

# The Wheel

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

Vol. I.—No. 3.]

NEW YORK, MARCH 16, 1888.

[WHOLE NUMBER, 3.]

## Not So Simple But Fact.

MARION, IND., Feb. 22, 1888.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

DEAR SIR: We have a club membership of 32 riders of which 31 ride the **American** wheel, and we are well satisfied with our choice. Yours respectfully,

M. B. EDMISTON, Captain,  
D. W. WALLACE, Lieut.,

NATL. D. ELLIOTT, President,  
FRED WILLSON, Sec. and Treas.,

**MARION RAMBLERS.**

FLATONIA, TEXAS, Oct. 1, 1887.

MESSRS. GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

DEAR SIR: Do not read this unless you want to see how we appreciate your wheels. After three years' use we are satisfied to ride nothing else but G. & J. wheels within 50 miles of here. Our town club has 12 bicycles, and every wheel is your make. Yours truly,

**FLATONIA BICYCLE CLUB, Flatonia, Texas.**

*Most Complete Catalogue in the Trade, 64 Pages, on Application.*

**GORMULLY & JEFFERY MFG. CO.**

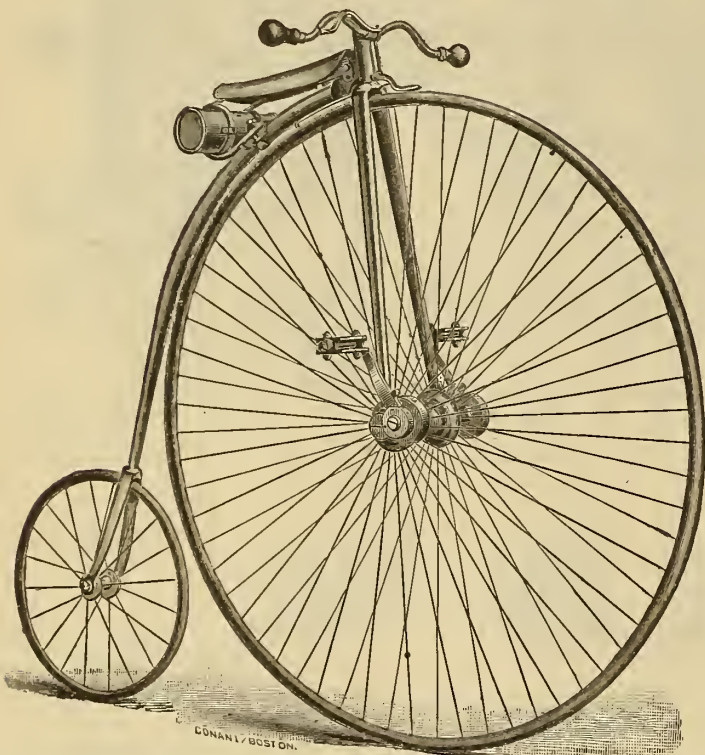
CHICAGO, ILL.

Largest American Manufacturers of Cycles and Sundries.



# THE SPRINGFIELD ROADSTER FOR 1888.

(Yost & McCune Patent.)



The Only Absolutely Safe Wheel Against "Headers" Made.  
It is the Best, and it is also the Cheapest.  
Do not buy a wheel before you see the **SPRINGFIELD ROADSTER**.

This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

## The 1888 Pattern Springfield Roadster for \$100

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM: 26 WEST 23d STREET, NEW YORK.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

# THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

ROSEVILLE, N. J., JULY 4TH.  
STAR first and second in 1-mile Novice.  
" " second and third in 1-mile STATE CHAMPIONSHIP  
" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.  
STAR WON Hill-Climbing Contest.

" " 1-mile Open.  
" " 2-mile Open.  
" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.  
STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR  
WON  
FIVE FIRSTS: { 1-mile Novice.  
2-mile 6.45 Class.  
1/2-mile Boys' Race.  
1-mile STATE CHAMPIONSHIP.  
3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.  
" " in 1-mile Class.  
" " in 2-mile STATE CHAMPIONSHIP

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,  
Smithville, N. J.



# SPRING LIST OF SECOND-HAND Bicycles, Tricycles, AND TANDEMS.

No.	Size.	Name.	Finish.	Price.
156	48	Challenge.....	Enameled.....	\$ 75
90	48	Standard.....	Painted.....	25
125	49	Yale.....	".....	40
157	50	Challenge.....	Enameled.....	75
135	50	Standard.....	Painted.....	60
38	50	Rudge Light Roadster.....	Enameled.....	95
95	50	Harvard.....	Painted.....	50
99	50	Harvard.....	".....	40
102	50	British Challenge.....	Nickeled.....	75
155	50	Apollo Light Roadster.....	Enameled.....	85
107	51	Apollo Light Roadster.....	".....	85
158	52	Challenge.....	".....	75
82	52	Apollo Light Roadster.....	".....	85
26	52	Harvard Special.....	Nickeled.....	65
81	52	American Rudge.....	Enameled.....	65
13	52	Harvard.....	".....	60
88	52	Expert.....	".....	75
144	52	Standard.....	Nickeled.....	60
30	52	Harvard.....	".....	60
12	52	British Mail.....	Enameled.....	75
11	52	Expert.....	".....	75
40	52	Iroquois.....	".....	80
47	52	British Challenge.....	".....	70
61	52	Rudge Light Roadster.....	".....	75
73	52	Premier.....	".....	60
79	52	Standard.....	Painted.....	40
103	52	British Challenge.....	Enameled.....	60
114	52	Standard.....	Painted.....	50
152	53	Rudge Racer.....	Enameled.....	50
116	53	Rudge Light Roadster.....	".....	85
179	53	Apollo Light Roadster.....	".....	100
182	54	Challenge.....	".....	85
160	54	Apollo Light Roadster.....	".....	85
32	54	Royal Mail.....	".....	75
43	54	Yale.....	Painted.....	65
163	54	Apollo Light Roadster.....	Enameled.....	85
170	54	British Challenge.....	".....	60
77	54	Rudge Light Roadster.....	".....	80
76	54	Expert.....	".....	60
118	54	Rudge Light Roadster.....	".....	75
110	55	Apollo Light Roadster.....	".....	85
78	55	Yale.....	Painted.....	70
36	55	Royal Mail.....	Enameled.....	75
46	56	Expert.....	Nickeled.....	70
48	56	Yale.....	Painted.....	65
74	56	Club.....	".....	60
148	56	Yale.....	".....	60
149	56	Royal Mail.....	Enameled.....	75
150	56	Rudge Light Roadster.....	".....	75
94	56	Rudge Racer.....	".....	50
25	56	Rudge Light Roadster.....	".....	75
34	56	American Rudge.....	".....	60
59	56	Rudge Light Roadster.....	".....	80
69	56	Expert.....	".....	70
119	56	Victor.....	".....	85
87	56	Expert.....	".....	80
120	56	British Challenge.....	Nickeled.....	85
126	56	Apollo Light Roadster.....	Enameled.....	60
86	56	Challenge.....	".....	80
180	56	Challenge.....	".....	90
55	57	Columbia Light Roadster.....	".....	80
181	57	Apollo Light Roadster.....	".....	100
57	58	Yale.....	Painted.....	60
134	58	Royal Mail.....	Enameled.....	75
23	58	Expert.....	Nickeled.....	70
164	58	Apollo Light Roadster.....	Enameled.....	85

## SAFETIES.

No.	Size.	Name.	Finish.	Price.
58	40	Rudge Safety.....	Enameled.....	\$ 80
71	50	Xtraordinary.....	".....	80
105	52	".....	".....	80
68	54	".....	".....	75
100	54	Star.....	".....	40
176	36	Kangaroo.....	".....	60
44	40	Facile.....	".....	55
121	51	Star.....	".....	35
113	36	Speedycycle.....	".....	60
183	36	Challenge Safety.....	".....	75
112	40	".....	".....	70
184	30	Apollo Safety.....	".....	115

## TRICYCLES.

No.	Size.	Name.	Finish.	Price.
139	46	Europa Sociable convert- ible.....	Enameled.....	75
178	46	Dual Sociable.....	".....	75
127	46	Coventry Rotary Tandem.....	".....	120
124	40	Rudge Crimper Tricycle.....	".....	130
185	44	Springfield Tandem.....	".....	200
186	44	Traveller Tandem.....	".....	150
187	48	Apollo Two-track.....	".....	60
188	40	Ladies' S. G. Tandem.....	".....	130
10	44	Apollo C. G. Tandem.....	".....	100
98	48	Columbia Three-track.....	".....	60
65	48	Victor.....	".....	60

Always order by Number. Terms, net cash. Machines can be sent C. O. D. if desired, providing intending purchasers send \$10 deposit to pay expressage back if not taken. If the machine is taken the money will be refunded. All machines are complete with pedals, saddle bag and tools, and are crated without extra charge. All previous lists canceled.

