

The Wheel

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

Vol. I.—No. 25.]

NEW YORK, AUGUST 17, 1888.

[Whole Number, 25.]

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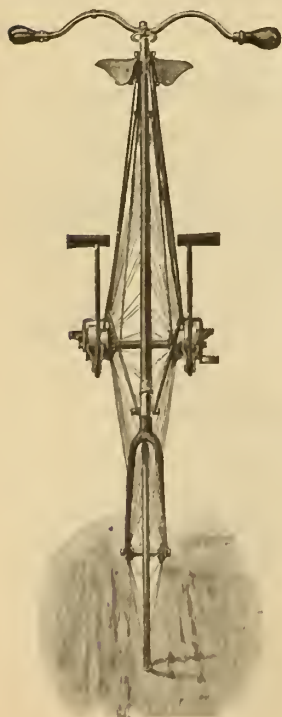
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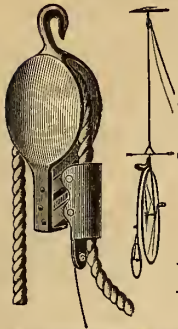
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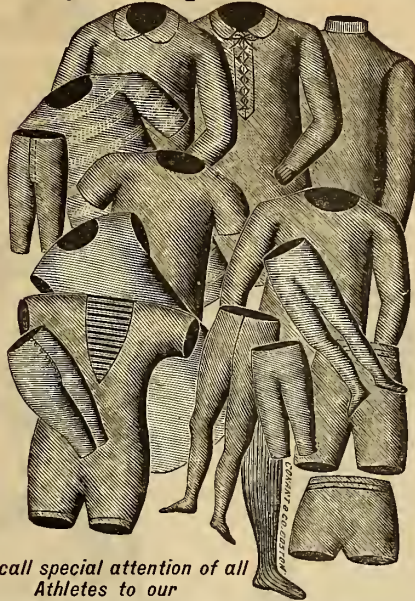
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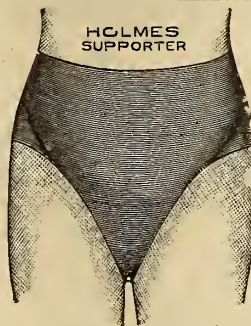
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Persons receiving sample copies of this paper are respectfully requested to examine its contents and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully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

THE LEAGUE'S NEW CONSTITUTION.

The work inaugurated three weeks ago is bearing fruit.

The letters of Messrs. Shriver and Bradford, and our own editorials, have opened the eyes of League members to the imperfections of the League's new constitution.

Eighty per cent. of the men whose opinions we can get are up in arms against ringocracy, individualism, close corporationism, John Kellyism and the substitution of the ideas of the few for the ideas of the many.

The members at large will not admit that the intelligence of the League has by some sort of providential injustice been divided among the Board of Officers. The governed are as much interested in the welfare of the League as are the governors, and perhaps more unselfishly; the high privates pay their money and they will be heard. We publish a few straws to show which way the wind blows.

We have placed our hand on the pulse of Brooklyn League men. This district, which is, perhaps, the most political in the country, was first antagonized by an unfortunate piece of political mismanagement to which it is unnecessary to refer. It is up in arms and it wants the League constitution repaired. The question is debated in the club rooms, and wherever cyclists "most do congregate." The men most outspoken are the leading men of the Brooklyn B. C., Long Island Wheelmen and Kings County Wheelmen. Whether formal action will be taken, whether the result will be a complete withdrawal from the League, we are unable to learn at this time. But the thing ferments.

Our statement that the new constitution is a hoax, a dangerous instrument, is endorsed by a policy of significant silence. The great general, the successful man of affairs, looks facts square in the face and achieves victory by action. He at once corrects mistakes, that they may not breed misfortune, dissatisfaction, disintegration. He does not opine that it is "untimely," that it is "too late." It is the let-well-enough-alone man who slides into a state of pathetic mediocrity or inferiority. The question is whether the Rules

and Regulations Committee had not better take the bull by the horns and reconstruct the constitution on a readable and rational basis.

DR. EMERY ON THE LEAGUE CONSTITUTION.

TO THE EDITOR OF THE WHEEL:

(a) I am not one who likes to rush into print or to augment a controversy; therefore, when the attack on the "League Constitution" appeared in your issue of August 3, I waited for your next paper, believing that you would see the glaring errors and misrepresentations of fact, and for the credit of your paper, if not in justice to the League and League workers, correct them. But on receiving THE WHEEL this morning, I noted but one correction (page 551, par. 11), and the correction itself, to my mind, is of no importance whatever, so far as the League is concerned. I quote this paragraph, as I desire to refer to certain portions of it: "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."

(b) I care not to criticise your editorial methods, but, as a member of the League, was not an attack upon its constitution in the leading editorial of a paper which has heretofore maintained a high standard of excellence, and is looked upon by many as an authority in cycling matters, worthy of your review, that injustice and injury might not be done the organization? The article in question was so far from your usual high standard that I could not credit it until your acknowledgment of authorship in the correction.

(c) But to the article itself. If perfection were to be found in humanity, we might expect a "perfect constitution;" until the millennium we shall not have it.

(d) We look to our cycling journals, conducted, as they are, by men of education, for honest, friendly criticism and advice, and thank them for it. Your failure to tear this "most incomplete, impotent and chaotic instrument" to shreds sooner, it having been published in March, will not allow you to turn the "large army of why-didn't-you-say-so-befores" away with a sneer.

(e) The inference that those who give their time and money to attend League meetings do not wish to see anything done by the League is controverted by their interest as manifested by their actions. The stay-at-homes, and those disappointed office-seekers who maliciously criticise every act of the League, are the ones who have prevented more from being done. Kickers are rarely of value to an organization, and as a rule, generally act as a poison. Fair criticism, in a gentlemanly form, at a proper time, is a benefit. Why was not this article written after the publication of the constitution in March, and not after its adoption? Was it malice? It looks so.

(f) As the maker of the motion to adopt the constitution as a whole, and its almost only advocate in the discussion, let me state the facts. In the horse-car, while going to the meeting, I suggested adopting the constitution as a whole to some League members who were with me, and one said, "Why don't you make the motion, then?" Not much "ring" to that; not much grease used in "greasing the machine," was there?

(g) After the motion was made, and every chance offered for discussion and amendment, opportunity offered for objection to any section, and for any question to be asked, the motion to adopt as a whole was finally passed by a vote of 891 to 271. The statement that you make of the "three" gentlemen (I know not which one you exclude, as the report is signed by four—see WHEEL, page 376), "When the constitution was presented at the Baltimore meet they refused to allow it to be tampered with," is a base accusation which I gladly refute. These gentlemen are entitled to a humble apology for this and the other statements of the paragraph.

(h) The result of the vote expresses the opinion of those of the Baltimore convention more forcibly and ably than I can do it, and as the majority rules the result will stand. The majority of the men who sat in the Baltimore convention do not feel insulted, as their votes testify; of those personally present, I believe a greater proportion voted in favor of the motion

than the total vote indicates. While the definition of the League, as given in Article II., may not be perfect, the conditions of membership are clearly set forth in Article III., and there can be no doubt in the matter if both articles are taken together.

(i) You quote Article IV., Section 1, on "the National Assembly," and fail to speak of Article II., which should be considered in this connection, as State Boards are a part of the government of the League. The State Boards under the new constitution, being given the bulk of the funds, are expected to do the more active work of the League.

(j) In the matter of fifteen members forming a quorum, and the seven chairmen of committees appointed by the President being members of the Assembly, the law is the same as in the old constitution, and never has there been a sign of such danger in its practical working as the fanciful bugbear conjured up in the mind of the author of this article. You claim a liability to danger and "Ringocracy," and deal largely in "may be," forgetting that among that seven the probabilities are a majority would be independent enough, and possessed of sufficient manhood, to assert their independence should the President attempt to control them for wrong purposes; and more, it is not likely that a meeting will ever be held where only fifteen are present, because fifteen is a quorum. Article V. states exactly where the annual meeting shall be held, and the Assembly at present is composed of about eighty-three members. Judging by the past, is it not fair to claim that one-third to one-half of that body will be present? If so, the seven chairmen of committees are a small minority. These chairmen are almost invariably appointed from among the members of the Assembly. They are men who have the confidence of their own division, as shown by their election to their State Boards; then selected from the State Board to represent it in the National Assembly, they are likely to be men of character, as well as ability.

(k) Article VI., Section 1, says nothing of national committees. You should have said Section 2 to be correct. You say: "Section 3, Article IV., should immediately follow Section 1, Article IV., because it directly pertains to the National Assembly. The duties and powers of the National Assembly may be found in detached clauses in divers parts of the constitution. This arrangement is chaotic confusion."

(l) Should Section 3, Article IV., be found not to pertain to the National Assembly, who would be proven to be in "chaotic confusion?" The constitution or the critic? It reads as follows: "Section 3, Article IV. Each division and subdivision shall adopt for its guidance by-laws, rules and regulations, not inconsistent with the National Constitution and By-laws. The term of office of all divisions shall commence on the first day of September in each year."

(m) Where does this section directly pertain to National Assembly? Are the division and subdivisions the National Assembly? The chaotic confusion certainly doesn't lie with the makers of the constitution in this instance. Again, you say under the head of "A Conundrum:" "In Section 1, Article IV., we find that fifteen members personally present shall constitute a quorum. In Section 3, Article VI. we find 'fifty members personally present shall constitute a quorum.'"

Section 3, Article VI., reads as follows: "Officers and chairmen of standing committees, if not members of the national body when chosen, shall be members of that body during their terms of office."

The conundrum, Mr. Editor, is how you got so mixed up. The sentence quoted is from Section 1, Article VII. The first and last portions only are of interest here.

(n) Article VII., Section 1: "This constitution may be altered or amended by a majority of the members voting in person or by proxy at a constitutional convention called therefore."

(o) "Fifty members personally present shall constitute a quorum."

(p) Is there any doubt in the minds of any intelligent reader at what meeting fifty members constitute a quorum? And yet your article says: "At what meeting do fifty members constitute a quorum? That is what we want to know."

(q) We have quoted the words of the constitution for the author's information.

(r) Another error: Article VII. is marked as Article IX., and it is asked what members are meant. When the word members is used in the

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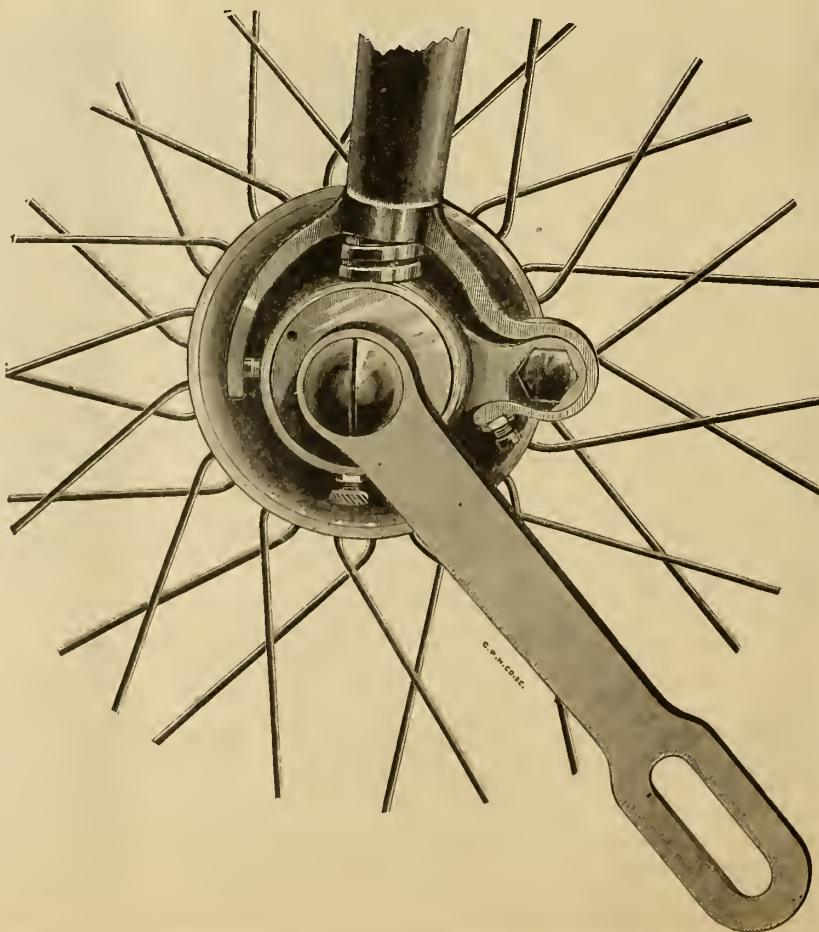
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constitution it refers to League members and no one else. Who constituted the members of our recent constitutional conventions? Have not all of our constitutional conventions been composed of League members? In the space of less than half a column there are the many errors which I have pointed out, which, if collected, make the criticisms ridiculous, and, we query, was the editor abroad? There are some good suggestions in the article, but such are so buried in error and silly deduction from statements which are here proven false that they can scarce be resurrected. Were it not for the fact that the constitution is new and members have not become familiar with it, it would seem an insult to the intelligence of the members to reply to an article so clearly "off" in its statements.

(s) In your issue of March 9, 1888, page 31, third column, you say: "Mr. Luscomb then read the new constitution and by-laws, clearly explaining every section, giving the reasons for their adoption and noting the difference between the proposed code and that at present in force. Mr. Luscomb had a comprehensive grasp of the subject, and every section in the new code was expressed in terse English, of which Mr. Luscomb is a master."

(t) In the issue of June 22, page 371, you say: "The new League constitution will prove an efficient instrument if the tinkers are not allowed to pick at it." I am astonished at the endorsement of your article by my friend Shriver, as his style is always gentlemanly in tone and he is exact in statement.

(u) Now, Mr. Editor, I fear I have already overtaken your space, or many criticisms might still be made on the article in question, but I have tried to devote myself chiefly to the errors in statement. A first-class paper ought, in a matter of such moment, to be exact, and if you find another such idea has "stolen upon you" distrust it and subject it to a rigid review lest it steal also your reputation.

(v) The League is for cyclists and the advancement of their interests. Would it not pay better if all sunk their personal aggrandizement and worked for the common cause? The man who is willing to work and has no axe to grind will be ever welcome and his suggestions and advice carefully considered. The energy spent in fault finding, if expended in the interests of the organization, would have gained for some that which they had desired and which they will never obtain by "kicking."

Fraternally yours,

WILLIAM H. EMERY.

WE REPLY TO DR. EMERY.

In the face of danger, real or fancied, the ostrich hides its head in the bosom of the desert in fancied security. It is the Fool of the Desert; a sort of Winged Ass.

In the presence of danger the King of the Desert puts on a bold front, tosses his mane, and gets there.

The League is much like the ostrich. We point out the dangers of an imperfect constitution; but it hides its head with murmured "no matters" and "untimelys."

The various editorials and letters published in this paper, pointing out the shortcomings of the constitution adopted at Baltimore, have brought a reply from Dr. William H. Emery, of Dorchester, Mass., a gentleman to whom one might almost apply Arnold's tribute to Franklin, when the apostle of sweetness and light referred to the "victorious common sense" of the astute and progressive American.

Dr. Emery's telegram that he would forward us a reply led us to expect something that would put an entirely new phase on the League's constitution. But after a careful study of the reply published above, we can only say that our opinion of the League's new constitution is sensibly strengthened, since the subtle intellect of our correspondent has failed to dislodge us from a single point.

We had long ago decided Dr. Emery to be a sophist of no mean ability. His speech at Baltimore, in reply to Mr. Shriver's attempt to have the constitution considered in detail, was a brilliant example of how much a master hand can make of so little, the Doctor carrying the meeting by storm, without giving one logical or constitutional reason why the new constitution should not be considered section by section.

The Doctor seeks to counteract the impression made by our editorial and the letters published

by Messrs. Shriver and Bradford by dwelling on the following points. He charges us with misrepresentation of facts and malicious intent. He thinks all discussion untimely, and ascribes such discussion to kickers and disgusted and disappointed office seekers. He has pointed out two typographical errors and proven conclusively where a certain phrase of the constitution belongs. We challenge anyone to show that his letter does anything more than we have stated above.

