

The Wheel

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

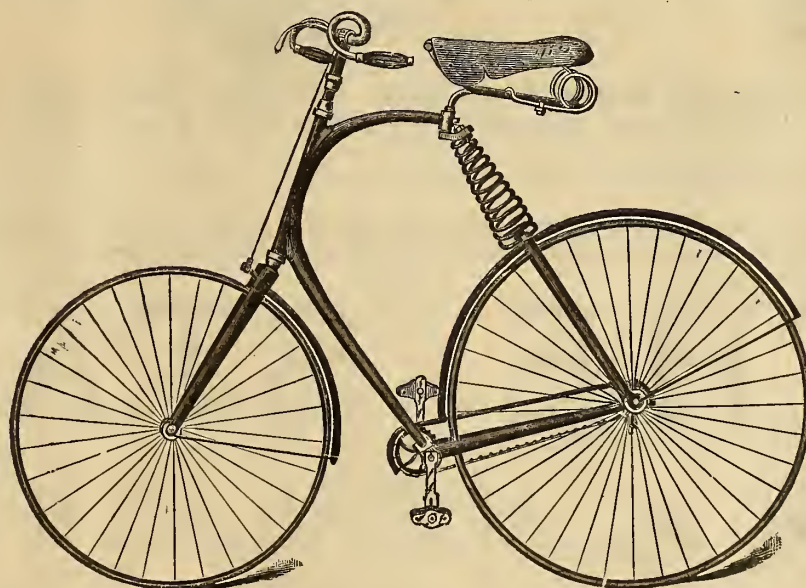
VOL. I.—No. 23.]

NEW YORK, AUGUST 3, 1888.

[WHOLE NUMBER, 23.]

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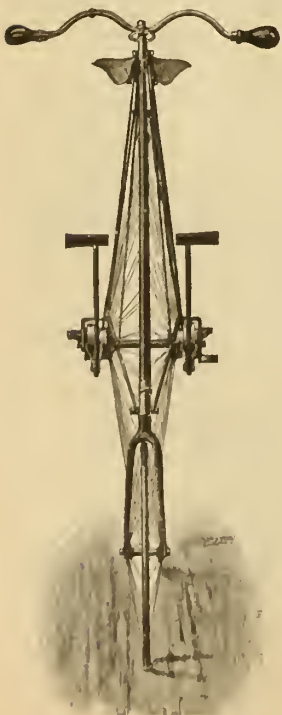
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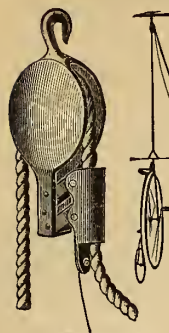
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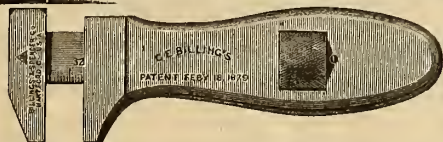
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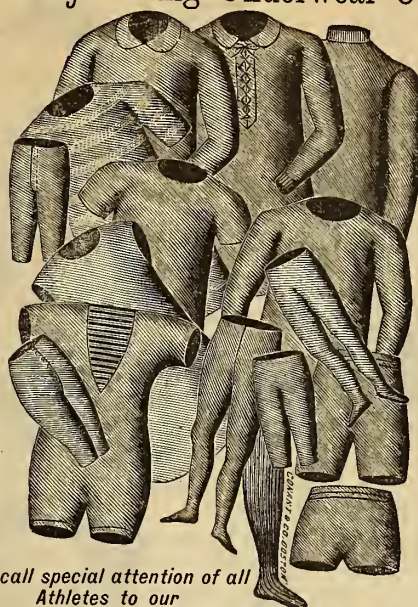
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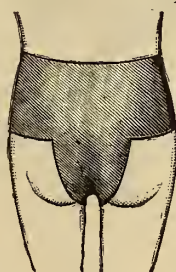
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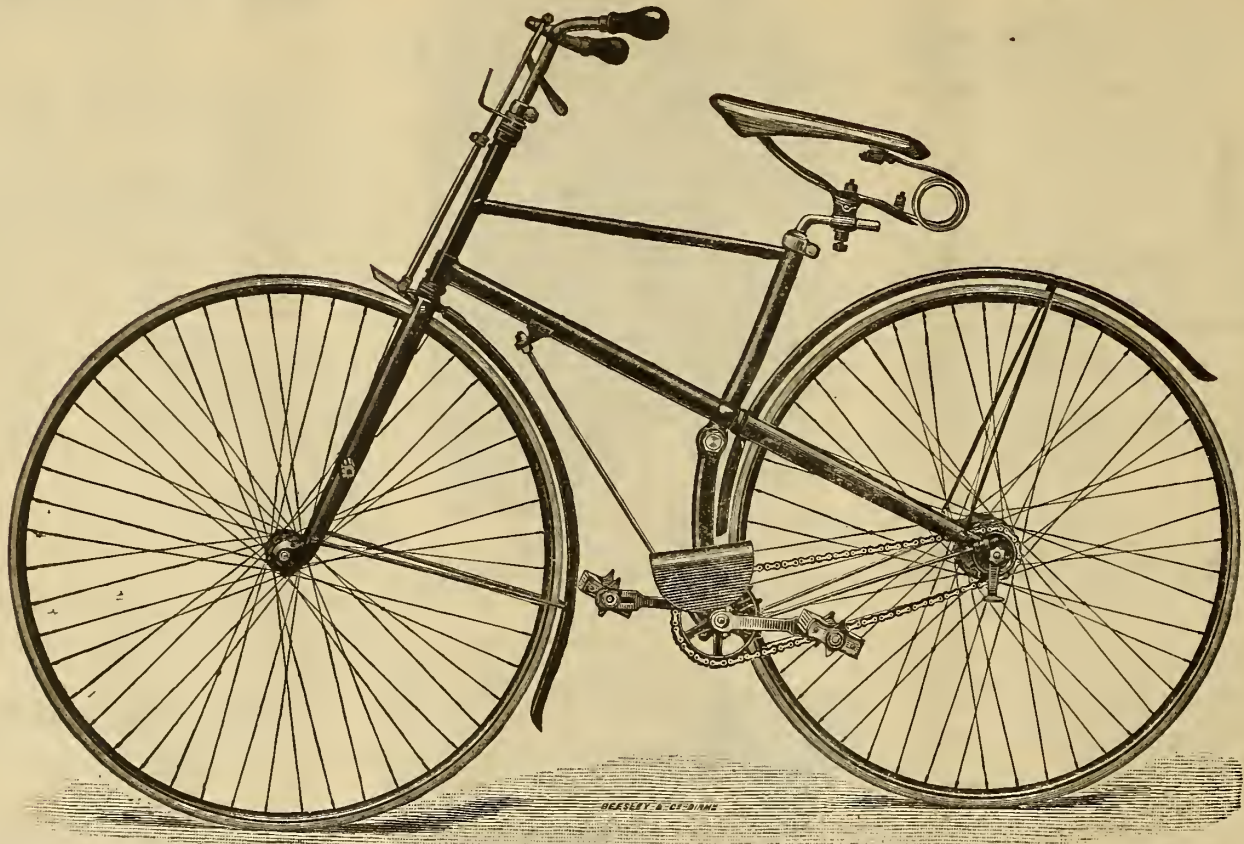
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8 50-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	60 00
52-inch Spalding; splendid order	50 00
9 52-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	65 00
10 52-inch Premier, ball pedals, cowhorn bars; excellent order	60 00
12 52-inch Expert, half nickel, all balls; good as new	80 00
13 52-inch American Club, half nickel; a bargain; fine order	50 00
14 54-inch Premier, enamel; good order; very cheap	50 00
15 54-inch Expert, half nickel; seen to be appreciated	75 00
16 54-inch Expert, full nickel; elegant order	80 00
18 54-inch Challenge, enamel; fine condition	60 00
19 54-inch Standard, half nickel; fine condition, very cheap	40 00
20 54-inch Sanspareil, half nickel; fine condition, very cheap	65 00
21 54-inch New Mail, balls all over; A1 condition; bargain	95 00
22 54-inch New Mail, balls all over; barely ridden; equal to new	100 00
23 56-inch Expert, balls all over, nickel; A1 order	85 00
24 56-inch American Rudge; A1 condition	75 00
25 58-inch Expert; A1 condition; nickel	85 00
26 Rudge Safety; fine order; very cheap	85 00
27 Rudge Safety; fine order; very cheap	90 00
28 Swift Safety; A1 order; very cheap	100 00
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THE WHEEL

—AND—

CYCLING TRADE REVIEW,

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

THE LEAGUE'S NEW CONSTITUTION.

A constitution is as much a necessity to an organization as a pilot is to a ship, a leader to an orchestra, or a jail to a community.

An organization can only be perfected when guided by a perfect constitution. A perfect constitution expresses the supreme will of the governed. It is the safeguard of the people. It rigidly limits the powers and authority, and points out the duties of the governors, between whom and the governed it is a fender of safety. It prevents despotism, Czarism, and demagogism.

It has gradually stolen upon us, and our opinion is concurred in by men skilled in matters of the kind, that the document recently adopted by the League at Baltimore is perhaps the most incomplete, impotent and chaotic instrument ever created for the guidance of so respectable an organization as the League of American Wheelmen. We look for the large army of "why-didn't-you-say-so-befores" to sniff with doubt and disdain. But to this army we at once bid adieu and direct our entire attention to the men really interested in the League, to the men who believe the League is capable of doing something and who want to see that something being done, and to which class we enthusiastically belong. We tear the League constitution to shreds—and it is an easy task—that injustice may not be done to a large army of League workers, high privates in the ranks as it were, who have no part in League work, no voice in League management, as the case now stands.

We do not care to pass on the questions as to whether the constitution was "foisted" on the League, whether the "ring" "greased the machine," or whether a machine vote rushed through this glaringly imperfect document. We are ready to credit its parents with acting for the best and according to conviction.

But we will say that there is too much individualism in the League. It is everything for the individual, nothing for the cause. If a

bill is passed, straightaway materialize several League men fighting for the credit. If an obnoxious law is repealed, again more credit claimants. The men directly concerned with the passage of these bills and the repeal of these ordinances are entitled to credit; but they should not forget that they are mere instruments; that the influence of the League has played some part in the success which they obtained; that if they were unable or unwilling to do the work, out of the League ranks could be picked scores of men who could and would do it. The man who accomplishes the act is merely the exponent of an idea or a cause. We can best explain our idea by pointing out that Lincoln was the exponent of the indignation and best sense of millions of people. He was the thermometer of their feelings, the instrument through which their thought and action were manifested. Be humble, therefore!

The new League constitution is a glaring example of the evil effect of individualism. The skeleton of the constitution was built by three intelligent gentlemen, coupling their own experience with that of others. These gentlemen were not infallible, as was proven by the fact that they changed the proposed constitution in more than one particular, after they had published it as the best they had to offer. When the constitution was presented at the Baltimore meet they refused to allow it to be tampered with. They would not sink their individuality, but apparently took the stand that a divine intelligence enabled three to produce more perfect work than three hundred.

With the material excuses advanced to suppress discussion—i. e., loss of time, fruitless and frivolous discussion, etc.—we have already dealt. Not only was insult offered to the men who sat in the Baltimore convention, but the time and money spent by them to attend this constitutional convention were simply thrown away.

We point out below the various contradictions, the hazy clauses and the unconstitutionality with which the League constitution bristles. We ferret out no inaccuracies of language and resort to neither tricks nor technicalities to make the case worse than it is; we simply point out the more glaring defects, and prove that under the new constitution the League could be ruled with an iron hand by its President, or by any person controlling half a dozen votes in the National Assembly. It will also readily be seen that the constitution, as it stands, actually nourishes "ringocracy," which always places personal ambition, place and profit first and the rights and privileges of the people second.

ARTICLE II.

SECTION 1. The League shall be a confederation, composed, first, of all State divisions now having a hundred or more resident League members, and such as may hereafter reach that limit; and second, of sub-divisions of not less than twenty-five members in any State or Territory, constituted of League members not connected with State divisions.

This definition is fundamentally and particularly incorrect. The League is a confederation and aggregation of wheelmen, of individuals, who hold individual memberships in the League. According to the present definition, no man is a member of the League; he is simply a member of a State division. This is where the above definition is fundamentally wrong. The definition proposed by Mr. Shriver was immeasurably better, truer, clearer. It presumed that the League was an organization composed of wheelmen, divided for convenience of government into State divisions, sub-divisions, etc. The present definition is particularly wrong, in that any wheelman outside the United States, say in

Canada, Cuba or Australia, cannot become a member, and non-residents are not now members.

ARTICLE III.

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this constitution and by-laws, and the by-laws of his division.

SEC. 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Membership Committee, he shall become a member of the League.

SEC. 3. Each such applicant shall pay to the Secretary of the League an initiation fee of one dollar and the sum fixed by the division in which he shall become a member, for annual dues; such dues to be payable on or before May 1 in each year. The Secretary shall retain from such annual dues and from all renewals an annual per capita tax of fifty cents. The balance of such annual dues and the whole amount of the initiation fee shall be returned by the Secretary to the division, quarterly.

These three sections, which state the conditions of membership, are obviously wrong, since there are no individual memberships in the League provided for in the constitution. To agree with the definition of the League, which the constitution declares to be "a confederation of State divisions, etc.," candidates should be directed how to join the divisions or sub-divisions, not how to join the League.

THE NATIONAL ASSEMBLY.

SECTION 1. The management of the League shall be vested in a national assembly, consisting of the Chief Consuls, Vice-Consuls and delegates from the several divisions, to be elected as hereinafter provided, which shall have power to make by-laws for the guidance of the League, to establish regulations for the government of divisions in the relations to the League and to each other, and to generally direct and decide in all matters not provided for in this constitution. Fifteen members personally present shall constitute a quorum for the transaction of business.

It is in this clause that the weakness of the new constitution is most apparent. It is quite palpable that in constructing the constitution the committee and their advisers had in view the federal constitution. But they have failed to make their structure analogous to that of their model. The people of the United States have a voice in their government in two ways, directly and indirectly. They directly elect United States Congressmen by popular vote, and thus directly have a voice in national affairs. They indirectly have a voice through the United States Senators, who are elected by the Congressmen. As our readers well know, all bills of appropriation, in fact, the most important measures affecting the people, *can only originate* in Congress. Bills passed in Congress go to the Senate, which have practically only veto power, except in diplomatic affairs, and Congress must even concur with every Senatorial bill before it can become a law. It will thus be seen that Congress is the voice and safeguard of the people. The feeling of the people to-day is even in favor of electing United States Senators by popular vote, and there are many sound reasons to support this view.

