his streets get better, not only will the League membership not increase in the same proportion but it will be found more and more difficult to keep the Missouri or any other bicycle club together.

In Boston it is the same old thing. As the streets have improved and the riding area become extended, so has the interest in clubs died out. I was told the other day by a prominent League official that clubs in Boston are about played out, except in a social way. Where is

the Massachusetts Club? Gone! and the Boston Club is called a bicycle club only by courtesy. The wheel is a small and ever decreasing factor.

The club run, the great feature of old-time wheeling, has disappeared. There was a time when runs with thirty to fifty members out were not uncommon—were, indeed, the rule. Now if half a dozen can be got out it is considered a good enough representation. As the wheel ceases to be a novelty, and grows into one's practical life, the more will the rider seek his own company. There was a time when road rights were so disputed that one was glad to have the company of even an uncongenial rider, provided he would count one more in case of a row with a road-hog. Now that has all gone by. A man now wants to ride to a certain part of the country. He says: "Here, I don't want to join any club run, with a promiscuous crowd. I'll get two or three congenial fellows, and then we'll be kindred spirits." And thus the *run* has been relegated to the past. Whether it is better for the wheel that this is so, is a different question. All I know is that it is inevitable—that it is the outgrowth of the "commonizing" of the wheel, and of the disappearance of dangers and insults once commonly offered to wheelmen.

Another question that was developed by the League meet was: Are not the annual meets too frequent an occurrence? Is not it in danger of becoming a white elephant?

Those who saw the work that fell upon the Baltimore boys will not give a negative answer. If there were any visiting wheelmen who would like to see their city go through the same work I did not see them. The general impression was that the meets are getting too cumbersome and unwieldy. Why, after all, should they be held every year? At one time the lapse of a twelve-month was sufficient, but that was when the League was a little society. Now that it has become the largest athletic organization in America, isn't it time to change the dates? The Knight Templars meet but once in three years, the Knights of Pythias but once in two, and the Odd Fellows the same. Why cannot the L. A. W. follow these examples profitably? One meet is still fresh in mind when another comes along. The changes in the year are usually so slight that little interest attaches to the coming together. It is like meeting the fellow you said good-bye to only yesterday. Let two or three years roll by and the meet would have a greater attraction. There would also thus be given more time for preparation. The list of cities willing to take the meet is getting beautifully smaller every year. It is even said that it had to be forced upon St. Louis last year. I know that to be pretty near the truth. The League doesn't want to fall into the position of an annual beggar, and a good way out of that inevitable prospect is to put more years between the meets. This would not in any way interfere with the annual meetings of the board of officers, and would have reference at present solely to the social gatherings.

One thing is becoming plainer and plainer to me, and that is that the chap who rides the wheel simply because it is an accomplishment and his doing something unique is passing out. He is giving way to those who ride because it is of service to them practically. I can remember half a dozen fellows who were great riders up to three years ago. Then they quit, to my surprise. A study of their case revealed the fact that they were well off, and took up the wheel because it was "the latest." They were enabled, by getting an early start, to be superior on the road for several years, and this tickled them. But gradually the new riders became so numerous that there was no longer any novelty in the sport. One by one others drew up to them on the road, and at last they had to take others' dust or ride harder than their developed laziness would permit. So, with novelty and superiority gone, they pulled out; and of the early riders who are still steady devotees of the wheel only those remain who began to ride irrespective of any thought of what a dash they could cut on the new conveyances.

THE TRAVELER.

Friends of Mr. G. M. Nisbett, of the New York Bicycle Club, speak well of him for the position of secretary-treasurer of the New York State Division, and he will probably be the nominee.



## ODDS AND ENDS.

Says *The American Athlete*: "The Springfield Printing Company failed some little time since. 'Ten Thousand Miles on a Bicycle' was, no doubt, a costly venture for author and printer." Now, perhaps, those American papers who have been pitching into "G. Lacy Hillier" for saying the same thing will give "John A. Wells" a turn.—*Bicycling News*.

Yes, Mr. John A. Wells deserves "a turn." He knows the above is untrue, and will probably be glad to say so.