We deny the malice and the misrepresentation of facts. We agree with the Doctor that fair-minded criticism of the League is always valuable, and we assert that our criticism of the League's constitution is perfectly fair and written with a view to the greatest good for the greatest number. The Doctor cannot place us in the category of disappointed and disgruntled office-seekers, nor can he prove us to be the mouthpiece of malcontents and kickers, since, up to the present time, we have discussed League management only to the extent of suggesting the decentralization of the League, and the importance of devoting every effort to improving the roads. This last suggestion is now embodied in the constitution of the League, and the idea of decentralization was kept in view in the reorganization of the new constitution. Neither can the Doctor class us with the "kickers," since the genuine League "kicker" asks: "What is the League good for?" while we have always asserted that the League is capable of great good, and simply want to know why it don't get to work in the proper way.

Practically, the Doctor's letter amounts to naught, simply pointing out two typographical errors, which we sadly admit. On the other hand, the Doctor has not disproved any of the following points:

1. That the new constitution is impotent, imperfect, chaotic.

2. That it works injustice to the large army of League workers.

3. That League members have no voice in League management, under the new constitution.

4. That the new constitution is a glaring example of individualism.

5. That the new constitution bristles with hazy clauses, contradictions and unconstitutionality.

6. That, under the new constitution, the League—i. e., the National Assembly—could be ruled with an iron hand by its president or any person controlling half a dozen votes.

7. That the definition of the League, Article II., Section 1, is incorrect, absurd and fundamentally wrong.

8. That the definition proposed by Mr. Shriver is the best that could be adopted.

9. That, under the present constitution, no wheelmen not a resident of the United States could become a member of the League.

10. That Sections 1, 2 and 3, of Article III., directing applicants how to join the League, are fundamentally wrong in the face of the fact that Article II. defines the League to be a confederation of divisions and sub-divisions, and that, under this provision, wheelmen should be directed how to apply for membership in divisions and sub-divisions, and not in the League.

11. That the new constitution embodies the worst feature of the Federal Constitution—viz., the Senate—by placing the government of the League in the hands of a National Assembly.

12. That the new constitution entirely ignores the best feature of the Federal Constitution—viz., the House of Representatives—by depriving League members of all direct representation in national League matters.

13. That League members are entirely deprived of a direct voice in their own government, and that the National Assembly is a close enough corporation to border on the dangerous.

14. That the new constitution, which permits the President to appoint seven members of the National Assembly, a quorum of which is fifteen, gives the President a dangerous power and ample facility to organize a powerful ring, opposition to which means death, politically.

15. That the new constitution does not state what officers shall exist in the National Assembly.

16. That the number of members of national committees, the tenure of their office, and whether they shall be elected or appointed and by whom and how, is entirely ignored by the new constitution.

17. That the subject of the annual business meeting, heretofore a feature of the League

year, is entirely ignored by the new constitution.

18. That Sections 3 and 4, Article IV., should be transferred to Article II., where they undoubtedly belong.

19. That Section 3, Article VI., should follow Section 1, Article IV.

We examine Doctor Emery's letter in detail below.

Doctor Emery claims we "attack" the League (Par. a). The Doctor misnames our editorial. It was a fair criticism. Because you oppose a man's opinion, criticize his action, debate the tariff question with him, you do not necessarily "attack." When you "attack" you are apt to shut the door on reason and go down into the sub-cellars of personality, irascibility and falsehood.

The glaring errors and misrepresentation of fact referred to by the Doctor (Par. a) are simply the out-workings of an enthusiastic and angry imagination—the fancies of a deranged mental apparatus, which looks at facts cross-eyed. There might have been errors, but no misrepresentation. That is what we call "attack." We have been too successful telling the truth to change our policy. Misrepresentation implies malice buoyed up by falsehood. It was so easy to prove the League constitution a fiasco that it was quite unnecessary to resort to untruth.

We should be more willing to make any correction in "justice to the League" (Par. a) than to the credit of our paper. The latter is already well established, while the League scarcely understands itself, even at this late day. It is a mass of good raw material, which, when it quickens, may do much good.

The "high standard" to which the Doctor refers (Par. b) has been raised in our own opinion, and in that of our best advisers, by the independent methods we have pursued and intend to pursue. A muzzled press is as much a monstrosity as a mouthless man—imbecilic, impotent, useless and superfluous. We always cut out on original lines, being but little influenced by the mass of suggestion offered us. An editor must differ from a compass in that he must always point the one way—forward—and not be swayed by the petty breezes of suggestion, which may not be disinterested, nor swept around the circle by the hurricanes of adverse criticism. But he must be like a captain, to some extent—always in complete command, quick to act, and always ready to face danger and accept consequences. When the Doctor states that the article in question was so far from our usual high standard, we take it to mean far above that standard, and return thanks for the compliment.

"We look to the cycling journals for honest, friendly criticism and advice" (Par. d). We claim all that for our editorial. We pointed out the imperfections of the new constitution, and advised that it be reconstructed. We hear the cry of ring rule all around us. If the Doctor comes over to New York he, too, may hear. Dissatisfaction rides on the four winds, yet we have hitherto merely hinted at it, as a straw which might point out to the League the best course to pursue. If the powers that be think harmony is the watch-word of the hour, they are blind and deaf, and have not grasped the situation.

"Your failure to tear this most incomplete document to shreds sooner will not allow you to turn away from the large army of why-didn't-you-say-so-befores with a sneer." We anticipated all that, but we deny the sneer. The opinion of that vast body is of no importance to us. We have only to remind that army that men are every day still adding to the English language; we have done a little in that line ourselves; that they are still bettering the Federal constitution; that men are still writing something new of Cæsar, Alexander and Christ, although these were "old" when Columbus read fairy tales and Galileo scanned the heavens. Since last March is merely a wink out of eternity. The Doctor's statement that the "stay-at-homes" are the ones who prevent the League from doing more work (Par. e) is totally uncalled for. Among the stay-at-homes from the Baltimore meet are found Messrs. Potter, Barkman, Jones, Gulick and others, and of the men appointed on national committees a large percentage were not present at Baltimore. By no system of argument can Dr. Emery class Messrs. Bradford, Shriver and Morganthaler—all representatives of the League—as "disappointed office-seekers."


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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.

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 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.

We agree with the Doctor that "fair criticism and at the proper time is a benefit" (Par. *e*). But why is not the present a proper time, and, if not, who shall say what is the proper time? The most proper time, to be sure, was at Baltimore; but what happened there is ancient history.

"Why was not this article written after the publication of the constitution in March last?" asks the Doctor (Par. *e*). For the same reason that slavery was not abolished in 1800 instead of 1865; because men evolved; because new ideas gained a foothold. In the same way Dr. Emery will know some things next March he didn't know last March. We regard as imperfect to-day that which but yesterday seemed perfect. Doctor Emery would no longer ride from Boston to New York on a stage coach; he takes the palatial steamer or the steam horse.

Thus far the Doctor has thrown bricks of straw at the superstructure of our argument; he attacks our style, policy, motives, etc. But now he dashes himself against the foundation of facts we presented in our editorial.

In Paragraph *f* we find: "Not much ring rule in that. Not much grease used in greasing the machine." The Doctor simply puts up a bugaboo and then knocks him over; for do we not agree with the Doctor in the following paragraph, quoted from our issue of August 3?

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

In Paragraph *g* we find: "After the motion was made, and every chance offered for discussion and amendment, opportunity offered for objection to any section, and for any question to be asked," etc. The Doctor will scarcely assume that he is the only person capable of recording the facts of the case. He is simply wrong in every particular when he writes that every chance was offered for discussion, amendment and objection. We have a recollection of the details of that meeting as pellucid and enduring as quartz crystal. We embalmed the facts in black and white, and here quote them from THE WHEEL of June 22:

At three o'clock the constitutional convention was called. Printed forms of the proposed constitution were distributed, and Chairman Luscomb explained the changes that had been suggested since the forms had been printed.

Dr. Emery moved that constitution be adopted as a whole. Seconded. Mr. Shriver amended that the constitution be considered section by section. Seconded. Dr. Emery advocated his motion in the most eloquent and forcible speech of the meeting. He made many good points, spoke of the time that would be wasted in fruitless discussion, of the time and labor that had been spent on the proposed constitution, and sat down amid a salvo of applause. Mr. Shriver quickly had the floor, but the wave of applause sounded on for almost a minute, compelling silence; but he was too old a parliamentary bird to be staggered, and he bravely attacked. The consciousness of defeat, however, weakened his effort. He said he had ten amendments to propose, of which he had given notice. He wished to form a new division embracing New York City, Long Island and parts of New Jersey and New York adjacent to the metropolis. He had also a different definition of the League to that embodied in the proposed constitution. Whether his ideas prevailed or not he cared not a straw, but he certainly did think that he was entitled to be heard. Others had done the same. He had never before heard of any body accepting a proposed constitution as a whole direct from committee and without an opportunity for revision. It was practically a concession that the committee knew better than the members at large what was wanted; that they represented the intelligence of the League. The Reconstruction Committee had not been instructed to prepare a constitution for the League, but to submit a plan of government to the constitutional convention. Mr. Shriver's speech was rewarded with applause. Mr. King, of Michigan, spoke in favor of a full discussion of the constitution.

Dr. Emery replied more forcibly than he had opened, but his speech was of the glittering generality order, dealing with the time that would be lost, the folly of trying to satisfy everybody, and pointing out that the constitution could only be weakened by indiscriminate tinkering. Mr. Shriver amplified his previous remarks, but it was as a blind bird beating against a stone wall—the convention was with the governing body. Mr. J. H. Gibson, of California, also made some pertinent objections to bolting the constitution. The votes of the members present and of the members represented by proxy were tallied, and it was decided to adopt the constitution as a whole by a vote of 801 to 271, although the secretary announced it as 261. There were 1,162 votes represented, 121 personally present, the rest by proxy.

It is true that a vote on Mr. Shriver's amendment was taken, but the net result of the day's proceedings was that amendment was not possible. The only phrase in the above report that we would wish to modify is this: "The convention was with the governing body," when the facts were that the governing body, backed by a machine vote, had complete control of the convention, and though Demosthenes, Bacon, Webster and Dan Dougherty had appeared to aid Mr. Shriver, the vote would neither have been strengthened nor weakened.

That our statement that "three gentlemen refused to allow the constitution to be tampered with" (Par. *g*) is a "base accusation," we emphatically deny. We will admit that there were "four" gentlemen, as the Doctor states, though we presumed there was a committee of three. We hasten to acknowledge that there may have been an error to the extent of one gentleman.

But the Doctor has mistaken the meaning of the phrase, "Refused to permit the constitution to be tampered with." We would explain that writing for a newspaper and for a child's primer are different things. The latter fills the child's mind with such an amplitude of details that there is no room for misconception, imagination, addition or subtraction. When we say: "The boy was hit with the bat"—"Will the boy cry?"—"He will," we are specifically told that the boy was hit with the bat, and that beyond peradventure he will cry. On the other hand, the newspaper writer leaves something to read between the lines. We never intended for a moment to insinuate that the Reorganization Committee members arose in the constitutional convention and prevented free discussion. We meant that things certainly had the appearance of being "arranged," and very much so to those who had a knowledge of what transpired the evening previous in the caucus room of the Carrollton. We most humbly apologize to the gentlemen of the Reorganization Committee if any harm has unintentionally been done them.

The Doctor's statement that the result of the vote expresses the opinion of the constitutional convention is subject to the comment that the absentees wielded a tremendous power, there being present out of 1,162 votes cast but 121 people.

In the latter part of Par. *h*, the Doctor admits that the definition of the League is not perfect. The Doctor is right, and it is so very imperfect that all the logic in the world cannot make out even the appearance of perfection. We refuse to believe that the League is a confederation of divisions and sub-divisions. It is an aggregation of individuals. The definition proposed by Mr. Shriver is the correct one.

If we take Articles II. and III. together, as the Doctor suggests, we observe an amusing contradiction. Article II. states that the League is a confederation of divisions and sub-divisions. Article III. states how wheelmen may apply for membership in the League, whereas Article II. presumes that there are no individual memberships in the League. The League is not composed of individuals, according to Article II., but according to Article III. it is.

Par. *i*. We refer our readers to the constitution, and deny that Section 1, Article IV., and Article II. have any connection with each other.

The Doctor designates as a fanciful bugbear (Par. *j*.) what we have pointed out as the danger of ringocracy, the danger of the President and his committee men controlling the National Assembly. The Doctor charges us with dealing with "maybes," yet he deals entirely with probabilities when he states that "the probabilities are that a majority of the committee chairmen would be independent." It is quite probable that no president of the League could control these seven men necessary to give him absolute sway in the National Assembly; but such a thing is possible, and, where so much is at stake, nothing that invites such concentration of power in the executive head should find a place in the League's constitution. Incidentally, when the Doctor says "would be" (Par. *j*) he means might be, and might be is no distant relative of may be.

Again, it is possible, though of course not probable, that a meeting could be held at which there might be only fifteen men present. The thing to bear in mind is that the ounce of prevention is better than the pound of cure. It is more wise to make arrangements to keep a thief outside, than to arrange to capture him when inside.

In Par. *k* the Doctor first strikes the nail on the head when he says: "Article VI., Section 1, says nothing of national committees." It should have been Section 2. This was merely a typographical error, and when the Doctor gets down to such comparatively harmless ammunition we feel he has exhausted more destructive material and has nothing left but bird-shot. This error in no way affects the sense of our conclusions, but drowning men catch at straws.

Again: "You say that Section 3, Article IV. should immediately follow Section 1, Article IV." We will say right here that the constitu-

tion is sadly mixed, and for these reasons: The second and third sections of Article II. declare how State divisions and sub-divisions shall organize; Sections 2 and 3 of Article IV. are devoted exclusively to the management of divisions and sub-divisions. Therefore we claim they should be part of Article II., not of Article IV., which is devoted to the affairs of the National Assembly. We invite our readers to examine these two articles; see constitution printed in *Bicycling World* and *THE WHEEL* of June 22.

The Doctor is again correct in Paragraphs *l* and *m* of his letter. As we inferred last week, the need of absolutely resting from all work resulted in a short vacation immediately after penning our editorial, and the proofs were not seen by us. We submit it to anyone acquainted with our chirography, which is bad, that the printer could easily have taken Section 3, Article IV., for Section 3, Article VI. Had the copy been preserved we would reproduce a fac-simile of it. This transposition of VI. for IV. readily explains the Doctor's correction on this point. We wrote that Section 3, Article VI., should follow Section 1, Article IV., because both refer to the National Assembly. We regret the typographical error. But we have a thorough grasp of the new constitution. There is nothing cloudy, hazy or foggy in our conception of it. We are as familiar with its various articles and sections as we are with the number of our post-office box.

(Par. *s*) The fact that we commended the English used by Mr. Luscomb when explaining the meaning of the various sections of the constitution did not necessarily carry our endorsement with it.

In reference to Par. *t*, we admit a horror of the indiscriminate tinkering of succeeding rules and regulations committees. The old constitution was patched up out of all recognition—a sort of crazy quilt or old manor house, with the ideas of several generations of owners shown in as many different additions to the main structure. We still object to the tinkering process, but to a masterful revision of this new constitution we have no objection.

There is some sort of innuendo concealed somewhere about the Doctor's astonishment at Mr. Shriver's endorsement of our editorial. It hurts the Doctor's case and does not harm us. The Doctor would be startled, not alone astonished, if he knew how very generally our views are supported.

The Doctor cannot overtax our space; our entire issue is at his disposal, if he can disprove anything we have stated.

We are at one with the Doctor in his ideas as expressed in Par. *v*. We are glad to know that the man who has no axe to grind and who is willing to work is ever welcome. It has not seemed so in the past. No one knows better than Doctor Emery just how much axe-grinding and wire-pulling there is in the League, all caused by political ambition. This man wants a representative's berth; the other is after a chief consulship, and then several men are pulling strings for the presidency. We have long since cried: "Too much politics; too little work." This political ambition is found in the Board of Management of the smallest clubs as well as in the highest legislative bodies in the land. It ferments with equal intensity in the aboriginal courts of Oceanic islands and in the highest diplomatic circles of Europe. There is also a legend that Lucifer was wrecked on the shoals of political ambition.

NEVER TOO LATE TO MEND.