But the framers of the new League constitution have simply created a Senate—for that is what the national assembly is—and have entirely ignored a Congress. League members will readily see that they are shut out from any direct voice in their own government. This national assembly is a close corporation, and it manages everything. It is placing a dangerous power in the hands of a few, who are beyond the reach of reform or suggestion.

THE DANGER OF "RINGOCRACY."

It is provided that fifteen men personally present shall constitute a quorum of this national assembly. It is also provided that the

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. }

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President shall appoint seven committees, the chairmen of which shall be members of the national assembly. The President thus has six or seven men, who may be his henchmen, who are the creatures of his creation, at his beck and call in all national assembly meetings. As it requires but fifteen to make a quorum, it will be readily seen that the President wields a dangerous power, and can absolutely control the executive body of the League.

With such influence and patronage the President and his merry men may constitute a ring of the most powerful kind, far beyond the reach of punishment. They can reject all suggestions, and all who oppose them invite political death.

We cannot see why the chairmen of committees cannot be appointed by the President, subject to the ratification of the national assembly. Or why must these committee chairmen be members of the national assembly? Or why cannot the national assembly be composed of chief consuls, vice-consuls and district delegates elected at large to the national assembly?

ARTICLE VI.

SECTION 1. The officers of the League shall be a President, First and Second Vice-Presidents, Treasurer and Secretary.

Officers of the League are provided for, but it is not stated what officers shall exist in the national assembly, the government of which is of more importance than that of the League, since it is the League, and yet is greater than the League.

NATIONAL COMMITTEES.

The constitution says (Article VI., Section 1) "There shall be the following national committees," etc. The number of members of each committee is not stated, neither is the tenure of their office, and we are not told whether they are elected or appointed, and no method of renewing committeemen is suggested.

Section 3, Article IV., should immediately follow Section 1, Article IV., because it directly pertains to the national assembly. The duties and powers of the national assembly may be found in detached clauses in divers parts of the constitution. This arrangement is chaotic confusion.

A CONUNDRUM.

In Section 1, Article IV., we find that fifteen members, personally present, shall constitute a quorum. In Section 3, Article VI., we find: "Fifty members, personally present, shall constitute a quorum."

We know that the first provision, providing that "fifteen members, personally present, shall constitute a quorum," refers directly to the national assembly.

Now, what does the other section mean? At what meeting do fifty members constitute a quorum? That is what we want to know.

ARTICLE IX.

SECTION 1. This constitution may be altered or amended by a majority of the members voting in person or by proxy at a constitutional convention called therefor.

May the constitution be amended by national assembly members, or by League members? What is the use of calling a constitutional convention since, according to the precedent established at Baltimore, deliberation, amendment or suggestion are out of order? Could not the League better amend its own constitution? The Federal Legislature amends the constitution, which is afterward ratified by State Legislatures.

ANNUAL MEETING.

It is the desire of the League at large, as we felt the League pulse at Baltimore, that an annual meeting be held. Yet no provision for any such meet is found in the new constitution.

The statement that such provision will be considered by the committee now at work framing new by-laws, harmonious with the new constitution, is absurd, since the matter of holding an annual meeting for League members should be treated of in the constitution, not in the by-laws.

Mr. A. M. Welles, of Redwood Falls, Minn., sends us a graphic sketch of his attempt to have the clause prohibiting riding in certain sections of Tracy, Minn., repealed. Mr. Welles rode in the prohibited district, to the consternation of the Mayor and the Council. Mr. Welles' effort, which will probably be successful in having the obnoxious clause repealed, was a Napoleonic move, and he is deserving of the thanks of all wheelmen. We should like to see Mr. Welles on the Roads Improvement Committee of the League.

"When doctors disagree," etc. *The Wheel and Cycling Trade Review* seems to think that the *Bi. News*' back-down on the record question is "fair-minded and manly." We, on the contrary, expressed ourselves otherwise. All credit is due Mr. Priol for his successful efforts, but the names of the officials were appended to the account of the events, and certainly the editors of the American cycling press had vouched as to the reliability of the timers and checkers.—*Bicycling World*.

All America had accepted Rowe's records. It would have been carrying coal to Newcastle, water to Niagara, or sand to Sahara, to offer proof of these records to American cyclists. But what THE WHEEL did was not merely to accept the signed documents given to the press, but to go back of them and get the individual opinions of the officials. We considered Hillier's position in the matter not very badly taken; he was simply agnostic, and at once melted before proof positive.

THAT FOULING AT CAPE MAY.

We publish Mr. L. A. Howell's denial of our correspondent's charge that he intentionally fouled Mr. E. I. Halsted at the Cape May races. We produce Mr. Howell's first letter and his second, the latter of which was received only after we had refused to publish the first. We also publish our correspondent's reply to Mr. Young's letter, published last week. If Mr. Howell wishes to probe the matter further, we shall publish affidavits; or, if that is not satisfactory, we will gladly forward him the card of our legal adviser.

MILLVILLE, N. J., July 24, 1888.

MR. F. P. PRIOL, EDITOR WHEEL AND CYCLE TRADE REV.

Dear Sir—I am justly indignant at reading in your issue of the 20 inst. the scurrilous and abusive article concerning me. I did not foul Mr. Halstead or any other competitor and anyone who says that I did is a *damm liar* and I can prove the same in a court of justice. I hereby demand a retraction, and hope that you will give this the same prominence in your paper as that of the article referred to.

Yours respectfully,

LEWIS A. HOWELL,
Millville, N. J.

MILLVILLE, N. J., July 30, 1888.

EDITOR OF THE WHEEL:

I am very indignant at reading in your issue of July 20 an insulting article charging me with foul riding at Cape May. This accusation is *absolutely false*. I did not foul Halsted or any other competitor, and can produce affidavits from witnesses to that effect. As you noticed the article editorially, I hereby demand an immediate retraction of the same.

Yours respectfully,

LEWIS A. HOWELL,
Millville, N. J.

PHILADELPHIA, PA., July 31, 1888.

MR. F. P. PRIOL:

Dear Sir—I have just read Mr. William Young's letter of explanation in THE WHEEL of the 27th inst., and, as you feel certain that Mr. Young's letter will provoke a reply "from our correspondent," etc., etc., I write the following, not

that I think it worthy of further comment, but to "substantiate all the facts as first published." The explanation given by Mr. Young does not have the least effect upon me, and I must reiterate that I think the fouling was intentional. Possibly Mr. Young did not intend throwing Mr. Halsted *so heavily*, but the referee, judges and all those who saw the fall were not at all slow in expressing their opinions, all of which were anything but reassuring to Mr. Young. It seems very strange that Mr. Young should have done the same thing twice, although in the previous race Mr. Halsted managed to get out of the way in time to avoid a fall; if he cannot control a wheel better than the exhibition he gave at Cape May he should keep off the track entirely. I cannot possibly imagine what form of excuse Mr. Howell could have patched up for his exoneration; every man, woman and child who saw the races could see with half an eye that his foul riding was intentional, and it was more by luck than good management that he left Cape May with a whole skin, for there were dozens on hand who wanted to "get a good whack at the coward." It is needless to say more. If my report is thought unjust, I respectfully refer you to Referee Watson, of the Philadelphia Press; Senator Reyburn, Cape May; James Robinson, Princeton College trainer; and many athletes from Princeton, Lafayette and University of Pennsylvania, all of whom were much more severe in their criticism than

TERRAPIN.

CAMBRIDGEPORT CYCLERS' YACHTING TOUR.

The members of the Cambridgeport Cycle Club and their friends, who have been visiting New Brunswick ports on the yacht Fleur-de-Lis, arrived in Boston on Saturday afternoon, landing at Commercial wharf. They were royally entertained in St. John, N. B., by the bicycle, cricket and athletic clubs there. Several games were arranged for their benefit, including baseball, tennis and bicycle races, which were all won by the St. John boys, except tennis. Last Sunday the club enjoyed a delightful sail on the St. John river, and on Monday evening they started for Boston. As the yacht was leaving St. John, the friends from that place sang "Auld Lang Syne," which was responded to by the Cambridge boys singing "God Save the Queen." Then followed a grand display of fireworks, and the Fleur-de-Lis sailed proudly out of the harbor. The party arrived at Bar Harbor last Thursday afternoon, where they remained all night, starting again on Friday forenoon, shortly after which they became becalmed and were obliged to wait until night. On the way up the foremast was broken and was spliced. They arrived home safely, however, and every man is as brown and hearty looking as can be imagined. They are all enthusiastic over their treatment at St. John, particularly Capt. William T. Roop, who visited Mr. Fred Temple at his beautiful residence at Fairville, N. B., and they are anxious to receive a return visit from the St. John boys in order to reciprocate.

FRIGHTENED BY A BICYCLE.

TWO HORSES RUN AWAY, AND SIX PERSONS INJURED.

The following dispatch appears in the Boston Herald. We are inquiring into the details, as we feel certain there was more than horse-fright caused by the bicycle.

GREAT BARRINGTON, July 28.—As a party consisting of Joseph M. Greenwood, the well-known Brooklyn lawyer; his daughter, Mrs. C. H. Terry; and grand-daughter, Mary L. Greenwood, the latter prominently known as a Bible reader, and three other ladies, all of Brooklyn, were driving from here to their summer home below Sheffield to-day, their horses became frightened by a bicycle and overturned the carriage down an embankment. Mr. Greenwood's shoulder and side were badly bruised, Mrs. Terry's head was cut to the bone, Miss Greenwood's wrist was badly sprained, and others of the party were all bruised badly. The horses ran, freeing themselves from the carriage, and fell down a bank, when they were caught.—Herald.

The Star Advocate is "trying right hard" to catch up. It has already issued the June, 1888, number.


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.



This is the tenor of Testimonials we get:

Messrs. WILLIAM READ & SONS:

GENTS—The New Mail came in good shape. I am very much pleased with the wheel, and consider it the very best on the market to-day. As I have had two years' experience with the Trigwell Ball Head, on my old wheel, I know it is a good thing, and as essential to the fine running qualities of a wheel as a Ball Bearing in any other part.

Yours truly,

C. R. FLOWER.

Messrs. WILLIAM READ & SONS:

NEW YORK, N. Y.

DEAR SIRs—I must give you the praise that is due the New Mail. I have been a rider for the last twelve years, and have been on most every wheel in the market, but have at last struck my favorite of all—the New Mail, one of which is now in my possession.

It is, without exception, the truest, easiest, and lightest running machine I was ever on.

I was first struck with its handsome appearance, and when I tried it I immediately disposed of my old one, and purchased this one I now have. I can recommend this wheel above all others, and you are at liberty to use this.

Yours truly,

G. F. PERRIN.

MANUFACTURERS,

WM. READ & SONS,

107 WASHINGTON STREET, BOSTON.

THE RACE PATH.

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 15—Waiontha Club's race meet at Richfield Springs N. Y.

August 25—Race meet at Hyde Park, Mass.

August 30—Newcastle, Pa., race meet.

Sept. 1—New Jersey Athletic Club's race meet at Bergen Point.

Sept. 4-5—New York State Division meet at Buffalo, N. Y.

Sept. 4-5-6-8—Grand International Tournament at Buffalo.

Sept. 5—New York State Division meet at Buffalo.

Sept. 7-100-mile road race, from Erie, Pa., to Buffalo, N. Y.

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.

BUFFALO.

REDUCED RATES TO BUFFALO.

TRUNK LINE ASSOCIATION, PASSENGER DEP'T,
OFFICE OF COMMISSIONER, NO. 346 BROADWAY,
NEW YORK, JULY 26.

G. R. BIDWELL, ESQ.:

Your favor of the 23d inst. received. At the meeting of the Passenger Committee on the 24th inst., the following was agreed to:

Special excursion tickets from Binghamton and points west of a vertical line drawn through Binghamton, at one fare for round trip, with price of admission to fair added, sales to commence September 3, return tickets to be available within five days from and including date of sale.

Special excursion tickets from other points in Trunk Line territory at one fare for round trip, with price of admission to fair added; tickets to be sold September 3, 4 and 5, and to be good for return passage within ten days from and including date of sale.

W. FLEMING,
Secretary.

BUFFALO, July 28.

The "World's Tournament," to be held at Buffalo September 4, 6 and 8, in connection with the International Fair, September 4 to 14, has grown to almost undue proportions. The interest manifested in it by the wheelmen at large is very great, and has never been excelled by any tournament held under my management.

The desire and demand for races is very great on the part of racing men, while the promised attendance of wheelmen all over the country will far exceed that of any cycle meeting ever held in the world. With these things in view, and the demand for more races from wheelmen, the Fair Association have decided yesterday to add one more day to the meeting, and will hold races on September 5. This will make the tournament days September 4, 5, 6 and 8.

On the 7th the great 100-mile road race, under the auspices of the *Bicycling World*, but managed by Mr. Ducker, will be held, starting from Erie, Pa., and finishing up on the Fair Grounds at Buffalo. This is over the finest course in the country, and will be for valuable prizes. The adding of this one day's extra races will make the prizes foot up to \$6,500, and with the road race will give us five days of cycle racing.

I will send you early next week a full programme of the events of the four days. The present programme as announced will remain unchanged, except to distribute the thirty races over the four days, and adding ten new races, so as to give us ten races on each day.

HENRY E. DUCKER.

REDUCED RATES TO EASTERN WHEELMEN.

We have secured exceptionally low rates for wheelmen from the East. The fare for the round trip from Pittsfield, Mass., will be \$7.32; Springfield, \$8.49; Wooster, \$9.71, and Boston, \$10.65. These rates will be good for fifteen days. The carriage of wheels will be free, but they must come on certain trains, which will be designated hereafter. Wheelmen at Florence and Turner's Falls will train to Springfield. These rates have been secured through the kindness of the B. & A. R. R., and wheelmen are respectfully requested to form small parties

and inform Mr. Ducker of their number. It is hoped to arrange this matter so as to start a special train from Boston especially for wheelmen and their friends. The B. & A. R. R., in making this concession, are deserving of the patronage of wheelmen. They will also return over their line free all exhibits sent to the exposition. Wheelmen are requested to write Mr. Ducker regarding rates and time of leaving train at their earliest convenience. Wheelmen in New York State, and on the N. Y. C. and connections, will correspond with Geo. R. Bidwell, No. 313 West Fifty-eighth Street, New York City, who has special rates and arrangements made for a special train, or with Charles A. Sheehan, No. 6 Vanderbilt Avenue, who will run a special train over the West Shore road.

SOUTHERN TOURNAMENT AT RICHMOND, VA., OCTOBER 23-24, 1888.

The programme of the two days' tournament to be held at Richmond, October 23 and 24, has been decided upon as follows:

FIRST DAY.

Half-mile novice, open; value of two prizes, \$40.

Two-mile amateur lap, Rover Type Safety, open; one prize, gold watch and chain, value \$75.

One-mile professional, one prize, \$100 in cash. One-mile Virginia Division, L. A. W., championship; two prizes, valued at \$50.