In England there is little sympathy at the present with the idea of bicycle riding for women, and the objection to it rests upon a general and very healthy aversion to women copying the ways of men. Of course this feeling, which is stronger here than in America, gives room for a lot of prejudice, and may easily lead to an illogical and unreasonable view being held of any particular innovation; but, as we have said, it is a healthy feeling, and we are sorry that in America ideas are promulgated and upheld with respect to the "sphere" of women that are utterly destructive of the grace, sweetness and tenderness which rightly belong to the sex. The woman lawyer, for instance—what a monstrosity! Imagination, pathos, sentiment, everything that has a tinge of sweet romance, vanishes before such a hideous conception! All the finer feelings revolt from some of the ideas about women that find favor in America, and if said ideas could be realized, men would altogether refuse to marry, and society would become demoralized.—*Sewing Machine and Cycle News*.

Could the editor of our esteemed trans-Atlantic contemporary see the dear creatures mount and glide off, he would quickly change his mind. We are vain enough to think that "grace, sweetness and tenderness" in woman is no less appreciated by Americans than by you English. We can see nothing more destructive of the womanly qualities referred to in riding a delicate little thirty-five pound bicycle than in driving a seventy-pound trike; in fact, the latter spectacle is painful at times. The editor of the *Cycle News* will shortly welcome the women's bicycle as one of those "long-felt wants," as a distinct advance in wheeling for women.

## A GOLD MEDAL TO THE FIRST MAN WHO MOUNTS "MURDER LANE" HILL.

Mr. J. B. Kaercher, of Pittsburg, Pa., general agent for Western Pennsylvania for the Star bicycle, sends out an invitation to all members of the Pennsylvania Division, L. A. W., inviting them to try "Murder Lane" Hill. The prize to the man who surmounts this vile excrescence of earth is a diamond gold medal. "Murder Lane," also known as McPherson's Hill, is situated at Sewickley, Pa., thirteen miles from Pittsburg. The hill has a grade of 1 in 9 7-10 for the first 3,827 feet, and a grade of 1 in 6 4-7 in the last 1,015 feet; total length, 4,842 feet 11 inches; total height, 550 feet 2 inches. The contest is open only to members of the Pennsylvania Division, and any wheel but a Star may be used. The machine used must be an ordinary road wheel, and any number of trials may be made. The prize will be awarded to the man who first mounts the hill. The committee is composed of S. H. Murray, Fred Way and A. C. Robinson. Address 442 Wood Street, Pittsburg, Pa. The hill has already been climbed by S. H. Murray on a Star.

In an interview with a *Bicycling World* man, W. A. Rowe asserted that he had ridden a quarter on the Coventry track in 33 seconds. The *B. W.* simply prints the assertion as part of the said interview. No one makes any claim for a record; no claim is allowed. Yet this simple little fact gives G. Lacy Hillier further opportunity to indulge himself in another and violent Springfield paroxysm of Yankeeophobia, and the American press is condemned up hill and down dale for accepting records in such slapdash, hap-hazard manner. Will Mr. Hillier quote from any American paper any statement crediting Rowe with the English professional quarter-mile bicycle record? Mr. Hillier, like many another man, first puts up a man of straw, and then knocks him to pieces; he always furnishes his own quarrels. He is the best example of Jekyll-Hydeism extant. A decent, brainy fellow, we are told, intensely egotistical, to be sure, but then a pretty square chap. Whisper "Springfield" or "America" ever so low, and it is the magical powder that transforms the mustachioed Jekyll into the ranting, raving, ink-spilling Hyde. We have tried to write some sense into him, but henceforth we accept him as a phenomenon, who cannot be taught and will not be guided.

Messrs. William Read & Sons report larger sales of New Mails this year than ever before. The New Mail has proven itself a wheel of the highest grade. It is perfectly made, well finished, has interchangeable parts, and has the additional advantage of the Trigwell ball head and Perfection backbone.

Messrs. William Read & Sons make a special offer to wheelmen through our advertising columns. Having orders for a few good second-hand New Mails, they will take any make of good second-hand wheels in part payment for New Mails. Here is an excellent chance to get a new wheel.

On the Lancaster Pike, on Sunday last, an Ivel tandem was ridden 5½ miles in 15m. 15s., less eight feet. The wheels are very speedy, and their importers, Messrs. William Read & Sons, are sending them to all parts of the country.

The Swift Safety, one of the most graceful of the rear-drivers, holds the safety championship of the world. The Club racer holds the bicycle championship of Europe. The Marlboro Club holds the tricycle championship of Europe. The Marlboro Tandem has a record of 250 miles in twenty-four hours.

