

The Wheel

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

VOL. I.—No. 26.]

NEW YORK, AUGUST 24, 1888.

[WHOLE NUMBER, 26.]

WHO was at the last League Meet but admitted that the

AMERICAN RAMBLER



was the King of the Rear Drivers?

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

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

CAN RIDE AND COAST HANDS OFF.

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

Price, Standard Finish, = = = = = \$120.00.

Catalogue on application.

GORMULLY & JEFFERY MFG. CO.
CHICAGO, ILL.

LARGEST AMERICAN MANUFACTURERS OF CYCLES AND SUNDRIES.

TO THE FRONT AGAIN! EAGLE ROCK HILL, 12 TIMES WITHOUT A DISMOUNT.



ON WHAT?

A SPRINGFIELD ROADSTER,

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

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

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

L. A. W. RUN AT BALTIMORE, JUNE 19, '88.—Out of 150 wheels three only surmounted the hill; two of these were Springfield Roadsters, ridden by Messrs Harris and Decker.
L. A. W. RACES, BALTIMORE, JUNE 19, '88.—The Springfield Roadster scored three victories: 2-mile Safety, by J. Fred. Midgley; Half-mile Dash and 3-mile Handicap, by W. E. McCune.
J. R. WELD, Jr., MEDINA, N. Y., WRITES: "We believe in the Springfield Roadster out here. In a club of 20 members 16 of them ride your make of wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely Safe, Speedy, the Best Hill-Climber and All-Around Road Wheel ever offered to the Public, at a Moderate Price. Catalogue Free.

SPRINGFIELD BICYCLE MFG. CO., No. 9 Cornhill, Boston, Mass.

Chas. Schwalbach,

PROSPECT PARK PLAZA, = = = BROOKLYN.

NEW MAIL
Bicycles.

COLUMBIA
Tricycles.

CLUB
Safeties.

Bargains in Second-hand Wheels, at Low Prices. Renting, Storage, Lockers,
Teaching, Repairing. Skillful Workmen.

ALL REPAIRING DONE ON THE PREMISES.

NO WORK GIVEN OUT.

Telephone Call, 125 South Brooklyn. Send for Illustrated Catalogue and Price List.

THE STAR

THE BEST ALL-AROUND BICYCLE MADE.

Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

1888 STAR

Is now Ready for the Market.

CATALOGUES FREE. ADDRESS

H. B. SMITH MACHINE CO.,

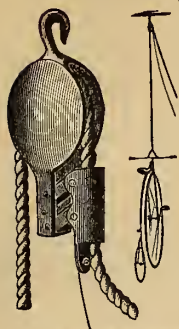
New York Salesrooms,
115 LIBERTY STREET.

SMITHVILLE, N. J.



BICYCLE HOIST.

(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary.

Send for circular.

Discount to Dealers.

LINCOLN HOLLAND & CO.,
Worcester, Mass.



E. I. HORSMAN,

80 and 82 WILLIAM ST.,

NEW YORK.

GENERAL AGENT FOR THE SALE OF THE

AMERICAN BICYCLES,

Manufactured by Gormully & Jeffery Mfg. Co.

Champion, Light Champion,
Rambler and Ideals, Tricy-
cles, Velocipedes, &c., &c.

SUNDRIES OF EVERY DESCRIPTION.

Repairing and Nickel Plating a Specialty.

Send Stamp for Illustrated Catalogue.

BICYCLE REPAIRS

WE have the most complete Repair Shop in New England, devoted exclusively to Bicycle and Tricycle Repairing, Brazing and Small Machine Jobbing. Work done at short notice and prices reasonable.

BENNETT & HALE,
112 Orange Street,
NEW HAVEN, CONN.

The Billings & Spencer Co., Hartford, Conn., U.S.A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



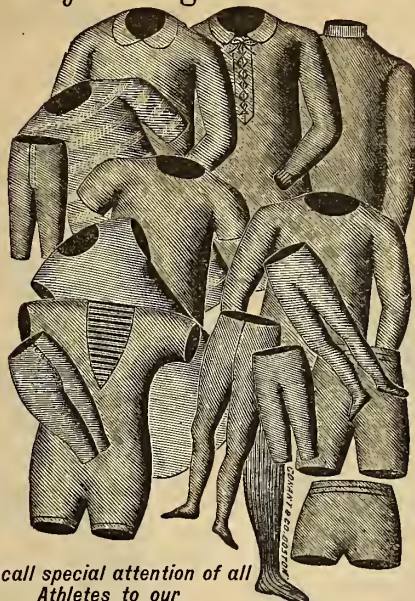
Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

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 | 50 | 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 | 52 | 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.

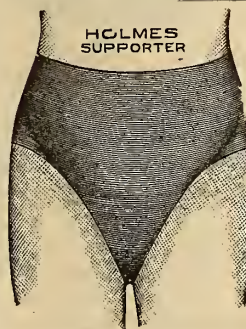
Jersey-Fitting Underwear Co.



We call special attention of all
Athletes to our

JERSEY-FITTING GARMENTS.

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



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

MANUFACTURED BY
HOLMES & CO.,
17 Kingston St.,
Boston, Mass.
Please mention this paper.

KEEP YOUR CYCLE CLEAN!

REMOVE THE
RUST, DIRT, GRIME AND GUM.

MAKE IT SHINE BY USING

GLISTENINE.

Price, 25 Cents Per Box.

Apply with a Chamois.

GLISTENINE MANUFACTURING Co.,
Herkimer, N. Y.

Petroleum **VASELINE**, Jelly.

Grand Medal at the Philadelphia Exposition.
Silver Medal at the Paris Exposition.
Highest Award at London Medical Congress.

Used and approved by the leading Physicians of Europe
and America.

The most valuable remedy known for the external treat-
ment of Wounds, Burns, Sores, Cuts, Skin Diseases,
Rheumatism, Hemorrhoids, Catarrh, Chilblains,
Sunburns, and for every purpose
where a liniment is needed.

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

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

Chesebrough Manufacturing Co.
NEW YORK.

Bargains in Second-hand Wheels

WRITE

EISENBRANDT BROS.,
424 E. Baltimore Street, BALTIMORE, MD.
STATE SIZE OF WHEEL WANTED, AND THEY
CAN SUPPLY YOU AT YOUR OWN PRICE.

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 Road-
sters.

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 | 1 | 1 |
| 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, | 135.00 | 18.00 | 5 | 4 | 2 |
| 306 | 51 | Special Star, | 135.00 | 80.00 | 3 | 1 | 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 |
| 370 | 54 | Special Club, | 135.00 | 82.00 | 3 | 1 | 2 |
| 377 | 56 | 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 | 1 | 5 |
| 390 | | Beeston Hbr. Tdm., | 260.00 | 115.00 | 4 | 2 | 4 |
| 391 | 55 | Col. Lt. Roadster, | 145.00 | 95.00 | 4 | 1 | 1 |
| 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 | 4 | 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 Rd-tr. | 141.25 | 69.00 | 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, | 100.00 | 85.00 | 3 | 1 | 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.

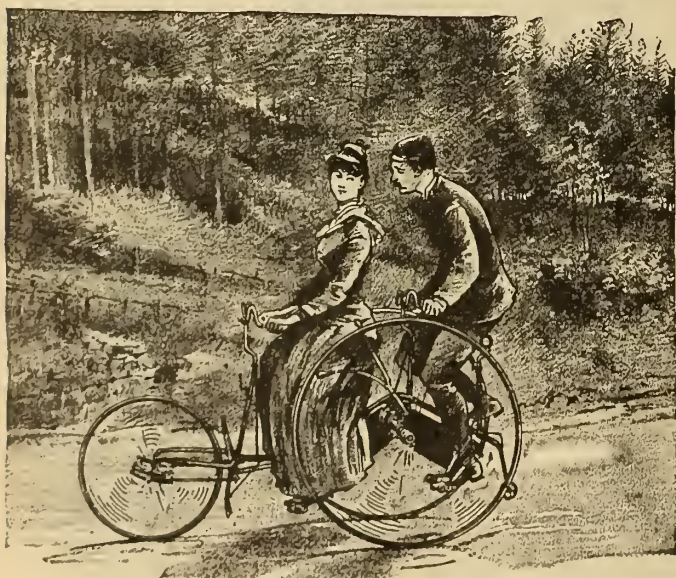
NEW YORK BICYCLE COMPANY,
8 Warren St., New York

NEW RAPID.



SAFETIES SHIPPED IMMEDIATELY ON RECEIPT OF ORDERS.

Owing to the increased demand for these Safeties, we found it impossible in the earlier part of the season to make prompt shipments in many instances; but we can now fill orders for them without delay, as we have the machines in stock, and are prepared for the **Fall Trade** with a full line of all our different patterns.



QUADRANTS.

- No. 8. Single, for gentlemen.
- No. 14. Single, for ladies and light gentlemen.
- No. 15. Tandem, for lady and gentleman, or two riders of either sex.

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

SOLE U. S. AGENTS FOR "KING OF THE ROAD" LAMPS.

THE CLARK CYCLE COMPANY,

BALTIMORE, MD.

SEND FOR CATALOGUES.

Washington Branch, 908 Pennsylvania Ave.

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

Subscription Price, - - - \$1.00 a year.
Foreign Subscriptions, - - - 6s. a year.
Single Copies, - - - 5 Cents.

Newsdealers may order through AM. News Co.

All copy should be received by Monday.
Telegraphic news received till Wednesday noon.

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor
23 Park Row,

P. O. Box 444, New York.

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

Our Brooklyn correspondent sums up what may be called the political situation in Brooklyn. The Brooklyn men have two grievances, one national and the other local. They may be said to be in perfect accord with our ideas on the League constitution, and they protest vehemently against the gradual concentration of power, the great grab for office. Their local grievance is in reference to the ballots recently sent out by Chief Consul Bidwell. These ballots, though they had to be mailed by August 15 in order to be counted, were received on the 14th, 15th and 16th, and a very respectable number of Brooklyn wheelmen did not receive any ballots. The Brooklyn wheelmen wish to know why the ballots were not mailed sooner, why it was not stated upon them that they must be mailed by the 15th, and who nominated the Chief Consul, Vice-Consul and Secretary-Treasurer. The Brooklyn wheelmen mean to find out the whole truth of the matter. The men who most want to find out are not of the "kid" or "kicking" element, by any means; they are the prominent members of the three prominent Brooklyn clubs. Thus far, the dissatisfaction of the Brooklyn men has been limited to two acts. At a love feast between the B. B. C., K. C. W. and L. I. W., held at the latter's house on Tuesday evening last, some brave spirits spoke strongly against the League. The Kings County Wheelmen, at a regular club meeting, have appointed a committee to investigate. The feeling is strongly in favor of a withdrawal from the League.

At this time, when the Brooklyn wheelmen are complaining of the League's neglect to push roads improvement, the question of forming a local roads improvement association is worthy of consideration. The Brooklyn wheelmen have long desired to build a cinder path between Brooklyn and Jamaica, to make Cobblestone Hill ridable and to make such repairs on the roads, and use their influence whenever the quality or quantity of the local riding may be improved. With so many men anxious to see this work commenced, we think there can be no better time than the present to organize the Long Island Cyclists' Roads Improvement Association. The seces-

sion idea is not only impracticable, but beyond this the Brooklyn wheelmen should not attempt to start any organized movement against the parent body—we say parent, though it has proved a troublesome child.

The next edition of THE WHEEL will be a mammoth one, and will auspiciously start Volume II. A very young child is THE WHEEL, but sturdy, we should say. We hope our mammoth edition will be as conspicuous for quality as it will be for quantity.

We publish elsewhere Doctor Emery's rejoinder to our reply to his first letter, which appeared in THE WHEEL of August 17. It is scarcely necessary for us to reply at length to the Doctor's latest letter. He has forced the element of personality into the controversy, a thing which even our most indifferent critics cannot accuse us of. It is of more importance to us and to the cycling world that the League constitution should be reconstructed than that we should waste space in perhaps a vain attempt to prove our own debatable, pen-and-ink superiority over Dr. Emery. The grand central fact of the Doctor's latest letter is that the Rules and Regulations Committee, of which Dr. Emery is chairman, will make such recommendations at the proper time as may be deemed necessary. This is all that League men want, and we feel that if we have done ever so little to force the importance of action on the attention of the committee, our extended comment on the matter has not been in vain.

As regards the Doctor's letter, it emits no new or stronger light than his first communication, and is not valuable, except as a proof that Dr. Emery acts upon high motives and with a view to the progress of the sport, which are the same feelings which have animated the writer.

* * * but simply to show League members the foolishness of your attack and inform them that the Committee on Rules and Regulations would at the proper time present such recommendations as were necessary.—Dr. Emery's Letter.

Our "attack" on the League, as the Doctor persists in calling it, could not have been foolish, since it has aroused the Rules and Regulations Committee to a sense of its duty.

