

The Wheel

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

VOL. I.—No. 21.]

NEW YORK, JULY 20, 1888.

[WHOLE NUMBER, 21.]

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

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50-inch, Geared equal to a 52-inch Ordinary.

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

WHAT NEXT? STICKNEY HILL, LYNN, MASS. TRY IT. WE GOT THERE.

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

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

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

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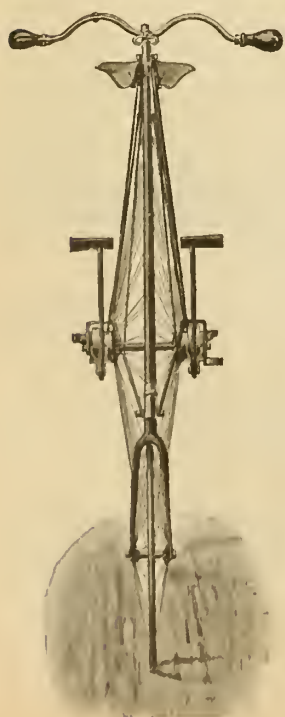
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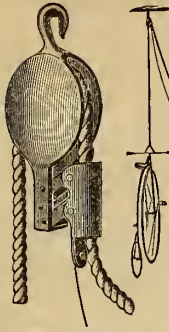
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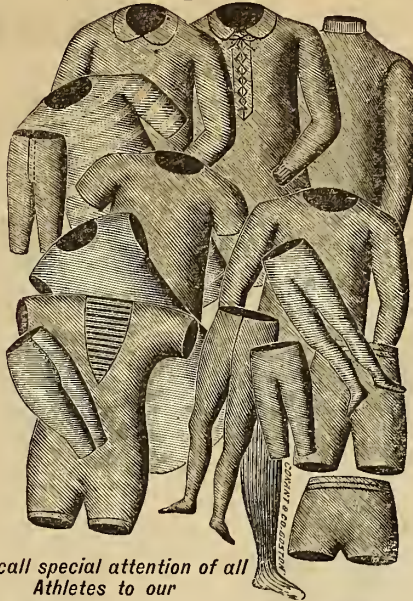
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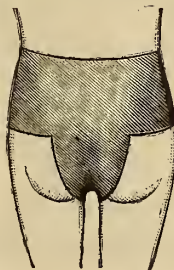
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3 48-inch Rudge, enamel, balls all over; fine condition; bargain	70 00
4 50-inch Royal Mail, balls all over, cowhorn bars, spade handles; A1 order.	60 00
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8 50-inch Expert, enamel, ball pedals, cowhorn 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 00
21 54-inch New Mail, balls all over; A1 condition; bargain	95 00
22 54-inch New Mail, balls all over; barely ridden; equal to new	100 00
23 56-inch Expert, balls all over, nickel; A1 order	85 00
24 56-inch American Rudge; A1 condition	75 00
25 58-inch Expert; A1 condition; nickel	85 00
26 Rudge Safety; fine order; very cheap	85 00
27 Rudge Safety; fine order; very cheap	90 00
28 Swift Safety; A1 order; very cheap	100 00
29 Victor Tricycle; A1 order; genuine bargain	45 00
30 Rudge Tricycle; A1 order; genuine bargain	40 00
31 Col. Two Track; good order; cheap	75 00
32 Rudge Tandem; worth double; good order	70 00
33 Mariboro Tandem; good as new; A1 condition	180 00
34 Rudge Crescent Tandem; very good order; cheap	160 00
35 Humber Tandem; very good order; cheap	150 00
36 Humber Tandem; splendid condition; bargain	175 00

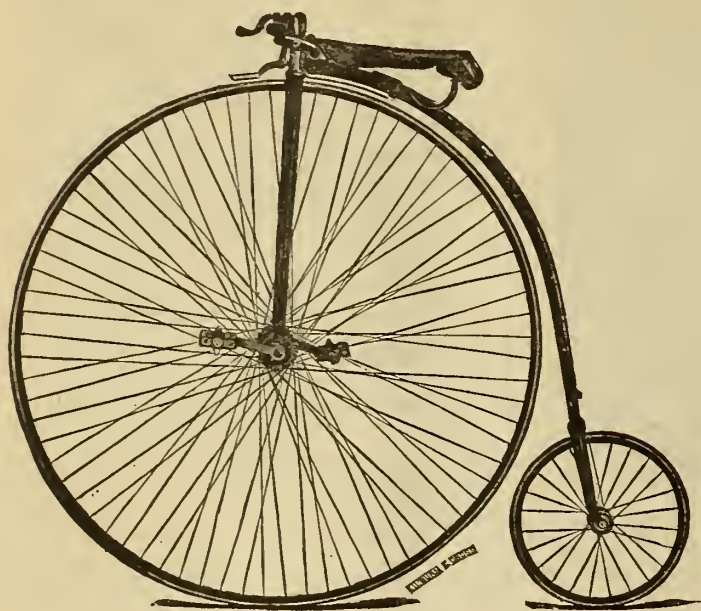
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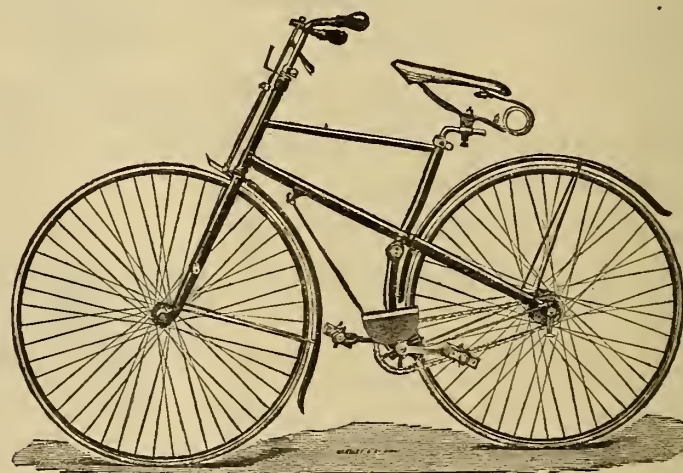
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THE WHEEL

—AND—

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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.

HILLIER ACCEPTS ROWE'S RECORDS.

After many days, like the fabled bread cast upon the vasty vastness, our efforts to prove to Englishmen the authenticity of the remarkable table of records accomplished by William A. Rowe have borne fruit. Influenced by prejudice, and apparently unwilling to look at the facts, the editor of the *Bicycling News*, whose utterances on matters of this kind justly attract the attention of Englishmen, has not ceased to sneer at American records since the day those wonderful "Springfield times" opened the eyes of cyclists to the speed possibilities of the wheel, tested on a proper track, for the Springfield was as far ahead of all other tracks at the time as Ducker is ahead of all other tournament promoters.

It is but fair to say that the great objector to American records never had proof positive of the genuineness of the records submitted to him. When we undertook to collect the affidavits and statements of the officials who assisted at Rowe's speed trials, we not only wished to convince Mr. Hillier of the absurdity of his statements, but the dignity and honor and intelligence of the American cycling press and the American cycling public were at stake, the press being charged with being muzzled by the manufacturers under whose auspices the records were accomplished, and the public being credited with having foisted upon it records made to order for cash.

In the *Bicycling News* of July 7, we find a most fair-minded and manly withdrawal on Mr. Hillier's part from the stand he has held with the tenacity of a man sure of his own convictions. In accepting our American records, Mr. Hillier not only settles an unpleasant controversy, but has raised himself in the estimation of American cyclists, for whose enlightenment we, as the self-appointed apostle and exponent of anti-Hillierism, have from time to time exposed the fads and fancies of the champion of the British Isles and India, bicycle and tricycle, 1881. We shake with the great G. Lacy, and reproduce his latest and best manifesto:

In course of time we shall doubtless educate our American contemporaries up to the task of checking records claimed, and affording the inquirer all the necessary data to prove their genuineness. Last week we gave two quotations from the American cycling press, illustrating "How to do it," and "How not to do it." *The Wheel*, after a preface of unnecessary and useless abuse, published a number of clear and explicit statements, giving evidence as to the times accomplished, and the precautions taken to secure accuracy. *The Bicycling World*, on the other hand, made the calm announcement that Rowe had ridden a quarter-mile in 33s. at Coventry—a statement utterly at variance with the facts, which would have been discovered on the slightest and most superficial investigation. Under the circumstances revealed in the latter case, we may fairly ask, "Were we wrong in asking for further evidence in support of Mr. Rowe's records, and does not this instance show that we were not so 'insane' as some people suppose when we failed to regard the mere fact of publication in the columns of an American paper as proof positive that the alleged records had been fully investigated, and were worthy of credence?" Turning to the statements we published last week, we consider that they fully substantiate the records claimed for Mr. Rowe, as they are full and explicit in every way. When we are afforded proper evidence, such as they supply, and not merely told that "Manager So-and-so informs our Spryville representative that the day before yesterday Mr. Slow made the mile in 2m. 20s.," we shall be ready, as we are now, to accept the times recorded.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION OBJECTS TO SUNDAY RIDING.

The Young Men's Christian Association is a great organization. Especially is this true of the Y. M. C. A. of New York City, which places at the disposal of its members a magnificently complete building at Twenty-third Street and Fourth Avenue, with library, a high-grade course of winter instruction, a gymnasium, a branch in Harlem, an off-shoot in the Bowery, and a wheel annex on Ninth Avenue.

With such ramifications, with wealth, energy and enterprise, with some of New York's wealthiest citizens personally interested in its well-doing, the Y. M. C. A. of New York is an institution for great good, and many young men have been enabled to make their lives more profitable and much happier through its help. With its objects we are in hearty sympathy. But in the stand it has taken on the question of Sunday riding the association invites a difference of opinion.

The Association has established a wheel annex at No. 1088 Ninth Avenue. To obtain the privileges of this annex, a wheelman must first join the Y. M. C. A., and pay a fee of \$1.00 per month. He is obliged by the by-laws of the annex not to ride on Sunday, and he cannot ride. The result is that a large per cent. of the members are very much dissatisfied, and those who would be members are frightened off by this provision.

To retain its present influence on the public, to keep young men within its fold, the association for the propagation and extension of Christianity must advance and be abreast with the times. In the same way that a man will not take a bone-shaking, head-splitting bus in preference to a steam-car nowadays, neither will he consent to make his life burdensome that he may gain a glorious hereafter. So long as professors and the doctrinaires of Christianity prohibit moral pleasure and advocate a life of subjugation of every pleasurable motive, just so long will they continue to lose their grip, as they are doing to-day. Make Christianity broad, manly and pleasant, and the masses will accept it.

In this matter of Sunday riding, the body of cyclists, who have just enough education to produce independent ideas, will refuse to agree with the Y. M. C. A. The Association would not think of prohibiting Mr. Vanderbilt or Mr. Depew, two of its earnest supporters, from en-

joying a Sunday drive behind a pair of trotters, though this involves labor on the part of several people. Yet the cyclist, who is out for recreation, and involves no one but himself, is ordered not to ride. The Association has as much right to prohibit the Sunday walk of the citizen who owns neither carriage nor cycle. We should advocate the members of the wheeling annex to appeal to the Association to withdraw its prohibitive by-law. They might incorporate in their petition the sermon preached at the Baltimore meet, which contained the following sentiment:

"A practical question was presented when some one said to me: 'You want to get us in your tabernacle and then abuse us for riding on Sunday.' I am not going to abuse you, and the question of Sunday riding will admit of debate. I say you can ride your bicycles on Sunday and do no worse than if you rode a horse. You can ride them to church and back home again." * * *

A HAND-BOOK FOR AMERICAN WHEELMEN.

We expect to make arrangements to publish a complete hand-book for American wheelmen, including detailed descriptions of all American-made wheels, all imported wheels, besides valuable information to tourists, racing men and new riders. The date of the appearance of the book will be largely regulated by the condition of the trade next spring, but it will probably be published either shortly before or after April 1, 1889.

RACING MEN.

We are preparing some matter of special interest to racing men, which will appear in this paper within two weeks. There is great interest taken in racing this year, and, with a number of fall tournaments on the tapis, the matter we present will be of special interest.

The ten-mile record made by two Philadelphia riders on a Rover-type tandem bicycle will do much to attract attention to a type of wheel which many men expect will prove faster than a single bicycle of any make. The ten miles were ridden on the tandem in 30m. 44 2-5s., time that would be considered excellent if accomplished on the path by first-class racing men.

Though we are in midsummer, wheeling is so active that we send our readers news from all parts of the country. We give as much attention to the affairs of Pacific Coast wheelmen as to local Gotham doings. But that is what is expected of a paper which they do say has the lead.

Judging from reports from various parts of the country, the trade has enjoyed an exceedingly prosperous half-year, and there is no reason why the last half of the year should not net a good return. It is all a matter of energetic work. The July cold spell, which we are now enjoying, but which the weather prophets say will leave us in a short time, was undoubtedly a great incentive to July riding.

We call the attention of the Racing Board to the cowardly action of two racing men, Howell and Young, at the Cape May meet. The details, which will be found in our special correspondent's report of the races, it is not necessary here to repeat. We endorse our correspondent's views, and trust the Racing Board will bar these two men from the track for a long enough period to prevent them from ever having another opportunity to endanger the life and limb of their competitors. We will gladly aid the Racing Board in this matter.

Coventry Machinists' Company,

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

The **CLUB RACER** HOLDS THE BICYCLE CHAMPIONSHIP OF EUROPE—
Berlin, June 10th, 1888.

The **MARLBORO CLUB** HOLDS THE TRICYCLE CHAMPIONSHIP
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SPRINGFIELD, MASS.

REMARKABLE SCORCHING ON LANCASTER PIKE.

A TEN-MILE TANDEM BICYCLE RECORD.

Over the old ten-mile course on the Lancaster Pike, from the big tree on Wayne Hill, beyond the Bellevue, to the new toll-gate above Fifty-second Street, two new records were made last Friday afternoon in a race between Pennsylvania Club members. The men were Louis Hill and John Fuller, on their Ivel tandem bicycle, and John A. Wells, on a racing quadrant tricycle, geared to 63 inches, while the tandem was a 54 gear.

The start was made at 4.30, and a terrific pace was cut out from the first quarter. The men rushed down the hill, laying over their work for all they were worth, but the tricycle could not hold the two-wheeler, and gradually, as had been foreseen by the more experienced, Hill and Fuller began to draw away from Wells. At Bryn Mawr H. B. Mingers began pacing them, going as far as Haverford, and L. J. McCloskey took up the running through Wynnewood to the top of the "Third Sister" Hill. From the "First Sister" to the top of Overbrook Charles J. Leisen made pace, but on leaving him, through some misunderstanding, the other pacer failed to turn up and they rode alone, coming down the finish at the homestretch at top speed, and crossing the line in the remarkable time of 30m. 44 2-5s., knocking the record by over three minutes. Frank Kuhler's time over this course, which has stood since 1886, was 34m. 10s. Hill and Fuller gained two miles on Wells to Bryn Mawr, and three and a half from the latter point in. Wells rode a wonderful race, however, as his time proves. Although delayed several times by teams in places where the bicycle could easily pass, he got well inside the record, putting the figures at 36m. 33 2-5s., beating the world's amateur road record of 36m. 59s., made by Kluge over the Irvington-Milburn course. Mr. Wells was also handicapped by the lightness of his tricycle, which, weighing but thirty-six pounds, could not safely be driven at top speed over an ordinary road, although it stood the strain admirably in this race. The record of this wheel is a remarkable one. Winning one of the prizes in the contest up Weather-oak Hill, in England, it was brought to this country and used by Kingsland, of Baltimore, breaking a record there and winning two firsts in the League races in June.