In his issue of August 10 the able editor of your esteemed contemporary, the *L. A. W. Bulletin*, gave his attention to your criticisms of the League's new constitution. He controverts not a single position taken by you or by your correspondents, but concludes that "the criticisms now being made on the constitution are untimely, and of no possible advantage to the League nor to the makers thereof"—meaning, doubtless, the makers of the objections, and not of the constitution nor of the League.

I hope the editor of your esteemed contemporary will not deem me hypocritical, and I am sure the League at large will agree with me when I remark, in courtesy and good temper, that the above paragraph embodies anew the tendency of the officials of the League to take somewhat too much upon themselves. What I mean is that it is no part of the duty of the *Bulletin's* able editor to pass upon the advantage or timeliness of any question of policy in League

matters. My position, from which I am prepared to recede for cause shown, is that the League members are arbiters in such matters, and my ground of criticism is not so much the badness of the constitution as the fact that the judgment of the few is put in the place of the judgment of the many.

I can make my position clearer by specific instances. A letter in another column approves your comments upon the unhappy lot of the Western States under the constitution, and the *Bulletin* itself admits (by not denying) that the residents of fourteen States are absolutely disfranchised by the constitution. The judgment of the few is that this is right, for the constitution itself attests that to be their judgment. How many members of the League endorse this judgment, when the case is put before them? Again, the few, supported by proxy votes, put into law their opinion that it is well that the President of the League should have the power of appointing to membership in the National Assembly of the League individuals enough (lacking one) to give him control of a quorum of that body. Was this point made clear to the League when it was asked to bolt the constitution as a whole? How many members of the League were aware until you told them that the new constitution gave them power in local matters only, and gave them no part or lot in the League as a national body? How many of the numerous "unattached" were aware of the humble back seats to which, in the opinions of the framers of the constitution, it was well that they should be relegated? And so the list of questions might be extended to embrace each one of our criticisms, which no longer rest upon our assertion, but are admitted (by lack of denial) in the official organ. I had hoped some explanation or justification would be forthcoming. But if all is to be taken as alleged I will, with the permission of the editor of the *Bulletin*, take appeal as to "timeliness" and "advantage" from his judgment to the judgment of the League, when informed by your comments and no longer acting in the dark. I will not, indeed, contend that the present is as timely as when the constitution was "submitted" to the Board of Officers. But I will remind your contemporary that that submission was only in form, as action was ruled out of order. Nor is the present as timely as when the representatives of the League were assembled at Baltimore. But there again intelligent action was prevented, although notice of dissent and amendment was duly given. Those opportunities having passed, I submit that no other moment is so timely as the present. It is early to plan for the next annual meeting—if, indeed, there is to be one, and if any power remains in it—but, meaning no offence, the record shows that plans must be laid beforehand if a cut-and-dried programme is not to prevail.

Will your esteemed contemporary, the *Bulletin*, permit me to ask it one or two civil questions? Is it well for it that reputable members of the League should be driven to find in your columns that hospitality which they ought to receive from the official organ? Is the *Bulletin* the organ of the League members or of the officers, merely, of the League? And, in the latter case, of what particular use is it to the members of the League who might naturally enough take pride in a journal which should be open to the opinions even of a minority? So long as there is an independent press, the policy of "addition, division and silence" can never long prevail. This matter of the constitution is a Banquo's ghost, which will not down until the errors in it shall be retraced.

L. A. W. REPRESENTATIVE.

"THE AMERICAN ATHLETE" ON THE NEW CONSTITUTION.

The last issue of *The Wheel* devotes a page and a half to a most scathing criticism of the new L. A. W. Constitution, and emphatically proves its assertion that "the document recently adopted by the League at Baltimore is perhaps the most incomplete, impotent and chaotic instrument ever created for the guidance of so respectable an organization as the League of American Wheelmen."

The Wheel simply deals with the instrument itself, without regard to the peculiar circumstances connected with its creation. We can give *The Wheel* some inside facts in regard to

the latter that may prove interesting. *The Wheel* remarks that "the skeleton of the constitution was built by three intelligent gentlemen, coupling their own experience with that of others." The cold facts are that two of these "three intelligent gentlemen" had the interests of the League so vitally at heart that they gave the chairman of their committee *no assistance whatever* previous to the first publication of the document. The chairman, after waiting until he could wait no longer for some communication from the other members of the committee, sat down at his desk and dashed off the constitution as it was first printed, between 11 P. M. and bedtime!

This is the correct history of the birth of this document that was judged by President Kirkpatrick and his gang to be so perfect in every detail that men who had come hundreds of miles to have a voice in its adoption were not allowed to take it up clause by clause to examine its merits, but were forced to swallow it whole without the changing of a single word!

Truly, as *The Wheel* says, "Not only was insult offered to the men who sat in the Baltimore convention, but the time and money spent by them to attend this constitutional convention were simply thrown away."

IT FAILS TO MEET THE REQUIREMENTS.

FOSTORIA, O., August 8, 1888.

TO THE EDITOR OF THE WHEEL:

Dear Sir—I wish to express my hearty approval of your criticism in this week's *WHEEL* relative to the League constitution. No one recognizes more fully its utter failure to meet the requirements of its members the country over than those who comprise the smaller Western divisions. That it is a bold and astonishing movement of the strong Eastern clubs to centralize the League work under their own auspices is self-evident, and it is a pleasure to me to find one man in the territory who is not afraid to stand for right.

The committee who had the revision of the Ohio constitution under their care at Toledo found it utterly impossible to attempt the "sandwiching" of the old and new. It simply closed its work by throwing out the old and adopting the new, with a series of by-laws that embrace many new features. The most important of these is the doing away of the mail vote and establishing a proxy system in its stead. The annual election occurs at the annual meeting, and each member present is entitled to cast not to exceed ten proxy votes of absent members upon the presentation of properly accredited credentials. It is understood that one member in giving his proxy to another will have full confidence in the one intrusted with the ballot, and while instructing the holder with his wishes, will, nevertheless, allow him to use his own judgment in the convention.

This is an experiment, and at present it looks to be the one most likely to be of benefit to the members at large in this State. It, of course, brings our annual meet always between July 15 and August 15. Members of the Division can arrange their vacations accordingly.

Respectfully,

A. E. MERCENTHALER,
Representative L. A. W.

INFORMATION WANTED.

TO THE EDITOR OF THE WHEEL:

Dear Sir—Will you kindly allow a member of the L. A. W. to ventilate through your columns a condition of affairs which seems an insult to the intelligence of the members of the New York Division?

On the 23d of July a committee, representative of two-thirds of the League membership of the Second District, composed of delegates from the Brooklyn Bicycle Club, the Kings County Wheelmen and the Long Island Wheelmen, after due deliberation, forwarded to the Chief Consul of the Division a ticket for Representatives of said district. Being informed that the matter of sending out the ballots would be attended to, the committee did nothing in that direction. Three weeks later, and just *two days* before the expiration of the voting limit, the tickets were received. Previous to this, no official notice in relation to the election had at any time appeared in the *Bulletin*, and many learned for the first

time for what offices and candidates they were *expected* to vote. The few remaining hours precluded all investigation—the ballots must be either cast in ignorance or not cast at all. The ordinarily intelligent League member wondered why his existence had been ignored save as a voting machine. For weeks he scanned the official columns of the *Bulletin* for news of the New York Division elections in vain. He receives by mail, after twenty-nine of the thirty-two days allowed to vote in have passed, a ballot naming candidates for offices of Consul, Vice-Consul, Secretary-Treasurer and Representatives. By whom were the ballots sent? By whom were these nominations made, and in what manner? Why were they not published? Why this waiting until the eleventh hour? The intelligent League member casts his ballot and wonders still, and, if he lives another year, will probably again be accorded the same great privilege.

The ballots are received; let us scan them. No circular accompanies them, neither are the important instructions given to cast them within the stipulated limit. We vote for a Consul and a Vice-Consul. We also vote for five men. They may be extra candidates for Consul, Vice-Consul and Secretary-Treasurer. They may be candidates for Representative. Who can tell? The ballots themselves are dumb, and the *Bulletin* has not enlightened us. But we cast them, and wonder.

The ballots are received. By whom? Presumably by every League member of the district. On the night of the 14th inst.—one day for voting remaining—just 50 per cent. of the members present at the regular monthly meeting of the Brooklyn Bicycle Club had thus been favored by the unknown hand. What more fair than to infer that the ratio of 50 per cent. extended through the club membership, and likewise the District's membership? A truly representative vote!

The local committee in charge of nominating candidates for Representative did their work in a manner both prompt and satisfactory to their constituents, and the state of affairs described should in no wise be laid at their door.

Yours fraternally,

H. GREENMAN,
L. A. W., No. 8,576.

MORE INFORMATION WANTED.

TO THE EDITOR OF THE WHEEL:

Dear Sir—As an old member of the League, there are some things concerning the ballots and mode of nominations which, it would seem to me, require explanation. The ballots for Chief Consul, Vice Consul and Representatives for the New York Division were mailed to Brooklyn men on August 11, and received Monday, August 13. The polls close on the 15th.

Why is it that so little time is given to think over the vote? Was it for fear that an opposition ticket would be put forward?

Again, who nominated the candidates for Chief Consul, Vice Consul and Secretary-Treasurer? It looks to me as if League affairs in this State were run for the benefit of a few individuals and for personal ends.

Brooklyn riders are becoming disgusted with League affairs, and there is talk of organizing a local league to protect the Brooklyn riders. Would it not seem policy to have the Secretary-Treasurer perform his duties as of old? I note that a circular has been issued calling for financial aid. It would seem to me that the \$400 now allowed the Chief Consul is a useless expense item.

Very truly yours,
AN OLD LEAGUE MEMBER.

BROOKLYN'S NEW CLUB.

The Prospect Wheelmen, of Brooklyn, was organized August 14, 1888. The officers are: C. Newbourg, Captain; Harry Newman, Lieutenant, and Wm. Shannon, Secretary. Any wheelman desiring to join a wheeling club will do well to address Mr. Newbourg, 637 President Street, Brooklyn. Their first club run will be to Patchogue, starting Saturday at 2 P. M., from Flatbush and Atlantic Avenues, returning Sunday afternoon.

Senator Morgan and Messrs. Woodside and Temple are expected to arrive in New York on Saturday.

NEWS FROM CYCLING CENTRES.

CHICAGO.

I almost regret your inability to visit this most charming of American cities this month. The weather is simply delightful. The air is balmy, wholesome and delicious, and so cool is it that we have already begun to take out our spring overcoats. Chicago is a most beautiful city from a cycling standpoint in more ways than one. We do have our hot days, to be sure, but they are few and far between, and at night we can always look forward to a breeze from the lake, rendering a blanket not only a pleasure but a necessity.

Just now the utmost activity prevails everywhere. Each of the clubs are outdoing each other in the attractions offered at runs of all sorts and descriptions. That very ambitious club, the Illinois, will to-day train to Milwaukee and ride eighteen miles to the famous Waukesha Springs for supper. To-morrow will be spent amid the lakes and romantic, winding roads of Wisconsin. Last night this club gave their membership their second annual birthday party, at which about 125 were present, who reported that the jollification was fully up to the standard. The entertainment consisted of instrumental and vocal music, in which the banjo figured prominently, interspersed with a variety of opinions on the epicurean lunch of roquefort, olives, crackers and other relishable viands of a like character, with plenty of an original moist concoction to wash it down.

The Chicagos are moving along in the even tenor of their way, occasionally calling a run and whiling the time away at their pretty club rooms down-town with hops, pool tournaments, smokers, etc., for which this club is famous. The Chicagos, by all odds, represent the liberal spirit of the city. Their membership is choice, and, as a rule, comprises well-to-do and mature business men. Their ideas are broad, and they seek the greatest good for the greatest number rather than the selfish aggrandizement of themselves. They seem to be steadily on the increase nowadays, and hope to once more see their honorable and ancient flag flying over the representative club of the State.

The Fort Dearborns are unfortunate in the loss of Charlie Seig, who, a few days since, resigned his position as Captain on business reasons. I doubt very much if a successor can be found who intrinsically can infuse so much enthusiasm and energy into the executive office as he did. Charley finds that he cannot boom the Springfield Roadster and his club too, and, naturally, his choice lies in the direction of his pocket-book. This club gave a very pretty entertainment to their lady friends the other evening, which merited, as it received, a large and appreciative attendance.

Perhaps the most extraordinary progress during the past year has been accomplished by the Lincolns, our North Side organization. Their new club house is certainly most admirably adapted to the purpose and by far the most comfortable we have. The dimensions of the lot are 50 feet front on La Salle Avenue by 150 feet deep. The house itself is large and roomy, and if it had been built by the club it could not be improved on very much. To give you an idea of its size it is only necessary to remark that a cue does not strike the wall in either of its billiard rooms. The parlors are unusually large. The house is already quite handsomely furnished from top to bottom, and presents a cozy and luxurious appearance. A large lawn recently sodded offers ample opportunity for outdoor entertainments. There is also a 50x25 foot barn, which, as soon as the riding season is over, will be turned into a first-class gymnasium. This is pretty good, is it not, for a club less than a year old? Applications for membership are coming in rapidly, and the boys have every reason to look forward to a happy and prosperous future.

I am continuing to derive a great deal of pleasure from my Blair camera, and do not hesitate to recommend photography as an almost necessary adjunct to touring. The manufacturers have reduced the art to a simplicity comprehensible by any one with average intelligence, and to be able to bring back with one scenic morceau of a day in the country is well worth the trouble of the extra baggage. I see

that Phil Darrow, of the *Gazette*, is using a camera now, and it is a wonder to me, Mr. Editor, that you have not yet indulged; it will aid you greatly in illustration.

In closing I cannot refrain from complimenting THE WHEEL on its distinguished success this season, both from a business and literary standpoint. THE WHEEL is a dear old friend, and the strides it has made towards the top in the past six months is gratifying in the extreme.

VERAX.

CHICAGO, August 11, 1888.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Philadelphians, and I suppose Pennsylvanians as well, have been anxiously awaiting to hear the result of the committee appointed by Chief Consul Jessup to make the State nominations, but up to the present time no word has been heard. Since the polls close on the fifteenth there will be little chance for counter action, should any be deemed advisable, although with the members appointed there seems to be no chance for any gross errors.

Mr. Osborne, of the Philadelphia Club, who has been seriously ill, is now doing well, and has been seen a number of times lately taking short and easy runs.

From present indications the races to be held at the State Fair Grounds, in September, will prove of considerable interest. A number of excellent riders have already signified their intention of entering, among whom might be mentioned M. J. Bailey, Century Club; I. Van Dusen, Tioga; John Green and Bechtold, South End; and E. I. Halsted, Louis A. Hill, John Fuller and John A. Wells, of the Pennsylvania. It is also hoped that such riders as Crist, Wilhelm and Kluge will be induced to enter. The race for the Pennsylvania Mile Championship cup will be contested for at this time.

Sam Crawford can be seen almost any pleasant evening pedaling up and down Diamond Street on a Columbia racer, and numerous are the looks of disgust on the faces of different drivers and riders after an attempt at a brush with the flyer. If Sam would only go into training he would make one of the fastest riders in the city.

The Century Club, under command of Messrs. Schaeffer and Barnett, started on the 4th inst. for a tour through the Shenandoah Valley, while the Pennsylvania Club, under command of First Lieutenant Kohler, will leave on the 18th for a two weeks' tour through Pikes County. Those who have already signified their intention of joining the latter party are F. W. Kohler, Chas. T. Harvey, H. L. H. Hall, John Fuller, W. S. Harper, S. M. Battersby, J. M. Lingle and D. A. Longaker.

On Saturday afternoon, the 11th inst., some thirty odd members of the Pennsylvania Bicycle Club were very hospitably entertained by Mr. and Mrs. H. B. Worrell, members of the same club, at their summer home at Paul Brook. An early start was made from the club house by the members, and after a ride over, I must say, miserable roads for the greater part of the way, some fourteen miles, reached their host's lovely country place, where they spent the balance of the afternoon in playing tennis and baseball, and indulging in some exciting games of quoits. Later on a sumptuous repast was set out, with a top dressing of watermelon; and such watermelons! and how they disappeared and where they were stored is a mystery. After loafing around for a while, the party started on their return trip. A start was made for the city, but as it was already dark, about one-half the party took the train while the balance pushed on through Chestnut Hill and the Wissahickon.

