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The Wheel

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

Vol. I.—No. 22.]

NEW YORK, JULY 27, 1888.

[WHOLE NUMBER, 22.]

WHO was at the last League Meet but admitted that the

AMERICAN RAMBLER



was the King of the Rear Drivers?

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

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

CAN RIDE AND COAST HANDS OFF.

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

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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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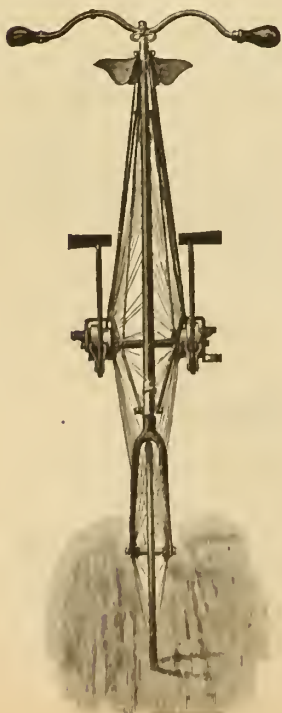
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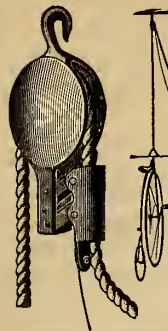
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SUNDRIES OF EVERY DESCRIPTION.

Repairing and Nickel Plating a Specialty.

Send Stamp for Illustrated Catalogue.

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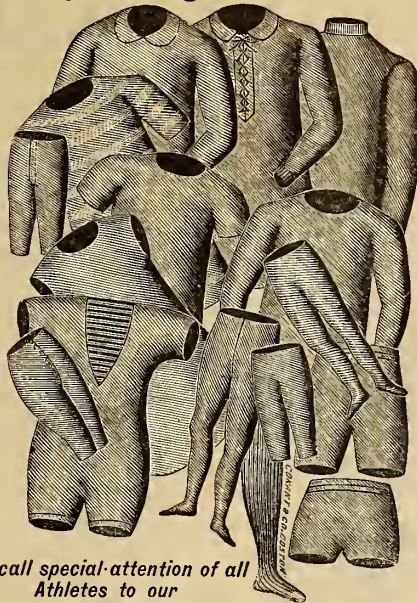
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Each garment in above cut we make in three different qualities.



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This Supporter is in use by Bicycle Riders, Baseball Players, Athletes and Gymnasts, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and Hip. Send for Illustrated Catalogue and Price List.

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

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

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EISENBRANDT BROS.,

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STATE SIZE OF WHEEL WANTED, AND THEY CAN SUPPLY YOU AT YOUR OWN PRICE.

BIG BARGAINS!

PRICE.

50-inch Royal Mail Light Roadster, tangent spokes, etc., brand new. Cost \$135	\$75 00
50-inch Royal Mail, with the noted Trigwell Ball Head and strengthened base rim. Never used.	95 00
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58-inch ditto. New	95 00
50-inch New Mail, with Trigwell Ball Head, Perfection Backbone and Forks, new thickened base rim, tangent spokes, tied seven times; latest improvements. Used but few times; exchanged for different size.	95 00
52-inch ditto. Slightly second hand, but good as new.	90 00
54-inch ditto. " " " " " "	95 00
54-inch ditto. " " " " " "	100 00
55-inch ditto. Used one season only	85 00
58-inch ditto. " " " " " "	85 00
51-inch Columbia Light Roadster. Used but little.	85 00
51-inch ditto. Almost new	85 00
54-inch Expert. Splendid order	85 00
50-inch Special Columbia. Good condition	50 00
54-inch British Challenge	60 00
48-inch Rudge. Fine condition	65 00
52-inch Sanspareil. " " " "	50 00
56-inch Club. " " " "	50 00
58-inch Rudge. " " " "	75 00
58-inch Expert Columbia. Nickeled	65 00
53-inch Rudge	70 00
50-inch Premier	35 00
Kangaroo Safety	50 00
54-inch Royal Mail Racer. New	50 00
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Also, we will take your old Wheel in trade for a NEW MAIL. Write us.

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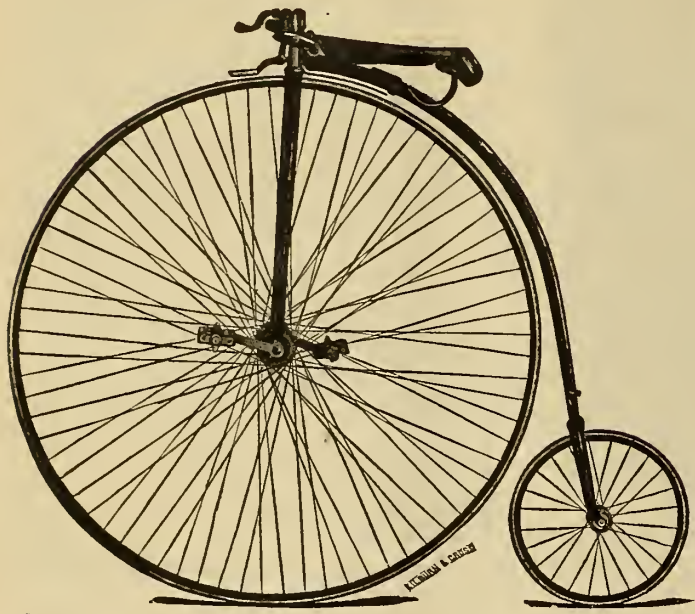
No.	PRICE.
2 48-inch Premier, half nickel; very cheap, good order	\$65 00
3 48-inch Rudge, enamel, balls all over; fine condition; bargain	70 00
4 50-inch Royal Mail, balls all over, cowhorn bars, spade handles; A1 order	60 00
5 50-inch Standard, with lamp, cowhorn bars, spade handles; sacrifice	40 00
7 50 inch American Club, full nickel, cowhorn bars, ball pedals; good order	50 00
8 50-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	60 00
52-inch Spalding; splendid order	50 00
9 52-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	65 00
10 52-inch Premier, ball pedals, cowhorn bars; excellent order	60 00
12 52-inch Expert, half nickel, all balls; good as new	80 00
13 52-inch American Club, half nickel; a bargain; fine order	50 00
14 54-inch Premier, enamel; good order; very cheap	50 00
15 54-inch Expert, half nickel; seen to be appreciated	75 00
16 54-inch Expert, full nickel; elegant order	80 00
18 54-inch Challenge, enamel; fine condition	60 00
19 54-inch Standard, half nickel; fine condition, very cheap	40 00
20 54-inch Sanspareil, half nickel; fine condition, very cheap	65 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 Marlboro 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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NEW RAPIDS.



Roadster, weighs 40 lbs.

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

All parts of highest possible grade.

Any kind of saddles and handles supplied.

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

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



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No. 8. Single, for gentlemen.

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No. 15. Tandem, for lady and gentleman, or two riders of either sex.

These machines contain features essential to perfect steering, freedom from vibration, easy running and hill climbing powers, not to be found in any other tricycles. Every rider of a Quadrant will testify to these facts.

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THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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23 Park Row,
P. O. Box 444, New York.

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

A LEVEL-HEADED LEGISLATOR.—The idea of employing prison labor to repair and build roads has always been a pet one with cyclists, and it is pleasing to us to record an incident which throws a strong light on the question, and will go a long way towards forcing the cyclists' idea on the general public.

Here in New York State it has been the custom to employ the convicts in our state prisons in manufacturing, by contract, shoes, stoves, clothing and other articles for private corporations. We believe the authorities of both Sing Sing and Clinton prisons have made yearly financial statements, showing enormous profits on the work of the convicts, even though the work was done at such figures as to preclude private parties from competing with convict labor. This year, however, owing to over-production of the articles manufactured in state prisons, the convicts have remained idle, so that an appropriation was necessary to keep the convicts at work.

At the late extraordinary session of the New York Legislature, it was voted to appropriate a quarter of a million dollars to keep the convicts at work, and state prisons were prohibited from using machinery. The point is that, instead of being a source of profit to the State, the convicts have now become a burden, since it is impossible to keep them in a state of enforced idleness, and each state prison represents just so much labor going to waste. In the natural course of affairs it will dawn on the legislative mind that the proper method of disposing of the matter is to employ the convicts on public works for the benefit of the public. This fact is already patent to Republican Assemblyman Yates, who introduced a bill providing for the employment of prison labor in building and repairing the roads of the State. The solons of Albany, however, were not yet ready for this advanced idea, and Mr. Yates' bill died the death. Governor Hill has pledged himself to see that prison labor will not be allowed to jeopardize the livelihood of honest citizens, and we also believe the Governor favors the employment of convicts on the roads. Here is matter for our Roads Improvement Association.

From a good many sources we have received words of encouragement for our efforts in attempting to suppress hoodlumism. In one or two instances we know of clubs which have taken a decided stand, and are making it very properly unpleasant for the members who have made themselves conspicuous by their ungentlemanly behavior. Our action in this matter is not a mere spasm, but it is the inauguration of a steady campaign against hoodlumism in the ranks of the L. A. W. and among cyclists generally.—*Bicycling World*.

The *Bicycling World* is hugging a delusion. The campaign against hoodlumism is ours. We inaugurated it; we prosecuted it, while *Bi. World* remained silent as the Sphinx. When the at-large press commended our action, *Bi. World* jumped into the procession with a lurid editorial. We repeat that we are managing this campaign; but we shall be glad to have the assistance of the *World*, which is always our esteemed contemporary.

We are anxious to get a flying start record mile which will approach as nearly as possible the trotting standard. We are of opinion that the table of cycle records is incomplete without a standard time for a flying start mile. We feel certain that Rowe, Howell, Temple, Willie Wood and others, including Osmond and Synner, could ride near "twenty." It would be a great card for the Buffalo meet.

A ROAD-HOG IN PROSPECT PARK.

While riding in Prospect Park on Wednesday evening, July 18, Messrs. Brown, Storms and another member of the Kings County Wheelmen were assaulted by the driver of a buggy.

The men were riding on the extreme right of the road, when the buggy driver rushed up behind them and knocked Mr. Storms off his wheel, fortunately without serious injury. When remonstrated with, the driver, though there was a lady in the wagon, struck Mr. Brown repeatedly with his whip, and threatened to use the butt-end of it.

The wheelmen pursued the driver to the Park gate, and requested the policeman stationed there to arrest him. The man begged off, however, stating he wished to leave the lady home, and promising to return. He left the policeman a card bearing the following:

RICHARD R. SEARS,
OF WM. R. GRACE & CO.

The man was allowed to depart, despite the protests of the wheelmen.

It is scarcely necessary for us to point out that here is just the case for Mr. C. H. Luscomb, who is Chairman of the Rights and Privileges Committee, and is also a member of the Brooklyn Board of Park Commissioners. At Baltimore Mr. Luscomb pointed out the importance of having park ways, boulevards, etc., properly policed. Here is a case where an officer refused to do his duty, or at least is ignorant of his duty.

We are certain the assaultees will assist Mr. Luscomb in locating the policeman. And it might also be well to prefer charges against the assaulter.

A DUTCH TOURNAMENT.

An international tournament was held at Scheveninger, near the Hague, July 7 and 8. The Dutch produced a tricycle champion in P. Scheltema Beduin, of Amsterdam, who defeated the English cracks. A summary of the races is as follows:

THREE KILOMETRES (7½ LAPS) TRICYCLE SCRATCH RACE.—P. W. Scheltema Beduin, Amsterdam, first; F. S. Edge, London, second. Time, 6m. 3 2-5s.

HALF-MILE PROFESSIONAL SCRATCH RACE.—R. Temple, first; F. W. Allard, second. Time, 1m. 28 2-5s.

SEVEN AND A HALF LAPS SAFETY HANDICAP.—J. Meddens, 176 yards, first; Bleckmann, 131 yards, second. Time, 5m. 34 3-5s.

TWO AND A HALF MILES TANDEM SCRATCH RACE.—F. S. Edge and J. B. King, London, first; Scheltema and Huijsser, Amsterdam, second. Time, 8m. 12s.

SIX AND A QUARTER MILES PROFESSIONAL SCRATCH RACE.—W. M. Woodside, first; Ralph Temple, second. Time, 19m. 11s.

SIX AND A QUARTER MILES SCRATCH RACE.—F. H. Nibbrig, Amsterdam, first; J. F. J. Huijsser, second. Time, 19m. 13s. J. B. King and De Beukelaer started in this race, but Nibbrig, on his safety bicycle, won by a quarter of a mile, doing record for Holland.

TWELVE AND A HALF LAPS TRICYCLE HANDICAP.—P. Scheltema Beduin, Amsterdam, scratch, first; F. S. Edge, London, scratch, second. Time, 10m. 16 4-5s. The winner won a most clever race, demonstrating fully that he is the fastest tricycle rider—if not the fastest on both safety and tricycle—on the Continent to-day. The time was record for Holland.

ONE-MILE PROFESSIONAL HANDICAP.—W. M. Woodside, 30 yards, first; Ralph Temple, second. Time, 2m. 50 1-5s.

TEN LAPS NATIONAL UNIVERSITY SCRATCH RACE (four universities represented).—E. Kiderlen, Delft, first. Time, 7m. 52½s.

ONE AND A QUARTER MILE TANDEM HANDICAP.—J. F. J. Huijsser and Ives, scratch, first; A. L. Couver and A. R. W. Kerkhoven, 36 yards, second; Time, 3m. 48 1-5s.

INTERNATIONAL SCRATCH SAFETY RACE.—P. W. Scheltema, Amsterdam, first; F. S. Edge, London, second. Time, 7m. 47 1-5s. A splendid race, the Dutchman fairly flying home, which shows his quality. Record for Holland.

TWELVE AND A HALF LAPS HANDICAP.—J. F. J. Huijsser, Amsterdam, scratch, first; W. Bloeman, Amsterdam, 97 yards, second. Time, 10m. 8 3-5s.

TWELVE AND A HALF LAPS PROFESSIONAL SCRATCH RACE.—Allard and Temple, dead heat; Woodside, third. Time, 9m. 58s.

NEW YORK STATE DIVISION MEET.

The following letter has been sent to all members of the New York State Division:

"The annual meeting of the New York State Division, L. A. W., will be held in Buffalo, N. Y., September 4 and 5. This official call is made by direction of your Board of Officers and under an invitation extended to the Division by the Buffalo Bicycle Club. I trust that every member of the Division will so plan his summer vacation that two or three days, at least, may be devoted to this meeting, as it is my desire to see at Buffalo the largest gathering of wheelmen ever held in the United States, and with our membership of 2,300 we should make the proposed meeting the largest and most enjoyable one in the history of the Division. As guests of the Buffalo Bicycle Club, our entertainment will be complete, and already that organization is hard at work preparing an elaborate programme, embracing tours and runs about the city, excursions to Niagara Falls and other points of interest. Buffalo is fast becoming, if it is not already, in fact, the wheelmen's paradise. With its miles of asphalt streets, avenues and macadamized park driveways, several days may be spent in continuous and pleasant touring. The most important business meeting of the year will also be held at this time, and should be largely attended by the membership. As another feature of this meeting, and one that promises to attract the attention and attendance of wheelmen, both in America and England, I might mention the World's Bicycle Tournament, to be held September 4, 6 and 8, under the auspices of the Buffalo International Fair Association; the bicycle tournament to be under the direct management of Mr. Henry E. Ducker, who inaugurated and conducted the successful tournaments of recent years in Springfield, Mass. The Fair Association is now building a special bicycle track, and will offer \$5,000 in prizes. This, with the very complete programme of events, will call out all the leading amateur and professional riders in the United States and England. The International Fair Association, whose proposed fair will be held September 4 to 14, in a building recently erected and said to be the largest fair building in the world, have succeeded in interesting the bicycle manufacturers, and it is expected that

HAVE YOU NOTICED

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

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

EAGLE ROCK HILL,

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

THEY ARE SURELY CLIMBERS.

