

The Wheel

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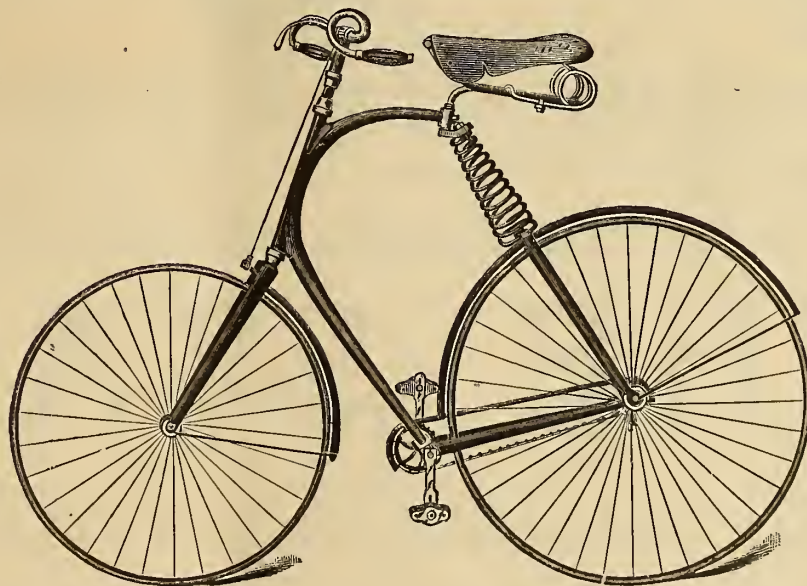
VOL. I.—No. 24.]

NEW YORK, AUGUST 10, 1888.

[WHOLE NUMBER, 24.]

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

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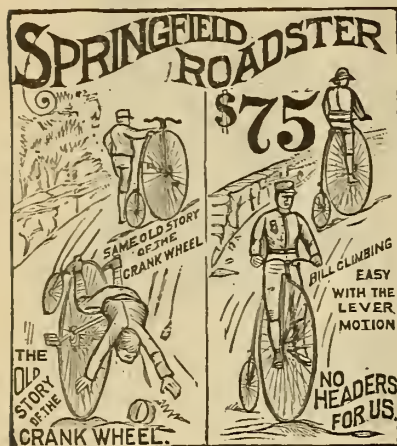
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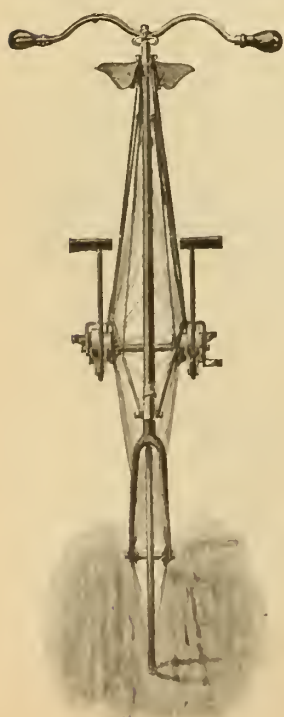
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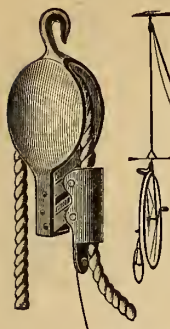
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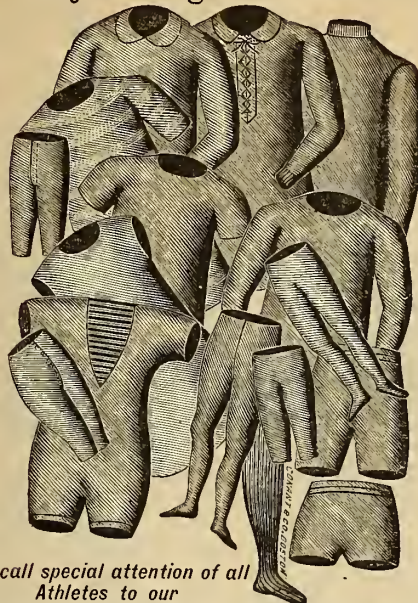
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51-inch Columbia Light Roadster. Used but little..	85 00
51-inch ditto. Almost new	85 00
54-inch Expert. Splendid order	85 00
50-inch Special Columbia. Good condition	50 00
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48-inch Rudge. Fine condition	65 00
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58-inch Expert Columbia. Nickeled	65 00
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7	50 inch American Club, full nickel, cowhorn bars, ball pedals; good order	50 00
8	50-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	60 00
	52-inch Spalding; splendid order	50 00
9	52-inch Expert, enamel, ball pedals, cowhorn bars; excellent order	65 00
10	52-inch Premier, ball pedals, cowhorn bars; excellent order	60 00
12	52-inch Expert, half nickel, all balls; good as new	80 00
13	52-inch American Club, half nickel; a bargain; fine order	50 00
14	54-inch Premier, enamel; good order; very cheap.	50 00
15	54-inch Expert, half nickel; seen to be appreciated	75 00
16	54-inch Expert, full nickel; elegant order	80 00
18	54-inch Challenge, enamel; fine condition	60 00
19	54-inch Standard, half nickel; fine condition, very cheap	40 00
20	54-inch Sanspareil, half nickel; fine condition, very cheap	65 00
21	54-inch New Mail, balls all over; A1 condition; bargain	95 00
22	54-inch New Mail, balls all over; barely ridden; equal to new	100 00
23	56-inch Expert, balls all over, nickel; A1 order	85 00
24	56-inch American Rudge; A1 condition	75 00
25	58-inch Expert; A1 condition; nickel	85 00
26	Rudge Safety; fine order; very cheap	85 00
27	Rudge Safety; fine order; very cheap	90 00
28	Swift Safety; A1 order; very cheap	100 00
29	Victor Tricycle; A1 order; genuine bargain	45 00
30	Rudge Tricycle; A1 order; genuine bargain	40 00
31	Col. Two Track; good order; cheap	75 00
32	Rudge Tandem; worth double; good order	70 00
33	Marlboro Tandem; good as new; A1 condition	180 00
34	Rudge Crescent Tandem; very good order; cheap	160 00
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THE WHEEL

—AND—

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

THE NEW LEAGUE CONSTITUTION.

We publish elsewhere communications on this subject from Mr. E. A. Bradford, Long Island Wheelmen, and Mr. E. J. Shriver, New York Bicycle Club.

Mr. Bradford is and has been a working journalist on the New York Times for the past twenty years. He is a representative of the L. A. W. and may fairly be presumed to be interested in the League's welfare, and those who know him would be the last in the world to call him a kicker.

Mr. Shriver may fairly be called the Hewitt of the cycling world, because, like New York's learned and brainy Mayor, he generally appears in the role of objector, and his objections are always couched in the form of trenchant and logical letters to the cycling press. We are glad of the endorsement of both of these gentlemen.

The refusal of the Executive Committee to permit Mr. Bradford's letter to appear in the League's official organ was a sad mistake of judgment. Mr. Bradford, as a member of the League, and, still more, as a representative of the League, should have access to the *Bulletin's* columns. The League has swamped itself, and others are now being swamped, in an effort to provide the League with an official organ, which is supposed to be a vehicle for the interchange of ideas. It is true that much stuff is sent to the *Bulletin* which may wisely be suppressed, but there are cases when unreserved expression of opinion should be the rule. It is a pertinent query as to whether or no the *Bulletin* has become a personal and party organ, whether it is not absolutely run in the interests of the party which it is in.

But the questions of motives, politics, rings and personal jealousies are entirely subservient to the main business, which is to at once overhaul the League constitution and reconstruct it on a respectably correct basis. It is the duty of the Rights and Privileges Committee to at once get to work.

TO THE EDITOR OF THE WHEEL:

Your criticism of the new constitution of the League encourages me to inform you why a portion of that body object to that document, and, more particularly, to the methods by which it has become law.

When the constitution was read to the New York Board of Officers several members expressed adverse opinions, but all action was ruled out of order. Baltimore was the time and place for that, they were told. What happened

at Baltimore THE WHEEL has well enough intimated. The constitution was adopted as a whole, without debate, against protests, by the votes of absentees.

As the affront put upon their representatives at New York and Baltimore was not known to the League at large, I thought some comment upon such high-handed and ill-considered action should be published. Accordingly, some weeks since I addressed a letter to the editor of the *Bulletin*, over my own signature as representative. Up till now that letter has not been published. I wish to impugn no one's motives. I leave the facts to the judgment of those informed of them. To me it appears that the organization of the League is a farce, the representatives being merely amiable puppets who vote as led, and the official organ being closed to all but complimentary opinions of those who pull the strings. As the view I take is somewhat different from those expressed by yourself and Mr. Shriver, I venture to repeat, as well as I can, what I wrote to the *Bulletin* a fortnight ago. When the facts are published, my duty is done. I have no personal feeling in the premises, and if the members of the League are satisfied I have no cause to be otherwise. A perfect constitution would have stopped all cavil; but until some reply is made to your criticisms I shall continue to think those responsible for the constitution—however excellent their motives—are more deserving of censure than praise.

My letter to the *Bulletin*, as well as I can reproduce it from a rough copy, is appended.

Yours truly,

EDWARD A. BRADFORD.

NEW YORK CITY, August 9, 1888.

To the Editor of the L. A. W. Bulletin:

The first thing which strikes a reader of the new constitution is that members resident in fourteen States and Territories (not to mention England, Canada and Nova Scotia), are absolutely deprived of every privilege in the League, except, doubtless, that of paying their dues and receiving their *Bulletin*. To be sure, there are only 125 of them or thereabouts—not enough to be useful at election time—nevertheless it scarcely seems that they deserve such brusque treatment. Where the League is weak there is a good place to foster it. Strong divisions may be trusted to look out for themselves; but weak and distant divisions are scarcely likely to thrive under the club of disfranchisement.

It may surprise members of all State divisions to learn that they, too, are absolutely disfranchised in all matters wherein the League acts as a national body. They may, it is true, vote for their local board of officers, who, acting with other local boards, choose a national assembly, which, in turn again, elects its own officers; but no member, however wise, industrious or desirous, and no matter whether he be a "kicker" or a patriot, can vote for President or do the least act to make his influence felt in the national assembly. This makes a snug berth for the officers, but it tends, it seems to me, to make individual members feel about as much interest in the League as a corpse presumably feels the remarks of the officiating clergyman. When the President appoints chairmen of committees, who, with himself, are within one of a majority of the League's Legislature, can there be a doubt that affairs will go to suit them? If affairs should not go to suit the League, how can the League help itself? It does not elect the officers. It does not even elect those who do elect the officers. The responsibility is divided by still another remove from manhood suffrage. Such solutions of continuity remind one of nothing so much as a chain united (?) by two broken links, or a snake cut into three parts. Under such circumstances the head ought to wag, but only the tail does.

I cannot at one writing exhaust the remarkable features of this document, which was adopted by the convention "willy-nilly," and without a word being permitted to be uttered. But, with your courtesy, I will ask the attention of the League to one more point.

In my own division I am told there are two club members to one unattached. Now, under this constitution, suffrage is so divided that the unattached has about as much chance in the local election as a Republican has to cast a successful vote for Mayor of a Democratic city. This is scarcely adapted to stimulate the loyalty of the unattached, but it is admirably calculated to stimulate jealousy and wire-pulling between

rival clubs. Suppose in a division comprising three clubs two of them combine to freeze out the third, will the club defeated in such a manner emerge from the contest in a frame of mind beneficial to the League? Current history shows this not to be a fanciful hypothesis.

I agree with Mr. Shriver that there is no cause of complaint against those who so admirably oiled the machine over night that not a solitary squeak was heard next day. The same methods were open to the opposition. If they did not like either such methods, or, excuse me, the very bad constitution thrust upon the League by such methods, why—they could write to the papers. If the League itself does like the constitution, and if the representatives, who are supposed to act in a deliberative capacity, think they have discharged their duty when they have meekly and obligingly voted aye, why then this letter is a mistake. In that case, the writer cordially hopes that the gentlemen who have so amply demonstrated their capacity to "run things" may never be disturbed therein, so long as the League survives.

EDWARD A. BRADFORD.

NEW YORK, August 8, 1888.

TO THE EDITOR OF THE WHEEL:

Dear Sir—It is something of a superfluity for me to express my endorsement of your able editorial on the new League constitution after I have already so fully used your columns for my own criticism of that superhumanly perfected instrument. But journalistic independence that is not mere faction opposition to the powers that be is not so common in cycling circles that those of us who believe in the ordinary common sense of the majority rather than the divinely inspired intelligence of the (often accidentally) chosen few, can afford to let such an article as yours go unnoticed. It is most sincerely to be hoped that your dissection of this constitution, so weakly constructed that its makers were afraid to trust it to the test of discussion, will go far to destroy the absurd notion that has so long marred the management of the League—the "little tin gods on wheels" notion—the notion that our League officials were to be regarded as so much more infallible than the officials in very much larger and more important institutions, that the rank and file are to always meekly listen to and obediently ratify their infallible decrees.

Another piece of enterprise shown by THE WHEEL which I would like to specially commend, is its recent endorsement of Mr. Yates' plan for disposing of the convict labor question. This was so directly in accordance with my own views that it seems a pity that such influence as the State Division may possess should not have been thrown to its support with the same vigor as it was exerted in behalf of the Liberty Bill.

Yours truly, E. J. SHRIVER.

CONVICT LABOR ON THE ROADS.

Governor Hill has rejected the bill recently passed by the Legislature, appropriating a quarter of a million dollars to keep the convicts of the New York State Prisons at work. The Governor, who generally sends in acute, subtle and conclusive veto messages, has in this case fallen short of the mark. His message might be termed an aggregation of scintillating generalities, making a brave show, but really proving base metal when closely examined.

The Governor is evidently in a dilemma, and knows not what to do with the thousands of men committed to the care of the State. For these men to remain idle, which breeds discontent, rebellion and disease, is simply out of the question; yet what they are to do the Governor of New York State has not as yet conceived.

EMPLOY THEM ON THE ROADS.

Our readers will remember that Assemblyman Yates' suggestion that prison labor be utilized for road repairing and building fell on stony ground. And right here comes the opportunity of the New York State Roads Improvement Committee to show their fine Italian hand at Albany, and convince the astute and receptive Governor Hill that the only solution of the problem is to employ the convicts in building new roads and perfecting old ones.

It might be stated, that once the question is settled by bill, it will be little short of impossible to get either the Legislature or Governor Hill to reconsider the matter.

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WE CAN INTEREST YOU.

AT COTTAGE CITY.

The meet of the Massachusetts Division, L. A. W., held at Cottage City August 2, 3 and 4, proved the most successful meet the division ever held. From Boston dailies we republish the details of the three days' meet:

FIRST DAY, AUGUST 2.

COTTAGE CITY, August 2, 1888.—The first day of the division meet was ushered in by clear skies and cold winds, but the wheelmen were early astride their wheels, taking a spin before breakfast. All last night the Cambridge and Jamaica clubs were busy decorating their cottages and preparing to receive their guests to-day, while other clubs were trying the fine concrete roads, gliding noiselessly here and there. To-day the boys are preparing for the clam-bake, and the two baseball teams are out on the field practising for this afternoon's game, while a large number of unattached cyclists are enjoying a bath in the briny.

The U. S. S. Constellation, which came to anchor off the pier this morning, attracted a good deal of attention. She has on board about 200 naval cadets, who are out for a cruise. Fishing seems to be a favorite sport with wheelmen, for about every yacht here has been chartered by one party or another for a fishing excursion.

Chief Consul Hayes and officers of the division are busily engaged in preparing arrangements for to-morrow's entertainment. Wheelmen are arriving in large numbers by every boat, and the indications are that this will be the largest meet ever held by the Massachusetts Division.

A large party of ladies and gentlemen are quartered at the Sea View Cottage, and rooms cannot be obtained at the Sea View Hotel, so large is the attendance here. Nearly every hotel in the city has its share of the visitors.

THE ANNUAL BUSINESS MEETING.