At the last meeting of the Associated Cycling Clubs, the Germantown Club, on account of their proposed disbandment in the near future, presented their resignation to the organization. The Germantown Club was the second club formed in Philadelphia, and for several years was the most active club in the city, but of late they have lost interest in cycling matters, and one by one their membership has dwindled down until disbandment is necessary.

The Mount Vernon Wheelmen have made application for membership in the association, which, if accepted, will still leave a membership of six active clubs.

Messrs. Tucker, Edwards and Gideon are in receipt from Mr. Clark of a very neat medal commemorative of the Century run from Orange to Philadelphia, held on June 16.

Notwithstanding the excessive heat of Sunday last, fifteen members of the Pennsylvania Club attended a club run to Dufryn Mawr, and ended up the day with an old-fashioned scorch from Paoli into the city.

John B. Young, Treasurer of the Pennsylvania Bicycle Club, is off for a month's trip through the western part of the State, and carries with him the best wishes of his fellow members for a pleasant trip.

At the Grocers' yearly celebration, held on the 9th inst., at the State Fair Grounds, a mile bicycle race was held, open to all amateurs. There were quite a number of entries, but most of the men became disgusted at the way the different events were managed, as one can imagine they would when this event was put down for 10:30, A. M., while the men were not started until 4:30. Consequently of a large field of entries only three men started. The first man to cross the line was Sam Crawford on a roadster, almost distancing Bechtold on a racer.

WESTFIELD.

FROM THE PACIFIC COAST.

The Oakleaf Wheelmen will not race at Stockton on September 10 after all, but the San Francisco Bicycle Club will race at Oakland. A highly interesting programme is promised, including the 5-mile State championship and a 1-mile safety, wherein the winner must lower the existing record to get a medal.

The criticisms of the Eastern cycling press on the programme of the Fourth of July meet have been awaited with some trepidation. So far only *The Wheel* of New York, has been heard from, as follows:

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

Why, good gracious, that is the great seal of the State of California, and it is a grizzly bear, not a boar, with the goddess. However, *The Wheel* is charitably silent as to the alleged pictures inside the book, and that is something to be grateful for.

At a meeting held Thursday evening last the committee having in charge the field day of the San Francisco Bicycle Club for September 10 next, decided upon the following list of events: Half-mile dash; 1-mile novice (ordinary), no racers allowed; 1-mile scratch; 1-mile Rover type safeties (record), no medal will be awarded unless a record is established in this race; 1-mile club handicap, for members of the San Francisco Bicycle Club only; 2-mile handicap; 3-mile handicap; 5-mile League of American Wheelmen State championship. Entrance fee, \$1 each event; 50 cents returned to starters. Entries may be made with H. Houseworth, 439 California Street, up to twelve o'clock noon on Saturday, September 1, or at the rooms of the San Francisco Bicycle Club, 110 McAllister Street, up to 10 P. M. on September 1. Entrance fee must accompany all entries.

The races will take place at the Oakland Grounds, corner Fourteenth and Center Streets, on Monday, September 10. Sports will be called at 1:30 P. M. sharp. The committee has decided to award medals or trophies, as winners see fit to select. Two prizes will be awarded only where there are three or more starters in an event.

On August 4 the San Francisco Bicycle and the Outing Cycling Clubs had a very enjoyable joint run to Haywards. The clubs assembled at the Market Street Ferry and took the 9:15 A. M. Creek boat. On reaching the Oakland side line was formed, the clubs being divided into two squads. The first contained those

riders who wished to scorch, and the latter those who wished a more leisurely ride. This method of division meets a long-felt want, and does away with considerable fault finding.

Haywards was reached at 12:20, and soon after dinner was announced. After dinner the run was dismissed, leaving the members at liberty to follow their own inclinations. A very enjoyable day was had on the whole.

Willie Nightblue, the long-distance champion bicyclist of Australia, arrived Saturday by the Alameda. He is on his way to England, but will spend about three months in America. He will start training next week under the management of Harry Maynard, and will issue a challenge to the Coast for long distance riding. If the challenge is not accepted he will arrange to secure a proper hall here and endeavor to break the American records for 100 miles and over. Nightblue intends to challenge Rowe when he goes East, and will also endeavor to arrange a match with Cummins, the English champion. Nightblue is a native of Melbourne, is twenty-six years old, and weighs 148 pounds in condition. He rode his first race in 1881, in Edinburgh, Scotland. He brings with him a Special British Challenge wheel weighing seventeen pounds, which he has used in most of his races. —*San Francisco Chronicle.*

NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLLER.

Paterson is coming into line, and a bicycle club is being formed there, the principal movers being A. C. Fairchild, W. Beggs, George Culver, Charles Cooke, Charles Jackson, E. Morse, Charles Beckwith, B. F. Goodspeed and W. F. Childs. When the club gets into good running order we may expect to hear a "kick" for better roads through Passaic County.

D. B. Bassett, the Passaic County C. & A. A. member who was so severely injured on Eagle Rock a week ago, is coming around in good shape. He will doubtless use a brake on his wheel hereafter.

The Jersey City *Journal* says: "Mrs. C. A. Stenken and E. P. Baggot are in active training for the early fall races." Can it be possible that Charley has "went and gone and done it" without sending a card to Newark?

Oraton Hall is beginning to attract attention again as the fall draws near, and on Monday evening Ed Collins had half a dozen novices on his hands. Business will not begin to rush, however, until cool weather fairly settles on us. During the late fall and winter the hall is well patronized by beginners on Monday, Wednesday and Friday evenings.

I have not been able as yet to get any definite information in regard to the New Jersey Division meet on September 14 and 15. I am rather inclined to think that Henry E. Ducker knows about as much of the arrangements as any one. A little bird whispers to the effect that Roseville is in "the circuit." Cannot some one "let us in" on this?

The Central Avenue cable road scheme is again being agitated, and from the outlook the projectors are likely to carry their point, and when they do we will have to bid good-by to the only decent drive in Newark.

Reber & Saich report trade as "booming" in the way of repairing. They are doing work from all parts of the country, and one machine which I saw in their place a short time ago looked as though it had gone through the seven wars. It had only been in one, however, and then it "war" knocked out by an express wagon somewhere below Asbury Park. I could not ascertain the owner's name, but it appears that the machine was being ridden along a seaside road, when a heavy express wagon came along in an opposite direction. The cyclist slacked up and told the Jehu to drive on, but the latter told the rider to "git down," which he refused to do. Jehu was evidently in an ugly mood, as he deliberately drove up to Mr. Wheelman and dumped man and "masheen" over into the gutter, or ditch. The roadway at the place was nearly twenty-five feet wide, so it was naught but a case of "hogism."

Six members of the Orange Wanderers took a start from their club house at 4:30 on Saturday

afternoon, wheeled via East Orange, Newark and Elizabeth to Elizabethport, ferried across to Staten Island and then, resuming their saddles, went to St. George, and called on old man "Nero," who, under the management of the Kiralfys, is giving the "Fall of Rome," every afternoon and evening. Nero was formerly a pupil of Prof. Ricalton, and is well known to all Orangeites. The Wanderers took tea with Nero and returned home by the way of Gotham.

NEW YORK CLUB NOTES.

CAPTAIN SHAW RAISES THE CLUB 24-HOUR RECORD.

On Saturday last Captain Shaw raised the club's 24-hour record to 145 miles, the actual time out being 18h. 40m., and the actual riding time 14h. 25m., going an average of ten miles per hour. The previous one-day record was something like 126 miles.

Mr. Shaw left Long Branch at 5 A. M. and rode to Highlands, 27 miles, in 2h. 36m.; 60 miles were ridden in 6h. 30m.; 101 miles in 12h. 25m.; the last 30 miles occupied 3h. 45m. The ride was made mostly in the vicinity of the Branch, the route leading through Highlands, Pleasure Bay, Middletown, Elberon, Red Bank and Seabright. Messrs. Finley and Nisbett will shortly attempt to beat Shaw's record, and will probably put the record past 200 miles.

W. R. Pitman, the "Vet," gets out on his Surprise tricycle about every Sunday, and generally tacks from thirty-five to fifty miles onto the club mileage, which all the boys are working hard to put over 50,000 miles for the season. Pit swears by the Surprise, which is fast on the level and lightning up the hill. "The Surprise," says the "Vet," "is not an experimental machine; it has come to stay and it will stay." And the "Vet" should know something about it.

The new house is rapidly nearing completion, and it is expected that the locker and wheel rooms will be ready by September 1. The lease of the Fifty-ninth Street house expires September 1.

Nisbett is interested in the Demon, a fast English safety, on Monday, and intends to import two or three wheels; on Tuesday his heart is wrapped up in a couple of Starley Brothers' rakish-looking Salvo safeties, and he resolves to invest; on Wednesday he swears allegiance to the American Champion; on Thursday he hankers after a tandem safety, and on Friday he returns to his old love, a staunch Rudge, which has borne him over 5,000 miles.

Two New York men have put their ideas into use. Carlisle helps himself up hills by the use of his arms as adjuncts to his feet. He has fitted two rods ending in spade handles to his pedals, and declares he can climb almost anything with a combined arm and leg movement. By a complicated system of cogs, Bentley has so arranged it that when he tires of pedaling up a hill he touches a spring and back pedals, while the wheel still moves forwards and upwards. The effect of this back motion is ludicrous.

At a special club meeting held Monday night the club elected E. J. Shriver and J. M. Andreini as club delegates. The New York Club is the only club in New York City entitled to three delegates, though they were not entitled to the third in time for this election.

A race for blood will be held around the Park circuit Saturday afternoon, between Messrs. Finley, New York Club, and Shaffner, Manhattan Club. The race, which is to be at five miles, will settle the supremacy of either club.

EIGHTEEN MILES IN THE HOUR.

On Saturday last, in the presence of quite a number of wheelmen and a crowd of enthusiastic on-lookers, G. M. Nisbett rode eighteen miles in 59m. 59s. The distance was measured by cyclometers and checked off by laps, Mr. Nisbett having ridden ninety-four laps pretty well out from the curb. The timers were, W. P. Findlay, J. H. Hansen and Dr. Griffin. Pelin, of the Manhattan Club, rode second to Nisbett by some fifteen yards. Nisbett used a 54-inch New Champion. The trial was made on the Park circuit.

F. W. Kitching left on Tuesday for a trip to the Adirondacks.

The New York Club elected four members on Monday night, giving them a total membership of 123.

The bowling club is getting ready for fall work.

DETROIT DASHES.

Pavers are at work.

Short streets are having new pavement.

Some long streets are receiving necessary repairs.

All new block paving will be laid on board.

If we had our way there would be asphalt in place of blocks.

But then our blocks are nothing after one gets used to them.

When we elect J. H. Johnson as Mayor we will have good streets.

Mr. Frank Blodgett, one of our most enthusiastic wheelmen, and President of the Star Club, leaves here soon for Peekskill, N. Y., to fill the important position of professor of civil engineering at the college there. He will probably retain his office of President, but the Star boys will have to elect a new club liar.

If the Division election does not end in some hard feeling, and possibly a war of words, it will be fortunate. The returning board is like a jug handle, all one-sided; but they are all trustworthy and honest gentlemen, and it is to be hoped that the count will be conducted in such a manner that there will be no cause for complaint from either party.

Club races were held at the track last Saturday, and proved quite interesting to the small crowd present, composed mostly of our lady friends. The track was in poor condition, and no fast time was made. W. K. Bush took quite a severe header in the mile race, and was taken to the dressing-room for repairs. In about ten minutes he put in an appearance with a piece of court plaster a trifle smaller than a dollar on his nose, and said he was all right except a sprained wrist. But every one "nose" when he struck the track he hit something besides his hands.

Charles Baker had his bicycle stolen last week, and he found it at a pawn shop, where he got track of his man, and will make an example of him. The thief's name is Horace Earl, and he will go to the workhouse for ninety days. He ought to get nine years, because Charley has just bought a house two miles and a half from his office, and as he is getting to be an old married man it was a terrible crime to rob him of his bicycle when he has so far to go.

We heard one of the boys say "that Mr. Bebe, whoever he may be—be, had overlooked Smith's 100 miles in ten hours in his last week's letter." We think we sent you a clipping from a Detroit paper relating to the Traub medal, etc. At all events, Smith made the 100 miles in less than ten hours, and now there are several of the club who are going to try it.

Will Bradish has the sympathy of his fellow-wheelmen on account of the death of his father, who died very suddenly at St. Louis last week.

R. E. Loramer is very sick at his home in London, Canada.

Geo. Balsh is touring in England, but was thoughtful enough to send in his vote for Division officers; so we claim the Detroit ticket went solid in Europe.

Ypsilanti, Mich., thirty miles from Detroit, is the banner town for new wheels this year. April Fools' Day there were only four wheels in town. Ed Wallace has sold thirty-three Champions there in four months. With a population of less than 6,000, we consider that a big boom. Port Huron comes next, with at least twenty-five new wheels.

Walter Marr and Mr. Nickles, from East Saginaw, were in town with their wheels this week.

Robt. M. Rubson rode his old Standard Columbia from Flushing to Detroit, eighty miles, Friday and Saturday, and traded for a new bicycle. His old wheel was a sight. It has been in use in Flushing for nine years, and was three years old when it first came there. Its number is 346, and it is probably the oldest bicycle in Michigan, and will be on exhibition at C. H. Smith's store until some one offers \$10 for it.

The wheelmen here speak very highly of THE WHEEL as a newsy paper, and the circulation will undoubtedly exceed any other bicycle paper here before the summer is over.

We will give you an account of the State meet at Grand Rapids in our next letter.

BE BE.

JERSEY CITY.

W. E. Eldridge, of the Hudson County Wheelmen, is crawling steadily towards the 3,000-mile mark. He expects to take a trip next month, visiting Buffalo, Cleveland, Chicago and Omaha, using his wheel a good part of the distance.

A few Sundays ago one of the Hudson County enthusiasts came into the wheel-room with his handkerchief around his forehead, and carrying his hat in his hand. Questions commenced to fly as to the chances of his recovery. He removed his bandage, and his forehead resembled a Harrison and Morton campaign button showing the red and white stripes of the country's flag. In response to our inquiries as "to how he came so" he replied that the bugler who told him he could ride from Bergen Point to Jersey City on a dark night without a dismount was a "lyre."

J. E. Day has just passed his 1,000-mile post and is now wearing a huge medal.

Did I ever tell you about Day?

Day is a Day-sy.

He is a great boomer of the wheel (THE WHEEL).

He is a young man of about twenty-four summers and twice as many falls, with a vigorous moustache that comes and goes as regular as Patti's farewell concerts.

At one regular meeting of the club he will appear with a darling moustache, that causes envy among the less gifted members, while at the next meeting Day will show up minus the moustache but with a sprinkling of sideboards and eyebrows.

He is as graceful as a Long Branch belle and the shapely shape of his calves would insure him a position in "Nero, or The Fall of Rome."

To a favored few he unveiled himself at a bath-house at South Beach, S. I., a few Sundays ago; later he appeared in a gents' bathing suit large enough to fit the steamer City of New York. By buttoning the lower button-hole to the upper button and appropriating the skirt of a ladies' bathing dress he managed to overcome his natural modesty and wandered out on the beach looking very much like a Vienna breakfast roll.

Day is also an inventor.

He told me on the quiet the other evening that he had plans and specifications already drawn up for a device that would soon heap fortune on his head. After some persuasion I was let into the secret. It appears that Day has been spending a few weeks' vacation at a dairy down near Keyport, and that while there he had made several unsuccessful attempts at milking. His plans represented a machine resembling an egg-beater, which, when properly attached to a cow, would separate the cream from the milk before it was emitted from its repository. Butter could thus be made in half the time. Fourteen per cent. dividend would be guaranteed the first year after the organization of the company, which is to be called the "Daisy Cow Faucet Co."

He has also another scheme which he will work in connection with the one above described, the details of which he would not advise me, but which he said will be advertised as the "automatic milk shake," and which he states will greatly surpass the ten-cent drug store beverage of that name. He is very reluctant about giving these matters publicity, but I proved to him that there was no medium like THE WHEEL AND CYCLING TRADE REVIEW for advertising.

COASTER.