Two-mile team lap (three men each team), open; three medals, valued at \$50.

Half-mile without hands, open; one medal, valued at \$25.

One-mile tandem tricycle handicap, open; two prizes, valued at \$60.

One-mile, Old Dominion Wheelmen championship; one prize, valued at \$20.

Half-mile consolation, one prize, valued at \$25.

SECOND DAY.

Half-mile novice, Virginia Division, L. A. W.; two prizes, valued at \$50.

One-mile amateur handicap, open; prize, Star or Crank racing machine.

Half-mile ride and run, amateur, open; two prizes, valued at \$40.

Three-mile professional lap, one prize, \$100 in cash.

One-mile team lap (teams of three men each, Virginia Division, L. A. W., only); one prize, consisting of three medals and a cup, valued at \$65.

Half-mile steeplechase (any kind of a wheel); two prizes, valued at \$35.

Half-mile amateur, open; gold watch, valued at \$75.

Three-mile Virginia Division, L. A. W., championship; two prizes, valued at \$50.

Half-mile consolation; one prize, valued at \$20.

Entrance Fees—Professional events, \$2.50; consolation races, free; all other events, \$1. Entries should be made prior to October 20, 1888, to Alex. H. Meyer, Chairman General Committee, 601 East Broad Street, by whom further information will be furnished.

THE JERSEY LABOR DAY RACES.

Owing to the urgent demand for time made by the various committees on the great Labor Day athletic carnival of the New Jersey Athletic Club, at Bergen Point, the cycling programme will not be as extensive as at first suggested, the bicycle and athletic committees having combined forces on a great series of contests. At the present outlook this part of the programme will begin at ten o'clock in the morning, and will be made up of the following events: Hundred-yard run handicap, half-mile run handicap, 1-mile run handicap, 220-yard hurdle, 1-mile walk handicap, potatoe race, 100-yard relief, carry and run, throwing the base-ball, quarter-mile club run, 1-mile club bicycle, 1-mile bicycle novice, 1-mile bicycle handicap. In the bicycle races wheels must not weigh less than thirty-five pounds. At one o'clock there will probably be a junior four-oared open shell race, also open paddling races of single and tandem canoes. At four o'clock there will be a ball match, and in the evening the club will give an open-air promenade concert to its friends. No expense will be spared to make the affair one of the finest all-day carnivals of sport ever given in this country. In the athletic and cycling events magnificent gold medals are to be given to first and

second. A large brass band and string orchestra will furnish melody throughout the day. At six o'clock probably the great eight-oared shell race for the Staten Island Athletic Club \$1,000 championship cup will be rowed on the Kills opposite Bergen Point, in which from six to ten of the fastest eights in the country will compete. Ample arrangements will be made for all-day spectators to obtain luncheon on the grounds. Such a grand programme of sport cannot fail to draw a great throng of athletes, wheelmen, ball fiends, oarsmen, canoeists, and, best of all, the prettiest girls that Jersey can furnish.

JONAH.

MINNEAPOLIS.

FIVE-MILE AMATEUR RACE HELD AT THE CALEDONIAN CLUB'S ANNUAL GAMES, JULY 25—TIME, 18M. 41 3-5S.

Of the six contestants, Messrs. Bell, Bickley, Hale, Lackon, Morris and Stahl, but four finished in any shape, Bickley halting opposite the lemonade stand at the end of the third mile. His first race, you see, and it was a little warm.

At the beginning of the fifth mile the casual spectator might have thought Morris was leading, but he was simply doing his best to prevent being overlapped.

Stahl did finely the first four miles, and even on the fifth, but was simply killing his own chances of winning, for on the last half-mile Bell, who had been taking things easy and not attempting to hurry, shot ahead and came in a winner by several lengths, with Hale second and Lackon a close third. In fact, for a few seconds it looked like a tie between those two. Stahl came in a bad fourth, looking very warm and no doubt swearing to himself never again to act as pace-maker for such a lazy lot.

The track was in poor shape, and much in need of more sprinkling and rolling before it would be fit for trotting on, let alone bicycle racing. It is a mile in length, combining the circle and oval in shape, and made of turf-blocks set on end and covered with loam and gravel. It feels springy to ride on, and with proper care good time could be made on it, though, to my mind, mile tracks always encourage loafing. Rumors of a tournament, to be held on this track later in the season, are in the air, and I hope will materialize.

The management of the whole race was very loose, other riders being allowed to act as pace-makers (!), giving as an excuse that they had entered for the race, and the crowd wandered over the track as its own sweet will dictated. First prize was a gold medal, value \$25; second, a silver medal, value \$15.

JULY 26, 1888.

L. B. G.

FIVE-MILE ENGLISH BICYCLE CHAMPIONSHIP.

SYNER WINS.

On Saturday, July 14, at North Shields, the 5-mile amateur bicycle championship was decided. There were twenty-five officials and a "small crowd" of spectators.

The proceedings were inaugurated with a half-mile handicap, won by R. Milthorpe (35 yards) in 1m. 16s., which was followed by a mile safety bicycle local championship, which fell to W. McAllister in 2m. 46s. Then came the heats of the championship event.

Heat 1—P. P. Kilkelly, Dublin, 16m. 19 4-5s.; B. Hincliffe, second. Heat 2—J. J. Carruthers, 14m. 59s.; G. R. Adcock, second. Heat 3—H. Syner, walkover. Syner gave a fine exhibition of speed on the last lap, doing one-fifth of a mile in 27 1-5s., a 2:16 pace. Final heat—Syner 15m. 4 3-5s.; Kilkelly, by a half yard; Carruthers, by 10 yards. Last lap, 31 3-5s. Syner made a rush on the last lap, got away, but was almost beaten on the post by Kilkelly, who made a great final rush.

Why should not Mr. Ducker have the new cycling comedietta acted at Buffalo during the meet week?

Ralph Temple has temporarily lost his memory since his fall in Holland, though he is all right otherwise.

Manager Eck and his team have not been in luck on the other side, and they will consider it good fortune to get safely home.

Morgan's team will sail for America early in August.

Fred Wood defeated Horace Crocker half a yard in a 25-mile race, July 14, at Aylestone; time, 1h. 33m. 23s.

The Hyde Park (Mass.) Bicycle Club is arranging for a tournament on the Readville Trotting Park, August 25. Prizes costing in the neighborhood of \$100 will be distributed in three races, open to all. A committee, consisting of F. E. Young, P. Wilson Corbett, H. Jenkins, T. S. Rogers, Fred Stevens, Albert Rhodes and Henry Mathews, has been appointed to take the matter in charge. 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 slow 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 nines from the Hyde Parks and Ramblers.

WILLIE WOOD DID NOT USE BAD LANGUAGE.

In a letter to the *Newcastle Chronicle*, Manager Morgan, of whose American team Rowe was a member, speaks as follows on the "Rowe vs. Wood" affair:

* * * "If Mr. Rowe was a drinking man, I should at once come to the conclusion that he had been indulging previous to the reporter's visit, but knowing him to be a strict cold water advocate, I feel puzzled to account for the extraordinary refractory medium of memory he possesses. In my capacity as traveling correspondent of the Boston paper, I have not failed to give Mr. Rowe's statement a most emphatic contradiction, and hoped the tale would never reach Northern ears, in which hope, however, I find I am disappointed, as no men have received more cordial treatment than my team from Tynesiders. * * * Mr. W. Wood's language may not be of an angelic nature or of feminine softness in a race, if annoyed (what athlete can boast of such a quality?), but I must confess that the behavior of Wood was all that could be expected of a man who was riding to win my £50, and that of his supporters above criticism. I shall always (and so will Temple and Woodside) speak most highly of Tynesiders as a sporting and general class." * * *

HILLIER ON THE FIVE-MILE CHAMPIONSHIP.

Synner had an easy task, which was made all the easier by his walkover. He fairly played with Kilkelly, but nearly paid the penalty; in fact, we think he was unwise to cut it so fine, as, if the Irishman had been as good as his friends thought him, he might have had to put up with second place. Synner appeared well suited by the track, and his win is a most creditable one. Kilkelly did not run up to expectations; he is a big, strongly-built youth, reminding us somewhat of "Bobby" Woolnough of the old days. He sits too near the head of his machine, holds his handles awkwardly, and is very unsteady in his steering in consequence at high speed. He does not seem to have quite made up his mind as to whether he will lay down or sit up to his work. He has a big muscular leg, which does not look like a bicyclist's leg, and his action is fairly good, though he carries his heels rather high. His action, of course, suffered by comparison with the winner's. He was obviously very unhappy at the corners, though there was no need to be. Properly handled, Kilkelly has the making of a champion in the best company, but he is a bit raw at present.—*Bicycling News*.

AN AUSTRALIAN TOURNAMENT.

Australia is coming to the front as a racing centre, and the sport has of late made rapid strides in the country. The success of their previous efforts in the race meeting line has induced the Melbourne Bicycle Club to engineer another monster two days' cycle race meeting, which will come off on the 17th and 24th of November next. The chief event of the first day—and of the meeting, for the matter of that—is the great Austral wheel race, which is a 2-mile handicap. An entrance fee of 20s. is required for this, and a further acceptance fee of 10s. The prizes, value £260, are divided as follows: First, £200; second, £30; third, £15; fourth, £10, and fifth, £5—trophies being given in each case. Besides this, a £20 first prize is offered for a novices' roadster mile, and £10 firsts in an invitation scratch mile, and an obstacle race. The big event of the second day is the 2-mile "ladies' bracelet race," the first prize in which is valued at £30, with a £10 second; and £10 firsts are also offered for a safety handicap, an obstacle race, and a first-class (100 yards limit) handicap.

NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

JUICE FROM ORANGE AND VICINITY.

On Monday evening, July 23, the Orange Wanderers held a well-attended meeting, and among other business acted upon was the resignation of Captain Charles W. Freeman. Pressure of business interest made it imperative that Captain Freeman should vacate his office, which he has filled to the satisfaction of all, and consequently his resignation was accepted, though very reluctantly. Pending the election of a successor, First Lieutenant E. P. Jewett will act as Captain. A quiet canvass is being made for a candidate for the office, as it is understood that business in Lieutenant Jewett's case will prevent him from filling it. The matter will be acted upon at the next meeting.

Last Saturday a number of Wanderers took a run to Llewellyn Park, Eagle Rock, St. Cloud, the Orange reservoir, Milburn and South Orange. Quite a number were at the Montclair sign-post at 6 o'clock, in anticipation of seeing the Wells-Greenwood contest.

Llewellyn Johnson's tandem bike, with "Llew" and F. P. Prial up, was the attraction for all eyes at 5:30 on Saturday. Prial was rather nervous at first, but came up "all smiling" at the "finish." Can the editor of *THE WHEEL* give us the time for the distance? If not, "the distance made during the time" will answer.

Not a great deal of attention was paid to the riding of E. J. Decker on Saturday (28th), but nevertheless he made four round trips on Eagle Rock without a dismount. The "quiet ones" with the Springfield Roadsters seem to "get there" semi-occasionally.

On Saturday, July 21, a party of Wanderers made an attempt to ride to Eagle Rock from Tory Corner without a dismount. All failed but W. W. Walters, who rode cleanly to the summit.

"Willie" Walters don't believe in calling a red-headed man a "strawberry blonde." By the way, Willie, when will you get that hat to suit your complexion?

A prominent Star rider of this vicinity had an exciting adventure on Saturday afternoon (28th), and tells the story as follows, though he begs to have his name kept mum:

"I started to ride down the mountain on Northfield Avenue and was running rapidly, but had my machine thoroughly under control until just as I rounded Blue Bird corner the brake handle bent so that it was almost useless. I was going too fast to jump off, so I tried running in the soft dirt at the side of the road. This did little good and there was imminent danger of being pitched over the rail into the gulley, so I turned into the centre of the road and determined at least to die gracefully. I probably would have brought up through the fence at Rollinson's corner had it not been for the "thank-you-mams." The first one gave me a pleasant flight through the air and increased impetus. I was actually whistling through the air when I struck the second one. It was fully fifteen inches high and I shot up in the air and covered just eight paces before I landed. The machine struck a little one-sided and started straight for the railing. I pulled it over but could not steady it, and after two or three jumps back and across the road, over she went sideways. I landed on my right heel and then made a twenty-foot slide for second base—head first and on my side—that would have made the best base stealer in the League green with envy. When I finally stopped I was still in the saddle.

"Well, I picked up myself and the wheel and took an inventory. A badly bruised heel, a bruised thigh, a skinned elbow; an inch of dust from head to foot, rather shaky about the knees, a wheel absolutely uninjured, and no one in sight to have the laugh on me. I thought that was doing pretty well. The road was smooth and free from small stones, and when, after five minutes' work, I got down to the fabric, I found my clothing free from any tears.

"I walked down until I got as far as the entrance to Mr. Carter's place, and had a fine coast the rest of the way. Now don't you give me away."

HOW ELIZABETH IS THRIVING.

On Wednesday evening, July 25, a party of the Elizabeth Wheelmen started from the club house at 8:15, under command of Lieutenant Gilbert, for a spin through the "Juicy Oranges." A. Downer handled the bugle for the crowd. At Orange a stop was made for ice cream, as usual. In fact, the boys of this club are notoriously addicted to the use of ice cream. After "creaming" until satisfied, they started on the return trip, and wound up at the club house at 12 M., having covered nineteen miles. Two new members, L. Thompson and W. C. Platt, made this their maiden club run.

The Elizabeth *Journal* says: "Members who do not attend the runs are probably not aware of the pleasant time that they miss. With congenial company and good roads, there is nothing more fascinating than coasting the Orange hills by moonlight. The club offers a handsome gold medal for the best attendance at club runs, also a cyclometer for the largest record, barring Mr. D. B. Bonnett, so all have an equal chance to win a handsome trophy."

Elizabeth wheelmen are making a justifiable "kick" about the conditions of the block pavement on North Broad Street. In spots it has sunk into ruts, and sadly needs repairing. It is dangerous in its present condition to all vehicles, and not alone to cycles. Mr. Downer took a fall on the street a few evenings since, and broke his machine.

Captain Berry and W. C. Platt, of the "Wheelmen," took a run to Morristown a week ago, and covered the twenty-five miles in three hours, despite bad roads.

Out of seventy-five riders in the "Wheelmen," nineteen had new wheels this spring.

TRENTON IS ON DECK.

On July 25 a new organization was formed in this city under the title of the Capital City Bicycle Club. Officers were elected as follows: President, Frank S. Warren; Vice-President, Charles D. Gandy; Secretary and Treasurer, Schuyler C. Fell; Lieutenant, George Watson.

James Gilkinson, of Trenton, bought a Springfield Roadster on July 18, learned to ride the same evening, and on the 21st he took a trip to Yardley and returned to Trenton in time to go to work at 7 A. M. On Saturday (22d) he rode from Trenton to Bristol and thence to Neshaminy Falls and back home again. Not a bad record for a beginner.