My telegram to you was an act of courtesy; the reference to it was not made in the same spirit.—Dr. Emery's Letter.

WHERE IS THE DISCOURTESY?

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.—THE WHEEL, August 17.

You claim that I have not disproved any of the nineteen points mentioned in your reply. Many are very vague; many are repetitions, and are practically the same, only divided for the sake of increasing the numbers; some are merely matters of opinion, and some are plain misstatements.—Dr. Emery's Letter.

This is just the style of the Doctor's work. He could have easily clipped out the list of nineteen points and marked them as vague, false, misleading, etc. Assertion means nothing.

Number seven will be corrected at the proper time. If Mr. Shriver's definition is the best obtainable, the committee will no doubt recommend it.—Dr. Emery's Letter.
Ah! Very good!

No claim for perfection has ever been made for the constitution.—Dr. Emery's Letter.

Of course not; for perfection is not of anything conceived by man. But this new constitution is much more perfect than the old patch-work affair.

The proper course to pursue, after its adoption, would have been to have pointed out its imperfections as they appeared to you, and asked the Committee on Rules and Regulations to consider them.—Dr. Emery's Letter.

We have asked that. We quote from THE WHEEL, August 17: "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." And Dr. Emery, replying for the committee, says that they will.

I distinctly stated at Baltimore that this constitution did not agree with my ideas.—Dr. Emery's Letter.

We are one on the subject. Only your forum is the League gathering, ours the editorial column.

Secession has before threatened us, only to end in a miserable failure.—Dr. Emery's Letter.

Who has talked of secession?

On the subject of road improvement, I am with you mind and body. This is a great field for our State Boards, and they can no longer throw the burden on the National Assembly.—Dr. Emery's Letter.

If my letter amounted to "haught," why did you take five columns to answer it?—Dr. Emery's Letter.

Because little things are sometimes very annoying, and the gnat often causes as much trouble as the elephant. The letter simply furnished further opportunity to analyze the League constitution. The preacher takes a hundred-line sermon to illustrate and amplify a one-line text.

Who ever heard of a constitution being unconstitutional in an organization which is a law unto itself?—Dr. Emery's Letter.

In all mutual benefit, co-operative organizations, there are fundamental principles—constitutional rights. We referred to these.

DR. EMERY'S REJOINDER.

ROXBURY, August 21, 1888.

TO THE EDITOR OF THE WHEEL:

It was not my intention to prolong a controversy by my reply to your attack on the League constitution; much less did I expect to excite your ire to such an extent as to cause you to fall into the strain with which you open your reply, and the personalities which follow; but simply to show League members the foolishness of your attack, and inform them that the Committee on Rules and Regulations would at the proper time present such recommendations as are necessary.

My telegram to you was an act of courtesy, as time was limited and it might save you trouble; the reference to it was not made in the same spirit.

In your reply you say: "He has pointed out two typographical errors, and proven conclusively where a certain phrase of the constitution belongs. We challenge any one to show that his letter does anything more than we have stated above." Let us see. In your original article you say:

1. Art. VI., Sec. 1, instead of Art. VI., Sec. 2.
2. Art. IV., Sec. 3, instead of Art. VI., Sec. 3.
3. Art. VI., Sec. 3, instead of Art. VII., Sec. 1.
4. Art. IX. instead of Art. VII.

I select these four because they can be easily compared; four errors instead of two—typographical, you say. But if so, and you had "a thorough grasp of the new constitution," why did you ask the question, "At what meeting do fifty members constitute a quorum?" when Art. VII. states so plainly?

Does not the above prove more "chaotic confusion" in your article than in the constitution? A criticism is of no value if not exact; your errors would certainly mislead your readers, and consequently be valueless.

You claim that I have not disproved any of the nineteen points mentioned in your reply. Many of them are very vague, and many are repetitions. For instance, Nos. 7, 8, 9 and 10 all refer to Art. II., and are practically the same, only divided for the sake of increasing the numbers. Others were answered fully in my former letter; some are merely matters of opinion which every League member may form for himself on reading the constitution; and some are plain misstatements.

Nos. 3 and 13 are the same, "that League members have no voice in League management under the new constitution."

Do not League members elect State Boards? Do not League members make all changes in the constitution at the constitutional conventions? The National Assembly is elected by the State Boards, and this is a great sin in your estimation. Practically, the National Assembly will be of very little importance in the future; but one meeting a year is provided for, unless a special is called for by fifteen members from five different divisions. The State Boards are given most all the funds, and are expected to do the work. Upon the success of this plan depends your hobby of decentralization. I for

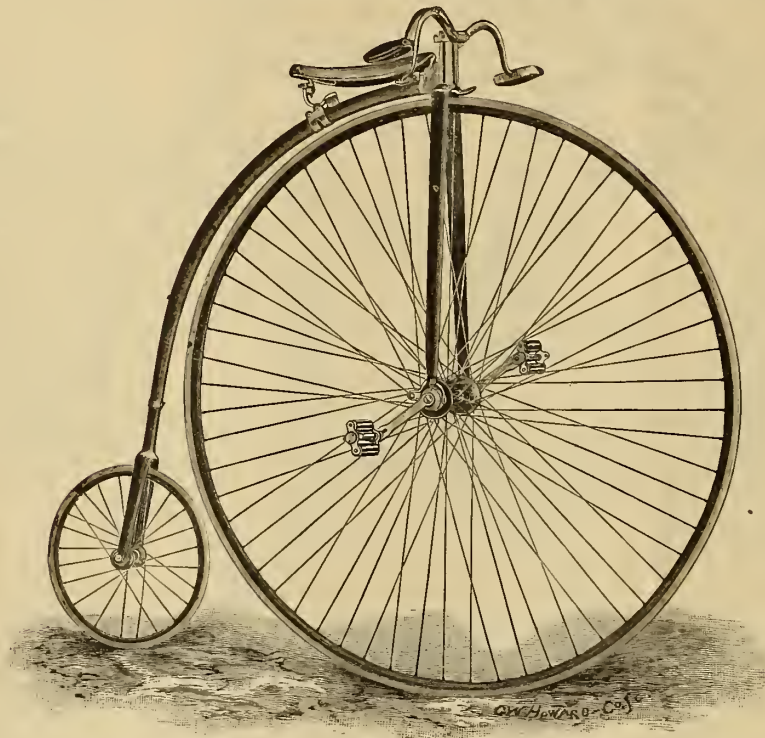
WARWICK

CYCLE

IT WAS WORTH WAITING FOR.
WHAT?
 WHY, THE **WARWICK** PERFECTION.

IT HAS
 MORE GENUINE
 IMPROVEMENTS
 THAN ANY WHEEL

ON THE
 AMERICAN OR
 EUROPEAN
 MARKETS.



WATCH THE

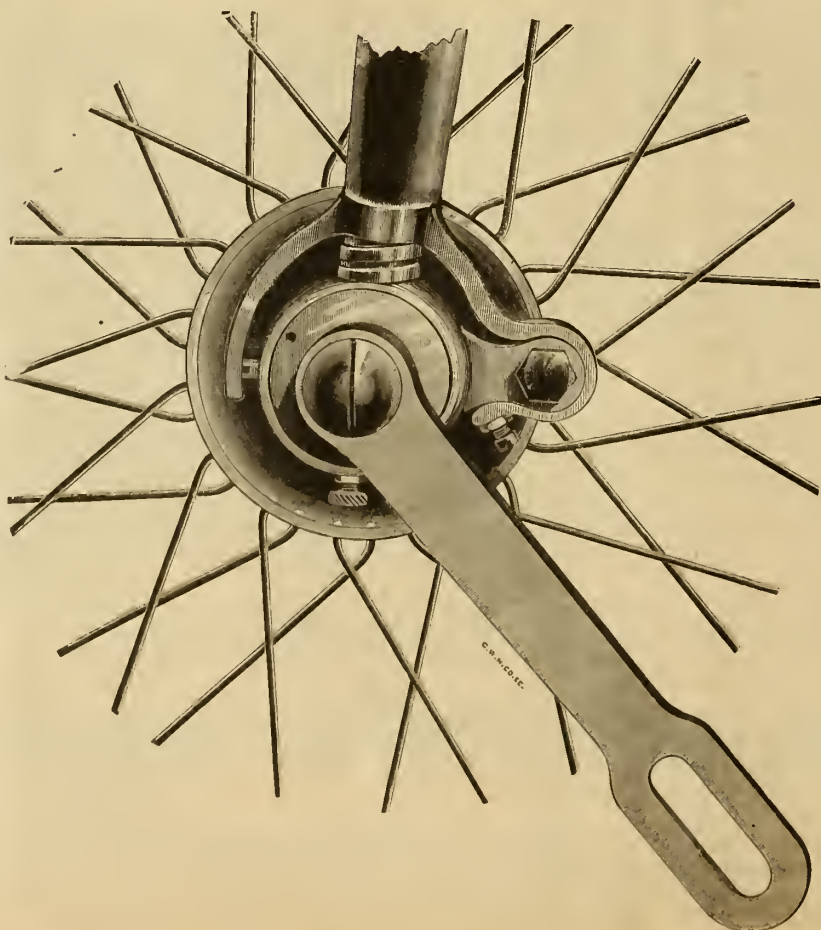
WHEEL PAPERS

FOR ITS SPECIALTIES.

STUDY THIS ONE.**How Shall We Overcome Vibration?**

This has been the study of inventors for years. The Warwick Spring Bearing Frame is THE FIRST and ONLY satisfactory solution of this problem. This Spring Bearing is so constructed as to take up all concussion, resulting in the production of the only absolutely non-vibratory bicycle. Inside the bearing frame and underneath the fork is a spring made of STEEL AND RUBBER. The steel takes the strain and the rubber takes the vibration, in such a manner that the rider, no matter how rough the riding, does not feel the least jar.

This is a point that cannot fail of inestimable appreciation.



By means of a set screw the BEARING can be perfectly adjusted to the weight of any rider. For a heavy man the screw is tightened, which closes the spring, allowing it to receive the extra weight. The bearing is simply jointed to the bearing frame, which gives an elastic and easy motion when the wheel comes in contact with rough surfaces. Another device loads the frame rigid in such manner as to take up all side strain. The crank is detachable. On thorough inspection, it will be the universal verdict that the Warwick Spring Bearing and Frame is THE ONLY perfectly constructed frame on the market, and the only invention in existence, on an ordinary bicycle, which overcomes concussion and prevents all vibration.

MFG. CO.

SPRINGFIELD,
MASS.

one have always maintained that a strong central government was necessary in an organization like ours, scattered, as it is, over so large a territory. Already the manner of conducting their elections (a very important matter) has been shown to be very loose and imperfect, but let it have a fair trial. I do not, however, believe it will succeed. If it does, I will acknowledge it without equivocation.

Nos. 6 and 14 are the same and were answered in my first letter.

No. 7 will be corrected at the proper time. If Mr. Shriver's definition is the best obtainable, the committee will no doubt recommend it. Upon this definition (Art. II., Sec. 1) depends a large share of your argument. This is practically of very little consequence in the work of the League; if it were stricken out altogether it would make no difference in our work or government.

The only point which is of value is No. 9: "That no wheelman not a resident of the United States could become a member of the League." That is a question to be decided by the Committee on Rights and Privileges.

Why was the list of points lengthened out by reiterations?

No claim for perfection has ever been made for the constitution. The argument for its adoption was that it had been read to the Board of Officers, published in the *Bulletin* of March 9, suggestions invited (none appearing except Mr. Shriver's), and then read at the meeting at Baltimore—over three months' time for criticism—and if your article had appeared at that time it would have been entitled to be called criticism. To wait until after its adoption and then attack it is certainly "kicking," and the proper course to pursue after its adoption would have been to have pointed out its imperfections as they appeared to you and asked the Committee on Rules and Regulations to consider them. Had you not received courteous treatment from the committee you might then have "kicked" with reason. I can assure you, however, that so long as I am chairman of that committee every suggestion made in good faith by a League member will be considered.

I have pointed out some of the errors which you say are "the fancies of a deranged mental apparatus." Now, for a sample of misrepresentation in your reply: "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." No one else would so take it, and he who differs from all his fellow men is considered deranged.

I distinctly stated at Baltimore that this constitution did not agree with my ideas, but that I waived them believing it would be better to wait until we had lived under it for one year, and then we could perfect it in the light of practical experience. We quote your words for the large army of the League to read, "The opinions of that vast body is of no importance to us." The large army is loyal; secession has before threatened us only to end in a miserable failure; those not satisfied in the League will never be satisfied elsewhere.

I certainly hope, Mr. Editor, that you and I both will know more in March. You refer to the "caucus room" at the Carrollton. I suppose you refer to the Secretary's room, which was the headquarters of the League, and open to all League members who cared to come in. Certainly League affairs were discussed there, and any one who chanced to be in there was welcome to express his opinion.