Messrs. Wells and Middleton have challenged Fuller and Hill to another race, when the former will ride a tandem tricycle. They will have hard work to win, as the tandem bicycle is a perfect demon on the road. Last Sunday Hill and Fuller made the 5½ miles from Bryn Mawr to the first toll-gate in 15m. 15s., beating Kohler's old record of 17m. 10s., and on Tuesday next they intend to try for the world's amateur record for five miles.

WHEELMEN GET THEIR RIGHTS IN INDIANA.

On Monday, on the corner of High Street and Barthold Avenue, on the north side, Mr. A. W. Jaxtheimer, while riding on his bicycle, was run into by a team of horses driven by Louis Schroeder, a teamster. Mr. Jaxtheimer, who was riding on the extreme right of the road, claimed that the act was intentional on the part of the teamster, and placed the case in the hands of the assistant prosecutor, John Rodabaugh. On yesterday afternoon, in Squire Ryan's court, Mr. Schroeder was found guilty and paid a fine and costs, amounting to over thirteen dollars. This is the first case of the kind since two reckless drivers paid twenty-four dollars for the privilege of smashing Frank Morgan's bicycle. The wheelmen know their rights and henceforth propose to maintain them.—*Fort Wayne Journal*.

THE OPINION OF A NEWSPAPER MAN.

TO THE EDITOR OF THE WHEEL:

Permit me, sir, after reading your paper the past few months, to bear this humble tribute to the excellence of your publication. Without doubt you are turning out the best wheel paper in America. As one who has followed newspapering all his business life, I hope my opinion will be considered as the criticism of an expert, and not a piece of airy flattery. READER,

FIVE-MILE ROAD RECORD.

[Special to The Wheel.]

PHILADELPHIA, July 17, 1888.

The five-mile road record was broken to-day on Lancaster Pike by Messrs. Hill and Fuller on an Ivel tandem bicycle. The distance was covered in 15m. 22s., against a strong headwind. John A. Wells, on a racing Quadrant "trike," was allowed a minute start, and rode the full distance in 18m. 1s.

A VICTORY FOR COLUMBUS WHEELMEN.

Mr. T. L. Ingram, of Columbus, Ga., writes us: "As you noted in THE WHEEL some weeks since, our City Council passed an ordinance prohibiting wheelmen from riding on sidewalks, certain bridges, parks, etc. We secured legal advice and intended to give fight for our rights, but before commencing proceedings we held a meeting and decided that, the streets being so sandy, we would be compelled to give up riding entirely if we lost our fight. We thought the best plan would be to ask for permission to ride, rather than attempt to enforce a doubtful right. With that object in view, we circulated petitions and personally called on all the Aldermen, with what success you will see by the amended ordinance passed, which I enclose, and which permits us to ride on all sidewalks with the exception of a section of the city two blocks wide by six blocks long and over certain bridges. Of course the boys are all happy.

"In this city, when the streets are very sandy and the walks generally deserted, the wheelmen must take to the latter.

"The amended ordinance reads as follows:

"That from and after the passage of this ordinance that Section 476 of the Revised City Code, page 155, be and the same is hereby repealed, and the following ordinance be passed and substituted for said Section 476 of said City Code, to wit: That no person or persons shall ride any bicycle or tricycle in or upon either of the bridges across the river, or the sidewalks or crossings on Broad Street and First Avenue and Second Avenue, anywhere between Ninth Street and Fifteenth Street inclusive, and that in all other portions of the city the riders of bicycles and tricycles be and they are hereby required to take the outside of sidewalks, and to ring signal bells on passing any person on the sidewalk, and to slow up on turning all street corners.

"Any violation of any of the provisions of this ordinance shall be punished by fine of not less than \$5 or more than \$25 or imprisonment, or both, in the discretion of the Mayor."

A PITTSBURG SCRIBE ON A LITERARY "BENDER."

The cycling representative of the Pittsburgh *Bulletin*, who visited Baltimore during the League meet, and not being treated with that distinguished consideration which he, but no one else, considered to be his due, returns to his ink-pot and writes out his dissatisfaction and disappointment to his heart's content, accusing Brother Bassett of various puppyish qualities, and intimating dishonesty in the management of the lottery scheme. Evidently crabs and cream were too much for the *Bulletin's* literary gymnast.

We defended Brother Bassett; we defended the gentlemen of the lottery scheme; and behold! forthwith are we branded servants and slaves. And, by the way, this "slave" rolls so glibly from the tongue of the Smoky City's scribe that one only surmises a pre-literary life passed as a scullery boy. But if we are slaves, it is unconstitutional, and there is war ahead; and again, if we are slaves, the sacred scroll of emancipation were the most cruel document of history. May we always remain in a state of complete subjugation, of saddening suberviency, of soulless serfism. The *Bulletin* man feels certain that we are a slave, for has he not—we quote—"met many men with diverse dispositions, and may be pardoned if he presumes that his humble judgment carries some weight?" To be sure his judgment is weighty; it is weighted with prejudice, anger, cantankerousness, and other petty irascibilities to be found generally in gouty old men. We hope to meet the editor of the *Bulletin* at Buffalo, when we shall be accompanied by our spectacles. Meanwhile we publish the *Bulletin* man's undignified and impolitic screed:

Under the caption, "There are Some Strange Things in Cycling," the editor of *The Wheel* sails into the writer for his temerity in presuming to criticize the conduct of the secretary-editor of the League at Baltimore, and characterizes the article as the product of the "pen of childish impetuosity," allied to "the ink of retaliation." The above is not half bad, but smacks strongly of something I have

read before, which rather takes the sting out of the presumably intended sarcasm of the editor, who, "with just enough learning to misquote," as is evidenced in numerous places in his paper, notably in the head which graces (?) the article concerning Mr. Van Sicklen, confesses himself a servant and a slave. I have no objections, neither have I any doubts, as to the state of servitude of the editor of *The Wheel*; it is a probable condition of the existence of the paper, and may therefore be looked upon as a "business enterprise," but such a lamentable condition of affairs does not exist in this community. THE BULLETIN has no "ax to grind," appeals for no advertising patronage or official elevation through fulsome flattery or mendacious cant. The writer, during a journalistic experience of some eight years, has had an opportunity to meet with many men with many and diverse dispositions, and may be pardoned if he presumes that his humble judgment carries with it some little weight. No personal feeling whatever enters into the argument. The business which necessitated an audience with the secretary pertained to the meet, of which that gentleman was an officer, and, as such, his actions are open to criticism. True, a large proportion of the duties of the other officers seemed to be thrown upon Mr. Bassett's shoulders, which may in part account for his perturbed state of mind. As for the races being "managed in first-class style," as stated by *The Wheel*, it may be said that the error in the handicap of Stenken was not the only one, as Mr. Bassett can testify, and, admitting that one error, then Mr. Prial's estimation of perfection in the management of a race meeting is limited by his knowledge, which seems to be confined to a very narrow circle, in fact, an experience more theoretical than practical. Concerning the lottery scheme, I was informed that \$5,000 had been subscribed, and am perfectly willing to concede that my information was not in accordance with the facts, in the light of the figures since published. As to the balance of the article, I stand by it as representing the sentiment of many purchasers or subscribers to the entertainment fund. It was impossible to find out aught concerning the drawing, while on board the steamer, during the excursion to Bay Ridge, in spite of the advertisements stating that any one who desired could witness the drawings. Bay Ridge is a temperance resort in a broader sense than even Mr. Prial intends to convey in his article. Even crab salad and strawberry cream were at a premium, and an outlay of several dollars was necessary to obtain enough of these two delectable dishes to stay one's appetite until Baltimore was reached. The insinuation is worthy of its author, and bears the earmarks of one subservient to the clique that shapes the affairs of the League, whose methods are such that they shun the light of honest criticism and resort to personal reflections rather than weighty argument. There are some strange things in journalism, and childish impetuosity is infinitely preferable to maudering senility.

"Maudering senility" is good, but very old. Meandering imbecility, impotent idiocy, mental mendicancy and mendacious malevolence are much better, fresher and truer, as applied to the case of the Smoky City scribe.

SABBATH CYCLING IN AND NEAR BOSTON.

The fine weather and good condition of the roads on Sunday brought out a large number of wheelmen. The roads leading to Corey Hill and the reservoir were crowded, and the hill near the watering trough, at the latter place, was lined with loitering cyclists.

There was a much larger number of club runs yesterday than on the Sunday before. The Hyde Park Ramblers and Hyde Park Bicycle Club ran to Nantasket, and returned by the boat. The Brookline Cycle Club ran to Echo Bridge, by way of Newton. The Charlestown Rovers left their rooms early in the morning to take the run to Marblehead, which cannot be surpassed in this country, as the roads are fine and the points of interest are many. After visiting the Lee mansion, St. Michael's Church, which was built in 1714; Fort Sewal Park, the old Burial Hill grounds, the "Old Brig," the birthplace of Moll Pitcher, and the Fountain Inn, they rode to Marblehead Neck, where they visited the churn, Great Head, the Eastern Yacht Club house and the lighthouse. Then they started on the journey home. The Somerville Cycle Club was to run to Great Head, but late last evening it was decided to run to Hough's Neck, and have a clam and fish dinner. The Cambridge Bicycle Club ran to Marblehead, where it fell in with the Rovers. The Roxbury Bicycle Club, under command of Captain Lowell, rode to Waltham, the Dorchester Club went to Lexington, and those members of the Chelsea Cycle Club who went to Gloucester Saturday evening returned on their wheels yesterday.

Nantasket Beach received a good deal of attention from wheelmen, as did also Point Shirley, the Point of Pines and Crescent Beach.—*Boston Herald*, July 16.

LEAGUE POLITICS SIZZLE.

"Verax" gives us the political situation in Illinois, which means Chicago, in his usual trenchant style. We have a special wire informing us that Chief Consul Van Sicklen has thrown his influence over to Edwin Oliver, and that gentleman, with Charles Hensel, of Springfield, will be the C. C. and V. C. of Illinois during the next League year.

NEW MAIL

NEW MAIL

THE WHEEL OF WHEELS! NOTHING BUT SUCCESS EVERYWHERE!!

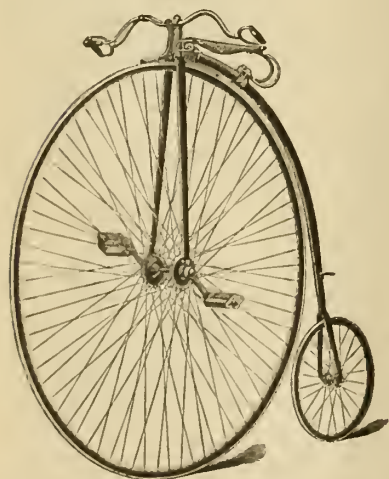
Sales larger this year than ever before, and this demand is evidence of its **Worth** and **Merit**. A Light Roadster **Perfectly Made**, Interchangeable Parts, and which stands the roughest roads. We are receiving **Testimonials** every day of its Perfection and in Praise of the **Trigwell Ball Head**—a delight in Steering, a great aid in Hill-Climbing.

SPECIAL OFFER!

Having use for a **Few Only** Good Second-hand Machines, we will take such in part payment for **New Mails**. Here is a chance to get one of these Superb Ball Head Wheels and realize on your old one, which is getting less in value. Send full description of your old mount—size, condition, etc., and state what in your estimation it is worth or your value of it, and we will reply. We offer only a few in this way, and shall discontinue without notice.

All our orders call for
the **Ball Head!**

Large Handsome Photograph
for 10 cts. in stamps.



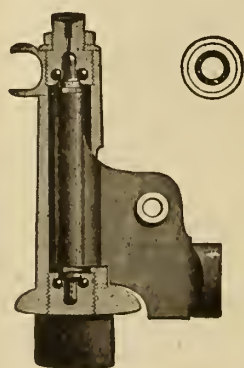
THE NEW MAIL IS HAVING A
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A Superb Light Roadster.

Sure 'tis a Trigwell Ball
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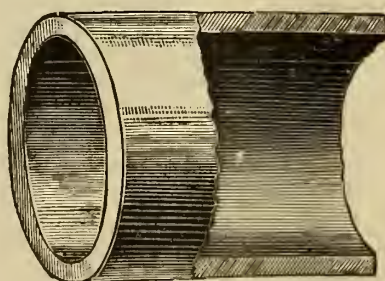
NEW MAIL.

Specialties Found in No Other Wheel.



Trigwell Ball Head.

1,000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



SECTIONAL VIEW OF NECK AND BACK FORK END OF

Warwick's New Perfection Backbone,
GIVING

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



Not a Buckled Rim Last Year.

**WARWICK'S
NEW RIM.**
No Seam
outside.
Thickened
Metal
at Bottom.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

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

NOT A BROKEN BACKBONE LAST YEAR!

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

See Them at **PECK & SNYDER'S**, Agents, Nassau Street, New York.

CHAS. SCHWALBACH, Agent, Brooklyn.

CALIFORNIA DIVISION MEET.

SAN FRANCISCO, July 6, 1888.

The Pacific Coast Division, L. A. W., held its third annual meet at Stockton, Cal., on July 4, and it was the most successful one, both financially and as regards attendance, that has thus far been held. Many wheelmen from various points arrived yesterday, and baggage-cars on all the in-coming trains were monopolized by bicycles, much to the dissatisfaction of the baggage-men. A majority of the visitors arrived this morning on the Mary Garratt and Leader, the latter one having been chartered by the division.

Great preparations had been made for their reception. The Oak Leaf Wheelmen have worked like beavers for several weeks getting things into good shape, so that the meet would be successful. All the stores and houses were decorated with vari-colored bunting, the national colors of course predominating. Main Street this morning, just before the parade, presented a particularly gay appearance, with its decorations and the sidewalks lined with people.

At about 9.30 o'clock in the morning the parade, of which the most attractive feature was the 300 or so wheelmen who formed part of the line, started. The way was led by the customary contingent of firemen, butchers, etc., and the wheelmen were obliged to follow at a pace which barely allowed the men to stay on their wheels. Car-tracks, cobble-stones, gutters, etc., seemed to the leaders of the parade no impediment to bicycle riding. An idea seemed to prevail that a bicycle rider could move forward and remain perfectly still, without so much as dismounting. No accidents, however, occurred, and at length, after numerous dismounts, the division wheeled off from the main parade and took their way to the baseball grounds, whither enough friends and spectators soon followed them to completely pack the large grand stand.

THE RACES.