**W. B. EVERETT & CO.,**  
6 & 8 BERKELEY STREET,  
BOSTON.

## EXCEPTIONAL BARGAINS

Unless Sold Before Receipt of order.

## SECOND-HAND

# BICYCLES

To make room for our  
Stock of

# "NEW MAILS."

Send Amount to be Returned if  
Wheel is Sold.

## THESE WHEELS ARE ALL BALL PEDALS.

No.	Size.	Name.	Price.	Bear- ings.	Fin.	Condi- tions.
1	48	Expert Columbia.	65.00	A	C	Fine.
2	48	Standard.	30.00	B	F	"
3	50	Royal Mail.	65.00	A	D	Same as new.
4	50	"	85.00	A	D	" .B.H.
5	50	Stand'd Columbia.	45.00	B	C	Fine.
6	50	American Rudge.	58.00	A	D	"
7	51	Royal Mail.	85.00	A	D	Ball Head.
8	51	Rudge, M. '87.	85.00	A	D	New last Oct
9	52	Champion.	60.00	A	D	Fine.
10	52	"	65.00	A	C	"
11	52	"	70.00	A	C	"
12	52	"	65.00	A	C	"
13	52	Expert Columbia.	75.00	A	C	"
14	54	"	75.00	A	C	"
15	54	"	75.00	A	C	"
16	54	Rudge L. t. R. d' str.	75.00	A	C	"
17	54	Royal Mail.	75.00	A	C	Ball Head.
18	56	Expert Columbia.	65.00	A	C	"
19	56	Royal Mail.	75.00	A	D	"
20	56	New Rapid.	85.00	A	D	"
21	56	Victor.	60.00	A	D	"
22	56	"	65.00	A	D	"
23	56	Club.	50.00	A	D	"
24	58	Rudge.	75.00	A	D	"
25	58	Cornell.	65.00	B	D	"
26	58	Royal Mail.	85.00	A	D	Same as new Ball Head.

## THESE WHEELS ARE CONE PEDALS.

## MISCELLANEOUS.

No.	Size.	Name.	Price.	A	B	C	D	Good.
26	50	Premier.	35.00	A	D			Good.
27	50	Atlanta.	30.00	B	C			"
28	52	Sanspareil.	45.00	B	C			"
29	53	Challenge.	35.00	B	F			"
30	54	Cornell.	40.00	B	F			"
31	54	Premier.	25.00	B	F			"
32	54	Yale.	35.00	A	F			"
33	54	Challenge.	25.00	G	F			"
34	54	Stand'd Col	30.00	B	D			"
35	56	Harvard.	25.00	A	D			"

## INDEX OF LETTERS.

A—All Ball Bearings.  
B—Ball to Front Wheel, cone to Rear.  
C—Full Nickled.  
D—Enamel and nickel trimmings.  
F—All Enamel.  
G—Parallel Bearings.

## WM. READ & SONS,

MANUFACTURERS OF THE

# NEW MAIL BICYCLE,

107 Washington Street,

BOSTON, MASS., U. S. A.

Catalogue of "NEW MAIL" on application.

## BARGAINS!

## SECOND-HAND

# Bicycles, Tricycles,

AND

# TANDEMS.

## Examine Our Prices.

## 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.

**CONDITION.**—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
234	52	Rudge Lt. Rdstr.,	\$135.00	\$90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	75.00	3	1	1
237	48	Columbia Expert,	122.50	75.00	4	2	2
238	46	Special Facile,	123.00	83.00	4	1	1
244	45	Special Pony Star,	107.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	95.00	1	1	1
247	54	New Rapid,	150.00	105.00	3	1	1
248	50	Ideal (Special),	80.00	55.00	4	4	1
252	56	British Challenge,	150.00	50.00	1	1	3
253	48	Spl. Star,	129.00	95.00	4	Ball	1
260	48	Columbia Standard,	100.00	40.00	5	4	5
263	55	Rudge Lt. Rdstr.,	138.75	78.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	95.00	3	1	2
266	55	Spidg. Semi-Racer,	140.00	45.00	4	1	4
269	51	Spl. Star,	160.00	95.00	4	Ball	1
270	56	Racer,	140.00	43.00	4	1	4
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Columbia Expert,	137.50	105.00	1	1	1
277	52	Spec. Club,	160.00	110.00	1	1	1
283	51	Spl. Star,	130.00	85.00	4	Ball	1
285	51	Spl. Star,	120.00	75.00	4	Ball	4
286	44	Spl. Facile,	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	77.00	4	1	2
288	56	Columbia Standard,	107.50	50.00	4	4	2
289	Sp'k'b'k Cr'p'r	Tricycle,	180.00	130.00	4	1	2
290	52	Victor Roadster,	132.50	87.00	4	1	1
291	55	Columbia Lt. Rdstr,	145.00	112.00	3	1	1
292	56	Columbia Expert,	142.50	110.00	3	1	1
293	54	Columbia Expert,	130.00	70.00	4	2	2
295	54	Victor,	130.00	105.00	4	1	1
296	52	Columbia Expert,	137.50	95.00	1	1	1
297	46	Columbia Expert,	120.00	75.00	3	1	1
298	39	Boys,	70.00	25.00	5	4	1
299	50	Columbia Expert,	135.00	70.00	1	1	2
300	50	Victor,	125.00	69.00	4	1	4
301	52	Quadrant trike No. 8,	185.00	160.00	4	1	1
302	52	Columbia Expert,	137.50	95.00	1	1	1
303	42	Otto Special,	40.00	29.00	5	4	1
304	51	Col. Lt. Roadster,	140.00	95.00	3	1	1
305	48	Columbia Standard,	102.50	70.00	3	3	1
306	51	Special Star,	135.00	90.00	3	Ball	2
307	42	Otto Special,	40.00	30.00	5	4	1
308	56	Columbia Expert,	132.50	90.00	4	1	2
309	52	Sp'k'b'k Hbr. T'dm,	260.00	225.00	4	1	1
310	52	British Challenge,	135.00	65.00	3	1	5
311	48	Special Star,	140.00	110.00	4	Ball	1
312	52	Springf'd Roadster,	75.00	60.00	4	1	5
313	55	Col. Lt. Roadster,	135.00	60.00	4	1	5
314	53	Royal Mail,	140.00	95.00	4	1	1
315	50	Springfield Roadster,	75.00	68.00	4	1	1
316	50	American Club,	125.00	54.00	3	1	1
317	46	Columbia Standard,	77.50	43.00	4	4	2
318	56	Columbia Expert,	142.50	100.00	1	1	1
319	50	Columbia Standard,	100.00	39.00	4	4	2
321	52	Beeston Hbr. T'dm,	260.00	170.00	4	1	1
324	52	Victor Roadster,	127.50	90.00	3	1	1
325	50	American Ideal,	65.00	42.00	4	4	2
327	54	English,	130.00	75.00	4	2	1
328	50	Columbia Expert,	125.00	68.00	3	1	4
329	54	Royal Mail,	140.00	100.00	4	1	1
330	54	Victor,	130.00	95.00	3	1	1
331	52	New Mail,	135.00	110.00	4	1	1
332	52	N. Rapid Lt. Rdstr,	137.50	115.00	4	1	1
333	54	English Premier,	130.00	70.00	5	3	2
334	54	Col. 3 Trk. Trike,	90.00	85.00	4	2	1
335	54	Columbia Safety,	140.00	100.00	4	1	1

# The Clark Cycle Co.,

Successors to SAM'L T. CLARK & CO.,

BALTIMORE, - - MD.

---

**Having secured the SOLE UNITED STATES AGENCY for  
the Celebrated**

**KING OF THE ROAD LAMPS.**

Made by JOS. LUCAS & SON, Birmingham,

**We are prepared to supply the Trade on Liberal Terms.**

**RIDERS should insist on having the best, for a poor Lamp  
is worse than no Lamp, and there are none so good as the**

**“KING OF THE ROAD.”**

---

**Send for 1888 Catalogue of**

**NEW RAPIDS AND QUADRANTS,**

**Containing Complete Price List of Lamps and other First-class  
Accessories.**

**MAILED ON RECEIPT OF NAME AND ADDRESS.**



# 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.

Up to Thursday we had received neither exchanges nor letters, owing to the ravage of the blizzard, which completely tied up the town and the mails from Sunday to Thursday. Our paper must therefore be sent to press without the usual complement of news, for which we are certain our readers will pardon us.