Overman Wheel Co.,

NEW YORK.
CHICAGO.
BOSTON. }

MAKERS OF VICTOR CYCLES.

CATALOGUE FREE.

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

the bicycle and tricycle exhibition will be the most complete ever shown in this country, and of consequent interest to wheelmen. I have given the different features of this meeting in detail, in order to show you that in attending our annual convention this year, your time would be well spent, and I can assure you that our hosts will do everything in their power to make our stay in Buffalo pleasant, profitable and enjoyable. I trust you will arrange to attend."

Yours truly, GEO. R. BIDWELL,
Chief Consul.

LEAGUE POLITICS IN CALIFORNIA.

League politics here are at fever heat, and considerable hard feeling exists, as will be seen by the following circulars, which have been sent to all League members in California. The following is the circular issued by the San Francisco Bicycle Club:

"TO THE MEMBERS OF THE CALIFORNIA DIVISION, L. A. W.:

"Gentlemen—At a meeting composed of the Alameda Scorchers, the Outing Cycling Club, the Ariel Bicycle Club and the San Francisco Bicycle Club, and other L. A. W. members, the accompanying list of nominations was made.

"This ticket is presented in opposition to the one promulgated by the Bay City Wheelmen at their recent 'Convention of L. A. W. members.'

"Both the chairman of this meeting and Chief Consul Welch announced that it was not an 'L. A. W. Convention' in any sense of the word; but in flat contradiction to the above ruling, they insisted in the use of the L. A. W. proxies. Chief Consul Welch held nearly one hundred proxies until after the meeting was called to order and the committee on credentials appointed. In his own hand-writing he had already apportioned these proxies to his fellow club members, thereby holding power enough to swamp all other L. A. W. members present, virtually holding the whole power in his own club.

"An appeal from the decision of the chair (admitting proxies), by an L. A. W. member was utterly ignored, that member denied his rights on the floor, and the entire proceedings carried out in a very high-handed manner.

"As a result of the above, we have endeavored to place a ticket in the field which, if elected, will represent not one club, but the entire State.

"Signed, ARTHUR M. BROWN,
Chairman.
W. B. WIER,
C. UNION BREWSTER,
Committee."

Here is the ticket nominated by the above committee:

Chief Consul, Harrison Houseworth, San Francisco Bicycle Club.

Vice-Consul, J. Phil Percival, Los Angeles Wheelmen.

Secretary and Treasurer, A. S. Ireland, Alameda Scorchers.

Representatives—J. D. Arkison, Oakland; Dr. J. W. Gibson, San Francisco; H. G. Toll, Sacramento; Geo. H. Frost, Pasadena.

In answer to the above the Bay City Wheelmen have sent the following to all wheelmen in the State:

"TO THE MEMBERS OF THE CALIFORNIA DIVISION, L. A. W.:

"Gentlemen—By reason of the circular that was recently sent, in the interest of Mr. Harrison Houseworth and the S. F. Bicycle Club, to L. A. W. members throughout the State, and which so grossly exaggerated, overdraw and misrepresented the true state of affairs relating to the convention of L. A. W. members, held in this city June 16, 1888, we feel, as the ones directly accused, that we cannot allow such an accumulation of untruths to be presented to the members of the L. A. W. at large, without contradiction from us. We hold in the first place that all our actions, methods and doings in connection with this meeting were of the fairest kind possible, and we have been and are still ready at any time to offer our record to the severest light of scrutiny and investigation.

"As the only club in the State having a clubhouse and accommodations for such a meeting, we felt that it was becoming in us to take the initiative in this matter; so notice of the meeting was sent to every League member in the

State, and which read that members present could hold and vote ten proxies. This was distinctly understood by all, so one and all thus had an equal chance to be prepared. We have never laid claim to the assertion that the meeting was official in any sense; it was, as stated at the time, merely a congregation of L. A. W. members, and while we do not deny to the men that went in the meeting with a view and endeavor of controlling it, and which they failed in, the right of instituting an independence movement if they see fit, we do most emphatically deny them the right to vilify and traduce us, to lay at our door the charges of having manipulated and controlled this meeting, and to endeavor to put us in an improper light before the members of the California Division, L. A. W.

"In their circular they speak of the 'entire proceedings being carried out in a very high-handed manner,' and by such remarks expect the inference to be drawn by members who were not present that the Bay City Wheelmen managed the meeting. This is wholly untrue, for as a club we had no affiliations with the officers of the convention. The president was a very prominent unattached wheelman, H. C. Finckler; the secretary was a member of the Outing Cycling Club, W. S. Moore, and their official actions were characterized by the utmost fairness and impartiality to all persons present, and had the member cited as having been 'utterly ignored' been a trifle more manly in action and decorous in words, and not attempted by the brilliancy of parliamentary law, 'as he understood it,' to dazzle the eyes of his unfortunate more poorly informed brethren, he would have fared better; as it was, all felt that the chair was fully justified in his summary treatment of this irrepressible member.

"There were two candidates proposed for Chief Consul, Edwin Mohrig and Harrison Houseworth, but Mr. Houseworth withdrew in favor of Mr. Mohrig before the ballot was taken. This is a point to which we would like specially to call the attention of voters. Mr. Houseworth did not repudiate the meeting at that time; his name was proposed, and as an expression of good favor, as we would naturally infer, he withdrew in favor of Mr. Mohrig. Then, shortly after, despite his own words of favoring Mr. Mohrig, he bolts from what, by reason of his withdrawal, one would consider him bound to support, and allows his name to be brought forward as an independent candidate. Without any desire on our part to have this matter descend to personalities, we can but feel that this whole movement savors of a desire to gratify the petty ambitions of some aspirants by the disappointed 'rock-rollers,' who came to the convention fully determined, by the magic wand of their 'influence' and 'proxies,' to sway things just as they chose, and, failing in this, assumed an independent attitude.

"The fallacy and impropriety of such action appeals to every fair-minded man in its true light.

"We here cannot refrain from commenting on that most unwarranted, unjust and cruel attack on Chief Consul Welch, as expressed in the circular, and which shows the cloven hoof of malice more clearly possibly than any other of the untruths they treat of.

"Such vituperation, in its utter falsity, seems the more offensive, coming as it does from a supposedly reputable source. Chief Consul Welch most certainly is not guilty of the offense he is charged with, as a few words of explanation will show. The most of the proxies that were to be voted were left with the temporary secretary of the convention the night before, and the circular stated for the meeting to be called to order at 4 o'clock Saturday afternoon, June 16, 1888, for the purpose of appointing committees on organization and credentials. But as the hour was rather early for the most of members, it was found impossible to get a quorum in order to make such appointments, and, as there was a considerable amount of routine work to be done to get the proxies in shape for the committee to report on, Mr. Welch, together with some other League members, very kindly volunteered to get the proxies ready, thus saving a great deal of time and labor for the committee. This was done only and wholly with a view of facilitating the work of the Committee on Credentials, and the statements as to Mr. Welch holding nearly one hundred proxies, and that his actions were other than fair, upright and

honorable, are not unjust and unfair, but palpably untrue; or, if they were not intended in that spirit, they exhibit such a startling amount of ignorance in regard to proxy matters as to actually merit commiseration.

"All should know, if they don't already, that Mr. Welch and his assistants had absolutely no power or jurisdiction over the proxies that were turned into them, they having been made out to various members of the L. A. W. in the city by the members of the L. A. W. at large, and, as for controlling them or converting them to any party channels, except as the party whom the proxy was made out in favor of should dictate, is sheer and positive untruth.

"Such an unmerited assault on a man who has done as much for the California Division, League of American Wheelmen, as has Mr. Welch, should bring a blush of shame to the cheeks of the men who allowed such an infamous accusation to go forth over their signatures.

"We would like to say a few words further in regard to this so-called meeting held recently by the San Francisco Bicycle Club, and which nominated Harrison Houseworth for Chief Consul. At the meeting called by the Bay City Wheelmen all League members in the State were invited, and everything placed on as liberal and fair a basis as possible, at the meeting there being members from nearly all parts of the State, and the ticket, as nominated, representing the same. At the meeting called by the S. F. Bicycle Club not a Bay City Wheelman was invited to be present, and only a very few outside their own club, thus making a very narrow and limited representation. At the best, it could be but dignified by the title of 'faction caucus,' but in no sense could be called a convention or meeting of L. A. W. members.

"After changing the names of Chief Consul and of two representatives, they endorsed the ticket as nominated at the convention of June 16, 1888, but we hold that the ticket as nominated then should be accepted in its entirety. With this explanation, we are now ready to go before the L. A. W. voters for their suffrage, and, confident in the assurance that the votes of the opposition will be as their representation, limited, we respectfully subscribe ourselves,

"BAY CITY WHEELMEN,
230 Van Ness Avenue,
San Francisco, Cal."

"CHARLES C. MOORE,
FRED RUSS COOK,
R. M. THOMPSON,
DR. THOMAS L. HILL,
Committee."

The ticket nominated by the above committee is as follows:

Chief Consul, Edwin Mohrig, San Francisco.
Vice-Consul, J. Philip Percival, Los Angeles.
Secretary-Treasurer, Alex. S. Ireland, Oakland.

Representatives—Geo. H. Frost, Pasadena; Chas. C. Moore, Stockton; Dr. Thos. L. Hill, San Francisco.

During the next few weeks Mr. Ducker will contribute a small story to this paper. It might be entitled, "The Lady or the Buffalo." Unlike Mr. Stockton, Mr. Ducker does not leave the solution of the problem to the reader, but in the first chapter his hero decides at once and promptly in favor of the Buffalo. The story is a sort of pantomimical serial. The reader is furnished with the illustrations, and he can furnish his own letter-press. Chapter first shows six views. The wheelman cleans his wheel. The wheelman packs his trunk. The wheelman decorates his person with new cycling clothes, immaculate collar and speckled cravat. The wheelman grabs his trunk, which has shriveled up into a grab-bag, snatches the spinal column of his wheel, and walks to the railroad station with determined mien. After a glance at the artist's work, see plate four, the reader will concede that "determined mien" is the "propah capah;" and, by the way, figure four has much of the manly beauty of Captain McFadden, New York Bicycle Club. The wheelman arrives at the railroad office and is compelled to produce the necessary, for which the prisoner inside the grated orifice gives him a ticket to Buffalo. The end of the chapter shows the wheelman passing his wheel over to the baggage smasher, after kissing it a tearful farewell. Chapter second next week.

Special Offer!!!

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!

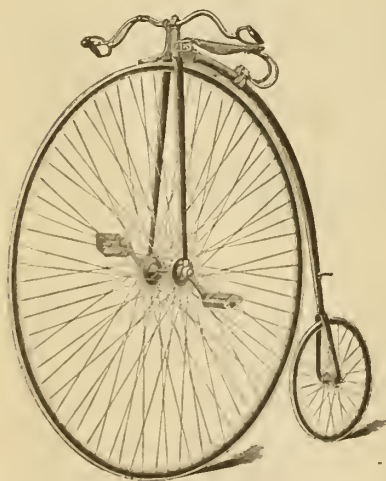
Having use for a **Few Only** Good Second-hand Machines, we will take such in part payment for **New Mails**. Here is a chance to get one of these Superb Ball Head Wheels and realize on your old one, which is getting less in value. Send full description of your old mount—size, condition, etc., and state 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.

NEW MAIL.

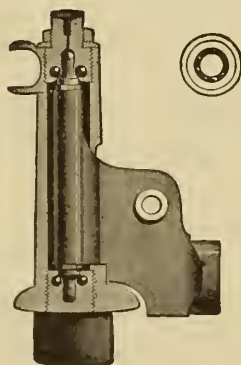
Specialties Found in No Other Wheel.



THE NEW MAIL IS HAVING A
REMARKABLE DEMAND.

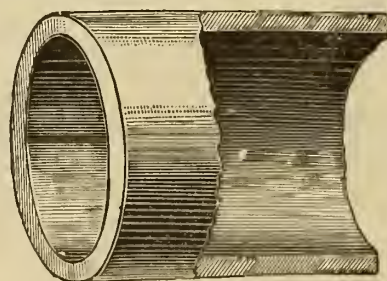
A Superb Light Roadster.

Sure 'tis a Trigwell Ball
Head Year!



Trigwell Ball Head.

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

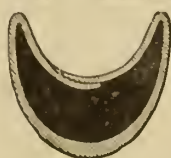


SECTIONAL VIEW OF NECK AND BACK FORK END OF

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.

MINNEAPOLIS ITEMS.

The above title is rather a misnomer this time, for the only items are concerning the persecution of wheelmen that the little village of Tracy, Minn., is vigorously carrying on. The latest victim to report is Mr. E. S. Bugbee, a watchmaker and jeweler in that delightful town, who was arrested and fined for riding round a block within the limits of the prohibited district. He appealed from the Justice's decision, and has engaged Attorney Seward, of Marshall, a neighboring town, to defend his case.

This is just the time for the League's committee on rights and privileges to step in and supply Mr. Bugbee's lawyer with material for his brief and aid him in all practicable ways. As Mr. B. is, unfortunately, not an L. A. W. member he cannot well look to that body for financial aid, but friendly support in ways that are practicable will do much to advance the division's growth. The Chief Consul is almost daily in receipt of letters pertaining to the matter, and if Tracy were not a hundred miles away we would agree to give their police force all they could conveniently attend to some fine day. Local riders are simply praying for a large force of riders—anywhere from twenty-five to a hundred—to go down to Tracy and ride over the asinine ordinance till it is so deeply buried that no village council can resurrect it. Riders in neighboring towns are all deeply interested in the outcome of the suit between Mr. Bugbee and the town, and the first victim, Rev. J. H. Long, offers to be made an example of any time those interested may set.

I append a *literal* copy of the ordinance, and think it should go on record as entirely unique of its kind. From the clause regarding roller-skates the town would seem to have been infested with the nuisance of "children on casters," and determined to break it up at all hazards.

If the streets of Tracy are sandy as some other towns in this State that I have been unfortunate enough to test, five days in the deepest dungeon under the Castle Moat would be none too light a penalty for the Road Commissioners, and being obliged to push a wheel through them would seem enough punishment for the wheelman unlucky enough to strike the town.

But to more pleasant topics. The Caledonian sports are fixed for the 25th, and for the bicycle race—a 5-mile amateur—two medals are offered, a gold for first and silver for second, both handsome ones. Our more ambitious riders are fast getting in shape, and may be seen out on the smoothest avenues any pleasant evening, spurring for all they are worth. A collision between a Rudge Crescent tandem and the curbstone the other night, in which the tandem came out second best and then took it out of the head rider by "wiping the road up" with him, resulted rather seriously for the rear man, who was thrown on the right wheel and struck on the sidewalk, cutting his right hand badly. Nothing daunted, he took a wheel trip to Glenwood the past week, and, slipping a pedal while there, added a broken finger to the previous injuries the unlucky right hand had sustained.

His pluck is good, for he is to enter the 5-mile race mentioned above, and I think will either make a good showing or break something more.

L. B. G.

ORDINANCE NO. 33.

An ordinance to prevent the riding of velocipedes, bicycles and roller-skates in the village of Tracy.

The Village Council of the village of Tracy do ordain and establish the following ordinance:

SECTION 1. It shall be unlawful for any person to ride a velocipede, bicycle or roller-skates in the streets or on the sidewalks on Third and Fourth Streets, or on that portion of South and Morgan Streets lying between Second and Fifth Streets.

SEC. 2. Any person violating the provisions of this ordinance, on conviction thereof, shall be subject to a fine of not less than three (3) nor more than ten (10) dollars, or by imprisonment in the village jail (!) not to exceed five (5) days, and costs of prosecution.

This ordinance shall be in force from and after its passage.

Passed June 17, 1887.

H. M. WORKMAN, *President*.

CHAS. W. MAIN, *Recorder*.

NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

The hill-climb to be contested by Wells and Greenwood on Saturday is the all-absorbing topic in wheeling circles. Up to the time when Wells was defeated on the Missouri hill he was a favorite for the Eagle Rock affair, but since then the talk is about even up as to the relative merits of the two men, and the betting is about the same way.