At a little after 10 o'clock the first race was called, a quarter-mile dash, being the initial event, with Allen of Los Angeles, Ireland and Smythe of San Francisco. Ireland was decidedly the favorite, but that was only because Allen was a new man to the assembled riders. The Los Angeles man soon took the lead and held it to the end, finishing in the rather slow time of 40 1-5s.; Ireland second, and Smythe was never in the race.

The next race was the 1-mile novice. Hickenbotham of Stockton, Haslett of Alameda, Wulf of Stockton, and Read of Stockton started. Hickenbotham and Wulf fought for first place from the start. Hickenbotham finally finished first, with Wulf second, and Haslett third. The time, 2m. 58s.; very good for a novice race.

The third race was the race of the day. In it the 1-mile State championship was to be decided. Davis and Elwell, whose relative speed has long been a subject for endless dispute, started. Wing of Los Angeles, who had been much talked of, also rode. Toll of Sacramento was the fourth man. Betting was heavy on the race, the friends of Elwell backing their man with eagerness, and were as eagerly taken up by the San Franciscos, who were backing Davis.

The men got off rather slowly, but soon livened up. Wing led, followed by Elwell, Davis and Toll. Three laps were passed in this order, and on the fourth lap the fun commenced. Wing cut out a slashing pace and the others followed him up. Toll was gradually left behind. About 200 yards from the finish, Davis and Elwell both passed Wing like a flash, and came neck and neck for the mark.

Elwell checked momentarily, and Davis, going at a great pace, nearly made it, but Elwell won by inches in 2m. 48½s., beating the Coast record of 2m. 50 1-5s. Davis was second, and Wing third, lapping Davis' wheel. When the three judges decided unanimously that Elwell won, the Bay City Wheelmen went nearly wild; such excitement was never seen before on a California track. As Elwell was not pushed at any point of the race, his club men are still in the dark as to his capabilities.

THE COAST RECORD BROKEN.

After the excitement created by the close finish had subsided, the 3-mile handicap was called. There only being two starters, and they both at scratch, it was decided to allow them to

try for a record, and to give each man a medal. For eleven laps Ireland and Hickenbotham, the starters, kept an even but a hot pace. On the last lap Ireland spurred and walked away from Hickenbotham, winning in 9m. 7s., which broke the previous coast record.

In the ½-mile dash Allen, on account of his previous victory, was the favorite, although Wheaton was known to be fast at short distances. Allen, Toll and Wheaton were the starters. Allen was again the victor, winning easily from Wheaton. Time, 1m. 22½s.—record.

In the 5-mile national championship race, Elwell and Davis again met. Wing was the third starter. Many San Franciscans who had bet on Davis in the mile bet on him again in the five-mile race. Wing took the lead, Elwell followed, with Davis after him. For nineteen laps it was a loafing race, when Wing cut away, followed by the other two men. The last lap (¼-mile) was ridden by Elwell in 36s. He did not make his effort until he and Wing turned into the straight, when he spurred to the tape, winning easily by five yards in the slow time of 16m. 40s. Elwell's final spurt will go down in the history of cycle racing in California as the grandest piece of riding ever done here; and it is rarely equalled on any track. Elwell rode a 57-inch Rudge racer. Wing, the popular Los Angeles rider, was second; Davis beaten off.

Eastern riders may claim that this race was not a fair representation of a national championship, but it is doubtful if any of their cracks could have displaced the winner, who rode a splendid race, both with head and legs. We should like to have him visit Buffalo in September, but it is almost out of the question. The Bay City Wheelmen have always claimed that they had in Elwell the greatest rider ever on this coast, and they are happy now that they have proved it conclusively.

The 1-mile safety Fonda won with ease in 3m. 11s., the only noticeable thing about it being his spurt on the last lap.

In the 1-mile handicap Hickenbotham and Wheaton were the principal starters, both scratch men. Wheaton won in 2m. 52s. after an exciting race, with Hickenbotham second.

In the 2-mile handicap Wheaton, Ireland and Haslett were the principal starters. After a lap or so Wheaton dropped out, leaving the race. Ireland won; time, 6m.—record.

The officers of the day were as follows: Referee, C. C. Moore, of Stockton; judges, P. E. Haslett, C. C. Moore, of San Francisco, J. E. Clifford; umpires, C. J. Kryster, H. C. Cummins; timers, H. A. Green, L. de Vaney, B. W. Moore; clerks, C. A. McDonald, J. M. Brewer; scorers, H. J. Reuman, S. F. Booth, Jr.; starter, F. R. Cook.

THE EVENING ENTERTAINMENT.

The 20-mile State championship race was postponed indefinitely. In the evening a drill was held in the pavilion, which was very pretty and evoked loud applause. After the drill the wheelmen and their friends enjoyed themselves by dancing until twelve o'clock, when most of them took the steamer Leader for San Francisco.

A novel feature of the meet was the tandem constructed by Clifford & Brown, of Stockton. This consisted of two large wheels connected by an iron bar, on which seats were arranged. Elaborate canopies, which, during the middle of the day, were most grateful, protected the heads of the riders.

Several lady tricyclists were in line, and made a fine appearance.

Rather a remarkable feature of the meet was that not a single accident of any kind occurred.

Yours, CALIFORNIA.

THIRD ANNUAL MEET CALIFORNIA DIVISION.

SAN FRANCISCO NOTES.

The third annual meet of the California Division was held at Stockton July 4, and was a grand success in every particular. For several days previous wheelmen from all parts of the State were assembling, and on the morning of the 4th 250 cyclists were in town. Some came by railroad, some by boat, and one came on his wheel. It may seem strange that only one rode, but when you consider that 110 degrees in the shade was the temperature you will excuse the other 240. J. J. Bliss, B. C. W., was the hardy rider, who had the perseverance and grit to ride from San Francisco, over roads that were dusty, hilly and bad all round for riding purposes.

The Oak Leaf Wheelmen, of Stockton, sent delegations to each boat and train to escort visitors to the League headquarters.

The day's programme commenced with a grand parade, in which the wheelmen were the most prominent feature. Although it was a mistake to put the wheelmen in line with the regular procession of militia companies, fire companies and civic societies, thereby compelling them to ride very slowly over cobble-stones, basalt blocks and car tracks, no accidents occurred, and the line was not broken.

The line was headed by Chief Consul R. M. Welch and his aides, followed by the various League clubs in the order named: Los Angeles Wheelmen, Bay City Wheelmen, S. F. Bicycle Club, Garden City Wheelmen, Alameda Scorchers, Outing Cycling Club and Oak Leaf Wheelmen.

A number of ladies accompanied the clubs on tricycles and tandems. At 10 o'clock the procession reached the race track.

THE RACES.

The grand stand was crowded with the elite of Stockton, fully 2,000 spectators being present, many in carriages and on horseback.

The first event was a quarter-mile dash, and was won by A. W. Allen, of Los Angeles, in the rather slow time of 40 1-5s., Alex. Ireland second. The 1-mile novice was next run off. O. C. Haslett, of Alameda, and J. E. Hickenbotham, A. L. Wulf and J. H. Reed, of Stockton, came to scratch. Hickenbotham first, Wulf second, Haslett third; time, 2m. 58s.—not bad for a novice race.

Then came the event of the day, the 1-mile State championship. Great rivalry had been existing for some time between Elwell, of the Bay City, and Davis, of the S. F. Bicycle Club, and for the past two years the friends of each had claimed him the better man. Intense excitement prevailed when the men appeared on the track, and each received rounds of cheers. Besides the above two W. S. Wing, of Los Angeles, and H. G. Toll, of Sacramento, started. The men got away in fine style, Wing making the pace, followed by Elwell, Davis and Toll in the order named. For the first three laps this order was maintained, but at the beginning of the last lap Davis spurred, but did not succeed in passing Elwell. Toll by this time was practically out of the race. When within about 200 yards of the finish Elwell and Davis both passed Wing, the former gaining several wheel lengths, and would have finished this much ahead if he had not slowed up and looked back. Davis took advantage of this and almost caught him, Elwell passing the tape only about one foot in the lead. The wildest excitement ensued. The Bay City carried Elwell off the track on their shoulders, waved flags, threw their caps in the air and danced with joy. Frank Elwell was now champion of the Pacific Coast, having covered a mile in 2m. 48½s., thereby beating the record two seconds.

Hickenbotham and Ireland both started from scratch in the 3-mile handicap. Won by Ireland in 9m. 7 2-5s., breaking another Coast record by 21 1-5s.

Allen won the half-mile dash in 1m. 22s., beating Davis' record of 1m. 27¼s., made at Oakland November 24, 1887; Wheaton second, in 1m. 23¼s.

Charles Fonda, S. F. Bicycle Club, took the 1-mile safety race in 3m. 11s., J. Off, of Los Angeles, second.

The 5-mile National championship again brought out Elwell, Davis and Wing, the last named setting the pace, followed in close order by Elwell and Davis. This order was continued for nineteen laps, when the pace grew hot. On the last quarter Elwell put on a burst of speed such as was never before witnessed on any track west of the Mississippi; his former carelessness in the 1-mile taught him a lesson, and he kept up this spurt to the finish, winning by a good distance, Wing second and Davis last. Wing did a very graceful act in proposing three cheers for Elwell as he (Wing) crossed the tape. The Bay City were wild with joy, and again was the hero of the day carried from the track and caps tossed in the air.

In the mile handicap, Wheaton scratch, Toll 15 yards, Baker, Wulf, Reed and Southworth 35 yards, started. Wheaton caught his men soon after passing the first quarter, and finished in 2m. 52s., Wulf second, Reed third.

The 2-mile handicap.—Ireland scratch, Wheaton 35 yards, Haslett 75 yards; Ireland won in

6m., lowering the coast record of 6m. to 4-5s.; Haslett finished second, Wheaton having dropped out.

This was a most interesting programme, great enthusiasm prevailed from start to finish, and no accidents occurred to mar the pleasure of the day.

During the afternoon the many places of interest about Stockton were visited, and in the evening all assembled in the large pavilion to witness a programme of fancy riding and a bicycle drill.

Ledru Kinney, the midget, of Los Angeles, gave a very creditable trick performance for one so young. He was succeeded by Wing and Elwell in a most exciting game of polo, in which the latter was victorious. The Bay City Drill Corps executed some very pretty and difficult evolutions and were heartily applauded by the large number of spectators present. Dancing followed and was kept up till a late hour.

This ended the most successful and enjoyable meet ever held on this coast, and too much cannot be said in praise of the reception given visitors, not only by the Oak Leaf Wheelmen, but by the citizens of Stockton in general.

NOTES.

Elwell, champion.

Ireland is a record breaker—that is, Alex. Ireland.

Three records smashed in one day.

Wing and Allen, of Los Angeles, became very popular by their gentlemanly treatment of all.

Elwell rode the last quarter of the mile in 35 1/2 s.

The Oak Leafs know how to entertain.

The S. F. Bicycle Club boys lost lots of money, and are now writing treatises on the immorality of betting.

C. Union Brewster lost his return trip ticket on the 5-mile. Who knows how he got home?

Last, but not least, Mohrig is to be the next Chief Consul. Houseworth would like to be.

"HEADERS."

INDIANA WHEELMEN'S TOUR.

Bicyclers, as a class, are a retiring set of men, and endeavor to avoid publicity as much as possible, but when they undertake to organize a touring party their efforts usually meet with success, and the fifth annual tour of the Indiana Division, L. A. W., which terminated in Louisville, Ky., July 15, is no exception to the rule.

It is not known to whom the most credit is due for the successful carrying out of the idea, but the persistent efforts of Chief Consul J. Fred Probst, of Terre Haute, and Captain George P. Davis, of Rushville, contributed materially to that result.

The party, consisting of about twenty-five riders, left Indianapolis at 9 A. M. Sunday, July 8, and proceeded to Morristown, Ind., where they dined. The Louisville boys, who arrived at Indianapolis after the others had gone, were conducted by Messrs. Zimmerman and Taylor, and came up with the party at three o'clock.

A heavy shower made riding very difficult during the afternoon, but a part of the men pushed on to Rushville, where they were well taken care of by Captain Davis at the Windsor Hotel.

The rain continuing to fall so heavily as to preclude the idea of riding on Monday, the party took the noon train for Cincinnati, where they arrived at 3.30 P. M., and were lodged at the Palace Hotel. Messrs. Trumbower, Galway, Miller and High, of Cincinnati, called at the hotel during the evening and took the entire party to the Highland House, where they enjoyed the opera and such other luxuries as the place afforded.

Tuesday and Wednesday were spent in sight-seeing, visiting the Exposition and other places of interest in Cincinnati, including a wheel trip of twenty-five miles through Eden Park and other suburban resorts, in which thirty-four wheelmen participated.

The party left by boat for Maysville Wednesday night, intending to ride to Lexington on Thursday, but, being delayed, only got as far as Blue Lick Springs, where they were most comfortably lodged and bountifully fed at the Hotel Arlington.

Leaving Blue Lick at 5 A. M. the fourteen miles to Millersburg were covered in one hour and five minutes without a dismount, and Lexington was reached at 11 o'clock. The party took dinner here, and, after an inspection of the city, left for Nicholasville. The route beyond

that place included Danville, Lebanon and Bardstown, the latter being their stopping-place last night. They leave Bardstown at 7 o'clock this morning, and take dinner at Mount Washington, and, leaving the latter place at 2 P. M., will reach this city about 6 o'clock and take up their quarters at the Alexander Hotel. The party disbands here, but most of the members will remain a day or two in the city making the acquaintance of Louisville wheelmen.

The party was composed of the following gentlemen; M. W. Poundstone, Lou. J. Keck, Van Hood and George P. Davis, Rushville; Henry Buching, Owen Miller, O. M. Bartlett and J. Fred. Probst, Terre Haute; H. S. Alling and O. B. Sappington, Madison; R. S. Prunty, Grayville, Ill.; E. O. Winterrowd, Columbus, Ind.; G. V. Nixon, Newport, Ind.; T. J. Mathews, Grayville, Ill.; H. Mehlig, Tipton; W. H. Glover, Vincennes; T. E. Eastlack, Crawfordsville; F. L. Dodge, Delphi, Ind.; J. D. Emmerest, Lebanon, Ind.; W. C. Edmondston, B. M. Edmondston and J. Cox, Marion, Ind.; Art. A. Taylor, Boston, Mass.; O. F. Jameison, Cambridge City, Ind.; A. D. Johnson, Indianapolis; O. W. Lawson and O. Woodruff, of Louisville.

NOTES OF THE TOUR.

The machines used on the tour were distributed as follows: One Champion, one Singer Challenge, one American Challenge, one Springfield Roadster, one New Mail, two Rudges, two New Rapids, three Victors, three Stars, three Apollos, four Experts and five Columbias.

The party was made up of a hotel proprietor, a lawyer, a capitalist, a printer, a farmer, a bicycle agent, a traveling salesman, a book-keeper, a banker, two manufacturers, eight merchants and eight clerks.

The ages of the tourists range from seventeen to fifty-five years, the average being twenty-six.

MASSACHUSETTS DIVISION MEET AT COTTAGE CITY.