I was in there but very few moments on Sunday evening, as I was busy until midnight in my own room with the Committee on Credentials, in order to save the time of the meeting the next morning. How effectively this was done you know. Let me state emphatically that at no caucus or gathering at the Carrollton or elsewhere was it agreed upon that the constitution be adopted as a whole; the facts are exactly as stated in my previous letter.

On the subject of road improvement I am with you mind and body. This is a great field for our State Boards, and they can no longer throw the burden on the National Assembly. You say "Practically the Doctor's letter amounts to naught," yet you admit errors corrected and agree with what I say in several instances. Now, one question: If this letter amounted to naught, why did you devote five columns to answering two? "Actions speak louder than words." I might say much more in answer to your reply, but the whole attack is only an

attempt to "make a mountain out of a molehill," and I have not the time to answer further.

I would suggest that you print the constitution as you would have it, and let others criticise your work.

Whoever heard of a constitution being unconstitutional before in an organization which is a law unto itself?

Life is too short for one of my age to engage in destructive work. In my latter years I have learned that building up is better than tearing down, and harmony better than discord; therefore, when I cannot agree with my associates, I decide on one of two courses which are open to me—either to step aside and let others work in harmony, or quietly drop out of the association. Whatever may be said further on this subject will not provoke a reply from me. The League, in my opinion, needs no defender, and if it did others of more ability should be chosen for the position.

I love cycling. When, after fifteen years of constant application to business, I found myself wrecked in health and medicine of no avail, cycling restored to me that which was more precious than wealth.

In a spirit of gratitude, and not for self-emulation, I have done what little I could for the cause, and only hope to do more for it in the future.

I have received several letters commending my reply and condemning your course, but each only expresses the opinion of one man.

Faternally yours,

W. H. EMERY.

HOME AGAIN.

TEMPLE, WOODSIDE, MORGAN.

AND WITH THEM ALLARD, LEE AND DUBOIS.

The *Aurania*, which is numbered among the ocean greyhounds, and which has time and again routed the scythe-bearer in the matter of transatlantic records, steamed up the bay on Sunday last, having on board the American team, returning after an eighteen months' trip abroad, and with them Allard, Lee and Dubois, fast men from over the water.

After a three hours' scuffle with the Custom House men, and a deal of bickering with the swarm of confusion-makers who are always on hand to welcome an ocean steamer at a New York pier, the voyaging cyclists went to their hotel to rest after their long trip.

Owing to the uncertainty of the time of their arrival, no one was on hand to greet the party; indeed, no one in the country was even aware that they had sailed.

The American team, consisting of Ralph Temple, Wm. M. Woodside and W. J. Morgan, had been abroad since March of 1887, and were, of course, glad to be home again. During their stay on the other side they had been conspicuously successful in Great Britain, Germany, France and Holland. They had held several six-day races and cyclists *vs.* cowboy contests, and had gotten the English just climbing to see their shows, much as New Yorkers crowded to Madison Square Garden in the palmy days of six-day go-as-you-pleaseism.

Temple, who went abroad as a fancy rider, has not only won the acknowledgment of all that he was without equal at the game, but accidentally discovered that he could race, and before he returned completely cleaned out the English cracks, both in short and long, as well as in handicap and scratch events. On his 53 Humber he was always favorably received by the crowd, and was known as the "Little Pedaler," by reason of his phenomenal last lap spurts. He has never ridden trials against the watch, but he materially reduced the track records on many famous paths, and pulled off a handicap in the excellent time of 2:35, besides riding that distance several times inside "forty." He was universally liked abroad on account of his rare ability, his modesty and his smiling conversational manner. He brought home with him the reputation of being among the fastest men who ever sat a wheel, and he is expected to be the star performer at Buffalo.

Temple, who has been riding for several years as a fancy rider, never raced until last year. He is equally good over short or long distances, but also relies on a demon last lap spurt, which is said to be the fastest thing ever seen on the path. He is about 5ft. 4in. in height, and weighs 140 pounds in racing trim.

He brings with him three genuine racing Humbers, which he will use at Buffalo.

Woodside had not so much success abroad as Temple, because he has not developed spurt enough to live with the last lap English professionals, though in several long races he showed good form. His trip was cut up by the death of his father, which compelled him to return to his Irish home and arrange family matters. He was too much of an enthusiast to bid farewell to the path, and as soon as was possible he returned to the saddle. Woodside has always been most successful on large tracks, and he is expected to make a creditable showing at Buffalo, where the large path and easy turns will suit his 59-inch wheel.

Morgan, surnamed the "Senator," who went abroad as the manager of the team, scored heavily. It was his facile pen and his pleasant personality that won the support of the English press and worked up a national interest in the American team. Quick to seize opportunity, and with much executive ability, he arranged successful meets and match races, and reports a happy financial result. It is to Morgan's indefatigable nature and brisk, crisp, Yankee characteristics that much of the success of the team is due. While abroad he developed a creditable style of literature, which made him a valuable correspondent to English and American papers. His letters to the *Bicycling World*, though semi-occasionally flavored with personality and spiced with gasconade, are an admirable record of the trip and of things English and Continental, as they struck an impressionable, receptive Welsh-American. The three Americans have benefited themselves in many ways by their trip abroad. They have had a liberal education in the art of head racing, they have felt the broadening influence of travel, and their bank accounts have "wisibly" swollen. On the other hand, they have taught the English that Americans can ride both speedy and straight, and they have possibly done something toward eradicating the idea that American professionals are a race of hippodromers.

Manager Morgan brings back with him Fred W. Allard, Jack Lee and Jules Dubois. Allard, who, at home, is an employee of the Coventry Machinist Company (Limited), is about 5ft. 9in. in height, proportionately built and with a strong-looking pair of pins. He weighs in training 160 pounds. His face is well proportioned, pleasant, and indicates strong intelligence. He is very fast on the safety and tricycle, and holds the mile record on the three-wheeler. He will ride in tricycle, safety and tandem safety races at Buffalo.

Jack Lee reminds one very strongly of Rowe in build, though he is taller and heftier. He is broad-faced—a typical, good-natured, hospitable sort of face, we should say—broad-shouldered, broad-spoken, heavy-chested and heavy-limbed; in fact his legs are splendid specimens of fine and large muscular development. Jack has improved gradually, and has lost forty pounds of surplus corporosity; he yet weighs 180 pounds, however. It is expected that he will rank with the best at Buffalo. He is expected to wage even battle with both Rowe and Temple, and with Howell, if the latter comes over.

Jules Dubois, from Paris, is a shapely-built, red-complexioned, sandy-haired, likely-looking sort of man, with the most polite of French smiles. He is reputed as highly educated, but he is not on speaking terms with the English language just yet, and this prevented us from displaying our ignorance or discovering the quality and quantity of Jules' erudition. He is a man with an income, a gentlemanly acting man, and will do credit to his country and favorably impress American wheelmen.

The visitors spent Monday doing the city, the Englishmen voting it a big advance on London, the Frenchman vowing it reminded him of his effervescent capitol. They confined themselves to good roast beef, rare, and plenty of vegetables, washed down with copious draughts of bass. They liked food neither too hot nor too cold, abhorred ice water as a plague, and only indulged in a cut of pie as a sort of epicurean and gastronomic dissipation. They will eat no more pie until after the races. They expect to remain in the country three months or more, and might be willing to become citizens if they fall into a "comfortable crib," as Lee put it.

On Monday night Morgan and Allard went over the Fall River line to Boston. On Tuesday the remainder of the party left at 7 P. M. for Buffalo, where they will at once go into strict training.


Special Offer!!!

NEW MAIL

THE WHEEL OF WHEELS! NOTHING BUT SUCCESS EVERYWHERE!!

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

SPECIAL OFFER!

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



This is the tenor of Testimonials we get:

Messrs. WILLIAM READ & SONS:

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

Yours truly,

C. R. FLOWER.

Messrs. WILLIAM READ & SONS:

NEW YORK, N. Y.

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

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

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

Yours truly,

G. F. PERRIN.

MANUFACTURERS,

WM. READ & SONS

107 WASHINGTON STREET, BOSTON.

FIXTURES.

August 25—Race meet at Hyde Park, Mass.
 August 25—Second heat, N. J. A. C.; one and two mile open competitions at Bergen Point, N. J.; time, 3:30 P. M. Enter at post.
 August 25—Race meet at Minneapolis, Minn.
 August 27—Race meet at Brownsville, Pa.
 August 27—Race meet and hill-climbing contest at Brownsville, Pa. Entries close Aug. 24, with L. L. Crawford, 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. 3—New Jersey Athletic Club's race meet at Bergen Point.
 Sept. 3—Staten Island A. C. sports; 2-mile scratch bicycle race. Entries close Aug. 27, with F. W. Jansen, P. O. Box 125, New York City.
 Sept. 4—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 tournament.
 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. 10—Race meet at San Francisco. Entries close Sept. 1, with H. Houseworth, 439 California Street.
 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.
 Sept. 15—N. A. A. A. 2-mile championship at New York. Entries close Sept. 5, with Secretary, P. O. Box 3478, New York City.
 Sept. 22—Easton Road Club's championship club race.
 Sept. 25—Rhode Island Division races at Providence, R. I.
 Sept. 27-28-29—United Wheelmen's tournament at Kansas City.
 Sept. 29—Two-mile handicap, Roseville, N. J. Entries close Sept. 15, with L. C. Fairchild, 15 Halstead Street, East Orange, N. J.
 Sept. 29—Tioga Cycling Club's race meet at Philadelphia. Entries close Sept. 25, with Isaac Van Deusen, Jr., 2100 Tioga Street, Philadelphia.
Buffalo Tournament—Address H. E. Ducker, 848 Niagara Street, Buffalo, N. Y.
Hartford Tournament—Address H. H. Smith, Drawer C, Hartford.
 Oct. 4-5-6—Ladies' North Shore tour.
 Oct. 23-24—Tournament at Richmond, Va. Address L. B. Enslow, P. O. Box 372, Richmond.

BUFFALO.

TO THE EDITOR OF THE WHEEL:

Dear Sir—The Lockport Wheelmen will hold a grand tournament on Friday, September 7, and will run an excursion train from Buffalo to Lockport for the benefit of those wheelmen who wish to attend.

The Boston and Albany Railroad have reduced the tariff charges on all wheels as follows: One-half a cent per mile, or a minimum charge of twenty-five cents. This is one-half the former rates, and is quite a concession for this road. During the meeting in Buffalo they carry wheels both ways free.

The parade at Buffalo now promises to be the largest in the history of cycling. At a meeting held last week, consisting of Chief Consul Bidwell, Vice-Consul W. S. Bull, Adjutant C. W. Adams and Mr. Ducker, it was decided to hold the parade on the second day, or Wednesday, September 5. The parade will be divided as follows: First division to consist of New York State Division clubs; second division, other State Division clubs and members of Canadian Wheelmen's Association; third division, non-League clubs and unattached riders. Each division to be preceded by a band of music. The first division, by special invitation, will contain the ladies, of whom it is now expected there will be nearly fifty in line. The route will be over some of Buffalo's famous asphalt streets, and all wheelmen are cordially invited to participate.

A little over a year ago there were only two lady riders in Buffalo, and to-day there are nearly thirty.

The sale of wheels in Buffalo this year has exceeded that of former years, the Pope Manufacturing Company having nearly quadrupled their sales, having sold six tandems and seven tricycles, which goes to show that ladies have taken to riding in earnest.

Norfolk, Va., will send nearly twenty wheelmen to the Buffalo meeting.

C. W. Adams, 132 College Street, Buffalo, has been appointed Adjutant of the parade, and captains of clubs which intend to participate are requested to write him at once and obtain full information as to details of route, etc.

Yours truly,

HENRY E. DUCKER.

THE BUFFALO PARADE.

BUFFALO, N. Y., August 21, 1888.

TO THE EDITOR OF THE WHEEL:

Dear Sir—Mr. Robert Gerwing, Captain of the Denver Ramblers, of Denver, Col., arrived in this city last evening. It is Mr. Gerwing's intention to participate in the 100-mile road race. He certainly has the appearance of one capable of riding a good race.

I inclose you a list of the appointments made by Chief Consul Bidwell for the annual parade of the New York State Division, L. A. W., to be held in Buffalo September 5. You will notice that our Chief Consul has all the royalty in the cycling line on his staff, and his edict has gone forth that no goats shall be allowed on the staff. To offset this, our Vice-Consul Bull, who is a goat champion, says that none but goats shall be allowed on the staff of the First Division.

Wheelmen will be pleased to learn that Stillman G. Whitaker has so far recovered from his injuries received in England that his entries have been received by Manager Ducker for the world's tournament at Buffalo.

Yours truly,

HENRY E. DUCKER.