Photographs of the League meet may be obtained of Messrs. Bachrach & Bro., corner Eustace and Lexington Streets, Baltimore, Md. Their card, giving sizes and prices of photographs, appears in another column.

The H. B. Smith Machine Company have issued a fine lithograph poster, advertising their Stars. The centerpiece is a view of the Smith Machine Works, while the border is composed of eleven cuts of the Star, nine of which depict a fancy rider in various difficult positions, while the other two show a rider on the road and a cyclist riding down the steps of the Capitol at Washington.

The *Bicycling News* of June 30, just to hand, republishes the letters of the officials who were present at Rowe's record performances, and which recently appeared in this paper. The *News* omits to publish the more important part of an article, which referred to the fallacy of the position it has taken in the matter. But it is enough that it has presented the documents to its part of the English public, who are thus enabled to judge for themselves. The editor of the *News* does not reiterate his disbelief in Rowe's records, neither does he announce any change of faith. This is the fairest thing the *News* has done in connection with our American records, and we trust it is the commencement of a broader and less prejudiced policy than it has previously pursued.

Mr. J. S. Dean sailed for England last Saturday on the Bothnia, to spend his summer vacation in England. No other American cyclist has left a better impression in English cycling circles than the cultivated and cynical "London W.," and McCandlish, Liles and others of that crowd will doubtless welcome him with open arms.

The Harlem Wheelmen had a run to Tarrytown July 4, the tally-ho party having fallen through. On Sunday last, several members of the club, including a lady and gentleman on a tandem, rode to White Plains, and all but two members of the party trained home, on account of bad roads.

AMSTERDAM, June 30, 1888.—In a cycling tournament here, to-day, Temple of America had the lead at the start, but was compelled to abandon the race, owing to the pain he suffered as the result of his recent fall. The race was won by Allard, with Woodside, of America, second.

C. R. Zacharias, well known to Orange wheelmen, and who has done good road improvement work at Birmingham, Ala., is now located permanently at Asbury Park.

Charles Schwalbach advertises a choice lot of second-hand wheels.

Howard A. Smith & Co., corner Bridge and Broad Streets, Newark, and 16 Park Street, Orange, have a number of first-class bicycles and tricycles for hire. Wheelmen desiring to ride through the Oranges can make reasonable terms with them.

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

# THREE LEADERS,

## VICTOR SAFETY, VICTOR JUNIOR,

## VICTOR LIGHT ROADSTER.



## THE VICTOR SAFETY.

AS in all Victor wheels, only the best material and workmanship are used in this wheel. Every wheelman knows, and every purchaser ought to know, that vibration is the bane of wheelmen. By the use of the spring-fork, the best anti-vibration device ever invented, the Victor Safety glides over rough surfaces and absolutely does away with all vibration. "The leader of the safeties," is the verdict of all who have tried this machine.

## THE VICTOR JUNIOR.

An ordinary of high grade, made in all sizes up to fifty inches, suitable for youths and short men. Price, \$75.00 for 50-inch, \$5.00 for each additional size less. In the largest sizes it is the best and cheapest youths' and men's wheel made; in the small sizes it is the highest grade boys' wheel.

## THE VICTOR LIGHT ROADSTER.

An ordinary, in the construction of which are employed only the finest material and the most skillful labor. It combines in its construction three features which a long experience has proven to be most valuable. It is the hand-somest, strongest and easiest running wheel on the market, and is built to stand the strain of American roads.

## Boys' Rear-Driving Safeties.

These boys' rear-drivers, which are absolutely safe, are built very strong, and having adjustable seat and handles can be used by several sizes of small boy, or may grow up with the original rider. They are strongly made wheels, with rubber ties and rubber pedals. They are sold in two sizes, small and large, at \$25 and \$35, and are suitable for boys from seven to fourteen.

## Our Instalment Plan.

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

## Racing Wheels to Hire.

We have a fine stock of racing wheels, sizes 50 to 57. These wheels will be rented for \$5.00 per week to responsible parties.

A FINE LINE OF SUNDRIES, BELLS, LANTERNS, CYCLOMETERS, OILS, ENAMEL, TOOL BAGS AND CYCLING GOODS OF EVERY DESCRIPTION.