A meeting of the committee on L. A. W. division meet was held at Dr. Kendall's office on Tremont Street, Tuesday evening, and the following programme is the result of the conference:

The annual division meet will be held at Cottage City, August 2, 3 and 4. The streets of this place, being entirely of concrete, afford a perfect surface for wheeling, and those who take their machines along with them will not regret it. Special rates have been made by the Old Colony and Fitchburg railroads for the transportation of League members and their wheels. The former road will transport bicycles free, and tricycles will be taken only on the trains leaving Boston at 4.05 P. M., August 1, and Cottage City at 6.15 A. M., August 6, to which a special car will be attached for the purpose of carrying machines. Those who intend sending either bicycles or tricycles on the 4.05 train, August 1, will please notify the chief consul. The committee has also arranged special rates at several of the hotels, and those who intend being present at the meet would do well to engage rooms at once, as the hotels are liable to be crowded at that time.

The wheelmen will rendezvous at Cottage City on Thursday, August 2. At 12.30 P. M. they will take a train for Katama, where a clam-bake will be served at Mattakeset Lodge, and afterward members can indulge in bowling, billiards, etc., or a short walk can be taken to South Beach, where a splendid view of the surf can be had. At 4 P. M. base ball game at Waban Park. At 8 P. M. the Fitchburg military band will give a concert in Ocean Park.

Friday, August 3, 10 A. M., a parade will be held, and the line of march will be over some of the smooth, concrete avenues. Clubs and unattached members will report to the chief consul at the Sea View House by 9 A. M., and have their places in the line assigned.

The Martha's Vineyard Club offers a club banner to the club having the largest number of men in line.

At 4.30 P. M., races around Ocean Park; three laps to the mile. The following is the programme and events, all of which are for amateurs only: One-mile novice, 1-mile open, 1-mile handicap, 1-mile Rover type machines, and 1-mile tricycle. Entries close with Dr. W. G. Kendall, 176 Tremont Street, Boston, or Sea View House, Cottage City, Thursday, August 2. Two prizes will be given in each event.

At 8 P. M. the Martha's Vineyard Club will tender a reception and ball to League members at the Casino. Tickets can be obtained of the committee during the meet.

Saturday, August 4, 9 A. M., the steamer Island Home will make a special excursion to Gay Head. Membership cards in the L. A. W. or M. V. Club must be shown at ticket office in order to obtain tickets for this trip. This is a beautiful two hours' sail through the Vineyard Sound, and every member should go on the trip. A stop at Gay Head for about two hours will be had, and lunch can be taken from your hotel or obtained at Gay Head. The party arrives in Cottage City on the return at about 3.30 P. M.

At 8 P. M. band concert at the park.

At 9 P. M. the Sea View House will give a hop to the visiting cyclists.

In addition to this formal programme, members can find many attractions to amuse them, in the way of bathing, sailing, fishing, etc., and every moment of the meet can be spent in enjoyment.

ROUTE FROM CHICAGO TO DETROIT.

EDITOR OF THE WHEEL:

In reply to "Wanted, Information," by L. A. W. No. 1614, would respectfully submit the following:

The writer has ridden a "bike" from Detroit to Chicago, and from experience would advise any one if possible to train from the latter place to Valparaiso, Indiana. If not, take a circuitous route *via* Pullman, to avoid a forty-mile stretch of sand, directly southeast of Chicago, over which no "bike" can be ridden. From Valparaiso go *via* Westville, La Porte, New Carlisle, South Bend, Mishawaka, Osceola, Elkhart and Bristol, crossing into Michigan three miles beyond, and striking, first, Mottville, then White Pigeon, Klingen Lake, Sturgis, Bronson, Matteson, Coldwater, Quincy, Allens, Hillsdale, Osseo, Pittsford, Hudson, Adrian, Tecumseh, Macon, Poline, Ypsilanti, Dentons, Wayne, Ducksters, Dearborn, to Detroit. With the exception of about ten miles of sand, partly rideable, the roads are all good, and will average fifty to sixty miles per day easily. If "No. 1614" has lots of spare time, a trip through Canada will be interesting, but roundabout. Living is cheap there, also. Leaving Detroit, go *via* Windsor, Maidstone Cross, Essex Center, Cottons, Olinda, Leamington, Wheatle, Dealtown, Buckhorn, Blenheim, Morbeth, Palmyra, Wallacetown, Tyroville, Fingol, St. Thomas, Simcoe, and thence cross over to Hamilton, and thence to Niagara Falls. The writer cut straight through from the Falls to St. Thomas, but advises no one else to do likewise. If time is no desideratum go from Niagara to Albany *via* the old General Pike, after reaching Cadandagua. To the latter place pass through Lockport, Medina and Albion, with some of the finest riding extant. From Canandagua go *via* Auburn, Syracuse, Utica, Little Falls, Amsterdam, Schenectady, etc., to Albany.

Very truly yours,

HERKIMER, N. Y., July 16. GEO. W. NELLIS, JR.

BICYCLING WORLD'S CENTURY ROAD RACE.

The *Bicycling World's* 100-mile road race for the championship of the United States will this year be held in New York State, the course being from Erie, Pa., to Buffalo, N. Y., leaving the Park in Erie, passing through the towns of Harbor Creek, North East, Pennsylvania State Line, Ripley, Westfield, Portland, Brocton, Fredonia, Silver Creek, Irving, Evans Centre, Eighteen Mile Creek, Bay View, West Seneca, to the grounds of the International Fair Association. As this course is only about ninety-seven miles, it will be necessary to make a circuit of the mile track in Buffalo about three times. The management of the race has been placed in the hands of Mr. Ducker, who, with a party of wheelmen, will ride from Erie the week after next, and check off every five miles of the road. The prizes will be valuable gold medals, the first and second. It is the intention of Mr. Ducker to have one of the best arranged road races the world ever had, taking the time every five miles; and will also furnish refreshments to the racing men about every twenty. This race will create a wide, world-spread interest. As the L. A. W. takes no notice of road-racing, both amateurs and professionals can race together, thus insuring the cream of racing men for this race.

WILLIAMSPORT WHEEL CLUB MILEAGE.

Fifteen members of the Williamsport Wheel Club have now been registered by the club's secretary, and are competing for the mileage and century run badges and bars offered by the club. The individual record from April 15 to June 30 is as follows. Those members designated by a * have each made a century run, Bowman having two:

NAME.	Date Cyclometer Registered.	Total Miles.	Daily Average Since April 19.	Daily Average Since Registered.
H. C. Wheeler*....	April 15	1,540	20	20
J. W. Bowman*....	April 20	1,454	19	20 1-5
E. J. Fisher.....	April 20	625	8 1/8	8 3/8
Charles E. Gohl*....	April 21	1,025	13 1/3	14 1/2
Ed. W. Gohl.....	April 21	300	4	4 1-5
A. C. Wagner*....	April 21	925	12	13
Jno. H. Simpson....	April 23	200	2 1/2	3
Harry Willets....	April 24	500	6 1/2	7 1/3
F. C. Simpson*....	April 27	508	6 2/3	7 5-6
C. N. Hough*....	May 7	800	10 1/2	14 1/2
S. C. Steuber.....	May 7	504	6 1/2	9 1-6
S. T. Bricker.....	June 1	330	4 1/3	11
C. F. Martin.....	June 3	255	3 1/3	9 1-9
Jno. E. Colket....	June 6	401	5 1-5	16
B. C. Updegraff....	June 19	190	2 1/2	16
Totals.....		9,557	124 1/8	

SHURMAN CLIMBS COREY HILL TEN TIMES.

J. Harry Shurman, of Lynn, Mass., who already has made a big reputation as a hill-reducer, broke the Corey Hill record on Sunday last by riding that famous ascent ten times consecutively. The best previous performance was also held by Shurman, who rode the hill four and a half times last fall.

On Sunday Shurman climbed the hill ten times, descending, without dismounting, an equal number of times. How many more times he could have rolled up and down the hill cannot be known until some one beats his record. Just as he was turning to climb the eleventh time, his wheel struck a cobble-stone in the middle of the street, threw it over upon another stone on which it slipped, dropping the rider gently upon his left foot. Shurman said to a reporter after his ride: "I had planned to go up twelve times, and could doubtless have done it had the road been in better condition. I was not feeling particularly tired and think I could have trebled last fall's record."

The road was in a miserable condition, the result of recent rains. In many places it was soft, to say nothing of being gutted and covered with cobble-stones. In addition to these drawbacks to successful hill-climbing, the lower part of the street was all cut up by the city, and the cyclist had to make his turns on a narrow part of the street, where it was with more or less difficulty that he could keep on his wheel.

Had the road been in prime condition and the lower portion been whole, to allow more room for turning, Shurman might still be climbing the hill. As it was, he left every past record "way back," and only wants his yesterday's work beaten to show himself and fellow-wheelmen what he is capable of doing.

The time for the different ascents is as follows:

Min.	Sec.	Min.	Sec.
First.....	6 38	Sixth.....	7 48
Second.....	6 18	Seventh....	8 9
Third.....	7 10 2-5	Eighth.....	8 12
Fourth....	7 15	Ninth.....	8 15
Fifth.....	7 10	Tenth.....	8 21

The whole time consumed was 1h. 15m. 16 2-5s. The round trip as made by Shurman was probably very nearly a mile, making his record for Corey Hill climbing a little better than eight minutes to the mile.

The wheel world wants to see what these safety tandem bicycles are capable of on the track. We trust Mr. Ducker will insert a race of this kind among his Buffalo fixtures.

PITTSBURG.

The next field day of the new Athletic Club will occur Thursday, 26th inst., at which time everything about the grounds will be complete, and the track in fine shape.

At the time of the first races the track measured three yards over one-fifth of a mile, but this will be remedied at once. One effect of having a regular bicycle track is to develop a number of men with a desire for track honors, many of whom are lamentable failures, but out of the many are left a few good ones. This we expect to see verified at the next races.

Riding the "bike" is very much indulged in just at the present time, and the sport seems to become more firmly established and popular each month.

Forbes Avenue is beginning to be an acknowledged highway for bicycles, every evening showing a constantly increasing squad.

Tandem "trikes" are on the increase, some five or six being owned in the East End, with a probability of several more before the close of the season.

Banker's new Marlborough creates much favorable comment, ease of running, stability and lightness being points in its favor.

Mr. Allerton, an old-time rider ('79), and former Keystone Bicycle Club member, rides a Quadrant. Another of the same type will be ridden by a Forbes Avenue gentleman this week, if received.

Messrs. Seidell and McGowan will probably exercise more care when next they use the former's Sparkbrook and race at a three-minute gait with a fast horse. Riding close to a nine-inch curb is not the safest plan in the world, as they can testify after their bad accident of Sunday. Lots of bruises and a badly wrecked machine, but, fortunately, no broken bones, tell the story.

Lenz and Taggart, of the Cyclers, each rode 1,000 miles in the first three months of the club riding season, and expect to add one, possibly two bars, to their medals during the ensuing four and a half.

Mr. J. B. Kaercher, the Star agent for Western Pennsylvania, comes out with a very neat circular addressed to Pennsylvania wheelmen and L. A. W. members *in re* hill-climbing, offering a fine gold medal set with diamonds to the first rider to climb "Murder Lane" Hill, provided he *does not* ride a Star, the hill having been climbed on that type. The medal is a fine one (a Pedersen), and worth going some distance to win. All necessary information is given in the circular, including grade of roadway, some points of which I reproduce here. Length, 3827ft. 5in.; height, 304ft. 11in.; average rise, 1ft. in 9 7-10ft. Last 1015 1/2ft. rise 155ft. 3in., an average of 1ft. in 6 4-7ft., included in which is a piece 227ft. long, with a grade of 1ft. in 5 1/4ft.; but there is also nearly one thousand feet with a grade of only 1ft. in 18 1/2ft. Should Pennsylvania not produce a man that can climb the hill, Mr. Kaercher will no doubt open the contest to all the world.

KEYSTONE.

RICHFIELD SPRINGS, N. Y.

Mr. A. D. De Long, M. D., of the H. C. W., of Orange, N. J., is enjoying the wheel at Richfield.

Seventeen members of the Waionthas attended the Fort Dayton race meet on July 4. They carried off the prize for the best uniformed club and for handsomest rider. They express themselves well pleased with the tournament, and thank the F. D. W's for their kind attention.

We wish to correct an error which occurred in the July number of *Outing*. The writer stated that the Waiontha Club is composed of *Star* riders. This is an error, as over two-thirds of the members ride *crank* wheels.

The Waionthas were very much pleased with the attention they received from the Fort Schuyler Wheelmen, of Utica, while returning from the F. D. W. race meet. Long may they live!

VICTOR.

JULY 11, 1888.

PHILADELPHIA POINTS.

Homer Synnesvedt, one of the oldest and best-known riders of the Pennsylvania Bicycle Club, has resigned from active membership in the same.

On the last run to Bristol, Mr. Speier, of the Century Wheelmen, took several headers from his Star, the tire having become so loose that it was only by tying the wheel up with rope that he was enabled to ride back to the city.

Several of the Century Club are arranging for a tour during the latter part of this month through Reading and Harrisburg, and down the Cumberland Valley. They propose to make Reading in one day's ride and Harrisburg in another.

Last season the Century Wheelmen had an agreement with the Natatorium on Broad Street, near Columbia Avenue, by which members obtained admission at greatly reduced rates. It was found to be so extremely popular that they are endeavoring to make similar arrangements for this summer.

Messrs. Harvey, Kohler, Hawley and others, of the Pennsylvania Club, intend touring to Pike County, going via the Delaware Water Gap. They will start on August 14, and will spend two weeks on the trip, the greater part of which will be put in on the fine roads of that section. First Lieutenant Kohler has charge of the tour.

At the annual meeting of the South End Wheelmen the election of officers resulted as follows: President, W. W. Roberts; vice-president, Joseph Boyd; secretary, George Caryl; assistant secretary, B. H. Kirkbride; treasurer, S. Young; captain, J. J. Bradley; first lieutenant, E. M. Kolb; second lieutenant, C. Hoffman; bugler, H. M. Green.

The 20-mile road race between the Reading Bicycle Club and the Wilmington Wheel Club teams, which was to have been run over the course on the Lancaster Pike, has been postponed to the latter part of August, the Reading team having neglected making the necessary arrangements until a day or so since. The race with a team composed of riders from this city is also in abeyance.

Mr. Leaman, of the Pennsylvania Club, met with a singular accident on the Fourth, while out witnessing the regatta on a tandem. He was on the east river drive, among the throng of carriages which crowded the drive during the races, and, getting too close to a horse, the latter suddenly lashed out with his heels, one of which caught Mr. Leaman squarely on the shoulder, cutting and bruising him severely. The injury will prevent his riding for some time.

The asphalt in the vicinity of Broad and Diamond Streets is becoming quite a riding school. Every evening a dozen beginners may be seen practicing on the smooth surface, usually under the tuition of some friend who has become an expert at the art, and an enterprising dealer, who has established a place on North Broad Street, finds ready rental for his machines.