"For Sale, an heroic size statue of John L. Sullivan," is the keynote of universal press comment on the Sullivan-Mitchell battle. Another phase of "off with the old love and on with the new." If our ambitious cyclists will substitute "champion" for "love," they will realize how the public treats its pets. It was expected that our Boston Milo would put the English Hercules to sleep—probably eternal sleep; but the result was a three hours' wallow in a mud sty, Mitchell devoting his best abilities to hugging Mother Earth, Sullivan wasting his magnificent strength, yet with no more effect than if he were raining blows on a bed-tick. Yet the press metaphorically jumps on him; the public dashes his statue from the high altar of pugilism. A thoughtful man would have credited Sullivan with another triumph. Only a veritable champion could have chased around that ring for over three hours, knocking his man to mud whenever the artful dodger dared stand up. The moral is that a young man of any natural aptitude is very unwise to subserve everything else in life to attain the title of Champion. It is short-lived at best, and it is saddening when a star of larger magnitude makes your light burn dim, sickly, yellow.

An advertisement recently appeared in the personal columns of all the New York papers requesting correspondence with "Fools" who wished to hear of "something to their advantage"—hoary phrase. Some twenty to thirty thousand people wasted from one to three cents to inform the advertiser that they considered themselves "fools." All advanced sufficient proof of their claim to the title, from which it appeared that every one of these thirty thousand people of both sexes and all ages had been guilty of some folly and were badly enough off to wish

to hear of something to their advantage. It is fair to presume that every person who read the advertisement might truthfully have answered it, which teaches us how foolish a thing is envy, since no one is in a position that cannot be bettered.

A CHANCE FOR IMPROVEMENT.—It is time that some movement was made to secure the privilege of carrying wheels on some, if not all of the horse-car lines which perambulate this city. The Belt Railroad has already conceded the privilege, but this is of no use to any one wishing to reach the up-town central part of the city.

### THE BLIZZARD.

The clear, crystalline, ridable, sanguine weather of Saturday retired in favor of a sombre, pessimistic Sunday, with a deluge which lasted from dusk to bedtime. On Monday morning the good as well as the bad citizens of Gotham rubbed the sleep out of their eyes to behold a sight which would have made an Alaskan shiver. Old Boreas was cutting up pranks to the tune of eighty miles an hour; the snow was piled waist-deep and was carried in blinding sheets. The effete East was suffering from a blizzard.

Our out-of-town readers may guess the effect of the storm when we tell them that it took five hours to travel a distance of four miles on the "L" railroad—a trip ordinarily made in twenty minutes. A journey from New York to Boston could be made in the same time. The journey down-town necessitated a scurry to the "L" station—and you might consider yourself lucky if you found it—a wait of an hour for a train, an agonizingly slow slide of two miles, a quarter mile walk along the track under the most perilous conditions and a two-mile walk to the office, stopping occasionally to catch a flying passer-by, to ask if you were near Broadway. A New Yorker is pretty well befogged when he can't locate his Broadway.

Arrived down-town, the streets were found deserted, save by a few cabs which dashed hither and thither, and even these were compelled to give up. Street-cars were abandoned in their tracks. Business was stagnant. Along Park Row, the busiest spot in the United States, scarcely a person can be seen. The editor is housed up in his cosy office. The wind and snow rush past the windows at a frightful pace. The problem of getting home is as yet unsolved; and as for publication day, it is away off in the dim, indistinct future.

### CYCLING IN SIERRA LEONE.

"A rare old salt, captain of the Formosa," always has a "Rover" safety with him, and rides whenever he touches land. The captain vows that cycling has made a new man of him, and in a copy of the Sierra Leone *Weekly News* is an account of a Christmas trip to the Bananas Island, where three boat-loads of visitors were warmly welcomed by the islanders, and where the captain fairly astonished the colonists by riding his safety about the place. None of them, young or old, had ever seen such a thing before.

Terrified mothers would, on beholding him, hurriedly pick up their open-eyed and open-mouthed progeny, and make for the bush with much celerity. The roads are few and far between, and what exist are so sandy that it is impossible to keep the bearings free from grit. There are few machines in this place; but few, if any of them are ridden 100 miles per annum. If I stop here on my return, I may make a trial of the roads and Capt. Windhorn's safety. Records are not thought of here, as from 9 A. M. to 4 P. M. it is too hot to ride. This afternoon, at 4 P. M., the thermometer is 89 deg. in the shade.—Correspondence in *Wheeling*.

### IN THE RIGHT MEDIUM, CERTAINLY!

DENVER, Pa., March 7, 1888.

MR. F. P. PRIAL:—Dear Sir: I am convinced that advertising pays. Since I had an ad. in your paper I have received about a dozen letters, and, better still, have struck a bargain, as I got what I wanted. I think your paper is a first-class advertising medium. Yours truly,  
 FRANK LEINBACH.

## THANKS, AWFULLY.

\* \* \* Kindly send us your advertising rates to run four months. We are much pleased with the appearance of the new publication, and will try and secure you some subscribers. Respectfully yours,

CHICKASAW BICYCLE AGENCY,  
 Memphis, Tenn.

*The Wheel and Recreation* has been succeeded by *The Wheel and Cycling Trade Review*, with F. P. Prial as editor and proprietor. In the initial number, which has just reached me, Mr. Prial explains some of the reasons for the change. The new paper is very similar to the old one, being uncommonly neat and clean in its make-up, and Mr. Prial announces that he proposes to continue to mind his own business and to keep his own nose clean in the future as in the past. If Mr. P. is as tidy on his wheel as he is in his paper, he must be the very pink of Gothamite cyclers.—Mr. Page, in *St. Louis Spectator*.

\* \* \* Enclosed please find contract signed as requested. \* \* \* We wish you success with your new paper, as the old one, *The Wheel and Recreation*, since you have had it in hand, has been very satisfactory. Will *The Wheel and Recreation* be conducted by some one else? We do not care to go in it if so. Yours very truly,  
 H. B. SMITH Machine Co.

Thanks, gentlemen.

The paper heretofore published under the title of *The Wheel and Recreation* has ceased to exist as such, and a new one, entitled *The Wheel and Cycling Trade Review*, takes its place, with F. P. Prial as editor and proprietor. Mr. Prial knows well how to make "a readable and professional paper," and his past success warrants the belief that his promised efforts to "advance still further along the road to comparative perfection" will be crowned with success.—*Cleveland East End Signal*.

### THE ENGLISH AND AMERICAN CHAMPIONS.

WHAT THEY THINK OF EACH OTHER.

The American professional wheel champion, W. A. Rowe, paid a brief visit to Leicester, and, after accidentally tumbling over Dick Howell whilst looking over the Belgrave Road Grounds, he engaged in a conversation with our representative. Referring to the English champion, Rowe does not consider him much altered since he rode against him at Springfield, and as regards the issue of the series of races that were to be run off during the early part of the coming season, the Yankee spoke with much confidence. Not, be it stated, that Rowe looks upon his coming meeting with the English champion lightly; on the other hand, he knows perfectly well, and acknowledges the fact, that the task before him is a difficult one. The Senator coincides with this opinion, but naturally hangs to the idea that Rowe will put Howell about considerably. Rowe will not lack good training—in fact, in this respect he could not be in much better hands. After appending his autograph to the official document, Howell indulged in half an hour's confab with the cycling reporter, confining himself chiefly to his coming important engagement. Asked his opinion of Rowe, Dick does not think he has expanded much, but considers he looks well. Like his opponent, the English champion acknowledges the importance of the coming series of races, Dick adding, "I wouldn't be beaten by Rowe for all I could see." For the time of the year Howell looks wonderfully well, and it is his intention of sticking hard and fast to his training. Howell further remarked that "Rowe doubtless had accomplished some excellent performances in America, but he would have to beat his previous best to lower him (Howell)." Still, Dick is very anxious over the whole business, and, bar accident, the English crack anticipates that he shall "get through" with the Yankee champion satisfactorily. Howell will do all his training at the Belgrave Grounds under the care of Bob Sims, who has had plenty of experience at the game.—*The Cyclist*.



"'Tis a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."



OVERMAN WHEEL CO., Boston.

GENTLEMEN: We, the undersigned, can vouch from experience as to the strength and superior running qualities of the Victor Bicycles. Out of twenty-three members, we have twenty-two Victor riders. We find it the only wheel that will stand the rough roads, and enable us to climb the hills in our rough and hilly country. Yours, etc.,  
KENTON WHEEL CLUB.  
Covington, Kentucky.

Above Appeared in "The Wheel," Feb. 17th.

OVERMAN WHEEL COMPANY, Boston, Mass

COVINGTON, Ky., Feb. 28, 18

GENTLEMEN: Please find enclosed a letter from Illinois, together with a press copy of our reply. We have related to them a few facts about the "Victor" Bicycle, and doubt whether or not their opinion will be changed, as some people are so "hard-headed" or stupid that they fail to recognize a good Bike when they see it.