Herbert Hajerman is developing into a speedy as well as an expert rider.

Edgar Hancock, of Trenton, is doing considerable riding over the roads of Ocean Front.

Walter Apgar has been sampling the wheeling around Asbury Park, and says the roads in that vicinity are "away up in Q."

One of the Trenton riders took a spin along Ocean Avenue, Long Branch, last week, and says this is one of the finest thoroughfares extant. He advises wheelmen who go to the shore this summer to try at least one spin over Ocean Avenue.

The Trenton Wheelmen, piloted by Captain Crozier, take short club runs nearly every evening.

Trenton cyclists are trying to convert Secretary Taylor, of the Y. M. C. A., to the use of the wheel and think their efforts will be successful.

A Trenton exchange is responsible for the following: "There is just cause for complaint concerning the actions of bicyclists in the Park. While it is not to be denied that bicyclists have all the rights of the road, still this does not imply that they are entitled to do as they please. Certain young men in the Park have a habit of "coasting" when the road is crowded, and of "sneaking" behind women in order to give them a fright. Races have been indulged in when the pathway was filled with people. These matters are rather charged to negligence than anything else. No matter what the cause, this fast riding and the like should be stopped."

The Capital City Bicycle Club took its first club run on Sunday, July 29, going to Philadelphia and through Fairmount Park.

Trenton will be well represented at the Buffalo tournament.

PITTSBURG.

The Pittsburg Cycling Club's club races, held Thursday, 26th inst., passed off successfully in the presence of about 300 persons, fully one-half being ladies. Some three or four events were off, owing to the non-appearance of contestants. The most of the entries were on hand, the only inducement being glory, the club not deeming it advisable to give prizes at present.

The first and most exciting race of the day was a quarter-mile open, A. C. and W. D. Banker, Lenz and Justice starting, and won by A. C. Banker; time, 42 1-5s. Lenz rode for the first time a Columbia racer, and, owing probably to the strangeness of the machine, slipped a pedal coming down the homestretch, taking a bad fall. W. D. Banker followed closely, made a quick turn off the track to the inside and then out to escape the judges' stand, when Lenz's machine, which had been turning over and over, fell in front, causing him to run into the stand, but fortunately without serious accident to himself or machine. Lenz was badly bruised and his machine a complete wreck.

The half-mile handicap was won by A. C. Banker (20 yards), W. D. Banker (scratch) second, time 1m. 31 1-5s. Then followed a 1-mile open, which also went to A. C. Banker by about one foot over his brother, who rode an ordinary road wheel; time, 3m. 22s.

The next event proved very interesting, being a half-mile run and ride against time by W. D. Banker. The gentleman ran gracefully and easily, and for three-eighths of a mile was ahead of the record, but in mounting for the final eighth fell, and then started slowly when on the machine, completing the half-mile in 2m. 9 4-5s.

To make the half-mile safety bicycle race interesting, Gloninger gave Coffin fifteen seconds handicap and won the race; time, 1m. 33 2-5s. Justice, on a Star, came in first in the one-fifth mile consolation, defeating Gloninger; time, 40s. Another club meet will be held during August, and an open one probably some time in September.

Mr. J. F. Wilson, of St. Paul, reached this city last week awheel, having ridden most of the distance between the two points, his mileage being about 1,000 miles. Mr. Wilson has been in the Northwest the past three years, and in returning East for good, concluded to come by means of his wheel, a 51-inch Light Roadster Columbia, via Cincinnati, Columbus and Dayton; from here he trained to New Cumberland, and from there will ride to Washington, his former home. Mr. Wilson was somewhat over a month on the road, having left St. Paul June 15, arriving here July 25, reporting a delightful trip so far.

The Pittsburg *Bulletin* is always abreast of the times, and their latest move is sure to find favor amongst wheelmen hereabouts. Knowing the interest taken in hill-climbing, and the special attention attracted to the Wells-Greenwood contests, they offer a medal, to cost \$50 or \$100, to those gentlemen, provided the final contest is held here, the winner taking the medal; every attention will be shown, and they will certainly not regret accepting, should they do so. Then if they want to climb hills, we can furnish one or two where the contest would not be a race, but a climb pure and simple, the man getting farthest up winning.

As there is to be a tandem safety bicycle race each day at Buffalo, Pittsburg may have a team to compete, and if we do, it will probably be able to hold up its end of the line. Mr. Victor Place and Murray or Seidell will likely form the team.

"Scrabble Hill," Brownsville, Pa., is well and favorably known as being somewhat tough to climb, but occasionally a rider will be found to whom it is not a terror, and such a one is Mr. J. P. Coleman, club poet of the Keystones, and a hard road rider. Sunday last Mr. C. essayed the hill, and surmounting without much difficulty, concluded he could ride it again without dismounting, and did so. We now very respectfully offer "Murder Lane" as coming next in line for the gentleman.

KEYSTONE.

"Major" Tom Lakey, of Providence, R. I., and Lafflor, of Hebronville, R. I., had a friendly 5-mile race at Roger Williams Park, July 22. Lakey winning easily by two of the half-mile laps in 18m. 52s.

PHILADELPHIA POINTS.

We are to have a race meet here, this fall, which promises to be a most successful one. The State Fair Association will hold it during the State Fair Exhibition, and have given Mr. Kirk Brown charge of the arrangements. There will be class races, tandem and safety races, championship races for each of the various clubs here, an inter-club event and a race for the championship of the city. The one-mile League championship race will be asked for, and there will be several professional races to attract the talent over here for the Buffalo tournament.

Mrs. Dr. Martin, of the Philadelphia Bicycle Club, has just received the first lady's bicycle ever brought to this city, and she excited considerable comment on her first appearance in the Park with it last Sunday. With the ice once broken in Philadelphia, it is only a question of time when all the ladies who ride will use the bicycle in place of the unwieldy tricycle. Mark me! I predict that the three-wheeler will be a thing of the past before many seasons have come and gone.

Another cycling club has been organized in the northwestern section, called the Iona. Though few in numbers, they promise to grow.

The Century Wheelmen have made two offers for eligible sites for a new club house, but have not yet been definitely advised in regard to either of them.

At the last meeting of the Associated Cycling Clubs, of this city, the Germantown Cycling Club handed in its resignation from that body. This was done in view of their prospective disbandment.

Captain Supplee and ex-Captain Roberts, of the Pennsylvania Club, have returned from their vacation tour to Lake Erie and the Falls of Niagara. The greater part of the trip was made on their bicycles.

The South End Wheelmen were the guests of the Camden Wheelmen last week. A run to Haddonfield, with a display of fireworks by Professor Jackson, who is a member of the club, was part of the programme.

The many friends of G. N. Osborne, the well-known Philadelphia Club man, will regret to learn of his illness. Mr. Osborne has been sick ever since the Baltimore meet, confined to his bed, but is now on the mend.

Mr. and Mrs. Tucker, Mr. and Mrs. Richardson, and several others of the Philadelphia Bicycle Club, are at present touring in Europe, as a pleasant means of spending the summer. Mr. T. H. Sweeting, of the Century Wheelmen, is also spending the summer abroad.

The Century Wheelmen have adopted a new plan for retaining the pictures of club members. Instead of having a large frame for the walls of the club room, they have had a very handsome album made to order. It is of heavy Turkey leather, about two feet in length by fifteen inches wide, and in it will be placed the photographs of the club.

On Tuesday, Mr. H. D. Allman, of the Century Club, rode from the club house with his sister on their tandem tricycle to the camp of the First Brigade, at Norristown, in three hours. As the distance is some twenty-five miles over hilly roads, the time is remarkably good, considering the fact that a lady occupied the front seat. They rode home in three hours also.

Mr. Frank Read, who lately resigned the presidency of the Century Wheelmen, has been elected an honorary member of the club. He was advised of the fact in an exceedingly complimentary letter. By his retirement Philadelphia riders lose one of the earliest and best-known wheelmen in the city. He was one of the first exponents of the bicycle in Philadelphia.

The annual tour of the Century Wheelmen starts from the club house on this coming Saturday, August 4, at 5 o'clock A. M., making Lancaster the first day. Thence via Gettysburg, Hagerstown and Winchester, through the Shenandoah Valley to Luray, and home over a part of the same route. R. L. Shaffer, A. W. Barnett, A. H. Allen, L. Geyler, H. Dutsch and E. L. Little will ride the entire distance on their bicycles, while a delegation will take the train

next week, meeting the others at Hagerstown. A century run is down for one of the days' rides, and a swimming match in the Potomac River at Falling Waters, between Messrs. Barnett and Allen, has been arranged.

CYCLE.

PHILADELPHIA, July 30, 1888.

SABBATH CYCLING AT BOSTON.

Yesterday the cool weather and fine riding brought out a large number of cyclists. At the reservoir a large number of the fast ones were gathered and considerable spurring was done. A ride along Crescent and Revere beaches showed that a large number of unattached wheelmen were visiting them. The Ocean Pier was visited by only a few unattached riders, as it has not yet become one of the cyclists' haunts. At the Strathmore Hotel were several riders, and at the Point of Pines there were gathered members of the Chelsea Cycle Club, Chelsea Ramblers and some Massachusetts, Cambridge and Somerville club boys. The yachting cyclists of the Cambridgeport Cycle Club, who arrived home Saturday evening, visited the club rooms yesterday, and spent the better part of the day in receiving congratulations from their friends and in relating incidents of the trip. Some of them took their first ride since leaving Boston.

At 2:30 P. M. several members of the Somerville Cycle Club mounted their machines and left the club house for the Pines. Here they met the Cambridge Bicycle Club, which left its rooms at nine o'clock, and had enjoyed a dinner at Goodwood. The Chelsea Cycle Club rode to Cobb's Tavern, Sharon, where it met Dr. Emery and his many followers. After dining at Cobb's the party adjourned to the front of the tavern, and every one pledged himself to vote for the genial President for Vice-Consul of the Massachusetts Division at the coming election.

A large number of the Chelsea Ramblers attended the club run to Nahant.

Several Dorchester Bicycle Club boys ran to Wakefield, where they fell in with some of the Massachusetts Bicycle Club, and accompanied them to Middlesex Falls.

The Charlestown Rovers rode to Waltham, and after dinner took a trip up the Charles River.—*Herald*.

NOTES FROM THE CITY OF BROTHERLY LOVE.

We all agree with "Reader" in his remarks in the issue of THE WHEEL, July 20, when he says: "Without doubt you are turning out the best wheel paper in America." Would like to change the last part of the sentence to read, "in the wide, wide world," but, being unable to read the editorials in the foreign lingo, will let some kind brother swear to it first.

[We permit this to see the light, good "Westfield," not to gratify personal vanity, but to let non-readers see what readers think of THE WHEEL.—ED.]

For some unaccountable reason the *Bicycling World*, or official organ of the L. A. W., and the officers do not strike the same note in all their pieces. Why one so down on road racing while the other is doing its best to promote a road race? To tell the truth, I believe the Philadelphia riders are more in sympathy with the *World* in this question.

And another Lancaster Pike record gone! This time the twenty-mile record captured by Frank M. Dampmann, of Honeybrook, in 1h. 14m. 50s. He feels confident of his ability to break Bradley's record, made in the Orange road race, of 1h. 11m. 32s., but fears he will not succeed, as there are a number of very heavy grades found on the Pike, which necessarily make it more difficult.

Richard, or commonly called "Dick," Dallet, is once more at his old scorching tricks, notwithstanding the lesson he should have received a couple of weeks ago, when he received a mouthful of macadam while indulging in his pleasant method of "getting there."

Quite a party expect to go to Newark on Saturday, in order to see John Wells endeavor to down Hal Greenwood. Sorry we cannot wish the St. Louis boy luck, but it is out of the question, as we all hope John does him up. Then ditto on Corey Hill.

Again we hear that the Camden cycling track is to be ready soon. Some one will please ring the bell, as this was told us a year ago, and off and on ever since.

The Mt. Vernon Wheelmen are competing strongly with the Pennsylvania Club for the name of "The Scorchers," as some of their members can be seen almost any evening, not enjoying a quiet ride, but evidently striving to start a good sweat.

John Wells, besides taking his Star machine to Orange, takes a safety and a trike, and I believe is going to try Eagle Rock on all three.

Sunday, July 29, seemed to be a day especially built for headers and smash-ups. The most serious one was a header taken by ex-Captain C. A. Roberts. While scorching down the last grade of the Pike he struck a lot of loose stones, which threw him on his head, cutting a serious gash in his forehead, spraining his wrist and bruising him considerably. He was endeavoring to do up Hill and Fuller on their tandem safety, but thinks a railroad train will have to be called in to win.

Philadelphia is to have a race meet, given under the auspices of the State Fair managers. They have placed the matter in charge of Mr. Kirk Brown, who promises a good meet.

Heavy, dark clouds and some rain early Sunday morning made a decided fizzle of all club runs. I saw one captain leading a large delegation, consisting of his lone self, to West Chester. Said he had called the run, and was going to go if he went alone, and he did. Strange to say, there was no one kicking about the pace.

Harry Mayler, alias Hen. Van Horn, says that the stone that C. A. Roberts struck when he took his tumble was split in twain by the blow. Unfortunately no one else saw it, so Harry heard "chestnuts" enough for a fishing expedition.

A party of eight members from the Pennsylvania Bicycle Club expect to start on Saturday, August 18, for a two weeks' trip to Dingman's Ferry. With Harvey, Kohler and Hall along, there will be some sport.

WESTFIELD.

ON THE ROAD AND HILL.

THE GREENWOOD-WELLS CONTEST DOES NOT COME OFF.

On Saturday afternoon last, a wheelman wheeled round the lowest turn of Eagle Rock, dashed down the incline with feet off pedals and no brake on. At a sudden turn of the road he dipped, but recovering bravely, reached the level in safety.

This exciting rush from the upper to the lower world was witnessed by some twenty men, who had gathered to witness the Wells-Greenwood contest up Eagle Rock. This contest was one of a series of three, the first of which was decided up Kimmiswick Hill, near St. Louis, a few weeks since, in favor of Greenwood.

The hour of the contest was 6 o'clock, but at that time Wells had not appeared. Meanwhile the twenty braves at the foot of the hill amused themselves as best they could. There was Charley Townsend, representing a multiplicity of papers; Manager E. R. Collins, who was present in the capacity of referee; Howard A. Smith and L. H. Johnson, representing the cycling interests of Newark and the Oranges. Then there was the young man who manipulates Edison's phonograph, A. E. Schaaf, who is on East in the interests of G. & J., and whose Rambler was in demand. A. H. MacOwen, Chris Wheeler, of yesteryear, was the only Philadelphian present. On the top of the hill were a number of ladies and gentlemen, including many cyclists. The men who were to manipulate the stop-watches were J. H. Shurman, the hill-climber; J. Warren Smith, A. E. Schaaf and F. P. Priol.