TEST CASE AS TO THE RIGHTS OF CYCLES.

PROVIDENCE, R. I., August 8.—William M. Leavitt procured the arrest of Patrick Collins, an expressman, for running into his bicycle on Broad Street, injuring Leavitt's hand and breaking his machine. It is a criminal action, and was called in the District Court this morning. Collins failed to show up, but Arnold Green represented him as counsel. The case went over. It will be made a test case in this State as to the rights of bicycles in the public highways. Leavitt will sue Collin's employer for damages, as he is at present laid off, being unable to remain at his type case in the *Journal* office.

THE RACE PATH.

FIXTURES.

August 18—Michigan Division L. A. W. meet.
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 20—Road race at McKeesport, Pa.
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.
Aug. 25—Race meet at Minneapolis, Minn.
August 27—Race meet at Brownsville, Pa.
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. 2—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. 8—Bicycling World's 100-mile road race.
Sept. 12-13—Hartford Wheel Club's tournament at Charter Oak Park.
Sept. 14—New Orleans, tournament.
Sept. 14—Maine Division, L. A. W., meet at Lewiston.
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. 6—Orange A. C. meet at Roseville, N. J.
Oct. 23-24—Tournament at Richmond, Va. Address L. B. Enslow, P. O. Box 372, Richmond.

BUFFALO.

THE FINAL PROGRAMME.

TUESDAY, SEPTEMBER 4, FIRST DAY—PARADE IN THE MORNING.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile..	Professional..	Tandem..	Open.
1 " "	Amateur.....	Bicycle...	Novice.
10 " "	Professional..	"	L. A. W. championship.
1 " "	Amateur.....	"	Handicap, 150 yards limit.
1 " "	Professional..	"	3.10 class.
2 " "	Amateur.....	"	State championship.
3 " "	Professional..	"	First heat world's championship.
3 " "	Amateur.....	Tandem..	Open, road wheels only.
2 " "	Professional..	Rovers...	Handicap, 200 yards limit.
3 " "	Amateur.....	Bicycle...	Rochester vs. Buffalo, six men each.
1 " "	"	"	Tan. Bi...Open.

WEDNESDAY, SEPTEMBER 5, SECOND DAY.—ANNUAL MEETING NEW YORK STATE DIVISION.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
2-mile..	Amateur.....	Bicycle...	Novice.
1/2 " "	Professional..	"	Open.
5 " "	Amateur.....	"	State championship.
3 " "	Professional..	"	Handicap, 450 yards limit.
3 " "	Amateur.....	Rovers...	Handicap, 200 yards limit, road wheels only.
1 " "	Amateur.....	Bicycle...	Club team race, three men each.
5 " "	Professional..	Tandem..	Handicap, 500 yards limit.
5 " "	Amateur.....	Tricycle..	L. A. W. championship.
2 " "	Professional..	Tandem..	Open.
1 " "	Professional..	Rovers...	Handicap, 100 yards limit.
1 " "	Amateur.....	Bicycle...	Handicap, 100 yards limit.

THURSDAY, SEPTEMBER 6, THIRD DAY.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
3-mile..	Amateur.....	Bicycle...	L. A. W. championship.
5 " "	Professional..	"	Second heat world's championship.
2 " "	Amateur.....	Rovers...	Open, road wheels only.
5 " "	Professional..	Bicycle...	16m. class.
1 " "	Professional..	Tandem..	Handicap, 100 yards limit.
1/2 " "	Amateur.....	Tan. Bi..	Open.
1 " "	Professional..	Bicycle...	Open.
5 " "	Professional..	Rovers...	Handicap, 400 yards limit.
5 " "	Amateur.....	Bicycle...	Handicap, 250 yards limit.
3 " "	Professional..	Tricycle..	Open.
1 " "	Amateur.....	Bicycle...	Buffalo City championship.

SATURDAY, SEPTEMBER 8, LAST DAY.—100-MILE ROAD RACE FOR THE CHAMPIONSHIP OF THE UNITED STATES, STARTING FROM ERIE, PA., AT 6 A. M.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile..	Amateur.....	Tandem..	Open, road wheels only.
1/2 " "	Professional..	Bicycle...	Open.
2 " "	Professional..	"	Handicap, 300 yards limit.
10 " "	Amateur.....	"	Handicap, 850 yards limit.
1 " "	Professional..	"	Final heat, world's championship.
3 " "	Amateur.....	Tan. Bi..	Handicap.
3 " "	Professional..	Bicycle...	6.20 class.
3 " "	Professional..	Tandem..	Handicap, 250 yards limit.
2 " "	Amateur.....	Bicycle...	Open.
1 " "	Professional..	Rovers...	Handicap, 100 yards limit.
2 " "	Amateur.....	Bicycle...	Consolation.

Total number of miles run, 112½. Divided: twenty-eight first day, twenty-eight and one-half second day, twenty-eight and one-half third day, twenty-seven and one-half fourth day. This is exclusive of the 100-mile road race. There are eleven races each day, sixteen for professionals and twenty-eight for amateurs. There are twenty-six races for bicycles, two for tricycles, six for tandems, four for tandem bicycles and six for Rovers. The tandem

bicycle race will be the first ever held in this country. There are three half-mile races, fourteen 1-mile, ten 2-mile, nine 3-mile, six 5-mile, two 10-mile. There will probably be added one race to each day for deaf mutes only. Entries close August 27 to Henry E. Ducker, Buffalo, N. Y. Entry blanks on application as above.

THE HARTFORD TOURNAMENT.

At a regular meeting of the club held Tuesday evening, August 14, it was voted to give a lantern parade on the evening before the races, and the New Britain, East Hartford, and other out-of-town clubs were invited to take part. The lantern parade was a pleasing feature of last year's tournament, and elaborate plans have been made to insure a grand demonstration in September.

The Race Meet Committee have been hard at work the last week selecting prizes for the various events. The professionals are offered great inducements in cash purses, and the amateur list of prizes is the best ever offered at a Hartford tournament, among the number being a Columbia Light Roadster bicycle, diamond pin, Colt's sporting gun, traveling bag (furnished), fine engraving, etc.

The entry blanks will be ready for mailing about August 25, and can be obtained of Joseph Goodman, P. O. Box 14, Hartford, Conn. Entries will close September 8.

Mr. Henry Goodman will represent the Hartford Wheel Club at the Buffalo tournament, and will furnish entry blanks and other information regarding the meet.

F. T. Reid, one of the Wheel Club crack riders, made a practice mile on the unicycle at Charter Oak Park during the past week in 3m. 42½s., and will probably break the record at the tournament. G.

A 2-mile bicycle handicap is on the programme of the East Orange Athletic Club's games, which will be held September 29 at 3 P. M., at the club grounds at the junction of the Park Avenue and the Montclair branch of D. L. & W. R. R. at East Orange, N. J. Entrance fee \$1 for each event; close September 15, with Leroy C. Fairchild, 15 Halstead Street, East Orange, N. J.

RACE MEET AT BROWNSVILLE, PA.

Invitations are out for the first annual race meeting of the Brownsville Cycle Club, which takes place at Brownsville, on Monday, August 27. The fun begins at 11 A. M., in a hill-climbing contest on Scramble Hill. At 2 P. M. the races proper take place at Wheelmen's Park. The events are as follows: One-mile novice; 1-mile open; half-mile, 1:30 class; sixth-mile, boys under twelve years of age; half-mile, open; 1-mile, 3:30 class; sixth-mile foot race, championship of Fayette County; 2-mile handicap; 1-mile, lap race. Entries must be made before August 24 to L. L. Crawford, Brownsville, Pa.

N. A. A. A. A. CHAMPIONSHIPS.—The annual championship games of this association will be held at the Manhattan A. C. grounds, Eighty-Sixth Street and Eighth Avenue, New York, on September 15 at 2 P. M. A 2-mile bicycle event figures on the programme. Entrance fee, \$1; close September 5, with Secretary Games Committee, P. O. Box 3478, New York City.

The following events will be decided at the Newcastle Bicycle Club's meet, to be held at Newcastle, Pa., on August 30: One-mile novice; 1-mile, open; 1-mile, 3:30 class; 1/2-mile, L. A. W. championship; 1/2-mile, boys under fifteen; 1/4-mile, open; 1-mile, Pennsylvania championship; 2-mile, lap race; 1-mile, 3m.; 1/4-mile, boys under twelve; 1-mile, Rover Type Safety; 1/2-mile, open. Entries close August 28, with C. L. White, Newcastle, Pa.

BICYCLISTS BEAT THE COACHING RECORD.

LONDON, August 11.—Four riders, relieving one another at designated points *en route*, rode one bicycle from London to Brighton and back to-day in 7h. 36m. and 20s., beating the coaching record for the same distance by 13m. and 40s.

HOWELL THE 20-MILE CHAMPION.

LONDON, August 11.—Howell won the 20-mile bicycle race at Leicester to-day with ridiculous ease, covering the distance in 60m. 10s. Twenty thousand spectators were present. The race was for a stake of £200 and the championship of the world.

ON THE ROAD.

A SOUTHERN ONE-DAY ROAD RECORD.

A NEW ORLEANS WHEELMAN RIDES 226½ MILES IN TWENTY-FOUR HOURS.

Probably one of the most meritorious 24-hour records ever accomplished is that credited to R. G. Betts, Captain of the Louisiana Cycling Club, of New Orleans. Captain Betts started at 6:20 P. M. on August 4, and finished at 6:20 P. M. on August 5. The details of the run are as follows:

It was exactly 6:20 when the Lakin cyclometer was checked and its reading noted by Messrs. W. H. Renaud, E. M. Graham and W. M. Hathorn, and perhaps a minute later when Betts slid into his saddle for the start and followed the lively gait set by Pacemaker Renaud.

Renaud held on for six miles, when W. E. Hobson went at it, and succeeded in winding himself inside of five miles. During the next hour Messrs. E. M. Graham and A. H. and W. K. Peale alternated in the pacework, and towards dark pacemakers became so plentiful that until midnight they relieved each other every five or ten miles, thus pulling the record rider along at almost racing speed. W. M. Hathorn, W. W. Crane and W. N. Crouch did duty until 12:10, when Crouch and Hathorn retired, Crane holding on alone until 12:45, when M. S. Graham came on to relieve him. The three rode until 1:10 A. M., when they adjourned for refreshments. Up to this time Betts had made but two stops, aggregating twenty-five minutes. The first at 9:45, when his cyclometer was checked by Mr. H. H. Hodgson as registering forty-five miles from the start; the second breathing spell was indulged in at 11:25, when the cyclometer testified that sixty-four miles had been gone over, being then checked by A. H. Peale, Jr. At 1:10, when the next stop was made, the eighty-sixth mile had just been passed, W. W. Crane certifying to this effect.

Forty minutes were consumed by Messrs. Betts, Crane and Graham in refreshing the inner man, and they reappeared just in time to see little darting flames emanating from the lamp attached to Betts' wheel, which had been left leaning against a lamp-post on the sidewalk. Nothing could be done, however; the lamp was too far gone, and melted to pieces before their eyes. Coal oil in a bicycle lamp had done its work.

Fortunately, Crane's lamp was of a suitable size, and an exchange was soon effected, but not, however, until twenty minutes more had been frittered away.

It was 2:10 A. M. when Betts again got under way, but Graham held a stiff, steady pace, and at 3:23 o'clock, after much eying of the cyclometer, the two dismounted to jot down the time as the hundredth mile was crossed. The actual riding time for the century was 7h. 38m., just forty minutes ahead of the 100-mile record made the week previous.

At 4:30, just as light was breaking on the 5th of August, J. W. Jay relieved Graham, and the cool morning air refreshing the dust-laden Betts considerably, he was able to follow a lively thirteen-mile-an-hour dance, and at 6:02, when Jay was compelled to leave him, had covered 131½ miles.

The pacemaker who was to relieve Jay failed to materialize and Betts was compelled to hunt one up to fill the void. The Grahams were nearest and Betts went after them, but thanks to an accommodating darkey ten minutes were spent in useless waiting. The darkey did not call the boys; the dust-begrimed figure at the gate frightened her. Peale was next called on, and being roused in good fashion, was up and dressed in a jiffy. A stimulating cup of coffee and Betts, following the wake of A. H. Peale, was at work again, after having lost twenty minutes in hunting a pacemaker. W. H. Renaud came on at 7:40 and made the running until 8:02, when 150½ miles were completed and Betts retired for breakfast and a change of clothing. At the expiration of one hour and twenty minutes, he reappeared in charge of E. M. Graham and rode without a rest until 10:55, when a brisk shower drove him indoors for ten minutes. The day force of pacemakers, consisting of E. M. Graham, W. M. Hathorn, A. H. and W. K. Peale, were on hand, and from then until the finish took turns at pacing, besides endeavoring themselves to their record riding club

mate by their constant attendance and many thoughtful acts, being always ready and within call for anything.

The tail end of the shower was still hovering over when Betts and his pacer next rolled forth; seven miles more were covered when the rain came down again, and this time in real hammer and tongs style, and for thirty-five minutes riding was out of the question and it began to look blue for 200 miles; thirty-five minutes and the rain was over and the wheels once more moving; 178 miles, the best previous record, was passed at 12:35 P. M. After topping off the 197th mile at 2:40 P. M., when his cyclometer was checked by Graham, Betts spent forty minutes at dinner and in cleaning up, coming out for the run home with E. M. Graham again in charge, and from then on the "day force" alternated in making the running, which about 5 o'clock dropped to an eight or nine mile gait; 200¼ miles rounded off at 3:40 P. M., 215 at 5:02, and Betts was then riding mostly with one leg, his left calf giving him a shooting pain at every down stroke. A vigorous slapping on the troublesome limb brought it to time and Betts reeled off his last five miles at a lively twelve-mile gait behind E. M. Graham, dismounting his wheel with a few seconds to spare, his cyclometer showing a total of 226½ miles for the twenty-four hours—by far the best record this side of the Ohio.

Messrs. W. H. Renaud, E. M. Graham, A. H. Peale and W. M. Hathorn were in at the finish and checked and noted the cyclometer's reading, and these, and in fact all the gentlemen connected with the ride, are ready to testify to the accuracy and genuineness of the record.

Exclusive of numerous one, two and three minutes stops, the actual riding time was 19h. and 30m. for the 226½ miles; exactly four hours and thirty minutes being spent in rests or enforced stops of ten minutes or over.

The miles were rolled up on asphalt and shell roads. Betts' club mates are entitled to great credit for their care in pacemaking and urging on the record breaker. On the forty-fourth mile something in the bearing-box of the wheel snapped, but caused no serious inconvenience. An examination next day proved that one of the balls on the front wheel had snapped into three pieces and broken three other balls, yet did not seem to affect the running of the wheel appreciably.

The wheel on which the run was made is an American Champion and has somewhat of a history. Mr. Betts has used it seventeen months, has pushed it 8,000 miles, and has raised the twenty-four hour Southern record three times on it, besides having been ridden in a dozen races. It has cost \$1.50 for oil, \$1.50 for new rear tire and \$1.50 for new treadle.

Mr. Betts is in his twentieth year, stands 5ft. 6in. and weighs 119 pounds. Has been riding since June, 1886, and has made one-day records of 132, 166, 139 and 226½ miles.

IMPORTANCE OF GOOD ROADS.

Many things have been said for and against the old Romans, but no one has ever denied that they knew how to build good roads, and some of their highways, at the end of 2,000 years, are as serviceable as when they were first constructed. They were built for all time, and they bid fair to endure for all time. They were a principal element in the ability of these people to bring the civilized world within their reach, and in the providing for ready access to the conquered provinces, so that they could be easily held in obedience by the Roman legions. Ever since then it has been the rule that it pays to make good roads. Indeed, the road, like the table, is one of the marks of the civilization of a people. If you are near a great city, you are usually aware of it by coming upon roads that are no longer paths through the grass or two ruts through a piece of woodland, but thoroughly graded and well bedded thoroughfares that will not heave in the spring with the coming out of the frost, and are neither pavements nor tracks for mud and slush. They are built like the Roman highways, for permanent use. Where the travel is great, it is always best to make the roads as permanent as the hills. So long as a city endures, its streets and the approaches to them are of the first importance. If they are good, they invite the country people to use them. If they are poor, the trade is sure to decline. There is

no investment for the city or the town that is surer to give good returns to its citizens than the laying out of its streets and highways in substantial thoroughfares that furnish adequate facilities for traveling and for business. The best street in the town, the one that is best constructed, is the one on which business is usually most concentrated, or that on which the best houses are built. It commands the lead because it is the best laid out and prepared.