The Orange Wanderers' annual 5-mile handicap road race was run on Monday, July 16, over a course starting from a point on Central Avenue, about 500 feet east of Grove Street, up Central Avenue to Harrison Street, to Centre, to Central Avenue and east on Central Avenue to the starting point. The start was made at 5:52 P. M. The roads were in good condition, and excellent time would have been made but for an enforced dismount to get around a house which had been moved out into Centre Street. By this about forty-five seconds were lost. The entries were as follows: L. H. Johnson and H. A. Wolcott, Humber tandem bicycle; W. W. Walters, Pony Star; E. J. Decker, Springfield Roadster; C. A. Lindsley, Amzi Dodd, Everett Townsend, F. P. Jewett, J. S. Cramer and C. W. Freeman, ordinaries. W. A. Belcher was starter and timer. The records were as follows:

	Handicap min.	Elapsed time.	Cor. time.
Johnson and Wolcott.....	scratch	20.47	17.47
Walters.....	1.15	21.11	19.26
Dodd.....	1.	22.43	20.43
Lindsley.....	2.30	22.31	21.51
Jewett.....	2.	23.52	21.52
Freeman.....	2.	23.39	22.39
Townsend.....	3.	22.47	22.47
Cramer.....	3.	22.57	22.57
Decker.....	Dropped out.		

The writer was informed on Saturday (21st) that the fact of Wolcott not being a member of the Wanderers was going to throw the tandem record open for dispute, and that Walters had made a formal protest against the tandem being awarded first place, and intended to claim the gold medal on the ground that he was the first member complying with the rules who crossed the line. It was also stated that some lively times need be expected at the next meeting, when the question will be brought up for action. Some claim that the race is an individual one exclusively, and that tandems had no right to start. The *Evening News* of July 23, however, states that "an officer of the club said this morning that only one or two members were dissatisfied, and that they were so without cause. He said that Mr. Johnson was to have ridden with J. Warren Smith, and that they were to have fifty yards handicap. Mr. Smith was unable to ride, and before the race all the contestants were called up by President R. M. Sanger and asked if they had any objection to allowing Mr. Johnson to substitute Mr. Wolcott, who was not a member, they agreeing to waive their handicap and to consider themselves barred out if a single competitor objected. All declared their willingness to allow them to run."

Joseph Davis, of the popular firm of Davis Brothers, the Orange caterers, will start for Europe about the first of August, on a semi-business and pleasure trip combined. He will be gone about two months.

Mr. and Mrs. Charles Burkhalter and Dr. and Mrs. Roderick M. Sanger, of East Orange, are arranging for a three weeks' tandem trip to Northern New York and the Adirondacks. They will go by boat to Troy and from there begin their wheeling.

Mr. and Mrs. E. M. Brewster, of Walnut Street, East Orange, and Mr. and Mrs. E. M. Allen, of Highland Avenue, Orange, took an all-day run a-wheel from Orange to Long Branch on Saturday (21st). The party were mounted on tricycles.

The Hudson County Wheelmen will be well represented at Buffalo. The question is, will Crist, Rich, Windle and Foster meet Kluge, and, if so, will Charley let them run away from him?

The general opinion of Stenken is that "he has lost his nerve." It does not look at this

writing as though "Star Charley" would ride very close to that "2.34" this season.

Now that John A. Wells has beaten Kluge's 18.10 for a 5-mile tricycle road record, it would not be a bad scheme to arrange a race between the two on three-wheelers.

Messrs. F. C. Gilbert, T. A. Doe, H. McNeice and A. Downer, all of the Elizabeth Wheelmen, started from the club-house at 8:15 P. M., on Friday (20th), and rode to Newark via the Boulevard, and on to the summit of School-house Hill in Orange, where they halted for a breathing spell. It was intended to go farther, but the moon took a sudden notion to go under a cloud and stay there, and they concluded to return homeward. At Newark a stop was made at Dixon's for ice cream, after which a series of interesting and record-breaking races were indulged in on the smooth walks of Military Park. The attendance was good, although the amount of the gate receipts was not enough to soothe Mr. McNeice's feelings, after he had failed to ride his wheel up the trunk of an elm tree. The party arrived home at 1 P. M., having ridden about seventeen miles.

W. H. Caldwell is doing some remarkably fast riding. Last week he made a quarter-mile in forty-two seconds on the four-lap track of the N. J. A. C. at Bergen Point.

Mr. A. C. Jenkins is devoting his time at present to running, and promises to make a very fast man.

BUFFALO.

The following gentlemen will officiate at the Buffalo meet:

General Director—Henry E. Ducker. Referee—Howard P. Merrill, Springfield, Mass. Judges—T. J. Kirkpatrick, Springfield, O.; Geo. R. Bidwell, New York; W. S. Bull, Buffalo, N. Y.; Chas. H. Porter, Cleveland, O.; Harry H. Hodgson, New Orleans, La.; C. H. Luscomb, Brooklyn, N. Y.; Chas. A. Pyne, Woodstock, Ont. Starter—George M. Hendee, New Haven, Conn. Timers—J. H. Isham, Buffalo, N. Y.; H. D. Covey, Boston, Mass., and three others yet to be appointed. Clerk of Course—W. L. Fuchs, Buffalo, N. Y. Assistant Clerks—A. F. Reiman and W. O. Graham, Buffalo, N. Y. Scorers—Louis Bruch, John Hanenstein and C. G. Wanenmacher, Buffalo, N. Y.

Springfield was the Mecca of all racing cyclists, and Ducker is their prophet. Now that its glories have departed, the prophet should be suspended aloft; but the Ducker is not in the suspender business. He simply flits to Buffalo and builds a newer and grander temple.

The above ideas are suggested by a poetic and pathetic incident which occurred to the prophet last week. He received a bunch of wild-flowers which grew on the Springfield track, accompanied by the following letter:

SPRINGFIELD, Mass., July 15, 1888.

HENRY E. DUCKER:

My Dear Sir—Knowing the hearty interest you take in all things relative to the bicycle and the sport in general, I send you herewith—not for the purpose of discouraging you, but rather to show how Springfield the mighty has fallen since your departure from here—a few wild-flowers plucked from the now ruined Springfield track.

With what emotion I stood here, and sadly enough gazed upon the ground where so many invincible records have been made—thanks to your efforts—I shall not dwell; suffice it that of all that was, but a fragment is left. It is no hard matter to observe now that all previous interest taken in cycling was buoyed up by the tournament only, and I, for one, am hoping for the day when Springfield will regain her lost power.

I note the great interest in behalf of the Buffalo tournament (in my travels) in the East, and feel quite sure of a large contingent visiting you in your latest effort this fall.

Hoping for a successful rising of the Phoenix from its ashes, I am,

Very truly yours,

ALBERT E. SCHAAF.

W. A. Rowe has secured a new trainer in the person of F. L. Alley, of Glenmere. Rowe will leave on Monday for Buffalo to train for the races.

DENVER.

Though you have not heard from us for some time, we are still advancing with the rest of the world. We have had our share of hot weather, which, however, did not prevent our trips to the ever delightful canyons of the Rockies, where we enjoy the cool mountain breezes to the full extent.

While our Eastern brethren are taxing their energies climbing Eagle Rock, Corey, Son of a Gun, and others, we smile to think how they would look trying Glencoe Hill, Guy Hill, or Cory Hill, the latter four miles in length, leading out of the mining camp of Black Hawk. Guy Hill is also in that vicinity, but would make Greenwood shudder, as it takes a sure-footed burro to make the ascent. Wheelmen strap their wheels onto the burro's back and go up the half-mile incline hand over hand.

Some of our hills are four or five miles in length, and can easily be ridden the entire distance, and then what delight coming down. It must be tried to be appreciated.

At the last regular meeting of the Denver Ramblers the following officers were elected for the succeeding six months: J. F. Allers, President; R. Gerwing, Captain; W. E. Perkins, Secretary; A. A. Morris, Treasurer; H. E. Peck, First Lieutenant; J. C. Epeneter, Second Lieutenant; J. D. Park, Third Lieutenant; George Kennedy, Color Bearer.

Their mileage on regular club runs for the year ending June 30 was over 17,000, which included four century runs.

RAGDE.

"THE STROLLER" ON THE ROAD.

SYRACUSE, N. Y., AND VICINITY.

A number of Syracuse cyclers will compete in the Binghamton races on August 4.

Fifteen members of the Syracuse Cycling Club took a spin to Liverpool and return on Tuesday evening (17th). During the latter part of the week the rain interfered with riding.

Wesley Yale and Ed McDougall, of Syracuse, are getting ready for a wheel trip to the Thousand Islands, and will stop on the way to visit Secretary Harris, of the Syracuse Cycling Club, at Round Island. They will then wheel on down the Canadian side, and return home by way of Buffalo. The trip will be made early in August.

Rob Judd, of the Cycling Club, has been ill for a week past.

Clarence Deck is with Secretary Harris at Round Island.

RHODE ISLAND.

James Brady rode from Salem (N. H.) to Providence in two days.

The only Rover type wheel seen in Newport for months will be seen no more, as its owner has stored it away and taken to the ordinary.

Messrs. Lakey and Northrop, of the Rhode Island Wheelmen, rode a Star race at Roger Williams' Park in Providence July 21. The distance was five miles, and Lakey won in 18m. 16s. by one lap.

Charles Tucker, of the Rhode Island Wheelmen, rode 1,000 miles between April 1 and July 20.

The Chief of Police of Newport is an enthusiastic cyclist, but nevertheless he is a bitter enemy of the "sidewalk hog."

The favorite point made for by Providence Sunday riders is Bullock's Point.

F. E. Perkins, of the Rhode Island Wheelmen, rode 103 miles on July 15, inspecting the roads.

PITTSBURG.

But one man has as yet taken a look at "Murder Lane" (our one-legged rider) since Kaecher offered a medal as an incentive to promote an even greater interest, if 'twere possible, in hill-climbing. But speaking of hills, and we still have several unexplored, there are hills and hills, and of the latter stamp is one known as Wellwood Street, a graded roadway laid out by the city and much used, that is within five minutes ride of the post office and centre of town. Beginning at the south end of the Smithfield Street Bridge, it rises at an even grade around one end of Mt. Washington to an altitude of 381½ feet, with a length of 2,603 4-5 feet, which gives an average of about one in six and four-fifths feet. The surface is uniformly good, with but one place at all bad, that being somewhat

broken up or of loose material. Figures given are from the official plans in the City Engineer's office. Can this be matched for length and grade, which is the same throughout?

Parties are being made up for the Buffalo meet, and from present indications a large number will go. The Messrs. Banker were among the first to prepare for the trip, and while there will ride their Marlborough tandem trike, on which they hope to lower the existing Pittsburg times for centuries and greatest mileage in one day. W. D. Banker will very likely enter the 100-mile race of the *Bicycling World*. This gentleman also will try to lower the half-mile run and ride record at races to be held here Thursday. He has come in under the time on several private trials.

The time of the Buffalo race meet ought to just suit Messrs. Murray and Place for their promised scorch on the tandem safety bike they own. They have had a good example set them, and should give us an idea of their speed.

John A. Wells is coming out to try "Murder Lane," and will use either an Ivel or Rambler safety, being barred from riding a Star.

KEYSTONE.

NEW ORLEANS.

News items are almost as scarce as hen's teeth, but for once I cannot say that I regret it. Moments have been too valuable to dilate muchly just now, and I have only time to excuse myself for indulging in time saving, scissoring and appending an account, clipped from the *Daily Picayune*, of the Louisiana Cycling Club's road race of the 15th inst.—about the only matter of interest that has transpired since my last. Says the *Pic*:

"The Renaud medal has changed hands once more, and this time it is Captain R. G. Betts who has earned it, literally by the sweat of his brow, and as the contest for the final possession of the trophy grows nearer its close, interest in the affair is considerably sharpened. The question hinges on the best average made in a series of five races. E. M. Graham and W. M. Hathorn have each won the medal once, though J. W. Jay, with two seconds and one fourth, is on top so far as the all important points go, having twenty-eight to his credit, while M. S. Graham and R. G. Betts are close up with twenty-seven each. The entries are restricted to the Louisiana Cycling Club, to whom the trophy was offered.

"The third contest was decided yesterday, the course covering eleven miles, from Lee Circle to West End, via Carrollton Avenue, the starters and their handicaps being as follows: W. E. Hobson, 4m. 15s.; E. M. Graham, 2m.; J. W. Jay, 1m. 30s.; W. M. Hathorn, 50s.; R. G. Betts and M. S. Graham, scratch.

"The men all started at a good pace, and when Carrollton was reached the order was the same as at the start, except that the scratch men, who were close together, had passed Hathorn, who was riding in unusually poor form. On Carrollton Avenue the racers closed up and the scene changed. E. M. Graham secured the lead, and Betts warmed up and went by all the others. M. S. Graham, while endeavoring to pass Jay, ran into a large hole and was thrown, bringing the latter down with him. They were up in a jiffy, but had hardly gone a hundred yards further when another hole, and down the two go once more, but again without damage. Graham remounted quickest, and made a brave effort to close on Betts, but it was no use, and the effort cost him second place, winding him so badly that Jay passed him later in the race. E. M. Graham was riding a new wheel which had been insecurely clamped, and a pedal coming loose, he was forced to dismount and abandon the contest when near the White Bridge (four miles from the finish), and while nearly a hundred yards to the good.

"After securing the lead, Betts continued a swift, steady pace, and landed an easy winner by nearly half a mile, Jay second, M. S. Graham third, the others straggling.

"The times given are 55m. 15s., 57m. 15s., and 59m. 15s. for the first three men, but the impression is that one of the watches went wrong, almost every one of the riders being capable of better than 55m. in every-day practice.

"Messrs. W. H. Renaud, Geo. C. Angamar and F. B. Born were the officers of the event."

It.

JERSEY RACE JOTTINGS.

That lively baby elephant organization, the New Jersey Athletic Club, instead of its August cycling tournament will incorporate its bicycle races in the grand all-day carnival of sport to be held at its Bergen Point grounds on Labor Day. The exact programme of events has not yet been fully decided on, but rowing, canoeing, athletics, cycling and baseball will all be given a part of the day. The cycling committee met on Tuesday evening and decided to recommend the following programme of bicycle races: 1-mile novice, 1 and 2 mile handicaps, 1-mile open, 1-mile club handicap, 1-mile for rear driving Safety roadsters, and 1-mile consolation. In all the events but the open scratch mile the weight of the bicycles must not be less than thirty-five pounds. When the Executive Committee acts on the recommendation I shall be able to give full and definite information.

* * *

The committee also gave birth to a novel plan to secure racing each Saturday before the ball game. It is proposed to have in each of four consecutive Saturdays a mile and a 2-mile open scratch race on roadsters not weighing less than thirty-five pounds. These four 1-mile and four 2-mile races shall be considered as constituting two competitions of four heats each. For each competition there will be three valuable prizes offered. The winners in each shall be determined as follows: The first prize shall go to the one who has *won* in the fastest time, the second to the one who has *won* in the second fastest time, and the third to the one who has *won* in the third fastest time. Nothing shall prevent one man from winning the one, two or even three prizes. The time of the winner only will be taken, and no record of the second will be considered, even though his time may have been better than that of the winner of another one of the heats. The entries shall be free at the post. If there are too many starters to start at once, then there will be heats run, each heat being considered as a heat in the main competition. Thus there may be three winning times in one day. The racers of this vicinity should be able to have lots of fun out of this racing, at cost of but twenty-five cents, paid as admission to the races and ball match.

* * *

Workmen are now engaged in improving the track and raising the corners still more, so that before long it will be as fast as any cinder path can be made.