The first piece of work done was the annual division meeting, which was held at the Town Hall this morning. Chief Consul Hayes presided. Lawford Lawton was unanimously elected Secretary, and the Chief Consul reported that things were running smoothly, and everything tended to a grand success the coming year. The Treasurer's report showed that there are 1,152 members in the division at present, of which 880 are renewals and 264 applications, which showed a falling off of sixty-two members from last year's membership list. The Treasurer's report showed that there had been an expenditure of \$374, and receipts of \$607, leaving a balance in the treasury of \$223. There had been 1,750 road books issued, of which 1,158 had been delivered to members. It was moved that 500 of the remainder should be given away to the next 500 persons who join the League. Owing to the adoption of a new constitution last year by this division, a few amendments were made. In Article 2, after the word consul in the second line, vice-consul was inserted, and fifteen was substituted for twenty-five in the second line of Article 14, making fifteen a quorum, so that a business meeting can be carried on early. In Article 5, June was substituted for March. The thanks of the wheelmen were extended to the Martha's Vineyard Club for their hospitable treatment, and the Secretary was ordered to notify that club of the action of the convention. On motion of Dr. Emery, Chief Consul Hayes and Secretary Lawton were elected a committee to compile the membership, geographical and alphabetical list, with the power of procuring any help necessary.

At 12:30 P. M. a large number of the visiting wheelmen took a train for Katama, where a clam-bake was served at Mattakesett Lodge. The most interesting event of the day was the ball game between a picked nine of League members, consisting of Messrs. Beedle, Getchell, Jewett and Small, of the Cambridge Bicycle Club; Sawyers and Bean, of the Somerville Club; Stall, of the Brookline, and Adams, of Worcester, against the Martha's Vineyard *Herald* team, which consisted of Messrs. Noonan, Benedict L. Clark, Cushman, J. Francis Meara, M. Francis, M. Clark and F. Clark. Promptly at 4 o'clock the players were escorted to Waban Park by the Fitchburg band, and about 100 wheelmen astride their wheels brought up the rear. The game was a good one. Most of the fun was caused by the crowd sitting on the umpire whenever they got a chance. They tried to get him rattled, but without success. The feature of the game was the good work done by the League battery, consisting of Beedle and Stall

and if they had had proper support the game would have been theirs. The *Heralds* played a very good game, some of their catches being excellent. The score was 5 to 0 in favor of the *Heralds*.

After the game the wheelmen, who had enjoyed their defeat as well as the natives, gave three cheers for the Martha's Vineyard *Herald* team, which, not to be outdone in courtesy, invited them to a banquet at one of the leading hotels. A speech was made by Captain A. H. Robinson, in which he thanked them for their kindness, and called for three more cheers, which were given with a will. After other speeches the banquet was adjourned, and the boys parted the best of friends.

While the boys were enjoying their clam-bake at South Beach the Rhode Island wheelmen took a run around the island, doing the distance in 25m. The trip was an excellent one, on account of the fine roads and good coasts, beside the sea view.

The Somerville Club is stopping at the Woodbine Cottage, which they have decorated in a fine manner. The Martha's Vineyard Bicycle Club has kept, and will throughout the meet keep open house.

To-night the Fitchburg band gave a concert in Ocean Park.

SECOND DAY, AUGUST 3.

COTTAGE CITY, August 3, 1888.—The wheelmen were early astir this morning, many of them going for rides before 6 o'clock. The weather here has been fine, and the cool sea breezes have carried away a great deal of the heat. This morning everybody was busy around the League headquarters at the Sea View, preparing for the parade and races.

THE PARADE.

The time set for the former was 10 o'clock. Long before that hour the avenues near the Sea View House were crowded with wheelmen ready for the march, but when the time came for the start Chief Consul Hayes could not be found. It was learned afterwards that his boat was becalmed while he was fishing. After waiting until 10:35 for him, Captain Robinson, of the Charlestown Rovers, took command, and with the help of his aids soon had the clubs in their proper position, and at 11 o'clock he gave the word to start. The procession passed through the principal streets and avenues. It was led by the Fitchburg Band in a barge, which was followed by Chief Marshal Robinson and staff and an escort of twenty-five of the summer residents, under the command of Captain Wright. Then came the Cambridge Club, twenty-five men, commanded by Captain G. A. Perkin. All the men of this club wore a natty dark uniform, with a tennis cap of bronzed black and white gloves, and the club presented a neat appearance. Then came the Somerville Cycle Club, thirty-five men, under the command of Captain F. B. Kimball. This club made a strong bid for the banner, all its members wearing a club badge of red and black ribbon, with the word Somerville printed thereon, while the ladies, ten in number, wore a badge and were dressed in riding habits. The Massachusetts Club was represented by Messrs. Rider and Slocum, and then came the Hyde Park Ramblers, seven men, Captain F. A. Hale. The uniform worn by this club was very neat, and its banner attracted a good deal of attention. Next in order was the Jamaica Cycle Club, seventeen men, Captain E. C. Chase. After this organization came the Fall River Club, eight men, Captain M. J. Dean; the Suffolk Cycle Club, three men, Captain J. F. Charick; the Dorchester Cycle Club, three men; the New Bedford Club, twenty-two men, Captain Wing; the ladies' tricycle division, twenty riders, under the command of Abbott Bassett; the Rhode Island Division, fifty men, Chief Consul Davol; Rhode Island Wheelmen, thirty men, Captain Spears; the Cycle Wheel Club of Providence, three men, Captain Campbell; Portland Wheel Club, four men, Captain Dow; the Northampton Club, represented by Mrs. S. L. Campbell, and forty unattached riders. As the parade was just coming to an end Chief Consul Hayes was seen coming toward it "on the fly," and he was the last man to join the parade. The Chief Marshal's staff consisted of E. M. Heustis, E. R. Ferguson, H. W. Robinson and R. Dow. All but the latter are members of the Charlestown Rovers, and they had with them the banner which attracted so much attention at Baltimore during the League meet there. The judges

who will award the prize banner are F. E. Loomis and J. S. Murray.

THE RACES.

The races, which took place in the afternoon, were witnessed by almost every wheelman and resident of Cottage City. First on the programme was a 1-mile race for novices, and it brought to the scratch F. Wood and C. W. Harvey, of the Somerville Club, and H. Smith, of New Bedford. Smith got away first, but on the third lap Wood made a fine spurt and passed Smith, holding his lead to the finish. Time, 4m. 34s.

Four men came to the post for the next event, 1-mile open race. The starters were: B. F. Bruce, of Providence; F. W. Smith, of New Bedford; F. A. Delabarre, of Conway; and E. A. Bailey, of Somerville. On the homestretch Smith gained such a lead that the race was surely his, and the others then fought for second place. The better riding of Bailey soon put him ahead, and he passed the scratch a few feet ahead of Bruce. Time, 4m. 29½s.

Next in order came the 1-mile tricycle race. The starters were A. S. Hill, of Coventry, England, and J. W. Bean, of the Somerville Club. Hill took the lead from the start, increasing it throughout the race. He passed the post a winner by about 20 yards. Time, 5m. 57s.

The 1-mile race for Rover type machines was contested by Bruce and Newman, of the Cambridge Club. Bruce had the race well in hand from the first. Time, 4m. 42s.

The last event was a 1-mile handicap, and four men started. E. A. Bailey was the scratch man, he having to allow H. Smith 150, Harvey 150, and Delabarre 75 yards start. On the first quarter Bailey reduced the distance between him and the others, and on the homestretch, by hard work, he got second place. Delabarre finished first. Time, 4m. 22s.

The officers were: Referee, W. G. Kendall; Judges, Chief Consul Hayes, Chief Consul Bidwell, of New York, and Chief Consul Davol, of Rhode Island; Clerk of Course, W. W. Stall; Starter, C. K. Alley, of New York. The track upon which the races were run is a very poor one. It is called a mile, but it is really 1¼ miles. The Somerville Club kept open house all night, and entertained the wheelmen in honor of the riders who had brought a first and a second prize to its rooms.

After supper, the wheelmen, with their lady friends, attended the reception and ball given by the Martha's Vineyard Club to the Massachusetts Division of the L. A. W. at the Casino. The hall was brilliantly illuminated and handsomely decorated. The Fitchburg orchestra furnished music. The grand march began at 8 o'clock. The floor was under the direction of C. M. Van Slyck. The Charlestown Rovers have chartered a sailing boat to take them blue-fishing to-morrow morning.

THIRD DAY, AUGUST 4.

COTTAGE CITY, August 4, 1888.—The wheelmen who attended the ball at the Casino last evening were late in rising this morning, and only a few cyclists were taking their regular before-breakfast run, but by 9 o'clock the streets were thronged with bicyclists, wending their way to the wharf, where the steamer was just arriving. The boys welcomed the few riders who came down with a cheer, and then, after bidding some departing guests goodspeed, a number of them embarked on the steamer Island Home for a trip to Gay Head. This was a splendid trip, although the weather was cloudy and rain threatening. The boat made a beautiful two hours run through the Vineyard sound, and all those who went on the trip were delighted. A stop of two hours at Gay Head was had, and the party dispersed, some to cut the clay, which is one of the natural curiosities of this place, while the amateur photographers, of whom there were many, took photos of the cliffs.

At 2 o'clock the boat left for home, passing by Devil's Bridge, where the City of Columbus was wrecked. Those of the Cambridge Club who did not go on this excursion took a run around the island, while Charlestown Rovers were out bluefishing. The Jamaica Plain and Somerville boys took a trip to Nantucket. When the evening boat departed a number of wheelmen left for home, and they were bidden good-by by all of the wheelmen. A number of the Cambridge boys went to Nantucket to spend the evening and attend a ball.

J. S. Dean and Colonel Pope are in London.


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.

NEWS FROM CYCLING CENTRES.

NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

Some dissatisfaction is expressed, and justly, too, it would seem, by members of the Orange Wanderers in regard to some Division election matters. The point over which the minds of the amiable Wanderers are disturbed is that, though their club is one of the strongest as well as hardest working clubs in the L. A. W., it is left without a representation on either the Nominating Committee or Board of Officers, while in both of these positions are gentlemen who are not only seceders from the Wanderers, but are not at present connected with any club. The Wanderers have done enough for wheeling in general and enough for the League to entitle it to a fair representation.

On Saturday, July 28, a young man named Kilgour, while riding along one of the streets of Passaic, made an "involuntary dismount" and landed on his head. He was picked up unconscious and carried into the depot, where restoratives were applied, and, after he recovered consciousness, he was taken home in a carriage. Although not seriously injured, he was so badly shaken up that it will be some time before he again mounts his frisky steed of steel.

The regular monthly meeting of the Hudson County Wheelmen was held August 3, and three new members were added to the roll. One of these was the "great vegetarian of the Elizabeth Wheelmen," Sidney B. Bowman, the plucky lad who trains for road races on "bread and vegetables." Sid is a goer from wayback, and has done his mile like a little man in 2m. 51s. Ex-President Frank B. Bonnell was elected an honorary member. It was decided to place the picture of the members on exhibition in the window of W. C. Korth's store, on Monticello Avenue, preparatory to its transfer to Philadelphia. It will go to the Quaker City in charge of Dr. Johnson and Messrs. Kerr and Merseles, who have been constituted a committee to present it to the Pennsylvania Bicycle Club. The presentation will be made on the 15th inst.

"Stenken will not do any more road racing, but will confine himself to the track. He will enter races this season at Hartford, Binghamton, Poughkeepsie, Albany and Pittsburg. He weighs 172 pounds, and rides a 28-pound wheel." Thus saith a Jersey City exchange. The writer of the above needs but to wait till November 6, when a visit to the Irvington-Milburn course will disabuse his mind of the idea of Charley giving up road racing.

Captain Baggot, of the Hudson Counties, is getting over his injuries sustained on the Fourth, and will soon make his reappearance on the track.

The Orange Athletic Club will hold an athletic meeting at Roseville on October 6, and a one and a two mile bicycle race will be the features to interest the crowd. The events will be open to all amateurs, and some of the best athletes in America are expected to enter. Gold and silver medals will be given as first and second prizes in each event.

The following is from the *Sunday Call* of August 5: "As was freely predicted by the members of the Orange Wanderers, John A. Wells has entirely ignored Referee Collins in the matter of his offer to allow him to ride against Greenwood's time. Mr. Collins notified him early in the week that the referee, starter and timers who officiated on Monday when Greenwood made the run up Eagle Rock Hill would meet him, if desired, at the same course yesterday afternoon, and that he would be allowed to select, in addition to them, any others that he might choose. If he should succeed in beating Greenwood's time—7m. 37 4-5s.—the race would be awarded to him, and the final heat ran at St. Louis. The action of Mr. Wells in making no reply whatever certainly savors of discourtesy, and the referee is entirely justified in awarding the race and the hill-climbing championship to Mr. Greenwood." This was sent down by the Orange correspondent, though why the Wanderers should predict anything of the kind is incomprehensible. Had Wells been afraid to meet Greenwood, he would never have

traveled to St. Louis to meet him. According to the Philadelphia *Press* of Sunday, Mr. Wells was out of town on Saturday (4th) when a telegram was received from Referee Collins telling him (Wells) that his wheel was ready, and notifying him to be on hand to "climb" at 5 P. M. When Mr. Wells returned to Philadelphia it was too late to reach the Rock. It is stated to-day (Tuesday) that the referee has extended the time, and Mr. Wells will "climb" at 5 P. M. tomorrow. I will wire result.

In regard to this Wells-Greenwood affair, the general opinion seems to be that the referee should have insisted upon Greenwood riding over the course on July 28 and given him the race, as he, and not Greenwood, had the say in the matter. While the accident to Mr. Wells is to be deplored, it must be remembered that taking the wrong train was the result of his own carelessness, and people usually have to pay for careless acts. When Greenwood *did* ride over the course, he insisted upon giving Mr. Wells a chance to beat his time, a very fair and gentlemanly act, and creditable to Mr. Greenwood, but not strictly in accordance with the rules of athletics, nor do I think upheld by the agreement between the two men. [We disagree with the general opinion as expressed above. If one competitor wishes to extend a little courtesy, which is never thrown away, the referee is bound to respect his wishes.—ED.]

R. M. Sanger and Chas. Burkhalter are "driving" instead of cycling through New York State, as I announced a short time ago.

While *en route* to the New Jersey State camp at Sea Girt, on Thursday, August 2, the writer saw the familiar figure of Elizabeth's veteran, D. B. Bonnett, pass the Asbury Park depot. It is needless to say that the "Veteran" was mounted, although, as our train was a "special," I had not time to distinguish what machine he was riding, except that it was a rear-driving safety.

By the way, Mr. Editor, we are still "watching and waiting" for that long-promised and oft-predicted "safety boom" to reach this part of the world; but no boom as yet.

A very serious, and what was feared at first might be a fatal accident, occurred to D. B. Bassett, of the Passaic County Wheeling and Athletic Association, on Sunday morning. Mr. Bassett, with a friend, started to ride down the steep incline of Eagle Rock, the former, in a foolhardy way, depending entirely upon foot power to keep his speed down to a safe rate, having no brake on his wheel. His back-pedaling answered the purpose for about one-third of the distance, but then he reached a rough spot, and the jolting caused him to lose control of the pedals, when his machine carried him away at a frightful pace. After going some distance, the front wheel struck a deep rut, and the daring rider was thrown with terrible force, landing upon his head on a heap of stones. He was picked up in an unconscious and bleeding state, and taken to the Memorial Hospital, 25 Park Street, Orange, where he received careful attention. It was feared at first that a concussion of the brain had resulted, but upon telephoning to the hospital this morning (Tuesday), I was informed that, outside of the severe bruising and shock to his nervous system, his worst injuries were two scalp wounds, which, though severe, are not considered dangerous. These were sewed up on Sunday. On that day he was in a delirious state until evening, when he took a turn for the better, and had a few hours' quiet sleep. The Sister at the hospital informs me that he will not be taken to his home for a few days yet; not, in fact, until all danger is past.

JERSEY CITY.

At the last regular meeting of the Hudson County Wheelmen, S. B. Bowman, of Elizabeth, was elected to active membership. "Sid" is well known in the racing world as the "vegetarian flyer."

Frank Eveland, of the H. C. W., has been nominated for the position of Representative of the New Jersey Division L. A. W. He has also been appointed by Dr. Cooley, C. C., Local Consul for Jersey City.