NEW YORK DIVISION MEN AT BUFFALO.

The following letter has been sent out by Chief Consul Bidwell to all Division members:

Dear Sir—Arrangements for the annual meeting of the Division, to be held at Buffalo, September 4 and 5, are complete, and now only good weather and a full attendance is desired to make this meeting the greatest cycling event in the history of the sport.

The annual business meeting of the Division will be held September 4, 7:30 P. M., at the Buffalo Bicycle Club House. The parade will form promptly at 9:30 A. M., September 5. The route will be short, taking less than an hour, and will be laid through some of Buffalo's famous asphalt streets and avenues. It is desired to make this the largest parade ever seen in the world. Non-attached wheelmen will make arrangements to parade with their local clubs; if this is impossible, by writing C. W. Adams, Adjutant, Buffalo, N. Y., they will be assigned a place in the line.

The World's Tournament, under the auspices of the International Fair Association, and directed by Mr. Henry E. Ducker, promises to be a greater success than was at first anticipated. The list of entries at this writing contains the names of all the great amateur and professional racing men. The track (especially made for this meeting) is completed, and is pronounced by those competent to judge to be the best and fastest bicycle track in the world; and many prominent racing men who are now training at Buffalo and using the track, say that, in their opinion, all records will be lowered during this tournament.

Transportation arrangements have been made with all railroads leading to Buffalo, reduced rates secured, and every accommodation will be granted to wheelmen that is desired. Wheels will be carried free on special baggage cars, and special sleeping cars will be attached to trains where the party is large enough to make it necessary.

During the meeting and tournament special excursions will be run by the various railroads from Buffalo to Niagara Falls, fifty cents only being charged for the round trip.

As Buffalo affords every advantage for cycling, wheelmen who attend are earnestly advised to take their wheels. Those who depend on hiring a wheel can rest assured that they will be hardly obtainable during the meeting, and on account of the vast crowds of people who will be in Buffalo attending the Fair, all other modes of conveyance will be taxed to their utmost capacity. Therefore, to thoroughly enjoy yourself and be entirely independent, *take your wheel, be it bicycle, tricycle or tandem.*

The rates of fare on all railroads from any point in the State to Buffalo and return, will be one-half the regular rate. Hotel accommodations can be secured, if applied for at once, at \$1.50 per day and upwards.

I trust you will attend this meeting of the Division and help to make it the banner cycling event of the year. As it is my desire to arrange

satisfactory accommodations for our members, you will greatly aid me by notifying me at once if it is your intention to be present.

Yours truly,

G. R. BIDWELL, Chief Consul.

THE OFFICERS OF THE PARADE.

G. R. Bidwell, New York, Grand Marshal.

C. W. Adams, Buffalo, Adjutant.

W. S. Bull, Buffalo, Marshal of the First Division.

W. M. Brewster, St. Louis, Mo., Marshal of the Second Division.

H. H. Hodgson, New Orleans, La., Marshal of the Third Division.

STAFF:

H. W. Hayes, Boston, Mass.; C. S. Davol, Warren, R. I.; F. A. Elwell, Portland, Me.; James R. Dunn, Manillion, Ohio; J. C. Carroll, Norfolk, Va.; Dr. J. H. Cooley, Plainfield, N. J.; F. E. Belden, Hartford, Conn.; Dr. C. S. Butler, Buffalo, N. Y.; Dr. W. H. Emery, Boston, Mass.; C. H. Luscomb, Stewart Building, New York City; I. B. Potter, Potter Building, New York City; B. R. Ayres, Chicago, Ill.; Charles H. Potter, 99 Superior Street, Chicago, Ill.; Gerry Jones, Binghamton, N. Y.; John C. Gulick, Vanderbilt Building, New York City; N. Mahlon Beckwith, 21 West Thirty-seventh Street, New York City; Thomas Stevens, New York City; H. E. Ducker, Buffalo, N. Y.

THE INTERNATIONAL MEETING AT HARTFORD.

The Hartford Wheel Club is leaving nothing undone to insure the success of their big tournament September 12 and 13, and if present indications are fulfilled, the meeting will be of extraordinary interest. Several changes have been made in the programme of the races as at first announced; and, as revised, it will be published in full in the next issue of this paper. Entries close Saturday, September 8, with Joseph Goodman, Box 14, Hartford, Conn.

Charter Oak Park is now in better condition than ever before, and the home straight, one-fourth of a mile in length, is unexcelled by any track in the world at the finish. Most of the best known riders from both sides of the water have already entered the Hartford lists. Entry blanks will be sent to all applicants by Mr. Goodman after August 25.

TEMPLE IN THE CITY OF CHURCHES.

On Monday Ralph Temple called on some friends in Brooklyn, and later in the evening, on the invitation of Mr. Furst, of the Long Island Wheelmen, visited the various Brooklyn clubs.

In the very heart of the vacation season it was expected that the club houses would be deserted. But word was sent around of the proposed visit of Mr. Temple, and at each of the houses a number of braves assembled to do honor to the champion.

Mr. Furst first conveyed his guest to the Long Island Wheelmen's house, where a pleasant half hour was spent on the breezy balcony, Mr. Furst dispensing the "smokables," Temple filling up the between-puffs with reminiscences of his tour.

After an inspection of the Long Island wigwam, the party moved in a body to the rendezvous of the Kings County warriors, where a gas-jetted "K. C. W." indicated open house. Under command of Captain Bridgman, the summer-garbed rooms of this superb wheel house were inspected, the large parlors being especially admired.

From K. C. W. a party went down to the Brooklyn Club House where Mr. Raymond did the honors and dispensed lemonade. The party who accompanied Mr. Furst and his guest to the Brooklyn's house was composed of Messrs. Isaacsen, Haines and Manne, Long Island Wheelmen; Messrs. Murphy, Schwalbach and Bridgman, Kings County Wheelmen; Mr. Snedeker, Brooklyn Club, and Messrs. Prial and Neumann, of THE WHEEL. Mr. Clarke, Mercury Wheelmen, also accompanied the party, but left early to reach his home in Flushing.

Seated in the cosy parlor of the Brooklyn Club Mr. Temple spoke of his trip, and gradually let himself out on the proper method of training for cycle racing, the theme being

introduced by the appearance of the Brooklyn's crack, Mr. Borland. "Borlidy," "Bawldy" or "Baldy," we couldn't make out which it was, wanted to know it all, and in an easy conversational style Temple fairly flooded the boys with ideas on the subject in pithy, understandable English. Temple pointed out the folly of the methods ordinarily employed by amateurs to get in condition, gave his views on dieting, reducing, path practice, head work, etc., etc. Among the men who drank in the pearls of practical experience dropped by the champion were such cracks as "Miles" Murphy, B. Borland and Matthews, who ought to show big improvement in the near future.

The Brooklyn's reception was over by 12, and some of the party, feeling in a pious mood, adjourned to the "Abbey," the "Bank" being closed, where Mr. Furst set up a chop supper, with bass ale and sherry as irrigants. Under the mellifluous influence of viand and beverage, and the tum-tum of a near-by banjoist, tongues were loosed and speeches were spoken. Just what was said we cannot say, as our stenographic notes, taken on the spot, were unfortunately mislaid. We think Mr. Temple made a very pleasant speech of thanks to his host, Mr. Furst, and the gentlemen who had assisted to entertain him; we have a faint recollection of that host replying in those soft cadences which drop from his lips, now as the pebble drops into the limpid pool, then as the diapason notes of the prelude steal through dim cathedral arches; we have a passing impression of Herr Schwalbach, he of the Plaza, and his Evertsonian utterances; we have a flitting fancy that Miles Murphy, after much blushing, appeared from behind his moustache and delivered himself of a neat little speech; of Mr. Manne's cordial response for the Brooklyn Wheelmen; of Mr. Harris' essay on "Chops, as they ought to be, not as they are;" and of Mr. Neumann's German oration; and of our own response to the toast of "The Wheel: long may it roll, and then still roll some more."

RACING ON THE N. J. A. C. TRACK.

The first of the four heats of the one and two mile competitions were run at the N. J. A. C. track at Bergen Point on Saturday afternoon, at 3:30 o'clock.

For the one-mile W. H. Caldwell and S. B. Bowman of the N. J. A. C., and J. E. Day of the H. C. W., faced the starter. Caldwell took the lead immediately and won way off as follows: Quarter, 46s.; half, 1m. 31s.; three-quarters, 2m. 17s.; mile, 3m. 6s. Bowman made no effort after the first lap, contenting himself with beating Day ten yards. Caldwell's time is now the official track record, and would have been faster had he not slipped a pedal.

Immediately on the completion of the mile, S. B. Bowman and E. P. Baggot, of the N. J. A. C., appeared as starters for the two miles. Baggot made the running for a mile as follows: Quarter, 52s.; half, 1m. 39s.; three-quarters, 2m. 28s.; mile, 3m. 19s. Bowman then rushed to the front and set a scorching pace, winning by ten yards as follows: Mile and a quarter, 4m. 7½s.; mile and a half, 4m. 57s.; mile and three-quarters, 5m. 42s.; two miles, 6m. 24¼s. Bowman's training effected a marked improvement over his Fourth of July form. Baggot was not in the best shape, having been in practice but a week. The time made is the track record. On the Fourth of July Kluge made 6m. 40 3-5s. from scratch, and Kregar 6m. 19 3-5s. from the 130-yard mark. Since that day the track has been greatly improved, the corners having been further raised and the surface having settled and hardened.

The promoters of the races were somewhat disappointed that more racing men did not face the starter to contend for the valuable prizes offered under so liberal conditions as a free entry at the post, but look for larger fields on the running of the remaining three heats on August 25, September 8 and 15, the heats set down for September 1 having been postponed to the 15th to give workmen a chance to get the track ready for the Labor Day races, the following Monday. The full conditions of the competition are to be found in THE WHEEL of August 10. The three prizes in each competition go to the first, second and third fastest winning times, nothing standing in the way of a competitor winning more than one or all the prizes. The winning figures now stand at 3m. 6s. for the mile and 6m. 24¼s. for the two miles. Racing

men should do all in their power to encourage the association, which shows itself ready to be so liberal to wheeling interests. In the remaining three heats let us see some of the flyers from New York and Brooklyn try their paces with the Jersey boys. The wheels are restricted to those weighing not less than thirty-five pounds.

* * *

The arrangements are now complete for the great N. J. A. C. carnival of sport on Labor Day. The fun begins at 10 o'clock with the open athletic games, three of which are bicycle events—1-mile handicap open, 1-mile novice open, 1-mile club championship, in which Baggot, Caldwell and Bowman will fight a great battle to decide the disputed question of superiority. In these races wheels must not weigh less than thirty-five pounds. Gold medals are offered to both first and second. These are as handsome as any ever offered for open competition, and are now on exhibition at Spalding's, 241 Broadway. Entrance fee fifty cents. Entries close August 27, with B. Arthur Salinger, P. O. Box 3029, New York City. In addition to the bicycle races there are nine athletic events. At 1:30 P. M. the water sports begin. These consist of an open four-oared shell race, and open single, tandem, and hurry-scurry races for canoes. At 4 o'clock the N. J. A. C. ball nine, amateur champions, will play the Highlands, the unconquered amateurs of Philadelphia. In the evening the grounds will be illuminated and there will be a grand promenade concert by a famous military band. The latter will be in attendance all day to cheer the contestants and spectators with cheerful melody. A caterer will be on the grounds to supply luncheon to those who wish to make a day of it. Admission badges, good for all day, will be sold at seventy-five cents each. Local trains leave foot of Liberty Street at frequent intervals, and all stop at the N. J. A. C. Grounds station.

* * *

Bowman is now a member of the H. C. W., and is expected to do valuable work for the team in the coming road race.

Baggot will not go to Buffalo, but will stay behind to have a trial for the N. J. A. C. championship trophy.

Kregar will not go either, but will endeavor to duplicate his fine performance of the Fourth of July.

Rhett, formerly of the U. C. W. team, and now of the E. A. C. and N. J. A. C., will have a try at the novice, and Pendleton, of the N. Y. B. C. and the N. J. A. C., will make a good showing in the handicap.

Further particulars of the one and two mile heat races and the Labor Day contests can be obtained at 49 Cortlandt Street, from JONAH.

THE WAIONTHA CLUB SCORES A BIG SUCCESS.

The Waiontha Bicycle Club held its first tournament at Richfield Springs, N. Y., on Wednesday, August 15, and scored a success beyond the anticipations of the committee having the meet in charge. The attendance at the Driving Park was very large, and the warmly contested races received with enthusiasm.

The feature of the forenoon was a parade, in which sixty-five wheelmen participated. The column was led by a brass band, and was composed of the following clubs, led by Captain Kinne, of the Waiontha Club: Fort Dayton Club, of Herkimer, N. Y., 14 men; Fort Schuyler Wheelmen, of Utica, N. Y., 19 men; Waiontha Club, of Richfield Springs, 31 men. The men paraded through the principal streets.