A few days since a party of wheelmen were gathered together discussing the various 1888 pattern Bicycles, when one of the party remarked: "\_\_\_\_\_ has bought a wheel;" and this remark was followed with something like this from a "Victor" rider, of course: "Poor chump; I tell you, boys, I really feel sorry for the fellow who is foolish enough to buy any other Bike than the "Victor." Your machines are steadily gaining favor both here and across the river in Cincinnati. We are, yours truly,

KENTON WHEEL CLUB,

EDWARD C. TOIE, Secretary.



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KENTON BICYCLE CLUB, Covington, Kentucky.

— Ill., Feb. 22, 1888.

GENTLEMEN: "We note in late bi. papers the O. W. Co.'s ad. to the effect that all of the members of your club but one ride Victors, finding them the only suitable wheels for your roads. As it is seldom that an entire club choose the same machine, we would be glad to know whether the testimonial is a genuine one—sometimes such things get "twisted," you know. We enclose stamped addressed envelope for your reply, and would like to hear from you soon. Very truly,

MESSRS.——

—— Ill.,

GENTLEMEN: Yours of the 22d instant is received and contents noted. We had supposed that the authenticity of this testimonial would be doubted, but will say that our testimonial, like the wheel we ride, is true in every respect. We have learned to honor the "Victor" Bicycle and its manufacturers from long experience, that is, since that wheel was placed on the market in 1885. Our assertion that "it is the only wheel that will stand our rough roads, and enable us to climb all hills in our surrounding country," is plain, unadulterated truth, ascertained after five years experience with almost every make of wheel ridden in the United States. We have in our club some of the hardest riders in this vicinity, and with rough and hilly roads our victors are given severe tests. Three years ago, five members of the Kenton Wheel Club rode direct spoke wheels, and it is safe to say that had not the tangent spoke wheels come into existence this club surely would have ceased to live, as these wheels were constantly going to pieces, so great is the vibration caused by the rough roads, that it was impossible to keep the spokes tight and prevent the rim of the front wheel from forming the familiar shape like a figure "8." The "Victor" has remedied all these faults; no more loose spokes; no more "buckled" wheels; no longer are we compelled to carry with us a box of tools to be used to keep our wheels in riding condition; its hill climbing and easy running qualities are too well known for further comment. Racing in this vicinity is done on roadster wheels; the condition of tracks will not permit of the use of racers; out of twenty-one local races, eighteen were won on "Victors;" racers who ride other makes will never refuse the chance to race on a "Victor." In fact, in all hill climbing contests and all long distance runs, the "Victor" is preferred. Gentlemen, these are facts; we are not prejudiced; we are not the only "Victor" riders; in Cincinnati; to-day, nine-tenths of the wheelmen riding others than "Victors" are anxious to dispose of their present mounts, and get the most perfect wheel made. We are glad that you made inquiry of us as to the genuineness of the testimonial, as we can clearly understand how doubtful it may appear for an entire club to choose the same machine; we trust, however, that after having become more familiar with the "Victor," or after having ridden it, that you will more fully appreciate its merits. Our intercourse with the Overman Wheel Company has been such as to convince us that they are too honorable to publish bogus testimonials, especially as their mails daily bring them unsolicited words of praise. Respectfully yours,

KENTON WHEEL CLUB,

EDWARD C. TOIE, Secretary.



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NOTE.—The wheels in the Kenton Club are all highest grade tangent spoke, hollow rims, and were not bought because they were cheap. Boys buy cheap wheels, men buy good wheels. One way to detect apes—watch them copy the Victor Advertising.

Send to OVERMAN WHEEL CO. for NEW CATALOG, BOSTON.



## REAR-DRIVING SAFETY BICYCLES.

The non-arrival of expected correspondence and news matter gives us opportunity to reprint from the *C. T. C. Gazette* an instructive article on Rear-Driving Safeties. On the other side, the safety out-numbers the ordinary twenty-five to one; the craze was a branch of the sport, but the branch is larger than the tree, as much so as the body of an elephant is larger than its trunk. In this country there is a steady and increasing demand for safety wheels, and to those who intend to ride a "Dwarf" and have not decided, nor are able to decide which make of mount will best suit them, the matter as re-published cannot fail to be of interest.

The editor has collected from experienced wheelmen a number of views on the various points of a safety to be considered, as: Preferable size of each wheel, steering, safety, hill-climbing power, luggage-carrying power, brake power, ease of learning and general remarks, with hints to novices.

### I.—Preferable Size of Each Wheel.

In my opinion 30in. wheels are preferable if the machine has curved forks to front wheel, but if the forks are straight the front wheel may be 2in. larger (32in.). If the rider is undersized he will find 28in. wheels better.

Both wheels 30in., or front wheel 32in. and rear 30in. Ease of running seems to be secured by having front wheel as large as or a little larger than rear one, in order that the line of propulsive force is parallel to the ground, or a little upwards, and shocks are not produced as when a smaller wheel is used.

In this point I think the height is just right, since any ordinary tall man can ride with a good reach of leg, and yet the pedal does not touch the ground in making a small turn. Also two 30in. wheels do not weigh much, and, of course, they do not catch the wind so much; and, lastly, it is well known that the smaller the wheel the better hill-climber the machine is. The only advantage of a large-sized wheel would be that it might cause less vibration.

My wheels are 30in., and I do not know that they could be improved for me, because I am tall (5ft. 11in.), but a friend of mine who is much shorter complains that 30in. hind wheel is rather too big for him, or that he is clumsy in dismounting, for he is in danger of hurting himself by coming down on the wheel as he dismounts.

30in. is a very convenient height for each wheel, and on the whole will be found to be the best. It certainly is not advisable to have the front or steering wheel smaller on account of (1) greater difficulty in steering, (2) more liability to slip on greasy roads, (3) greater friction. For path racing higher wheels might with advantage be used—*e. g.*, 36in. wheels geared to 72in., with long cranks, would increase the speed.

I consider that 30in. is the most convenient size for the rear wheel of this class of machine, and the front wheel should be 32in. in diameter for uniformity's sake, as the mud-guard on the rear wheel makes it look larger than it really is. The tires should not be less than 3-4in. for road work.

As little vibration is felt from the rear wheel, I am of the opinion that the size might with advantage be reduced from 30in. to 26in. The vibration communicated through the handles being considerable, a 36in. front wheel is, I think, preferable, though a friend of mine who rides a "Rover" with 36in. front wheel (ordinary pattern), tells me that my machine, with 32in. front wheel, but 7-8in. rubbers, is the easier of the two. A pair of thick riding gloves are a very good antidote for vibration from the handles for winter riding.

Size of wheel, 30in. rear and 36in. front. I have tried no other size, and think these sizes quite satisfactory.

32in. front wheel, 30in. rear. It is better to have the front wheel two inches larger than the back to raise the angle of push, and to add to the appearance of the machine, as a 32in. front wheel only looks *same* as the 30in. back with its mud-guard. When the wheels are equal in size, the mud-guard on back wheel makes the front wheel look smaller.

"The Rover." 36in. front, 30in. rear. The larger front wheel surmounts obstacles more easily than the standard pattern—32.

Size of front wheel does not seem to be very important, and there is not sufficient advantage to be derived from the use of a large wheel to compensate for the additional weight and size of the machine. A 24in. front wheel I find amply sufficient if attached by links or short levers to the fork (*vide* diagram, page 260 of the *June Gazette*). Whatever size wheel is used it should be attached in this manner to prevent vibration, which must otherwise be objectionable. The further back the front axle is placed the more weight will be on it, and the easier the machine will be to balance. This is of especial importance to a beginner. The smaller the front wheel the further back its axle will be, and the compactness of the machine will be increased, while its weight is diminished. It also enables the lamp to be placed on the front tube, where it is almost free from vibration, and low enough to give a good light on the road.

I certainly prefer equal-sized wheels, and fail to see any advantage in theory or practice by having the front wheel larger or smaller than the rear.

It will be observed that there is considerable conflict of opinion under the first head. Our own experience is to the effect that with machines

of the "Rover" type, with rigid frame, the front wheel should unquestionably be from 4 to 6 inches larger than the rear one, and we should regard 30in. rear and 36in. steerer as being most suitable for the average rider. The increased diameter of the front wheel means less vibration, greater ease in surmounting obstacles, increased hill-climbing power, easier steering (the wheel base being lengthened by the increased diameter of wheel) and an incomparably more graceful appearance, particularly if a mud-guard to the rear wheel be used.

### II.—Steering.

On this point I do not think there can be any question. Open steering with a good ball-head is decidedly the best.

On first riding this class of safety a great strain is felt on the rider's wrist, but if the handles are held loosely and not gripped tight, the machine steers very easily, almost automatically. The steering-wheel should be quite free, and not controlled by any so-called "automatic" spring.

About steering I am afraid I cannot say much; some of the rear-drivers seem to steer easier than others, but it is absurd to think that the "Ivel" alone can be ridden without touching the handles; for I know for certain that the "Rover" (S. and S.), and the Sparkbrook Co.'s rear-driver can be ridden without touching the handles, both with feet on the pedals and foot-rests, and turn corners even.