It has been stated a number of times by the different correspondents to the cycling press that Charley Stenken will not do any racing this

season. There is no truth in the rumor. As a matter of fact Stenken is now in active training for a number of track races which he intends to enter.

Captain Baggot, who was severely injured at the Bergen Point races, July 4, is mending rapidly, and will again mount his wheel this week.

Messrs. Johnson, Gubelman, Stenken, Baggot, McBurney, Short, and a score of other Hudson Counties, will attend the "Complete in Six Chapters" tournament at Buffalo.

COASTER.

WASHINGTON.

ELECTION OF L. A. W. DIVISION OFFICERS.

The Smith National Cycle Manufacturing Company have sold their retail depot to George S. Atwater & Co., who will carry on business at the old stand, No. 1206 Pennsylvania Avenue. Success to the new firm.

The Washington Cycle Club went to Washington Grove over the Rockville Pike last Sunday. The weather was hot and the roads dusty, but the boys had a good time. Captain Muhleisen is giving the club a series of pleasant runs this summer, and the attendance has been very fair.

A number of the local riders will participate in the races at Buffalo next month, among them Messrs. Crist, Barber, Brown and Atwater. The two latter are entered against the former in a series of tandem bicycle races. They will go into training on the Columbia Athletic Club track in a few days. They will also race at the club's meeting in the fall.

A very pleasant little informal "smoker" was held at the Cycle Club House last Tuesday evening.

The complimentary banquet tendered to Chief Consul Atwater by his Boston friends last Saturday evening was a very neat affair. I have seen the *menu*, and it is a model both for beauty and for the good things it contains. George certainly has some good friends in the "bean town."

The election for officers of the District Division was held at the Capital Club's parlors on Wednesday evening, and resulted as follows: Chief Consul, George S. Atwater (re-elected); Vice-Consul, Edward A. Demaray; Secretary-Treasurer, Edson B. Olds; Division Representative, Edward T. Pettingill; Club Representative, George R. Ide, of the Washington Cycle Club. This is a list of good workers, and I think their selection will prove a wise one. A great deal of good work has been mapped out for the coming year, and I predict a large increase in the membership. A resolution was passed praying the Commissioners to repeal the obnoxious "lamp law." This law has caused a great deal of trouble and inconvenience, and it is hoped that the Commissioners will "smile" on us by granting its repeal.

Lieutenant Fremont and Mr. H. L. Reynolds, of the Capital Club, are off on a wheel trip. They left Perryville on Monday last, and arrived at Sing Sing, N. Y., on Thursday evening. They had a very enjoyable trip, going by the way of the Delaware Water-Gap and Lancaster. Mr. Reynolds will continue the trip to Boston.

Ever since the extra day of the League meet the boys have been talking of inviting the League to hold its annual meeting in Washington next year or in 1890. It means hard work, and in a small division like this the work will naturally fall upon the shoulders of a few men; but for my part I think we have the material to manage a successful meet, and I hope the division will consider it favorably. The fact that we know how to run a one day's meet was established to my satisfaction, and I see no reason why we can't find plenty of entertainment for the visitors for three days.

Charlie Tucker had a lively little experience in New York last week. He was looking at an officer arrest a woman in City Hall Square, and, as quite a crowd had collected, he found himself hedged in, and was trying to elbow his way out when a man made a grab at his watch. Charlie gave the alarm, and the fellow was nabbed by an officer and the watch recovered. Charlie has a bad opinion of a New York crowd, but says the police force know their business.

PSYCHO.

NEW ORLEANS.

The Southern 24-hour record has gone a notch higher. For nearly a year it has stood at 166 miles, but starting at six o'clock, P. M., of Saturday last, July 28, John W. Dodge, of the New Orleans Bicycle Club, succeeded in raising it exactly twelve miles before the twenty-four hours elapsed. The wheel used was a 52-inch American Champion, and the record was registered on a Lakin hub cyclometer, which was checked at various stages of the ride by different of the local wheelmen. Dodge was accompanied by pacemakers most of the time, all L. C. C. men at that, but complains of the lack of attention of his clubmates, not one of them coming near him during the entire twenty-four hours.

On the same evening R. G. Betts and J. W. Jay, of the Louisiana Cycling Club, rolled up a century in 9h. 43m. elapsed time. Three started but one cried quits about the thirty-first mile, and the other two held back considerably endeavoring to pull him through. The 100 miles were completed in 8h. 18m. actual riding time, four stops aggregating 1h. 25m. being made during the night, two of them alone consuming 55 minutes—unnecessarily long; 50-inch Champions were the wheels used.

Committees are now actively at work on our annual fall tournament. September 14 has been set as the day, and within the next week or two the entry lists will probably be open and the arrangements completed.

The fiftieth member was secured last evening, and Louisiana is no longer a sub-division, being now entitled to elect a secretary-treasurer. W. H. Renaud, President of the Cycling Club, is spoken of for the position.

Captain R. G. Betts, of the Louisianas, was the only member to report his mileage for July; 727 miles was his total.

The fourth race for the Renaud medal takes place on the 12th inst.; distance, 5½ miles.

Yesterday (August 2) Chief Consul Hodgson passed his—his—well, thirty-second birthday, and celebrated the event by inviting the boys to a spread of cream and cake at his residence. His folks are all out of town, and that the boys made merry may well be supposed. Hodgson gave the boys but a scant half hour's notice, but they scurried around and remembered him with handsome cigar and cigarette holders, Vice-President Fairchild doing the act in the name of L. C. C.

Messrs. Johnson, of the New York City; Mayo, of St. Louis; Bunting, of Knoxville, Tenn., and Moss, representing the G. & J. Co., were among the strangers within our gates during the past week, and all became acquainted and did more or less riding while here. Mr. Johnson knows a little poem in which a cat and a bicycle figure extensively, and while here gave an apt and involuntary illustration of it, and on Canal Street (our Broadway), too. Mr. Moss has been all over the South within the last month or so, and reports cycling slowly but surely gaining ground everywhere; says Atlanta, Ga., is the liveliest cycling centre in the South, Mobile, Ala., the deadest.

Bi.

DETROIT.

The wheelmen here are much interested in the election, and there will be four times as many votes cast this year for division officers as there ever were before.

Captain Jacobison has called the club for a drill on the asphalt on Ferry Avenue for Wednesday evening.

We expect a big crowd to the races August 11, as there will be no admission fee.

The Detroit Club adopted a new constitution at their last meeting, and elected C. H. Smith representative.

Mr. Al Peck has gone to Mackinac Island for his vacation.

The Star Club are out together at least once a week, and with Captain Metzgar in command are becoming a well drilled club, and we doubt if there is a better one in the State.

On August 12 several of our boys are going to visit the Cleveland Bicycle Club. In return we expect a party from Cleveland, Toledo and Port Huron to join us in our annual bath in Lake Erie, at Kingsville, Ont., August 28.

With the big storms and other light rains this week there has been very little riding.

BEE BEE.

LOUISVILLE, KY.

RAILROADS IN KENTUCKY.

Within a few weeks every opportunity has been offered to learn of the railroads that are inclined to favor the wheelmen, and to spot those antagonistic. The most unaccommodating road in Kentucky to-day is the Kentucky Central. Not long since a number of riders had occasion to use the K. C., and not only were they compelled to pay twenty-five cents charges on their wheels, but the baggageman refused to touch the wheels or allow them in the car until the money for every wheel had been placed in his hands. When such roads as the L. & N., J., M. & I., Big Four and a host of other roads recognize the wheel as personal baggage, when accompanied by the owner, if the lesser roads hold out for a regular fee the wheelman (and many of them are traveling men) will never fail to throw his influence in favor of an opposition road. Some of the boys are unkind enough to think the baggageman and conductor "sliced up," but, of course, such a thing is out of the question. The charge made by the Louisville Southern was hardly authorized, as the boys decided on a rate with the baggageman. This road will in all probability offer the same inducements made by the L. & N. people. If the K. C. is to go on the L. A. W. free list, the Covington and Lexington boys must do some missionary work.

A WHEEL CLUB ORGANIZED.

In answer to a circular sent out by Messrs. Lamb and Castle, thirty-nine wheelmen assembled at the Alexander Hotel Wednesday, August 1, to organize a wheel club. Mr. Lamb called the meeting to order and stated the object of the meeting, and by general consent acted as chairman, with Mr. W. E. Castle as secretary. No other officers were elected, it being considered best to elect after a full enrollment of members had been accomplished. Messrs. C. T. Johnson, O. Woodruff, John Adams and Dr. H. B. Tiletson were appointed a committee to agree on constitution and by-laws, and the committee on headquarters consists of Messrs. Lamb, Lucas and Huber. The name agreed on is "The Louisville Cycle Club." There will be another meeting next Saturday. Those now enrolled are: Esterle, Badge, Simpson, Rossell, Owsley, Huber, G. M. and P. E. Allison, E. A. and O. W. Lawson, Meeks, Lamb, Hudson, Mitchell, Edwards, Tepe, Neffer, Johnson, Castle, Woodruff, Smith, Ropke, Lucas, Strause, Chickering, Lane, Logan, Allen, Dow, DeLancey, Gunther, Waters, Tiletson, Turner, F. and C. Crush, Rapp and Cramer.

There has just been received in this city a 39-inch Special Star with a 24-inch steering wheel. Four years ago Tom Gooch ordered a machine built with these features, and received answer that it could not be built for him. Subsequent developments show Gooch's idea to be a good one, as the manufacturers claim this wheel is much superior to the ordinary, and has advantages over the other patterns of the Star. —*Louisville Commercial.*

PITTSBURG.

Mr. Seward Murray has been contemplating a trip and laying out a route from Sewickley to Cincinnati during the past month, and as a result left Sunday for that place. Telephoning from Alliance, O., to-day (Monday), he reports roads so far traveled exceedingly bad—in fact, almost unridable, owing to heavy rain for several days previous.

Messrs. Place and Seidell and the Bankers are now training vigorously, and will continue so to do until date of Buffalo meet. The first-named gentleman has had a return of nearly all his old-time love for the wheel, and is rapidly getting down to his racing form of '81-'83, but there seems little hope of anything from him in that line, except some tandem tricycle racing.

Under quite favorable circumstances as regards the weather, the Banker brothers had another race against time Sunday morning, and just equalled the American track record of 3m. 43 3-5s. [The American tandem tricycle track record is 2m. 43 1-5s., made by Crist and Brown at Springfield. We are informed from other sources that the time of the Messrs. Banker brothers' trial was 2m. 43 3-5s. instead of 3m. 43 3-5s. Will "Keystone" send us further information of this?—Ed.] Two of the watches made it one-fifth second less, but as they will make another attempt, the slowest time was given, both being satisfied. The timers were Victor Place, C. F. Seidell and W. B. Troy, McGowin and Beam shoving off. The start being on a grade, two were allowed. The course selected was as before, one mile straight-away on Forbes Street.

Messrs. Gloninger and McGowin rode 381 and 348 miles, respectively, during July, riding on thirty-one and twenty-nine days during the same period.

Mr. C. R. Overman and bicycle trunk arrived in town a few days since, both seemingly in good condition, despite the wear and tear of rapid travel, necessitated by the large amount of business being done.

The first American Challenge tandem to arrive here was purchased by Mr. J. W. Graver. KEYSTONE.

A PROMINENT DETROIT RIDER.



CLARENCE H. SMITH.

The above cut is a fairly good representation of the physiognomy of Mr. Clarence H. Smith, a prominent Detroit cyclist, and well known to Michigan riders.

Mr. Smith is the personification of energy and enterprise. Probably his cycling personality is best told by a reference to three conditions under which we saw him at Baltimore. We first met him at the Carrollton, where he was showing that luggage carrier to all who would listen. It is safe to say that every wheelman in Baltimore has had the merits of the carrier personally explained to them by Mr. Smith.

Clarence, as he is called, again loomed across our vision at the "Smoker," when he jumped upon the platform and delivered a jerky, emphatic and incisive harangue against toughism, which was received with applause. We again saw the gentleman on the lamp-lit plaza in front of the crab-salad and strawberry-cream hotel at Bay Ridge, where he showed more than ordinary ability as a fancy rider.

Mr. Smith is the pioneer member of the Detroit Bicycle Club. He won a State championship event four months after he learned to ride, and obtained some celebrity as the man with his arm in a sling, who rode three days with the Chicago tourists of 1883 and kept up with the procession. Mr. Smith was about the first to give exhibitions of unicycle and fancy riding, and he resigned from the League and gave exhibitions through the United States and Canada. He was reinstated in the League last August.

Mr. Smith is agent for the Gormully & Jeffery Mfg. Co. at Detroit. He writes that he will be very much at Buffalo, and will show off his carrier to all the wheelmen there.

THE RACE PATH.

FIXTURES.

August 11—Michigan Division L. A. W. meet.
 August 15—Walton Club's race meet at Richfield Springs, N. Y.
 August 18—First heat, N. J. A. C.; one and two mile open competitions at Bergen Point, N. J.; time, 3:30 P. M. Enter at post.
 August 25—Race meet at Hyde Park, Mass.
 August 25—Second heat, N. J. A. C.; one and two mile open competitions at Bergen Point, N. J.; time, 3:30 P. M. Enter at post.
 August 30—Newcastle, Pa., race meet.
 Sept. 1—Third heat, N. J. A. C.; one and two mile open competitions at Bergen Point, N. J.; time, 3:30 P. M. Enter at post.
 Sept. 3—New Jersey Athletic Club's race meet at Bergen Point.
 Sept. 4-5—New York State Division meet at Buffalo, N. Y.
 Sept. 4-5-6-8—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. 7—Lockport, N. Y., Wheelmen's races.
 Sept. 8—Fourth heat, N. J. A. C.; one and two mile open competitions at Bergen Point, N. J.; time 3:30 P. M. Enter at post.
 Sept. 12-13—Hartford Wheel Club's tournament at Charter Oak Park.
 Sept. 14—New Orleans, tournament.
 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.

RAILROAD RATES—CONDITIONS OF REDUCED RATE.

The Eastern Traffic Association have given reduced rates on all railroads for wheelmen attending the Buffalo Tournament, that of one fare for the round trip. This includes all points as far as Boston, New York, and intermediate stations—that is, the larger class of stations.

Wheels will be free on certain conditions only. Wheelmen from Boston and vicinity will have special baggage cars attached to trains, which will leave there at 3 P. M. and 9:15 P. M., September 2 and 3, and wheelmen must notify Mr. Ducker in advance of their intentions to use these cars. *All pedals must be removed*, or full tariff rates will be charged. The special car will be side-tracked at Boston for the reception of wheels about half a day in advance. The same car will be used for the reception of wheels at Worcester, Springfield, and Pittsfield, which stations will sell excursion tickets, from Boston, \$10.65; Worcester, \$9.71; Springfield, \$8.49, and Pittsfield, \$7.91, tickets good to return for ten days.

BUFFALO'S HOTEL RATES.

This is a list of the principal hotels in Buffalo with their rates. Wheelmen are advised to secure rooms in advance. Next week we shall publish a list of lodging houses with rates. All of the hotels are located on asphalt streets, or not one block from same. Wheelmen desiring to live cheaply and well are advised to secure lodging without board, and get their meals at restaurants, and on the grounds. By this method, time and running back and forth will be saved.

NAME.	RATE SINGLE.	RATE DOUBLE.
Arlington.....	\$2 00.....	\$2 00
Brainard House.....	1 50.....	1 50
Broezel House.....	2 50.....	2 00
Continental Hotel.....	2 50.....	2 00
Crandall House.....	1 50.....	1 50
Eagle House.....	1 50.....	2 00
Exchange Hotel.....	1 25.....	1 00
Filmore House.....	1 50.....	1 50
The Genesee.....	3 50.....	3 00
The Mansion.....	3 00.....	2 50
Moeller House.....	1 50.....	1 00
National Exchange Hotel..	Special....	Special.
The Niagara.....	5 00.....	3 50
St. John's House.....	2 00.....	1 50
Southern Hotel.....	1 50.....	1 50
The Stafford.....	2 00.....	2 00
The Huron.....	Special....	Special.
Tift House.....	4 00.....	3 00
Tremont House.....	1 50.....	1 50
Tucker's Hotel.....	Special....	Special.
United States Hotel.....	2 00.....	1 50

As the hotels will be so crowded, and the riding in Buffalo is so good, the managers propose to have a long list of all the houses in Buffalo situated on asphalt streets that have rooms to rent, and we think that this will be the best course for wheelmen to pursue. Those in

need of rooms can call on Mr. Ducker when in Buffalo, or write him, and he will send them a blank giving names of the parties having rooms to rent.