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# OUR FAMOUS AND PATENTED RAMS-HORN BAR.

## ORIGINAL AS IS OUR ENTIRE BICYCLE.

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

KENOSHA, April 18, 1888.  
Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.  
C. A. PICKHANT.

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

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

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

FLINT, MICHIGAN, April 15, 1888.  
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles, having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a Bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. Never chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me \$5.00 or \$6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't those bars slick?" "Best I ever saw," etc. As for myself I would not go back to the Spades under any consideration, providing I could get Rams-horn.  
J. ELMER PRATT.

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

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

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FROM NEW YORK TO DELAWARE WATER-GAP VIA NEWBURGH.

Mr. Fred E. von Meerbeke, who is spending his vacation awheel, sends us the details of a part of his journey. Mr. von Meerbeke left New York early Saturday morning and reached Newburgh, sixty miles, in 10h. 15m.; from Newburgh to Milford, Pa., via Middletown and Port Jervis, fifty-five miles, was ridden on Sunday in 10h.; Monday, July 2, from Milford to Bushkill Falls, twenty-one miles, 2½h.; total, 147 miles. Between Dingman's Ferry and Bushkill Mr. von Meerbeke met Messrs. Patterson and Monell, of the New York Bicycle Club, and the three rode together to the Peters House in Bushkill, where they dined. The New York men had been to the Water-Gap and were heading for Hackettstown where they expect to remain some days. After dinner von Meerbeke rode to Stroudsburg, thirteen miles. Mr. von Meerbeke expects

to ride back to New York via Hackettstown, Morristown and the Oranges.

**ELECTRIC LAMPS FOR CYCLES.**—Mr. C. Leni writes: "This desirable article appears to be as far off as ever, notwithstanding several having been put upon the market. I have made it my business to consult a large number of scientific electricians, and they all agree that there is no probability of there being one brought out. A primary battery is altogether out of the question, and the weight of a secondary battery, and the difficulty of re-charging the accumulator, make that also quite useless. I have had several prospectuses sent me, but from the crude ideas of the would-be electricians, I doubt if they even believe in their own pet articles, and I should caution any cyclers from purchasing until one has been sent to your office and favorably reported upon."—*The Cyclist*.

#### BUFFALO CYCLE NOTES.

The Buffalo Bicycle Club has reached its limit membership of 150. The Rambler Club has doubled its membership within the past two months. At its last meeting it admitted thirteen members, and seventeen candidates for membership will be presented at the next meeting. The Zigzag Club, Buffalo's newest cycling organization, saw the life six weeks ago, and already has a membership of forty-six. The Ladies' Club has nineteen members, with the following officers: President, Mrs. Ella J. Shepard; vice-president, Miss Jennie Stephenson; secretary, Miss Mamie S. Ross; captain, Miss Mabel Ducker; executive committee, president, vice-president, secretary, and Mrs. Lillian Randall and Mrs. Helen E. Byrd.

The Canadian Wheelmen's Association is making rapid progress, having increased its membership from 849 to 1,303.

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The **SWIFT SAFETY** HOLDS THE SAFETY CHAMPIONSHIP OF THE WORLD—Birmingham, May 23d, 1888.

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The **MARLBORO CLUB** HOLDS THE TRICYCLE CHAMPIONSHIP OF EUROPE—Berlin, June 11th, 1888.

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Prospect Park Plaza,  
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A most curious match is that which has been arranged between F. J. Osmond and Herbert Synyer, Osmond agreeing to give Synyer sixty yards start in one mile. Osmond is the best handicap rider in England. Synyer is the 1-mile champion, holds the record jointly with Furnivall, and, as we understand it, rides without heart. He has almost as much chance to beat Osmond from scratch as with sixty yards. It is a curious spectacle to see a champion scurrying off with sixty yards, just like a novice, and, should Synyer get a very bad case of fright, he is liable to run in 2m. 25s. with his handicap, with Hillier's man nowhere.