The following prizes were awarded: Largest visiting club, Fort Schuyler Wheelmen; best uniformed club, Fort Dayton Wheelmen; best drilled club, Fort Dayton; handsomest rider, E. W. Harter, Herkimer. The last prize was awarded on the judgment of several young ladies.

A summary of the events is as follows:

One-Mile Novice—August Kinne, Richfield Springs, first; S. Welter, Utica, second. Time, 3m. 31¼s.

Half-Mile Waiontha Club Novice—D. P. Bailey, first; Fred Bronner, second; Mina Barker, third; Benj. Fethers, fourth. Time, 1m. 43¼s.

Half-Mile Open—W. W. Windle, Lynn, Mass., first; W. S. Campbell, Buffalo, second; F. P. Hammes, Utica, third; W. A. Barker, Richfield Springs, fourth; P. C. Hammes, Utica, fifth. Time, 1m. 25¼s.

Two-Mile Otsego County Championship—W. D. Shoemaker, Richfield Springs, first; August Kinne, second. Time, 8m. 40s.

Half-Mile, Hands Off—P. C. Hammes, first; F. P. Hammes, second; W. A. Barker, third. Time, 1m. 44s.

Three-Mile Record—W. W. Windle, first; W. S. Campbell, second; F. P. Hammes, third. Time, 10m. 42¾s.

The mile team race was easily won by the Waiontha Club, the members contesting being Shoemaker, Barker and Mixer; Fort Dayton second.

The contest for fancy riding was an attractive feature, each rider being given ten minutes to exhibit his skill in fancy riding. The first prize, gold medal, was awarded to E. Scripture, Herkimer. W. D. Shoemaker, of Richfield Springs, was a close second. The other contestant was B. L. Burrows, of Norwich.

One-Half Mile Ride and Run—Frank Robbins, Utica, 2m. 14¼s.

One-Mile Waiontha Club Championship—Shoemaker, 3m. 19s.; Barber second by ten feet.

One-Mile Scratch Race—W. W. Windle, 3m. 3½s.; W. S. Campbell, second by two yards.

One-Half Mile Consolation—A. L. Fuller, 1m. 36s.; Frank Robbins, second.

A 5-mile race, fifteen minutes limit, was declared off, as the poor condition of the track made it almost impossible to ride the distance within the stated time.

RACES AT CAPE MAY, N. J.

At Cape May, N. J., on August 17, a benefit was tendered James Robinson, trainer at Princeton College, at which the following events were decided between S. Wallis Merrihew, of Wilmington, Del., and E. Irving Halsted, of New York. Mr. Merrihew, though entirely unacquainted with the sharp-cornered track, rode very well. The races resulted as follows:

One-half mile—Merrihew, 1m. 37 1-5s.; Halsted second by two feet. Halsted slipped a pedal and lost several yards a furlong from home. One-mile race—Halsted, 3m. 23s.; Merrihew second by five feet; time of last half mile, 1m. 31s. One-mile race—Halsted, 3m. 16s.; Merrihew second by twenty feet. The last lap was a vicious spurt all the way.

The corners of the Cape May track will be made safer, when it will be a fairly good track for cycle racing.

TORONTO CLUB'S MEET.

The following is a summary of the events decided at the Toronto, Ont., Bicycle Club's meet, held August 13:

One-mile novices—J. H. Gerrie, 3m. 18 3-5s.; R. S. Penniston, second; H. Woods, third.

One-half mile, scratch—W. Windle, Lynn, 1m. 21 2-5s.; W. S. Campbell, Niagara Falls, second; Cooper, Belleville, third.

Two-mile club championship—W. M. Carman, 6m. 33s.; M. E. Johnston, second.

One-mile handicap—Windle, scratch, 2m. 56 4-5s.; Campbell, 120 yards, second; Woods, 150 yards, third. Won easily.

Five-mile, scratch—Windle, 15m. 52 3-5s. Campbell, of Niagara Falls, and Fitch, of Brantford started, but did not finish.

Three-mile, scratch, road wheels—W. S. Midgley, 9m. 58 1-5s.; Genie, second; Lingham, third.

One-mile safety—Midgley, 3m. 11 2-5s.; M. F. Johnson, second. Midgley was ruled out and first placed awarded Johnson.

TOURNAMENT AT MINNEAPOLIS.

The final arrangements for the bicycle tournament on Saturday, August 25, at the Minnehaha Driving Park Association Grounds, Minneapolis, are now complete. The committee, consisting of C. Barwick, E. J. Hale, H. P. Leachman, Colie Bell, Will L. Pauley, George Bartlett and S. F. Heath, of the Mercury Club, have provided a very excellent programme of races and secured for each race a list of valuable prizes. Among those who have contributed prizes for the event are: Eustis Brothers, J. H. Thompson, F. A. Leland, Grant Bell and S. F. Heath. The programme is as follows: One-mile professional, first heat; 2-mile amateur, handicap; 1-mile Rover type, safety; 5-mile club championship; second heat of 1-mile professional; 3-mile amateur, open; 1-mile amateur, 3:30 class; 1-mile, Star; 1-mile tricycle, open; 1-mile amateur, 3:30 class; third heat of 1-mile professional; half-mile for boys under sixteen; 1-mile team; 1-mile consolation.

MAINE CYCLE RACES.

LEWISTON, ME., August 20, 1888.—The trustees of the Maine State Fair have been discussing the propriety of offering purses or medals to be competed for by the 100 or more wheelmen who will meet in Lewiston during State Fair week, September 11-14. They think that a race, or a series of races, to be engaged in by so large a number, could not fail to be an attractive feature of the fair, and is earnestly desired by wheelmen and their friends. Mr. Charles Greenwood, of Lewiston, has generously offered the State Fair Trustees \$25 toward the purses, and it is understood that other donations are contemplated. The trustees will decide the matter at their next meeting in Lewiston, August 27. There is every prospect that races of wide interest to the New England wheelmen will be arranged.

During the visit paid us by the international champions, on Monday, "Senator" Morgan gave us to understand that in case clubs or associations wish to hold tournaments, he could arrange with all the leading professionals to take part on a "gate" principle, so that no financial responsibility would rest with such clubs who have the necessary energy to go in for a day or two days first-class racing. There will possibly never be again such an opportunity given to clubs to improve the sport in their vicinity, by inducing the renowned riders now in this country to visit them, and we earnestly hope the secretaries of many clubs will at once call a meeting, and address Mr. Morgan, care of this office, who will at once lay his plans before them.

Charles A. Stenken, Hudson County Wheelmen, left for Buffalo on Friday last. He will enter several of the races and ride a twenty-nine pound Star.

The Tioga Cycling Club will give a race meeting at Philadelphia on Saturday, September 29. Entries close September 25 and can be sent to Isaac Van Deusen, Jr., 2100 Tioga Street, or to George D. Gideon, 17 North Seventh Street, Philadelphia.

A LIGHT-WEIGHT.—W. Travers, an English racing cyclist, has made himself a racing safety weighing but thirteen and one-half pounds.

The fall games of the Orange Athletic Club will be held at the Roseville Grounds on September 29, at 3 o'clock. Among a long list of events are one and two mile bicycle handicaps. The prizes will be on exhibition at Spalding's by September 10. Entry fee, \$1 for each event. Entries close September 15, with Leroy C. Fairchild, 15 Halstead Street, East Orange, N. J.

KNAPP VS. BOB ENGLISH.

English and Knapp decided a 15-mile scratch race at North Shields, on August 1, the Englishman winning in 50m. 30s.; Knapp second by a half yard.

RECORD-BREAKING AT LONG EATON.

On Friday afternoon, 3d inst., on the Long Eaton track, S. G. Whittaker, of Chicago, made a successful attempt to lower the quarter-mile safety bicycle record. Starting for the flying quarter at a fair pace he rounded the first corner, and, piling on all steam down the straight, crossed the line in the splendid time of 34s. Not content with this, after a short rest, he came out with the intention of lowering the quarter-mile bicycle record—35 4-5s.—recently made by H. G. Crocker. With Jack Lee as pusher-off, he started at a terrific pace, and, riding all out, he fairly made his "Rudge" bicycle skip along, and crossed the line in the magnificent time of 36s. dead, which, although 1-5s. outside Crocker's bicycle record, is safety record for the world. Jack Lee, the same afternoon, completely swamped the quarter-mile tricycle record flying start with S. G. Whittaker. He rode his Humber tricycle the flying quarter-mile in the grand time of 35 2-5s., which is record for the world. We are informed Whittaker is riding remarkably well after his fall, and is confident that he can get inside 35 4-5s. ere he returns to his native land. The timekeepers were Martin F. Rowe, Fred J. Lees and James Brooks, and the judges James Plastow and E. English.

BROOKLYN.

Our city is excited.

Not that the citizen who lives without the pale of cycling notices the local disturbance, for it is confined to that body of wheelmen known as the Second District New York Division League of American Wheelmen.

It has of late become an open secret that disruption between the majority of that body and the parent body is but a question of time, and unless there be a decided reaction in sentiment, that time cannot be far distant.

That wisest of all precautions, second thought, may once again record a victory against firm resolutions, born of indignation at neglect and questionable methods from those who should exercise wise and careful judgment, and it may be that the talk of secession and the establishment of a local organization may blow over and become a recollection of the past.

But the conditions seem to be against such a termination of well-founded antagonism to League politics. The clubs of Brooklyn always have been and are League clubs. They have recognized the necessity of a bond, embracing all who ride the wheel. Year after year they have paid into the League moneys to be expended for the good of all. They had not expected a direct and tangible return for these payments, but they had hoped that in consideration of their support, a careful and business-like administration of the League's affairs should be accorded them by those who voluntarily, and supposedly from devotion to the sport, assume the responsibilities of office. The League has grown. Its aim has been to keep pace with the times, and its influence has been diverted here and there into new channels as the exigencies of the times have demanded. But while its influence has been spreading, the reins draw tighter and the power of government centralizes.

As the larger circle—the League itself—expands, the smaller circle contracts and confines the power within smaller limits. To be sure, the State Divisions have been rendered more independent, but our own division conceded to its Chief Consul powers and duties originally belonging to the office of Secretary-Treasurer. Since that change, the business methods which had characterized the affairs of the division have sadly deteriorated. This tendency on the part of the national body to concentrate power when the conditions call for dissemination, and the same in the division, with its consequent unbusiness-like methods, or in a word, the "bolted" constitution and the recent practical disfranchisement of the district, have capped the climax to a long period of distaste experienced by the wheelmen of Brooklyn towards methods which have continually antagonized any independent action on their part. It seems unnecessary to go into the details of these two circumstances. They must now be familiar to all your readers. They are the patent causes of the rebellion in the Brooklyn camp. It is with the pleasing thought of stepping into a more useful sphere that the question of leaving the League is contemplated. In days gone by it would have seemed selfish to withdraw support from the League in order to use on local improvements the money put into it directly. But this sense of devotion, which alone has kept many Brooklyn wheelmen in the League, has been dulled by repeated contact with the barrier existing between the members at large and the officials. Mismanagement has nipped the bud of sentiment, and it would be with a sense of justified action should the idea be adopted. The near future will probably decide the ultimate result, but it is to be hoped that a deliberate and thorough consideration of the question will be given by those who profess interest in it.

There was probably never a more propitious time for the encouragement of local fraternity than now. The clubs have arrived at a stage when they are independent of one another, and this has happily promoted a practical application of that good fellowship which is so essential to concerted action. It would probably surprise an "old timer" to be told that a party of the Brooklyn Bicycle Club boys had deliberately called upon the Long Island Wheelmen to spend a social evening; that the K. C. W. boys were on hand, and that all had tasted the joys of a "love feast." Arrived at the club house the twenty Brooklyn boys were heartily welcomed by the boys in gray. As they proceeded on their tour of inspection through the rooms they all

realized the absurdity of making club issues out of personal disagreements, so pleasant were the relations of the entertainers and the entertained. The third-story balcony formed a retreat to the cool breeze of the night, and it was with some difficulty (?) that they were persuaded to assemble in the parlors, where refreshments were handed around. The occasion called forth remarks of a kindly nature from President Huggins, the sentiment of fraternity being particularly dwelt upon. President Greenman, of the Brooklyn Bicycle Club, responded, and after remarks from Messrs. Furst, Starr, Teller, Wise and Halsey, and recitations by Mr. Spelman, the visitors bade the Long Island Wheelmen a hearty good night, and, mounting their wheels, rode home, recounting the many pleasant occurrences of the evening. The ball is started. [Keep it rolling, boys!—Ed.] H. G.

BROOKLYN, August 21, 1888.

NOTES FROM THE CITY OF BROTH-
ERLY LOVE.