* * *

Sidney Bowman, the vegetarian road racer and ex-star rider, promises to become quite a flyer on the track. He takes with Caldwell a five-mile spin every afternoon at top speed. He did the last mile of one of the spins the other day in 3m. 13s., which is pretty fast for the track. On the same afternoon he caught an ugly header, which tore him up considerably, so that he has had an enforced absence from the track, but will soon be able to resume training. Pendleton, who won the novice mile in such good shape on the Fourth, is also training daily, and is learning much from the older hands. Baggot expects to be well enough to go in training shortly, and the next meeting between him, Caldwell and Bowman will be a "race as is a race," and is eagerly looked forward to by the cycling element in the club.

JONAH.

The many times postponed 5-mile handicap of the Orange Wanderers was run last Monday over a course extending from a point on Central Avenue, near Grove Street, to Harrison Street, to Centre Street, to Central Avenue, and back to the starting point. There were nine starters, and all finished but E. J. Decker. The riders lost forty-five seconds each by being compelled to dismount in order to get around a house which was being moved on Centre Street. The result was as follows: L. H. Johnson and H. A. Wolcott, tandem bicycle (scratch), first, 17m. 47s.; W. W. Walters (1m. 15s.), 19m. 26s.; Amzi Dodd (1m.), 20m. 43s.; C. A. Lindsley (2m. 30s.), 21m. 51s.; F. P. Jewett (2m.), 21m. 52s.; C. W. Freeman (2m.), 22m. 39s.; Everett Townsend (3m.), 22m. 47s.; J. G. Cramer (3m.), 22m. 57s. E. J. Decker also started from scratch, but was unable to finish.

WHEEL GOSSIP.

The Buffalo track was completed on Saturday last.

Messrs. Hillman, Hubert & Cooper make their own gas.

Irving Halsted broke the Cape May track record July 18.

Hyde Park, London, has at last been thrown open to cyclists.

The Brooklyn Club will attend the Massapequa Hotel's hop at South Oyster Bay, L. I., to-morrow night.

It is rumored that the Pope Mfg. Co. have discovered a second Rowe in a young Boston wheelman. We wonder if Caldwell is the man.

A DILUTED REPORT.

The *Bi. World's* report of the L. A. W. championships is very thin. No idea of the finishes is given. How's this, *Bi. World*?—*Wheeling*.

The *Cyclist* devotes fully twenty-four lines to the "Great League of American Wheelmen Meet," nineteen of which are devoted to the races.

Mr. George Woodcock, of Rudge & Co.'s works, has presented Richard Howell with a costly gold medal, commemorative of his victories over W. A. Rowe.

The *Athlete* errs in stating that Irving Halsted's five and a half mile road record of 15m. 15s. was made on an Ivel safety. Mr. Halsted rode a Columbia Light Roadster.

A contingent of Rochester, N. Y., bicyclists will attend the Buffalo meet in a special train. The Rochester, Genesee and West End Bicycle Clubs, all of Rochester, will be represented.

"Cycling," a new comedietta of the "tandem type," is the title of a short sketch now running at the London Standard. No opinions of the merits of the comedy have yet reached us over here.

We omitted to credit the *Cyclist* with a "Remarkable Ride in South Africa," which we reprinted some time since. The *Cyclist* calls our attention to the omission, and we hasten to repair damages.

Fred T. Merrell sends us a programme of the July 4th celebration at Portland, Oregon, from which we learn that a feature of the day was a bicycle drill in front of the post office, in which fifty cyclists took part.

"America ahead again! At the annual meeting of the L. A. W. at Baltimore the spoons were stolen from Halsted's Hotel, presumably by the wheelmen. This is rather a strong order."—*Wheeling*.

Will *Wheeling* please tell us some more of this? We sniff for the details.

BROOKLYN-PATCHOGUE.

A Brooklyn scorcher is anxious to know the record from Brooklyn to Patchogue, that he may attempt to break it. Will any of our readers inform us if they know of any record between these two places?

"The most economical trip on record is that made by R. L. Raynor, who claims he rode from Chicago to New York at a total cost of \$5. He says he cooked his own meals. This is one of the phenomenal achievements one hears of once in a while, but which one can believe or not as his bump of credulity will permit."—*Bicycling World*.

But it is not stated that Mr. Raynor enjoyed himself.

Messrs. Wells and Harris, two hill-climbers of high degree, are fighting about their ancestors in the public prints. Better let it alone, John and Percy; you might get too far back and run up against some *thing* which you would not care to know had even the remotest connection with your coming on to the planet.

Three wheelmen, whose summer jaunt is recorded from Jersey City to Hudson, with more to follow, have discovered Mrs. Lochte, a boarding mistress of Tarrytown, who has a soft corner in her heart for cyclists, and who serves excellent meals at reasonable prices. When you wish to dine at Tarrytown hunt up Mrs. Lochte.

On Wednesday, July 18, E. I. Halsted broke the Cape May track mile record, riding in 3m. 4 2-5s. without pace makers. On Saturday, the 21st, Mr. Halsted broke the 2-mile record, reducing it from 7m. 3s. to 6m. 36 1/4s. Between March 12, 1886, to July 21, 1888, riding 370 days, Mr. Halsted completed 10,000 miles, an average of twenty-seven miles per day.

The circular letter sent out to the 2,300 members of the New York State Division contains a very fine and large boom of the Buffalo tournament. Turn about is fair play, however, for the astute Mr. Ducker, with the assistance of the able Bull, induced the Buffalo Fair Association to allow the New York Division \$500 for expenses. It is a good thing for both parties.

Racing men in attendance at the September tournament and training in the city, were, by resolution passed at the meeting of the Buffalo Bicycle Club on Monday evening, invited to make their headquarters during their stay in the city at the club-house of the B. B. C. Tickets will be issued by the Secretary on application, entitling them to all the privileges of the club-house.

Willie Wood denies the statement made by Rowe to a representative of the *Bicycling World*, to the effect that in a contest between the two men Wood had used vile language to Rowe, and that a gang of roughs had threatened the American champion with sticks and stones. It is admitted, however, that Wood shouted to Rowe in his rough, north country style. The truth of Rowe's assertions, therefore, depend on what we are to understand as Wood's "rough, north country style."

At the meeting of the Buffalo Bicycle Club last Monday evening, this club, in their usual courteous and gallant manner, invited the members of the Ladies' Bicycle Club to hold their meetings at their club-house, and also resolved to tender the ladies the privileges of the club-house and gymnasium exclusively between the hours of 9 A. M. and 12 M. daily. At the meeting of the Ladies' Club Tuesday evening this invitation was accepted, and a vote of thanks tendered the B. B. C. for their hospitality.

In reply to Mr. Ducker's invitation to pay his expenses to and from the Buffalo tournament, Lacy Hillier writes as follows: "We should like to go to America, and we intend to do so sooner or later, but when we do go it must be as an independent observer, and not as the 'hireling' or 'protégé' of Mr. Ducker. If it should be our good fortune to go this autumn, our readers may look for a full, true, and particular account of the tournament at Buffalo and such American cycling as it may be our lot to see, and they may rest assured that the account thus given will be impartial."

A German company is, we understand, in possession of a patent for brazing and soldering bicycle and tricycle parts by the means of electricity. Several American gentlemen in the cycle trade have gone over to Germany to witness this novel process of brazing, and having expressed themselves favorably on the results, there is little doubt but that it will be taken up by the American makers.—*The Cyclist*.

This is news to us. We have given full reports of the prospectus of a Massachusetts concern, which has perfected methods of brazing by electricity, and we understood the cycling trade had been invited to examine the work done. The German concern is entirely new on this side, however.

The kindness of the editor of our Boston contemporary, as evinced in the paragraph republished below, is appreciated. So candid an expression of opinion is an evidence of strength on both sides, and is in striking contrast to the pepper and salt battles waged in bygone days in papers that had not a tithe of the influence now held by the *Bicycling World* and THE WHEEL AND CYCLING TRADE REVIEW:

"We sincerely wish Mr. Prial success as official handicapper of the League. It is a thankless office, and a very difficult one to fill. We think there is no one in the country better fitted for the position than Mr. Prial, and we hope his earnest efforts will produce the most satisfactory results."—*Bicycling World*.

A NOVEL EXPERIMENT.—Messrs. Minns & Jeffery, the well-known cycle agents of Eastbourne, are about to try a novel experiment, which is no other than the organizing of a series of weekly and fortnightly "personally conducted" tours upon a "Victoria" six-in-hand. Tours will commence on Monday mornings, and an experienced cyclist will undertake to steer the machine and make all arrangements for accommodation, sight-seeing, etc., on the tour, during which C. T. C. hotels will be patronized, and a traveling hamper for extra clothing for changes sent on by rail from day to day. The charge per day, which will cover everything except drinks, is a guinea. The first tour commenced last Monday, and one for a fortnight is being

arranged to start about the 23d. We shall carefully watch the success of this enterprising and novel experiment, and congratulate the promoters on its conception.—*The Cyclist*.

BINGHAMTON WHEEL CLUB'S RACES.

Programme of entertainment for August 2: 9 A. M., ride over cinder path; 11 A. M., parade; 2:30 P. M., races; 8:15 P. M., entertainment at Opera House. Events of race meet:

Half-mile dash; 1-mile novice, open to wheels not under 35 lbs.; 1-mile L. A. W. State championship; 2-mile 6m. 45s. class; half-mile, first heat, Von Blumen and Oaks; half-mile, Junior Wheel Club; 1-mile, open; half-mile, second heat, Von Blumen and Oaks; Binghamton Wheel Club, wheels not under 35 lbs.; 1-mile political race, Binghamton Wheel Club; 3-mile handicap, open; 1-mile Rover type; half-mile, third heat, Von Blumen and Oaks; 1-mile team race, three from each club; consolation.

Entrance fee, fifty cents for each event, and should be sent to W. F. Sherwood, Binghamton, N. Y., Chairman Race Committee, on or before July 30.

Messrs. Humber & Co. have just completed a new factory at Coventry. The building is four stories high, each floor forming a large, light and well ventilated work-shop. The bottom floor will be used for the heavier work, and here the smiths' shops and brazing furnaces are situated, as well as large plating and polishing rooms. The second floor is to be devoted to general fitting, and will shortly be filled with the lighter kind of lathes and tools, and here we also find a spacious enameling-room, provided with six enameling stoves, on the top of which is a hot-room utilizing the waste heat for baking the varnish on. The third floor will be devoted almost entirely to the trade in juvenile machines, and is already partially filled with men and machinery, whilst the upper story forms a store-room for finished stock, communication with each floor being gained not only by roomy stairways, but by a strong and capacious lift.

The Hyde Park Bicycle Club is arranging for a tournament on the Readville Trotting Park, August 25. There will probably be three races open to outsiders, and the prizes will cost in the neighborhood of \$100. The following committee was appointed to take the matter in charge: F. E. Young, P. Wilson Corbett, H. Jenkins, F. S. Rogers, Fred Stevens, Albert Rhodes and Henry Mathus. The races will be as follows: First, 5-mile race, open to all amateurs, for gold and silver medals; second, 5-mile team race between Hyde Park Bicycle Club and the Hyde Park Ramblers, for a silver cup; third, 150-yard show race, open to all amateurs; fourth, half-mile foot race for residents of Hyde Park; fifth, half-mile amateur bicycle race, open to members of the Hyde Park Bicycle Club; sixth, 2-mile race, open to members of the Hyde Park Bicycle Club; seventh, consolation race; eighth, baseball game between the Hyde Parks and Ramblers.

AMERICAN AMATEURS ABROAD.

In the whole annals of international sport, there can surely be no more pitiful story than that of the deadlock which now exists as regards amateur cycle racing between Englishmen and Americans. By persistent misrepresentation in certain quarters, English amateurs have been continually deterred from visiting American paths, and the coming tournament at Buffalo has been held up to scorn for no earthly reason beyond the fact that it is in America. Amateurs in other branches of sport visit America and compete with our cousins, and one of the most glorious pages in the history of cycle racing is that which chronicles the English successes at Springfield. It is an utterly absurd and indefensible theory which has been set up against American amateurism; and those who listen to it are mere followers of "blind mouths that scarce themselves know how to feed their flocks." When two good sportsmen and amateurs, Messrs. Crist and Barber, visited this country from America to measure themselves against our best men and earned golden opinions from all who met them, these Yankee-phobes went to work at once to disparage them in the eyes of the English public. It is a most unfortunate thing, and by no means creditable to the chivalry of Englishmen, that such international discourtesy should be allowed to pass without challenge except from pressmen proper.—*Wheeling*.

SAMUEL M. GIDEON.

To Philadelphia wheelmen the name of Gideon was like a household word—more familiar than the names of Howell, Rowe and others whose names and records are world-wide—and to them the news that Samuel M. Gideon had joined the "great majority" and passed into eternal rest, was sorrowful indeed; for the happy faculty of making and retaining friends was one of Mr. Gideon's characteristics. Firm and true in his attachments, genial, yet modest and retiring in manner, his loss is a great one to his many friends and comrades, while to his family it is irreparable indeed.

No one who saw him at the last "Smoker" of the Century Wheelmen, held in March, joining heartily in the merry-making, ever dreamed of the dark fate even then over-shadowing him; or that the tall, powerful young athlete had not many useful years before him.

Mr. Gideon had sole charge of the bicycle department of E. K. Tryon, Jr., & Co., and the unusual briskness in that line this season kept him going early and late. With the incessant demands of business he attempted to keep up his regular exercise at the gymnasium of the Schuylkill Navy, of which he was a well-known and prominent member, as he expected to pull in the Malta crew, and it was too much for even his fine constitution. He took cold one evening in March, while practising at the gymnasium, and, not giving it the needed attention, he soon was laid up with congestion of the lungs, from which he never rallied. One attack followed another with fearful and deadly rapidity, and galloping consumption had seized him ere his danger was realized. His removal to Elm was decided on, in the hope that the air among the pines would be of benefit, but all was of no avail, and on Sunday, July 8, three months to a day from the date of his taking to his bed, his lifeless remains were borne from his father's house in this city to Monument Cemetery, on North Broad Street. At the time of his death he was 22 years of age.

Mr. Gideon was 6 feet 2 inches in height, weighed 185 pounds, and was the best fencer in the city, as well as an all-around athlete. As a racing man he enjoyed the unusual distinction of never having been defeated, either on bicycle or tricycle. On the latter he met and defeated the best men of the country at Roseville in 1886. He and Powell, on an Invincible tandem, beat Rich and Brown (?), and in the 2-mile race on a single tricycle he beat Rich and Gaskell. Rich again pulled second to him in the 2-mile handicap, when Mr. Gideon refused 100 yards lead, starting from scratch.

Mr. Gideon was a member of the Pennsylvania Bicycle Club, and was the third member to die within the past six months. He at one time belonged to the Germantown Club, but resigned when they moved into their up-town quarters.

On the road, the path, the river, in the clubhouse and social gathering, and in the quiet of his home, will Samuel M. Gideon long be missed.

"CYCLE."

PHILADELPHIA, July 19, 1888.

THE LONDON "STANDARD'S" EDITORIAL ON CYCLING.

* The International Cycling Meeting, which has just been held at Scheveningen, is a proof, if any were wanted, that "wheeling" has now become a sport for all countries and all classes. For two or three days the pleasant little Dutch watering-place, with its sand dunes, and shaded roads paved with tiles and clinkers, and its portentously expensive hotels, was crowded with amateurs and professionals from half the civilized countries of the world. The English were, as might be expected, present in force, though they did not altogether hold their own as representatives of the premier athletic country in the world; on the other hand, the American professionals greatly distinguished themselves. The Dutchmen themselves, we are glad to notice, did remarkably well, M. Scheltema, of Amsterdam, carrying off three first prizes. Belgium and France were also well represented, and some Germans found their way across the level roads of Holland, though it may be surmised that most of the cyclists of the Fatherland are reserving their energies for the great

Pan-Germanic meeting at Vienna, when thousands of riders are expected to assemble. All this shows that the time has gone by when to ride a bicycle on the Continent was to expose yourself to be jeered at as a peculiarly foolish specimen of the eccentric Englishman, if not to worse treatment. It is not much more than ten years since a party of Oxford undergraduates "doing" Holland on bicycles made their entry into Scheveningen amid thousands of open-mouthed and deriding spectators. Nowadays it is no uncommon thing for Englishmen (and Englishwomen) to spend a few weeks in roaming half over Europe on wheels, exciting no more than languid interest anywhere. They will find plenty of native competitors, and in most places of any importance a branch of the Cyclists' Touring Club to welcome and encourage them. In France, in Germany, in Italy and in Belgium—to say nothing of America and the Colonies—cyclists and cycling clubs flourish. The popularity of the machine is explained by the fact that it is suitable to so many varieties of soil, climate and society. Given a road not absolutely execrable, and something can be done, either on two wheels or three, at some period of the year at least. Moreover, to ride the tricycle, or even the bicycle, requires no excessive degree of skill, courage or activity, nor does it cast an unendurable burden upon a slender purse. Thus it happens that this latest addition to our national sports has become more widely popular abroad than any other, except, perhaps, horse racing.