WHEELS.

Wheelmen attending the Buffalo meet will want to carry their wheels with them on account of the fine riding, and the parade, coupled with the distance from the grounds to most of the lodging houses and hotels. Wheelmen are advised to bring their wheels with them, as the carriage of wheels will be free, and, in most cases, special cars for their accommodation. Wheels will arrive safely in Buffalo. Large storage rooms will be engaged, and checks given for wheels, thus insuring their absolute safety. While at the grounds, a large poultry building will be used for the storage of wheels. While horse cars and steam cars all run to the ground, it is a little unhandy. With a wheel you can ride direct to either entrance of the grounds, and be independent of all monopolies.

ENTRIES.

Entries for the Buffalo races close August 27, and must be in Mr. Ducker's hands at that time. Entry blanks will be mailed to all racers this week. Anybody wishing same will find a supply at the leading dealers in the large cities, or will have them mailed to them on receipt of postal. The prizes in all events at Buffalo will be as follows:

PROFESSIONAL.

World's championship, cash prize, \$1,000.	
Each 1-mile race,	100.
" 2-mile race,	125.
" 3-mile race,	150.
" 5-mile race,	300.

For professional tandem races, double the above amounts, each race.

AMATEUR.

Each 1-mile race, a prize costing	\$50.
" 2-mile race,	75.
" 3-mile race,	100.
" 5-mile race,	150.
" 10-mile race,	300.

For amateur tandem races, double the above amounts.

All prizes will be divided as follows: Fifty per cent. to the first, thirty per cent. to the second, and twenty per cent. to the third, except in the world's championship race, which is divided—\$400 to the first, \$300 to the second, \$200 to the third, \$100 to the fourth, and ten per cent. additional to all prize takers in any event in which the record is broken.

HUNDRED-MILE ROAD RACE.

The 100-mile road race from Erie to Buffalo, under the auspices of the *Bicycling World*, will this year be held September 8, instead of the 7th, as formerly announced. This change will make Saturday one of the biggest days of the meeting. Wheelmen and others wishing to assist in this race, either as checkers, starters, or in many other ways, will do well to address Mr. Ducker at Buffalo immediately, as it will take nearly 100 men to take care of this race, and wheelmen are requested not to hesitate about coming forward. This race this year is strictly for amateurs, and it is hoped that a full field will start. Mr. Frank Fairbairn, of Erie, Pa., will have entire charge of the start and route at that end. Any information as to boarding places, or the roads in the vicinity of Erie, should be addressed to Mr. Frank Fairbairn, otherwise all communications to Henry E. Ducker, Buffalo, N. Y.

HUNTINGTON BICYCLE CLUB RACES.

HUNTINGTON, L. I., AUGUST 3.

Half-mile dash—F. G. Brown, K. C. W., 1m. 29 1-4s.; W. T. Murphy, K. C. W., second.

One-mile novice—F. W. Lincoln, Mercury W. C., 3m. 14s.; Frank Asbury, Q. C. W., second.

Two-mile 6.45 class—H. P. Matthews, B. B. C., 7m. 2 1/2s.; H. Quortrop, Q. C. W., second.

One-mile open—F. G. Brown, K. C. W., 4m. 3 1/2s.; H. B. Matthews, B. B. C., second.

One-mile Huntington Club Championship—S. C. Ebbets, 3m. 21 1/2s.; Chas. B. Scudder, second.

Three-mile handicap—H. P. Matthews, B. B. C., 25 yards, 12m. 12s.; W. T. Murphy, K. C. W., 25 yards, second.

One-mile consolation—J. G. Ebbets, Huntington B. C., 3m. 37 1/2s.; J. Magee, Q. C. W., second.

BINGHAMTON, N. Y., TOURNAMENT.

The race meet held August 2 at Riverside Park attracted about 1,500 people, who witnessed some warmly contested and fast races. A summary of the events is as follows:

HALF-MILE SCRATCH.—W. W. Windle, Lynn, 1m. 18s.; J. F. Midgley, Worcester, second; E. E. Budd, Elmira, third. Windle led from start to finish.

ONE-MILE NOVICE.—C. J. Iven, Rochester, 3m. 1/4s.; Chas. Perley, Deposit, second; L. E. Edgcomb, Cortland, third; F. Carroll, Elmira, o. Carroll dashed away at the start and led for three laps, after which he died away, letting up Iven.

ONE-MILE STATE CHAMPIONSHIP.—W. S. Campbell, Niagara, 3m. 16 2-5s.; H. C. Hersey, Elmira, second by a long way; E. Budd, Elmira, third. Campbell, taking the lead at the start, was never headed.

TWO-MILE, 6.45 CLASS.—C. J. Iven, Rochester, 6m. 21 1/4s.; W. E. McCune, Worcester, second; E. L. Shefter, Williamsport, o; E. Budd, Elmira, o. Shefter started in the lead, with the field in hot chase. At an early stage of the race a broken tire lost him all chance, though he secured another mount and finished the race. McCune made a bold break for victory, but succumbed to Iven's sustained spurt.

HALF-MILE HEATS, BETWEEN MESDAMES VON BLUMEN AND OAKES.—Heat 1—Von Blumen first, after a desperate struggle; time, 1m. 51s. Heat 2—Von Blumen first; Oakes nowhere; time, 2m. 1 1/2s. Heat 3—Von Blumen first; Oakes, o; time, 1m. 52 3/4s.

HALF-MILE JUNIOR WHEEL CLUB CHAMPIONSHIP.—W. Loveland, 1m. 43 1/4s.; W. Schultz, second; F. Newing, o; H. Nicholl, o.

ONE-MILE SCRATCH.—W. Windle, 2m. 52 1/4s.; W. S. Campbell, second; J. F. Midgley, third. Won easily.

ONE-MILE BINGHAMTON WHEEL CLUB CHAMPIONSHIP.—F. S. Cox, 3m. 20s.; J. Cutler, second; A. French, third; S. W. Newton, fourth.

THREE-MILE HANDICAP.—W. Windle, scratch, 8m. 57 1/4s.; J. F. Midgley, second; J. Cutler, third. Handicaps not reported.

ONE-MILE SAFETY RACE.—J. B. McCune, 2m. 53 3/4s.; J. F. Midgley, second.

ONE-MILE TEAM RACE.—Windle and Midgley, of Worcester, first.

ONE-MILE CONSOLATION.—C. J. Connolly Rochester, 3m. 8 3/4s.

The judges were S. B. Vaughn, Kingston, Pa.; Geo. A. Jessup, Scranton, Pa.; W. H. Stone, Binghamton Wheel Club. Timers: W. D. Cloyes, Cortland, N. Y.; H. C. Spaulding, Elmira, N. Y.; W. J. Stephenson, Binghamton, N. Y. Scorers: C. C. King, Pittsford, Pa.; M. C. Craver, Binghamton Wheel Club; and the Referee, Henry E. Ducker, Buffalo, N. Y.

RACES AT MOSCOW, RUSSIA.

This event was held on July 11 on the so-called Chadinka Grounds, on the track of the Imperial Trotting Horse Company, and suffered much from rainy weather. The races were opened by the festival riding of twenty-three bicycle and tri-cycle riders in racing dress. Then followed the opening:

ONE-MILE RACE (for amateurs who have never won a prize).—H. Davis, first; L. E. Barusdin, second; M. W. Nowomlinsky, third. Time, 3m. 54 1/2s. The track was soft, and through this slow times were made.

ONE-MILE TRICYCLE RACE.—N. P. Oboldnew, first; S. W. Dokutschaew, second. Time, 5m. 39 1/2s.

SIX-MILE RACE.—F. W. Bjeloussow, first; M. W. Nowomlinsky, second. Time, 27m. 10s.

ONE-MILE SAFETY RACE.—K. Kossonrow, first; D. G. Engel, second. Time, 4m. 47s.

TWO-MILE RACE.—F. Zemlicka, first; F. F. Schukow, second. Time, 7m. 16s.

ONE-MILE TRICYCLE RACE (ladies only).—E. L. Zemlicka, first; A. A. Skworzowa, second; A. S. Sosnina, third. Time, 8m. 35 1/2s.

ONE-MILE CHAMPIONSHIP RACE.—F. Zemlicka, first; H. Davis, second; M. Nowomlinsky, third. Time, 3m. 38s.—*Cyclist*.

Herbert Synyer, England's 1-mile amateur bicycle champion, won a 2-mile cup race at North Shields, July 23, riding in 5m. 42 2-5s. for the full distance.

KNAPP'S RECORDS.

The table of long-distance records made by the American professional, W. F. Knapp, of Denver, Col., at Leicester, Eng., July 17, are published in detail below. From the fifty-second to the sixty-first mile Knapp established new world's records. The previous 100-mile record, established by Fred Lees in 1883, was beaten 41m. 15 4-5s. Knapp was absent from the path but three minutes.

MILES.	H. M. S.	MILES.	H. M. S.
1.....	3.03	*51.....	2.43.15
2.....	6.02	†52.....	2.46.27
3.....	8.57	†53.....	2.49.53
4.....	11.57	†54.....	2.55.31
5.....	14.57	†55.....	2.57.15
6.....	17.56	†56.....	3.00.58
7.....	20.58	†57.....	3.04.40
8.....	23.56	†58.....	3.08.18
9.....	26.55	†59.....	3.11.52
10.....	30.02	†60.....	3.15.30
11.....	33.09	†61.....	3.19.19
12.....	36.15	*62.....	3.23.18
13.....	39.18	*63.....	3.27.03
14.....	42.17	*64.....	3.31.00
15.....	45.15	*65.....	3.35.20
16.....	48.14	*66.....	3.39.52
17.....	51.12	*67.....	3.44.19
18.....	54.20	*68.....	3.48.51
19.....	57.27	*69.....	3.52.53
20.....	1.00.37	*70.....	3.56.42
21.....	1.03.51	*71.....	4.00.46
22.....	1.06.55	*72.....	4.04.47
23.....	1.10.08	*73.....	4.08.42
24.....	1.13.15	*74.....	4.12.41
25.....	1.16.23	*75.....	4.16.44
26.....	1.19.20	*76.....	4.20.52
27.....	1.22.25	*77.....	4.24.50
28.....	1.25.34	*78.....	4.28.41
29.....	1.28.54	*79.....	4.32.42
*30.....	1.32.15	*80.....	4.39.56
*31.....	1.35.30	*81.....	4.43.17
*32.....	1.38.45	*82.....	4.46.40
*33.....	1.42.00	*83.....	4.50.06
*34.....	1.45.15	*84.....	4.53.41
*35.....	1.48.28	*85.....	4.57.16
*36.....	1.51.45	*86.....	5.00.52
*37.....	1.55.05	*87.....	5.04.53
*38.....	1.58.17	*88.....	5.08.59
*39.....	2.01.42	*89.....	5.13.12
*40.....	2.05.05	*90.....	5.17.11
*41.....	2.08.36	*91.....	5.21.04
*42.....	2.11.52	*92.....	5.25.00
*43.....	2.15.25	*93.....	5.29.01
*44.....	2.19.01	*94.....	5.33.07
*45.....	2.22.39	*95.....	5.37.12
*46.....	2.26.06	*96.....	5.41.06
*47.....	2.29.34	*97.....	5.44.43
*48.....	2.33.02	*98.....	5.48.08
*49.....	2.36.25	*99.....	5.52.14
*50.....	2.39.48	*100.....	5.55.21

* English records.
† World's records

RACING FOR FOUR SATURDAYS AT THE N. J. A. C.

The series of bicycle races for four Saturdays, heretofore announced in THE WHEEL, to be held at the New Jersey Athletic Club grounds at Bergen Point, will be inaugurated on August 18, and continue on August 25, September 1 and 8.

There will be two races each Saturday, a mile and a 2-mile, open to all amateurs on wheels weighing not less than 35 pounds, entrance fee at the post. The four 1-mile and the four 2-mile races will constitute two competitions of four heats each. Handsome and useful prizes will be given to first, second and third in each competition. The winners are to be determined as follows: The winner of the first prize to be the one who has made the fastest winning time, the winner of the second prize to be the one who has made the second fastest winning time, the winner of the third to be the one who has made the third fastest winning time. In no race will the time of any but the winner be considered. Nothing shall stand in the way of a competitor winning two or even three of the prizes. In case of there being a large number of starters there will be heats, and in this event each heat will be considered as a heat in the main race, and the time made in each of such heats will be considered as a winning time. The races will be run beginning at 3:30 o'clock. At 4 o'clock the ball game will begin between the N. J. A. C., the champion amateurs, and some good club.

Trains leave from foot of Liberty Street at frequent intervals. All way trains stop at Avenue A., within three minutes walk of the grounds. Further information can be obtained at the Manhattan Wheel Exchange, 49 Cortlandt Street, New York.

LABOR DAY AT THE NEW JERSEY A. C.

Great preparations are being made for the all-day carnival of sport at the New Jersey Athletic Club grounds at Bergen Point on Labor Day, September 3. The sport will begin at 10 o'clock in the morning with athletic games, consisting of twelve events, among which are three bicycle races, 1-mile novice, 1 mile handicap and 1-mile club championship. In the open events elegant gold medals will be given to first and second. The weight of wheels must not be less than 35 pounds. Prizes will be on exhibition at A. G. Spalding & Bros. on and after August 14. Entrance fee fifty cents per man, to close on August 27 with B. Arthur Salinger, P. O. Box 3029, New York City. At 1:30 P. M. there will be an open regatta for four-oared shells and single and tandem paddling canoes. At 4 P. M. will be played a baseball match between the New Jersey Athletic Club nine, amateur champions, and some crack team. In the evening there will be a promenade concert and dance on the lawn. A fine band and orchestra will be in attendance all day, and a caterer will be on hand to furnish luncheon to those who may care to make a day of it. Admission badges, good for all day, seventy-five cents.

ENGLISH PROFESSIONALS ON THE PATH.

At Belgrave Roads, July 21, A. H. Robb, 20 yards, won a mile professional handicap in 2m. 40 1-5s.; W. F. Knapp, 20 yards, second; H. G. Crocker, scratch, o. In the 3-mile handicap, R. H. English, 45 yards, defeated H. G. Crocker, scratch, by four yards; time, 8m. 44s. The 5-mile professional championship was won by J. Lee, with Robb second, Crocker third, Knapp fourth, Howell fifth, Fred Wood sixth; time, 15m. 48 2-5s.

The 5-mile English tricycling championship was a "dodder" for four and three-quarter miles and a quarter-mile spurt for home. In the first heat, the first mile was ridden in 4m. 56 4-5s.

TEMPLE DEFEATS HOWELL AND WOOD.

LONDON, August 4.—Temple, of Chicago, won the 20-mile bicycle championship at Leicester, to-day, defeating Howell and Wood. Temple also defeated Howell in a 5-mile race. The American team sails for New York on August 11 on the steamer Aurania.

Local racing men will find a communication of interest entitled: "Racing for Four Saturdays at the N. J. A. C."

TEMPLE WHEELS TO VICTORY.

LONDON, August 8, 1888.—At Birmingham to-day Ralph Temple, of Chicago, won the half-mile and 10-mile bicycle championships, defeating the best English bicyclists and several Americans. Temple during the week has defeated Howell, the English champion, four times in succession.—*Cable*.

The English should have learned by this time to take Senator Morgan's opinions with a dash of salt and a pinch of pepper. The "loafing" tactics in the 5-mile amateur tricycling championship were so disgusting that "Senator" Morgan informed the editor of *Wheeling* that "an American or Birmingham or Newcastle crowd would have pulled the men off their machines." This is a gross exaggeration as applied to the American crowd, which would simply have hissed or hooted the contestants into a faster pace. If an English crowd cannot do this, either the English racing man has not a proper respect for the public, or has no respect for himself.

FIVE-MILE ENGLISH AMATEUR TRICYCLING CHAMPIONSHIP.