On Saturday afternoon, September 29, the Tioga Athletic Association will hold a bicycle race meet on their new grounds at Tioga. It is proposed to have a number of events specially interesting to all Philadelphia wheelmen, and as the meeting will be in charge of such well-known riders as George Gideon, Charles Liesen and Dick Dallett, we may be sure that all that is promised will be fulfilled.

As regards the races to be held at the State Fair, during the coming month, am sorry to say that as yet they are not an assured thing, as Mr. Kirk Brown refuses to take charge unless the proper authorities guarantee to put the track in proper condition, which they have refused to do up to the present time.

John G. Fuller, Louis A. Hill, Alf. McCloskey and W. W. Randall, all of the Pennsylvania Bicycle Club, are out this past week on new Ivel safeties, thus bringing the number of this type of machines ridden by members of this club to thirty-one. Can any one say that the safety craze has not struck the Quaker City boys?

C. L. Liesen has now a lead of 200 miles over all other members of the Tioga Cycling Club in the competition for club mileage medal.

The club run of the Pennsylvania Bicycle Club on Sunday (12th) resulted in a decided damper for fifteen of the members. An early start was made from Philadelphia across the city to Camden, and thence up Burlington pike, but about 8 A. M., when some few miles outside of Camden, it commenced to rain pretty hard and kept it up most of the time until past noon; but before this time the crowd had become tired of barn life and cantaloupes and had pushed on to Riverton, where they took a boat for home, a "bedrizzled" looking crowd.

The police have notified the different clubs that a number of complaints had been received of cyclers using the pavements on Fifty-second Street and Lancaster Pike from Fifty-second Street to the bridge, and notified them that hereafter all offenders would be arrested.

The Philadelphia Club expect to take quite a party to Buffalo to attend the races from September 4 to 8.

Well, we received our voting blanks on the 13th inst., time enough, of course, to sign and return, but that is all, as the polls closed on the 15th. There is no dissatisfaction expressed save for the small number allotted our city, and the cutting out of any representation for the club with more League members than any club in the State—namely, the Pennsylvania Bicycle Club. But for this no surprise is felt, as the club, as a club, withdrew from the League some time since, although up to the present time most of its members have been loyal to the League.

SOME ONE TELLS ME

That E. I. Halsted, when last seen or heard from, was seated on the beach at Cape May beneath a giddy sunshade with—well, it would not be fair to mention any names. Ask Irv. who she was.

That Frank F. Grugan has stopped riding "Pop's Goat" since he tried to run down the tandem.

That Heinrich Mayer is undecided whether to accept Furlen's challenge for a mile race. Harry always was a little shy.

That long-lost David Longaker put in an appearance last week just in time to join the Dingman Ferry party.

WESTFIELD.

DETROIT.

The meet is over.

It was a big success.

Nearly 150 wheelmen there.

The Grand Rapids Club understand how to entertain.

The races were the best ever run in Michigan.

Last year there were sixty-one wheels in the parade.

There were 112 in line this year.

Mr. A. B. Richmond, of Grand Rapids, was elected Chief Consul by twenty-one majority, in a total vote of 285, over B. J. Holcombe, of Detroit. The Grand Rapids, Coldwater, Star Bicycle Clubs, and Division Board of Officers combine was too much for the Detroit Bicycle Club.

Led by Messrs. Palmer and Keck, with several others of the Grand Rapids Wheelmen, about forty-five of the visitors went to Plainfield Sunday, and it was as pleasant a 25-mile run as we have enjoyed this year.

Martin Bowbier, from the G. & J. Mfg. Co., was one of the liveliest; James Beal, the wittiest; J. D. Lamont, the handsomest; H. A. Trask, the largest; Harry Bassett, the smallest; A. W. Andrews, the oldest; Harry Doane, the youngest; Eddie Moorer, the busiest; H. B. Hine, the fastest; Peter Jacobsen, the slowest; J. H. Johnson, the most dignified; Guy White, the "sickest"; C. H. Smith, the happiest, and Kirkpatrick was there.

Wm. Melville, of Grand Rapids, won the hill-climbing contest, W. E. Metzger, of Detroit, second. The races resulted as follows:

Mile race for novices.—F. H. Whelden, of Detroit, won; E. W. Walbourn, of Woodstock, Ont., second. Time, 3m. 31 4-5s.

Grand Rapids one-mile club race, for a gold medal.—H. B. Hine won. Time, 3m. 2-5s., the fastest time ever made on a track in Michigan.

The free for all, one mile, gold and silver medals.—J. D. Lamont, of Chatham, Ont., won; H. D. Osborn, of East Saginaw, second. Time, 3m. 8 4-5s.

The half-mile ride and run, 100 yards, gold pin and silver medal.—William Melville, of Grand Rapids, won; J. D. Lamont, of Chatham, second. Time, 1m. 42s.

During the intermission Mr. C. H. Smith, of Detroit, who is an experienced rider, gave a fine exhibition of fancy riding.

The 5-mile race for a gold medal and a gold-headed umbrella.—The race was a tie between H. B. Hain, of Grand Rapids, and H. D. Osborn, of East Saginaw, in 19m. 57 3/4s. The tie was won in a half-mile dash by Hain in 1m. 28 1/4s.

The consolation race, half-mile, for bicycle lantern and silver mug.—W. Struple, of East Saginaw, won; G. F. Hain, of Grand Rapids, second. Time, 1m. 31 3/4s.

At the banquet Mayor I. M. Weston delivered a brief speech of welcome. J. E. Beal presented the prizes, and kept the party laughing at his witty sayings. He is down on toughism, but don't blame the boys for being a little fast. J. H. Johnson received a diamond pin, as a token for his past services as Chief Consul. The Grand Rapids Club gave Clarence Smith an elegant L. A. W. pin for his fancy riding, and when Mr. Beal said they had intended to give him a luggage carrier, it brought down the house.

The Detroit Club received the prize for the largest visiting club in uniform.

There is to be a meeting of all wheelmen in Detroit Wednesday night to discuss the pavement question, as Detroit is sadly in need of smoother pavements.

The black knights of the wheel, comprising some good talent from the Detroit Bicycle Club, will give a minstrel entertainment in the near future, with Bowlby and Kneeshaw as the long and short of it.

BE BE.

NEW ORLEANS.

The fourth of the Louisiana Cycling Club's series of five races for the Renaud medal was decided on the 12th inst. over the West End course, distance five and a half miles. Two miles of the road were in an exceedingly rutty condition, requiring much see-sawing from side to side and consequent loss of time to pick the best riding.

Seven men started, and the finish was in the following order:

| | HANDICAP. | TIME. |
|-----------------------|--------------|-----------|
| 1. W. M. Hathorn..... | 1m. 20s..... | 23:10 |
| 2. E. M. Graham..... | 1m..... | 24:40 |
| 3. W. W. Ulmer..... | 2m..... | 26:20 |
| 4. R. G. Betts..... | Scratch..... | 24:50 |
| 5. M. S. Graham..... | Scratch..... | 24:50 1-5 |
| 6. W. E. Hobson..... | 2m..... | 27:55 |
| 7. H. C. Christy..... | 2m..... | 28:18 |

Hathorn rode a brilliant race. Dashing off at top speed, he passed those in front before two miles had been covered, and still maintaining his winning pace crossed the line a winner by over a quarter of a mile, having broken the previous record for the course by over a minute.

The second and third men finished with lots of space between, and it was left to the scratch men to furnish the excitement. They lost some little time at the start, waiting on each other to make the pace, Betts finally going ahead and doing the donkey work clear through. The little loaf, however, was forgotten, forgiven and redeemed by a most beautiful finish. A quarter of a mile from home the race within the race began. The spurt, though long, was sharp, strong and spirited, and as the two dashed down the stretch, wheel lapping wheel, the excitement was wild, intense, immense; but Betts held it, and shot his 50-inch across the line a clean half-wheel in front of Graham's 54, and the strain was over, after what the spectators declared "the prettiest race seen hereabouts in a long time." W. H. Renaud, Jr., officiated at the start, and A. M. Hill and C. M. Fairchild at the finish.

The next and deciding race for the medal will be run on September 23, over the sand-covered Shrewsbury route—eight miles of tough, tough riding. Betts and E. M. Graham are now tied for first place, with thirty-five points each, M. S. Graham being close at their heels with thirty-four. Hathorn has won the medal twice, but, not having participated in the first contest, is really not in the race for permanent ownership.

Bi.

MR. SHRIVER'S QUERY.

NEW YORK, August 23, 1888.

TO THE EDITOR OF THE WHEEL:

Dear Sir—Absence from town on a little run through southern Vermont (a most delightful district for cycling, by the way) has prevented me from reading until to-day Dr. Emery's defence of the League constitution. Your own exhaustive reply has pretty well covered the ground, but there is just one point on which I may throw a little light—the spontaneity of action by the Baltimore convention. I would not for a moment question Dr. Emery's statement that the particular motion that was to be made was decided only upon the way to the hall—though it does look as if the little party in room 213 at the Carrollton must have been in a considerable dilemma not to have settled on their exact line of action during the conference which certainly took place the night before—nor would I dispute the right of himself and friends to canvass to their heart's content. But if the majority obtained against my motion to take up the constitution by sections (now understood to be a majority to cut off all amendments) was the free-will offering of the League, and not the result of careful marshaling of the administration forces, will Dr. Emery please explain the following incident? When the name of the Elizabeth Wheelmen was called, no one was present to answer; but before the roll call was finished, Dr. G. Carleton Brown, of that club, entered the room. The chair's attention being directed to Dr. Brown's presence, he instructed the Secretary to call the club again. Dr. Brown asked what was the question, and was informed that it was a motion to consider the constitution by sections. There was no time to go over the matter with him, but I stepped out into the aisle and said, "We want you to vote 'aye' on this, Doctor." His answer was, "I'm going to vote 'no,'" which he accordingly did. Now, Dr.

Brown could not have been on the car with Dr. Emery, for he arrived long afterward. He had no time to consider any merits of the question, beyond my simple request for his vote; and, in view of the friendly relations which we have always maintained, that would certainly have been no reason to immediately turn him the other way. Is it not a fair inference that the word had been thoroughly passed around to the Jersey members (using as a lever their known opposition to my Metropolitan Division scheme) through Consul Cooley, who I know positively was called into the consultation at room 213 that they were to follow the clique, the ring, the committee—call it what you will—in whatever motions were made, as against the side which members in opposition, like myself, might espouse?

Yours truly,

E. J. SHRIVER.

PROSPECT WHEELMEN'S CENTURY RUN.

The Prospect Wheelmen's first club century run was attended by seven members, starting from Brooklyn at 2 P. M. Saturday via Jamaica, Jericho, Hicksville, Farmingdale to Amityville, where we stopped for the night at Bayside Hotel. As Col. Adams is catering for the patronage of wheelmen it is needless to say we were treated "right royally." Rising early we enjoyed a swim, returning to the hotel with appetites which astonished the "darky girls" who waited on us. After each one had stowed away an elegant sufficiency of good food we started, at 8:30 A. M., Sunday, for Patchogue, reaching there at 11:30 A. M. We dined at Roe's Hotel, and started for Brooklyn at 1:30 P. M., Messrs. Newman and Newbourg riding 110 miles, the others training home from Babylon. The roads were sandy, but the side paths all the way were in excellent condition, especially so from Babylon on.

SEC.

UP EAGLE ROCK NINE TIMES ON A CRANK.

On Thursday afternoon, August 23, Mr. John A. Wells succeeded in mounting Eagle Rock on a Rambler nine times without a dismount. The start was made at 4:00:05 P. M. and the ride was finished at 6:23:05 P. M., making the net time 2h. 23m. The times of the trip were: 14m., 14m. 15s., 16m. 45s., 15m. 15s., 16m. 15s., 15m. 30s., 18m., 17m., 16m. The previous record up Eagle Rock was three times by Fred Coningsby. The witnesses of the trial were: E. R. Collins, Newark; Henry Walters, Jersey City; Geo. J. Pforr, Chicago; Hiram Kursell, Jersey City; Albert Lewis, Orange; E. C. Wells, Newark and Howard A. Smith, Newark.

Burley B. Ayers and a party of Chicago wheelmen will visit the Buffalo tournament.

Brown and Atwater, of Washington, will ride a safety tandem bike at the Buffalo races.

G. M. Worden, with the John P. Lovell Arms Company, is at Buffalo, training for the races.

Mr. and Mrs. L. H. Johnson will be seen at Buffalo on their invincible safety tandem bicycle.

It is reported that a Harrison and Morton Bicycle Club, thirty strong, has been organized at Fostoria, Ohio.

The Springfield Bicycle Manufacturing Company's new factory will be located at Highlandville, near Boston.

R. D. Garden, of Chicago, is agitating the project of holding a road race this fall from Chicago to St. Louis.

The Board of Directors of the Buffalo Exposition have invited Mr. and Mrs. Cleveland to be present on the opening day of the fair.