LADIES ON BICYCLES—HOW LADIES SHOULD RIDE ON TANDEMS.

Violet Lorne gives some excellent advice to ladies on methods of learning to ride safety bicycles, and how to properly ride on a tandem. We reproduce Violet's remarks:

Let my sister cyclists who contemplate disporting themselves upon two wheels take encouragement from the emphatic announcement that the lady's safety is by no means so difficult to learn as it looks.

My experience has been acquired on a "Sanspareil," a most perfect and beautiful little machine, built by Messrs. Andrews, of Birmingham. Let me confess that my first attempt had the effect of filling me with a profound awe and veneration for the most unworthy specimen of the other sex who chanced to career past me on a bicycle with that airy grace which comes of careless confidence in his own powers of balance.

Then I said to myself dispassionately, "Let us consider the matter in a reasonable light. If a woman's mental powers can equal a man's in point of balance, why should not she be as blest physically?" No contradiction making itself heard to this proposition, I put it to the test, and lo! the result was victory! The feeling of complete subjection to a masterful machine entirely betook itself to the winds, and by a sudden inspiration I found that the situation was my own.

Yes, I can understand now why men are so loud in their praises of two-wheeled cycles. There is a sensation about bicycling which a tricycle does not give—and certainly a fearful joy altogether absent on the more sedate machine. I should not advise any woman to attempt safety riding till she has made herself past mistress of the arts of pedalling and steering on a tricycle. Those initial letters of the cycling alphabet being her own, I should say it would be a woman of feeble intellectual power who could not easily learn to run on two wheels.

The mounting alone is perhaps the hardest part of the whole performance; but that need not be undertaken till the rest has been achieved. Of course, a good teacher is a very necessary factor in the transaction. Those ladies who are darkly hinted at as having solved the mysteries of the safety entirely unassisted, may have found that the secrecy thus ensured to their first faltering efforts compensated for the added trouble involved. I can only say I found masculine aid a great comfort in my bicycling education. If my advice on the subject be followed, the intending safetyist will begin by securing a teacher plentifully endowed with strength and patience.

After this, let no one ever dare to breathe a doubt as to Irish chivalry and gallantry towards our own sex. The *I. C. and A.* last week quoted a new police order in the sister isle, whereby tricycles are banished from the joys of footpath riding, except when they are ridden by the aged and infirm or by ladies. Of course no woman ever is aged, however infirm, so a special provision has had to be framed for feminine privilege, to include womanhood of all ages. A ladies' cycling club has been formed in the same enlightened country, and the *I. C. and A.* wonders if it means to ride *en masse* on all the footpaths.

"How few men," says *The Cyclist*, "appear to know how a lady should sit the front seat of a 'Humber' tandem. The majority of the fair whom we meet * * * are generally sitting too low, and riding with a great deal too much crank. Now nothing looks more ungraceful than lovely woman riding with knees and chin in close proximity, and feet whirling in a huge circle. Members of the sterner sex who take ladies a-cycling should not, in all common gallantry, expect them to do much work. The throw of the crank certainly should not exceed 4 inches, if so much. The nose of the saddle should be over the centre of the treadle spindle, and high enough to obviate any bending of the knee when the pedal is at the bottom of the stroke. Further, when mounting, our fair companions should stand upon the pedals while the dress is pulled down from behind. * * * An ordinary walking dress can be worn with propriety when cycling, if it is properly arranged while the lady is taking her seat." With all of which I agree, except in the arbitrary bestowal of all the work upon the man. Most women would feel uncomfortable with such an arrangement.—*Bicycling News*.

A NEW RAILWAY TRICYCLE.

THE INVENTION OF A DENVER MAN PUT IN PRACTICAL USE.

For the past few months Mr. H. G. Kennedy, a well-known bicycle rider and machinist of this city, has been constructing a new railroad tricycle for the use of Dr. Mayfield, surgeon of the Union Pacific Railway at Boulder. Last night the machine was finished and the doctor left for home on it at 8:25 o'clock, expecting to make the run of thirty miles in less than two hours without any trouble.

The machine is a rear-driver, with chain gearing arranged on the principle of the rover-type safety, and is of light build, characteristic of the bicycle, with ball bearings all around. It has bicycle cranks, pedals and handle-bars, though the latter are stationary, not being required in steering. It has an outrigger consisting of a small fourteen-inch wheel to keep the machine on the track. The rear wheel is thirty inches and the front wheel twenty-six inches in diameter, both being double flanged, which reduces friction to a minimum. It is geared to sixty-two and one-half inches, covering sixteen feet in one revolution of the pedals. The cranks have a six and one-half inch throw, which, when taken into consideration with the extreme lightness, easy running and high gearing, readily shows its practicability for speed even on the steepest grade. It was tested by a number of wheelmen, and all were astonished and delighted with its ease of motion, which is superior to that of a bicycle. The sensation is that of starting off in a Pullman car, its motion being almost imperceptible.

The machine can be adjusted to all gauges of road by means of a telescopic brace carrying a small wheel to the opposite rail. It was made after the combined ideas of Dr. Mayfield and Mr. Kennedy. It was built by the latter at W. L. Van Horn's bicycle emporium, No. 1525 Lawrence Street. Patents have been applied for.—*Denver Republican*, July 20.

At the present writing the prospects of the Lynn race meet of July 28 seem rather blue, and it is probable the meet will fall through.

The excursion rate from New York to Buffalo will be very low to wheelmen during the Buffalo tournament; so low, in fact, that many will take advantage of it to take a little holiday before settling down to the fall and winter work.

OHIO DIVISION MEET.

The meeting of this division was inaugurated at Toledo on Monday, July 23. Owing to the lateness of its arrival we are compelled to curtail the full report of the meet.

The business meeting was called to order at 10 A. M. Monday, Chief Consul J. R. Dunn presiding. Major E. O. Brown made the address of welcome.

At the request of Chief Consul Dunn, Mr. T. J. Kirkpatrick, President L. A. W., made a statement of the League's financial condition.

Secretary-Treasurer Frank C. Meyer, of Canton, O., reported as follows: Total division membership July 15, 1888, 831; total membership last year, 768. The following cities and towns have over ten League members each: Cincinnati, 100; Toledo, 90; Cleveland, 83; Canton, 54; Springfield, 47; Columbus, 26; Massillon, 22; Mansfield, 22; Fostoria, 15; Akron, 14; Salem, 15; Gallipolis, 14; Youngstown, 13; Alliance, 11. The total receipts of the year amounted to \$769.17; balance on hand at last report, \$10.65; balance on hand at present time, \$152.41.

The meeting adjourned at 1:30 with cheers and a vote of thanks to Mr. Dunn.

The feature of the afternoon was the parade, in which about 150 men took part. The parade, captained by Chief Consul Dunn, passed through the principal streets. The event of Monday evening was a moonlight excursion.

On Tuesday the wheelmen left on a special train for Ann Arbor, whence they rode to Ypsilanti. The cyclists dined at the latter place and returned to Ann Arbor for supper. In the evening there was a road race and a hill-climbing contest.

Wednesday was spent in an excursion to Detroit and return to Toledo on the steamer Greyhound, when the meet disbanded.

GRAND SOUTHERN TOURNAMENT.

Under the auspices of the Virginia Agricultural, Mechanical and Tobacco Exposition, a grand bicycle meet will be held October 23-24. The programme will consist of a number of handicaps and scratch races, and there will also be one and three mile Virginia Division L. A. W. championships, and a half-mile novice event for Virginia wheelmen.

A thousand dollars will be spent in medals and cash prizes, and visiting wheelmen will be well entertained. The medals for the amateur events will range from \$15 to \$75 in value. Beside the races, there will be a parade and banquet.

IN MEMORIAM.

D

Dear Tandemon, whose graceful pen
Once made New England's shore—
Her hills and vales—the wheelman's shrine,
Why wield the pen no more?

A

Awheel with you we've rolled along
The "stern and rockbound coast,"
And o'er the old historic hills
Where marched the patriot host.

I

In pleasant "spins," at lunches rare,
Past many a hallowed spot,
'Neath summer sun, or harvest moon,
We've been with you in thought.

S

Scarce less to us, as wheelmen true,
The gift has welcome been
Than to our sisters of the wheel—
Your pictures with the pen.

I

In loyalty we pluck, afield,
As emblem of our zeal,
The pure white flower whose name you bear,
Fair "Goddess of the Wheel."

E

Engorged with "races," "meets" and "runs,"
With "tours" and "records" rare,
"Where, where is Daisie?" cry we all,
And echo answers, "Where?"

L. E. X., 2465.

NEW JERSEY NOMINATIONS.

The committee appointed by Chief Consul Cooley to nominate a ticket for a board of officers for the coming year, held a meeting last Monday. All the members, T. S. Burr, L. H. Porter and Dr. E. W. Johnson, were present.

But two new names were presented to the committee. Under the new League Constitution New Jersey is entitled to a Consul, Vice-Consul, Secretary-Treasurer and six Representatives. As there was no rivalry for positions on the board the committee was obliged to select names from those whom they knew to be reliable workers, taking into consideration the districts in which are found the largest numbers of division members. The following ticket was nominated:

For Chief-Consul, Dr. J. H. Cooley, Plainfield.

Vice-Consul, Dr. G. C. Brown, Elizabeth.

Secretary-Treasurer, R. Pound, Plainfield.

Representatives: F. Eveland, Jersey City;

J. B. Lunger, Newark; H. B. Thomas, East

Orange; W. D. Banker, Passaic; E. F. Burns,

Dr. F. A. Kinch, Westfield.

THE FOULING OF HALSTED ON THE
CAPE MAY TRACK.

In last week's issue of this paper we published our special correspondent's report of the Cape May race, wherein Messrs. L. A. Howell and Wm. Young were charged with intentionally fouling Mr. E. I. Halsted, of the Harlem Wheelmen. Our correspondent used plain language in describing this unfortunate incident, but accompanied his news letter with an explanatory note stating that he simply wrote of facts, and had not overstated them.

We have received letters of denial from both Messrs. Young and Howell, and as we wish to give the two sides of every question, we publish Mr. Young's letter. We regret that we are unable to give Mr. Howell's views, but they are couched in peculiar if not convincing terms, and the tone of our paper must be preserved at all hazards.

We feel certain that Mr. Young's letter will provoke a reply from our correspondent, and that the latter will substantiate all the facts as first published. Mr. Young's letter is as follows:

MILLVILLE, July 24, 1888.

MR. F. P. PRIAL:

Dear Sir—In reading over your paper (which I consider one of the best published), I saw the account of the races at Cape May, and I was surprised to see that I was accused of purposely throwing my competitor, E. I. Halsted, in the 2-mile race.

At first I did not consider it worth answering, as all persons who have attended race meetings are aware that accidents will happen, but I finally concluded to do so, in full justice to myself.

In the 2-mile race—the one in which it was claimed that I fouled Mr. Halsted purposely—I occupied third position, Mr. H. the fourth, close up.

When the word was given to start, my right foot slipped the pedal, tearing the sole off my shoe, throwing me forward and into Mr. Halsted, by accident, and not intentionally, I assure you.

I have ridden in races at Millville, Roseville, and many other places, and this is the first time that I ever fell on a track, or fouled any one at any time or place, or was ever accused of unfair riding.

In regard to my former riding, I would respectfully refer my friends to Mr. H. B. Hart, of Philadelphia, who was one of the judges at the races at Millville in the fall of 1887, and I am sure that he will inform all inquirers that I rode fair and just, and I have always tried to prevent anything of the kind happening, as where it is done intentionally I agree with Mr. T., your correspondent, in using his words—"cowardly."

I had been reading of Mr. Halsted's records in your paper, and when I met him at Cape May I thought him a gentleman, and under the circumstances that I have stated I do not think any just person will consider me at fault. I will close with my best wishes to bicycling.

Yours,

WM. YOUNG.

A SUMMER TOUR AWHEEL.

JERSEY CITY TO POUGHKEEPSIE—POUGHKEEPSIE TO STAATSBURG—STAATSBURG TO HUDSON.

On the morning of July 18, 1888, three members of the Hudson County Wheelmen (Eveland, Benedict and Merseles) might have been seen mounting their brightly polished steel steeds in front of the Hudson County club-house, each with the intention of making a trip through New York State to Albany, thence somewhere beyond not quite decided upon. The size of the bundles on their luggage-carriers would indicate that they intended to rival Thomas Stevens by encircling the world, or else to discover the locality of "King Solomon's Mines," and that it would take three years to complete the journey. But such was not the case. The object was a grand loaf for a week or ten days.

The Twenty-third Street Ferry was crossed and Central Park reached by 7 A. M., where the party breakfasted. The route then lay through the park by the West Drive, St. Nicholas Avenue and Kings Bridge Road. The fine condition of the road bearing to the left took the tourists down the private road leading along the bank of the Hudson, owned by the residents of that section, for a distance of a mile and a half. On investigation we found that the road suddenly terminated, and, as an old lady expressed it, "we mought foot it over the hill, but we couldn't tote those machines;" as the "machines" were a part of our anatomy just then, we felt constrained to turn back to the Kings Bridge Road, not regretting our mistake, as the view was of the finest.

Riverdale Avenue was in bad condition. Most of the distance to Yonkers the road was covered with a top dressing. Yonkers was reached at 10:45. For a short distance out of Yonkers Broadway was also in bad shape, but a good side path relieved us.

We arrived at Irvington at 11:30, where we fortunately met Mr. A. T. Rogers, an enthusiastic cyclist, of that place. I mean fortunate for our inner man as well as for social reasons. We inquired for a feeding place, and he suggested that we tackle his boarding-house, kept by Mrs. Lochte. We did. Was the lunch O. K.? Sure. We are going there some more, and we advise all wheelmen desiring to procure a good substantial meal in that locality at "cut rates" to seek Mrs. L.

Mounting our wheels at 1:30, we started for Tarrytown, stopping at the mansion of Mr. Jay Gould. The ride through the grounds was very enjoyable.

Experience is a good teacher, therefore we trained it from Tarrytown to Fishkill Landing, thus escaping the unridable roads from Sing Sing north, which are hardly walkable. Leaving Fishkill at 4:30, we reached Wappingers Falls at 5:30, where we made the acquaintance of Mr. M. K. Roy, of the local bicycle club. Poughkeepsie loomed in sight at 6:45, and we hied to the Morgan House. A pleasant evening was spent at the club-rooms of the Poughkeepsie Bicycle Club, where we were entertained by Messrs. Gillens and Jennings. The furnishing and hand-painting decoration of these club-rooms were an especial attraction. Returning to the hotel, the next point of interest was "Room 22, front." Distance for the day, fifty-one miles.

SECOND DAY'S RIDE.