This principle has been generally understood in the most thriving of our New England towns. The Selectmen have given their first attention to the roads, and if the town has approached the city in importance, its roads have been macadamized and prepared for the most thorough service. It is here that the attractiveness of the place has been established at a vital point. This feature has been well understood on the north shore, where a large proportion of the residents of Boston make their summer homes. The towns in which they have built residences have taken pains to keep their streets in excellent order, and there has been an increasing encouragement for others to purchase land and erect attractive homes in the neighborhood. This principle has been understood even in the White Mountains, where it is very difficult to keep the roads in repair, on account of the great amount of wash through the ravines in which they lie. The Glen road to Mount Washington is one of the finest pieces of roadway engineering in the country. It is thoroughly bedded from top to bottom, and it is more exposed to wash from the storms that sweep around its spurs and through its ravines than any other place in the East; but even here it has paid a company to build a road that is almost as permanent as are the hills that it renders accessible. It is also one of the special attractions of a town like the New Hampshire Jefferson, which is largely dependent for its prosperity upon the coming of its summer visitors, that it keeps its roads in excellent repair. Indeed, at all places where the local authorities are aware of the importance of giving their locality the lead, especially where it is possible to attract to the country the summer visitor, one of the first things that they have provided for is the care of the highways, and they have found that these roads, offering pleasant facilities for driving, have been an unfailing source of benefit to themselves. One of the first things that you hear of at any place by the seashore or in the country, after the special attraction is mentioned, is, if there are carefully graded highways, that the roads are good. Any town that fails to watch its interests in this respect does itself more harm than its citizens can easily appreciate.—*Editorial in Boston Herald.*

TO GREENWOOD LAKE.

NEW YORK, August 14, 1888.

TO THE EDITOR OF THE WHEEL:

Dear Sir—About a month ago I was induced, much against my will, to ride to Greenwood Lake. I had been to Pampton a number of times, but no farther, as I thought the roads beyond were vile. But such is not the case. The fifteen miles from Pampton are all rideable, with no hills until within seven miles of the lake, and not very bad at that.

The scenery is superb, reminding one of the Berkshire Hills. The writer rode up on Saturday from Montclair, thirty-one miles, in just four hours. It can be done easily by an ordinary rider. Have tried Fuller's, Brown's and other Lakeside hotels and find the Lakeside decidedly the best, situation, table and everything considered.

At forks in road, within two miles of the lake, take left road with the signboard "To Brown's Hotel." Pass Brown's a few hundred yards and take first right hand road to Lakeside. For nearly three miles along the shore of the lake is a gravel road as pretty as a wheelman could wish. About half a mile beyond the hotel is the State line, marked by a square granite stone by the roadside, with N. J. on one side and N. Y. on the other. You have but to straddle it and have a foot in each State.

GEO. H. SHORT,
Hudson County Wheelmen.

Clarence Smith, of Detroit, offers for sale, for \$10, an old Standard Columbia, number 346.

WHEEL GOSSIP.

The Louisville Cycle Club has completed organization with a membership of thirty.

The New York Club will have five members on the State Board of Officers.

The *Star Advocate* for July is out. Editor Corson announces that future numbers will be out on time.

We have entry blanks for the Buffalo Tournament, which we will gladly forward upon application.

The 1-mile record made by the Banker brothers was 2m. 43 3-5s., not 3m. 43 3-5s. as our Pittsburgh correspondent first wrote us.

The Louisville Cycle Club has two members named Meek and Lamb. Bob Veal has not yet been proposed for membership.

The St. Johns (Mich.) Bicycle Club will hold its annual meeting to-day, August 17. A fine programme has been prepared.

Dr. J. B. Wright, W. J. Clark and C. W. Babcock, Long Island Wheelmen, started on Tuesday for a trip to Milford, Pa., via Port Jervis.

Dr. T. N. Gray, of the Orange Wanderers and the Orange Athletic Club, interested himself actively in securing the use of Roseville for the racing men.

R. J. McCreedy, Irish cyclist, racing man, printer, publisher, editor and correspondent, has even found time to become the father of a b. b. b.—bouncing boy baby.

Maryland's Chief Consul, Mr. Albert Mott, writes of the smoker at Baltimore and of the supper at Bay Ridge. "Tis a plain, unvarnished tale," and will be of interest.

The Township Committee of West Orange have passed an ordinance making it a misdemeanor for teamsters to drop stones from their wagons on the mountain roads.

We endorse the pertinent queries propounded by Mr. Howard A. Greenman, a well and favorably known Brooklyn wheelman. There seems to be "something rotten in Denmark."

The Township Committee of Montclair, N. J., held an adjourned meeting on Tuesday evening last, and passed a resolution ordering the macadamizing of 1,000 feet on Mountain Avenue from Bloomfield Avenue south.

LODGINGS AT BUFFALO.

Wheelmen intending to visit Buffalo should secure lodgings at once, as the city will be so crowded that those who wait until the eleventh hour will have to take pot luck.

RALPH TEMPLE AND FRED WOOD.

A series of races, quarter, half and mile, were contested between Temple and Wood at Liecester, July 28. Temple won the quarter in 40 1-5s., and the half in 1m. 33 2-5s.

W. F. Murphy, K. C. W., has an 1888 mileage of 4,030 up to last Wednesday. His mileage record by months is as follows: January, 130; February, 163; March, 150½; April, 566½; May, 831; June, 971; July, 1,218¾. Total, 4,030.

IT TAKES THE LEAD.

THE WHEEL takes the lead of all other cycling weeklies now. It makes its weekly visits, brim full and boiling over with wheel news. Glad to see you prosper, Brother Prial.—*Star Advocate*.

CUPID STRIKES AN OLD STANDBY.

Mr. Frederick Jenkins, of New Rochelle, N. Y., will marry Miss Ella C. Gregory, of New York City, early in September. Mr. Jenkins is well known to all cyclists, especially to the old guard.

We are preparing an article on free trade as affecting cycling. We shall treat the matter as a question of economics. Already we have replies from some of the leading manufacturers, and we expect to publish the views of all importers and manufacturers.

The *Louisville Commercial*: "The Wheel proves that it is impossible to be a member of the L. A. W. under the new constitution, and this document was swallowed entire at the Baltimore meet without winking. It was voted to accept the report of the committee without discussion."

The Manhattan Athletic Club, of New York City, announces its fall games for September 8. Although this club impressed several cyclists into its services to run for championship events, it omits the cycle event from its programme. We trust no cyclist will patronize the games of this club.

Men with horses and wagons were busy during the latter part of the week putting Milburn Avenue in good condition. Wagon-loads of loose stones were scattered over the portions where repairing was necessary, and a huge crusher ground them out into a compact mass. The roads about Milburn are gradually getting into fine shape.

Readers of THE WHEEL who read the *Bicycling World* must have been vastly amused over L. A. Howell's letter to that paper, charging us with publishing "insulting" articles in our paper. The most insulting document that ever appeared in our columns was Howell's low-bred letter, which we gave as much publicity as Mr. Howell could have wished.

The Binghamton Wheel Club invite censure by permitting Von Blumen and Oakes to compete in their races. The \$250 in prizes stated to have been awarded these two women for three slow and one-sided heats might, it seems to us, have been more wisely spent. The palmy days of female cycle racing are gone, and we trust they will not be resurrected.

Messrs. W. S. M. Mead, Howard Brockway and A. B. Barkman will leave New York on Saturday, September 1, and ride to the Delaware Water Gap. After a two days' stay at the Water Gap, they will take the train at Port Jervis for Buffalo. The route will be over Staten Island to New Brunswick, N. J., and to Somerville, where the party will rest for the night, riding to the Water Gap the next day.

It is a matter of regret that the Eastern Road Club has decided to hold its race on a Sunday. There is plenty of time to hold a race of this kind without infringing upon the privileges or offending that portion of the community who associate quietness and rest with the Sabbath Day. We trust the Eastern Road Club will be induced to reconsider its action and name a more suitable date.

The Staten Island Athletic Club have arranged a grand celebration for Labor Day. The programme includes a tennis tournament, athletic games, promenade concert, lacrosse contest, baseball match, regatta, banquet, illuminations, reception and garden party. The athletic games will commence at 11:30. The programme includes a 2-mile bicycle scratch race. Entries close August 27, with F. W. Janssen, P. O. Box 125, New York City.

The ballots for the First District of New York State were sent out on Monday last, and contain the following names: For Chief Consul, Geo. R. Bidwell, New York; Vice-Consul, W. S. Bull, Buffalo; Secretary-Treasurer, Geo. M. Nisbett, New York Bicycle Club; Representatives, I. M. Shaw, New York Club; J. C. Gulich, Citizens' Club; J. M. Warwick, Manhattan Club; W. H. De Graaf, Harlem Wheelmen, and Henry E. Voorhes, Y. M. C. A.

RACES AT HYDE PARK.

The first annual tournament of the Hyde Park Bicycle Club, on Saturday, August 25, promises to prove an exceedingly interesting event. It will be strictly for amateurs and the contests will be limited to local wheelmen. There is a deal of friendly rivalry between the two clubs, the Hyde Parks and the Ramblers, and the contests between representatives of these organizations promise to prove very exciting. The races will be run on Readville Trotting Park, beginning at 2 P. M. Among the features will be a team race between the two clubs. There will also be a slow race and foot races. The prizes are promised to be tasteful and elegant.

Messrs. Barkman, Schoefer and Williams left New York on Saturday last on the Erie for a

trip from Cornwall, N. Y., back to the Oranges. Landing at Caldwell, the party rode to Highland Mills, ten and a half miles, in fifty-four minutes. Here they were met by Mr. Henry Hall and three other local wheelmen. Mr. Hall showed the party through his fishing-tackle factory, and then took them to his house, where they remained all night as his guests. On Saturday evening they rode over the dark country roads to Central Valley and return. On Sunday it rained, but the wheelmen rode into the village of Highland Falls, and spent some hours riding around a large hall owned by Mr. Hall. In the afternoon, owing to the continued rain, the party abandoned their Orange trip and took the train for home.

PROVIDENCE WHEELMEN VISIT BOSTON.

Fifteen Rhode Island wheelmen arrived in Boston at ten o'clock Sunday morning, as the guests of the Cambridge Bicycle Club. Captain Perkins and a delegation of his boys rode to the depot to meet the guests, and escorted them to the Cambridge Club House on North Avenue. Here all had a short rest, and were preparing for a ride to Nahant, when a heavy shower came on, and the trip had to be postponed. A collation was then served, after which the party adjourned to the front of the house, while Chief Consul Hayes went and got his 60-inch "bike," which was photographed along with the boys by the club photographer, familiarly known as "Ike." About the middle of the afternoon it cleared up, and a run to the reservoir was had. From the reservoir the party rode back to the Providence depot, where, after a hearty hand-shaking all round, the Providence boys started for home. The bad weather caused the postponement of several club runs.

WAS IT A BOGUS TELEGRAM?

Hal Greenwood got back from New Jersey last Thursday. He states that he was well received by the wheelmen in and about Orange, and speaks particularly of the fine treatment received at the hands of L. H. Johnson and H. A. Smith & Co. He claims the hill, Eagle Rock, is not to be compared to our "Son of a Gun," it being more like Solomon, with exception of a little stiffer grade above the stone crusher. He saw Wells at Newark, previous to the race, "monkeying with a Safety," and seeming to be in no hurry at all to get his machine or himself to the scene of the contest. He claims further that Wells was not hurt so badly by his fall as he claimed, and could have ridden the race had he so wanted. Greenwood climbed the hill in a trial on Monday in 6m. 35s. The time of the "official climb" was 7m. 37 4-5s. The telegram which Wells claimed to have received from E. W. Beach was bogus. The whole affair in a nutshell looks like a case of crawfish on the part of Wells.—*Bicycling World*.

Thus writes "Linneus" to the *Bicycling World*. This St. Louis scribe is untruthful in several statements. From what we know of Greenwood we should hesitate to permit his friends to put such statements into his mouth. He left an enviable reputation here in the East, and he should not allow a too enthusiastic scribbler to mar it. We saw Wells after his fall, and he was a badly cut up man. It was impossible for him to race. In regard to the telegram which Wells is said to have received from Mr. Beach, Mr. E. R. Collins informs us that he saw it and that it looked O. K. Had Wells taken the proper train he would have been at the Rock in time for the race. What he did during the rest of the day was no one's business. Mr. Wells has been charged through the columns of the *Bicycling World* with forging a telegram. We are anxious to see what form his denial will take.

A CYCLING CLUB BOWLING LEAGUE.

The New York Bicycle Club, whose bowling team are getting ready for the fall season, would like to see a bowling league formed among the cycle clubs of New York, Brooklyn and vicinity. The Chairman of the club's Bowling Committee, Mr. F. I. Stott, is anxious to hear from all clubs with a view to forming a league. There was certainly need of such an organization last winter, and we hope all local clubs interested in bowling will promptly respond.

THE SUPPER AT BAY RIDGE.

THE SMOKER AT BALTIMORE—CHAIRMAN MOTT SHEDS LIGHT.

From a personal letter we take the liberty of publishing the following:

BALTIMORE, MD., August 14, 1888.

DEAR MR. PRIAL:

* * * I especially liked your grit in getting hold of and publishing that Baltimore illustrated article just before the meet. We never knew how you accomplished it, but most all spoke of and admired your pluck. I was the author of the "tours and runs" part of the article.

I have often been tempted to write THE WHEEL about President Kirkpatrick and the smoker and supper at Bay Ridge *vs.* the articles in the *Athlete*, etc. As Chairman Committee of Entertainment, I had charge of smoker, supper, and in fact all the entertainment. I have no bias for or against "Kirk"; in fact, I don't know him—except for a formal introduction—or his characteristics; but in this one matter I *do* know that he has been abused.

At the smoker, during the noise and confusion, I asked him if he wouldn't please address a few remarks to the boys, asking them to remember that they were the guests of the Maryland Division, who were doing their best to entertain them, if they would but allow the programme to proceed. K. was reluctant and wanted me to do it. I urged that I was unknown and my remarks would have no weight, while he, as a guest, and who would be recognized as the chief officer of the organization, would exert a much greater influence. He at last yielded, and made what most people thought a well-advised little speech, which had the desired effect. That was all there was of it, and nothing more. A very simple thing it would seem, and certainly not "insulting to the membership at large."

As to the supper at Bay Ridge, the *Athlete* is again greatly at fault. No table was, or was intended to be, reserved for the President or anybody else. The run down the shell road left over 100 hungry wheelmen to my care, inasmuch as they deserved a place at "the first table" in advance of those who had dined in the city before taking the steamer. These wheelmen, the ladies of the party, and the officers of the L. A. W. who were accompanied by ladies, I attempted to get into the supper room first, as should be done. The caterer misunderstood my directions and the supper room was filled by his opening the doors before the time set and the crowd rushing in. This little "misunderstanding" of his cost him just \$50, as that was the amount I deducted from his bill for not complying with his contract. The upshot of the matter was, that I did, then, have a special table prepared for President K. and his staff, with their ladies, and I am sorry to say they were not all well fed, though that was not the fault of the Maryland Division, who paid liberally—in fact, paid the same price per plate for 1200 suppers as the usual, common, everyday rate at the same place for one—i. e., seventy-five cents each. That is the whole thing—simply that and nothing more—the truth and the whole truth.

Having the facts, you may use them as you think best for the cause. I don't want to enter into any controversy, and that is why I did not write as mentioned above.

With best wishes, yours,
ALBERT MOTT.

KRON'S GIFT ENTERPRISE.

TO THE EDITOR OF THE WHEEL:

Dear Sir—A burden was lifted from my conscience last Saturday at midnight, when I finished the task of mailing "Newspaper Notices of X.M. Miles" to all the applicants whose names were on file for it—exactly 250 in number. Fifty of these went to England, six to Ireland, one to Scotland, five to Canada, and the rest to towns in all parts of the United States.