At 6:35, Wells having not appeared, word was received that he had taken a severe header, and Referee Collins declared the race off till Sunday at 10 A. M. Later in the evening Wells put in an appearance, and the details given below were learned.

Greenwood slept much of the time Saturday A. M., and appeared at the starting point at 5

o'clock all ready to dash up the hill. He was not nervous—he never is—and his friends were confident, as he had made an easy trial in 8m. 2s., which is better than the accepted record.

Wells appeared on the hill early in the day, mounted on a Rambler, but disappeared Newarkward late in the afternoon to get his Star. He started from Newark, but taking the 5:05 express instead of the 5:04 accommodation, he was whirled on to the Short Hills, fifteen miles from Eagle Rock. He at once telegraphed to Referee Collins that he was on his way to the hill, and the telegram was found late in the evening, having been slipped in under the door of Howard A. Smith's Orange store. Meanwhile, Wells pluckily started out from Short Hills to keep his engagement, but had not gone many miles until, coming down a steep hill, he found his brake worthless, and in his attempt to prevent himself colliding with a carriage, took a sudden and violent header.

While walking along Main Street, Orange, about 8 P. M. Saturday, the writer descried Mr. Wells crossing the street, and, approaching him, spoke several minutes with him. He was leaning on Mr. MacOwen's arm. His face was badly gashed, his knee cut, and his body sore all over. His face, drawn and nervous, plainly showed the intensity of the shock he had sustained. He declared it was impossible to ride on the morrow, as indeed it was for him. He offered to pay Greenwood's expenses for a week if he would remain at Orange and decide the race on Eagle Rock, August 4. Greenwood thereupon telegraphed to his house, but was unable to obtain a further leave of absence.

The upshot of it all is that Greenwood made a trial over Eagle Rock on Sunday in 7m. 37s. If Wells beats that time, and he has promised to attempt it to-morrow (Saturday), the third contest of the series will be decided on Son-of-a-Gun Hill, near St. Louis, later in the season.

In our opinion, Greenwood was justified in riding over Eagle Rock on Saturday and claiming the race. His conduct throughout the affair is praiseworthy, and he has made friends here in the East. Wells' accident was particularly unfortunate, and he is not to blame, further than that, on the date of so important a contest, he should have spent the day quietly, and been at the starting point with his wheel at the proper time.

TENNESSEE STATE ROAD RECORDS LOWERED.

Messrs. Jo B. Northern and Ed D. Fisher left here last Sunday morning, per train, for Fayetteville, from which place they wheeled to Lynchburg and remained there Sunday night, at the Salmon House.

Monday morning they started on a one-day (twenty-four consecutive hours) bicycle run, leaving Lynchburg at 4:20, on their wheels, for Fayetteville, sixteen miles, where they arrived in 1h. 45m.

That there should be no doubt of the run being made they had a certificate signed by E. Salmon, proprietor of the hotel at Lynchburg, stating they left there as above mentioned. This certificate, shown to the representative of the *American*, now in possession of Mr. Fisher, has the signature of R. Petty, proprietor of the Petty House, Fayetteville, that they arrived there at 6 A. M.

After breakfast, they left at 6:30, via Chestnut Ridge, for Shelbyville, 27½ miles, where, by signature of W. H. Lane, clerk at the Evans House, they arrived at 10:15. At 11 they were off for Murfreesboro, 25½ miles, where they arrived, according to the signature of A. Searcy, proprietor of the Jordan Hotel, at 2 P. M. After dinner, they left at 3:15 for Lebanon, 26½ miles, arriving there at 6:40, as per signature of J. D. Fletcher & Co., proprietors of the West Side Hotel. After taking supper, they started, at 7:30, for Nashville, 31¼ miles. The first ten miles out of Lebanon were made before dark, and then, to be on the safe side, they walked quite a distance till the moon got high enough to light the road. They then mounted their wheels, and, by slow and careful riding, arrived at Waggoner's Hotel at 1:40. There they had the clerk, J. E. Klages, sign the certificate. Leaving at 2:30, via Broad and Stonewall Streets, and out Cedar Street to West Nashville, they turned into Tenth Street and wheeled to the Nashville Iron Steel and Charcoal furnaces, where Charles Wollner, night foreman, states, over his signature,

they arrived at 3:30. The distance to the furnaces by the route taken is 5¾ miles. Returning at an increased gait they arrived at the custom-house, five miles, at 4:15, being five minutes inside the twenty-four hours. Here they got the signature of Mr. T. Hall, at John Wood's, to this effect. Beside the above, they rode three-quarters of a mile in the different towns passed through to avoid repeating one foot of road. The total distance made in the twenty-four hours was 138¾ miles, which is the long-distance record for the State. Deducting a half mile of repeated road, where the Lynchburg pike intersects the Shelbyville pike at Fayetteville, and the five miles repeated road from West Nashville, gives also a State record of 132¾ miles "straightaway" run.

In giving the mileage of this run the distance is given from the court-house square of one town to the square in the next. The above-named hotels in Fayetteville, Murfreesboro and Lebanon are a short distance from the square in these three towns, and accounts for the three-quarter miles extra made. The majority of pikes are measured from corporation lines or arbitrary points, hence the mile posts on them do not give the full distance a wheelman makes in going through the towns en route. For example, the first mile post on the Lebanon pike stands immediately opposite the entrance to Mt. Olivet Cemetery, which is scant three miles from our Public Square. Mr. Northern was mounted on a 52-inch New Mail. He was one of the party who made the 108-mile run a few weeks ago. Mr. Fisher rode a 53-inch New Mail. He was one of the party who wheeled from Nashville to Niagara Falls last summer, the longest day's run being 105 miles, from Cleveland, O., to Erie, Pa. He also rode the 108-mile run on July 1. The Butcher hub cyclometer on his machine shows at present 3,471 miles wheeled since June of last year.—*Nashville American*, July 26.

ROUTE FROM CHICAGO TO DETROIT.

CHICAGO, July 27, 1888.

F. P. PRIOL, ESQ.:

In the last number of THE WHEEL I notice an answer to the enquiry of an L. A. W. member, concerning the route between here and Detroit.

I, in company with a friend, took the trip in question last summer, and I think the gentleman, whose article appeared this week, must have made the tour under very favorable circumstances. We were rather unlucky, being caught in considerable rain, which made the roads simply horrible for most of the way. That part of our trip was so bad that I should hate to be obliged to go through it again, or see any one else do so.

I kept a complete record of the roads, distances, hotels, and weather, from here to Buffalo, through Canada, which I should be very glad to send the gentleman if he will give me his address.

Yours fraternally,

W. B. GREENLEAF.

6820 Perry Avenue, Englewood, Ill.

DOUGHTY WILMINGTON HILL-CLIMBERS.

WILMINGTON, DEL., August 1, 1888.

TO THE EDITOR OF THE WHEEL:

Dear Sir—Kindly allow me a little space in your valuable paper to correct a statement contained in your issue of July 20. In the article referred to it was said that Messrs. Clarence Elliott and A. Jefferis, in making a century run, rode up Point Lookout Hill, which had been ridden by only one rider previous to that. This latter part of the statement is incorrect, for, besides the single hill-climber referred to, and Messrs. Elliott and Jefferis, the following local wheelmen have ridden the entire distance of the hill (one mile) several times: Geo. Moore, Herbert Mayne and the undersigned on Springfield Roadsters, and Stanley Tuchten on an ordinary. I wish to make this correction inasmuch as the hill is a hard one to climb, being very poor surface at the top. There are doubtless other members of our club who can mount the hill, or perhaps have done so, but the above named have made the ascent.

Very truly,

VICTOR R. PYLE.

A NEW YORK RIDER'S JUNE AND JULY MILEAGE.

JUNE, 1,059 MILES; JULY, 1,487 MILES.

Mr. George M. Nisbett, of the New York Bicycle Club, is one of the most indefatigable riders we know of. He has an apparently unsatiable thirst for miles, and during June and July he seems to have made a fair attempt to satisfy his appetite. In considering the value of Mr. Nisbett's record, it should be recollected that he is engaged in business down-town, and does not slight it to ride; also that only a small proportion of his riding was done in Central Park. We publish Mr. Nisbett's log-book for June and July:

JUNE, 1888.

DATE.	MILES.	ROUTE.
1.....	38.....	Riverside and Park, etc.
2.....	126.....	Highbridge, Park and Riverside, etc.
3.....	42.....	Coney Island, etc.
4.....	17.....	City.
5.....	13.....	City.
6.....	31.....	City.
8.....	13.....	City.
9.....	55.....	New York to Islip, etc.
10.....	59.....	Islip to New York, etc.
12.....	77.....	Staten Island and New Jersey, etc.
13.....	53.....	Tarrytown and return, etc.
14.....	15.....	City.
15.....	31.....	City.
16.....	43.....	Yonkers and return, etc.
17.....	61.....	Tarrytown and return, etc.
18.....	65.....	Orange, Bloomfield, etc.
19.....	52.....	Yonkers and return, etc.
20.....	47.....	Yonkers and return, etc.
21.....	27.....	City.
22.....	53.....	Tarrytown and return, etc.
23.....	89.....	Tarrytown and return, and Yonkers and return, etc.
24.....	26.....	City.
26.....	26.....	City.

1,059

JULY, 1888.

DATE.	MILES.	ROUTE.
1.....	33.....	Park and Riverside, etc.
2.....	56.....	Tarrytown, etc.
3.....	101.....	Orange.
4.....	75.....	Orange.
5.....	35.....	City.
6.....	35.....	City.
7.....	40.....	City.
8.....	59.....	Tarrytown, etc.
10.....	19.....	City.
11.....	60.....	Tarrytown, etc.
12.....	65.....	Tarrytown, etc.
13.....	28.....	City.
14.....	35.....	Orange.
15.....	105.....	Orange.
16.....	53.....	City.
17.....	53.....	City.
18.....	82.....	City.
21.....	66.....	Long Island.
22.....	73.....	City.
23.....	82.....	City.
24.....	63.....	Yonkers and City.
25.....	65.....	Yonkers and City.
26.....	109.....	Tarrytown and return, Yonkers and return, and City.
28.....	54.....	City.
29.....	41.....	City.

1,487

A CENTURY RUN.

Messrs. Masterson and Wickes, two members of the Universal Cycling Club, of Brooklyn, made a century run between Jamaica and Patchogue on Sunday, July 29.

Wheeling from Brooklyn on Saturday afternoon, the night was spent at Jamaica, and start was made at five o'clock. Hempstead was reached at six, where they stopped half an hour for breakfast. At Islip hunger overtook the cyclists, and seeing a bakery they hunted up the proprietor, and succeeded in devouring four pies. After a half-hour's rest they set out for Patchogue, arriving at eleven o'clock. They originally intended to return to Babylon for dinner, but after seeing the town it was found to be too late. The dinner at Roe's was so good that they both ate too much, and were unable to move around comfortably for an hour, and consequently did not get off until three o'clock. Owing to a strong headwind, which was blowing at the time, the century makers were unable to reach Jamaica before dark, and the last eight miles were ridden in total darkness.

The Universal Cycling Club has hired club rooms at 701 Atlantic Avenue, near Cumberland, where we will remain until spring, when more commodious quarters will be secured.

Masterson, Wickes and Isbell, three aspirants for racing honors, are hard in training for the Huntington races, where great things are expected of them by their club mates.

ROXY.

MEMPHIS ROAD RACE.

SOME CORRECTIONS.

MEMPHIS, Tenn., July 23, 1888.

EDITOR THE WHEEL AND CYCLING TRADE REVIEW:

Pardon me for correcting your account of our road race in your issue of July 13, as the whole paragraph is erroneous, except the date it was run, and, as I know that you would rather be right than President [Very true! Very true!—Ed.], let me place the contest and its result before you and your readers in Clarksville, Tenn., and New Orleans especially, as it actually occurred.

There were ten starters, four of which were given 2m., three 1½m., leaving Whitmore, Hampton and Wilcox to start from scratch. The race was won by Whitmore in 23m. 2s., Hampton second in 23m. 8s., and Wilcox third in 23m. 35s.

The distance was a fraction under five and one-half miles, out and back on the same road, necessitating a dismount and a turn. There are four right angles and four quarter-mile hills on the entire course, and we think the time very good.

W. F. Yates kindly officiated as starter and timer, assisted by Mr. Shearer, and Mr. Hotchkiss checked at the turn.

We are all anxious to see much more of this sort of thing down here, but we have the most curious set of wheelmen in America, I dare say. Some of us blow harder than a cyclone, but you couldn't draw them into a race with a mustard plaster. Others want to race, but can't find anybody to race with, so it's a draw game. Maybe a general circulation of THE WHEEL down here might give all the fever, but, if it don't, who can tell us what will?

CHICKASAW.

THE COTTAGE CITY MEET.

Massachusetts wheelmen expect just the merriest sort of a time at the L. A. W. State Division meet, which is to begin at Cottage City tomorrow and continue during the rest of the week. Extensive preparations have been made for the meet, and all have been directed towards the accomplishment of one object, that of crowding as much pleasure into four days as is possible. The indications are that there will be a larger attendance of wheelmen at the meet this year than last season, when nearly a thousand cyclers partook of the hospitality of the Martha's Vineyard club, which then, as it will be on this occasion, was the wheelmen's host.

Cottage City has for so many years past been looked upon as a sort of a happy hunting ground for the jolly cyclist, that there is no need at this date to enlarge upon the attractions offered at that delightful summer resort. Suffice it to state that those who go will be rewarded with enough pleasure to keep them good-natured during the rest of the year, and that when they relate their experiences to the stay-at-homes those unfortunates will be made thoroughly miserable with envy.

A majority of the Boston wheelmen who intend going to the meet will leave on the 4:15 train from the Old Colony depot this afternoon. A special baggage car will be attached to this train for the transportation of wheels. Others will go down to-morrow and remain over Sunday. A number of shining lights in local cycling circles have secured one of the biggest cottages on the island for their exclusive habitation. Several choice spirits from New York and Rhode Island are expected to participate in the festivities.

It will not be a very expensive trip to attend this reunion, for special rates have been secured on the railroad and at the principal hotels.

The Sea View House is to be the headquarters of the wheelmen, and on their arrival to-night a reception will be given them in the hotel parlors. The programme for to-morrow includes a trip to Katama, where the cyclers will be allowed full freedom to revel in the joys of a clambake. There will be a baseball game in the afternoon, and during the evening a band concert, and unlimited sparking with the belles of the island.

On Friday there is to be a big parade over the smooth concrete-paved streets of the city, when every variety of cycle known to the present generation of wheelmen will probably be exhibited. Considerable friendly rivalry has been stirred up among the different clubs by the offer of an

elegant silk banner to the organization which shall present the best showing in the parade. There will be a series of races run around Island Park during the afternoon, for which attractive prizes will be awarded. Entries for these events are to be made with Dr. W. G. Kendall at the Sea View House.