"CYCLE."

PHILADELPHIA, July 16.

CHICAGO.

Things litigatory are in a quiescent state nowadays. A visit to the G. & J. factory develops nothing new in that line. Mr. Gormully refuses to talk, and contents himself with the remark that a number of suits are pending in which the G. & J. Co. are plaintiffs, but "it is a poor plan to enumerate your youthful hens and roosters before the state of incubation has been successfully passed," and Mr. Gormully does not propose to anticipate. "We are willing to wait until the courts agree or disagree with us before we undertake to act," says Mr. G., all of which is satisfactory to the agent, and insures him peace for a little while any way.

Speaking about litigation, we expect something very similar in League politics at the coming election for the chief consul of this State, for at this writing there seems to be four candidates in the field, and the air is ringing with the adulatory songs of the friends of each. To begin with, at Springfield, during the State meet, a number of representative wheelmen got

together and nominated a ticket containing one name from Chicago as chief consul, with Chas. Hansel, of Springfield, as vice-consul, and Thos. F. Sheridan, of the same place, as secretary. Hansel is one of the strongest men in our ranks. A district engineer of the Wabash system, he lends a large influence, naturally, to any request we make of the railroads. Figuring prominently as a *bon vivant* at the Capital, he is close to and can command the ear of the Governor, and has the entree to the Senate Chamber and the House. All of which goes to show that should this ticket be elected the Liberty Bill would be a foregone conclusion, and this is the issue made by the friends of the foregoing ticket. We have apparently exhausted all civil means to obtain Lincoln Park, and the highways of the country are by no means ours yet. But (please emphasize that word, Mr. Editor) it is not at all certain that this lovely-to-contemplate ticket will get there. The most potent opposition is that lively collection of youngsters on the West Side styled the Illinois Cyclers. These lads are in love with their captain, and out of this regard comes his nomination for chief consul at their hands. Will Davis, as much if not more than any other member, is accountable for the supreme success of this most excellent club. He was its first president, and when he tired of the executive chair he had only to mention the captaincy to be at once installed in that office. A tincture of nerve was added, when Street, of the same club, was nominated by them for the secretaryship. Their total strength is probably their own membership, about 140 votes. I have not the requisite nerve to prognosticate with any degree of confidence, but I naturally hope for the election of the first mentioned ticket.

There is little else worth writing about just now. The different clubs are working hard and largely increasing the interest by runs, excursions, entertainments, etc. The Lincolns move into their new quarters this week, which I will tell you all about next week. Politics hold the floor, and are liable to for some time to come.

VERAX.

CAPE MAY NOTES.

THE BICYCLE RACES.

The Mid-summer Athletic Meet is a thing of the past, and the many medals that attracted so much attention in a window on Washington Street have all been distributed to the respective winners of the numerous events. As usual, the bicycle races attracted considerable attention, and were well attended. Beside the wheel contests on Friday, there were also wrestling and sparring competitions, all of which elicited hearty plaudits. The result of the races is as follows:

One-half mile.—Entries: Wm. Young, Lewis A. Howell, of Millville, N. J.; E. Irving Halsted, Harlem Wheelmen, N. Y. C., and William Lamb, Smithville, N. J. Howell took the lead, with Lamb second, which positions were maintained until entering the homestretch, when Halsted drew up on even terms and finally won by three yards. Time, 1m. 44s.

For the 1-mile race the same men participated, and a lively race was the result. The grand stand was filled with the dear girls of the Cape by this time, and all showed much enthusiasm as the races progressed. In this race, at the end of three-quarter mile (three laps), Howell would not allow Halsted to pass, and several times crossed the track. But on the last lap Howell swerved out to the middle of the track in negotiating the turn (all of which are very sharp). Halsted took advantage of this by "hugging the pole," winning by six yards in 3m. 29s., Howell second.

After some sparring the same riders mounted their wheels for the 3-mile lap race. The spectators had seen Howell foul Halsted in the previous race, and when he mounted his bike not a few of them hissed him. Halsted mounted last, but not without some misgivings, for he had been warned to keep an eye on both Howell and Young, and look out for fouls. The warning was not without foundation, for at the report of the pistol Young rode directly in front of Halsted, who, however, quickly got out of the way. The first lap was finished with Howell first, Lamb second, Halsted third; second lap, Lamb first, Howell second, Halsted third. But as they crossed the line Halsted shot ahead, and was

soon fifty yards in the lead. At this point both Howell and Young dropped out, but the interest did not lag, for the remaining two gave some fine exhibitions of spurring, and Halsted finally won by a good spurt.

The wind was blowing a gale on the back stretch, and the fast riding was done only on the homestretch. It appears that Howell and Young dropped out to be in good shape for the final race, which was for two miles.

At the start Young again showed his contemptible character by forcing his wheel into Halsted's, the latter being thrown heavily, for, although he managed to jump clear of his own mount, he tripped over the other wheel, the handle of which badly bruised his neck. After straightening the bar and pedal, out of which all the balls had dropped, Halsted again mounted, amid great applause, and started on what seemed a fruitless task, as Howell and Lamb had secured a lead of about 200 yards. The spectators shouted and hissed at Young for his cowardly act, and he finally showed good sense by withdrawing from the race. The leaders were overtaken by the Harlem man at the end of the fifth lap, and the remaining three laps proved Lewis A. Howell to be the meanest and most cowardly racer in this section of the United States; and, to quote the words of the Judge: "Howell should be ruled off the track *forever*, while Young should crawl in a hole and die; he is a *disgrace* to his friends, if he has any."

On the seventh lap Howell almost forced Halsted into the fence, and afterward rode from one side of the track to the other. At this juncture Halsted called out to Howell that if the foul should be repeated he would get off and flog him within an inch of his life. (The foul was *not repeated*!) At the last turn, Harlem's representative again pulled to the front, and won by about ten feet in 8m. 15s. (including stops). When Howell dismounted, the referee informed him that he was disqualified and that his remonstrances would not be listened to. The crowd hissed Howell all the time he was talking, but Halsted was loudly cheered for his plucky ride.

The medals were presented at the Stockton Hotel, by Senator Reyburn's wife, on Saturday evening, the same time the medals were presented to the winners of Saturday's running and walking contests. All the men were heartily cheered as they stepped up to have the trophies pinned on their manly breasts by Mrs. Reyburn, and the pleasant and friendly remarks of Senator Reyburn were very acceptable. This closed one of the most enjoyable entertainments ever given at the Cape.

Mr. C. Henry Eisenbrandt, president of Centaur Cycle Club, Baltimore, is spending a few weeks here, and is daily seen rolling up miles on the roads, and at low tide on the beach, which is quite hard. George Firman and E. I. Halsted, both members of the Pennsylvania Bicycle Club, Philadelphia, generally accompany Mr. Eisenbrandt in his daily rambles. Mr. Firman rode from Philadelphia to Cape May last Saturday (14th) between sunrise and sunset, and will put in two or three hundred miles while here.

Until yesterday, legions of mosquitoes have had exclusive monopoly of Cape May and Atlantic City, and thousands of people have left in consequence. But the long-looked-for southeast breeze has finally arrived, and the pesty creatures have made their exit. Long may they live—in a much warmer clime!

"TERRAPIN."

LEAVENWORTH, KAN.

The Fourth was a great day for the wheelmen here. The Leavenworth County Wheelmen issued invitations to all the clubs in the Missouri Valley to attend their third annual entertainment, and nearly 150 cyclists were in line in the parade. The clubs present were: The Ruralists, of St. Joseph, the United Wheelmen, of Kansas City, and the Topeka Wheelmen. Other wheelmen from various parts of the valley were present.

A short run was taken in the morning, and at one o'clock, after dinner at the Planters' House, the cyclists fell in line and wheeled through the principal streets. Each rider carried a Japanese parasol, with fine effect. After wheeling around the city the procession set out for the "Soldiers Home," three miles south of us, where the celebrations for the day were to be held. Arriving

at the Home the race track was found to be very slow, and the races advertised were declared off. The cyclists gave an exhibition drill for the benefit of the great crowd of people assembled, and then withdrew and watched the cavalry drill and other attractions.

After the horse races, etc., a five-eighth mile race was gotten up, with eight entries. Our little wonder, Jewett, won by thirty feet, amid vociferous applause; Hatch, of St. Joseph, second. A safety race, which came next, was won by Hatch, of St. Joseph; Cameron, second.

The gold medals which were to have been run for will be held over for some future time. The first one will be taken by Ned Jewett, the Kansas flyer. Jewett has a record of 2m. 58s. on an ordinary wheel.

After the races at the Home the various clubs returned to the grove, and after dispatching several dozen watermelons, were photographed in a group. The wheelmen rode back to the city at 5 p. m., and after supper returned to the Home to witness the magnificent display of fireworks, and departed for their various destinations on the midnight excursion trains, greatly pleased with their reception and treatment.

Ed Wining contemplates purchasing a wheel. Two more wheels arrived last week.

Phelps, of Topeka, is recovering from a severe attack of header, contracted while racing with a freight train.

Jewett has a record and a badly used-up leg.

Mox Pickarts has traded his ordinary for a Victor Safety. SUB.

THE HARTFORD TOURNAMENT, SEPTEMBER 12-13, 1888.

The old-time "Hartford Tournament" will be held this year, Wednesday and Thursday, September 12 and 13—the week after the great Buffalo meeting. After racing at Buffalo the flyers from both sides of the Atlantic will proceed at once to Hartford, where elaborate arrangements will be perfected for their reception and entertainment. Everything will be up to the former Hartford standard, and with good weather, this, the second of the season's American international meets, will be the most brilliant two days' tournament ever held in this country.

Among the principal events will be the 1-mile professional championship of America, the 1-mile open amateur bicycle, tricycle, and safety races, and the two championship State races. There will be no tiresome long-distance events, and with ten races each day the sport will be watched with no lack of interest. The purses and prize list, which will be soon announced, foots up to \$2,500. The committee of the Hartford Wheel Club, having the tournament in charge, is as follows: J. J. Grace, chairman; H. H. Smith, secretary; Joseph Goodman, L. A. Tracy, Henry Goodman, and John D. Candee.

Communications should be addressed to H. H. Smith, secretary, Drawer C., Hartford, Conn.

Following is the programme in full:

FIRST DAY, SEPTEMBER 12.

One-mile novice.
One-mile professional championship of America.
One-mile amateur, open.
Two-mile amateur, 6.15 class.
One-mile amateur, rear-driving safety (no wheel under 35 lbs.).
One-mile Columbia Cycle Club, handicap.
Five-mile professional lap.
Two-mile amateur, handicap.
Three-mile amateur State championship.
One-mile amateur, tricycle.

SECOND DAY, SEPTEMBER 13.

One-mile amateur, 3-minute class.
One-mile professional, handicap.
One-mile amateur, rear-driving safety, handicap (no wheel under 35 lbs.).
One-mile Hartford Wheel Club, handicap.
One-mile amateur, handicap.
Two-mile professional, handicap.
One-mile amateur State championship.
Five-mile amateur lap.
Three-mile professional lap.
One-mile consolation.

The Warwick Perfection Cycles are about ready for the market, and a full description of the parts and complete wheels will shortly appear in this paper.

Mr. Ira Perego issues a monthly called "Men's Wear," which every man who would dress well should read.

WHEEL GOSSIP.

Have you met a man who is not going to Buffalo?

Church parades are features of Sabbath cycling abroad.

The *Bicycling News* accepts Rowe's records as the result of THE WHEEL'S work.

It is whispered that there will shortly be a Mrs. Fred Bingham, of the Harlem Wheelmen.

Toledo wheelmen will entertain the Ohio Division L. A. W. members on July 23, 24 and 25.

Bicycling News, the third best English cycling paper published, commences volume XV. with its issue of July 7.

THE WHEEL AND CYCLING TRADE REVIEW of next week will contain some matter interesting to racing men.

The Manhattan Club will celebrate their anniversary this evening at their new club-house in Seventeenth Street, west.

We should like to have photos of "Billy" Edwards and Fred Bingham, of the Harlems, under certain conditions.

The New York *Illustrated News* devotes two pages to cycling pictures. There are the usual impossible wheels, but the work is boldly done.

The Boston *Globe* predicts a revival of roller skating this fall. If the craze materializes the Racing Board will have its work cut out for it.

The California Division members enjoyed a successful meet on July 4, the account of which was not received in time for last issue, owing to some delay in the mails.

Le Monde Sportif, "The Paris Pink 'Un," is the double-breasted title of the latest sporting sheet. It is a "Revue de tous les sports," and of course has a cycling column.

Lacy Hillier accepts American records, and waves an olive branch in the shape of reproducing a picture of the Buffalo track and publishing full details of the great fall tournament.

It is rumored that Cupid, glancing over the shoulder of a fair daughter of Maryland, had lodged a dart fairly in the heart of Mr. E. J. Shriver, well known to New York wheelmen.

Mr. "Senator" Morgan, who cast his little stone on the heap of disapprobation piled up on American records, writes a most confectionery letter to the editor of the *Bicycling News*, laying it on "very thick," we should say.

On Monday last about twenty-five members of the Cambridgeport Cycle Club started on their two weeks' cruise along the coast of Maine and the Provinces. They have chartered the yacht *Fleur de Lys*, with a competent skipper and crew.

The Manhattan Club have adopted a white helmet for summer use. The boys had a moonlight run, with plenty of moonlight, on Tuesday evening, through the Park and on the Riverside, twenty men responding to a thirty-six hour notice. Refreshments at Casino; very arge time.

IF A THING IS GOOD, WHY NOT REPRODUCE IT?

"The Wheel (U. S. A.) of June 1 reprinted the articles on 'Safety Bicycle Construction,' with full reproductions of the illustrations also, which originally appeared in these pages from the pens of W. H. Wilson and George Romanes, C. E."—*Scottish Cyclist*.

We present elsewhere a photo and biography of a pioneer Brooklyn wheelman, Mr. Charles Schwalbach. The sketch of his cycling life, written by an old member of K. C. W., proves Mr. Schwalbach to have been a tireless worker for the advancement of the wheel and the well-doing of the Kings County Wheelmen.

AMSTERDAM, July 14.—The race between cyclists and a horseback rider came off to-day. Temple, Woodside and Allard, the cyclists, won against Bellow on horseback. They covered twenty-five miles in 1h. 15m. 50 2-5s.; Bellow

only twenty-two miles in the same time. The horse fell during the race and slightly injured his rider.—*Cable*.

The Harlem Wheelmen generally, and cyclists who have the good fortune to know him, should congratulate themselves that Irving Halsted escaped with his life from Cape May. Intentional fouling should be a prison offence. We are sorry to note that "Irv" was reduced to the dire necessity of "hugging a pole." Where were the girls' eyes, we should say.

A field day is the latest thing planned for by the wheelmen of Northampton. They want it this month, and contemplate making out of it a sort of celebration of the completion of the cinder path between their city and Holyoke. Northampton, Holyoke and Springfield wheelmen will be invited, and a parade and dinner either at Northampton or Mount Tour will be interesting features of the event.