#### QUITE SCANDALOUS.

It is a very scandalous thing that our racing crowds have not sufficient humanity and sporting instinct to refrain from imperiling the lives of competitors by rushing over the track at the end of a race. Two of our American visitors, W. A. Rowe and Whittaker, have sustained bad falls through this brutal rush. The following was Whittaker's case: Just when the competitors commenced the last lap of the championship, on Saturday, the crowd, as usual, commenced to cross over the ground, unfortunately bringing Fred Wood and Whittaker to the ground; the former escaped with slight injuries, but Whittaker was badly hurt, breaking his collar bone and also his shoulder blade; he was immediately taken to the Leicester Infirmary, and is now progressing as well as can be expected. Much sympathy is expressed for him, as his plucky riding has secured for him a great number of friends in Leicester. Something most certainly should be done to prevent the usual rush across the course at the finish of these events.—*Wheeling.*

## THE LEAGUE PHOTOGRAPHS,

Ninth Annual Meet, L. A. W.,  
at Baltimore,

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Large Size—23x14 inches, on 28x19  
inch mounts..... \$2.50

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inch mounts..... 1.50

The larger size is somewhat the best.

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**BACHRACH & BRO.,**

Cor. Eustace and Lexington Streets,  
BALTIMORE, MD.

Mr. C. C. Hopkins, of the *Denver Republican*, who is in New York this week sight-seeing, rode a wheel from Denver, Col., to Columbus, O.—1,008 miles—in fourteen days. He reports it as very strange that, while there are excellent roads in Kansas, there are many towns in that State in which not a wheel is to be seen. He thinks it would be a great wheel State, with proper care from the trade.

#### A PROVIDENCE HILL-CLIMBER.

Mr. Henry Campbell, a bicyclist, made a record in hill-climbing on July 6 that probably will not soon be beaten by local wheelmen. He rode a Star Safety, the new machine, and started up College Hill about 10 o'clock. He went up the hill in a perfectly straight line, and, turning, came down with ease and safety. Finding that he was not winded at all he turned and rode up again, and kept it up until he had made the ascent four times without a dismount. At the end of the work he was in good condition, and could have made another trip.

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

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# HUMBER TRICYCLES.

We have a small lot of the celebrated HUMBER TRICYCLES, ranking above all others in the world. Light weight, 65 lbs., superb machines, which we are closing out very low; only a few. Send for description.

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Are dainty, and carefully made.

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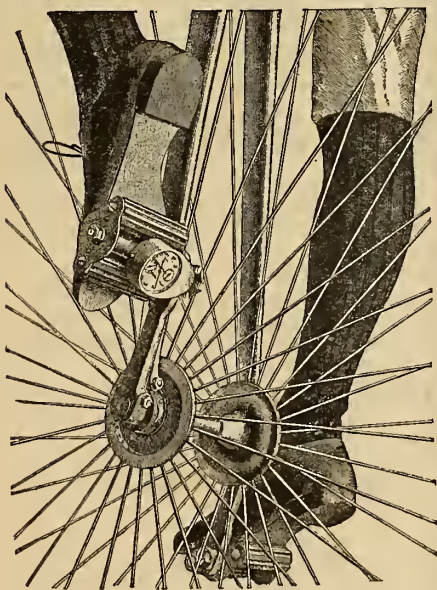
A GREAT many people are attracted by the safety qualities of the **Rover Type**, and many riders who have used the **Ordinary** for years are adopting this style of wheel for their season's mount. If you wish to learn to ride the **Safety**, or try any of the leading makes, before purchasing, you can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

I have a complete stock of **Columbias** and others.