The day will be brought to a close by a delightful hop. Regarding this hop it may be said that it is an event which has been long pleasantly looked forward to by the fairer portion of this seaside city's inhabitants. On Saturday there will be an excursion to Gay Head, and in the evening there is to be another ball.—*Boston Globe*, Wednesday, August 1.

FIRST DAY AT COTTAGE CITY.

COTTAGE CITY, August 1.—A large number of the bicyclists who are to participate in the annual meet of the Massachusetts Division, L. A. W., which begins to-morrow, arrived here about 8 this evening. Among the party are Chief Consul Hayes, Dr. W. H. Emery, Dr. Kendall, Harry D. Corey and wife, Captain Perkins, First Lieutenant Newman, Second Lieutenant Ryder, Bugbee Hilton, Standard Bearer Beadle, and twenty-five other members of the Cambridge Bicycle Club; A. W. Robinson, E. M. H. Eustus and E. R. Ferguson, of the Charlestown Rovers; President Underwood, Vice-President Mosman, George F. Riley, C. R. Lincoln, Frank W. Walker, E. C. Chase and J. C. Sherman, of the Jamaica Cycle Club; First Lieutenant A. B. Morse, Color Bearer E. H. Galley, and E. M. Hussey, Hyde Park Ramblers; H. S. and L. D. Campbell, of the Northampton Wheel Club. Attached to the train were two special baggage cars for the accommodation of wheels. When the boys arrived at Oak Bluffs, they were met by a party of Rhode Island wheelmen, who will be the guests of the Massachusetts Division during the meet. Among them were Chief Consul Davol, of Rhode Island; Mr. and Mrs. Thurber, George L. Cook, Miss Cook, Dr. Bogman, President Kingborn, of the Rhode Island Wheelmen; H. L. Spencer, Arthur C. Almy and W. W. Whittier.

A large number of riders from Rhode Island will come here to-morrow, and the Rhode Island wheelmen intend having no less than thirty-five men in line, while the Jamaica Cycle and Cambridge Club intend having about the same number. There is much friendly rivalry between these clubs for the banner to be given to the club having the largest number of men in line in the parade. The Cambridge Club is stopping at the Sea View Hotel, and will have their headquarters at the Kennebec Cottage. A large party has taken possession of the Sea View Annex, and are preparing for to-morrow's work.

This evening the members of the Cambridge Club took a sail out on the bay. To-morrow morning a business meeting will be held, and at 12 o'clock the cyclists will take a train for Katama, where games of all kinds will be played. The headquarters of the Massachusetts Division have been established at the Sea View Hotel.—*Boston Herald*.

LONDON, August 1, 1888.—Richard Howell, the champion, to-day defeated H. G. Crocker of Boston in a 10-mile cycling race at Wolverhampton, Howell passing the post twenty-three times to Crocker's thirteen times. The distance was covered by Howell in 36m. 25 3-5s.—*Cable*.

Men will commence training at Roseville on Monday. The track is free to racing men.

AMERICAN CHAMPIONS.

American Champions lead because they have ground bearings, the best hollow rim in the world, the best drop forged and pressed steel detachable crank, and because the bearings are arranged so as to produce the least friction. The advantage of a ground bearing is that, being polished by an emery wheel, after hardening, they must be perfectly true. In the Champions the balls are so set in the bearing surface that they cannot wedge and the friction is minimized; that is why Champions run so easily. The advantage of the Champion's hollow rims over all others is that it will not dent at the edges, being rolled of three thicknesses of metal. The Champion is now being shown and may be tested at the salesrooms of Messrs. Merwin, Hulbert & Co., 26 West Twenty-third Street, New York City.—*Adv.*

A WHEELMAN'S BOLD ASSAULT ON TRACY, MINN.

The anti-cycling ordinance of Tracy, a town of 1,500 inhabitants in Lyon County, in the southern part of this State, has attracted much attention of late. Said ordinance has been in force over a year, and under it several wheelmen have been arrested and fined.

Believing that one of the inalienable rights of every free American citizen is to ride a bicycle on any public highway, I decided to give the town of Tracy a "whirl." About 11 o'clock on the morning of July 21, prox., I rode into the town from the west and traversed the "prohibited district," one square, 300 feet on each side. Stopped at the Commercial House, situated in this square, and took dinner. As it had been rumored that a party of League men were expected to test the ordinance, I was immediately the centre of attraction. At 2 P. M., the hour for the Marshal to go on duty, I mounted my Light Roadster, and for half an hour rode around and around the block. The "Mayor" and members of the Council squinted at me from behind doors and windows; crowds of citizens cheered me on, and the Marshal was nowhere to be seen.

At 2:30 I left to spend Sunday in company with friends at Lake Shitek, some ten miles out, leaving word at the hotel that I would return Monday or Tuesday. No sooner had I disappeared across the prairie than the authorities "braced up," talked loud, and swore they would send out to the lake and arrest me. The "Mayor" spent Sunday at the lake near me, but gave me a wide berth, and I sat quietly under the trees and slew mosquitos.

Monday afternoon, in company with Rev. J. Henry Lang, of Currie, a recent victim of the ordinance, I returned to Tracy, and rode to the hotel as usual. Mr. Lang and myself called on the "Mayor" and endeavored to reason with him, asking the repeal of the ordinance and the adoption of a new one keeping wheels off the sidewalks. We told him this would be perfectly satisfactory (!) to the League, but that if it were not done, League men would drop down on the town, be arrested, and each sue for heavy damages.

The "Mayor," an obstinate, conceited young physician, listened till I had made my statement, and then blurted out with: "No one who has any brains ever rides a bicycle unless he is an invalid." He then poured out a torrent of abuse on wheelmen in general and myself in particular, meantime getting very rosy in the face and rejecting all our overtures for peace. Finally we left him with as good grace as possible.

After supper we hunted up the Marshal and the village Justice, and requested them to proceed to arrest me. They both stoutly affirmed there was no warrant out, notwithstanding the fact that the Mayor had told us there was. We concluded that the Mayor, after Lang and I left him, had ordered the Marshal not to arrest. In any event it was a complete backdown. In less than an hour after we saw the Justice, a special meeting of the Council was called to repeal the ordinance. I left the following morning, but the Council had not then taken action. I hope soon to be able to inform you of the repeal of the ordinance.

The citizens of Tracy are, almost to a man, opposed to it, and the Mayor, H. M. Workman, has dug his political grave by obstinately enforcing it.

Following is the ordinance, a literary curiosity. Please copy it *verbatim et literatim*:

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 cost 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*.

Faternally,

A. M. WELLES, L. A. W., 4241.

REDWOOD FALLS, MINN., July 26, 1888.

TRADE NOTES AND JOTLETS.

The *Athlete* quotes our report of the H. C. W.-K. C. W. road race.

Kennedy-Childe hovers around the Hub once again. 'Tis said there will he make his home.

It is rumored that Mr. W. H. DeGraaf, Harlem Wheelmen, will ride an Ivel tandem safety bike.

Charley Howard, Boston wheelman and journalist, has returned from the Azores with restored health.

W. E. Findley, New York B. C., rode 132 miles on July 28. This is club record for a single day's ride.

The inside of the New York Club's new house is all plastered, and the builders are rushing things along pretty lively.

The New Rapid attracts attention among the rear-drivers. The Clark Cycle Co. have the wheels in stock, and fill orders as soon as booked.

Quite a crowd of New York Club men will attend the Buffalo number. Two of the members talk of entering the *Bicycling World's* 100-mile road race.

Col. A. A. Pope sailed for Havre from New York on last Saturday in one of the French line steamers. From Havre he will go to Paris, and then take a trip over the country.

Geo. M. Nisbett, N. Y. B. C., succeeded in riding seventeen and a quarter miles in the hour around the circuit in Central Park. The second mile was ridden under three minutes.

An English Justice imposed a fine of 5s. and costs on a cyclist arrested for taking part in a road race. The complaint was that he had gathered a crowd, and was therefore an obstruction.

We saw an Orange rider coast down hill on a Rambler *hands off*. Truly, the Rambler is not too sensitive. This wheel may be ridden at Merwin, Hulbert & Co.'s, 26 West Twenty-third Street, New York City.—*Adv.*

A complimentary banquet was tendered to Geo. S. Atwater, C. C. of the District of Columbia, on Saturday evening last at Young's Hotel, Boston. Among those present were Dr. Emery, Dr. Kendall, Abbott Bassett and H. W. Hayes.

Messrs. A. G. Spalding & Bros. announce a clearing-out sale of Holmes' self-supporting bicycle stockings. The good points of these stockings are well known, and here is an excellent chance to get a pair at a reduction.

What! a tandem for \$150? Certainly. The American Challenge, a light-weight, strongly-built tandem, graceful in outline, with several special features, which will be pointed out to all callers by Messrs. Merwin, Hulbert & Co., 26 West Twenty-third Street, New York City.

CLAUDE WILL BE THERE.

Mr. Claude Speechley, the brother of the ex-one-mile champion, starts next Wednesday for a lengthy trip abroad. He intends to visit the Buffalo tournament and then go to Australia and New Zealand, where he will meet Fenton and Ernest Mayes.—*Wheeling*.

The *American Athlete*, speaking of President Kirkpatrick's attempt to stop the fracas at the Baltimore smoker, says: "Just how far he succeeded in his efforts to do so neither the editor of the *Bicycling World* nor we ourselves know, except from hearsay evidence." Of course not; THE WHEEL only was represented by its editor, and contained all the facts.

On Saturday last Major Knox-Holmes was seen riding down Victoria Street, followed by his granddaughter on a Humber Crippler specially

built for her. It was marvelous to observe the dexterity with which she steered the machine, traveling at the rate of five miles an hour through the crowded traffic. The Major was born in 1808, the granddaughter in 1883!—*Wheeling*.

Latest advices from Tracy report the repeal of the obnoxious law. The campaign of Mr. Welles was short, sharp and decisive. He might well have cracked the old Cæsarian wheeze of the three V's, or have exclaimed with a more modern warrior: "We have located the enemy, and have filed a first mortgage on him."

The Warwick Cycle Company are about ready to place their wheels on the market. The company has a splendidly equipped factory at Springfield, Mass., and has the most improved machinery money can buy. Their labor will be of the most skillful, their mechanics having years of experience in making wheels. The announcements of the company have excited great interest, and something fine is expected. Send in your name and get a catalogue.

MARYLAND'S TICKET.

The officers of the Maryland Division have sent out the following nominations for the ensuing year: Chief Consul, Albert Mott, of Baltimore; Vice-Consul, Geo. F. Updegraff, of Hagerstown; Secretary-Treasurer, G. W. H. Carr, of Baltimore; First Representative, C. Henry Eisenbrandt, of Baltimore; Second Representative, W. L. Seabrook, of Westminster; Third Representative, H. W. Barrington, of Baltimore.

Intending purchasers of rear-driving safeties make a big mistake not to examine and test the American Rambler before investing. The Rambler is a high grade wheel, and possesses several features found in no other Rover type wheel. It is splendidly finished, makes a fine show on the road, and stands heavy roads. It has a device for absorbing all vibration. We have put it in \$20 cheaper than other rear-drivers. Call and try it. Merwin, Hulbert & Co., 26 West Twenty-third Street, New York City.—*Adv.*

YOU SHOULD GIVE ODDS, MR. "SPECTATOR."

War has now been declared between Editor Prial and the cycling luminary of the *Pittsburg Bulletin*, and there is richness going on in those two papers. Among the complimentary doses I notice such words as "slave," "cantankerousness," "falsome flattery," "mendacious cant," "maundering senility," "childish impetuosity," "impotent idiocy," "mental mendicancy," etc. Go it, gentlemen; I am delighted to see you warming up to your work, and I'm going to bet something on Mr. Prial.—*St. Louis Spectator*.

Captain Kendall, of the Boston Club, has had a large reproduction made of two of his photographs, which were made off a 5x8-inch negative. One is of a group taken during the tally-ho run to the Blue Hills last year. It was the largest club run that the club ever held, and the last one carried out under ex-Captain Whitney. The other is one taken at Allen's Bath, at Auburndale, representing a number of bathers resting on a log, the features of each person being very good, and among other faces is that of the genial captain and his dog Bess. The reproductions are 28x18 inches, mounted on a plain oak frame 2½ inches wide. Captain Kendall will present them to the Boston Bicycle Club, and they will undoubtedly be given a prominent position in the library of that organization.

A CYCLING COMEDIETTA.

On Wednesday last was produced at the Strand Theatre a short comedietta, by Albert Chevalier, entitled "Cycling." This is the first time that our sport has been accorded the dignity of having a play written about it, and cyclists should, therefore, patronize the theatre during its run. The piece is short but somewhat smart, and shows how Walter meets Daisy in a lane suffering from an accident, and attempts to mend her machine whilst flirting with her. He gets on so well with her that she takes the front seat of his tandem, and they are about to start, when Daisy's husband appears, takes Walter's seat on the tandem, rides off, and leaves Walter to smoke his pipe and reflect that all is vanity as the curtain comes down. The piece is brightly played by Miss Alice Atherton and Mr. Charles Fawcett—who gets more like Fred Leslie every day—who wear the badges of the London Social and the London Cyclists.—*Wheeling*.

ANNOUNCEMENT

Mr. A. E. SCHAAF,

REPRESENTING THE

Gormully & Jeffery Mfg. Co.,
OF CHICAGO,

The Largest CYCLE Manufacturers
in this Country,

Will be at our SALESROOMS for the

NEXT TWO WEEKS,

to ILLUSTRATE PRACTICALLY to ALL
WHEELMEN who will call, the GREAT
SUPERIORITY of the "AMERICAN CYCLES"
OVER ALL OTHERS. WHEELMEN, GIVE US
A CALL while Mr. SCHAAF is here.

MERWIN, HULBERT & CO.,

NEW YORK CITY AGENTS,

26 West Twenty-Third Street, New York.

At the Ohio State Division meet, held at Toledo July 23, the total number of wheels in line were 186, 109 of which were Columbias.

The first and second prizes of the Ohio State Division meet and the hill-climbing contest were won on Columbia Light Roadsters.

The new Surprise Columbia, which has just been placed on the market, is meeting with great success. The open front makes it especially desirable for ladies.

Secretary-Editor Abbot Bassett has issued a four-page pamphlet containing information for new League members. A number of reasons why wheelmen should join the League are compressed into it, and doubtless it will lead many lambs into the fold. A good shepherd is Bassett.

Messrs. Wm. Read & Sons publish two interesting testimonials sent them by riders of the New Mails. Our readers will find them on page 518.

A feature of the New Mail—the Trigwell ball head. All purchasers should write for a catalogue and find out the advantages of the ball head. Wm. Read & Sons, Boston, Mass.