The Danbury, Bridgeport, Stamford, Norwalk and Waterbury cyclists will have a joint parade on Labor Day at Danbury, Conn.

We hope a large contingent from New York will attend the Hartford tournament. One can leave here at 10 A. M. and drop off at Charter Oak in time for the races, and spend a pleasant night in Hartford. After the second day's races a 7:30 P. M. train will land New Yorkers at the Grand Central about 10:30.

TOURISTS, ATTENTION!

The cool fall days will soon be here, and then touring is at its height. Those who can get away from the care and turmoil of business upon any pretext whatever, take their wheels and seek the seclusion of the country roads and lanes. Every one who goes touring to any extent must carry surplus clothing, and the more extended the tour the more they need to carry—that is, to a certain limit. In the early days of touring, the question of how to carry bundles was one that vexed the cyclist to no small extent. To be of actual service, a carrier should be small, so as to be out of the way; strong, so as to be able to carry all that is demanded of it within the bounds of reason, and not in the way of the working of the machine. This is best accomplished by attaching the bundle-carrier to the backbone of the ordinary, and to the steering rod of the Star; on safeties, the carrier should be attached to the mud guard to be out of the way. The first and only carrier to fill the bill in these respects is the "Z & S," which has a world-wide reputation among wheelmen. Thomas Stevens, in his tour around the world, used one of these carriers, and it was the only one that he used that stood him the entire trip, and the carrier is still attached to his famous machine. Messrs. Howard A. Smith & Co., who manufacture this carrier, have just placed on the market a carrier of this pattern for safeties that does its work well and is highly spoken of by the hundreds who are now using it. Nearly all dealers keep these carriers, or they can be had direct from the manufacturers.

A tourist also needs many other things for his comfort in traveling, such as loose flannel shirts, caps or helmets, shoes, stockings, knee pants, hose supporters, and innumerable other articles which go to make an outfit for the road. Howard A. Smith & Co., of Newark, N. J., have long taken the lead in cyclists' supplies of all kinds, their aim being to keep any and everything necessary for a wheelman's use and comfort, from a button to a bicycle. The gloves offered by this house for cyclists' use are very fine, and worthy of special mention on account of the care taken in their manufacture and their utility. They are made up in three styles—corded back, those where the leather of the back of the glove is cut away, and a silk mesh netting in the place of it; open back, with the back entirely open, and perforated back, in which the leather of the back is perforated with small holes. By making the gloves in these three ways, free ventilation is given to the back of the hand, and the palm of the hand and knuckles are protected from either blisters or being scratched from an involuntary dismount.

The "Z & S" Tire Tape has long been recognized as a necessity to wheelmen, and many a rider has been spared a long and tedious tramp by having a roll of it stored in the tool-bag on his wheel. Tires will get loose from use or accident, and the only safe way in touring is to take a roll with you. In ten minutes a loose tire can be securely bound in place, and the tape will last for hundreds of miles and give the rider no further trouble.

We are sorry to say that parts wear out and accidents happen, so that wheels want repairing. This, of course, is unfortunate, but nevertheless it must be prepared for, and in their preparations for doing repairing Messrs. Smith & Co. have endeavored to be ready to meet any emergency in the way of difficult repairing, their repair shop being fitted up with all the latest appliances for doing durable work and doing it quickly. A large stock of parts are carried so as to be able to replace broken parts on almost any machine, prehistoric or modern. Only skilled workmen thoroughly conversant with the business are employed, and no pains are spared to insure satisfaction to the customers of the repair department.

The Riding School is another well-known department of this firm, and occupies the entire top floor of Oraton Hall, a very large room, unobstructed by posts or railings, giving the learner every advantage of a clear sweep. Many men now prominent in wheeling matters have taken their initial ride in the saddle around Oraton Hall. In fact, so popular is this riding school that persons who have tried to learn and failed often come from a distance of hundreds of miles and stay in Newark a few days until they learn to ride. No one who has come to learn has ever left the hall unable to do so. Now that bicycle riding is becoming popular with ladies, a time

is set apart for them, their instruction and practice.

All the appointments of the establishment of Howard A. Smith & Co. are first-class, and wheelmen and intending wheelmen will do well in patronizing this concern. Address Broad and Bridge Streets, Newark, N. J.—*Adv.*

WHEEL GOSSIP.

It is reported that Howell has sailed on the Etruria.

W. H. Renaud will represent the "Club" in New Orleans.

There will be a race meet at Hyde Park, Mass., to-morrow.

The Illinois Division will enjoy a race meet at Cheltenham Beach to-morrow.

It is rumored that Frank S. Ives is training privately and will appear at Buffalo. Mr. Ives was a fast man on both trike and bike, and a creditable representative of cycling both on and off the race path. We should welcome his return.

The annual race meet of the Rhode Island Division will be held September 25, at Narragansett Park, Providence, R. I., and the following list of races will be run: One-mile R. I. championship; 1-mile novice; 1-mile handicap, open; 2-mile safety handicap; 1-mile tandem; 3-mile handicap, open; 1-mile safety; 3-mile special; 1-mile tricycle, handicap; 1-mile boys, eighteen or under; 1-mile team race (three men each).

The dates of the Ladies' North Shore tour of 1888 has been set for October 4, 5 and 6, and the tour will, as in previous years, be to Cape Ann and return. The excursion will this season be conducted on more extensive principles than heretofore. It is possible to accommodate only about forty at the hotels, at which it will be necessary to stop, and nearly twice the number desire to participate. It will accordingly be necessary to make the tour strictly an invitation affair.

MATCH BETWEEN A HORSE AND A WHEELMAN.

EL PASO, Tex., Aug. 14.—W. S. Bolton, of this city, and Wm. J. Clayton, of Silver City,

N. M., made a match to-day for a purse of \$2,500 to contest the speed of a horse and bicycle, the ground selected being from Silver City, N. M., to Deming, N. M., a distance of fifty-five miles. Mr. R. S. Dimmick, the well-known bicyclist, of the Western Union Telegraph office in this city, will ride the bicycle. The race is to take place in thirty days.

Mr. R. S. Coon, formerly Secretary of the New York Division of the L. A. W., who has taken up his residence in Boston, is getting up a party to attend the meet, and all those intending to go to Buffalo will do well by addressing him, care of the Massachusetts Club. If the party is large enough, Mr. Coon will try and make arrangements with the Fitchburg road, whereby they will run a special train, with sleepers and baggage cars for the accommodation of the machines attached, at 7 o'clock Monday, September 3. It is understood that the Roxbury boys will go with this party, which will undoubtedly be joined by Chief Consul Davol, of Rhode Island, and his party at Gardner, Mass. It is thought best that cyclists make their own hotel arrangements. Mr. A. L. Smith, of 300 Washington Street, is also getting up a Buffalo party.

A LABOR DAY RUN.

The idea of a union run on Labor Day evolved from the fertile brain of Dr. Kendall, and he, together with Captain Robinson of the Charlestown Rovers and Perkins of Cambridge, set the matter on foot. The result of their labors is the announcement that clubs are invited to meet at the Cambridge Club House, 18 North Avenue, at 9 A. M. A short run will follow, and after dinner there will be races on Holmes' field. Entries are open, and will close at 12 M. Suitable prizes will be awarded. After the races there will be a game of baseball. The feasibility of forming an officers' association will be considered. Admission tickets are free, and can be had from the committee: Captain Arthur W. Robinson, of Rovers Cycle Club, 33 Winter Street, Boston; Captain George A. Perkins, of Cambridge, 3 Pemberton Square, Boston; Captain William T. Roop, of Cambridgeport, 557 Main Street, Cambridgeport.—*Boston Herald.*



Oh, come, fair Columbia, and turn from the crowd
Of political combatants, clamoring loud;
Oh, leave them to bicker and quarrel and jar,
Like the flats and the sharps that they frequently are.

And turn to the instrument perfect, complete,
That beats Time himself, and can never be beat:
For the SOHMER PIANO, as certain as fate,
Is "the ticket" to win, for the year '88!

Copyright by SOHMER & Co., 1888.

From "The Midsummer Puck," 1888.

In the Midsummer number of Puck, a cut of which is published on the back cover, there is a handsome picture descriptive of the present condition of affairs in the political world, and also showing in the most striking manner that although the politicians are fighting amongst themselves, yet the winning ticket for 1888 in the musical world is the Sohmer piano.

In the front of the picture is Columbia being most courteously received by Mr. Hugo Sohmer, who desires to present to her the "Sohmer" piano. By the side of Mr. Sohmer in a group are Josef Kuder on the left, Mr. Charles Fahr in the centre and Mr. George Reichmann at the right, rejoicing over the recognition of the instrument's merits on the part of Columbia representing the people of the United States. Above this is a banner waving the words, "Sohmer & Co." In the background one sees the Capitol, with masses of struggling politicians surrounding Cleveland, Thurman, Harrison and Morton.

But in one thing they all agree, that is the high position and standing of the celebrated Sohmer piano.

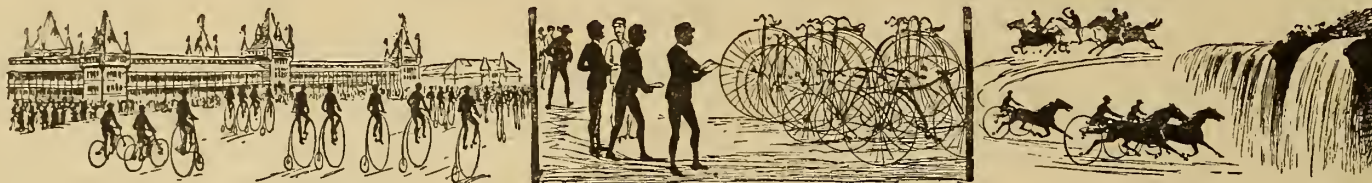
Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant, café and ice-cream parlor on Main Street is a favorite resort with wheelmen in the Oranges. Dinner is served in the café, and special attention is paid to the comfort of wheelmen.

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.



AN ILLUSTRATED STORY IN SIX CHAPTERS.—CHAPTER V—SIGHT-SEEING (AT BUFFALO).



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. Worsted 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.

HENRY C. SQUIRES,

178 Broadway,

NEW YORK AGENT.

SEND FOR CATALOGUE TO

239 Columbus Avenue,

BOSTON, MASS.

CHAS. SCHWALBACH,

Prospect Park Plaza,

BROOKLYN AGENT.

The general business meeting of the New York State Division will be held at the Genessee, Buffalo, September 4, at 8 P. M. The Board of Officers' meet will be held immediately after the adjournment of the general meeting.

MISS VIOLET AGREES WITH US.

* * * To which *The Wheel* responds:—"Could the editor of our esteemed transatlantic contemporary see American ladies mount and glide off, he would quickly change his mind. We are vain enough to think that 'grace, sweetness and tenderness' in woman is no less appreciated by Americans than by you English. We can see nothing more destructive of the womanly qualities referred to in riding a delicate little thirty-five pound bicycle than in driving a seventy-pound tricycle—in fact, the latter spectacle is painful at times." For my own part I agree with *The Wheel*, and though I was certainly as strongly prejudiced as any woman could be against feminine bicycling, before I had given it a personal trial, I can confidently assert that there need be no lack of anything feminine in its practice.—*Bicycling News*.

— HOW TO —

Buy, Sell or Exchange.
ADVERTISE IN OUR
For Sale, Exchange,
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.
Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

PRICE LIST

Second-Hand Bicycles and Tricycles.

| LIST No. | SIZE | MAKE | BEARINGS | FINISH | SELL FOR |
|----------|------|-------------------------|----------|------------|----------|
| 325 | 54 | Universal Club..... | Ball | Enamel | \$60 00 |
| 407 | 50 | American Club..... | Ball | Nickel | 60 00 |
| 432 | 48 | Expert..... | Ball | Nickel | 65 00 |
| 435 | 55 | Col. Lgt. Rdstr..... | Ball | Enamel | 80 00 |
| 438 | 54 | Harvard..... | Ball | Enamel | 50 00 |
| 458 | 54 | Expert..... | Ball | Enamel | 70 00 |
| 459 | 50 | Victor..... | Ball | Enamel | 75 00 |
| 469 | 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 |
| 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 | 70 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 | 44 | Premier..... | Plain | Enamel | 35 00 |
| 559 | 56 | Expert..... | Ball | Enamel | 70 00 |
| 560 | 47 | 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 | 65 00 |
| 565 | 54 | Victor..... | Ball | Enamel | 65 00 |
| 566 | 53 | Col. Lgt. Rdstr..... | Ball | Enamel | 85 00 |
| 567 | 51 | American Star..... | Plain | Enamel | 35 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 | .. | Spkbrk. 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 |

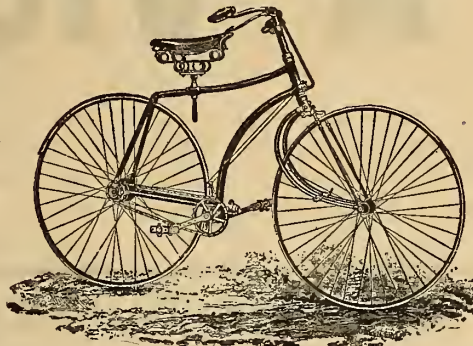
Any of these machines may be seen and tested at Orton Hall, or they will be shipped to any address C. O. D., with the privilege of examination, provided the person ordering remits \$10 as a guarantee for express charges both ways in case machine is not bought.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.
Branch Store, Park Street, Orange, N. J.
NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

A. G. SPALDING & BROS.

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



THE VICTOR SAFETY.