As directed, we were aroused at 6 o'clock the next morning (Thursday), but, wow!! the bottom of the clouds had dropped out, and rain was falling at the rate of two inches per hour. No encouragement was given us by old-farmer weather prophets as to the "early closing movement" being enforced on that storm, so we simply stayed around the hotel like the rest of the furniture. In the afternoon we improved the undesirable spare time by visiting Vassar College. Much to Doc's regret, the young lady students were absent, owing to the annual vacation. The janitor gave us the privilege of inspecting the buildings and grounds. The main building was first visited. All the rooms were being renovated. The chapel, dining-room, etc., were shown us, and we were then directed to the gymnasium and museum. The latter contained the most interesting of specimens of South American birds of finest plumage, as well as a very complete art gallery, in which were a number of very well executed oil paintings and water colors.

The Poughkeepsie Bridge across the Hudson was next visited. While inspecting it the rain

stopped, and we unceremoniously made a "break" for the hostelry, got our wheels and hotel bills in good shape, and started Albanyward. Hyde Park (seven miles) was reached at 5 o'clock, where we visited the summer residence of Mr. A. Rogers, a Massachusetts millionaire. His "summer milk dairy" was also visited, and two quarts of milk extracted from the cans.

As rain was about to visit us again, we stopped at the Horning House at Hyde Park and requested accommodations for the night, but immediately after we regretted doing so on account of the appearance of the place and occupants, and set sail for Staatsburg, where we were taken in and protected from the elements by Mrs. Stoutenburgh. Mr. and Mrs. S. treated us very kindly indeed.

Distance ridden Thursday, eleven miles.

THIRD DAY'S RIDE.

Staatsburg was left behind us at 7:30 Friday morning, all the members of the Stoutenburgh family coming out, wishing us good luck and glad to see us go, or, rather, to see the wheels go. Up the road we moved, at a necessarily slow pace, owing to the bad condition of the roads. Past the residence of Hon. Levi P. Morton and through Rhinebeck, we rolled on toward Red Hook, where we were detained by the fracturing of the right thigh bone of my Star machine spring. Through the generosity of Mr. Holland, by the use of his tools and blacksmith shop, we were again proceeding on our trip. Upper Red Hook was around us at 12, and by 1 we were in the Park House around a very substantial dinner.

Clermont was the next stopping point, then on toward Blue Stores and McKintysville. Just north of the latter place we made a substantial meal on cherries and raspberries. Soon after mounting our bikes we reached two forks of the road, and, being undecided which was the one leading to Hudson, we inquired of a man in a cornfield. "Hey, Mister, is this the road to Hudson?" No answer. "Hey, which road to Hudson?" Same reply. "Won't you be kind enough to tell us—" We suddenly discovered that the gentleman was a "scarecrow," thus accounting for his defective hearing.

Hudson was reached in a rain storm at 6 P. M. Distance, thirty-six miles. COASTER.

SUMMER JAUNT OF TWO CAPS.

PART II.

I believe the thread of my story, or rather trip, was dropped at the picturesque city of Ithaca, where we were anxiously waiting for a new steed to take the place of the damaged cycle. After a few telegrams to hurry the new wheel, our reward came in the way of an answer that same was shipped by express, so with happy hearts we settled ourselves for the day. We climbed up some great old hills to the Cornell College grounds, and spent several hours roaming around the enclosure and different buildings, studying antiquities and enjoying ourselves to our entire satisfaction. Safety machines should be in great vogue with the riders in the college, as they have more than their share of hills, and oh, such hills! They don't go up at a rate of 1 in 12; seems more like 1 in 2. I pity the wearers of the crimson and white climbing up, up, up, after a rousing old night down town.

Well, at an early hour on Tuesday our good luck came in the way of a Veloce Columbia, thanks be to Philadelphia's most worthy cycling representative, Mr. H. B. Hart, for his prompt attention and kindness in forwarding. Consequently, in a short time our luggage was strapped in place, and, mounting, we were off once more down around the lake to Seneca Falls. Here we found about the worst roads encountered during our tour, finding a good deal of sand and stones; but after pushing on a ways we found some good side-path riding, and, although we struck a number of hills, we forgot the work incurred in riding and, I must say, walking, by the fine views each turn in the road presented us with. At Geneva we were told that a number of the Long Island Wheelmen were just half a day ahead of us, and bound in the same direction. So with an incentive to push on, we passed through to Castleton and on to Canandaigua, where, as old Father Time had twisted Mother Earth around until the sun was just disappearing, and, as we felt sort of a craving for beefsteak, we made up our minds to call our day's run at an end.

Wednesday morning, bright and early, we

were off once more, with hopes of reaching, without any trouble, the town of Batavia; but we were doomed to disappointment, for we had not pushed further than Lima, eighteen miles, before the wind was blowing a regular gale from this point to Avon, seven miles. We had as much as we cared to do to push against the wind, and we welcomed our mid-day stop quite heartily. Avon is quite a pretty place, apparently as sleepy a town as is to be found. Only one thing we could see that would be likely to keep the town folk alive, and that a desire to avoid the sulphur-water the place is famous for. Have tasted sulphur-water before, as I supposed, but was now fully convinced that I never had tasted sulphur-water that was sulphur-water. Of all the nauseating drinks man ever imbibed that was the worst, and it was with a bad taste in our mouths and very wry faces that we decided to leave, about 3 P. M.

Our next place was Caledonia, where we spent some time visiting the New York State Fish Hatchery. Great Scott! what a sight for a fisherman! And even the two lone wheelmen, as they stood gazing on the thousands of fine speckled trout flying around through the ponds, were seen to gently wave their arms, and then, with a sudden jerk, draw back, as if casting in their line and securing one of the beauties. But they were brought back to stern reality by a huge sign: "Any one fishing on these premises will be dealt with according to law."

Well, as we were some distance from our desired resting place, we made up our minds to push on; and push it was, for by this time old Boreas was blowing a regular hurricane, and square in our teeth, while dust, leaves, etc., filled our eyes, so that at times it was an impossibility to see ten feet in front of one's self; and again, as a gust would strike us, we would be obliged to dismount and turn our backs in order to save what little breath we had. Thus it was we pushed on to Le Roy, when, as we were within 150 yards of the hotel, the clouds let loose their store of dew-drops, drenching us completely as we rushed down the pavement, and so it was that our ride was put to a sudden stop for the day, and, we must say, neither shed many tears, as eyes were mud filled, mouths chewing the same uninviting ingredient, while our backs ached with the constant bend-over-the-handle-bar-and-chew-your-tire act we were obliged to indulge in during the whole day's ride in order to proceed at all.

Thursday we were delayed starting until rather late, that the roads might dry up enough to allow riding; and as the wind had not quite died down, still blowing about twenty-five to thirty miles an hour, we did not endeavor to make much time, consequently it was near 5 o'clock when we struck the splendid asphaltum for which Buffalo is famous, and soon found ourselves at the League Hotel and near the end of our journey. And if my kind readers will bear with me another week, I will endeavor to tell the remainder of our story. ONE OF THE CAPS.

A SCIENTIST ON CYCLING.

The English Society of Cyclists recently enjoyed an outing at Saffron, Walden. The society is composed of learned men, and its object is to develop their minds by means of cycling, and thus exercise the brain and the body at the same time. At the meeting of the society referred to above, Dr. B. Ward Richardson, F. R. S., who is President of the Society and well-known in medical literary and medico-legal circles on both sides of the water, read an interesting paper, touching lightly, but suggestively on many phases of cycling. We produce the gist of his remarks from the *Cyclist*.

"Dr. Richardson said that everyone knew with what rapidity the cycling movement had been carried on during the last twenty-five years. It was about a quarter of a century since they began to hear of this remarkable movement. In its first days it was slow in progress, the time of the first quick development being about 1868, when it made immense progress, nearly the same in France as in England. Since then it had remained stationary in France, although it was still liked. Cycling began first with heavy machines called boneshakers, and then step by step the movement proceeded, until the machines assumed a much greater progress towards lightness. After that came the tricycle with the single driving-wheel, which was superseded by the lever pedal, and they have gone on progressing, until now they had such light

machines that the art was almost perfect. It was a very important matter, the lightness of the machines. They were greatly indebted to the 'Salvo,' or Coventry machines, and to Mr. Stanley for what he had done. (Hear, hear.) Some machines used to be 120 lbs., or even 130 and 140 lbs., but now his own weighed 56 lbs., and he was a pretty heavy rider. Formerly the wheels were larger than now, but it was through Mr. John Browning, a Fellow of the Royal Astronomical Society, and also of their own, that they had been reduced in size. First of all his arguments in favor of the reform were ridiculed, but he urged upon them the importance of gearing up well, and using small wheels, pointing out that they would gain in lightness, while they would possess a machine which would not present so much opposition to the wind. They had resulted in the production of small wheels.

"At the present time they had four classes of cyclists. The competitive class, by whom the sport was almost a business, and who went in for it for competition's sake. Then there came the tourist section, and those who indulged in the sport for pleasure. The third class was an increasing one, and might be called the utilization class, consisting of people who used the cycle for the benefit of work, carrying messages, delivering letters and portage generally.

"With regard to the racing department, they must give it very great credit for one particular service it had rendered. There was no doubt whatever that the reduction of the weight of machines and many of the great improvements which had been effected were due to the racing class of cyclists, but one of the peculiarities of their position was that they were never popular. They had too closely imitated the Newmarket business in many ways, although not as regarded betting. But they were very like mimic jockeys. They had a style, a language, and literature that was almost their own. If the sport rested with these men, it would soon collapse altogether. He contended that racing men were doing mischief in overstraining their bodies. He had said that these men did not seem as though they knew how to walk. But while they were riding they lost the use of many muscles.

"Then, lastly, there was their own class, by far the smallest, but one which was endeavoring to blend learning with the art and pleasure of cycling. They cycled to learn, and did not learn to cycle. As to the combination of cycling work with instruction, they were only a small body of men who had endeavored to combine useful and healthy exercise of the body with a similar exercise of the mind. In starting they had great difficulties to overcome and unexpected opposition to meet with. The President said that he thought that some new motive power would be discovered that would increase the utility of bicycles, especially to the portage class. Referring to the naphtha machine, the speaker deplored the absence of Professor Lambert, who knew a good deal about the matter. It might very largely affect cycling. Their own society held a meeting once a month in London, and had had some addresses from men famous in the world of science. They had an antiquarian section, a geography section, a mechanics' section and historical section. Each year they held a congress, and he thanked the Mayor of Saffron Walden for the reception given them that day. (Cheers)."—*The Cyclist*.

OSBORN & ALEXANDER.

This firm has been established in San Francisco for a quarter of a century. They have various branch houses. The Los Angeles agency is situated at No. 16 West Third Street. This popular firm carries the largest stock of bicycles, tricycles, knit goods, shoes, helmets, lamps, etc., of any house west of the Rocky Mountains, and moderate rates is the rule. An inspection of the neatly arranged and centrally located store in this city will convince you that this enterprising firm's large and varied stock cannot be equaled by others in this section. Since Messrs. Osborn & Alexander opened their store in the Southern metropolis, they have met with the tangible results that their able manager, Mr. S. G. Spier, has so faithfully built up by his courteous treatment and honorable dealings. His fine business qualifications have made for him an army of patrons. It is no wonder the business of this firm is so rapidly increasing. A fine stock of hardware, tools, machinery, etc., is also kept constantly on hand.

HOW LADIES SHOULD MOUNT A TRICYCLE.

The opening direction in Mrs. Glass' famous recipe for hare soup was, as we all know, "first catch your hare." The earliest advice that one can tender to the would-be tricyclist is, "first mount your machine." This, like many another thing in this life, looks more difficult than it really is. With a loop-frame tricycle this feat is accomplished after the manner of a retreat from the presence of royalty—backward. Standing either within or upon the frame in the front of the machine, with your back to the saddle, one foot is placed upon the lower pedal, the handles are firmly grasped, one on each side, and with a little spring upwards and backwards you find yourself landed in the saddle.

I am aware that this sounds much simpler on paper than it proves in practice, but even if one or two unaccustomed efforts fail at first of ease and gracefulness, both ought to follow after a few trials. An awkward scuffle into the saddle is a most unlovely thing, and one not calculated to smite the soul of the beholding non-cycling woman with a desire to copy your example.

With bicycle-steering machines the mount looks more difficult, but is, I think, after a little practice, really easier, and certainly capable of being effected with much more grace.

Standing behind the machine, you place the right foot upon the axle on the right of the saddle, grasp the brake and handle-bar tightly with the right hand, and, lightly resting the left upon the saddle, step up, and passing the left foot forward, place it upon one of the foot-rests in front. As you effect this, seat yourself upon the saddle, and feel for the pedals with your feet. When these are found, stand up on them for a moment erect, holding by both hands to the handle-bar. This movement will enable your dress-skirt to fall into its natural folds, and when you reseal yourself in the saddle it will be found that there is very little more arrangement required.

Place the sole of the foot upon the pedal, with the toe projecting somewhat beyond it, and the heels turned slightly outwards to avoid grazing the ankles against the cranks. The saddle should be at a sufficient height to enable the arch of the foot to rest easily upon the pedal as it reaches its lowest point. To ride too high is as much of a mistake as to ride too low, and the golden mean should be found and, as Captain Cuttle would remark, "made a note of."

The feet thus placed, the pedals must be slowly revolved, sometimes a matter of some difficulty at first to the beginner, especially if the start be made with the pedals at that dead point where no force avails to turn them. In such a case a friendly push is one's best aid, and, as the pedals begin to move under one's tread, the feet insensibly following them, propel the machine onwards, and one discovers, with an emotion of surprise and pleasure similar to that experienced by Columbus on sighting the shores of the New World, that the tricycle is actually progressing, and, like Galileo, as he left the torture hall of the Inquisition, with his recantation behind him, one exclaims in accents of profound conviction, "It does move!"—*C. T. C. Gazette.*

GLEN COVE WHEELMEN.

GLEN COVE, July 22, 1888.

TO THE EDITOR OF THE WHEEL:

Dear Sir—We never see any thing in THE WHEEL about what is going on at Glen Cove, L. I. Now, it may be that we are not worth mentioning, but we don't think so. We have a good bicycle club here; it is small, to be sure, in members, but they are made of good stuff.

We sail under the name of the Glen Cove Wheelmen, with L. C. Underhill, Captain, and R. Frank Bowne, Lieutenant. We have at present eight members, but we hope to have more before long. The roads around us are none too good, but we have good side paths through the village. You can ride from Roslyn to Glen Cove in about thirty-five minutes, and if you enquire for any of the boys you will find they will use you well. ROXY.

The Pope Manufacturing Company have received so many applications for their Columbia Racers that they have decided to rent a limited number of them to first-class racing men. Applications for terms, etc., can be made to them or through any of their agents.

ODDS AND ENDS.

Our readers must have noticed, possibly with some amusement, that whenever "Free Lance" favors us with a sketch of English cycling life, we invariably write a rhapsodic paragraph, insisting that to miss "Free Lance's" story is to miss half one's life. This would appear, superficially, to be first-rate evidence of the weakness of "Free Lance's" work; but the contrary is the case. By calling attention to his contributions we kill two birds with one bean, emphasizing the fact that the man who "always skips the long articles" misses half the feast, and at the same time we endorse "Free Lance" as a model writer of tours. His sketch of Ockham, elsewhere printed in this paper, is in his best vein. Turning out from the mad whirl down the Ripley Road, he takes us to that quiet cycling haunt, "The Hautboy and Fiddle," which, though twenty-five years old, is quite a young thing, as English inns go. We want to at once seat ourselves at the snow-clothed tables, set off by vases of choice flowers, and eat of the perfectly cooked victuals, shot up from a perfect kitchen, and served by quiet-moving, attentive maids. We want to take a post-prandial siesta on the veranda, and look out on that old-world garden. We feel a keen and sympathetic disgust for the mincing Frenchman who invades the place, with his tales of amorous derring-do and great slaughter generally of the fair sex. We see this dudelet on the comic opera stage in this country, but he may also be found at the summer resorts of the "four hundred." We glad ourselves that the little maid with the pretty face, the pink bonnet and the Duchess air, is seven, not seventeen, as we might lose our "Free Lance," but perish the selfish thought! Sitting on the park gateway and arranging a race meet between two caterpillars, Osmond and Temple, is a conceit of which only "Free Lance" and other wooers of nature are capable. The gardens, the cottages, the old men and old women, the narrow, winding lane, the sinking of the sun, and the quiet, deep-shadowed river, are the last views we get of Ockham.