An examination of printers' and binders' bills reveals the pleasing fact that these 5,000 gift-books cost me almost exactly \$500 in cash, besides a half-year's work, and as a three-cent stamp must be applied to each, the cost of distribution will be \$150. Nevertheless, the mere throw of a postal card will suffice to secure a

copy, and such requests will hereafter be attended to without delay. They may best be sent to the address signed below for the next eight days, but on the 23d I expect to mount "No. 234 Jr.," and jog homeward to my chambers on Washington Square.

Ever since Thomas Stevens accepted my earliest invitation to enter them, on his first forenoon in New York City (August 15, 1884), I have had a general notion of taking a ride with him, but circumstances always prevented our agreeing upon a route until recently, for neither of us ever "make appointments." When I told him, however, that I should probably start towards Tarrytown on the 29th of July, he said perhaps he would join me and at least give me safe escort through the goat-infested suburbs to Yonkers, so I named "Sixth Avenue and 145th Street at 2 P. M.," but it was understood that neither one of us was under obligation to "be there." I am most happy to learn, from his truthful tale in THE WHEEL, that he was an hour behind time, for this makes me bold to confess that I too was a little late—in fact, twenty-eight hours late—and so I failed to nail up any message for him on the specified telegraph pole at 145th Street.

KARL KRON.

WEST SPRINGFIELD, MASS., August 14, 1888.

EASTERN ROAD CLUB.

THE ROAD RACE TO BE HELD SEPTEMBER 23.

A regular meeting of the Eastern Road Club was held at the office of Dr. W. G. Kendall, No. 176 Tremont Street, last Monday evening. It was decided to hold a road race on Sunday, September 23, and to have a supplementary one for tandems and tricycles for a distance of ten or fifteen miles, to be decided upon by the committee. Messrs. Pillsbury, of the Massachusetts Club, Captain Forbes, of the Dorchester Club, and Captain Perkins, of the Cambridge Club, were appointed a committee to arrange for the course and medals. It is thought that the road race will be started at the Brighton House and run through the Newtons, thence to the reservoir, running around the basin, finishing at the watering trough. This course, if decided upon, will give the spectators a chance to witness the start and finish of the racing event of the season. The prize is a massive silver cup, which has to be won three times; the medals will be given to the men making the three best records in the race. The cup is now held by the Chelsea Club, which has won it twice, and, if it wins it this year, it will become their property.

After this meeting the captains of the various clubs held a meeting to arrange for a grand "union meet," to be held Labor Day, when all bicycle clubs in the State will be invited to participate. Considerable enthusiasm was exhibited by those present, and Captains Perkins, Roop and A. W. Robinson were appointed a committee on arrangements.

THE TRADE.

HOW SHALL WE OVERCOME VIBRATION?

This important question is discussed in the Warwick Cycle Manufacturing Company's advertisement, which is published elsewhere in these columns. The company explains how it has overcome vibration in the ordinary bicycle, and its careful explanation is illustrated by a superb cut, which will give the unmechanical mind a good idea of the Warwick Spring Bearing. The wheels of the Warwick Company, which will be in the market in a few weeks, are awaited with interest by those who have read a detailed description of the many new features introduced into their manufacture. Watch *The Wheel* for details.

Messrs. Pedersen and Buckingham have secured the order for the Staten Island Athletic Club's Labor Day sports. Mr. Pedersen's designs were selected from among the work of the leading jewelers and medal makers of New York, and must have been very elegant, as the medals hitherto offered by the Staten Island Club have always been noted for the beauty of their designs and the excellence of their workmanship.

The Psycho Tandem Safety Bicycle and the Psycho Ladies' Safety, imported from Starley Brothers by Bert Owen, of Washington, are exciting much favorable comment. Mr. Bidwell has sold a few of the wheels to New York parties, and they give satisfaction.

A Kings County Wheelman drove a New Mail 1,218 miles in August.

Albert F. Schaaf, of the Gormully & Jeffery Mfg. Co., left Gotham for Philadelphia on Tuesday last. During his short stay in New York Mr. Schaaf materially advanced the interests of the Champion and the Rambler.

Howard A. Smith & Co., Newark, N. J., are expert in teaching ladies how to ride the safety bicycle. They now have several scholars, some of them quite proficient.

Howard A. Smith & Co., Newark, N. J., have just placed upon the market a new lubricator for ball bearings and the chains for tricycles and safeties. Watch THE WHEEL for full description within a week or so.

The New York Bicycle Co. make a specialty of taking old mounts in part payment for new Victors, Rapids, Mails, Stars and Springfield Roadsters. Parties who contemplate changing their present mounts would do well to get this company's estimate on them in exchange. A choice list of their second-hand machines may be found in another column.

Mr. Sutton, agent for the Columbia and Springfield Roadster at New Canaan, Conn., reports that since the spring twenty-two new wheels have been sold in New Canaan.

Sydney Smith, who has patented some improvements on the Star, is in Newark arranging to have his attachments manufactured.

W. L. Van Horn, general bicycle agent of Denver, Col., reports a large business this year. Mr. Van Horn also carries a line of sporting goods and sportsmen's outfitings.

Messrs. Wm. Read & Sons report that the Ivel single and tandem safeties are giving great satisfaction wherever sold. The single is a nicely-lined, well-built, easy-running wheel, and made by the famous Ivel Cycle Company. The tandem is fast on the road and holds the 10-mile road record—but a few seconds over 30m.

The Springfield Bicycle Manufacturing Company will manufacture their own wheels after this season at their new factory, which will be within a few minutes of Boston.

Mr. Stevens, the Coventry Machinists' Company's manager, was in New York last week.

A Canadian manufacturing concern named Warwick has no connection with the Warwick Cycle Company of Springfield, Mass.

The Coventry Machinists' Company have a new lot of "Swifts" in stock.

The Warwick Cycle Company will use the Cushman & Denison oiler on all their wheels.

Mr. L. H. Johnson is at Barnegat for a week's fishing.

LOOK OUT FOR OUR BUFFALO SPECIAL CYCLES FOR SALE.

NO.	SIZE.	MAKE.	BEARINGS.	FINISH.	PRICE.
1	52	Expert.....	Ball....	Enamel....	\$75 00
2	52	Expert.....	Ball....	Enamel....	65 00
3	48	Expert.....	Ball....	Enamel....	100 00
4	50	Expert, with lamp..	Ball....	Enamel....	110 00
5	54	Expert, with lamp and cyclometer.....	Ball....	Enamel....	110 00
6	56	Expert, with lamp ..	Ball....	Enamel....	75 00
7	48	Standard, with lamp and stand.....	Ball....	Enamel....	50 00
8	52	Sanspareil.....	Ball....	Nickel....	60 00
9	52	Special Columbia....	Ball....	Nickel....	40 00
10	50	Victor.....	Ball....	Enamel....	100 00
11	48	Victor, with lamp....	Ball....	Enamel....	120 00
12	52	Harvard.....	Ball....	Nickel....	65 00
13	56	Royal Mail.....	Ball....	Enamel....	85 00
14	50	Otto.....	Ball....	Nickel....	65 00
15	52	American Club.....	Ball....	Enamel....	65 00
16		Rudge Rotary Tandem Bicycle.....	Ball....	Enamel....	125 00

George R. Kelso,
1205 LINDEN AVE., BALTIMORE, MD.

WHEEL GOSSIP.

W. W. Murphy, K. C. W., rode 1,218 miles in July.

H. E. Raymond, Brooklyn B. C., is vacating at Lake George.

The Maine Division meet will be held at Lewiston, September 14.

A. B. Barkman is compiling material for a new road book of New York State.

It is rumored that the cycle scribe of the *Pittsburg Bulletin* don't know dirt from diamond dust.

The most interesting event of the Buffalo tournament will be the meeting of Temple and Rowe.

Chicago will be favored with a six-day twelve-hour per day professional bicycle race in October.

Philadelphia has a new bicycle club composed exclusively of boys. It is called the Pony Star Bicycle Club.

F. A. Eldred, Captain of the Bicycle Club, Springfield, Mass., will compete in the *Bicycling World's* road race.

E. C. Klipstein, "Klip," of St. Louis, will leave that city in September, for Springfield, Mass., to enter upon his duties as Professor of Mechanical Drawing.

C. E. Kluge, who is in business on his own account as a designer and decorator, will scarcely find time to train for the Buffalo races, and it is doubtful if he will compete.

The *Brooklyn Press*: "In the last copy of *The Wheel*, Mr. Prial has given considerable space to the L. A. W. constitution, which every man that rides a wheel will find interesting."

A new club was organized at Omaha on August 4, with the following officers: W. F. Wapich, President; Seth C. Rhodes, First Vice-President; R. L. West, Second Vice-President; E. H. Seifken, Secretary and Treasurer; Louis Flesche, Captain, and S. E. Graham, Lieutenant.

Percy Stone will not ride at Buffalo, though he had commenced training for the races. While lowering a window one day last week he thrust one of his hands through a pane of glass, cutting a large piece of flesh from the fleshy part of the palm. A surgeon sewed up the wound, but Percy cannot grip a handle bar for two weeks.

A COURAGEOUS BICYCLIST.

On Wednesday evening last, as Mr. and Mrs. Arthur Thompson were riding on Western Avenue, the horse became uncontrollable and ran away. A young man on a bicycle made a spurt, and, jumping from his machine, seized the animal and brought him to a standstill. In expressing their obligations, Mr. and Mrs. Thompson desired to know the name of the courageous young man that they might present him with a testimonial, but he declined to give it. —*Providence Journal*.

Preparations are now being made for a grand bicycle tournament to be given under the auspices of the Minneapolis Bicycle Club, at the Minneapolis Driving Park, August 25. The object of this event is to revive the interest in wheeling in that city, and furthermore to see what can be done towards securing a track. There will also be a lantern parade on the evening of the 24th. At present there are fourteen races on the programme. All correspondence will be received by C. Barwick, Secretary and Treasurer of the Minneapolis Bicycle Club, care of Wilber House.

The St. Louis *Spectator* devotes a column to our editorial on the League Constitution, and comments as follows. We have taken the liberty of italicizing the important sentence.

"After thus paying his respects to the framers of the constitution and the beneficiaries under its provisions, the editor calmly goes to work and shows that under the provisions of this law no wheelman is really a member of the League at all, but only of the State division to which he belongs, and that, therefore, the specifications regarding membership in the League itself are unnecessary, and should be replaced by directions as to how to join State divisions; that the so-called 'National Assembly' is simply a House of Lords before whom the humble wheelman gets no show, and that the provision which puts into the hands of the President the power of appointing seven committees, whose chairmen shall be members of this 'National Assembly,' makes of the said President an absolute dictator who

can control the executive power of the whole institution. It is somewhat late in the day to take up the subject in this able manner, but perhaps the members-at-large of the League may as well face the situation now as at some other time. The constitution as passed speaks for itself; not being a League member I forbear comment. It is not my funeral."

HOW A BRAVE RIDER FLEW THROUGH SPACE INTO A CABLE CAR.

Between the rails of the cable road on Tenth Avenue there is a smooth asphalt pavement. It is used morning and evening by the aqueduct laborers instead of the sidewalk, which is decidedly uneven. The bicycle riders look upon it as a direct gift of Providence, and daily spin along after the cars at a lively gait. On Sunday one of the machine riders was following a car going down the hill below the Orphan Asylum. He was within ten feet of the car when it suddenly stopped. The machine struck the rear platform, and its rider went head-first over the dashboard into the car, much to the surprise of the passengers. In his flight through space he struck the nickel pocket of the conductor, and the coin flew in every direction. Then there was music, but the rider made good all losses, and the car proceeded on its journey. —*Evening Sun*.

THE OLD AND YOUNG READ IT.

The Wheel is the name of a paper published in New York City by F. P. Prial in the interest of the glorious, the healthy, the exhilarating and the profitable profession of bicycling. Every week it comes to our table, and if Mr. Prial knew with what interest its columns were perused and discussed by old and young, and enjoyed, he would not "begrudge" the weekly favor. Every one who rides a bicycle, or wants to do so, or intends at some time in the future to do so, should subscribe for *The Wheel*. Address:

F. P. Prial, Ed. *Wheel*, Box 444, 23 Park Row, New York City.

Any one can see a sample copy by coming to our office or dropping us a postal with their address on it. *The Wheel* is full of reliable news and information to wheelmen from all over the world, and contains a full line of advertisements which are not only very useful, but necessary to all wheelmen. Send for a copy. —*Crosby County News*.

THE ROADS OF NORTH WALES.

Mr. A. W. Doery writes to *The Cyclist*:—"I have noticed some references in the cycling journals to the splendid roads in North Wales. In fine weather and ordinary seasons this is probably true, but at present it needs qualification. The main Holyhead road is good for the most part, but neglected and rutty in places. From New Radnor to Rhayader, Llanidloes, Machynlleth, Aberdovey and Barmouth, it is newly stoned in patches, which renders the work heavy for tricycles and dangerous for ordinaries. Barmouth to Harlech is even worse. From Portmadoc to Beddgelert, Capel Curig, Bettws-y-Coed, and Pentre Voelas, Corwen, Llangollen and Shrewsbury, very good as a rule. For the Cader Idris district I can recommend the White Horse Hotel at Machynlleth for comfort, attention and extraordinarily moderate charges. Londoners who go by the Thames Valley route—i. e., via Reading, Pangbourne, Wallingford and Oxford, will find it most enjoyable. I can confirm all that others have mentioned concerning the comfort and civility one meets with almost everywhere in Wales, and am convinced that these, with the splendid air and mountain and river scenery, will render it ere long the 'happy hunting ground' of cyclists."

BUFFALO

World's Tournament

ENTRIES CLOSE

AUGUST 27.

BARGAINS!

SECOND-HAND

Bicycles and Tricycles.

We make a Specialty of taking Old Mounts in Part Payment for New Victors, New Rapids, New Mails, Stars and Springfield Roadsters.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITIONS.—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearing A1. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings excellent. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No.	Size.	Name	Cost.	Price.	Finish.	Bearings.	Condition
275	48	Victor Roadster,	\$127.50	\$85.00	4	1	1
285	51	Special Star,	120.00	70.00	4	Ball	4
286	44	Special Facile,	123.00	60.00	4	1	4
290	52	Victor Roadster,	132.50	78.00	4	1	2
298	39	Otto,	35.00	18.00	5	4	2
306	51	Special Star,	135.00	80.00	3	Ball	2
334		Columbia 3 trk. Trike,	166.00	65.00	4	2	2
343	52	New Rapid Roadster,	147.50	134.00	3	1	1
350	52	N. Rapid Lt. Rdstr.,	137.50	112.00	4	1	1
363	50	Columbia Expert,	135.00	75.00	1	2	2
364	56	Columbia Expert,	142.50	109.00	1	1	1
365	48	Columbia Expert,	122.50	83.00	3	1	1
376	54	Special Club,	135.00	78.00	3	1	2
377	50	Victor Roadster,	132.50	82.00	4	1	1
384	52	N. Rapid Lt. Rdstr.,	147.50	100.00	3	1	2
385	54	Columbia Expert,	140.00	75.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	3	1
388		Rl. Mail 2-track trike,	165.00	135.00	4	1	1
389	42	Am. Pony Star,	85.00	50.00	4	Plain	5
390		Beeston Hbr. T'dm.,	260.00	115.00	4	2	4
391	55	Col. Lt. Roadster,	145.00	95.00	4	1	2
394	48	Columbia Expert,	122.50	60.00	4	2	2
397		Col. 2-track trike,	165.00	90.00	4	1	2
400	52	British Challenge,	137.50	55.00	4	2	4
401	46	Special Club,	125.00	60.00	4	1	4
403	—	Quadrant, No. 8,	185.00	125.00	4	1	4
409	50	Columbia Expert,	130.00	100.00	1	1	1
410	52	Columbia Expert,	122.50	80.00	4	1	2
411	56	British Challenge,	147.00	70.00	6	1	2
412	52	Columbia Expert,	122.50	67.00	3	1	4
415	52	Columbia Expert,	132.50	80.00	1	2	1
416	56	American Club,	135.00	58.00	4	2	4
417	52	Columbia Expert,	132.50	75.00	3	2	2
418	54	Columbia Expert,	140.00	105.00	1	1	1
419	52	Columbia Expert,	122.50	60.00	4	1	4
421	52	New Rapid Rdstr.,	132.50	132.50	4	1	1
422	53	Col. Light Rdstr.,	127.50	90.00	4	1	2
423	52	Columbia Expert,	122.50	100.00	3	1	1
424	—	New Rapid Safety,	135.00	100.00	4	1	1
425	—	Quadrant No. 8,	185.00	170.00	4	1	1
427	56	Premier,	140.00	50.00	3	1	2
428	50	New Mail,	127.50	105.00	4	1	1
429	54	Victor Roadster,	130.00	90.00	4	1	2
430	—	New Rapid Safety,	135.00	135.00	4	1	1
431	55	Rudge Light Rdstr.,	141.25	60.00	4	2	4
433	—	Ladies' Quad. No. 14,	175.00	175.00	4	1	1
434	50	New Mail,	127.50	95.00	4	1	1
435	52	Special Club,	160.00	100.00	1	1	1
436	—	Kan. Safety (36x54),	140.00	75.00	4	1	1
437	55	Columbia Lt. Rdstr.,	140.00	95.00	3	1	1
438	51	Special Star,	160.00	85.00	3	Ball	2
439	—	Quad. No. 15 (Tdm.),	250.00	250.00	4	1	1
440	—	Columbia Veloce,	135.00	110.00	4	1	1
441	54	Columbia Expert,	125.00	65.00	4	2	1
442	54	Victor Light Rdstr.,	130.00	115.00	4	1	1
443	42	Horsman,	35.00	16.00	5	4	2
444	56	Columbia Expert,	127.50	78.00	4	2	2
445	48	Rudge Lt. Rdstr.,	132.50	85.00	4	1	1
446	54	Columbia Expert,	135.00	85.00	1	1	1
447	52	N. Rapid Lt. Rdstr.,	137.50	95.00	4	1	2
448		Columbia 2-track trike (Ladies' Special),	185.00	80.00	4	1	1

All Machines Guaranteed Sound.