This event was decided at Paddington July 21, and, after a waiting race, was won by F. J. Osmond in 16m. 40 3-5s. Osmond defeated the pick of the English cracks, and apparently is as much at home on the three as on the two wheeler.

"Liberty Bill Davis" is the title of Illinois' new Chief Consul, because he won on a "Liberty Bill" platform.

ON THE ROAD.

WILLIAMSPORT WHEELMEN ON THE ROAD.

The members of the Williamsport Wheel Club, who have been registered by the club's secretary, have improved the time the good roads afforded for wheeling in July, and have nearly all increased their average. The individual records from April 15 to July 31 stand as follows:

NAME.	Date cyclometer registered.	Total Miles.	Daily average since April 15.	Daily average since registered.	No. Century runs.
H. C. Wheeler.....	April 15	2,470	22 4-5	22 4-5	3
J. W. Bowman.....	" 20	1,924	17 7-8	18 7-10	3
E. J. Fisher.....	" 20	1,255	11 2-5	12 1-5	1
Chas. E. Gohl.....	" 21	1,304	12	12 4-5	1
Ed W. Gohl.....	" 21	1,262	11 2-3	12 1-3	3
A. C. Wagner.....	" 21	1,477	13 2-3	14 1-2	4
John H. Simpson.....	" 23	272	2 1-2	2 3-4	1
Harry Willets.....	" 24	705	6 1-2	7 1-8	1
F. C. Simpson.....	" 27	1,000	9 1-4	10 1-2	2
Chas. N. Hough.....	May 7	1,575	14 3-5	18 1-3	3
S. C. Steuber.....	" 7	538	6 1-2	8 1-7	1
S. T. Bricker.....	June 1	700	5	8 5-6	1
C. F. Martin.....	" 3	552	5 1-9	9 1-3	1
John E. Colket.....	" 6	615	5 2-3	11	1
B. C. Updegraff.....	" 19	370	3 1-2	8 3-5	1
Totals.....		16,019	148 1-3	20	

During July Wheeler made 930 miles; Ed Gohl, 962 miles; Hough, 775 miles; Fisher, 630; Wagner, 552, and the others from 492 miles down to 72 miles.

Messrs. Rhoads and Otto, who are wheeling abroad, no doubt will have a large mileage to report upon their return in September. Messrs. Wheeler, Martin, Bowman, Ed Gohl, Wagner and Fred Simpson rode to Danville on the 22d instant, the last four continuing to within a few miles of Bloomsburg, each making a century run.

Quite a number of club members are arranging to wheel to Buffalo for the International meet and races.

Messrs. Wheeler, Wagner, Fred Simpson and Ed Gohl rode to Jersey Shore, Lock Haven, Queen's Run and out on the Bellefonte road past Flemington and Mill Hall on July 29, scoring eighty miles for the trip.

Wheeler, Willets and Steuber expect to start, August 4, on Niagara express for a two weeks' trip, wheeling from Elmira to Buffalo via Rochester, the route continuing to Niagara Falls, Lewiston, Toronto and over the celebrated Kingston road to Kingston and through the Thousand Islands to Montreal. The return trip has not yet been definitely decided upon.

FIFTY-SIX HEADERS.

A WHEELMAN'S TRIP OVER IRRIGATION DITCHES, CATTLE RANGES, PRAIRIE AND FARMS FROM DENVER TO BOSTON VIA OMAHA.

A sun-browned, wiry wheelman was resting from a long journey last evening when a *World* reporter found him visiting Will Emerson, of Fifteenth and Howard Streets. The touring cyclist was Warner S. Doane, a member of the Dorchester Bicycle Club and of the Denver Ramblers, and holder of the 100-mile amateur championship for road riding. He is en route from Denver to Boston, and his "steed" is a 50-inch Apollo bicycle. Mr. Doane made the journey to Denver by rail in April. Speaking of his wheeling to this city he says:

"I left Denver on July 26, and rode via Julesburg, keeping along the Platte valley. I found the roads in such poor condition—sandy or muddy—that I walked or pushed my bicycle 117 miles of the way. Twenty-seven miles of deep sand lay between Hardins and Ft. Morgan. On one stretch I did not see a house for ten miles. Between Gothenburg and Plum Creek I walked twenty-four miles because of the mud. I got into a deep mud-hole two miles west of Plum Creek, and stayed there all the afternoon to dry my clothes. I was well entertained by wheelmen at Kearney, Plum Creek and Grand Island; at all of those places there are good clubs."

"What was your longest day's wheeling?"

"Eighty-five miles between Julesburg and North Platte. I rode on the prairie some of the way from Denver here and through prairie dog towns and often went into a prairie dog hole and took a header. I took fifty-six headers on the trip."

"Score them on your spinal column?" asked the reporter, growing sympathetic and deeply interested.

"No, put them down here," indicating his journal encased in waterproof.

"I crossed twenty creeks. I did not stop to take off my shoes and stockings; it requires time and they dry as I go. The third day out of Denver I got into a place where an irrigating ditch had overflowed, and I was obliged to walk in mud eight inches deep and carry my wheel on my back, making a mile an hour until I got out of it."

Mr. Doane weighs 130 pounds and stands 5 feet 7 inches. The cyclometer registers 599¾ miles. The distance by rail is 560. He leaves Omaha on Saturday, going by rail to Keokuk and there taking to his wheel again. It is his intention to reach Boston by the 1st of September.—*Omaha Daily World*, August 3, 1888.

A SUMMER TOUR AWHEEL.

(PART II.)

FOURTH DAY'S RIDE.

Pushing out from Hudson at 7 A. M. we struck a vile road, made up of a mixture of clay, glue, putty and *aqua*. The farmers along the road informed us that the road was never good and always worse after a rain. "Truth needs no propping up." We had struck it after a hard rain. The roads improved slightly as we neared Stockport. Stuyvesant Falls was reached by 9:30, in whose troubled waters we gave an imitation of the "Birth of Venus," Benedict playing the part of Venus. Much refreshed after our swim, we again mounted our wheels, heading them northward, stopping at Pine Grove (population 11) and at Kinderhook. At a point about five miles north of Kinderhook we encountered our first road-hog, who drove his team and 21-foot wagon across the road. He was successful in compelling us to dismount, when he said: "Say, I jest wanted to know where yew kum from." "Maryland, N. J. Ever been there?" "Yes, I've hearn o' it. Say, now, don't it tire yew to ride one o' them air things more'n it does to walk?" "No, not half so much as to answer questions." "Oh, shew. Now, how far kin yew travel in a day?" "Ninety-six miles generally, but if you don't let us pass we won't be able to go more than ninety to-day." And as he drove his hook and ladder truck out of the road he muttered something about "the dern things be friskier than a filly." At one o'clock we dined at Shodac Centre, and Albany was reached at three o'clock. In the evening we called upon the Albany Wheelmen, where we were hospitably received by Mr. Howard Wendell and a dozen other members.

FIFTH DAY'S RIDE.

We had not definitely decided upon the route we would take on leaving Albany, but Eveland suggested that, owing to the fact of Benedict and myself riding Stars and he being mounted on a Springfield Roadster, we visit *Saratoga Springs*. We acted on his dyspeptic suggestion and pushed forward through Cohoes, Waterford, Half Moon and Mechanicsville, where we dined at 1:30 P. M. Saratoga was reached by 5:30 P. M., and after a well relished bath and supper we started for a stroll through the city and the Springs. Saratoga was just then in the height of its season, and everything was the gayest of the gay.

SIXTH DAY'S RIDE.

We set sail for Glens Falls at 9 o'clock the next morning, passing through Judge Hilton's park "Woodlawn," visiting the Soldiers' Monument and the Lake before leaving the city. A certain road which had been pointed out to us as being a "short cut" led us to a junction of three roads without signboards. We inquired of a buckwheat which was the road to G. F.; "Neither," was the curt response. We were enlightened by this bureau of information that we had gone three miles out of our way, and our cyclometers measured but four and a half miles from Saratoga; he suggested that we take a road with a non-cycling appearance. He doubted, however, that we would reach Glens Falls that night, as the road was not *very* good. He was right. The road was not very good; in fact it was exceedingly bad. Two miles of uphill, one-eighth of a mile level, no coasting. On top of the second hill we run against a good road bearing to the east, and we went back a short distance to a house to seek information. A red-haired woman and a *white bulldog* greeted us. The former very meekly; the latter rather boisterously. In response to our questions she said: "I don't know which road you'd take,

I'm sure; I've only lived around here eight months, and I ain't been out none yit. I don't know where none of them roads goes to. You'd better stop at the next house south and ask 'em." But we were not going south, and loaded with this valuable information, we took the road to the east, as its condition looked best adapted for our business, at the same time feeling we might be in error, and were therefore not greatly surprised when told "at the next house" that we should have taken the "other road." We went back and took it with both feet. Had to take it that way, as its sandy soil would not permit us to ride for over a mile. The roads improved as we reached Monroe township, where we were caught in a rain storm and took shelter in the barn of a Mr. Hodges, who invited us into his house, where we were made acquainted with his family as well as with a very substantial meal, both of which we enjoyed. The shower did not last long, and as we left, at 1:30, Mr. H. advised us that we would have a hard time of it getting to Glens Falls, owing to the sandy roads, and we found that he was not "stingy of the truth," for after riding about three miles, we were compelled to dismount and walk four in the sandiest kind of sand. We willingly halted every half-mile and braced up on the blackberries growing along the road, but as the hornets were much thicker than the berries, a rather lively speed was compulsory. A sudden turn in the road compelled us to face a hill with the grade decidedly upward, of course, the surface of which was made up of the same unmistakable sand. We stopped at a house at the foot of the hill in order to take breath before beginning the drudgery. A woman approached us, and asked if we wanted a drink. "Cert; we would take milk." "Hain't got milk; I'll give you some water." "Don't want any." "Where did yer cum from?" "Jersey." "All the ways on them wheels?" "Yes, madam." Then, apparently noticing the disconsolate, uphill look on our faces, she inquired, "Are—are yer doin' this fur fun?" "Oh, yes, ma'am. We're on our vacation." "What do yer do when yer home—go to school?" Benedict hid his whiskers and replied in the affirmative. "What do you study?" "Astronomy," I answered, thinking of my Star machine. As there was a good prospect of having questions fired at us by the hour, we picked up our wheels, and as we started on our stroll up the hill the female telephone remarked: "I should think yer parents would make yer wear long pants. Land knows, yer big enough." Doc advised her that he would begin wearing pantaloons as soon as he reached home, and that he would send her his photo soon afterwards. Good roads began as Glens Falls came in sight, which we reached at 6 P. M. During the evening we were entertained by Mr. H. C. Pearsall, a resident of G. F., and a member of the Hudson County Wheelmen.

SEVENTH DAY'S RIDE.

The next morning Mr. Pearsall escorted us to Lake George. About a mile out of Glens Falls Benedict fractured a spring of his Star, and having no extras with him, he started to work with one side, when Eveland's massive brain was brought into action. He procured a rope, tying one end to Doc's handle-bar, and taking the other end in his hand, the lively funeral procession started on toward the Lake, Benedict singing in a plaintive tone "An Ode to *Spring*." Lake George was reached at 10 A. M., where we stayed until late in the afternoon, enjoying the beauties of the most enchanting spot we had had the good fortune to visit during our entire trip. We returned to Glens Falls before dusk, and, per arrangement, we boarded the train for New York, each of the trio feeling that he had solved the problem, "*How to spend a vacation.*"

COASTER.

SUMMER JAUNT OF TWO CAPS.

Thursday eve, after we had donned our club uniform, or, rather, after we had scraped the dirt and dust off our clothes, and surprised our pedal coverings with a little genuine French blacking, and had made an attempt to satisfy our never-ceasing desire for grub, we wandered out and stopped in to see Buffalo's worthy cycling agent, Mr. E. N. Bowen, with whom we spent the early part of the evening very pleasantly, and felt well repaid for our call. We had hoped to have called on the Buffalo wheelmen, but as we heard the new Music Hall was to be opened that evening with light opera, we deter-

mined to gall it, and trying to imagine that we were in full dress, we took a front seat; consequently it was well past midnight when we reached our little roost; and when the porter, in obedience to our instructions, commenced his thump, thump, thump on our door about 5 the same morning, two weary Caps grunted out "all right," but they were thinking otherwise, and only regretted the door was not open, that they might secure vengeance by shying at said porter whatever was most handy.

But, awake, we determined to move, and after some few delays left the hotel about 7 A. M. The fine asphalt streets proving so tempting, we took the most circuitous route possible in leaving the city, thus securing some nine or ten miles of the fine pavement, and I must say, with no disrespect to Washington or the City of Fathers, that it would not hurt them to take some instructions in awarding pavement contracts, as the best asphalt pavement we struck in the Capital City would no more than equal the poorest we found in Buffalo.

Well, to go on with our tour. After enjoying the ride around the city, we turned into Abbotts Corner's Plank Road, and thence down to the Lake Road, along which we kept the remainder of the day, passing on through Seneca, Bay View, etc., now skirting along the cliffs at the very edge of Lake Erie, and then branching off inland for a way, until we reached Silver Creek about noon, having made a little over forty miles since breakfast. As we understood that Mr. Schmidt, of the L. I. W., was touring the same direction, and as we had, unfortunately, been unable to catch him before reaching Buffalo, we made inquiries along the road, and found that we must have made an earlier start than he had, as he had not been seen along the road. As we were anxious to reach Westfield that afternoon, we decided not to lay up, so, after remaining at Silver Creek some three hours, we decided to push on; and although the road was nearly level, and in magnificent condition, we were obliged to do considerable pushing, as our old friend Boreas was still angry at something, and seemed to vent his spite on us by blowing "dead agin us."

At Fredonia, only sixteen miles from our stopping place, imagine our surprise at seeing a sign-board, the first we had encountered since our start from home nearly a week previous. But the poor old board had evidently stood by many and many a storm, for the figures and names were almost totally obliterated. Nevertheless, it was a sign-board. Pushing on, we reached our destination about 6 o'clock, having made sixty-eight miles, pushing all day against the wind, and I must say I would prefer a 100-mile run over ordinary roads in preference to facing that gentle (?) breeze for another sixty-eight. From Westfield, our headquarters for the next week, we made several tours to the neighboring towns, and I may say spent considerable time in harmless flirtations, etc., but if I were to tell just what happened, I fear I would start up all the club liars in the country, so will merely say, "We got there."

ONE OF THE CAPS.

WELLS UP EAGLE ROCK.

John A. Wells started up Eagle Rock at 4:30 P. M. on Wednesday afternoon, and reached the top all out in 9m. 30 2-5s. The officials were the same as those who engineered Greenwood's trial when he climbed the Rock in 7m. 37s. Mr. Wells' trial should convince him that at the game of hill-climbing Greenwood has not found his equal.

BELLS AND LANTERNS IN WASHINGTON.

At the meeting of the District of Columbia Division, L. A. W., meet, held August 1, the following resolution was unanimously adopted and forwarded to the District Commissioners:

Believing that the police regulation requiring bicycles and tricycles to be provided with bells and lights is unnecessary, and that it is better and safer for us to get out of the way of pedestrians than to signal them to get out of our way; and

Believing that we have the same rights as horsemen and the owners of private vehicles (who are not required to carry bells and lights), and that fewer accidents, and of a less fatal character, occur through the carelessness of cyclists than through the carelessness of drivers; and

Whereas, nearly 4,000 cyclists in this city are put to great inconvenience and annoyance by this regulation;

Be it resolved, That we respectfully request that the same be repealed.

THE TRADE.

NEW CYCLING DEVICES.

A NEW PEDAL.

Messrs. French & Co., of Earl Street, Coventry, England, have submitted to us a new rubber pedal, and from its appearance we think it is likely to take the public fancy. It is of the now fashionable square shape, and is of solid rubber throughout, no wood being used in its construction. The four sides are corrugated, consisting of no less than 156 small rubber knobs, which should entirely prevent slipping. — *Bicycling News*.

THE HOPE PLATE.