Charlie Schwalbach's bicycle teacher is ambitious to be photographed in the act of riding down the steps at the Prospect Park Plaza fountain. He will ride a Star.

Quilla's on the job again!
Sound the bells, clash the cymbals!
Gird your loins, ye racing men,
Quilla's on the job again!

We hear that Aquilla B. Rich is training for the fall tournaments.

An effort is being made by local racing men to get the privilege of training on the Roseville track.

Mr. J. R. Dunn, of Massillon, Ohio, has withdrawn from active League politics, having refused to accept any office for the Ohio State Division, L. A. W. We understand the cause of Mr. Dunn's withdrawal is ill-health. It is a matter of extreme regret that the League should lose the services of Mr. Dunn, who is a man of marked intellectuality, without the egotism, cynicism and self-important feeling which so often are allied to mental superiority. At the League meets Mr. Dunn was a notable figure. His utterances were marked with strong common sense, and his actions were always upright and manly, but leavened with an old-time courteousness which never impaired their efficiency.

Washington, D. C. will shortly have a first-class quarter-mile bicycle track, Crist having examined it and pronounced in its favor. It is being built by the Columbia Athletic Club.

Mr. George S. Atwater, C. C. of the District of Columbia, was in New York yesterday on his way to Boston. Mr. Atwater has recently bought out the Smith Cycle Company's depot at 1206 Penn Avenue, as the company will devote its entire attention to manufacturing. Mr. Atwater has several of those qualities which are necessary to success.

Messrs. Lincoln Holland & Co. make the following claims for their bicycle hoist: This hoist is the best method of holding machines on the market. It cannot mar nickel or enamel. Will hold machine entirely off the floor at any height or simply raise one wheel clear. When machine is raised it holds automatically. It can be instantly released. Equally applicable to safety, or ordinary style of any size. Can be carried in the pocket. Finely finished in nickel with hooks protected by rubber.

Mr. W. M. Frisbie writes us that his tandem has been recovered and the thief arrested. Mr. Frisbie is out of town, and we are unable to obtain the details.

"Jersey Race Jottings" will prove interesting to racing men, who will note with pleasure the efforts of the New Jersey Athletic Club to promote racing in New York and vicinity. The events announced for Labor Day should attract the best racing talent, since the prizes will be very handsome, and the quarter-mile path has been made speedy and safe.

The Newcastle, (Pa.) Club will finish their race meeting, that was postponed on July 4 on account of rain, on August 30. The half-mile L. A. W. championship and the 1-mile Pennsylvania championship will be decided, in addition to a very complete programme. A number of new and handsome prizes will be offered. Arrangements are being made with the railroads to get excursion rates from Buffalo, which will enable racing men training there to run down and participate at a small expense.

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

W. Windle will probably ride a Victor racing wheel this fall.

The query as to the why and wherefore of the use of one's League number is fruitful of thought. There must be some compensation for labeling one's self as a lottery ticket or a bale of goods. When a man uses his League number, it enables him to conceal identity from the cycling world, who will not attempt to look him up in back numbers of the official organ, but it also permits him to get credit with the few who are interested enough to find out his identity.

The Massachusetts Division men will enjoy themselves at Cottage City next Thursday, Friday and Saturday.

It is reported that Geo. W. Kreger, Long Island Wheelmen, has been tried highly at Roseville, and will go in heavily for the fall meets.

S. G. Whittaker writes us that he is fast recovering from his nasty spill, and expected to again mount his wheel by July 25. The team of which Mr. Whittaker is expects to compete in a 15-mile championship race on August 4, and in 20, 25 and 50 mile championship bicycle events within a month after that date. Jack Lees, who recently defeated Crocker in a 5-mile contest on a grass track, is to be at Buffalo. Lees is a strongly built man of about twenty-three years of age, stands 5ft. 11in. height, weighs 170 pounds, and rides a 55in. Humber. "Whit" writes that Allard, of England; Dubois, of France; Lumsden, of Scotland; Richard Howell and his novice, A. A. Robb, will also race at the fall American tournaments. "Whit" doubts if many amateurs will come over, as most of them dread the water journey. Willie Wood expects to visit us when a tramway is built from shore to shore. When he gets into form, Whittaker intends to have a bat at the safety records.

Our Minneapolis correspondent points out a case in which the Rights and Privileges Committee can be of much assistance. Mr. E. S. Bugbee, of Tracy, Minn., was arrested for riding in a district of the town in which bicycle riding is prohibited. Mr. Bugbee has engaged a lawyer to determine the constitutionality of the prohibitory ordinance. Mr. Bugbee is not a member of the League, but it would be advantageous for that organization to assist in breaking down the unlawful ordinance which obtains in Tracy. This may best be done by the Rights and Privileges Committee forwarding to Mr. Bugbee such documents as will aid him in conducting his case.

The Manhattan Club celebrated their anniversary by an entertainment and dance on Friday evening last. The ladies and their escorts gathered in the club's pleasant parlors, and listened to an excellently rendered programme of vocal and instrumental music and elocution. President Warwick also made a felicitous address. After refreshments dancing was enjoyed.

There will be three tandem bicycle races at Buffalo, one each day.

FIXTURES.

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.
 August 30—Newcastle, Pa., race meet.
 Sept. 3—New Jersey Athletic Club's race meet at Bergen Point.
 Sept. 4-5—New York State Division meet at Buffalo, N. Y.
 Sept. 4-6-8—Grand International Tournament at Buffalo.
 Sept. 5—New York State Division meet at Buffalo.
 Sept. 12-13—Hartford Wheel Club's tournament at Charter Oak Park.
 Sept. 14-15—New Jersey Division meet and race meet at Roseville, N. J.
Buffalo Tournament—Address H. E. Ducker, 848 Niagara Street, Buffalo, N. Y.
Hartford Tournament—Address H. H. Smith, Drawer C, Hartford.
 Oct. 23-24—Tournament at Richmond, Va. Address L. B. Enslow, P. O. Box 372, Richmond.

THE SMITH DETACHABLE LUGGAGE-CARRIER.

This carrier is the latest thing of its kind. It weighs only four ounces, and when folded together is six inches long, two inches square, and can be carried in telescope tool bag or the pocket. It is made of the best Bessemer steel, nicked; has fine glazed straps. It is constructed in the shape of a bracket, to fit the head of any bicycle. A is the bracket end that rests on the brake-spoon (or forks head where there is no brake used); BB are the supports that hooks over the handle-bars; C are the luggage straps; D is the strap that passes under the brake-spoon (or leg-guard when no brake is used). The strap D is riveted to the support arms, so that straps CC can be passed under it, which does away with the necessity of passing them under the handle-bars, thus making it detachable without removing the bundle. It will carry a dead weight of ten pounds without sagging.

The California Division's programme of its July 4 races was the finest State meet programme ever issued—a specimen of typographical high art. A pretty conceit on the front cover is a representation of Old Sol, with a vanilla and chocolate grin, a straw hat tipped jauntily on one side of his cranium, a palm leaf fan in one hand and a glass of iced claret in the other. The glass of iced claret is connected with Sol's lips by a tunnel in the shape of a straw tube. The only drawback to the complete success of the cover design is the badly-shaped, under-dressed goddess, who sits Cinderella-like in one corner of the cover, her only friend a hungry-looking boar, and who has just said "Eureka," as the man said when he drew the card that made a straight flush.

Messrs. A. G. Spalding & Bros. have now as complete a repair shop as any found around New York, doing all kinds of repairing, as well as brazing and forging, right on their premises.

Our readers should not fail to notice Messrs. Wm. Read & Sons' "special offer," which affords an excellent opportunity to get rid of an old wheel and to purchase a new one.

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 A Big Cut.

Holmes' self-supporting hose. A big cut. Spalding's, 241 Broadway.

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Astor House, Broadway side.
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 Wall and Nassau Streets, Treasury Building.
 82 Broadway.
 71 Broadway, Arcade.
 229 Broadway.
 Cortlandt and Greenwich Streets.
 Cortlandt and West Streets.

THE ROSEVILLE TRACK.

Owing largely to the efforts of Mr. T. L. Wilson, of the Kings County Wheelmen, the Orange Athletic Club has kindly decided to permit all cyclists to train at Roseville. Their decision was received this Friday morning. The track will be in good condition by Monday.

Perfect satisfaction. Holmes' Jersey-fitting self-supporting stockings. Reduced to \$2.00. Spalding's, 241 Broadway.

The Wells-Greenwood contest will take place on Eagle Rock to-morrow, at 6 p. m. promptly.

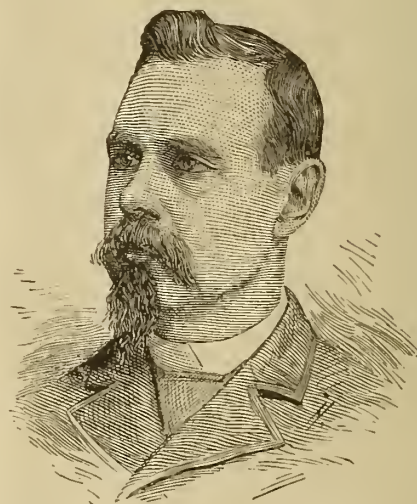
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AN ENGLISH CYCLING HAUNT.

"OCKHAM."

IT would require a by far more subtle pen than mine to do anything like justice to Ockham. Its delicate charms are not to be handled by bald description.

I might tell you this, and tell you that, facts all; yet from the whole truth you would be as far off as ever.

As well might a painter strive to put the odor of a rose on canvas as I the charms of Ockham on paper, unless, indeed, my American friends lend me their assistance, and clothe the skeleton with their brightest fancies. Having thus thrown myself on the mercy of the court, we will now to our muttons.

At Cobham, four miles from Ripley (some description of this great cycling haunt has already appeared in these columns), we leave the bustle of the favorite road and turn off to Ockham. The change from the life and animation of the main road to the quiet of the lanes we soon find ourselves in is striking. It is like the change from a turbulent sea to a sheltered harbor.

Very pleasant are these lanes this bright June morning, freshened up by the rain of the previous day, and through the gaps in the hedgerows and banks views of distant hills are discovered, or, nearer, the dark fir woods that border the Ripley road. And thus these quiet ways all too quickly brought us right up to the front of our goal, "The Hautboy and Fiddle," where we at once stabled our steeds, yclept a safety (a dangerous form of bicycle), and the pride of the writer, a tricycle.

THE HAUTOBOY AND FIDDLE.

The present Hautboy is only some five and twenty years old, quite a young thing for a country inn. It is built of brick in a very peculiar style, and I think the architect, whoever he was, might say with the poet in "Patience," "It is a little thing of my own."

The accommodation for machines is very good; plenty of room, so that you do not have to struggle, as at Ripley, with twenty other people's machines before you can get your own out, a consideration, especially in these days of crocodile-like safeties, which on the least pretense will cuddle round your legs and hold on like a drowning man. The dining-room is exactly like a church with the seats taken out, but made very cosy by dint of tasteful hanging of curtains and choice flowers on the snow-white tablecloths, arranged by some womanly hands, whilst a wooden gallery at the end of the spacious room, a sprinkling of old armor on the walls, and a stuffed horse's and stag's head give a smack of the manorial hall to the whole. I asked the rustic maid who was skirmishing round if the place had ever been a church. "Oh, no," she said; "he built it for his rent feasts, and he thought the railway would have come nearer. It would have been a good thing for us if it had." She seemed to take it so much for granted that we knew who the he was, that we had not the moral courage to confess our ignorance; but we afterwards learned that he was the Earl of Lovelace, a mighty man in these parts. The favorite entrance to this room is up a flight of steps from the garden. At the top of the steps is a veranda where the fellows sit and wait for dinner. They manage the dinner better here than in certain cycling haunts of which we wot. No rush, heat or flurry; the quiet maids flit over the smooth wooden floor anticipating every want, and the things are shot up from the splendid kitchen below cooked to perfection.

We were a quiet little party of some sixteen cyclists, nearly all genuine road men, who came there for the ride's sake, and not to exhibit their remarkable sprinting powers against people on inferior mounts. The breeze comes murmuring in at the open door; we can see the tree-tops swaying, keeping the room fresh and cool; the flowers on the tables charmed the eye, and all things soothing influence did impart.

A THIEVISH MAID.

During dinner a little affair of the heart took place which I feel some diffidence, Mr. Editor,

in dragging into your august journal. [No, no! July.—Ed.] However, here goes. A little maid of some seven summers stole my heart away; at least Safety said so. She stood outside on the veranda, and put her little head and very large pink bonnet through the window into the room, looking so enchanting the while that when our eyes met, which they soon did, something like a wink was exchanged. Anon growing bolder, Safety caught me throwing kisses, at which he affected to be highly scandalized, and she, to show her knowledge of the proprieties, I suppose, marched away with the air of a duchess, to return shortly unobserved to the window; and so the play went on.

To my thinking, the glory of the Hautboy is the garden—a good, old fashioned garden, full of fruit trees and fruit bushes and roses, and on the lawn all sorts of fair flowers, growing as they only do grow in these old-world gardens. And here we sat, as Safety very originally remarked, "far from the madding crowd." A blackbird in a neighboring tree warbled his softest notes; the air was laden with scent of flowers, and distant church-bells seemed to be ringing out a benediction on this fair, fair world. Lulled by these sounds and the repose of the hour Safety snored soundly, waking with the remark that he had nearly been asleep.

Adown the garden comes rude disturbance to our rest in the person of a young French cyclist, with some friends. He throws himself on the grass in front of us; he wriggles there; he talks in a loud tone about his riding, about his extraordinary good fortune with the fair sex. His dark eyes are everywhere; he smiles a hard, stagy, cynical smile, showing his teeth—and they are very perfect teeth. He is never still for an instant. It is exhaustion to look at him, and an impossibility not to. Let us away, or something terrible will happen!

Courtly mistress of the Hautboy says Ockham Church is one of the oldest in the country.

AN OLD ENGLISH CHURCH.

We make for Ockham Church, along a pretty lane, past the forge and a few little cottages embowered in old-established gardens, and then the park gates are reached. On through the park, under the trees with rustling leaves, and then at last, when close upon it, the church is spied, so surrounded by trees that one could pass it quite near and be unaware of its existence. An old church, truly; but with many a patch and mixture of style. One bit is stuck on with very little regard for the rest, making the poor thing look something like an old woman in a girl's dress, and altogether there is evidence of sad neglect at some time or other. The tower is the best part. Over it the ivy has grown year after year, till now the stems are like trees, and with these strong arms it holds the old tower together, as though it was an act of gratitude for the kind aid it received in its youth.

Close to this church, in a park, is the Squire's house, very out of the world. The present or some former owner must have had a horsey taste, for the stables nearly eclipse the house in extent.

That was a grand walk we had in that park. It seemed a shame to leave it, and we postponed the inevitable hour as long as possible, sitting on a gate and organizing a race meeting amongst some unfortunate caterpillars. One we called Osmond, because he arched his back so; another, Temple, because he seemed to have a broad smile on. The match between these two excited great interest, only the wretched things would insist on running in opposite directions.

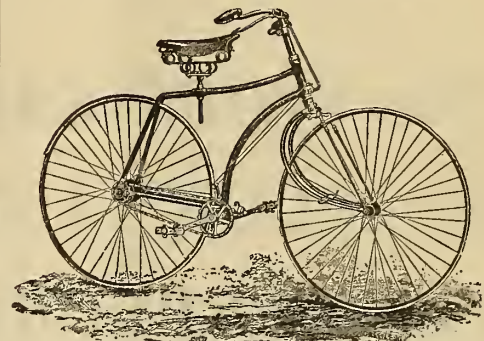
After tea Safety came out strong as a repairer, mending a refractory crank in grand style. This caused us to start late, and the sun was bathing the woods and fields in the golden light of evening ere we left Ockham.