Upon receipt of \$5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Wheels Bought, Sold and Exchanged.

FULL LINE
CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,
8 Warren St., New York

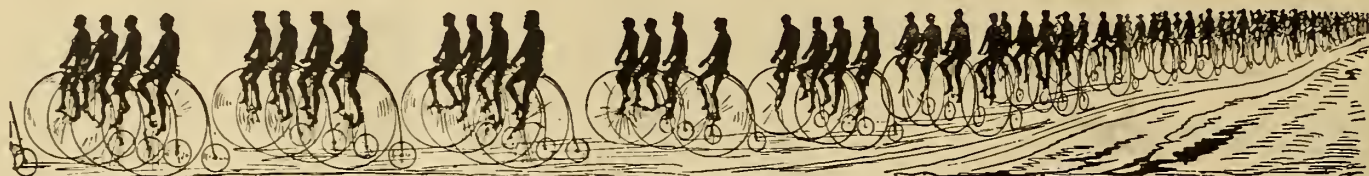
Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant, café and ice-cream parlor on Main Street is a favorite resort with wheelmen in the Oranges. Dinner is served in the café, and special attention is paid to the comfort of wheelmen.

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.

GILLOTT'S STEEL PENS

ARE THE MOST
* * PERFECT.



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KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.

Are unsurpassed for purity and excellence.

Are specially adapted to people of refined taste.

Are composed of only the finest Virginia and Turkish leaf.

WM. S. KIMBALL & CO.

ROCHESTER, N. Y.

BICYCLE AND ATHLETIC GOODS.

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

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

CORRESPONDENCE SOLICITED.

KINGSTON KNITTING CO.

Coventry Machinists' Company,

LIMITED.

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

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

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

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

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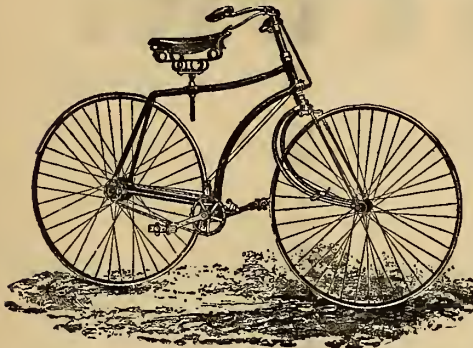
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THREE LEADERS, VICTOR SAFETY, VICTOR JUNIOR, VICTOR LIGHT ROADSTER.



THE VICTOR SAFETY.

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

THE VICTOR JUNIOR.

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

THE VICTOR LIGHT ROADSTER.

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

Boys' Rear-Driving Safeties.

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

Our Instalment Plan.

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

Racing Wheels to Hire.

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

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

REPAIRS PROMPTLY DONE.

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

A. G. SPALDING & BROS.,

United States Agents for Victor Cycles,

241 BROADWAY, 108 MADISON ST.
NEW YORK. CHICAGO.

PRICE LIST

Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	Universal Club	Ball	Enamel	\$70 00
402	50	American Club	Ball	Nickel	60 00
432	48	Expert	Ball	Nickel	70 00
435	55	Col. Lgt. Rdstr.	Ball	Enamel	85 00
438	54	Harvard	Ball	Enamel	60 00
458	54	Expert	Ball	Enamel	70 00
459	50	Victor	Ball	Enamel	80 00
460	54	American Star	Plain	Nickel	35 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	30 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	80 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
535	38	Facile	Ball	Enamel	50 00
544	48	Brit. Champion	Ball	Enamel	70 00
545	50	Expert	Ball	Enamel	75 00
547	48	Special Star	Ball	Enamel	90 00
553	46	Otto	Plain	Enamel	35 00
557	54	Royal Mail	Ball	Nickel	90 00
558	48	Premier	Plain	Enamel	35 00
559	50	Expert	Ball	Enamel	70 00
560	42	Special Star	Ball	2-3 Nickel	85 00
561	51	Special Star	Cones	Enamel	75 00
562	54	Standard Columbia	Cones	2-3 Nickel	55 00
563	54	Expert	Ball	Enamel	75 00
564	52	Expert	Ball	2-3 Nickel	70 00
565	54	Victor	Ball	Enamel	65 00
566	53	Col. Lgt. Rdstr.	Ball	Enamel	85 00

TRICYCLES.

301	50	Col. Three-track	Ball	Enamel	50 00
496	..	Spkbrk. Crippler	Ball	Enamel	90 00
511	..	Victor Tricycle	Ball	Enamel	60 00
526	..	Humber Crippler	Ball	Enamel	80 00
534	..	Humber Crippler	Ball	Enamel	95 00
548	..	Sparkbrook Tandem	Ball	Enamel	130 00
550	..	Col. Two-track	Ball	Enamel	65 00
554	..	Humber Tandem	Ball	Enamel	110 00
555	..	Marlborough C. Tand.	Ball	Enamel	190 00
556	..	Humber Tandem	Ball	Enamel	150 00

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

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.
Branch Store, Park Street, Orange, N. J.

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

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ADVERTISE IN OUR
*For Sale, Exchange,
and Wants Column.*

Twenty-five Words, - - - Fifteen Cents.

Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

FOR SALE, EXCHANGE, WANTS.

25 Words, 15 Cents
Two Insertions, 25 "

WANTED TO PURCHASE.—54-inch Expert, Victor or Rudge; must be in good condition and cheap for cash. Address H. B., P. O. Box 498. 8-17

WANTED.—One or two second-hand Star Cricket Saddles. Address P. O. Box 1392, New Haven, Conn. 8-17

FOR SALE.—58-inch New Mail. New this spring; as good as new. Accident to rider cause of selling. Will sell cheap. H. M. Parsons, Box 5215, Boston. 8-24

FOR SALE.—54-inch Rudge Light Roadster, nickel and enamel; ball bearing all around; first-class order; \$85, cost \$140; and 50-inch Union, nickel and enamel, good order; \$45. Wm. T. Shannon, 435 Union Street, Brooklyn. 8-17

CYCLOMETERS! LOOK!!—Iakin Hub, 48-inch, \$6; 53-inch, \$5; 54-inch, \$5; Butcher Hub, 56-inch, \$4; Excelsior Hub, 50-inch, \$5; 56-inch, \$5; three Hill & Tolman Alarms, \$1.50 each. Above are all in first-class shape. It will pay you to examine. New York Bicycle Company, 8 Warren Street, New York City.

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

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

FOR SALE.—52-inch Bicycle, Coventry Special Club, new; all latest improvements. Cost, \$120; price, \$97. Call evenings after five. F. H., 1295 DeKalb Avenue, Brooklyn. 8-17

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

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

WANTED.—40 to 45-inch Star, '87 model; good order, power traps; enamel or paint; ball bearings preferred. State condition and price. F. M. Carryl, Passaic Bridge, N. J. 8-17

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 nickeled O. W. Co. hub light, for \$35. Address J. W. Bradley, Mercersburg, Penn. 8-17

FOR SALE.—Columbia 54-inch Bicycle; just out of crate; with K. of R. lamp. Price \$100. Address J. L. B., P. O. Box 283, N. Y. 8-17

FOR SALE.—One 47-inch Columbia Light Roadster, in fine condition, for \$78; and 48-inch Expert for \$65. Lock Box 75, Wappingers Falls, N. Y. 8-17

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

FOR SALE.—Full nickeled Expert 1888 pattern; in perfect order; ridden but little. Hub lamp; pedal cyclometer; bell; cost \$151.75; will sell for \$100. A. C. Luck, 290 Pearl Street, New York City.

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

\$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; nickel exchange for 53-inch same make. H. L. Bradley, 46 Wall Street, New York City.

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; Aeolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow fellos to give lightness for racing and yet strength for the roughest roads; it is excellent for hill climbing; cannot be duplicated in America for less than \$250; will sell cheap for cash, or will receive offers of exchange for a horse or anything of equal value. Address Geo. A. Bogart, assistant postmaster, Evanston, Cook Co., Ill. t-f

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

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

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

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

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

LOOK AT THESE SPECIAL BARGAINS.—55-inch Rudge Light Roadster, enameled, with nickel trimmings, balls both wheels, cowhorn bars, buffer saddle; run a season; \$68. 54-inch Columbia Expert, enameled, with nickel trimmings, balls both wheels, drop bars; run one season; a very staunch machine; \$67. 56-inch Spalding Racer, full enameled, balls both wheels and pedals, cowhorn bars, weight 22 pounds; \$30. 51-inch Special Star, enameled, with steering rod and levers nickeled, balls front wheel, drop bars, silent ratchets, changeable power attachment, 1-inch tire; \$65. 51-inch Special Star, 3/4-nickeled, balls front wheel, cowhorn bars, Z and S step and foot rest, 1/4-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 Crippers \$160, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler 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.

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

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

RIDE A VICTOR.

MERWIN, HULBERT & CO.,
26 West 23d Street,
NEW YORK CITY.

AGENTS FOR
GORMULLY & JEFFERY'S
American Champion Bicycle.
American Light Champion Bicycle.
American Challenge Bicycle.
American Ideal Bicycle.
American Ideal Tricycle.
American Challenge Tricycle.
AND SUNDRIES.

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

SINGER'S
SAFETY.



All Ball Bear-
ing, \$135.00

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

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

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



VICTOR LIGHT ROADSTER
BICYCLE.

VICTOR LIGHT ROADSTER
TRICYCLE.

VICTOR SAFETY BICYCLE.

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SPALDING'S YOUTH'S BI-
CYCLE.

Also a Full Line of
BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

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

New Jersey Wheelmen.
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gen Point.
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MANUFACTURERS OF

Bicycle, Tennis, Yachting and Tourist Suits,
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Celebrated Men and Women of all Times.

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**HUMBER
TRICYCLES.**

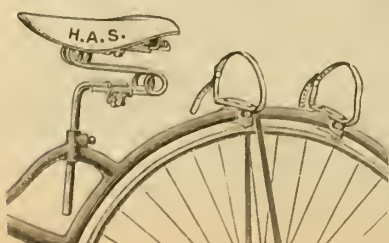
We have a small lot of the celebrated HUM-
BER TRICYCLES, ranking above all others in
the world. Light weight, 65 lbs., superb
machines, which we are closing out very low ;
only a few. Send for description.

Also a few ROYAL MAIL LIGHT TRI-
CYCLES ; 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 14, 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. Nickered, with enameled wheels. Perfect condition. Only \$90.
No. 195.—54-in. Rudge. Enam. All balls. Cowhorn bars. Good as new. Price \$75.
No. 196.—42-in. Horsman Special. Price \$20.

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.

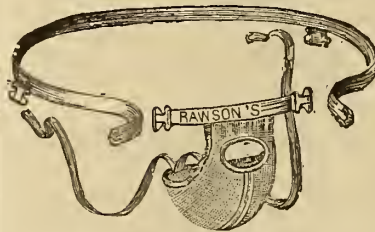


No. 1388.

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

Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, - - - 9.50.

WILL BE SENT POST PAID ON RECEIPT OF PRICE.



A Perfect Fit Guaranteed.
Displacement Impossible.

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

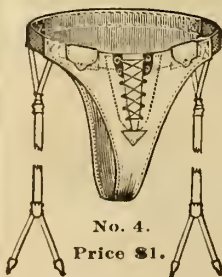
N. B.—“We fill special orders without
extra charge.”

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

S. E. G. RAWSON,

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

Mention this advertisement when you order



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,

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OPIUM

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

COLUMBIA BICYCLES

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TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St.

MINNEAPOLIS; 417 Nicollet Ave.

Buy Your Shoes of T. B. BENNELL,

304 BROADWAY, Near Duane.

THE GREAT LONDON SHOE MAN.

MY SPECIALTY FOR THE SUMMER IS THE

KANGAROO SHOES,

The Most Durable and Comfortable Shoe Made.

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

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.

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Apparatus and Supplies,
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Sole proprietors of the
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 cycle Cameras, and sole
 agents for the Celebrated
 Dallmeyer Lenses.

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

More than Forty Years
 Established in this line
 of business.

RADWAY'S READY RELIEF.

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

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

50 cents per bottle. Sold by Druggists.

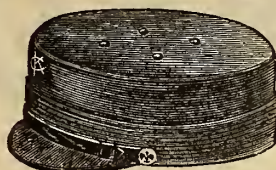
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WENCK

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



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Sporting Goods,

LOWEST PRICES

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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.

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*Victors, Youth's Premiers, Champions,
 Ideals, Clubs, Singers, Spring-
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ALSO A FULL LINE OF BOYS' AND GIRLS'
Bicycles, Tricycles and Velocipedes.

REPAIRING, RENTING, STORING.

Open Day and Night.

NOW READY!

The Cyclist's Road Book

—OF—

Connecticut and Westchester.

By CHARLES G. HUNTINGTON.

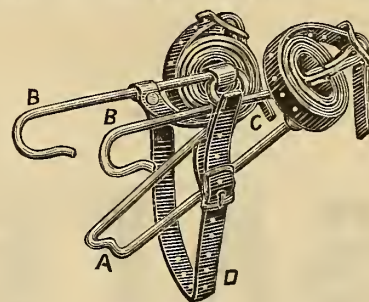
Containing the most comprehensive general and road
 maps of the Counties of Connecticut and Westchester Co.,
 N. Y., ever issued in pocket form, showing every road
 open to public travel, with thirty-five hundred miles of
 reported road designated and classified according to quality
 and grade; also 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" 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,
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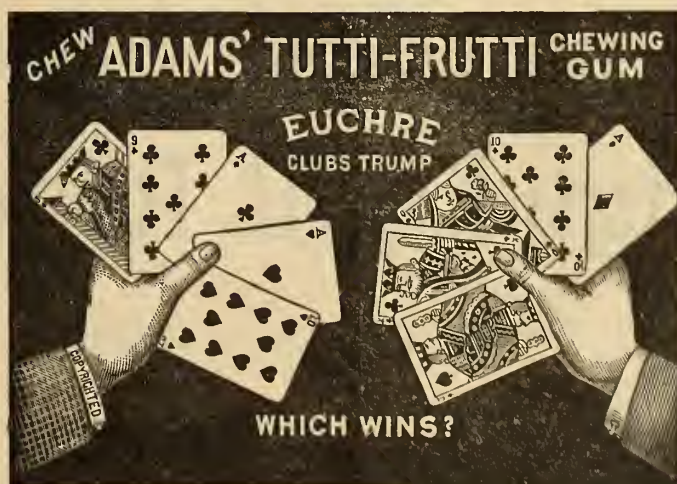
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