Much easier than an ordinary or "Kangaroo;" less strain on the arms. I cannot steer without hands, but I can steer easily with one hand.

The steering of the safety being more delicate than that of the ordinary, naturally is puzzling at first, but after a little practice comes just as easy. The impossibility of riding without touching the handles will not be considered by many as a disadvantage, as it is easy to ride holding only one handle, and it is always possible to have an automatic steering apparatus fitted. The safety can be turned in a smaller space than ordinary, which is a distinct advantage.

These machines are very easy to start, even with one hand, after a little practice. I am in favor of a Stanley head in preference to the long sleeve used by some makers, and believe that the steering should be loose and yet rigid. I object to straight forks, principally because the mud and rain run down inside them and into the bearings. They should be slightly turned out, and be fitted with small rims at the turn to throw off the mud as it runs down.

"The Quadrant." This is the peculiarity which makes it entirely different from every other kind. The steering wheel is turned on an absolutely vertical axis.

After fair practice, I found the steering quite perfect, except when riding through sticky mud, which causes a little wobbling, probably owing to the "rake" of the forks.

Found steering very fatiguing at first, and casting about for an improvement, applied a rubber spring, which made an immense improvement, and which I have never ridden without since. Unlike the spring and cam, it leaves the steering at central position perfectly free and mobile. Steering now quite satisfactory, except in ruts, which affect *small* wheels most.

Steering easily learned, and, when mastered, it becomes a luxury; but I should like to see tried the practical result of placing the steering head more upright by a slight alteration of the top and bottom centres; in this way I think the steering will yet be made nearly as easy as an ordinary bicycle.

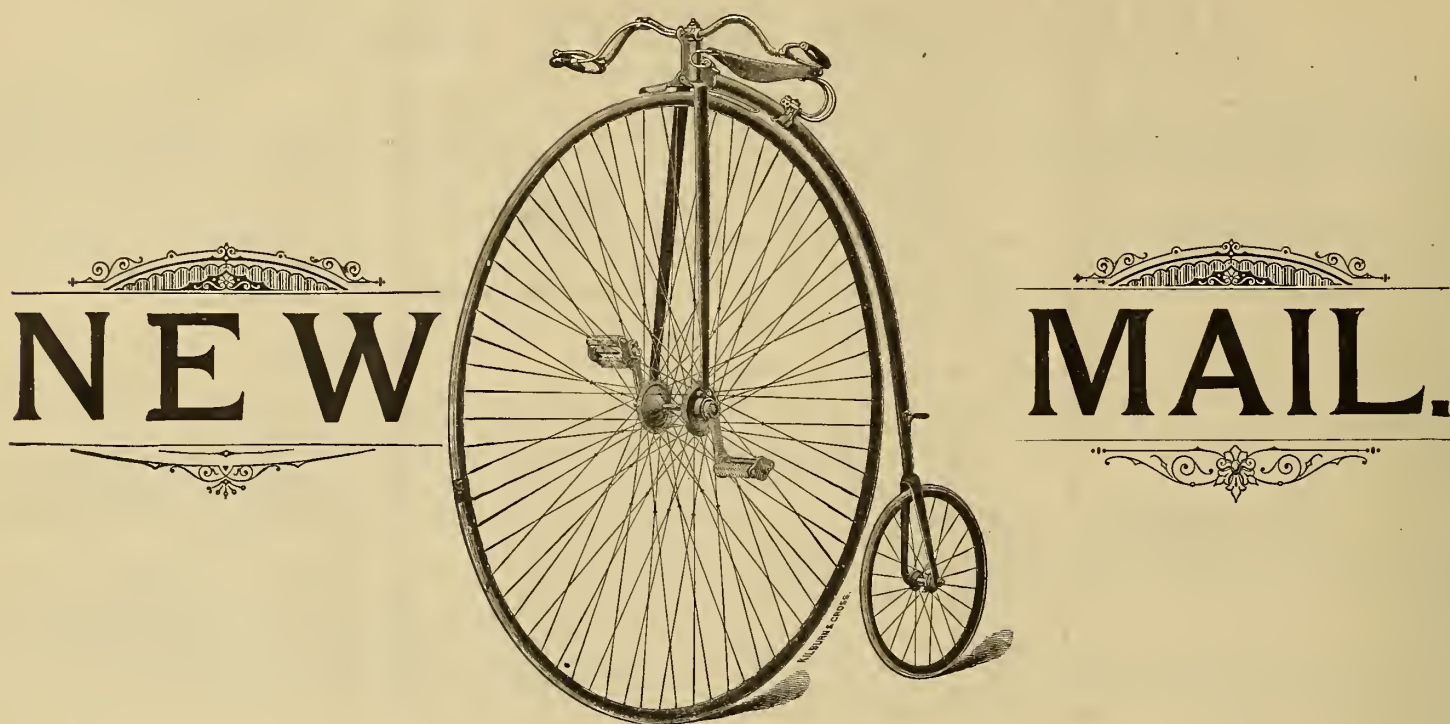
Very easy. This is because the steering is not affected by the pedaling.

I have found the "Psycho" superior to the "Ivel" and some others. In this the relation of saddle to handle is exactly the same as an ordinary bicycle—to my mind, the natural position. When in the saddle of a "Psycho," if you let your hands fall in their position, a trifle in front of the body, the handle is there to meet them. In "Ivel," "Swift," and others, you have to stretch forward to grasp the handle—this leaning forward throws weight on the handle-bar, which is the *sole* cause of difficulty of learners in steering this class of machine.

Curious at first, but very soon got into, and perfectly comfortable by the time I had totaled, say, 100 miles.

I should like to call attention to what I think is a defect common to most of these machines. I refer to the method of steering. That usually adopted is a straight front fork with considerable rake; if the line of steering centres of these is produced, it cuts the ground some inches in advance of the point where the front wheel touches, making steering difficult and side-slipping easy. I have ridden a "Bicyclette" a short distance, and had it slip from under me on a muddy road twice, which I attribute to the above fault. This machine is quite steady while traveling tolerably straight, but, on turning, the front wheel cants over out of the perpendicular more than the rest of the machine, making a side-slip very probable on a greasy road. I see in the latest pattern of "Bicyclette" this fault is overcome, to a great degree, by making the forks nearly upright, though not adding to the beauty of the machine. It appears to me that the curved form of front fork best fulfils the purposes of steering and stability, but whatever form the front fork takes, if the line of steering centres cuts the ground at the





## 1888 NEW MAIL.

LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the

NEW MAIL LIGHT ROADSTER,

brought out by us last year, of American Manufacture. All parts Steel Forgings and strictly interchangeable.

### THE ONLY WHEEL

having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's **NEW MAIL**, and as they are the opinions of well known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel cannot be offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically that the true *Merit* of the Trigwell Patent may be clearly understood. We wish to impress these facts:

That we control the Trigwell and others *cannot use it*. That the Trigwell is the only Ball Head confining the balls. That we were the *First* to adopt the Ball Head, and hence have had the most experience with it, and we *declare* the Trigwell, which we have used two and one-half years, a *Magnificent Success*. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year—we *do not alter the Head in a single detail*. Every part has been *dead right*, and no change required. Don't book your order for a new mount till sending for Descriptive Catalogue of **NEW MAIL**, out February 1st. Send your name *now*. Good Agents wanted in every town. Our former Agents requested to write us *at once* if wishing to continue, and book their orders for early deliveries.

**Price \$5.00 Less than Last Year. Can now be seen at our Warerooms.**

**WM. READ & SONS, 107 Washington St., Boston.**



point of contact of the front wheel with the ground, steering should be easy, and side-slipping almost impossible. The only other item of machine I should like to see improved is some form of non-vibrating handle-bar.

Here again considerable conflict of opinion arises. Our view is that for facility in steering the safety can never hope to compete with the ordinary, but that, given rational and scientific lines, guiding the machine with one hand is an easy matter. Riding without touching the handles is an accomplishment attributable less to the machine than the rider, and the so-called self-steering safeties have nothing to recommend them above the bulk in this respect. The freer the movement of the front wheel, provided no rattle or side-shake ensue, the better, and the less attention and thought given to the subject the more readily is the steering accomplished. We far prefer the open or hinged connection to the socket, and would decline to use the latter unless a row of balls were inserted at top and bottom to reduce the friction; and, similarly, we would condemn any anti-vibratory attachment which by its action caused a stiffness in the socket. A line drawn to bisect the steering centres and continued to the ground should end from four to six inches in advance of the point of contact. A wheel thus driven becomes a castor, and naturally runs in a straight line if kept upright. Such a plan is open to the disadvantage that the frame of the machine is lowered on the side to which the steering-wheel is inclined, but seeing that the driving-wheel of a safety (unlike a tricycle with a lengthened and rigid axle) is always willing to accommodate itself to its neighbor, we regard this as no drawback. (In taking sharp corners or on a racing track it is a positive advantage.) The lack of strength in the hinged steering, as opposed to the socket, can be readily overcome by a proper distribution of material on the part of the maker.