Old cottages, long gardens in front full of old-fashioned flowers, old men walking about in them, old women chatting; then a narrow, winding lane and distant views; then a quiet river in deep shadow, and Ockham was a sweet memory.

FREE LANCE.

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THREE LEADERS, VICTOR SAFETY, VICTOR JUNIOR, VICTOR LIGHT ROADSTER.



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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.

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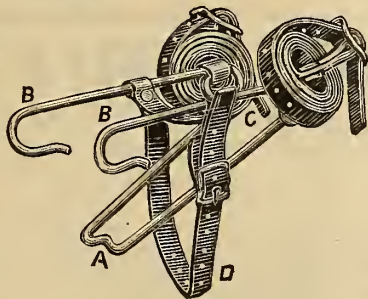
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479	52	Brit. Challenge.....	Ball	Nickel	70 00
480	54	Rudge Lt. Rdstr.....	Ball	Enamel	50 00
483	56	Expert.....	Ball	Enamel	70 00
486	48	American Star.....	Plain	Nickel	60 00
489	54	Harvard.....	Ball	Enamel	45 00
493	51	American Star.....	Ball	Enamel	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
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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
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535	38	Facile.....	Ball	Enamel	50 00
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540	51	Special Star.....	Ball	Enamel	90 00
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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	54	Special Star.....	Plain	Enamel	70 00
553	46	Otto.....	Plain	Enamel	35 00
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\$2.50 for Spade Handle; seems small, but we have them just the same, and they are the best ones made. Cycle Supply Co., 3 Berkeley Street, Boston.

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

LOOK AT THESE SPECIAL BARGAINS.—55-inch Rudge Light Roadster, enameled, with nickel trimmings, balls both wheels, cowhorn bars, buffer saddle; run a season; \$68. 54-inch Columbia Expert, enameled, with nickel trimmings, balls both wheels, drop bars; run one season; a very staunch machine; \$67. 56-inch Spalding Racer, full enameled, balls both wheels and pedals, cowhorn bars, weight 22 pounds; \$30. 51-inch Special Star, enameled, with steering rod and levers nickleed, balls front wheel, drop bars, silent ratchets, changeable power attachment, 1-inch tire; \$65. 51-inch Special Star, 3/4-nickleed, balls front wheel, cowhorn bars, Z and S step and foot rest, 3/4-inch tire; \$78. 56-inch Columbia Expert, enameled, with nickel trimmings, drop bars, new Fish saddle, balls both wheels; used but little; \$78. Springfield Roadster (50-inch) Standard finish, Fish saddle, cowhorn bars; \$45. 53-inch Royal Mail, enameled, with nickel trimmings, balls both wheels and pedals and head, cowhorn bars; \$10. Lakin cyclometer in perfect order, Lillibridge saddle; \$81. Genuine Humber Tandem, good order; \$100. Above machines are all guaranteed sound in every particular, and are bargains that cannot be duplicated for the money anywhere. Examine before going elsewhere. New York Bicycle Co., 8 Warren Street, New York City.

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54 inch, fine condition, \$75 each. Taken in Exchange for New Wheels. We are selling at Less than Actual Cost. Every Machine offered Guaranteed Sound. No wrecks. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crimpers \$100, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crimper Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

STARS.—Two Special Stars for sale cheap; almost new. F. E. C., P. O. Box 444.

HUMBER TRICYCLES.

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

Also a few ROYAL MAIL LIGHT TRICYCLES; bargains.

WM. READ & SONS,
107 Washington St.,
BOSTON, MASS.

THE LEAGUE PHOTOGRAPHS,

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

NOW READY FOR SALE.

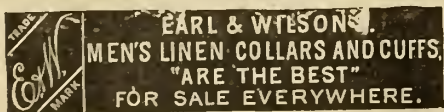
Large Size—23x14 inches, on 28x19
inch mounts..... \$2.50

Smaller Size—16x9 inches, on 24x14
inch mounts..... 1.50

The larger size is somewhat the best.

Address,

BACHRACH & BRO.,
Cor. Eustace and Lexington Streets,
BALTIMORE, MD.



VICTOR LIGHT ROADSTER
BICYCLE.
VICTOR LIGHT ROADSTER
TRICYCLE.
VICTOR SAFETY BICYCLE.
VICTOR JUNIOR BICYCLE.
SPALDING'S YOUTH'S BI-
CYCLE.

Also a Full Line of
BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED K. A. LELAND,
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OFFICIAL TAILORS AND OUTFITTERS.

Ilderan Bi-Club.
Citizens Club.
Long Island Wheelmen.
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men.
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DEVLIN & CO.,

New Jersey Wheelmen.
Roselle Ramblers.
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gen Point.
Yonkers B.C., and others.

Broadway and Warren Street,

NEW YORK,

MANUFACTURERS OF

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



GRAFF'S NEW BICYCLE SHOE.
ALL LEATHER SOLE.

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

PRICE PER PAIR, \$3.50.

ALL SIZES IN STOCK.

AT LAST! AT LAST!! AT LAST!!!
WHAT! WHAT!!

ROBERTSON'S IMPROVED SUPPORTER

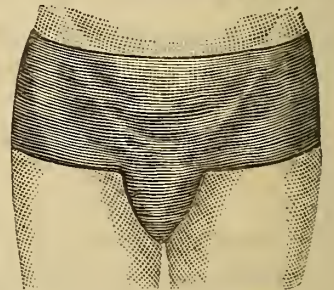
Just what every Bicycle Rider, Tennis Player, or Athlete, requires.
The only practical Supporter made. Sent by mail on receipt of \$1.00.

ALL KINDS OF ATHLETIC, BICYCLE AND SPORTING GOODS,
Including a full line of the celebrated HOLMES WORSTED GOODS.

SEND FOR PRICE LIST.

W. H. ROBERTSON,

No. 296 Broadway, New York.



Photographic Materials.

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THE RIPLEY PLATE.

B. & L. CHEMICALS.

J. A. K. and KRANTZ LENSES.

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OF

ACTORS and ACTRESSES

AND

Celebrated Men and Women of all Times.

Celebrities Photographing Co.

1013 Chestnut St., Phila., Pa.

SEND FOR CATALOGUE.

MERWIN, HULBERT & CO.,

26 West 23d Street,
NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S

American Champion Bicycle.
American Light Champion Bicycle.
American Challenge Bicycle.
American Ideal Bicycle.

American Ideal Tricycle.

American Challenge Tricycle.
AND SUNDRIES.

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

SINGER'S
SAFETY.



All Ball Bear-
ing, \$135.00

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

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

SOMETHING NEW!

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

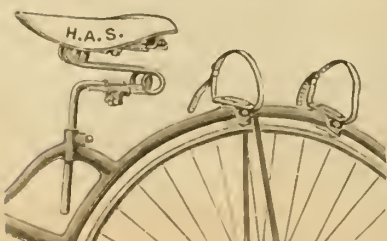
HOWARD A. SMITH & CO.,

ORATON HALL, NEWARK, N. J.

16 PARK STREET, ORANGE, N. J.

TELEPHONE 673.

TELEPHONE 134.



WE TAKE

Old Mounts in Part Payment

—FOR—

VICTORS

—AT—

LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

THE

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

WE SELL

Second-hand Wheels for Owners

— ON —

COMMISSION,GIVING THE BEST CHANCE TO
UNLOAD QUICKLY.

WE OFFER

THE BIGGEST ASSORTMENT

— OF —

Second-hand Cycles

— AT —

MOST REASONABLE PRICES.

MANHATTAN

WHEEL EXCHANGE.**WETMORE & CHESTER.**

49 CORTLANDT STREET,

NEW YORK CITY.

JOHN C. WETMORE.

W. W. CHESTER.

What Does This Mean?

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

— FOR —

A SECOND-HAND VICTORTHAN FOR ANY OTHER MAKE OF
WHEEL IN THE SAME
CONDITION.*Don't Believe Us,*But ask those who have
changed, this year, from
other makes to**VICTORS,**How they run, coast and
climb, as compared with
their old mounts.**READ OUR RULES.**No machine placed on our list unless it is in
our hands.Our charge for selling is ten dollars and stor-
age at one dollar per month. No tricycles
handled on commission.A receipt is given for each machine, and we
are responsible in case of loss for the net price
charged. Our stock is fully insured.Our customers are not bound to leave their
machines with us any longer than they may
care, and can remove them by paying freight,
storage and other expenses.In shipping to us freight must be prepaid.
We are not responsible for breakage in transit.
Our terms to sellers are strictly cash. Charge
for crating, \$2. New wheels crated free.*Men of Moderate Means*Who cannot afford to pay
cash for**VICTORS,**Can get them on the instal-
ment plan from us on six
months' credit at \$5
advance in price.**Notice this Week's Reductions.**

Our List, July 27, 1888.

- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$65.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$45.
- No. 129.—48-in Stand. Col. Enam. Price \$35.
- No. 141.—English Premier 3 track, loop frame tricycle. Two speed gearing. Cyclom. 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. 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 Cripper Tricycle. New last season. Prime order. Cost \$180. Sacrificed at \$110.
- No. 183.—52-in. Premier. Ball to front wheel. Cowhorn bars. Suspension saddle. Enam. Price \$50.
- No. 184.—Sparkbrook Cripper Tricycle. New. Just out of crate. A chance to save big money. Price \$130.
- No. 186.—48-in. full nickel (except rims and bars) Special Star, in prime order. Price \$85.

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 \$80.
- No. 196.—42-in. Horsman Special. Price \$20.
- No. 197.—52-in. Matchless Singer. Almost new. All balls. Cowhorn bars and spades. Kirk saddle. Price \$90

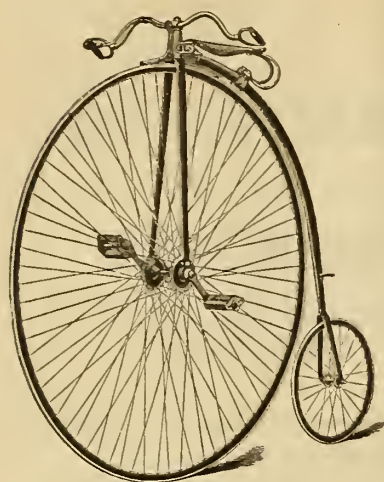
WANTED.**SECOND-HAND WHEELS
TO SELL ON COMMISSION.**

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.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme Tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel-plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each.

CUSHMAN & DENISON,
144 & 146 Greenwich St., New York.

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

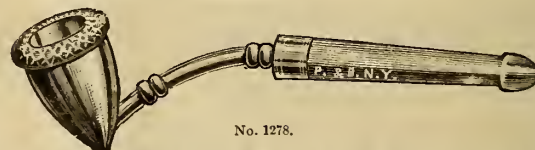
Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,

1 1/2 Maiden Lane, N. Y.



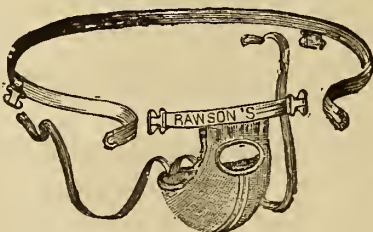
No. 1278.

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.
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, . . . 9.50.
WILL BE SENT POST PAID ON RECEIPT OF PRICE.



A Perfect Fit Guaranteed.
Displacement Impossible.

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

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

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

S. E. G. RAWSON,

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

Mention this advertisement when you order



Elastic forward, rearward and centrally. Combines
the excellence of the Cradle Spring with that of the finest
suspension saddle.

COPPER CYCLE SADDLERY,

433 PEARL ST., CLEVELAND, OHIO.

OPIUM

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

COLUMBIA BICYCLES

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TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St.

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.

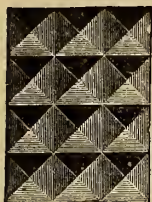


LOOK AROUND BEFORE BUYING.

SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.



RUBBER
Tennis Soling,
WHITE, BLACK,
OR RED,

Corrugated or Diamond Pat-
tern for

TENNIS SHOES.

NEW YORK BELTING & PACKING CO.

15 PARK ROW, N. Y.

E. & H. T. Anthony & Co.

Manufacturers and Importers of

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INSTRUMENTS,

Apparatus and Supplies,

591 Broadway, N. Y.



Sole proprietors of the
Patent Satchel Detec-
tive, Schmid Detective,
Fairy, Novel, and Bi-
cycle Cameras, and sole
agents for the Celebrated
Dallmeyer Lenses.

Amateur Outfits in
great variety from \$9.00 up-
ward. Send for Catalogue or
call and examine.

More than Forty Years
Established in this line
of business.

RADWAY'S READY RELIEF.

For headache (whether sick or nervous), toothache, neu-
ralgia, 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, Nervous-
ness, Sleeplessness, Sick Headache, Diarrhoea, Colic,
Flatulency and all internal pains.

50 cents per bottle. Sold by Druggists.

ASK FOR THE

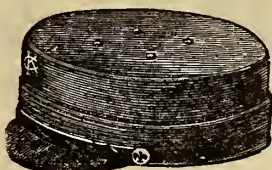
WENCK

PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



SMITH'S



Sporting Goods

LOWEST PRICES.

123 FULTON ST

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.

284 LENOX AVENUE,

(Late Sixth Avenue.)

Between 124th & 125th Streets.

AGENTS FOR

Victors, Youth's Premiers, Champions,
Ideals, Clubs, Singers, Spring-
field Roadsters, Humbers.

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

—OF—

Connecticut and Westchester.

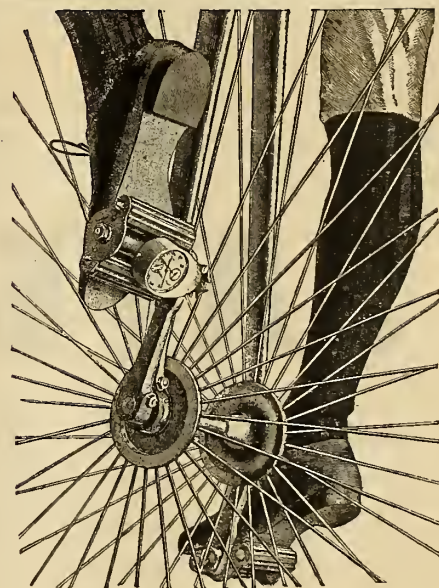
BY CHARLES G. HUNTINGTON.

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 thorough routes.
Maps are on heavy bond paper, and the whole in handsome
leather, pocket-book style of cover, with flaps.

By Mail, \$1.50 and \$2.00, according to binding.

Address D. J. POST, Sec.-Treas.,

Drawer 11, Hartford, Conn.



Weight, 6 oz.

PEDAL CYCLOMETER CO.

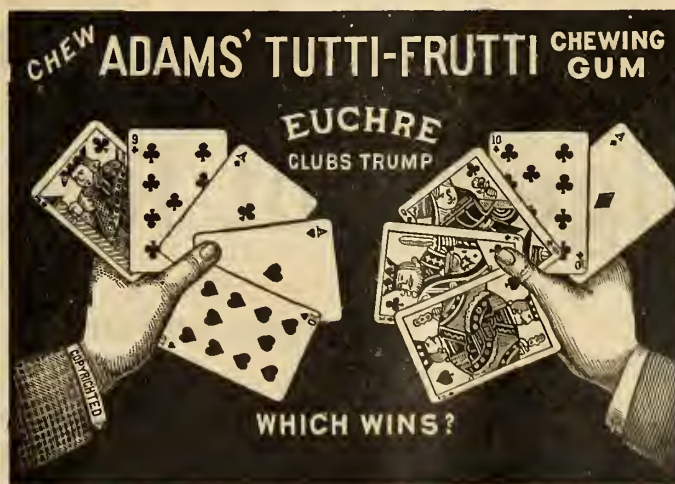
12 Warren St.,

N. Y.

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES

AND WHEELMEN

ON THE ROAD,
ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

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.

H. M. SABEN, Manager, 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.