M. M. Vivian & Co., Limited, 46 George Street, St. Paul's, Birmingham.

Some months since, in the spring of the year, some correspondence appeared in our columns on the subject of the plating of machines, and amongst others one which announced the discovery of a new system, or rather material, for plating termed the "Hope" plate, which was stated to be practically indestructible, and not liable to rust, peel off, or tarnish under any circumstances. Shortly after this, Messrs. Vivian & Co. furnished us with a few pieces of thin sheet metal coated on one side with this "Hope" plate, in order that we might see it for ourselves and put it to what test we liked. We were told that it would stand nitric acid, so we tried it in a bath of strong "fuming" acid, with the result that it was not affected so far as could be seen in the slightest, although it remained in the acid several hours. We may here in this connection mention for the benefit of the uninitiated that the merest touch on the ordinary nickel-plate of such acid as the above would destroy the surface in a few seconds, laying bare the metal below. Finding the plating stand this test so well, we placed other pieces of "Hope" plated metal in baths respectively of sulphuric and hydrochloric acids, allowing them as before to remain some hours. This treatment having as little effect as the other, we next treated the plating to a bath of *aqua regia*, which had about as much effect upon it to all appearances as water has on a duck's back. These tests having so far proved satisfactory, the treated pieces of plating were left two months kicking about on the outskirts of our laboratory sink, at the end of which time we thought the various chemical influences they had been brought under had done their work, for they were covered with a dark gray and very dirty looking deposit. With hard rubbing this was, however, removed, whilst a dip in a bath of hydrochloric acid fetched it off as clean as a whistle, leaving the surface as bright and clean as at first. Yet another test was applied before being satisfied, and that was to place a piece in a dish containing water, which was occasionally renewed, the metal being at times entirely and at others partially immersed. Here it remained for a period of fully three months, at the end of which time little, if any, discoloration of its surface could be detected. This brought our series of tests to a close, and we are concluding the experiments upon a machine in every-day use, having had the handle-bar, brake, fittings and front gear of our tricycle "Hope" plated, whilst the axle, cranks and other portions are nickel-plated in the usual manner by one of the most conscientious platers in the trade. This machine will be kept by us in constant and almost every-day use, and will be used by us in our holiday tour, and as Messrs. Vivian claim for the "Hope" plating that it "dispenses with cleaning," we shall give it rope enough to hang itself in this respect. At the end of the season we shall see how the two systems of plating, which will thus be exposed to precisely the same conditions, come out of the ordeal, and will communicate the result to our readers. — *The Cyclist*.

ELECTRIC LAMP FOR CYCLES.

Messrs. Samuel Miller & Co., of 85 Gracechurch Street, London, write us with reference to a paragraph on the above question which appeared in our columns some weeks since, and say: "A primary battery is *not* altogether out of the question for the purpose under consideration, and there is every probability of there being one brought out within a short time by our humble selves. We shall be pleased to send you one of our electric lamps for cyclers worked

from a primary battery to test, if this meets your views. Our lamp gives a steady light for seven hours, and cannot be jolted out. The battery weighs four pounds." We need scarcely say we shall be happy to test Messrs. Miller's invention, and give the benefit of our experience to our readers. — *The Cyclist*.

CAN HE PRODUCE ALUMINIUM?

C. H. Washburn, of Melrose, Mass., is reported to have succeeded in making a combination of atoms, which results in the formation of aluminium. It is a wonderful discovery if it is all that is claimed for it. The prosecuting of the experiment was conducted with the greatest secrecy at the crossing on the Middlesex Fells for more than two years. Now, indeed, the inventor does not make any definite statement of details.

To a reporter he said: "People think all sorts of things of me. Some imagine I'm a counterfeiter; others, that I illegally carry on a still. Officers of the special service and detectives in the internal revenue department have made investigations, and, of course, have learned nothing against me. You might go to my laboratory now, and yet you would see nothing to shed any light on what I'm doing. The secret isn't to be discovered. But it is big enough to revolutionize commerce by-and-by. Why, I used water for fuel; and that's only one of the many wonderful things I can do. It is too early to say anything yet—too early. Two months hence I expect to have all in readiness, and then the public shall be enlightened."

A Philadelphia paper, speaking of the discovery, says: "The discovery of a method by which this useful metal could be produced in large quantities at the price, say, of copper, would almost revolutionize the metal trade, and if the inventor received his due reward, should bring him large wealth. At any rate it would be of vast benefit to the world at large, which has long recognized the wide utility of the metal, and has been patiently waiting the surely coming day when it shall be familiar and plentiful." — *Lynn Item*.

THE ALUMINIUM AGE.

THE METAL WHICH IS TO REVOLUTIONIZE THE WORLD.

It is reported that at the Essen Krupp gun works, near Cologne, Germany, the metal aluminium is being rapidly turned out in 100-pound ingots at a cost of twenty-five cents per pound, says a *Chicago Tribune* writer. If this is true, its full significance is not realized by the public, for this silvery metal is the most abundant in nature. Common clay everywhere contains from two to ten pounds of it in every 100 pounds. It is, therefore, more common than iron or all the metals taken together. The cost of extracting it has been the great and only hindrance to its general use. In 1853 its value was \$240 per pound, and the following year a chemical discovery dropped its price to \$44. A steady decrease since then has taken place to about \$5 per pound, at which price its uses are enormous, but nothing to compare with the alleged Krupp twenty-five-cent value.

As iron weighs three times as much, and is, therefore, one-third as bulky as aluminium, when the latter can be obtained at three times the price of iron that metal will be supplanted rapidly. Even at the Krupp price it will pay to build railroad trains of aluminium, because of the greatly reduced weight afforded. This dead weight of trains is a prodigious expense to railways, nine-tenths of which could be saved by constructing freight and passenger trains of aluminium weighing from half a ton to a ton each. The adaptability for this purpose may be instantly seen in roughly stating aluminium to be far stronger than steel and as light as chalk. Locomotives needing traction weight would still be made of iron and steel, though they could be reduced in weight materially in proportion to the diminished dead weight, or the old engine unchanged would be enabled to add ten aluminium cars for each one of the old style discarded. It would be equivalent to doubling the freighting capacity by counting the weight of present cars and their contents as equal in reducing the car weight to a practical zero.

Aluminium conducts electricity better than iron, the comparison being one-third as well as

copper, while iron is one-seventh, hence aluminium will be used for telegraph lines. The metal being so light and strong, inch rods of it will hold up the wires as well as the largest telegraph poles under greatly reduced weight.

Houses could be easily constructed by pouring the metal into ordinary sand or metal moulds. It melts easier than silver. Every part of the domicile could be cast on the spot in this way into a solid mass of metal more rigid and durable than stone. Movable parts, such as doors, windows, transoms, scuttles, could be made of the same bright metal, and just as heavy or light as desired.

Ships larger than the Great Eastern, with less draught, could be constructed nearly entirely of aluminium, including the machinery and boilers, which at present weigh down vessels seriously.

The stone age held fast our ancestors in a condition but little better than that of our arboreal progenitors, the apes; the bronze age was a great step ahead, and the iron age ushered in civilization and made it possible. We are now living in the latter part of that period, and beholding the dawn of the aluminium age, which will confer blessings millions of times greater than can be understood under existing circumstances. The possibilities of cheap aluminium are limitless. Aerial navigation will be effectually settled, and monstrous aluminium air ships will literally give wings to commerce, and settle the tariff question by rendering trade as free as the medium in which it will be conducted. Cities of solid aluminium will spring up everywhere—fireproof, indestructible, paved with the white metal, lighted by electricity passing over aluminium wires to towers of the same substance. Railway beds, sleepers, ties, rails, bridges and all, will be cast solidly in their places, with airy aluminium palace cars dancing over them 100 miles an hour or more. Floating bridges can be built upon the seas; wide rivers can be spanned by cobwebby but strong structures at small expense, and in a few days, where years were previously required. Sanitation will become a great practical possibility, and every one, no matter how poor, can have a home of his own, far better than the present ordinary dwelling.

Transition stages such as this involve rapid and decided changes from past modes of living, and, like all other civilizing influences, aluminium will prove to be a great leveler, for wealth will decrease in the hands of the few and increase in those of the many. Old-time manufacturing processes will be killed off, and thousands lose employment, to be re-employed in new industries or adaptations of the old to the new. Carpentering, cabinet making will give way—give way to fabricating furniture, wagons, carriages, etc., from the new metal, with the result of cheapening all the implements and vehicles of life, and secondarily all products, such as clothing, shelter and food. Great wealth will lose its power, and poverty be practically abolished. This metal could also be used in the manufacture of wheels, and would be obviously advantageous.

TRADE NOTES.

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

Dieter's Ice Cream, Branch 1150 Fulton Street, near Franklin Avenue, Brooklyn. Best Cream in the city. Fifty cents per quart, twenty-five cents per pint.

Dieter's *Table d'Hôte*, 50 cents. Served 12 to 8 p. m. Fulton Street, opposite City Hall, Brooklyn.

Mr. A. Kennedy-Childe is with the Thompson Electric Welding Co., of Boston. The services of Mr. Kennedy-Childe, on account of his extensive knowledge of the cycle trade and his well-known persuasive powers, will undoubtedly benefit the company which he will represent.

Mr. Arthur W. Preyer, formerly with G. R. Bidwell, will represent the Traders' and Travelers' Insurance Company of New York, which will make a specialty of life and accident policies to wheelmen.

The Gormully and Jeffery Manufacturing Company have issued a framed colored lithograph representing their American cycles. It will prove an ornament to the club room or the cycle agency, and doubtless the firm will supply them on application.

In the recent Birmingham, N. Y., parade there were ninety-nine machines in line, forty-seven of which were Columbias.

Messrs. Merwin, Hulbert & Co., are showing a line of American Cycles at their salesrooms at 26 West Twenty-third Street, New York. These wheels include a high grade roadster, sold at a lower price than other high grade wheels; a medium grade roadster at a reasonable price, a strong, serviceable mount; the American Rambler, a Rover type of graceful lines, with an anti-vibration device, and sold at a lower price than other rear-drivers; a large line of boys' and girls' wheels and the Challenge Tandem Tricycle.—*Adv.*

Wm. Read & Sons are constantly receiving good second-hand wheels. They will take your old wheel in trade for a New Mail.

The Clark Cycle Company are ready to fill orders for New Rapid safeties as soon as booked. The Quadrant tricycles, both single and tandem, which have gained such popularity during past seasons, are also handled by this firm.

Kimball's Straight Cut Cigarettes are unsurpassed for purity and excellence.

A. G. Spalding & Bros. are having a big run on Holmes' Self-supporting Bicycle Hose, which they are selling at \$2 per pair; regular price, \$2.50.

TRIBUTE TO AN EXPERT BICYCLE TEACHER.

NEW YORK, July 29, 1887.

MR. T. A. SMILY, CITY:

Dear Sir—I am glad to express to you my appreciation of your manner of instruction in bicycle riding. My little boys, whom you took charge of during the past winter, are not only greatly improved by your training, but always found in you a most pleasant companion, and their days for riding were looked forward to with great interest. When we return to New York in the fall, I shall take occasion to give you due notice, so that you can again take charge of my sons for their practice on their bicycles.

Yours respectfully,

H. M. ANTHONY,

Director Chatham National Bank.

In our issue of August 3 we published a resume of the first day's doings at Cottage City. The *Bicycling World* of same date, which is published much nearer Cottage City than is this paper, entirely ignored the meet.

OFFICIAL INTRODUCTION OF CYCLES INTO THE RUSSIAN ARMY.

Mr. J. H. Block, of Moscow, has been instrumental in bringing about the greatest achievement yet attained in cycling in Russia—viz., the official introduction of cycles into the army, and their practical adoption for military purposes. Russia has in this respect outdone some European countries. The Grenadier Corps will be the first one equipped with cycles, and the machine chosen is the "Swift," as specially built for Russia by the Coventry Machinists' Company, the first order being for twelve machines. This autumn the manoeuvres will include practical cycling, and Mr. Block thus explains how he was able to bring this about: "I was very kindly received by the Commander-in-Chief here, and he took the greatest interest in all I had to say about cycling. An official test has been made here between a cyclist and a grenadier on horseback. A despatch of great importance had to be taken to a small town thirty-five miles outside of Moscow, and an answer to be received from there. One of our best and most ardent bicyclists, Colonel Firsoff, who is fifty years of age, undertook to start off with the grenadier at the same time, and try to receive the answer, and come back in less time than the horseman would. This he achieved in the best possible manner. He came back four hours sooner than did the grenadier, and it created quite a sensation. Since that time we had very long and continuous conversations about this matter, and, after two months, the official introduction has taken place."

A WILD CHASE FOR A PAMPHLET.

BY THOMAS STEVENS.

The other day I called at Castle Solitude, on the great K. K. As usual he was up to his eyes in work. In the eyes were great big beams of satisfaction.

"What's up now, old man," quoth I, "just sent off that 30,000th copy of X.M. M.?"

"No," said he, "not quite; but my 5,000 gift pamphlets are now all bound, ready to be sent out."

"Let's see one of 'em."

"They're at the bindery yet," he replied, "but I tell you what, I'm off to West Springfield for a two weeks' vacation, to brace up before beginning the serious task of distributing the pamphlets and the 30,000 copies of the book."

"Thirty thousand is a good big edition," I hinted.

"I know it," said he, "but I'm giving the wheelmen a \$5.00 book for \$2.00, and as soon as I've convinced them of that fact by the pamphlet, I shall have no trouble. But what I was about to say was, meet me at 145th Street and Sixth Avenue on Sunday, 2 P. M., and escort me on to Tarrytown, and I'll give you a pamphlet then and there."

"Agreed," said I.

"And," continued he, "if you're late, and I've gone on, I'll stick a card on the telegraph pole." Maps and plans of upper New York being consulted, I set out for the rendezvous on Sunday as arranged. I was late in getting off. The cuckoo clock at the Citizens Club cuckooed 1:45 as the colored cellarer left his watermelon a moment to see me mount. Although I had never been to Sixth Avenue and 145th Street before, "I have carefully examined the maps and plans," thought I, and so sped confidently on through Central Park.

By and by I found myself outside on Fifth Avenue. The Belgian blocks created a dancing blurr as I pedalled wildly on, determined not to be outdone by a mere mistake. I turned into the park again at the next entrance. The Belgian blocks continued. Was I really in the Park? I didn't know. I fancied not from appearances. I had been through Central Park a wheel scores of times, but had never seen a deep-sunken, rough-blocked road in it before.

Soon I emerged on a street. Tramways were on it, and the rest of the road was a wilderness of holes and bumps.

"Central Park Avenue and Eighty-third Street," the lamp-posts read. "Central Park Avenue!" I never knew there was such an avenue. Everything looked unfamiliar. I was lost, bewildered—I who had found my way across trackless deserts in Asia. Still on I plunged, now grown desperate, for it was past 2 P. M. Most of the mansions were shanties, the population largely goats.

Now I spied a wheel track—ah! And yet, was it a wheel track? I dismounted and examined it carefully. A bob-tail car was coming along; a piebald goat stood on the curb, chewing a bustle. I stooped to examine the wheel mark, the bob-tail car came up; the goat saw his chance. The horse stepped on my off ear with the calk of its cruel shoe, and cut it off as with a knife.

Thoughtlessly I stooped again to pick up my ear. The goat saw his chance again. This time the horse pawed twelve inches out of the east side of my coat and skinned a rib.

"If you don't git offen the track, dom ye!" howled the driver, conductor and money-changer, "I'll lay this whip acrost ye—git off!"

Fearful of the whip, and awed by the loss of my ear, I hopped quickly aside. The goat, stimulated by past success, wagged his tail, and looking me in the eye, made a harsh, threatening gesture with his head. I pryed up a Belgian block and waited.

"Let 'im alone, yez jude, yez; if yez don't pesther 'im 'e won't harrum yez, at all, at all." The speaker was peering over a board fence near by.

"Let 'im alone, I tell yez," repeated he, shaking his fist; "if yez harrum a hair of that gawt, I'll kim over the fence and murder yez alive."

I had lost an ear, a peeled rib shone white and ghastly through the rent in my coat, and at the moment I fancied I wouldn't be able to sit down for a year. I was terribly riled—awfully! The goat, ignoring this, however, lowered its head and stepped forward in a masterful, aggravating style. The Belgian block hurtled

through the air; the goat uttered a wild, pathetic bleat and curled up in the gutter.

The Irishman hopped lightly over the fence. "How much?—how much?—how much?" said I.

"Siven," he replied, laconically, extending his hand. I handed him a ten.