The Perfection back-bone is used in the New Mail. Wm. Read & Sons, Boston, Mass.

Another feature of the New Mail is the Warwick hollow rim.

A special offer to wheelmen will be found in our advertising columns this week. See page 518.

New wheels for old ones; see page 518.

The New Mail is again heard from this week. This wheel seems to stand right up to hard road usage, and is a great credit to the Boston firm.

The editor of the *Pittsburg Bulletin* does not reply to our essay on his peculiar journalistic methods, "entitled 'A Literary Bender.'" The editor pleads: "It has never been the aim of this paper to engage in disagreeable personalities." The *Bulletin* evidently changes its policy every week.

The Waiontha Bicycle Club will give a grand tournament at the Driving Park on Wednesday afternoon, at 2:30, August 15. It will be the greatest day among wheelmen ever known in Richfield. The programme will be full of interesting features. An elaborate list of prizes will be given, the aggregate of which will foot up \$300. Entries close August 13, with August Kinne, Richfield Springs.

Chapter second of Mr. Ducker's serial story is presented in this week's paper. The first chapter was of comedy, and entitled "The Lady or The Buffalo," the wheelmen, after a tortuous ordeal, deciding in favor of the Buffalo. The second chapter is tragedy, and is entitled "To Go or Not to Go." To go, and see Niagara, to be dazzled by a multiplicity of sights at the great fair, from a five-limbed calf and a goat that don't chew paper up to a view of "Christ before Pilate"; to go, and meet all the shining lights of cyclopedom, the Great Moguls of the trade, the Solomons and Solons of the League, and all the rest of them; to see Rowe, Howell, Wood, Woodside, Foster, Crist, Rich and a host of others flash around the Buffalo circuit at a pace never before attained by a bicyclist. Not to go, and—well to miss all of the above. How to go, when to go, and why to go will be found in these columns from week to week. The special excursion train typifies dirt-cheap rates and unlimited accommodation.

It is rather complimentary to Mr. Page, of St. Louis, that the cycling journals so often quote his paragraphs, be they syrup or vinegar.

The Orange Wanderers, being entitled to but one representative, have nominated Dr. R. M. Sanger.

Mr. Ducker has not subsidized us to boom the Buffalo tournament, so that we say, disinterestedly, that we have not met a man who is not going to the Buffalo meet. We confidently predict that, as a gathering of wheelmen, all previous League meets, tournaments, and so forth will pale their ineffectual fires before Buffalo, like an eclipsed moon, or a played-out comet.

A further appeal for funds for the League is being sent out. We trust the members of the L. A. W. will respond liberally. It is very important at this time, as the League has never before been so ready to accomplish something. If we are to have roads improvement, or increased favorable legislation, the League must have money. It would greatly benefit the subscription fund, however, if the Executive Committee L. A. W. would make an exhaustive financial statement and show the need of a fund.

HILL-CLIMBING WHEELS.

An interesting series of experiments was made at Kirk Brown's store, Philadelphia agent for the Springfield Roadster, just before Mr. Wells left for St. Louis. It was found that by depressing each lever of Mr. Wells' 45-inch Star once alternately, and at the same time applying the brake so that the wheel stopped the moment the pressure on the lever was removed, the wheel traveled 252 inches, showing that it is geared equal to an 80-inch ordinary.

According to this, Shurman would have to use a wheel geared higher than 52 or else make much quicker strokes than Mr. Wells, in order to climb Eagle Rock in the same time.

Making comparative measurements from another standpoint, it was found that Mr. Wells' wheel moved forward five inches for every inch that the end of the lever was depressed. A stock 50-inch Springfield Roadster moved forward six inches for every inch of depression on the pedals, and a 54-inch ordinary moved forward four and a half inches for every inch of downward motion on the pedal. It will thus be seen that "a wheel geared to 52 inches" means very little, unless the length of the crank or lever is also taken into consideration.

The Star, with its long levers, requires a slower stroke but a longer sweep than the ordinary, while the Springfield comes somewhere between the two.

Just what combination of gear and stroke is necessary to produce the best results with the least expenditure of force, we would like to be able to inform our readers, but, unfortunately, we don't know. We believe that this will vary with the peculiarities of each individual rider, and that it is something that every man will have to figure out for himself, although the stock machines of all the leading makers will come pretty close to the average requirements.—*The Athlete*.

We regret to announce that Mr. Thomas Stevens, the Stanley of cycling, met a gentleman goat on Park Avenue recently, with disastrous effects to Mr. Stevens. The great traveler recites his pathetic tale in "A Wild Chase for a Pamphlet," which, with two pages of other interesting matter, is crowded out this week.

GILLOTT'S STEEL PENS

ARE THE MOST
* * * PERFECT.



AN ILLUSTRATED STORY IN SIX CHAPTERS.—CHAPTER II—"SPECIALS" ON THE ROAD.



KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.
Are dainty, and carefully made.
Are extremely mild and delicate.
Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.
Are unsurpassed for purity and excellence.
Are specially adapted to people of refined taste.
Are composed of only the finest Virginia and Turkish leaf.

WM. S. KIMBALL & CO.,

ROCHESTER, N. Y.

BICYCLE AND ATHLETIC GOODS.

THE KINGSTON KNITTING CO., 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high necks and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods and fully trimmed. Knickerbockers in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

CORRESPONDENCE SOLICITED.

KINGSTON KNITTING CO.

A. G. SPALDING & BROS.

WHEEL GOSSIP.

A. G. SPALDING & BROS.

A BIG CUT IN HOLMES' SELF-SUPPORTING Bicycle Hose



CLOSING-OUT SALE OF
ONE HUNDRED DOZEN

TO MAKE ROOM FOR OTHER STOCK

AT

Two Dollars per Pair.

REGULAR PRICE, - - - \$2.50.

THE HOLMES SELF-SUPPORTING BICYCLE HOSE are in high repute with all who have tried them. The thigh part is of raw material, cool and comfortable, and so knit as to hold the stockings in place; at the same time it relieves any drawing or pressure.

We have them in

BLUE, GRAY,

LEAGUE BROWN

AND BLACK.

MARKED DOWN TO
\$2.00 PER PAIR.

Mailed to any part of the Country.

A. G. Spalding & Bros.,

241 BROADWAY, - - NEW YORK.

108 MADISON ST., - - CHICAGO.

THE WHEEL's Minneapolis correspondent, L. B. Graves, was the only successful guesser of the puzzle for which a year's subscription to the *Wheelmen's Gazette* was offered in June. The editors then announced that the July issue would contain a biographical sketch called "A Celebrated Circler," and allowed every one to make three guesses of his name. The sketch, as printed, covers three columns, and is devoted to Karl Kron's bull-dog, "Curl."

"Reckless Driving and Its Punishment" is the title of a monograph by W. E. Bullock, of the New York Bar, which L. K. Strouse, of this city, has lately published.

"July XXXI, MDCCCLXXXVIII," is the very longest date in the nineteenth century, when expressed thus in the Roman enumeration; and we find it impressed upon the cover of the 150-page book of "Newspaper Notices," which Karl Kron is now mailing to all who apply by postal card to him at the University Building, New York. At least, we suppose he's ready to mail it, for he tells us that all the sheets were in binder's hands on July 24, with promise of delivery within a week. The earlier pages were printed in Springfield; the last forty-eight pages in New York.

President Pennell has entirely recovered from the effects of his Decoration Day fall, and is summering at Ocean Beach.

The Massachusetts Division men are enjoying themselves at Cottage City.

A large number of members of the Rhode Island Division, L. A. W., will attend the Cottage City meet. The Old Colony Road from Providence to New Bedford will transport bicycles free of charge on any of the regular trains during the meet from August 1 to August 6, inclusive; for tricycles and tandems a special car will be provided on the train leaving this city at 2:40 o'clock P. M., August 1, and to return on the train leaving New Bedford for Providence, August 6, at 12:20 o'clock P. M. The same privileges are extended to wheelmen who make use of the Warren and Bristol Branch to reach Providence. No tricycles or tandems will be taken on any trains, however, except as specially provided. The fare, round trip, is \$2.50; tickets good to return on until November.

Lamphrey and Bell, two members of the Columbia Club, of North Attleboro, Mass., have century records—viz., 100 and 110 miles respectively.

Here are some old adages remodeled:
There's many a slip if you don't use a toe-clip.

If wishes were cycles beggars would ride.

There is no place like Ripley.

All is not nickel that glitters.

A spoke in the wheel is worth two in the street.

A nut in time saves a whine.

A slow leg makes a wise head.

—*Bicycling News.*

Hyde Park, London, has not been thrown open to cyclists, as English papers anticipated. It is expected that the park will shortly be thrown open to wheelmen.

Englishmen have enjoyed a cold and rainy July.

Inventor Thomas A. Edison is investigating cycling, having already taken several spins on a tricycle. If Thomas takes it into his head he may produce something startling in the way of improved cycles. The Wizard of Llewellyn Park is made if he can give us an electric cycle, the electricity to be applied on hills and as an adjunct to the rider's power.

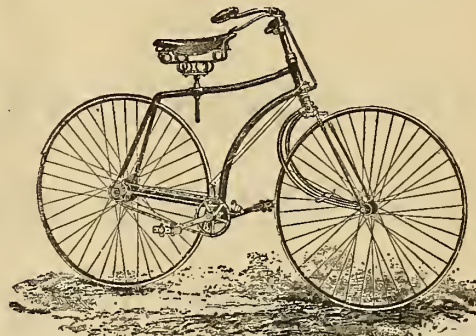


This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme Tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely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

CUSHMAN & DENISON,

141 & 146 Greenwich St., New York.

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



THE VICTOR SAFETY.

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

THE VICTOR JUNIOR.

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

THE VICTOR LIGHT ROADSTER.

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

Boys' Rear-Driving Safeties.

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

Our Instalment Plan.

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

Racing Wheels to Hire.

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

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

REPAIRS PROMPTLY DONE.

For a complete illustrated catalogue of Victor Wheels, Boys' Wheels, Sundries, Uniforms, Caps, Helmets and Cycling Goods of every description, send to

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Coventry Machinists' Company,

LIMITED.

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

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

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

The **MARLBORO TANDEM** TAKES THE CAKE—Two Hundred and
Fifty Miles in Twenty-four Hours.

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178 Broadway,
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SEND FOR CATALOGUE TO
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CYCLE

IT WAS WORTH WAITING FOR.

WHAT?

WHY, THE **WARWICK** PERFECTION.

IT HAS

MORE GENUINE

IMPROVEMENTS

THAN ANY WHEEL



ON THE

AMERICAN OR

EUROPEAN

MARKETS.

WATCH THE

WHEEL PAPERS

FOR ITS SPECIALTIES.

MFG. CO.

SPRINGFIELD, MASS.

A STOLEN TANDEM RECOVERED.

NEW YORK, July 27, 1888.

MR. F. P. PRIAL:

Dear Sir—I wish you would publish, as a matter of news, that I have found my No. 15 Quadrant Tandem, under the following circumstances: Just five weeks after the machine was stolen, the machine was seen by Mrs. Frisbie coming up Seventh Avenue with two boys on it. They came up to the curb right in front of our residence, got off, and went back to the corner to get a glass of soda (or otherwise). Mrs. Frisbie at once recognized the machine, and called a mounted policeman who was coming and had the boys and machine arrested. At the police precinct, the boys stated they were going to Yonkers, and had hired the machine from the storage warehouse on Third Avenue and Forty-seventh Street of a Mr. Cassidy. They claimed to know nothing about the machine being stolen. The police at once went to see Mr. C., and he reported that a good-looking man came there on June 20 and wanted to borrow \$7 on the machine, as he wanted to take his wife into the country. Mr. C. told him he could not lend him money, but offered to buy it at the price named, which the man accepted and gave a bill of sale, and gave his address as 1022 Seventh Avenue, which upon investigation proved a false number, as that would come about in the centre of Central Park.

Next morning at the court the Judge, after hearing the case, ordered the tandem to be delivered to Mr. Frisbie, but not before giving Mr. C. a lesson on buying stolen goods.

The man who sold the machine told Mr. C. the machine was worth \$65, which is just \$200 less than it cost. Mrs. Frisbie claims and gets the \$25 reward. Yours truly,

WM. H. FRISBIE.

TRADE NOTES.

We call the attention of our readers to Messrs. Cushman & Denison's pocket oiler, the full merits of which are set forth in their advertisement.

Mr. George R. Bidwell has just issued an interesting letter to the cyclists of New York City, in which he informs them that he has just received a ladies' safety bicycle, which will certainly interest all callers.

THEY WANT TO HANDLE WHEELS—D. T. Mallett, 776 Chapel Street, New Haven, Conn.; H. J. Curtis, 98 Asylum Street, Hartford, Conn.

A. L. Blackmer, New Bedford, Mass., reports good sales of Victors.

Messrs. Billings & Spencer report large orders for wrenches—from Pope Manufacturing Company, 5,000; Gormully & Jeffery Manufacturing Company, 5,000; Overman Wheel Company, 3,000, and Springfield Bicycle Manufacturing Company, 3,000.

The Kingston Knitting Company are making up an attractive line of bicycle and athletic garments from the best worsted. The goods of this company are designed with good sense, fit elegantly, and wear well. They will make advantageous arrangements with the trade.

Howard A. Smith & Co., Oraton Hall, Newark, have some of the biggest bargains in second-hand machines of the season. They are clearing out their stock to make room for fall goods.

Howard A. Smith & Co. have a full line of machines to rent from either Oraton Hall, Newark, or 16 Park Street, Orange.