### III.—Safety.

Of course a rear-driving safety is *safe*. The only chance of a fall is a side one, generally caused by greasy streets in towns.

This kind of machine is the safest bicycle made, the ordinary loose stones, etc., on the road being ridden over without any danger, and steep hills being ridden down with perfect safety and confidence, and almost at any speed. On wet granite pavements, however, I find it very liable to side-slipping, notwithstanding the advertised immunity from this class of falls. I have been four or five times thrown down in this way, although my machine has non-slipping tires (Hancock's).

As to safety, I think I can safely say they are the safest machines out. A side fall cannot hurt, and, moreover, it rarely happens, as I never knew one of those type to skid.

Much greater safety than ordinary or "Kangaroo," and I consider more safety than with a tricycle. I would sooner rush down a hill on a rear-driver than on any other machine. This is one point of great advantage—the feeling of safety from headers as on a bicycle, and from sudden swervings which may occur on a tricycle, and result in nasty upsets.

As to the safety of the rear-driver there can be but one opinion. The only possible way of falling off is sideways, which the machine is liable to when turning corners on greasy roads. No obstacle in the road will cause the machine to fall. Here again is the superiority of a large front wheel shown, as it rises over obstacles more easily than a small one.

This type of machine is pre-eminently safe. Headers are practically impossible, mounting and dismounting are easily and quickly done, and an increase of pace seems only to steady the machine, which is wonderfully comfortable downhill. The only danger of a fall is through a side-slip, and this could only occur on greasy

roads or tram-lines, and can practically be overcome by using non-slipping tires.

"The Quadrant." The machine seems to become more steady when running at high speeds than when going slowly. The weight of the body is thrown forward upon the steering wheel when going down-hill, and as the position of the rider between the wheels renders a header impossible, it is about as safe as a machine can be. It runs down a slope with great freedom, and its ease of propulsion is remarkable.

So far as I am aware, this is a point on which the rear-driver is not assailed by any critic. The only danger is that the rider, through rashness, should be led to put upon its great safety. Though a very cautious fellow in the main, I was on one occasion betrayed into such an act, thus: Sailing downhill one wet morning, I noticed that the level at the bottom was very muddy, whilst the side-walk afforded a clean passage. The sidewalk not being curbed, I went at the end of it full speed, but as I could only take the obstacle diagonally the course of the machine was deflected, and I narrowly escaped a violent collision with the wall. I took this as a warning never to jump any obstacle at speed which is not at right angles to the course.

Perfect, so long as the machine does not break down.

It is as safe as any machine could be.

Absolute. No headers. The machine goes over obstacles easily, and for bad roads or down-hill is excellent. Also *the best* type for night riding.

Perfect safety from headers. You cannot possibly go over the handles.

Our correspondents are more nearly agreed upon this point. By a general consensus of opinion it is admitted that, barring side-slipping, the rear-driving safety is what its name implies. Side-slipping, as far as our experience goes, is almost invariably the result of an improper adjustment of the load. This is a question which, within limits, each rider can settle for himself, though some makes of safeties are so ill-designed that the latitude allowed is altogether insufficient to meet the case. Speaking roughly, we conceive that if, when seated upright upon level ground, with the driving-axle two inches in advance of the nose of the saddle, two-thirds of the weight is upon the rear wheel, the desideratum is attained.

(To be continued.)

### NORTHAMPTON CLUB'S BALL.

From the opening strains of the "Fairy Grotto" overture to the closing notes of the quadrille, "Come Again," every moment was full of enjoyment to the large throng that gathered in City Hall upon the occasion of the fourth annual concert and ball of the Northampton Wheel Club, held Wednesday evening, March 8. In point of numbers, as well as financially and socially, the ball of 1888 is the most successful the cycle boys have yet held. The gallery was packed to overflowing, and the sides of the hall were crowded with spectators at the opening number of the concert by the orchestra, which never played more acceptably. The finale, "Jolly Blacksmith," called out generous applause, and was a decidedly novel and taking selection.

Maltby surprised everybody by his brilliant evolutions upon the wheel, and elicited admiration and applause from spectators and wheelists. Whether as the "French lady cyclist," the premier scientific and artistic cyclist of the world, or the London masher in his first attempts to ride the wheel, he excited the wonder of all.

It was nearly ten o'clock when the grand march formed, L. L. Campbell and lady, Miss Spear, gracefully leading it through the varied figures. Waltz, polka, quadrille followed in rapid succession until the small hours of the morning, it being after two o'clock when the last number on the programme was danced. The hall was neatly decorated with bunting and flags, much taste being shown in the arrangement. The costumes of many of the ladies were handsome, and a large number of the gentlemen appeared in evening costume.

### WAYSIDE SKETCHES.

ROUND ABOUT AN ENGLISH VILLAGE.

**R**UNNING parallel with nearly the whole of the Sussex seaboard is a range of hills, known as the South Downs, bare almost of trees, but pleasant to look upon nevertheless, from being covered with bright green turf. To this, the soft rolling form of the hills and the shadows of the passing clouds, as they chase each other down the bare hillside, lend heightening charms. At the foot of these hills, on the land side, here and there, little villages nestle half hidden by the trees; one of these, by-the-by, is called Washington, and another which for our purpose we will christen "Our Village," we will try and jot down a few pleasant recollections of, for the benefit, or otherwise, of our brother wheelers in the States.

We may as well admit at once that Our Village is very small, very unimportant, miles from a railway station, and as sleepy as they make them. But to the visitor this is just the charm of the place, who is only too glad to fly for a season from the busy hum of men, to soothe his shattered nerves and re-invigorate his wearied brain by copious draughts of the pure air that blusters over the hills from the sea, laden with the fragrance of the wild thyme, and by living the quiet, even life of those around him.

Our Village has a laudable ambition to make the most of itself, and straggles along the main street in very open order, with a cunning turn planted at one or two points, suggesting thickly populated districts, just around the corner. This is, however, a deception, and the pretentious roads soon die away in rural lanes.

In the centre of the place stands the White Horse Inn, proclaiming to the world its readiness and ability to afford "good entertainment for man or beast." The good landlord must be sorely troubled sometimes to know under which category his customer should be placed—man or beast. Not but what the White Horse is a most respectable house. Oh! a most respectable house, we assure you! The parson and gentry around have their beer from there; auctions are held there, and inquests, and if an inquest cannot make a house respectable we should like to know what can. From this correct establishment the village radiates in a happy-go-lucky jumble of humble dwellings, in all styles of architecture, interleaved as it were by an occasional shop, which, if they do any trade at all, must do it at midnight, or by stealth, over the back garden wall. It wants a sharp eye to spot these shops, so indifferent are they to all show. The baker considers a small loaf in his window, the saddler a horse collar hanging outside his door, quite sufficient proof of their trade and existence. The butcher is most plainly distinguished, if only by his boy standing at the shop door with his sledge-hammer fist, and well-greased hair, scowling defiance at all the other boys. We must not forget the village shop, par excellence, that boldly professes to sell everything, but by some extraordinary fatality, when anything is wanted, is sure to be "Just out of that, sir." This emporium makes some attempt at a show, exhibiting in the window wool, string, lard, toffee, brandy balls and wax dolls, the whole, very often in warm weather, reduced to one cohesive mass. At this enticing display the children never tire of looking. In fact, we are inclined to think the snub noses so common with them may be caused by the prolonged pressure of that conspicuous organ against the unyielding and tantalizing window of the village shop.

The houses in the village are nearly all of the humble class, but with that air of comfort and order about them rarely absent from any laborer's home in the southern portion of this country. Low rooms, red-tiled or stone slab roofs, little windows, brightened up with clean curtains, and sometimes a flower or a caged bird, doors that reach from the ground to the roof, with a board placed across when open, to keep Master Tom, aged two, from imperiling his limbs in the roadway; such is the appearance of these lowly cots to the passing wheeler. The church stands at the back of the village, on a mound, surrounded by a well kept churchyard where repose generations of Our Villagers. Beyond this again is a rich meadow, where the parson's cattle feed and cowslips grow in spring time. It is a peaceful, pretty spot to have built the church. Away from the little village bustle, save the schoolhouse which is close by, with its



pleasant murmur of children's voices, or the distant music of the sheep bells, on the overshadowing hills, with verdure clad. The church itself is a solid stone building, recently repaired through the munificence of an American gentleman, who has not forgotten in his prosperity the place of his boyhood.