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

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

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LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	Universal Club	Ball	Enamel	\$70 00
402	50	American Club	Ball	Nickel	60 00
432	48	Expert	Ball	Nickel	70 00
435	55	Col. Lgt. Rdstr.	Ball	Enamel	85 00
438	54	Harvard	Ball	Enamel	60 00
457	56	Standard Col.	Plain	Painted	45 00
458	54	Expert	Ball	Enamel	75 00
459	50	Victor	Ball	Enamel	90 00
469	54	American Star	Plain	Nickel	40 00
472	50	American Club	Ball	Enamel	80 00
474	54	American Star	Plain	Nickel	50 00
479	52	Brit. Challenge	Ball	Nickel	70 00
480	54	Rudge Lt. Rdstr.	Ball	Enamel	65 00
483	56	Expert	Ball	Enamel	80 00
486	48	American Star	Plain	Nickel	60 00
489	54	Harvard	Ball	Enamel	45 00
493	51	American Star	Ball	Enamel	55 00
500	32	Monarch Rover	Ball	Enamel	95 00
503	54	Brit. Champion	Ball	Enamel	55 00
508	51	Special Star	Plain	Enamel	65 00
515	54	Expert	Ball	Nickel	90 00
519	48	Sp. Premier	Plain	Enamel	40 00
520	54	Brit. Champion	Ball	Enamel	95 00
521	52	Brit. Champion	Ball	Enamel	90 00
522	50	Brit. Champion	Ball	Enamel	90 00
523	54	Am. Club	Ball	Enamel	65 00
524	52	Brit. Champion	Ball	Enamel	90 00
530	53	Columbia Lt. Rdstr.	Ball	2-3 Nickel	90 00
531	53	Columbia Lt. Rdstr.	Ball	2-3 Nickel	95 00
533	50	Expert	Ball	Nickel	75 00
535	38	Facile	Ball	Enamel	60 00
539	51	Special Star	Ball	2-3 Nickel	75 00
540	51	Special Star	Ball	Enamel	90 00
541	42	Otto	Plain	Painted	30 00
544	48	Brit. Champion	Ball	Enamel	70 00
545	50	Expert	Ball	Enamel	75 00
546	48	American Star	Plain	Nickel	45 00
547	48	Special	Ball	Enamel	90 00
549	54	Standard Columbia	Ball	Enamel	25 00
551	52	Victor	Ball	2-3 Nickel	95 00
552	42	Special Star	Plain	Enamel	70 00
553	46	Otto	Plain	Enamel	35 00

## TRICYCLES.

301	50	Col. Three-track	Ball	Enamel	50 00
496	..	Spkbrk. Crippler	Ball	Enamel	100 00
511	..	Victor Tricycle	Ball	Enamel	65 00
526	..	Humber Crippler	Ball	Enamel	90 00
517	..	Victor Tricycle	Ball	Enamel	65 00
534	..	Humber Crippler	Ball	Enamel	95 00
548	..	Sparkbrook Tandem	Ball	Enamel	130 00
550	..	Col. Two-track	Ball	Enamel	65 00
554	..	Humber Tandem	Ball	Enamel	110 00
555	..	Marlborough C. Tand.	Ball	Enamel	200 00
556	..	Humber Tandem	Ball	Enamel	150 00
557	54	Royal Mail	Ball	Nickel	90 00

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FOR SALE.—One New Semi-Racing Star Bicycle, roller bearings to large wheel, ball bearings to small wheel, changeable power attachment, hollow levers, spade handles, large size front wheel, list price \$125; price now \$110. Also one New American Star Bicycle, list price \$75; price now \$60; or both for \$160. To be sent C. O. D. or cash with order. C. O. D. order must be accompanied with cash enough to pay express both ways. "New means never have been used." Came into my possession by trade and must be sold quick. Address J. P. Merrill, Pittsfield, Mass.

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

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

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

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

LOOK AT THESE SPECIAL BARGAINS.—55-inch Rudge Light Roadster, enameled, with nickel trimmings, balls both wheels, cowhorn bars, buffer saddle; run a season; \$68. 54-inch Columbia Expert, enameled, with nickel trimmings, balls both wheels, drop bars; run one season; a very staunch machine; \$67. 56-inch Spalding Racer, full enameled, balls both wheels and pedals, cowhorn bars, weight 22 pounds; \$30. 51-inch Special Star, enameled, with steering rod and levers nicked, balls front wheel, drop bars, silent ratchets, changeable power attachment, 1-inch tire; \$65. 51-inch Special Star, ¾-nickel, balls front wheel, cowhorn bars, Z and S step and foot rest, ¾-inch tire; \$78. 56-inch Columbia Expert, enameled, with nickel trimmings, drop bars, new Fish saddle, balls both wheels; used but little; \$78. Springfield Roadster (50-inch) Standard finish, Fish saddle, cowhorn bars; \$45. 53-inch Royal Mail, enameled, with nickel trimmings, balls both wheels and pedals and head, cowhorn bars; \$50. Lakin cyclometer in perfect order, Lillibridge saddle; \$81. Genuine Humber Tandem, good order; \$100. Above machines are all guaranteed sound in every particular, and are bargains that cannot be duplicated for the money anywhere. Examine before going elsewhere. New York Bicycle Co., 8 Warren Street, New York City.