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

THE VICTOR JUNIOR.

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

THE VICTOR LIGHT ROADSTER.

An ordinary, in the construction of which are employed only the finest material and the most skillful labor. It combines in its construction three features which a long experience has proven to be most valuable. It is the handsomest, 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.

FOR SALE, EXCHANGE, WANTS.

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

FOR SALE.—52-inch Expert Columbia; ball nickeled; in perfect order; ridden but little; full bearings to both wheels and pedals. Will sell cheap. E. M. Schaffner, 70 West 50th Street, New York City.

10,000 PAIRS OF SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars, write C. H. Metz, Utica, N. Y.

VICTOR SAFETY FOR SALE.—1888 pattern; used but little and is as good as new; tools, bell, etc. Sold for want of use. Address F. C., 499 Franklin Avenue, Brooklyn. 8-25

BARGAIN.—52-inch Expert; ball bearings and pedals, cowhorn bars, Kirkpatrick saddle; enamel finish; excellent order. \$70. C. W. Seaman, Lewisburgh, Pa. 8-24

FINE BARGAIN.—52-inch full nickel Harvard in first-class condition; ball bearings both wheels, cowhorn bars, spade handles, Kirkpatrick saddle; used one season. Price \$65. J. W. Stone, Charlestown, Mass. 8-31

FOR SALE.—Veloce Columbia. \$110. But little used, Geo. Kibbe, Amsterdam, N. Y. 8-31

FOR SALE CHEAP.—One 49-inch Columbia Light Roadster, 1888 pattern, H. finish; ridden 300 miles. Too small. Atwood, Pittsfield, Mass. 8-31

\$110. FOR SALE.—54-inch Expert Columbia; full nickel, all ball bearings, '87 pattern, double grip handles and pedals, all latest improvements; has not been run fifteen miles; machine in perfect condition. Reason for selling, change to Safety pattern. Address Paul Worth Dakin, Cherry Valley, New York. 8-31

FOR SALE.—'88 Springfield Roadster, No. 1780; brand new; list price, \$75. This wheel was won at a drawing contest, and as owner rides a Crank wheel he will sell to highest cash bidder over \$66. Lock Box 14, Richfield Spa, N. Y. 8-24

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

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.

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

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. Datto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$100, were \$185. New and second-hand Experts, Victors, Rudges, Mills, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler Tricycles, from \$30 to \$125. Rudger Metcor 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 F. E. C., P. O. Box 444.

AGENTS AND MANUFACTURERS

Exhibiting bicycles at fairs and other places will find the Eureka Home Trainer and Bicycle Stand a great convenience, besides displaying cycles to the best advantage.

MANUFACTURED BY

M. A. WOODBURY,
Dealer in Cycles and Sundries,
43 & 45 Mechanic St., Bradford, Pa.

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 21, 1888.

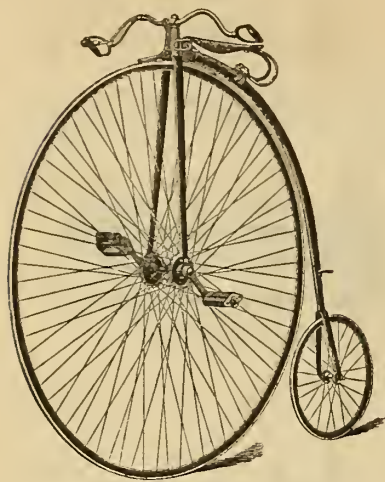
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$55.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$40.
- No. 129.—48-in Stand. Col. Enam. Price \$35.
- No. 141.—English 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 \$70.
- No. 195.—54-in. Rudge. Enam. All balls. Cowhorn bars. Good as new. Price \$75.

- 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.

THIS WEEK'S BARGAINS.

- No. 204.—50-in. Expert Col. Nickel with enamel wheels. All balls. Price \$55.
- No. 205.—51-in. Col. Light Roadster, '88. Nickel with enamel wheels. Hardly used. Looks like new. Only \$110.
- No. 206.—44-in. boy's bicycle. Enameled. Dropped bars. Lamp. Price \$30.
- No. 207.—48-in. Mustang. Price \$40.
- No. 208.—48-in. Col. Expert. Full nickel. Cowhorn bars. Ball wheels. Price \$70.
- No. 209.—52-in. Col. Expert. Full nickel. All Balls. Fine cond. Price \$75.



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 Trigwell 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.



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 Bearing
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.

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.



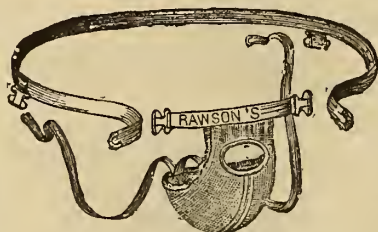
No. 1278.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, \$3.50,
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, 9.00.



No. 1388.

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



A Perfect Fit Guaranteed.
Displacement Impossible.

No Wheelman, Equestrian or Athlete should be without THE RAWSON U. S. ARMY PATENT ELASTIC SELF-ADJUSTING 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 attached, also with pockets for keys or money. No. 1, plain supporter, 50c.; No. 2, with pockets, 75c.; No. 3, with stocking supporter (no pockets), 80c.; No. 4, same as cut, \$1.00. Order by number, and give tight measure top of hips. Post-paid on receipt of price.

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

OPIUM

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

COLUMBIA BICYCLES

AND

TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St.

MINNEAPOLIS: 417 Nicollet Ave.

Buy Your Shoes of T. B. BENNELL,

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

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

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

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

COPPER CYCLE SADDLERY,

433 Pearl Street, CLEVELAND, O.



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



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

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

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

PHOTOGRAPHIC * * *
INSTRUMENTS,



Apparatus and Supplies,
 591 Broadway, N. Y.

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

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

More than Forty Years
 Established in this line
 of business.

RADWAY'S READY RELIEF.

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

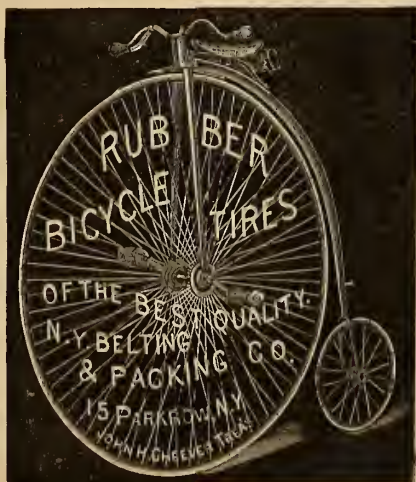
INTERNALLY, in a few minutes, cures Cramps, Spasms,
 Sour Stomach, Nausea, Vomiting, Heartburn, Nervous-
 ness, Sleeplessness, Sick Headache, Diarrhoea, Colic,
 Flatulency and all internal pains.

50 cents per bottle. Sold by Druggists.

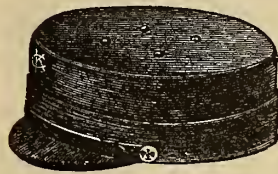
ASK FOR THE



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



SMITH'S



Sporting Goods,
 LOWEST PRICES

121 FULTON ST

Send for Catalogue.

THE "BEST" BICYCLE LOCK



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

WHITTEN & CO., Providence, R. I.

HARLEM BICYCLE CO.

284 LENOX AVENUE,

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

AGENTS FOR

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

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

REPAIRING, RENTING, STORING.

Open Day and Night.

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



VICTOR LIGHT ROADSTER
BICYCLE.

VICTOR LIGHT ROADSTER
TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

**SPALDING'S YOUTH'S BI-
 CYCLE.**

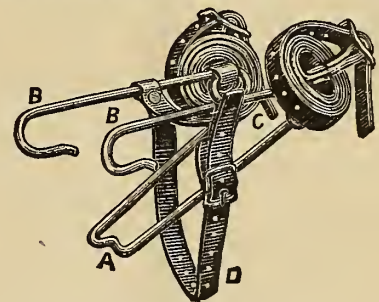
Also a Full Line of
BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

426 Nicollet Ave., Minneapolis.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

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

C. H. SMITH,
 249 Woodward Avenue, Detroit, Mich.

J. O'CONNOR,
Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

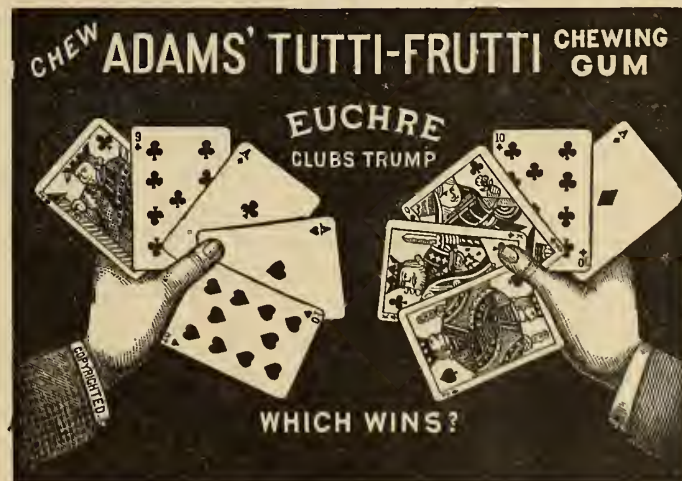
First door from S. W. cor. 48th St., NEW YORK.

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

LAWN TENNIS SHOES A SPECIALTY.

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES
 AND WHEELMEN



ON THE ROAD,

ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



"Going to buy a new wheel this season?"
"Think of it."

"A Columbia?"

"Certainly."

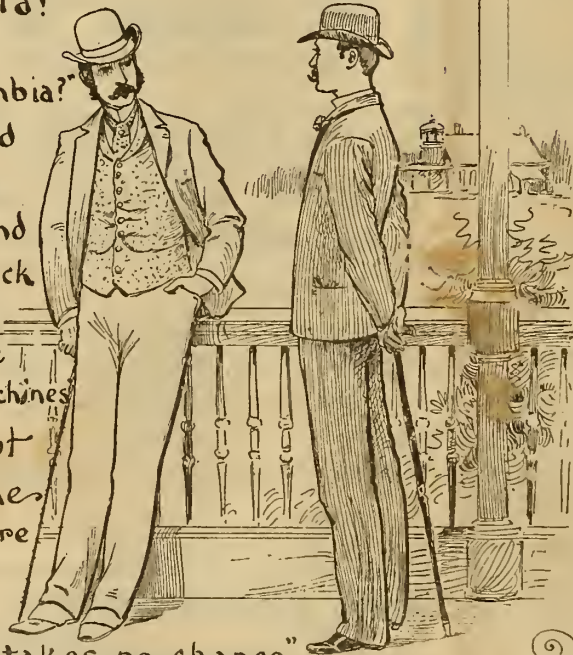
"Why a Columbia?"

"When I spend
\$100 I want
reputation and
reliability back
of it".

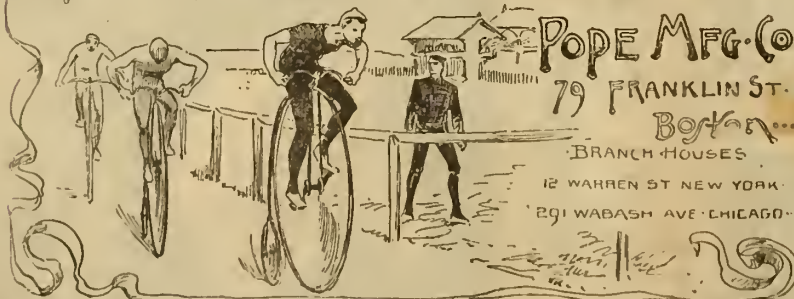
But there are
other good machines

"Undoubtedly, but

I KNOW the
Columbias are
all right, and
my hundred
dollar bill takes no chance".



Inspection Solicited. Illustrated Catalogue Free.



POPE MFG. CO

79 FRANKLIN ST.

Boston

BRANCH HOUSES

12 WARREN ST NEW YORK

291 WABASH AVE CHICAGO