"Oi haven't no change," said he; "the gawt's wuth tin anyhow; he war the purtiest and gentlist gawt on Parruk Avnoo."

The goat now picked itself up and walked off, shaking its head.

"Why, he isn't dead," said I; "he was only stunned; he's all right."

"That's oney a timpo'ry revoiv'l; he'll doi in a minit," said the Mick, "an' if yez dawn't git outer this, I'll knock the mouth offen yez."

So, on I wandered sadly, over the lumps and sand and ruts, a financial and physical wreck.

Eventually I turned up at the rendezvous. No card was on the telegraph pole; yet it was nearly three o'clock. Had K. K. gone on? I didn't know; some boy might have taken the card, or some goat might have climbed the pole and ate it. I waited—thirty minutes; an hour; still no K. K., and worst of all no pamphlet. I took my ear out of my waistcoat pocket and toyed with it sadly, musing on the uncertainties of life, and then went home. In my gold card-receiver I observed an old postal card. Incidentally I picked it up. It was from K. K., received a week before.

"Send a postal," it read, "costing you but one cent, and it will secure you by mail my great gift pamphlet of 150 pages."

I had lost \$10 cash, an ear, a six-inch strip of skin, and ruined a \$20 coat, beside having to sit on a feather pillow to eat my supper, and after all had got no pamphlet. Yet, here was a card, advising me how to get it for nothing. I was in a pitiable condition as it was, yet I told my bosom friend if he loved me to tweak my other ear and kick me round and round the room.

I eventually got the pamphlet. It isn't a pamphlet at all, however; it's a book, big enough to keep. It contains 150 pages of close print and a picture. The picture alone is well worth the nothing which it costs to get the pamphlet. It represents a gaily-caparisoned wheelman, with a breezy, Buffalo Bill, or Texas Jack, far-away look. On his arm he carries a huge lunch-basket. He is thinking "Excelsior!" as he rides manfully on toward the dinner-hour.

Any wheelman who feels like squandering his patrimony on a postal card, so K. K. tells me, addressed to "Karl Kron, University Building, Washington Square, New York," will receive by return mail this 150-page book, containing the fine colored frontispiece of the wheelman with the big lunch-basket in the middle.

ONE MONTH AHEAD.

(*Bicycling World*, August 3.)

That electric welding under the Thompson system is to play an important part in cycle manufacture is now an assumed fact. Up to the present time there has been no method known that would successfully weld tubing. To weld solid bodies of the same kind of metal has been accomplished ever since metal working has been an art.

The difference between the old way and the new electric method is that in the old way the metal is heated from the outside, while by electricity the centre of the metal is first heated, thus insuring a much better weld than by the old process, when it was by no means a sure thing, through lack of sufficient heat reaching the centres, to insure a proper weld. As this invention is one that will be of interest to the general riding public, we cannot do better than reprint from the circular of the Thompson Electric Welding Co. the following: "The principle involved in this new art is that of causing currents of electricity to pass through the abutting ends of the pieces of metal which are to be welded, thereby generating heat at the point of contact, which also becomes the point of greatest resistance, while at the same time mechanical pressure is applied to force the parts together. As the currents heat the metal, at their junction, to the welding temperature, the pressure follows up the softening surface until a complete union or weld is effected, and, as the heat is first developed in the interior of the parts to be welded, the interior of the joint is as efficiently united as the visible exterior. With such a method and apparatus it is found possible to accomplish not only the common kinds of welding of iron and steel, but of metals which have heretofore resisted attempts at welding, and have had to be brazed or soldered."

"Pieces of such metals and alloys as wrought iron, silver, copper, brass, lead, tin, zinc, bronze, German silver, platinum, gold and even cast iron are not only welded to each other but different metals can be welded one to another in many combinations, extending the applications of the process to the attainment of results heretofore impossible in metal working; while the tensile strength of the welds as shown by mechanical tests under the direction of the United States Ordnance Department are all that can be desired."

[THE WHEEL, July 6.]

A very strong mechanical hand grasping the forked lightning, as if it would put it to better use than running uselessly into mother earth, is the bold design on the covers of the Thomson Electric Welding Company's catalogue. The firm, which has a factory at Lynn and offices at the Mason Building, Boston, has sole control of Professor Elihu Thomson's patents for welding metals by electricity.

The principle involved in this new art is that of causing currents of electricity to pass through the abutting ends of the pieces of metal which are to be welded, thereby generating heat at the point of contact, which also becomes a point of great resistance, while at the same time mechanical pressure is applied to force the parts together. As the currents heat the metal at their junction to the welding temperature the pressure follows up the softening surface until a complete union or weld is effected, and, as the heat is first developed in the interior of the parts to be welded, the interior of the joint is as efficiently united as the visible exterior. The company makes and sells machines for welding purposes, and we feel certain they will be of advantage in the manufacture of cycles.

The reproduction of the above articles enables us to prove that in this instance—and this is one of many—we are a month ahead of our Boston contemporary in the matter of news gathering, in presenting everything that may be of interest to those who ride, sell, or make wheels.

ODDS AND ENDS.

The Vermont *Bicycle* has a column entitled "Lifted Bodily from Our More Enterprising Exchanges." From the purely jay standpoint this might be considered as sarcasm, but we class it as imbecility, since it is a useless confession of weakness.

LET US SMILE, FOUDRY.

It appears to be as much as one's life is worth to question or combat the pet ideas of the various wheel journals. Any one independent enough to offer a dissentient opinion from that promulgated by the editors of *The Wheel and World* is straightaway assailed personally by these most choleric gentlemen with a vigor and assiduity that is worthy of a better cause. Nevertheless, when the occasion justifies it, the BULLETIN will continue to criticise and condemn regardless of the writhings of the gentlemen mentioned.—*Pittsburg Bulletin*.

The Detroit Wheelmen will take their annual dip into Lake Erie on August 28. This annual bath is an excellent feature, but whew! how the lake will be discolored.

A leading organist of Providence, R. I., a Congregational minister, a college professor, the principal of one of the big grammar schools of the city and an editorial writer on one of the newspapers were among the riders seen on the Pawtuxet Pike one afternoon last week. They are all this season's crop, and they all rode rear-drivers.

Percy Harris arrived in Gotham on Wednesday from an extended trip through the West as far as Chicago.

A number of wheelmen have withdrawn from the Lincoln Cycle Club, of Chicago, in consequence of the removal of the club to another part of the city. The seceders have formed the North End Cycle Club.

Chief Consul Bidwell attended the Cottage City meet.

The Long Island Wheelmen's nominees for Delegates-at-Large are C. C. Alden and Joseph Manne. The club delegates nominated are L. H. Wise, W. W. Shaw, C. H. Luscomb.

Mr. Ducker's serial goes bravely on. Chapter 3 shows the arrival at Buffalo. The cars have drawn up, and the wheels are tenderly lifted from the baggage cars and consigned to their owners. Delegates from the clubs are on hand to welcome the visitors to the numerous hotels and boarding houses ready to receive them.

The Illinois Division elections have resulted in the election of Davis for Chief Consul, over Oliver and Roe, who ran in the order named.

MRS. ECK SUES FOR DIVORCE.

It is reported that Mrs. Tom Eck filed an application for divorce on August 2, alleging adultery and cruelty. Mrs. Eck, who was Miss Carlisle, a bright, pleasant looking Minneapolis girl, has been residing with her parents since last April.

A series of races took place at the Kingston (N. Y.) Driving Park on August 3, the winners being as follows: One mile, Herman Vonderlinden, Poughkeepsie, in 3m. 25 1-5s.; half-mile, Ed Merritt, Kingston, in 1m. 45 1-5s.; one mile, W. H. Boshart, Poughkeepsie, in 3m. 20s.; two miles, Herman Vonderlinden, Poughkeepsie, in 7m. 45 4-5s.; five miles, Herman Vonderlinden, in 19m. 50s. The track was slow.

Captain Fry, of the Harrisburg Wheel Club, has offered a handsome gold medal to the wheelman who will make the best time in climbing Derry Street Hill. This contest will be open to all members of the club, and takes place August 25. In the near future there will also be a 25-mile track race for a gold medal of handsome design.

The Waiontha Bicycle Club, whose tournament will take place at Richfield Springs next Wednesday, have issued an advertising pamphlet of their meet, which is a model as regards typography and arrangement. The book contains a programme of the races, the list of officers, etc.

"Gene" Valentine and John Day, both of the Kings County Wheelmen, are at Chicago.

A PATHETIC APPEAL.

We republish from the *Crosby County News*, of Estacado, Texas, the following editorial, which can scarcely fail to do some good of a missionary kind. We repeat that the Wheel Board of Trade, if it exists at present, should interest every country editor:

"Boys, and young men, we want you to sit down and think over what we now suggest to you: You can purchase a good looking and serviceable bicycle or tricycle for from \$25 to \$100. You can learn to ride on it in a week, easily. After that you will have a horse which can not run away from you; which cannot get sick nor die; which requires no food nor attention; which is obedient to every desire of yours, and never gets tired, nor balks, nor shies, nor 'bucks,' and which can be renewed by duplicate pieces, as they may wear out, and hence, can never grow old. And it will carry you 100 miles in a day, and allow time plenty for rest, luncheon and regular meals.

"Now don't laugh and try to be 'above' such things, for we all know better than that. You not only do more ridiculous things than riding a bicycle for health and pleasure, every day of your lives, but you would be really glad to own and ride one. They are growing in popularity and use every day. Some of our most expert riders now are boys who two months ago made sport of the 'bicycle craze.' As soon as a chance to get one occurred his real sentiments and desires became known.

"A Nashville, Tennessee, club recently started from Nashville and rode a circuit of 108 miles, as follows, in one day, to wit: From Nashville to Lebanon, Murfreesboro, Eaglesville, Nolanville, and from the latter place back into Nashville again, making the 108 miles in exactly twelve hours.

"Lay aside your pretended 'old-manishness' and be natural. If you will do so and follow the suggestions of pure nature you will get you a bicycle, and organize a nice club, which would have its regular meets, excursions, picnics, entertainments etc. You would find a healthy and pure enjoyment in this sport, elevating in its nature, and the hand maiden of truth and virtue. How much better than loafing around town, or galloping about over the prairie like a wild Indian, and smoking the deadly cigarette!"

GILLOTT'S STEEL PENS

ARE THE MOST
* * * PERFECT.



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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.

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WHEEL GOSSIP.

Purvis-Bruce is still angling for trout in Scotland.

The Brooklyn *Weekly Press* devotes some space to cycling.

Thomas Steven's "Wild Chase for a Pamphlet" is rich, rare and racy. Read it.

Mr. E. J. Shriver announces that the "rumor" of his engagement to a Maryland lady is correct.

Nick Kaufman, the professional fancy rider, has been very unwell, and has gone to Karlsbad for a month's rest.

"A Summer Tour Awheel" is plentifully sprinkled with information and humorous incident. Don't fail to read it.

The Manhattan Club had a run to Coney Island on Sunday, and a "stag" entertainment at their club house on Monday night.

The Manhattan Athletic Club *Chronicle* for August contains a picture and biography of Louis J. Kolb, the Philadelphia racing bicyclist.

We have news from Hicks, of the *Post-Dispatch*, who is getting on famously with his vacation. Hicks has just arrived at—but no matter.

Isaac B. Potter is on a two weeks wheel tour up in New York State. The League has no more enthusiastic or intelligent worker than Mr. Potter.

In last week's editorial on the League Constitution, which was not seen by us after the first writing, we used the term Congress instead of the House of Representatives.

The District of Columbia Division, L. A. W., have shown their confidence in Geo. S. Atwater by re-electing him as Chief Consul. Mr. Atwater has an efficient aide in Captain Demaray.

The Genesee will be the League headquarters at Buffalo. It is convenient to the grounds by horse car line. The Niagara is the best hotel in Buffalo, and very convenient if you bring your wheel.

There is much talk among Washington Wheelmen favorable to holding the '89 League meet in the Capital City. The Division of the District of Columbia will consider the matter later in the year.

Bob James, the English professional racing man, has been up in a police court for pawning a watch loaned him to time a race. Being let out on bail, James disappeared, and is now "wanted."

The Riverside Wheelmen, New York City, had a run to Bay Shore, L. I., on Sunday last. The club will be well represented at the Buffalo tournament. President James Miller has recently returned from a trip to Lake George.

The streets of Goshen, Orange County, N. Y., are macadamized, though there are but few cyclists. This town seems to have been neglected by the trade. There is quite a large class of well-off people there, and considerable wheel interest could be aroused.

A tornado of equal parts of electricity and water has been fooling with the upper part of New York State, and the tours projected by several New York riders to the Delaware Water Gap, Port Jervis and through the Walkill Valley were unpleasantly interfered with.

The fare from Boston to Buffalo and return, good for fifteen days during the meet, has been placed at \$10.65. Wheels will be carried free on certain trains. A special train may be started from Boston for cyclists and their friends if enough make known their intention of going.

Under date of July 25, W. S. Doane, who is riding from Denver, Col., on his bicycle, writes from Julesburg, Col., 225 miles from Denver. He reports the roads very poor, many places unridable and very few bridges over the streams, and consequently wading is the order. He left Denver July 21.

On August 2, at Bradford, Eng., Mr. J. S. Dean, co-editor of the *Bicycling World*, was married to Miss Smith, daughter of the late Prof. Walter Smith. Prof. Smith was well known as the director of art education in Massachusetts and superintendent of drawing in Boston. Mr. and Mrs. Dean will spend their honeymoon on the Continent, and after October 2 will return to Boston.

Mr. Henry Campbell, a Providence wheelman, who has local repute as a hill climber, uses a Star Safety, which he describes as follows: "It has a 39-inch large wheel and 25-inch front wheel. It measures 1½ inches longer on the lever from the speed pin to the back end than does the lever of a 51-inch Star between the same points. It is a fast road machine, and the easiest hill-climber ever made."

Elmer E. Junken, of Abilene, Kan., arrived in Boston, Monday afternoon, at 4 o'clock, having traversed the whole distance on his wheel. He left Abilene May 16, and his route lay through Kansas City, St. Louis, Illinois, along the national road to Terre Haute, Indianapolis, Richmond, Ind., Springfield, Dayton, Columbus, Cleveland, O., along the Ridge road to Buffalo, to New York through Rochester, Syracuse, Utica, the Mohawk Valley to Albany, thence through Pittsfield, Northampton, Ware, Worcester to Boston. The whole distance traversed by him was fully 2,000 miles.

BOSTON CYCLE CLUB'S PLANS.

NANTASKET BEACH, August 4.—The Boston Bicycle Club held a secret meeting at Hotel Nantasket in regard to building a new club house in Boston. President E. C. Hodges was in the chair. A plan was presented to the meeting, prepared by Architect Frank W. Weston, in which a floor area of 62,705 square feet will be given. The plans are not yet perfected. President Hodges said that the club will occupy the St. James Avenue club house, which they have leased to the First Regiment as temporary headquarters until next season.—*Boston Globe*.

J. S. DEAN IN LONDON.

Mr. J. S. Dean, co-editor of the *Bicycling World*, arrived last week from Boston, and we had the opportunity on Monday of renewing our three-year old friendship with this very popular American gentleman. It seems scarcely three years ago since the writer, then a gay bachelor, finished up an evening with "London W," by undressing in his paternal dining-room, hanging his hat on the floor, and going to bed in his boots, but *nous avons change tout cela*. Dean has grown a little more staid in appearance, as becomes a man about to—but we anticipate. He is very little altered, and it gave us great pleasure to shake hands with him again.—*Wheeling*.

Karl Kron is at West Springfield, Mass., mailing his gift-book of 150 pages of "Newspaper Notices" to those whose applications have been accumulating on his files for the last four months. He will wheel back to New York about August 18, and soon afterwards distribute several hundred copies of his mammoth advertising pamphlet among the newspapers, at the same time reprinting ninety-six of its pages in the "Publishers' Trade-List Annual." He reports riding his bicycle without fall from Washington Square (at 4 P. M. of July 30) to West Springfield (at 10 A. M. of August 4), a distance of 164 miles, by a hilly route mostly new to him. From Tarrytown to Danbury, Waterbury and Bristol, he says the scenery must be the tourist's consolation for much walking of hills, but the last fifty miles, from B. to W. S., might have been done without a dismount, so far as grades and surface were concerned. In spite of the hot weather, and of the fact that this was his first trial of the wheel since 1887, K. K. enjoyed the tour and was much refreshed by it.