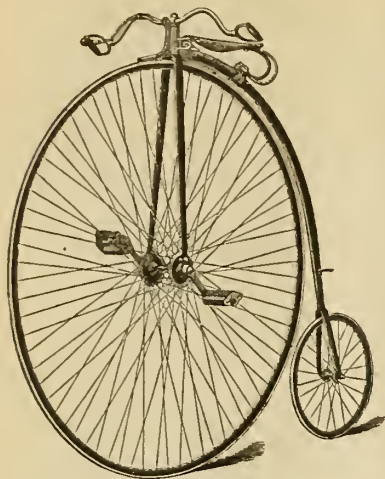
BARGAIN.—50-inch Columbia Expert, full nickel, ball bearings; first-class condition. Price \$75. Address R. T. Schaffner, 70 West 50th Street. t-f

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

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

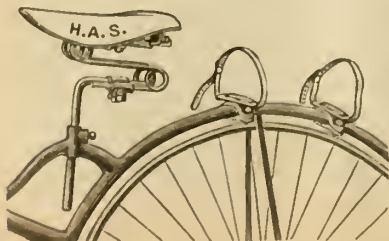
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We Can Get from \$10 to \$15 More

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**A SECOND-HAND VICTOR**THAN FOR ANY OTHER MAKE OF  
WHEEL IN THE SAME  
CONDITION.*Don't Believe Us,*But ask those who have  
changed, this year, from  
other makes to**VICTORS,**How they run, coast and  
climb, as compared with  
their old mounts.**READ OUR RULES.**No machine placed on our list unless it is in  
our hands.Our charge for selling is ten dollars and stor-  
age at one dollar per month. No tricycles  
handled on commission.A receipt is given for each machine, and we  
are responsible in case of loss for the net price  
charged. Our stock is fully insured.Our customers are not bound to leave their  
machines with us any longer than they may  
care, and can remove them by paying freight,  
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We are not responsible for breakage in transit.  
Our terms to sellers are strictly cash. Charge  
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cash for**VICTORS,**Can get them on the instal-  
ment plan from us on six  
months' credit at \$5  
advance in price.**Notice this Week's Reductions.**

Our List, July 13, 1888.

- No. 29.—55-in. racer, built for Keen. Wt. 22  
lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with  
nickel wheels. Ball wheels. Price \$65.
- No. 82.—51-in. Am. Star. Nickel except wheels.  
Hyg. saddle. Fine cond. Price \$45.
- No. 129.—48-in Stand. Col. Enam. Price \$35.
- No. 141.—English Premier 3 track, loop frame  
tricycle. Two speed gearing. Cyclom. and  
Lamp. Price \$60.
- No. 153.—54-in. Sanspareil. Ball wheels. En-  
amel. Price \$50.
- No. 155.—50-in. Spalding. New. All balls. Cow-  
horn bars. Only \$90.
- No. 157.—54-in. Premier. Enamel. All balls.  
Cowhorn bars. Price \$60.
- No. 162.—52-in. Spalding. All balls. Enam.  
Cowhorn bars. Price \$65.

- No. 164.—54-in. Col. Stand. Enam. Cowhorn  
bars. Balls to front wheel. Prime cond.  
Price \$60.
- No. 167.—55-in. Yale Light Roadster. Enamel.  
All balls. Cowhorn bars. Price \$55.
- No. 171.—51-in. Am. Star. Silent ratchets.  
Nickel bar, rest enamel. Fine cond. Price  
\$50.
- No. 173.—48-in. Rudge L. R. Enameled. Not  
ridden 50 miles. Sacrificed at \$85.
- No. 176.—36-in. boy's wheel. Full nickel. Cow-  
horn bars. Good as new. Price \$30.
- No. 180.—54-in. Stand. Col. Enam. Price \$35.
- No. 181.—Rudge Humber Cripper Tricycle.  
New last season. Prime order. Cost \$180.  
Sacrificed at \$110.
- No. 183.—52-in. Premier. Ball to front wheel.  
Cowhorn bars. Suspension saddle. Enam.  
Price \$55.

**THIS WEEK'S BARGAINS.**

- No. 184.—Sparkbrook Cripper Tricycle. New.  
Just out of crate. A chance to save big  
money. Price \$130.
- No. 186.—48-in. full nickel Special Star, in prime  
order, with all extras. Price \$85.