Does Willie Wood, the English professional crack, swear? And did he swear at Willie Rowe? These are the questions. In an interview with a *Bicycling World* representative, Willie Rowe stated that Willie Wood called him foul names while riding alongside him on the day Rowe met his accident. Wood's friends deny what they call a "serious indictment;" but Wood has nothing to say.

RACES AT LYNN, MASS.

There will be a day of bicycle racing at the Lynn Bicycle Park on Saturday, July 28, for suitable prizes. The events will be as follows: One-mile novice, ¼-mile heat, ½-mile dash, 1-mile open, 1-mile handicap, 3-mile handicap, 2-mile professional handicap, 1-mile consolation. Races start at 3 P. M. Entries to be made with S. S. Merrill, Andrew Street. Entries close July 25. L. A. W. rules to govern.

A favorite Sunday resort for wheelmen is the Brighton Beach Music Pavilion, where Herr Seidl leads the most superb orchestra ever heard in this country every afternoon at 3.30 and every evening at 7.30. Last Sunday we met Messrs. Schumacher, Harris, Manney and Isaacson, L. I. W., listening to a programme which embraced various schools of music, from a simple Irish melody to an intricate Wagnerian movement.

The annual handicap road race of the Manchester (N. H.) Bicycle Club was held last Wednesday, six riders coming to the scratch. The roads were in bad condition, and a strong wind blew in the faces of the riders, but in spite of these drawbacks John E. Newton covered the stretch in 33m. 46s., beating last year's record by 14s. Newton secured the club's special prize for the fastest time, but was beaten in the handicap by A. E. Eastman, who finished first, winning the club gold medal; D. E. Price, who won the Bennett silver medal; C. H. Fish, third prize.

We can think of no more likely party for a position on the transportation committee than Charles A. Sheehan, of the Manhattan Bicycle Club. Mr. Sheehan is not only so situated that he has a deal of influence with various railroad managers, but he has a thorough knowledge of methods of transportation, rates, routes, etc. Through his influence he has already secured reduced rates on certain steamboat lines. The president of the L. A. W. can find no man in New York better fitted for a position on this committee than Mr. Sheehan.

It is interesting to learn that Miss Nelly Donegan, known as the "Child Wonder" Trick Cyclist and Fancy Roller Skater, who is only eight years old, was presented with a magnificent gold Maltese cross by the committee of the South Sea Exhibition, Melbourne Town Hall, in May, in the presence of a large and enthusiastic audience, as a *souvenir* of her graceful and wonderful performances on the bicycle and roller skates. The bicycle this wonderful infant uses is of the best material and latest improvements, 40-inch wheel, all ball bearings.—*S. M. and Cycle News*.

Mr. Hicks, a St. Louis wheelman, and until recently a reporter of the *Post-Dispatch*, has left New York to enjoy a long vacation. We had the pleasure of introducing him to many wheelmen. He attended the road race Saturday, and in company with Fred Bingham, "did" the Hudson on Sunday. Mr. Hicks struck us as

a brainy, original man, with many new and valuable ideas on questions sociological and economic; a man of serious views and ready expression, well read, well traveled and witty, and a very companionable fellow generally grave and gay by turns, and not stoop-shoul; dered with a sense of self-importance and over-intelligence. We found his views on the two W's quite at variance with those of most of the sons of Adam, but Mr. Hicks goes where he will have ample opportunity to observe the influence of both.

ONE-ACT FARCE.

Venue—Caucus-room in Hotel Carrollton.
Dramatis personae—League officials and representatives of high degree, who are on the inside.

First League official: "I tell you, Shriver is a hard man to down."

Second League official: "It's pretty hard to get the best of him. His tongue is slick and his head long."

Enter Mr. Shriver to present his credentials.

High League officials, jumping forward hastily: "Why, Mr. Shriver, how glad we are to see you."

All shake hands and Shriver leaves room.
(CURTAIN.)

THE SPRINGFIELD BICYCLE CLUB.

The Springfield Bicycle Club seem to have taken a new lease of life, for Capt. Eldred intends calling a club run to Holyoke as soon as there is a good moon, and several club "rackets" are in prospect. Last Tuesday night the plan of organizing an orchestra, which has been talked of for some time, materialized. The orchestra consists of W. F. Bennett, E. W. Richards, E. Wallace, W. N. Wimans, F. A. Eldred and A. C. Patterson. The orchestra will begin rehearsals right away, and as soon as it has had sufficient practice a public rehearsal for the benefit of club members will be given at the club rooms. Now that the club has got its orchestra on the road to fame there is considerable talk of forming a drum corps for campaign purposes, and a glee club, so that the parlor concerts can be enlivened and bring numerous acquisitions to its membership the coming fall, for many persons who do not ride will join the club to get the benefit of the "socials." There is undoubtedly some good musical talent in the club. The members are also suggesting that an inter-club contest of riders be gotten up for the purpose of picking out a club team of road riders, and then challenge teams from the Outing Club, the Armory Hill Club, the Holyoke and possibly the Hartford Wheel Club.

We take pleasure in expressing our regret that we practically endorsed the *Pittsburg Bulletin's* views of Mr. Van Sicklen's actions at the Baltimore meet. Here are the real facts of the matter: Mr. Van Sicklen wore a breast-full of medals—absolutely a coat of medals. This seems to us to have been bad taste. But they were not won at country fairs. Mr. Van Sicklen was a sterling racing man, both on the road and path, and has won many a good contest, besides holding creditable records. In officiating at the Baltimore meet Mr. Van Sicklen made the error, perhaps pardonable, of undertaking too many duties. He was not only starter, but clerk of course, and he tried to generally supervise, which was an infringement on the rights of the race meet committee, and in the time handicap race he superintended and gave the time allowances, which was the duty of the time-keepers. In this way he made an error and delayed Mr. Stenken seven seconds after he should have been started. He also took the bell-ringer, Mr. Kirkpatrick, to task for omitting to ring the last lap on the first race, in the most brusque manner, more befitting a countryman upset by a little abbreviated authority than a citizen of the great Western metropolis. Our opinion is doubtless shared by the press and officials, who were probably much amused by Mr. Van Sicklen's lordly strut. On the other hand, we are informed by an official that the great success of the meet was due to Mr. Van Sicklen's efforts, who worked tirelessly through the afternoon to facilitate matters. It will thus be seen that Mr. Van Sicklen's conduct at the meet was a mixture of good and evil; and the evil, by which we mean his officiousness, brusqueness, pomposity, etc., may have been unconscious. Indeed, we are quite willing to believe it was; but, however, Mr. Van Sicklen is entitled to the credit of largely officiating at the most successful League race meet ever held.

WASHINGTON.

Saturday P. M., July 14, a party of wheelmen, members of the Washington Cycle Club, left the Capital City by the B. & O. R. R. for Baltimore, where they, accompanied by a few from Baltimore, took passage on the steamer Joppa for Cambridge and Oxford. They arrived at Cambridge at 6.30 A. M., and, after exploring the town, had breakfast, and then took a run over a most excellent shell road as far as Milton's Wharf, a distance of about ten miles. Here they enjoyed a salt water swim, and returned to the hotel with a voracious appetite. After dinner the majority of the party went sailing. Those who did not go were variously occupied. Of those who did not go one quietly stole away and called upon one of the Cambridge belles, another was laid up at the hotel with cholera morbus—too many crabs and too much milk—a third had bruised his foot trying another fellow's machine, and still another was laid up with a bruised arm—the effects of a header taken in a scrub race in the return from Milton's. At 5 P. M. all embarked via the Ida for Oxford, where a splendid supper was had and the party was augmented by a number of the Baltimore Ramblers. After supper Oxford's shell roads were tested and pronounced equal, if not superior, to those of Cambridge. Before taking the steamer for home, the boys assembled on the lawn opposite the hotel and sang a number of songs to an interested audience, composed mostly of Maryland's fair daughters. At 9 P. M. the steamer whistle signalled to "cast off," and the wheelmen bade Oxford adieu by the following yell—a modification of that heard so often at the L. A. W. Meet:

Up the river, down the lake,
The Oxford girls take the cake!

A new constitution, conforming to that adopted at Baltimore, has been adopted by the D. C. Division of the L. A. W. The officers for the coming year will be elected at the next Division meeting.

President Ide, of the Washington Cycle Club, has been elected club representative.

The Capital Bicycle Club are now considering the advisability of a lady membership.

The Cycle Club will give another of their popular moonlight excursions down the Potomac to Marshall Hall on the 30th inst.

CAP.

LEAGUE COMMITTEES APPOINTED.

Membership—G. Carlton Brown, Elizabeth, N. J.; Chas. S. Davol, Warren, R. I.; Frank C. Blodgett, Detroit, Mich.

Rights and Privileges—Chas. S. Luscomb, 280 Broadway, N. Y.; J. S. Dean, care *Bicycling World*, Boston, Mass.; A. Moore Berry, 421 Olive Street, St. Louis, Mo.

Rules and Regulations—Wm. H. Emery, 1177 Tremont Street, Boston, Mass.; W. W. Share, P. O. Box 22, Brooklyn, N. Y.; Henry Crowther, P. O. Box 1582, Philadelphia, Pa.

Improvement of Highways—Stephen Terry, Hartford, Conn.; Chas. S. Butler, 263 Main Street, Buffalo, N. Y.; H. S. Livingston, care Seasingood, Menderson & Co., Cincinnati, Ohio.

Racing—Gerry Jones, Binghamton, N. Y.; Geo. S. Atwater, 1206 Pennsylvania Avenue, Washington, D. C.; Col. George Sanderson, Scranton, Pa.; George Collister, care Davis, Hunt & Co., Cleveland, Ohio; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; H. H. Hodgson, New Orleans, La.

Transportation—Burley B. Ayers, 152 S. Hoyne Avenue, Chicago, Ill., chairman; with other appointments yet to be added to this committee.

B. & O. RETURNS THANKS.

EDITOR THE WHEEL AND CYCLING TRADE REVIEW:

Dear Sir—I have received marked copy of your issue of July 6, and wish to thank you for correction made in reference to speech of Mr. H. Crowther at general business meeting of the League of American Wheelmen held at Baltimore during the week of the convention.

Yours truly,

CHAS. O. SCULL, G. P. A.

[The B. & O. will always find that wheelmen appreciate fair treatment, and we trust this great company will continue to treat wheelmen in the future as they have in the past.—E. I.]

A PROMINENT BROOKLYN WHEELMAN.



CHARLES SCHWALBACH.

results of his labor. He designed the present club badge, was one of the committee who designed the club uniform, served as chairman of four race meet committees, infusing into these race meetings the same energy, snap and vim which always characterized him, the meets being invariably successful and profitable.

Through his efforts the New York State meet of 1885 was held in Brooklyn under the auspices of the K. C. W., Mr. Schwalbach serving as chairman of the committee of arrangements. Under the *nom de plume* of the "Gossiper," he was the Brooklyn correspondent of the now extinct *Cyclist and Athlete*. His spicy and entertaining articles were extensively read, and many a candidate for office was nominated therein. He also was a contributor to the columns of this paper, under the pseudonym of "The Tattler." The now well-established moonlight parades were first introduced by him, as well as the meeting of the various clubs to form the present Road Racing Association. He served for three years as New York State representative of the League, and for three years and a half as treasurer of the Kings County Wheelmen, the club treasury under his efficient management soon showing a healthy state. A hearty admirer of the drill team made famous by Captain Pettus, he was always to be found with them. His election as trustee on the K. C. W. Board last year over a strong candidate on the winning ticket, was an evidence of his popularity with his club mates.

Original in ideas and fertile in expedients, he formulated many novel and interesting features of club life. In the fall of 1886 he conceived the plan of establishing his present business. Noting that, notwithstanding the large and increasing number of wheelmen in Brooklyn, riders were forced to trundle their machines to New York for repairs, and were unable to procure even the small accessories in their own city, he at once opened his present place of business at the main entrance to Prospect Park. His establishment has now become the general rendezvous of riders, as well as the headquarters of the Brooklyn Ladies' Tricycle Club, recently organized by Mr. Schwalbach, and any fine afternoon sees a throng present. That his enterprise is appreciated is shown by the hearty support given him by his fellow wheelmen.

Believing in the encouragement of road riding and club prosperity, Mr. Schwalbach annually presents a medal for competition among the K. C. W. members, that in 1886 being for the largest number of club runs attended by any one member, and in 1887 for the greatest number of new recruits brought into the club. The medal this year will be given to the member riding the greatest number of miles.

His wheel headquarters, conveniently situated at the main entrance to Prospect Park, is one of the best equipped in the country. There the cyclist can procure anything and everything necessary to his comfort. In addition to the New Mail, Columbia and Club machines, for which he is agent, he has a large and varied stock of all makes and sizes of bicycles, tricycles, tandems and safeties. Employing a competent instructor, he teaches many a novice the art of balancing, having for this purpose a turf track adjoining his building. His repair department is supplied with all the appurtenances necessary for good work, and is presided over by an expert.

A representative wheelman, a genial fellow, and an energetic business man, all who know him echo our sentiment—long live the "genial Charlie."

FIXTURES.

Highest six mileages of the L. I. W. for June are: Wise, 709; Schmid, 702; Tunison, 592; Schumacher, 424; Kreger, 354; Starr, 345. Twenty men rode 300 miles or over last month. Totals to July: Wise, 2,444; Schmid, 1,989; Tunison, 1,287; Schumacher, 424; Kreger, 1,023. There will be a century run the latter part of this month for medals to finishing men.

The Brooklyn Club will give a hop at Massapigua House, South Oyster Bay, on Saturday, July 28. This hotel is owned by one of the B. B. Club's members, Mr. Snedeker, who is determined to make a success of the affair.

Messrs. Hornbostel & Schoefer, B. B. C., are in the Catskill Mountains enjoying a two weeks' vacation sans wheels.

Many of the L. I. W. members are away to the mountains and seashore.

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 26—Races at Pittsburgh, Pa.
July 28—Races at Lynn, Mass.
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 Rossville, N. J.
BUFFALO TOURNAMENT—Address H. E. Ducker, 848 Niagara Street, Buffalo, N. Y.
HARTFORD TOURNAMENT—Address H. H. Smith, Drawer C, Hartford.

THE PULLMAN ROAD RACE TROPHY.

We present a cut of the Pullman Road Race diamond gold medal, designed by Messrs. Pedersen & Buckingham, of New York. We commented on the beauty and richness of the design of this medal last week, and we are now glad to be able to present a picture of this very fine trophy to our readers. Subjoined we reproduce a letter from Mr. R. D. Garden to the Messrs. Pedersen & Buckingham, assuring them of his entire satisfaction with the medal. We can add nothing to Mr. Garden's letter, which is a flattering tribute to the splendid workmanship of the trophies and medals designed by this concern.



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WESTERN BRANCH
POPE MANUFACTURING COMPANY,
291 WABASH AVENUE.

Chicago, July 6th, 1888.

Messrs. Pedersen & Buckingham,

11-2 Maiden Lane, N. Y.