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

The SPECTATOR does not lay claim to being in any sense an organ, but I do desire at this stage of the game to remind *The Wheel* that, although by holding back the issue containing the account of the meet, it printed its account of the disgraceful scene first, still my own account of it was written and in type before that issue of my esteemed contemporary was received here. I had been led to believe that none of the Eastern papers would have the nerve to refer to it at all, and was therefore agreeably surprised when I saw the manner in which *The Wheel* pitched into the rowdies. I then altered my remarks so as to give *The Wheel* credit for its frankness, but don't propose to allow Brother Prial to conduct the campaign altogether. At least, not if I know it.—*St. Louis Spectator*.

A. G. SPALDING & BROS.

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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.

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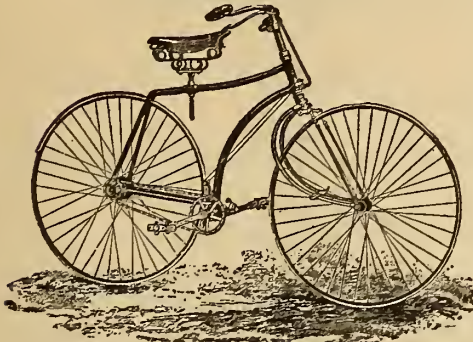
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THE VICTOR JUNIOR.

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.

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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

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

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SACRIFICE.—50-inch American Champion, '87 pattern; spade handles; new rear tire; backbone and front forks; perfect order, for \$65. Frank M. Dampman, Honeybrook, Pa. 8-17

FOR SALE.—52-inch Bicycle, Coventry Special Club, new; all latest improvements. Cost, \$120; price, \$90. Call evenings after five. F. H., 1295 DeKalb Avenue, Brooklyn. 8-17

8-INCH SPECIAL STAR.—In fine condition; new 48 Cricket saddle, tires, tool bag and tools; enamel finish. Cost \$115; will sell for \$85. E. & W. Van Wagoner, Newport, R. I. 8-17

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EXCHANGE.—50-inch Columbia Expert; full nickel, spade handles, balls to front, for a 48-inch same or something else. H. C. Gold, 4 and 6 Liberty Pl., New York City. 8-17

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FOR SALE.—Columbia Tricycle, three track, very good condition. Price \$50. Inquire at 188 S. Eighth Street, Brooklyn, E. D. 8-17

A BARGAIN.—56-inch Standard Columbia, with Kirkpatrick saddle and a nicked O. W. Co. hub light, for \$35. Address J. W. Bradley, Mercersburg, Penn. 8-17

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BARGAIN.—52-in. Victor Roadster, nearly new, 1887 pattern. Price \$65 cash. Write at once to W. E. Young, Dennisville, New Jersey. 8-17

48-IN. SEMI-RACER STAR.—Hollow framing tangent spokes, balls front wheel, lamp, and bundle carrier. Perfect order. Sell \$65 or exchange for Springfield Roadster. L. Hoysradt, Rondout, N. Y. 8-17

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FOR SALE.—53-inch Light Champion Bicycle, 1888 pattern, with all latest improvements; has not been ridden to exceed twenty miles. Will sell low, as owner has no time to ride. Address, Lock Box 627, Peoria, Ill. 8-24

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

\$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 felloes 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. 1-1

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, 3/4-inch tire; \$78. 56-inch Columbia Expert, enameled, with nickel trimmings, drop bars, new Fish saddle, balls both wheels; used but little; \$78. Springfield Roadster (50-inch) Standard finish, Fish saddle, cowhorn bars; \$45. 53-inch Royal Mail, enameled, with nickel trimmings, balls both wheels and pedals and head, cowhorn bars, 10 Lakin cyclometer in perfect order, Lillibridge saddle; \$81. Genuine Humber Tandem, good order; \$100. Above machines are all guaranteed sound in every particular, and are bargains that cannot be duplicated for the money anywhere. Examine before going elsewhere. New York Bicycle Co., 8 Warren Street, New York City.

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

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

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

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

FREE TRADE AND AMERICAN CYCLING.

"Senator" Morgan reminds us that Mill's Tariff (or Free Trade Bill) passed the United States Congressional Chambers on Saturday last, which probably will eventually expand, so that cycles will in the future find their way to America free of the 33½ per cent. duty which now handicaps our manufacturers. The measure, Morgan says, is a Democratic one, and the Democrats are in the majority in Congress. The bill, however, must yet pass through the Senate (or American House of Lords), and as the Republicans are in the majority in the Senate, and are opposed to free trade in any form, they may kick the bill out altogether. In that case, says Morgan, the Democrats will make the measure the principal one in the general United States election which takes place in November. Three years ago America was protectionist to a man; now, since President Cleveland's term, a strong wave of free trade prevails.—*The Cyclist.*



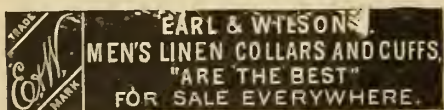
This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme Tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely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

CUSHMAN & DENISON,

144 & 146 Greenwich St., New York.

BUFFALO World's Tournament

ENTRIES CLOSE

AUGUST 27.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.

Ilderan Bi-Club.
Citizens Club.
Long Island Wheelmen.
Hudson County Wheelmen.
Harlem Wheelmen.

DEVLIN & CO.,

New Jersey Wheelmen.
Roselle Ramblers.
Huntington Bi-Club.
Ilderan Bi-Club of Bergen 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

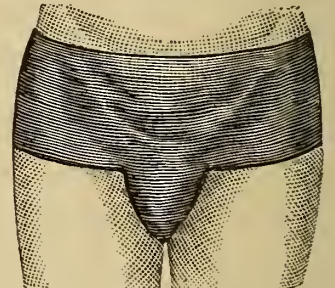
Just what every Bicycle Rider, Tennis Player, or Athlete requires.
The only practical Supporter made. Sent by mail on receipt of \$1.00.

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.**

SEND FOR CIRCULARS.

THE RIPLEY PLATE.

B. & L. CHEMICALS.

J. A. K. and KRANTZ LENSES.

BARTLETT & LAIRD,

27 BOND STREET,

NEW YORK.

PHOTOGRAPHS

OF

ACTORS and ACTRESSES

AND

Celebrated Men and Women of all Times.

Celebrities Photographing Co.

1013 Chestnut St., Phila., Pa.

SEND FOR CATALOGUE.

HUMBER TRICYCLES.

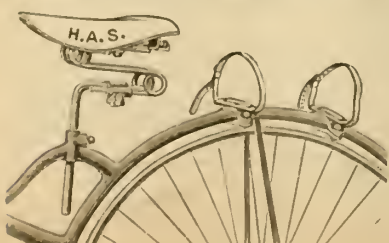
We have a small lot of the celebrated HUMBER TRICYCLES, ranking above all others in the world. Light weight, 65 lbs., superb machines, which we are closing out very low; only a few. Send for description.

Also a few ROYAL MAIL LIGHT TRICYCLES; bargains.

WM. READ & SONS,

107 Washington St.,

BOSTON, MASS.



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 7, 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. Enamel. Price \$50.
No. 155.—50-in. Spalding. New. All balls. Cowhorn bars. Only \$90.
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 \$50.
No. 171.—51-in. Am. Star. Silent ratchets. Nickel bar, rest enamel. Fine cond. Price \$50.
No. 173.—48-in. Rudge L. R. Enameled. Not ridden 50 miles. Sacrificed at \$85.
No. 176.—36-in. boy's wheel. Full nickel. Cowhorn bars. Good as new. Price \$30.
No. 180.—54-in. Stand. Col. Enam. Price \$35.

- No. 181.—Rudge Humber Crippler Tricycle. New last season. Prime order. Cost \$180. Sacrificed at \$110.
No. 183.—52-in. Premier. Ball to front wheel. Cowhorn bars. Suspension saddle. Enam. Price \$50.
No. 184.—Sparkbrook Crippler Tricycle. New. Just out of crate. A chance to save big money. Price \$130.
No. 186.—48-in. Special Star, '86. Nickel with enam. rims and bar. Only \$85.
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.
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. Horseman Special. Price \$20.

THIS WEEK'S BARGAINS.

- 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.

- No. 199.—Humber Crippler Tricycle. Weight, 47 lbs. Perfect cond. Sacrificed at \$80.
No. 200.—48-in. Singer Light Roadster. Nickel with enam. wheels. All balls. Cowhorn bars and spades. Looks like new. Price \$85.
No. 201.—54-in. Col. Expert. Full nickel. All balls and dropped bars. Prime order. Only \$75.
No. 202.—48-in. Special Star. Nickel with enamel wheels. Cheap at \$75.

WANTED.**SECOND-HAND WHEELS**

TO SELL ON COMMISSION.

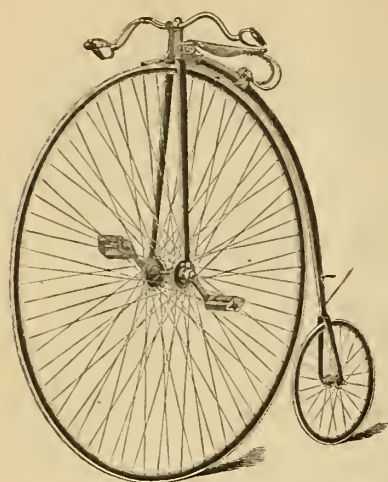
The demand for second-hand machines from us is so great this season that we sell them more quickly than we can get their places filled, and in consequence our stock is becoming rapidly reduced.

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

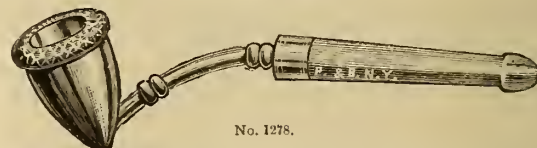
Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,
1½ Maiden Lane, N. Y.



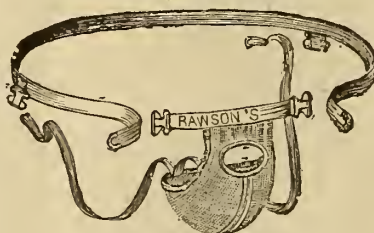
No. 1278.

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



No. 1388.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$5.50.
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, . . . 9.50.
WILL BE SENT POST PAID ON RECEIPT OF PRICE.



A Perfect Fit Guaranteed.
Displacement Impossible.

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

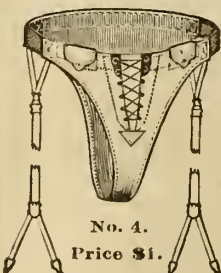
N. B.—“We fill special orders without
extra charge.”

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

S. E. G. RAWSON,

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

Mention this advertisement when you order



No. 4.
Price \$1.

For Bicyclists, Gymnasts and
Gymnasiums.

CALL'S IMPROVED
Elastic Sides Supporters
(JOCK STRAP)

With hose or stocking supporter at-
tached, also with pockets for keys or
money. No. 1, plain supporter, 50c.;
No. 2, with pockets, 75c.; No. 3, with
stocking supporter (no pockets), 80c.;
No. 4, same as cut, \$1.00. Order by
number, and give tight measure top of
hips. Post-paid on receipt of price.

S. B. CALL & CO.,
358 Main Street,
Springfield, Mass.

OPIUM

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

COLUMBIA BICYCLES

AND

TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St.

MINNEAPOLIS: 417 Nicollet Ave.

Buy Your Shoes of T. B. BENNELL,

304 BROADWAY, Near Duane.
THE GREAT LONDON SHOE MAN.

MY SPECIALTY FOR THE SUMMER IS THE
KANGAROO SHOES,
The Most Durable and Comfortable Shoe Made.

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

CYCLING TOURISTS can avoid soreness
and greatly increase pleasure by using
the Threefold Elastic, Self-Adjusting Hinge
Cradle or Rocker Saddle.

COPPER CYCLE SADDLERY,
433 Pearl Street, CLEVELAND, O.



LOOK AROUND BEFORE BUYING.
SEE OUR LISTS.
HART CYCLE CO.,
 No. 811 Arch St., Philadelphia, Pa.



RUBBER
Tennis Soling,
WHITE, BLACK,
OR RED.
 Corrugated or Diamond Pat-
 tern for
TENNIS SHOES.

NEW YORK BELTING & PACKING CO.
 15 PARK ROW, N. Y.

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

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INSTRUMENTS,



Apparatus and Supplies,
 591 Broadway, N. Y.

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

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

More than Forty Years
 Established in this line
 of business.

RADWAY'S READY RELIEF.

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

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

50 cents per bottle. Sold by Druggists.

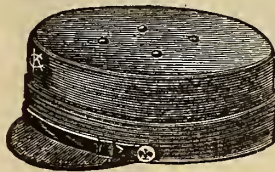
ASK FOR THE

WENCK

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



SMITH'S



Sporting Goods,

LOWEST PRICES

121 FULTON ST

Send for Catalogue.

THE "BEST" BICYCLE LOCK



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

WHITTEN & CO., Providence, R. I.

HARLEM BICYCLE CO.

284 LENOX AVENUE,

(Late Sixth Avenue.) Between 124th & 125th Streets.

AGENTS FOR

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

ALSO A FULL LINE OF BOYS' AND GIRLS'
Bicycles, Tricycles and Velocipedes.

REPAIRING, RENTING, STORING.

Open Day and Night.

NOW READY!

The Cyclist's Road Book

—OF—

Connecticut and Westchester.

By CHARLES G. HUNTINGTON.

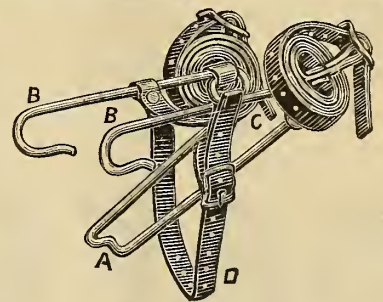
Containing the most comprehensive general and road maps of the Counties of Connecticut and Westchester Co., N. Y., ever issued in pocket form, showing every road open to public travel, with thirty-five hundred miles of reported road designated and classified according to quality and grade; also chapters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

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

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

Drawer 11, Hartford, Conn.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B" Hooks over handle bars. "C," Straps. "D" passes under brake spoon. Weight, only 4 ounces. Can be carried in a tool bag. Will carry a 10-pound dead-weight and not sag. Send stamp for circular. Price by mail, 75 cents. For Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH,

249 Woodward Avenue, Detroit, Mich.

J. O'CONNOR,

Practical Boot and Shoe Maker,

845 SIXTH AVENUE,

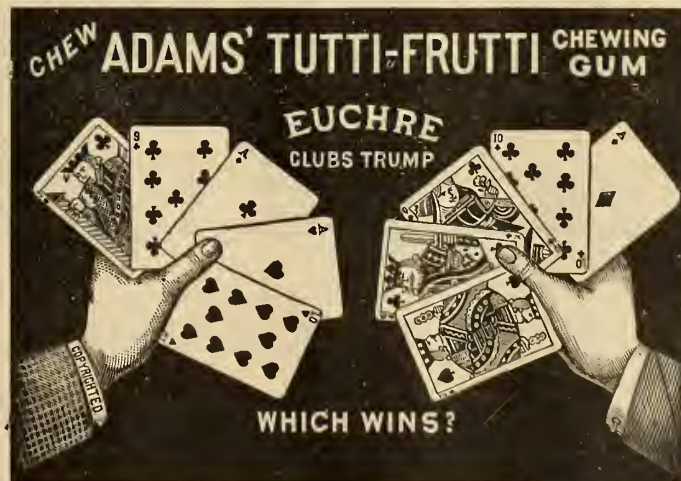
First door from S. W. cor. 48th St., NEW YORK.

All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.

LAWN TENNIS SHOES A SPECIALTY.

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES
 AND WHEELMEN



ON THE ROAD,
 ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

REMARKABLE

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

INCREASE IN

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

SAFETY RIDERS

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

THE MOST COMPREHENSIVE CYCLING CATALOGUE FREE.

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

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle,

AN INTERNATIONAL REPUTATION.

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

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