- No. 187.—42-in. Horsman. Price \$20.
- No. 188.—50-in. Victor L. R. '87. Nickel finish.  
Perfect cond. Cheap at \$100.
- No. 189.—54-in. Royal Mail. Enam. Cow-  
horn bars. Price \$70.
- No. 190.—54-in. Rudge. Enam. Cowhorn bars.  
Bell. Price \$60.
- No. 191.—54-in. Expert Col. Enam. All balls.  
Dropped bars and spades. Price \$75.
- No. 192.—38-in. Horsman. Price \$20.

**WANTED.****SECOND-HAND WHEELS  
TO SELL ON COMMISSION.**

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

**SEND YOURS.****Manhattan Wheel Exchange,****WETMORE & CHESTER,**

49 Cortlandt St., New York.



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

ALL REPAIRING DONE ON THE PREMISES.

NO WORK GIVEN OUT.

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Grand Medal at the Philadelphia Exposition.  
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Used and approved by the leading Physicians of Europe and America.

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

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

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

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New Rapid, Champion, Star and other Bicycles and Tricycles

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



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**ALCOHOL**

AND COLOGNE SPIRIT,

SPIRITS OF TURPENTINE, ROSIN, ETC.

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When the Robins Nest Again,  
We shall have demonstrated that  
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**HIGH GRADE BICYCLES,**

for less money, during the season  
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Displacement Impossible.

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40 SECOND-HAND WHEELS.

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**KANGAROO SHOES,**  
The Most Durable and Comfortable Shoe Made.  
Call and see them and a fine line of BICYCLE SHOES.

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

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





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WHITE, BLACK,  
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For headache (whether sick or nervous), toothache, neu-  
ralgia, rheumatism, lumbago, pains and weakness in the  
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INTERNALLY, in a few minutes, cures Cramps, Spasms,  
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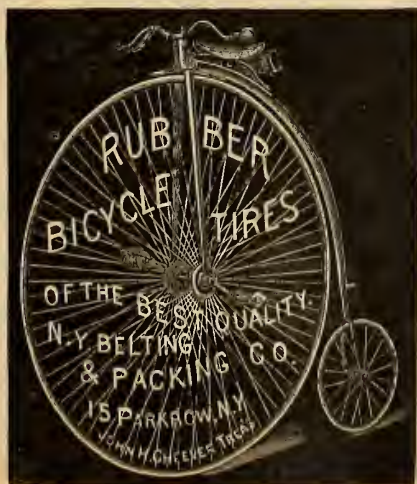
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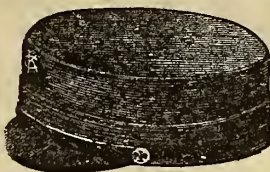
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This Whistle is pronounced by  
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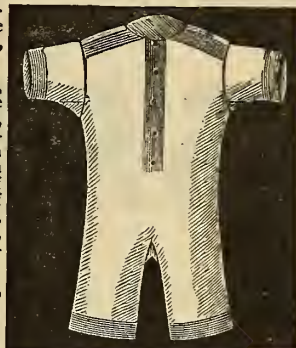
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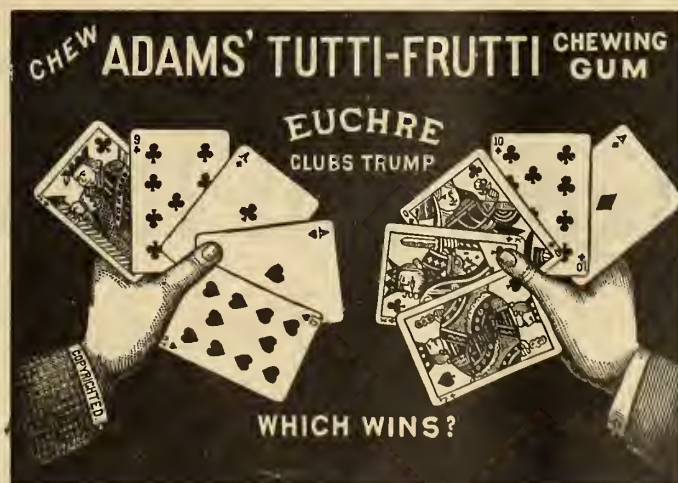
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