WANTED.—A pair of second-hand Ball Pedals; must be cheap for cash. Address H. D. Leinbach, Denver, Pa. 8-3

FOR SALE.—One 52-inch Victor Light Roadster, nearly new; cash \$100. Write at once for particulars to W. E. Young, Dennisville, N. J. 8-10

FOR SALE.—Great Bargains! 56-inch New Mail, enameled, brand new; Rudge Safety, No. 2 Springfield Roadster; both nearly new. Miller & Taber, Herkimer, N. Y. 8-10

FOR SALE.—50-inch Victor Light Roadster, nickel, good as new, cheap. A Tandem Tricycle, condition good, for \$75, or exchange for good bicycle, Columbia preferred. Also silver plated Cornet, condition fine, cheap, or exchange for bicycle and give cash in equity. Lock Box 75, Wappingers Falls, N. Y. 8-3

PRICE LIST

—OF—

Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	Universal Club.....	Ball	Enamel..	\$70 00
402	50	American Club.....	Ball	Nickel...	60 00
432	48	Expert.....	Ball	Nickel...	70 00
435	55	Col. Lgt. Rdstr.....	Ball	Enamel...	85 00
438	54	Harvard.....	Ball	Enamel...	60 00
458	54	Expert.....	Ball	Enamel...	75 00
459	50	Victor.....	Ball	Enamel...	90 00
469	54	American Star.....	Plain	Nickel...	40 00
472	50	American Club.....	Ball	Enamel...	80 00
474	54	American Star.....	Plain	Nickel...	50 00
479	52	Brit. Challenge.....	Ball	Nickel...	70 00
480	54	Rudge Lt. Rdstr.....	Ball	Enamel...	50 00
483	56	Expert.....	Ball	Enamel...	70 00
486	48	American Star.....	Plain	Nickel...	60 00
489	54	Harvard.....	Ball	Enamel...	45 00
493	51	American Star.....	Ball	Enamel...	55 00
500	32	Monarch Rover.....	Ball	Enamel...	95 00
503	54	Brit. Champion.....	Ball	Enamel...	55 00
508	51	Special Star.....	Plain	Enamel...	65 00
515	54	Expert.....	Ball	Nickel...	90 00
519	48	Sp. Premier.....	Plain	Enamel...	40 00
520	54	Brit. Champion.....	Ball	Enamel...	95 00
521	52	Brit. Champion.....	Ball	Enamel...	90 00
522	50	Brit. Champion.....	Ball	Enamel...	90 00
523	54	Am. Club.....	Ball	Enamel...	60 00
524	52	Brit. Champion.....	Ball	Enamel...	90 00
530	53	Columbia Lt. Rdstr.....	Ball	2-3 Nickel	90 00
531	53	Columbia Lt. Rdstr.....	Ball	2-3 Nickel	95 00
533	50	Expert.....	Ball	Nickel...	75 00
535	38	Facile.....	Ball	Enamel...	50 00
539	51	Special Star.....	Ball	2-3 Nickel	75 00
540	51	Special Star.....	Ball	Enamel...	90 00
541	42	Otto.....	Plain	Painted...	30 00
544	48	Brit. Champion.....	Ball	Enamel...	70 00
545	50	Expert.....	Ball	Enamel...	75 00
546	48	American Star.....	Plain	Nickel...	45 00
547	48	Special Star.....	Ball	Enamel...	90 00
549	54	Standard Columbia.....	Ball	Enamel...	25 00
552	42	Special Star.....	Plain	Enamel...	70 00
553	46	Otto.....	Plain	Enamel...	35 00
557	54	Royal Mail.....	Ball	Nickel...	90 00
558	44	Premier.....	Plain	Enamel...	25 00
559	56	Expert.....	Ball	Enamel...	70 00
560	42	Special Star.....	Ball	2-3 Nickel	85 00

TRICYCLES.

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

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address C. O. D., with the privilege of examination, provided the person ordering remits \$10 as a guarantee for express charges both ways in case machine is not bought.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

Branch Store, Park Street, Orange, N. J.

NEWARK TELEPHONE 673.

ORANGE TELEPHONE 134.

— HOW TO —

Buy, Sell or Exchange.

ADVERTISE IN OUR

For Sale, Exchange, and Wants Column.

Twenty-five Words, - - - Fifteen Cents.

Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED BY TUESDAY MORNING.

FOR SALE, EXCHANGE, WANTS.

25 Words.....15 Cents
Two Insertions.....25 "

FOR SALE.—48-inch '87 Special Star, balls to front wheel; cost new \$112; \$75; in good condition. One 45-inch '87 Pony Star; cost new \$112; \$80; nearly new. John J. Young, Braceville, Ill. 8-3

FOR SALE.—52-inch New Mail Bicycle, spade handles, ball-bearing heads, and all the latest improvements; rode less than 100 miles; cost \$135; will sell for \$100; just as good as new. Address Azariah More, 93 Bank Street, Bridgeton, N. J. 8-10

FOR SALE AT A BARGAIN.—50-inch Victor Bicycle; as good as new; cheap for \$70 cash. Lock Box 75, Wappingers Falls, N. Y. 8-10

BIG BARGAIN.—Humber Tandem—Genuine Beeston Humber Tandem. A specially built crypto-gear wheel. In excellent condition. Will sell for \$150. Enquire of Janitor, L. I. W. Club House, No. 1281 Bedford Avenue, Brooklyn, N. Y. 8-3

WANTED.—Two each—49-inch Columbia Light Roadster and Expert Columbia. State price, condition, kind of saddle, pedals, bars. Lock Box, 75 Wappingers Falls, N. Y. 8-3

\$85 ONE OF THE SEASON'S BARGAINS. My 55-inch Columbia Light Roadster; nickel back-bone and forks, balance enamel; finest condition; has always had best of care. Price \$85; might exchange for 53-inch same make. H. L. Bradley, 46 Wall Street, New York City. 8-3

FOR SALE.—Humber Safety; new, 1888 pattern; wheel perfect; bought new within a month; sold for want of use. J. A. Bodie, Honesdale, Pa. 8-3

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

ATTENTION!—We want more wheels to supply our large demand. Mounts bought, sold and exchanged; good prices paid. New York Bicycle Company, 8 Warren Street.

FOR SALE.—58-inch Hillman, Herbert and Cooper's double hollow, tubular fork Premier; double racing balls to both wheels; water and dust tight; cranked handle bar; Aolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow fellos to give lightness for racing and yet strength for the roughest roads; it is excellent for hill climbing; cannot be duplicated in America for less than \$250; will sell cheap for cash, or will receive offers of exchange for a horse or anything of equal value. Address Geo. A. Bogart, assistant postmaster, Evanston, Cook Co., Ill. t-f

BICYCLES taken in exchange for Roll Curtain, Office Desks, Type Writers and Buggies. Indiana Bicycle Company, Indianapolis, Ind.

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

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

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

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

LOOK AT THESE SPECIAL BARGAINS.—55-inch Rudge Light Roadster, enameled, with nickel trimmings, balls both wheels, cowhorn bars, buffer saddle; run a season; \$68. 54-inch Columbia Expert, enameled, with nickel trimmings, balls both wheels, drop bars; run one season; a very staunch machine; \$67. 56-inch Spalding Racer, full enameled, balls both wheels and pedals, cowhorn bars, weight 22 pounds; \$30. 51-inch Special Star, enameled, with steering rod and levers nicked, balls front wheel, drop bars, silent ratchets, changeable power attachment, 1-inch tire; \$65. 51-inch Special Star, 3/4-nickled, balls front wheel, cowhorn bars, Z and S step and foot rest, 7/8-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 Crappers \$160, 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 Crapper 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.

FOR SALE.—A Quadrant Tricycle, No. 8; almost new; At order; price, \$125. F. P. S., P. O. Box 22, Brooklyn, N. Y. 8-3

TRICYCLE BARGAINS.—No. 8 Quadrant Tricycle; cost, \$185; perfect condition; price, \$90. Royal Mail Two-track Tricycle; cost, \$185; price, \$70. 48-inch Columbia Two-track Trike; cost, \$160; price, \$60; all perfect order. Lincoln Holland & Co., Worcester, Mass. 8-3

\$80 BUYS 50-inch Special Facile, 54-56-inch Ordinary; first-class condition; references given; obliged to sell. Address F. R. Huntington, Adams, N. Y. 8-3

BARGAIN.—52-inch Victor Light Roadster, brand new, 1888 pattern; write at once. Price, \$110 cash. W. E. Young, Dennisville, New Jersey.

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

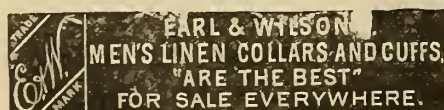
Smaller Size—16x9 inches, on 24x14
inch mounts..... 1.50

The larger size is somewhat the best.

Address,

BACHRACH & BRO.,

Cor. Eustace and Lexington Streets,
BALTIMORE, MD.



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



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,

426 Nicollet Ave., Minneapolis.

OFFICIAL TAILORS AND OUTFITTERS.

Ilcleran Bi-Club.
Citizens Club.
Long Island Wheelmen.
Hudson County Wheel-
men.
Harlem Wheelmen.

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

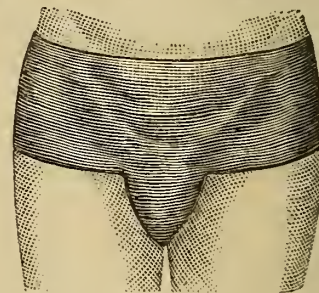
Just what every Bicycle Rider, Tennis Player, or Athlete, requires.
The only practical Supporter made. Sent by mail on receipt of \$1.00.

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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ACTORS and ACTRESSES

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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

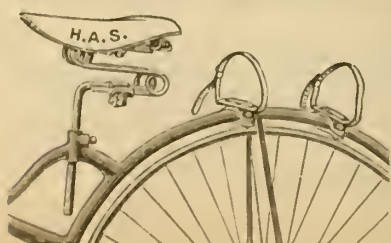
SINGER'S
SAFETY.



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.



OLDEST AND LARGEST CYCLE SUPPLY HOUSE IN THE UNITED STATES.

Purchasers taught to ride free. Open evenings. Call or send for Catalogue
of Sundries. Complete Repair Shop.

HOWARD A. SMITH & CO.,

ORATON HALL, NEWARK, N. J.

Branch Store, 16 PARK ST., ORANGE, N. J.

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, August 3, 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 \$40.
- 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. En-
amel. Price \$50.
- No. 155.—50-in. Spalding. New. All balls. Cow-
horn bars. Only \$90.
- No. 157.—54-in. Premier. Enamel. All balls.
Cowhorn bars. Price \$60.
- No. 162.—52-in. Spalding. All balls. Enam.
Cowhorn bars. Price \$65.
- No. 166.—54-in. Victor. Nickel with enamel
wheels. Fine order. Price \$85.
- No. 167.—55-in. Yale Light Roadster. Enamel.
All balls. Cowhorn bars. Price \$55.

- No. 171.—51-in. Am. Star. Silent ratchets.
Nickel bar, rest enamel. Fine cond. Price
\$50.
- No. 173.—48-in. Rudge L. R. Enameled. Not
ridden 50 miles. Sacrificed at \$85.
- No. 176.—36-in. boy's wheel. Full nickel. Cow-
horn bars. Good as new. Price \$30.
- No. 180.—54-in. Stand. Col. Enam. Price \$35.
- No. 181.—Rudge Humber Crippler Tricycle.
New last season. Prime order. Cost \$180.
Sacrificed at \$110.
- No. 183.—52-in. Premier. Ball to front wheel.
Cowhorn bars. Suspension saddle. Enam.
Price \$50.
- No. 184.—Sparkbrook Crippler Tricycle. New.
Just out of crate. A chance to save big
money. Price \$130.
- No. 188.—50-in. Victor L. R. '87. Nickel finish.
Perfect cond. Cheap at \$100.
- No. 190.—54-in. Rudge. Enam. Cowhorn bars.
Bell. Price \$60.

THIS WEEK'S BARGAINS.

- No. 191.—54-in. Expert Col. Enam. All balls.
Dropped bars and spades. Price \$70.
- No. 193.—52-in. Rudge Light Roadster. Enam.
All balls. Cowhorn bars. Little used.
Price \$80.

- No. 194.—52-in. New Rapid Light Roadster, '87.
Nickeled, with enameled wheels. Perfect
condition. Only \$90.
- No. 195.—54-in. Rudge. Enam. All balls.
Cowhorn bars. Good as new. Price \$75.
- No. 196.—42-in. Horsman Special. Price \$20.
- No. 197.—52-in. Matchless Singer. Almost new.
All balls. Cowhorn bars and spades. Kirk
saddle. Price \$90
- No. 198.—48-in. Stand. Col. Painted. Price
\$40.

WANTED.**SECOND-HAND WHEELS**

TO SELL ON COMMISSION.

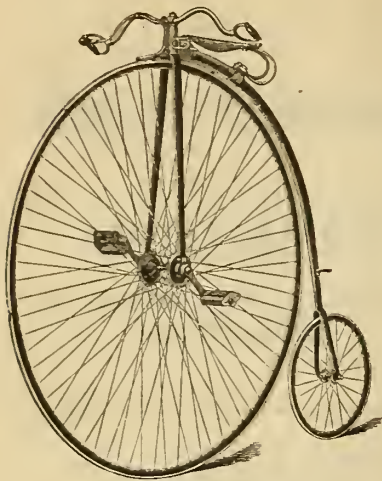
The demand for second-hand machines from us is so
great this season that we sell them more quickly than we
can get their places filled, and in consequence our stock is
becoming rapidly reduced. Read our terms in our page
advertisement elsewhere, and then

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.

ADVERTISE in our For Sale and Exchange
Column, and

SELL YOUR OLD WHEEL
AT ONCE.

Twenty-five words for Fifteen Cents.

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,
1½ Maiden Lane, N. Y.



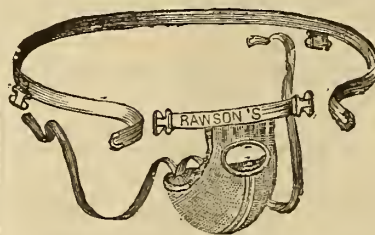
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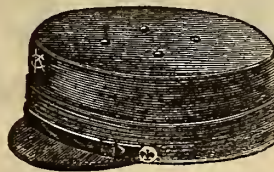
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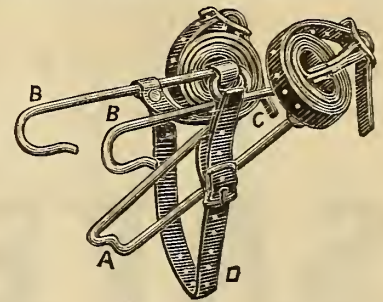
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"A," Bracket rests on brake spoon. "B" Hooks over
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 Weight, only 4 ounces. Can be carried in a tool bag.
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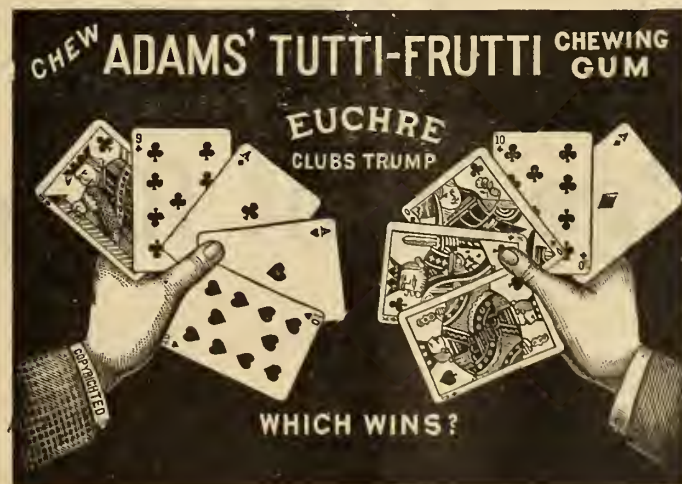
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SAFETY RIDERS

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.

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