Gentlemen:-

I duly received yours of the 24th ult and also the medal, which is, I must confess, the finest and most artistic piece of workmanship in that line I have ever seen, an opinion shared by everyone who has been fortunate enough to get a look at it. I will have it exhibited in one or two of the prominent stores in the city and when your cuts arrive will have one of these put in the leading city dailies and also in most of the bicycling papers.

The success of your efforts in behalf of the wheelmen of Chicago will certainly make the Pullman Road Race memorable for many a day. With many thanks for your attention in this matter and for the honesty and conscientiousness with which you have treated us, I am

Yours very truly,

R. D. Garden

It is on the cards that Tom Roe and N. H. Van Sicklen will open a bicycle business in Chicago next year.

Judge Hilton, of New York, has purchased for his personal use at Woodlawn, Saratoga Springs, a Columbia Light Roadster tricycle.

The new Surprise tricycle of the Pope Manufacturing Company is now ready for delivery, and intending purchasers would do well to examine its many valuable specialties before ordering.

It is with extreme regret that we announce the death of Mr. Samuel M. Gideon. Mr. Gideon, who was a brother of the well-known Mr. George D. Gideon, was a prominent Philadelphia cyclist, and a member of the Schuylkill Navy Athletic Club. He was of athletic build, finely developed. As a racing man he is remembered for his brilliant finish in the mile scratch tricycle race at Roseville in 1886, when he defeated the fastest amateurs in the country.

Mr. Gideon, while practising in the gymnasium in January last, burst a blood-vessel in his throat, and from the time of this accident his health failed. We believe he was predisposed to lung trouble. A special request to our Philadelphia correspondent for the details of Mr. Gideon's untimely death was not replied to up to the time of going to press.

ODDS AND ENDS.

Messrs. Merwin, Hulbert & Co. are showing a fine line of Gormully & Jeffery wheels, with which they have had great success this season.

The Columbia bicycles and tricycles are well represented at Poughkeepsie by H. Von Der Linden, who repairs, rents, stores, and sells new and second-hand mounts.

Writing from Edinburgh, under date of July 1, George B. Thayer, a Hartford wheelman, author of "Pedal and Path," contributes to the New York World of July 15 almost a column article on cycling experiences in Scotland.

Messrs. Pedersen & Buckingham are introducing a new line of novelties in the way of solid silver and gold cigarette holders, with amber mouthpieces. They are highly finished and of artistic designs. Write for catalogue, or orders will be mailed C. O. D.

Messrs. Wm. Read & Sons report a large demand for Ivels, now that the speedy qualities of these wheels are being proven. Both the Ivel single and tandem are built on graceful lines, light and strong.

Howard A. Smith & Co.'s list of second-hand machines is probably as near complete as can be, and the prices are exceedingly low. Any of our readers desiring a second-hand machine should be sure to give them a call.

Mr. Howard P. Merrill, of the Springfield Union, has taken charge of the cycling department of Outing.

The Ivel tandem used by Messrs. Hill and Fuller, the two Philadelphia riders who have been making records on Lancaster Pike, was not imported by Messrs. Wm. Read & Sons, though they are the largest importers of those wheels, but by Messrs. B. B. Craycroft & Co., of Philadelphia.

Mr. Stillwell and other members of the Kings County Wheelmen showed their faith in Harry Hall by backing him heavily. The bets were all placed after twenty miles of the race had been ridden.

ODD SIGN.—W. E. Young, Dennisville, N. J., dealer in confectionery, soft drinks, bicycles, tricycles, and sundries.

ADVERTISE in our "For Sale and Exchange Column, and

SELL YOUR OLD WHEEL
AT ONCE.

Twenty-five words for Fifteen Cents.

THE WILKESBARRE CLUB'S NEW HOUSE.

THE WILKESBARRE BICYCLE CLUB OPEN NEW QUARTERS WITH GREAT ECLAT—OVER TWO HUNDRED GUESTS PRESENT—MUSIC, SPEECHES, AND LUNCH.

Last Friday evening began a new era in the history of the Wilkesbarre Bicycle Club. It has broadened and lengthened and strengthened until it now stands the head of all social and athletic organizations. It is not purely a bicycle club, as its name would signify. Its charter, which is issued from the Commonwealth of Pennsylvania, is broad and open. It extends a welcome hand to young men of good character, and when they become members they are subject to restrictions that are for every man's benefit, and which tend to elevate their characters as worthy citizens and gentlemen.

RETROSPECTIVE.

The Wilkesbarre Bicycle Club was organized May 29, 1880, with J. G. Carpenter, C. W. Bixley, E. W. Sturderaut, E. G. Mercur, and John T. Phillips as charter members. The club historian in a recent report makes graceful reference to early advantages the club had in the way of quarters, comprehending a street corner, with the privilege of occupying the intersecting thoroughfares for miles if they wished, far eclipsing in commodiousness everything that has succeeded. The only thing that interfered with the meetings in the pioneer days was the weather, which at times was capricious, to say the least. It is on record that the ever generous George Wright, noting the frequent meteorological disadvantages under which the club labored, came to the rescue by joining it and subsequently offering his handsome office as a substitute for the free-for-all rendezvous. The secretary notes with evident pleasure the time when "fortune favored the brave," and a club-room was finally secured. "It was not at all conspicuous," he says, "for its luxury and elegant furnishings, bric-a-brac, etc." The members considered themselves very fortunate when they possessed a common table and a few chairs. Time rolled on, however, and the list of members rapidly increased. The rooms were carpeted, new and fine furniture was purchased, and the silver lining of the cloud began to appear. During these years race meets were given by the club from time to time. Sometimes these affairs brought thousands of people to Lee Park, where they were invariably held, and aided the treasury of the club greatly. Sometimes the day would be bad, or other causes tend to keep patrons away, and then the members would be assessed to make up the deficiency, which was always cheerfully paid. In spite of such set-backs, however, it grew.

THE NEW QUARTERS.

About six months ago, after much discussion, it was decided to seek larger quarters. There were fifty members enrolled, and at some of the monthly socials, which the friends of the club pleasantly remember, there were as many as 100 guests present. Quarters were not easily secured, and the committee were about discouraged when Dr. Young announced that he was about to build larger quarters for his laundry business and a floor could be easily fitted up for the club. The club snapped up the offer, and after the necessary time had passed moved into the new quarters. New furniture was purchased to the amount of \$800, and various other expensive improvements gone into which makes the new rooms superior to anything in the city. The club now numbers seventy members, the bulk of whom are business and professional men. It is independent in its course, barring no man's entrance into the organization on account of position, asking only that he be of good character.

THE EVENING ENTERTAINMENT.

The spacious parlors of the club were thronged with gentlemen, most of whom were in full dress. Of the three hundred invitations sent out fully two hundred responded. Among those from out of town were noticed the following: Messrs. George H. Jessup, Tom Black, Theodore Francke, Cliff Wallace and Eugene Healey, of Scranton; Mr. Howard Perrin, of Luzerne; Dr. Stiles, of Wyoming, and Mr. John Hughes Blackman, of Pittston. The club committee in charge of the entertainment consisted of the following members: Messrs. R. L. Ayres, H. G. Shupp, J. G. Carpenter, E. R. Schooley,

F. M. Chase, Burt Voorhis, Prof. W. L. Dean, J. Ridgway Wright, W. W. Lee, Dr. H. N. Young, A. C. Robertson and Chris Walters, and it is needless to say that their attention to the guests was marked by the most cordial courtesy and unremitting fidelity to the duties involved.

The musicale announced for the opening proved to be a most eloquent and charming feature of the festivities, the numerous artists engaged in the interpretation of the graceful programme doing their utmost to please. Leader Sam Oppenheim had a selected company of artistic musicians, who brilliantly opened the musicale with the performance of the "Poet and Peasant" overture, which won merited applause. Adolph Baur's grand voice next essayed in the rendition of "Deep in the Mine," which delighted everybody. Prof. Eaton then gave a fantasia on Irish airs on the flute which called for an encore that was prettily responded to. The Krankless Quartette, composed of Messrs. J. Ridgway Wright, Adolph Baur, O. B. Hartland and John R. Edgar, next delighted with the harmonious rendition of a favorite evening song, followed upon a recall by a beautiful waltz song. Oppenheim's orchestra then gave airs from "Erminie," after which Prof. Alexander, with an eloquence as touching as it was impressively effective, played the "Reverie du Soir" upon the cello, which so delighted the audience that he was compelled to respond to the encore with "The Last Rose of Summer," so marvelously executed that the deepest silence prevailed during its artistic interpretation. The Krankless Quartette sang "The Swabian Land," Prof. Eaton rendered another flute solo, brilliantly accompanied by Prof. Boettger on the piano. Then came the guitar club, composed of Messrs. H. G. Shupp, Walter E. Shupp, Sam Innes and Frank Douglass, whose delicate performances won the loftiest admiration. Oppenheim's orchestra closed the evening's musical feast with a charming number.

THE BANQUET.

At the conclusion of the musicale Dr. Young, president of the club, stepped forth, and in his characteristically happy way entertained by a speech in which he briefly reviewed the history of the club. Mr. Niven then read some jingling rhymes dealing with house-warming traditions, after which the tables were brought in, the guests invited to chairs beside them, and from the club's larders were conveyed a generous supply of toothsome things that delighted the inner man. The banquet pleasures were enhanced by the musical accompaniment of Oppenheim's orchestra that continued throughout the discussion of the good things. It was midnight before the last course was disposed of and cigars were passed around. Then an informal interchange of social fellowship was introduced and continued for an hour or more, the chief topic of conversation being confined to the brilliant event that had called them together, the happy auspices under which the Wilkesbarre Bicycle Club renewed their annual progressive march, and the universal expressions of well-wishes for its future success.—*Wilkesbarre Evening Leader.*

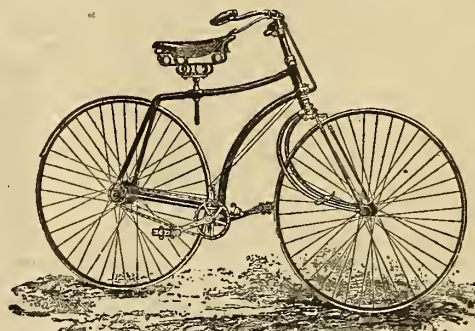
A CENTURY RUN.

Messrs. Elliott and Jefferis, of the Wilmington Wheel Club, made a Century run between Wilmington and Philadelphia last Sunday. The actual riding time from Wilmington—forty-six miles—was less than four hours, and Mr. Elliott rode from the foot of Berwyn Hill to Fifty-second Street in forty-five minutes. The route both ways was via West Chester, and on the return trip, after having ridden over ninety miles, they both climbed Point Lookout Hill, which has been surmounted by only one rider heretofore. Mr. Elliott has been doing some good work on the Lancaster Pike. He had only been riding six weeks when he made the run from Paoli to Fifty-second Street in one hour and ten minutes, which is not far from record time, and is wonderful work for a beginner. He will be the fourth man on the Wilmington team. He and Jefferis both rode Victor Light Roadster bicycles.

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

A. G. SPALDING & BROS.

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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A PROFESSIONAL CYCLIST IN A FIX.

AN EXCITING CHASE.

At Grantham, last Saturday, some professional and amateur sports were to have been held, the promoter being that well-known professional, G. Cattell, of Kettering. The American, H. G. Crocker; Jack Lee, of Beeston, and Fred Bone were asked to compete in the professional event, the latter being approached on the matter by a Mr. Lowe, a supposed secretary to the meeting. Some 300 or 400 persons assembled on the ground, but the meeting was brought to a sudden collapse. Here is Fred Bone's version of the affair: "Upon my arrival at the grounds I enquired for Mr. Lowe. Crocker and Lee were also on the spot, whilst the names of several Wolverhampton riders figured on the programme, but these were conspicuous by their absence. It did not take us long to find out that Cattell was the moving spirit, and our suspicions were aroused through having reason to believe that Cattell and Lowe were one and the same party. Cattell was on the point of urging the amateurs present to turn out for their respective heats, but upon the advice of the pros. they resolved not to do so until some assurance was forthcoming as regards the awards. Being pressed into a corner, Cattell said he would fetch the secretary, and left the riders apparently for that purpose. Instead, however, of so acting, the caterer cleared the money-boxes and decamped, leaving competitors and spectators to provide their own amusement. A detective was despatched to the railway station, but a little later on it was discovered that the bird had flown across country to Ponton, a distance of three miles from Grantham. Crocker and Lee succumbed to the inevitable, but Bone, with three other volunteers, mounted their steeds and went in pursuit. The quartette, upon vengeance bent, arrived at the little village station only to ascertain that Cattell had visited the station, but had left. A quarter of an hour was cut to waste in searching the building, upon leaving which the pursuers instituted further enquiries, and were soon again on the track of their man. "After going some three and a half miles I," says Bone, "espied Cattell, and called upon him to stop, which summons he obeyed. He handed me 15s. toward expenses, which I took, but refused to let him go further, and in the meantime the other three riders came upon the scene. Being in so formidable a minority, Cattell was obliged to submit to his captors, who marched him back to Ponton, and from thence by rail to Grantham. A warm reception awaited the fugitive upon reaching the hotel adjoining the grounds, and by order of the chief constable, who had been wired to, Cattell was conveyed to the police station, where," says Bone, "I left him, and expect to have to go to Grantham this week."

The sequel to the above is seen in the following, which appeared in the *Birmingham Evening Mail* on Monday: "George Cattell, who was

captured by bicyclists on Saturday, after decamping with the gate-money from the race meeting at Grantham, was to-day brought before the magistrates at that place. There being no specific charges against him he was discharged. Information was afterwards laid of obtaining money by false pretences, and Cattell was re-arrested. The case will probably come on to-morrow." We may add that Cattell is the same individual who, eighteen months since, promoted a Christmas lottery for machines, which never came off.—*The Cyclist*.

A NEW TANDEM.

During the past few days cyclists riding in the vicinity of Newton have observed a very curious looking machine, sometimes ridden by a young lady and gentleman, and at other times by two gentlemen, which was being propelled at a very rapid rate of speed, for the usual efforts to overhaul it were unsuccessful, and inquiries as to what it was have been made without much success. While at the offices of the Pope Manufacturing Company on Franklin Street, a representative of the *Herald* observed a very curious form of cycle, which turned out to be a tandem rear-driving safety bicycle. Mr. Harry Corey, who was just going out for a spin on it, explained it in brief: "It has been the custom," he said, "of the Pope Manufacturing Company to import from time to time any novelty in the cycling line that appeared, to determine on its merits and examine their construction relating to our patents. This machine is one of the latest that has appeared, and I am not quite prepared to give you a thorough opinion of it at present, other than it is very fast." The machine in question is similar to a single rear-driving safety of the Rover type, but the wheels are placed considerably further apart, which enables it to carry two riders. The front of the machine can be used for either a lady or gentleman, and in shape is similar to the type of the Crippler tricycle. The rear part of it is almost exactly like the Veloce Safety, and the rear chain extends from the hub of the rear wheel to the cog wheel attached to the rear crank axle, and the forward chain from the rear crank axle to the cog wheel attached to the forward axle, similar to that used on the front part of a tandem tricycle. A connecting rod is attached to both handle-bars, allowing either or both riders to steer. A powerful front brake places the machine perfectly under the control of the front rider, while both chains are protected by mud guards. The actual weight of the machine with saddle and pedals is 78 pounds. It is a capital hill-climber, and will outcoast almost any machine

now made. It has not the advantages of a tricycle in regard to stopping on the road without dismounting, and, unlike a tandem tricycle, two persons must learn to ride it exactly the same as a single safety. The mate to this machine is at present at use in Washington, D. C., but whether the American manufacturers will make it is a question that must be determined after a careful consideration of the requirements of the trade.—*Boston Herald*.

Mr. W. H. Peters, of the Manhattan Bicycle Club, was joined in matrimony to Miss Emma Young, at the Church of the Holy Trinity, corner of Madison Avenue and Forty-second Street, New York City, on July 17. The happy couple are spending their honeymoon at Newport, R. I., and upon their return will take up their residence for the summer at New Rochelle Park. The members of his club are happy to learn that Mr. Peters will continue his connection with them, but they infer that he will now prefer a tandem.

What city has not its wonder? He is generally a "little wonder." Leavenworth, Kan., has a "little wonder" in Jewett, who has "made his mile" in 2m. 58s. San Francisco has a wonder in Elwell, Harvard College has another of the species in Brown, Lynn places young Windle in her "wonder" niche, and Springfield produces "Young" Harradon. Mr. Ducker should hold an exhibition of "wonders." Speaking of "wonders" reminds us that Staten Island's wonderfully graceful and speedy rider, Seton Rich, has not panned out well as a "wonder," not quite so well as Crist, who was a Washington "wonder" three years ago. Can't you stir him up for the Buffalo tournament, Quilla?

A SCOTCH WONDER.

The Glasgow *Herald* unearths a Scotch "wonder." Doubtless other small boys with juvenile wheels have made good records, and it is in order for every go-ahead American city to produce its boy scorchers. The Scotch wonder is Master J. Melville Dunbar, who rode a juvenile machine, with plain bearings, from Glasgow to Madderty, 54 miles, in twelve hours. The boy is twelve years of age, and was accompanied by his double-barreled name on the entire journey.

KNAPP AMONG THE RECORDS.

LONDON, July 17, 1888.—At Leicester to-day Knapp beat the professional bicycle record for 30 miles by 1m. 5s., the professional 50-mile record by 8m. and the professional 100-mile record by 41m. 15 4-5s. His time for the 100 miles, however, was 5m. 15 2-5s. slower than the best amateur record.—*Cable*.

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432	48	Expert	Ball	Nickel	70 00
435	55	Col. Lgt. Rdstr.	Ball	Enamel	85 00
438	54	Harvard	Ball	Enamel	60 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	50 00
483	56	Expert	Ball	Enamel	70 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	60 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	50 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 Star	Ball	Enamel	90 00
549	54	Standard Columbia	Ball	Enamel	25 00
552	42	Special Star	Plain	Enamel	70 00
553	46	Otto	Plain	Enamel	35 00
557	54	Royal Mail	Ball	Nickel	90 00
558	44	Premier	Plain	Enamel	25 00
559	56	Expert	Ball	Enamel	70 00
560	42	Special Star	Ball	2-3 Nickel	85 00

TRICYCLES.

301	50	Col. Three-track	Ball	Enamel	50 00
496	..	Spkbrk. Crimper	Ball	Enamel	100 00
511	..	Victor Tricycle	Ball	Enamel	65 00
526	..	Humber Crimper	Ball	Enamel	90 00
534	..	Humber Crimper	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

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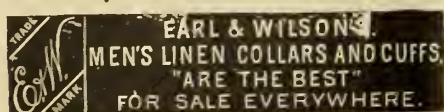
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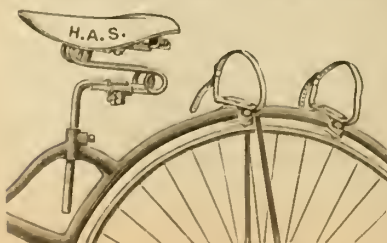
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- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$45.
- No. 129.—48-in Stand. Col. Enam. Price \$35.
- No. 141.—English Premier 3 track, loop frame tricycle. Two speed gearing. Cyclom. Reduced to \$60.
- No. 153.—54-in. Sanspareil. Ball wheels. Enamel. Price \$50.
- No. 155.—50-in. Spalding. New. All balls. Cowhorn 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. Cowhorn bars. Good as new. Price \$30.
- No. 180.—54-in. Stand. Col. Enam. Price \$35.
- No. 181.—Rudge Humber Crippler Tricycle. New last season. Prime order. Cost \$180. Sacrificed at \$110.
- No. 183.—52-in. Premier. Ball to front wheel. Cowhorn bars. Suspension saddle. Enam. Price \$50.
- No. 184.—Sparkbrook Crippler 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.

THIS WEEK'S BARGAINS.

- No. 188.—50-in. Victor L. R. '87. Nickel finish. Perfect cond. Cheap at \$100.
- No. 189.—54-in. Royal Mail. Enam. Cowhorn bars. Price \$70.
- No. 190.—54-in. Rudge. Enam. Cowhorn bars. Bell. Price \$60.

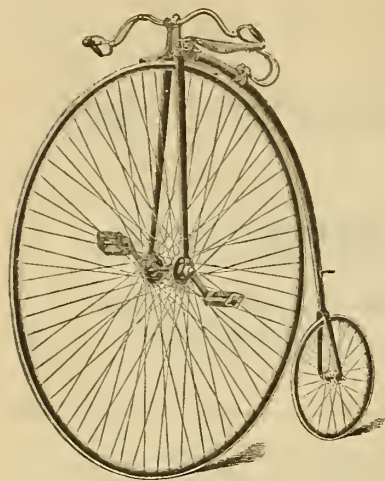
- No. 191.—54-in. Expert Col. Enam. All balls. Dropped bars and spades. Price \$75.
- No. 193.—52-in. Rudge Light Roadster. Enam. All balls. Cowhorn bars. Little used. Price \$75.
- No. 194.—52-in. New Rapid Light Roadster, '87. Nickered, with enameled wheels. Perfect condition. Only \$90.
- No. 195.—54-in. Rudge. Enam. All balls. Cowhorn bars. Good as new. Price \$75.
- No. 196.—42-in. Horsman Special. Price \$20.
- No. 197.—52-in. Express. Almost new. All balls. Cowhorn bars and spades. Kirk saddle. Price \$90.

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.



PECK & SNYDER,

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

AGENTS FOR

THE NEW MAIL 1888.

GREATLY IMPROVED THIS YEAR, MAKING IT A

Light Roadster of the Highest Grade.

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

The B. F. Goodrich Co. Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

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

Write for Price List.

NEW YORK WAREHOUSE,
65 READE STREET.

EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

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



WEBB'S

ALCOHOL

AND COLOGNE SPIRIT,
SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb & Son, 165 Pearl St., New York.



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

HIGH GRADE BICYCLES,

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

Send for the most complete Wheel
Catalogue ever printed.

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

FASHIONABLE CLOTHING.

Reasonable Prices.

ABRAHAMS & GRUNAUER,

Custom Tailors,

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

WE WISH TO CALL ATTENTION TO OUR

NEW LINE OF

NOVELTIES,

Which We are Now Introducing.

The high-class workmanship and finish which has
gained for us an enviable reputation in our

Medal and Badge Manufacturing Department

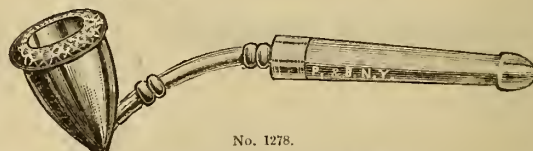
Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

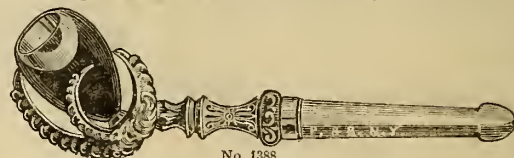
Manufacturing and Importing Jewelers,

1 1/2 Maiden Lane, N. Y.



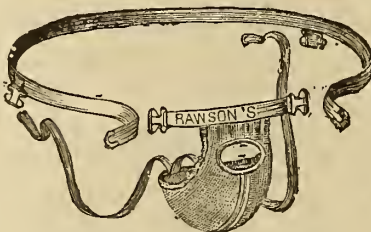
No. 1278.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$3.50.
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, . . . 8.00.



No. 1388.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$3.50.
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WILL BE SENT POST PAID ON RECEIPT OF PRICE.



A Perfect Fit Guaranteed.
Displacement Impossible.

No Wheelman, Equestrian or Athlete
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ARMY PATENT ELASTIC SELF-AD-
JUSTING SUSPENSORY BANDAGE.
They are a safeguard from Accident or injury.

N. B.—“We fill special orders without
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Send for Circular and Lecture on Nervous
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SOLE PROPRIETOR AND MANUFACTURER, Saratoga Springs, N. Y.

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Elastic forward, rearward and centrally. Combines
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Morphine Habit Cured in 10
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COLUMBIA BICYCLES

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TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

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MINNEAPOLIS: 417 Nicollet Ave.

Buy Your Shoes of T. B. BENNELL,

304 BROADWAY, Near Duane.

THE GREAT LONDON SHOE MAN.

MY SPECIALTY FOR THE SUMMER IS THE

KANGAROO SHOES,

The Most Durable and Comfortable Shoe Made.

Call and see them and a fine line of BICYCLE SHOES.

Queens Athletic Club Grounds,

QUEENS, L. I.

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.

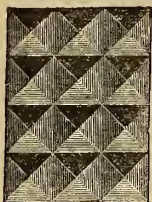


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SEE OUR LISTS.

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Tennis Soling,
WHITE, BLACK,
OR RED,

Corrugated or Diamond Pat-
tern for

TENNIS SHOES.

NEW YORK BELTING & PACKING CO.

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Manufacturers and Importers of

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Patent Satchel Detective,
Fairy, Novel, and Bi-
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Dallmeyer Lenses.

Amateur Outfits in
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ward. Send for Catalogue or
call and examine.

More than Forty Years
Established in this line
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RADWAY'S READY RELIEF.

For headache (whether sick or nervous), toothache, neuralgia, rheumatism, lumbago, pains and weakness in the back, spine or kidneys, pains around the liver, pleurisy, swelling of the joints and pains of all kinds, the application of Radway's Ready Relief will afford immediate ease, and its continued use for a few days effect a permanent cure.

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

50 cents per bottle. Sold by Druggists.

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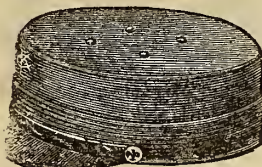
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PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



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Sporting Goods.

LOWEST PRICES.

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In Hat Store, up stairs

THE "BEST" BICYCLE LOCK



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price \$1.00.

WHITTEN & CO., Providence, R. I.

HARLEM BICYCLE CO.

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(Late Sixth Avenue.)

Between 124th & 125th Streets.

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Victors, Youth's Premiers, Champions,
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ALSO A FULL LINE OF BOYS' AND GIRLS'
Bicycles, Tricycles and Velocipedes.

REPAIRING, RENTING, STORING.

Open Day and Night.

NOW READY!

The Cyclist's Road Book

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Connecticut and Westchester.

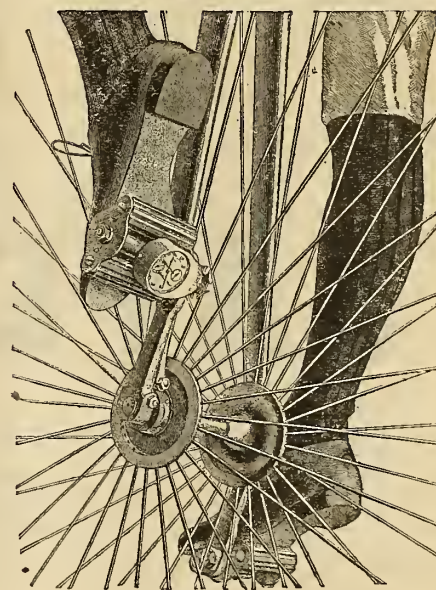
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Containing the most comprehensive general and road maps of the Counties of Connecticut and Westchester Co., N. Y., ever issued in pocket form, showing every road open to public travel, with thirty-five hundred miles of reported road designated and classified according to quality and grade; also chapters on Connecticut roads, road law, hotel lists, etc., and a number of pages of through routes. Maps are on heavy bond paper, and the whole in handsome leather, pocket-book style of cover, with flaps.

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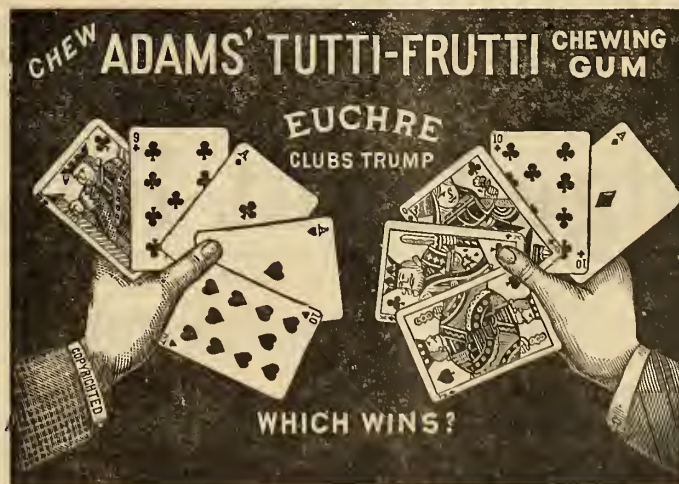
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Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES

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ON THE ROAD,
ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

REMARKABLE

is the increase of Safety riders, and yet not so remarkable when one considers the perfection reached in the construction of this style of bicycle, and the undeniable fact that there are many old as well as prospective riders who prefer the Safety type of machine; and this number shows an

INCREASE IN

nearly every section of the country. Attention is called to the Veloce Columbia, new this season, a Rear Driving Safety of the most improved pattern, combining the best features of other Rear Driving Safeties, with many original improvements and additions, including EASY AND TRUE steering and the improved Kirkpatrick saddle, which all

SAFETY RIDERS

appreciate. A fully illustrated description of the Veloce is found in the Columbia Catalogue. The Veloce has not been extensively advertised this season, simply because an unprecedented number of orders have made it, up to this time, impossible to fill orders with our customary promptness. All orders for the Veloce, as well as for other styles of Columbias, will now receive immediate shipment.

THE MOST COMPREHENSIVE CYCLING CATALOGUE FREE.

POPE MFG. CO., GENERAL OFFICES, 79 FRANKLIN ST., BOSTON. BRANCH HOUSES: 12 WARREN ST., NEW YORK; 291 WABASH AVE., CHICAGO.

THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle, AN INTERNATIONAL REPUTATION.

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

RUDGE CATALOGUE FREE.

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