The jog-trot life of this village church has been rudely disturbed of late by a contingent of Capuchin monks, recently expelled from France. They have taken up their quarters in an old farm-house, given to them by the Duke of Norfolk. Things went very well at first, as long as the monks confined themselves to talking about the best soils for carrots with the gentry, doing charitable acts to the poor and patting the children's heads. But when they began to try to convert the villagers to their particular creed, which of course was quite right of them, and then call the parson bad names, which was not, why, then arose such a commotion in the place as the oldest inhabitant could not recall the like out of his vasty memory.

Such a reading up of theological books, such fervid sermons on Sunday, such arguing, contradicting, confusion and final mental prostration of poor Hodge as passes all belief. The upshot of it all is that the monks are left alone in the old farm-house to obey the frequent commands of a little irritating bell, tend their garden and wander, two by two, in quiet lanes, their demurely downcast heads concealed by coarse cowls of a dirty white color.

Once past the monastery, we are soon on the common, thickly covered with heather. You cannot walk far here on a spring morning without disturbing a skylark, who, in his heavenward flight, pours out in rich notes his joyous soul. Or perchance a rabbit crosses the path and bounds away through the heather, his white tail bobbing up at times like spray upon the waves. At the very top of the common, to catch the faintest breeze, stands the old windmill, built all of wood, with great clumsy sails, slowly revolving. The miller leans against the door, at the top of the tall flight of steps, watching a wagon roll down the hill, and whistling gaily. The wagoner reaches the main road, drives his heavy horses into the pond, changing the normal placid surface into a miniature storm-tossed sea, to the great delight of two small boys, joint owners of a pickle-jar cork that has been becalmed for some time in the middle, and the great disgust of half a dozen white ducks, who land on the opposite shore and swear horribly.

Close to the pond is one of the few large houses our village can boast of, and, as it is a fairly typical one, we will just peep in. Comfort, not show, is evidently the chief object sought after here. No broad carriage drive leads up to a residence as stiff and straight as a factory, but two rustic gates rather invite than forbid us to knock at the modest door, sheltered by a porch with plants growing over it. The door is not immediately opened, and we rest on the seats the porch is furnished with. Presently we become conscious of a head thrust out of an upper lattice window. This is followed by much running about in the house and slamming of doors, and at length we are admitted by a maid, making futile efforts not to appear out of breath. We find ourselves in a large hall, paved with tiles. A low ceiling, crossed by heavy oak beams, gives it a dark and cool look. A large open fire-place, however, suggests no lack of warmth in cold weather. From this central hall, doors and staircases lead to all parts of the old rambling house. If it were not for this sort of grand junction, some portions of the premises would be as little a part of the whole as if they were in the next parish. It is a little confusing at first to the stranger, for if he took the wrong turning, he might find himself in the kitchen instead of the parlor. It is also vexing to find yourself tumbling about the store-room when you want to get to bed. Another thing you must look out for is the steps

down into rooms. The entrance of those who overlook this small architectural eccentricity is often destitute of all dignity. The low ceiling parlor looks out on a charming lawn, enclosed by a turf bank, and fern-filled rock-work, and beyond extend the kitchen and fruit gardens, always full of good things and marauding blackbirds.

A visit to our village would not be complete without a walk on to the top of the hills, although the wheeler must perforce leave his machine at the foot. Grand, open, breezy hills, where none but lonely shepherds wander, with their clever and very disreputable looking dogs, and no sound breaks the stillness but the tinkling of the sheep bells and the distressful cry of the pee-wit.

The sea never looks so blue as from those hills, or the white sails of the ships so beautiful, as they grow smaller and smaller and vanish from the watcher on the hills. Towards the land the view is still more pleasing, commanding a large part of the county of Sussex; whilst at our feet is the village, embowered in trees, and the park where the deer are. Further off, the spire of Chichester Cathedral is faintly seen, and nearer yet the rich pasture land of Amberley, with its many brooks catching the evening sun. And now "the lowing herd wind slowly o'er the lea," the sun takes his evening bath in a glowing sea, the shepherds fold their flock, and the village dogs salute the rising moon.

FREE LANCE.

#### ROWE'S FIRST APPEARANCE.

Rowe made his first appearance at St. George's Hall, New Castle, on March 1. The principal event was a six-day race, and Rowe appeared in a side issue—a five-mile race between himself and Woodside. Rowe came away easily on the last few laps and won by twenty yards. Time not given.

#### MAKE HIM AN AGENT.

SEND HIM SOME LEAGUE BLANKS.

Mr. John W. Murray, Ecstacado, Texas, editor of the *Crosby County News*, and also County Attorney, writes as follows:

"I want a good wheel paper for its information, because I intend to organize a bicycle club out here among our young men and try to arouse an interest in and a universal use of the bicycle. This is the most natural bicycle country in the world—no sand, no hills, no ditches, no gullies nor gravel, nor hills and hollows, but a dead level expanse of prairie sod, bounded only by the horizon, over which you may spin seventy-five miles in a direct line, without encountering an obstacle. I have great faith in my ability to introduce the bicycle here successfully, and shall give it my best energy."

#### WHEEL GOSSIP.

A correspondent at Ecstacado, Texas, writes us that they have the best natural riding country in the world, over the hard, horizon-bound prairie.

The American team have decided to sail per Cunard steamer for New York in August, in order to be present at the International Tournaments, which Morgan is now arranging for America. This team will carry out their Continental trip in the meantime, opening in Berlin in May. It is quite likely they may remain in England to watch the many meetings which will probably take place. The brief remainder of the trip of the now famous team will be a busy one.

*Wheeling* thinks us disrespectful when we refer to the Emperor of Morocco as "His Nibs." We will reform, and put him in capitals in the future as "HIS NIBS."

Mr. Samuel T. Clark, of Baltimore, sailed for the United States on Saturday, the 18th, on the Umbria. In addition to the sole United States agency for "New Rapids" and "Quadrants," he this season controls Joseph Lucas & Son's "King of the Road" lamps, which has hitherto been handled by Messrs. Stoddard & Lovering. The order which he has left with the St. George's Engineering Co. for "New Rapid" bicycles (safeties and ordinaries) exceeded 750 machines, and is probably one of the largest orders ever given for bicycles alone; this is also very strong evidence to the merits of the "New Rapid" wheel. Prior to Mr. Clark leaving the States he turned his business into a Limited Liability Co., with a capital of \$200,000, and will now trade as the Clark Cycle Co., with Mr. J. S. Weaver as president. The Clark Cycle Co. claim to be the largest importers in the United States, and are firm believers in English-made machines. During Mr. Clark's stay in this country he was the guest of Mr. C. A. Palmer, Speedwell Bicycle Club.—*Wheeling*.

Engleheart will ride an ordinary, not a Kangaroo, in his race with Rowe, which comes off Easter Monday.

The Amateur Boxing Championships will be held April 6, at the Metropolitan Opera House, this city, under the auspices of the Amateur Athletic Union.

The annual meeting of the Cambridgeport Cycle Club was held at the club room, corner of Main and Pearl Streets, Tuesday evening of last week, when officers for the ensuing year were chosen as follows: President, Joshua Sanborn; treasurer, E. G. Mason; secretary, Edwin P. Craig; captain, William T. Roop; first lieutenant, Frank E. Carman; second lieutenant, George K. Wheeler. The contest for the captaincy of the club was a two hours' struggle, ballot after ballot being taken, William T. Roop and Frank E. Carman each receiving nine votes. Marked good feeling prevailed during the entire contest, which finally resulted in a break from Carman's forces and the election of Mr. Roop. The club is in excellent condition, both as to finances and in point of membership. Several of the members are to participate in a long run to Canada and return in the summer.

The Passaic County Wheeling and Athletic Association propose to erect a \$2,500 club house.

The Philadelphia six-day, four-hours per day, bicycle race resulted as follows: Crocker, 405 miles 9 laps; Knapp, 405 miles 6 laps; Ashinger, 404 miles 6 laps; Rhodes, 403 miles 10 laps; Dingley, 376 miles.

The one-hour road-sculder record has been raised to 14 miles by one Corcoran.

Canary has challenged Kauffman to a trick riding championship contest.

A NOVEL RACE.—At the Surrey meeting there will be a two-mile handicap, open to all classes of cycles, bar road-sculders and carriers. The following varieties will in all probability go to the post:—1. Ordinary bicycles (the ordinary high machine); 2. Safety bicycles ('Xtra High, Facile, &c.); 3. Dwarf bicycles (Kangaroo, &c.); 4. Dwarf safety bicycles (Rover, Bicyclette, &c.); 5. Tandem bicycles (Tandemon, Premier, &c.); 6. Single tricycles; 7. Tandem tricycles; 8. Sociable tricycles; 9. Four-in-Hand tricycles. Little wonder that the handicapper looks years older. If there is a good finish, it will be pure luck, it being obviously impossible to bring such varied mounts together; and if it is bad we suppose the unlucky start-shifter will be blamed. As it is only to "make the people laugh," we fail to see why road-sculders, or any style at all, were barred; in fact, we strongly advocate their inclusion—the more the merrier, for all except one—the poor unfortunate handicapper.—*S. M. and Cycle News*.



## KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

People of refined tastes who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes of 10s, 20s, 50s, and 100s.

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.



A track composed of clay and cinders is to be built by the Boulevard Company along the right side of the road from Rochester, N. Y., to the lake, the company having been guaranteed \$200 by F. L. Hughes, R. A. Punnet, Wilmot Castle and Thompson & Kenfield, provided it is finished by June 1. It is to be four feet wide, and it is proposed to charge five cents for the round trip, the guarantors taking \$200 worth of tickets and disposing of them as they see fit.

# JOB PRINTING

OF ALL DESCRIPTIONS.

F. P. PRIAL,

23 PARK ROW,

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## THE NEW LEVER STAR CHAIN.

This chain can be readily attached to Star Wheels as a substitute for the leather strap.

IT CANNOT BREAK NOR STRETCH.

Enamel, - - - - - Price \$1.00  
Nickel, - - - - - " 1.50  
Postpaid.

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## Amateur Photography.

SUPPLIES OF ALL KINDS.

THE OBRIG CAMERA COMPANY, 152 Broadway, (near Liberty Street), N. Y., invite all Amateurs to drop in, use their Dark Room, and make themselves at home generally. Agents for the Plantinotype Process.



## TOULMIN'S BUFFALO BICYCLE SHOE.

Made of the finest genuine kangaroo or dongola in every size or width. Greatly improved over 1887 shoe; is now the lightest, strongest, easiest shoe made.

PRICE PER PAIR, \$3.00.

Liberal discount to Clubs and Bicycle Agents. Also manufacturer of the celebrated Buffalo Base Ball Shoe, recommended by the most prominent players. Send for circular of shoes and direction for self-measurements. W. B. TOULMIN.

## FOR SALE, EXCHANGE, WANTS.

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

WANTED—Every person troubled with Corns or Bunions to try a box of Prof. Dorrance's Corn and Bunion Cure. Something new. Never known to fail. Sent to any address on receipt of price, 25 cents. Prof. Dorrance, P. O. Box 182, Bay City, Mich.

FOR SALE—Over 250 second-hand and shop-worn Bicycles at bargain prices. Send stamp for list and mention this paper. A. W. Gump & Co., Dayton, Ohio.

FOR SALE CHEAP—A Microscope Attachment for Magic Lantern, with two objectives, high and low power. New and perfect. Can be attached to any lantern. C. E. Woodman, 415 West 59th Street. 3-23

DONT BUY A BICYCLE until you have sent stamp to A. W. Gump & Co., Dayton, Ohio, for list of over 250 second-hand and shop-worn Bicycles. Mention this paper. Second-hand Guns and Bicycles taken in exchange.

BIG BARGAIN—A Ladies' Tricycle for sale. Weight only 37 pounds; good condition. For particulars address W. N., P. O. Box 444, New York.

BARGAIN—For sale, \$150—A genuine Humber Convertible Tandem; has been ridden very little and is in first-class condition; extra back-bone. Machine may be seen at Long Island Wheelmen's Club House. Arthur W. Perego, 128 Fulton Street, New York.

"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.

BARGAINS IN BIKES AND TRIKES.—Fine lot new and slightly used wheels. Standard Makes. Only machines sold that can be guaranteed! All sizes, at prices suitable for excellent wheels. Buyers can save from \$50.00 to \$70.00 by purchasing of us. Call or send for Bargain Lists! New York Bicycle Co., No. 38 Park Place, New York.

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

EXPERT—60-in.—Full nickel, balls all over, dropped bars, new tires; first-class order; cheap at \$80. Can be seen at Brooklyn Bicycle Club House. Address B. J. Kellum, Brooklyn Bicycle Club, 112 St. Felix Street, Brooklyn.

FOR SALE—Facile, 46-inch, latest pattern (1887), ball bearings all round, enameled, nickel trimmings; good as new; cost \$131. Price \$95. James W. Hillman, Cape Vincent, N. Y. 3-30

RUBBER STAMP with your name in Fancy Type, 25 Visiting Cards, and INDIA INK to mark Linen, only 25 cents (stamps). Book of 2,000 styles free with each order. Agents wanted. Big Pay. THALMAN MFG CO., BALTIMORE, M.D.

SCHWALBACH has the best assortment of second-hand Bicycles and Tricycles. Send size wanted. Chas. Schwabach, Prospect Park Plaza, Brooklyn.

BEAT THIS IF YOU CAN: 54-inch Columbia Expert, full nickel, cow horn bars, ball pedals, Kirk saddle. Price \$85. Chas. Schwabach, Prospect Park Plaza, Brooklyn.

ANOTHER BARGAIN—Same as advertised above, same description, same price. Chas. Schwabach, Prospect Park Plaza, Brooklyn.

WANTED—A Rudge Bicycleette, for which I will exchange even, a top buggy built to order by Grimsby, of Newark, for \$375. Buggy has pole and shafts. J. Wyman, 83 St. Marks Avenue, Brooklyn, N. Y.

TRICYCLE—Columbia, 3-track, good condition, with two lamps, for \$75. Address Columbia, Box 2826, New York.

ONE HUNDRED BICYCLES, SAFETIES, TRICYCLES AND TANDEMS at a sacrifice to make room for this year's stock. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$160, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Cripple Tricycles from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems from \$65 to \$100. Write for List, and let us know what you need. Exchanges and Instalments. L. H. Johnson, Orange, N. J.

EUREKA HOME TRAINER and Bicycle Stand, adjustable, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

## THE

# Coventry Machinists' Co.

[LIMITED.]

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MAKERS OF THE

# "CLUB" CYCLES

## CLEARANCE LIST.

No.	SIZE	DESCRIPTION	COST	PRICE
101	50	Club—tangent spokes, enamel and nickel. Enamel slightly marred.....	\$130	\$80
103	52	American Club—locknutt spokes, enamel and nickel, suspension spring, hollow rims fluted forks.....	142	80
105	52	Club—tangent spokes, enamel and nickel. Enamel slightly damaged.....	130	80
107	54	Club Racer.....	140	50
109	54	Club Racer—tangent spokes.....	140	65
111	54	Club—tangent spokes, plated all over but rims. Splendid condition.....	145	95
113	54	American Club—hollow rims, fluted forks, Hancock tires, locknutt spokes, Enamel and nickel.....	145	75
115	56	American Club—enamel and nickel, hollow rims, fluted forks, locknutt spokes, Hancock tires.....	147	70
117	55	Club Racer.....	140	60
119	56	Club Racer.....	140	50
121	58	American Club—enamel and nickel, fluted forks, locknutt spokes, Hancock tires.....	150	75

All the above have ball pedals.

123	46	Ideal.....	110	45
125	54	Universal Club—painted and nickel.....	95	65
127	52	Universal Club—painted.....	95	55
129	58	American Club—enamel and nickel, hollow rims, locknutt spokes.....	150	60
131	52	Universal Club—paint and nickel.....	107	65

These have cone pedals.

## SAFETIES.

151	30	Swift—fine condition.....	140	115
153	40	Club Safety—painted and nickeled, condition very good.....	135	60
155	40	Club Safety—nearly new.....	135	65
157	38	Club Safety.....	135	60
159	36	Club Safety—condition fair.....	135	55
161	40	Club Safety—racer.....	150	75

## TRICYCLES.

201	40	Marlboro' Club—1886 pattern, good condition.....	185	100
203	40	Marlboro' Club—1886 pattern, excellent condition.....	185	115
205	40	Marlboro' Club—1887 pattern, nearly new. This machine is suitable for a heavy rider, being fitted with 7-8 tires.....	180	130
207	42	Sandringham Club—semi-racing tricycle, hollow rims, weight 65 lbs.....	100	95
209	40	Marlboro' Racer.....	190	100
211	36	Marlboro' Racer.....	190	120
213	44	Sandringham Club—cone pedals.....	175	60
215	48	Cheylesmore—cone pedals.....	175	60

## TANDEMS.

251	40	Marlboro' Club Tandem—suitable for two ladies, nearly new.....	250	195
253	44	Club Tandem—double steering.....	245	155
255	38	Marlboro' Racing Tandem.....	275	175

Machines can be sent C. O. D. if desired, providing intending purchasers send \$10 deposit to pay expressage back if not taken. If the machine is taken the money will be refunded. All machines are complete with pedals, saddle-bag and tools, and are crated without extra charge. All previous lists canceled.

# GILLOTT'S STEEL PENS

ARE THE MOST PERFECT.



# "CLUB" BICYCLES and TRICYCLES.

The Swift Safety.

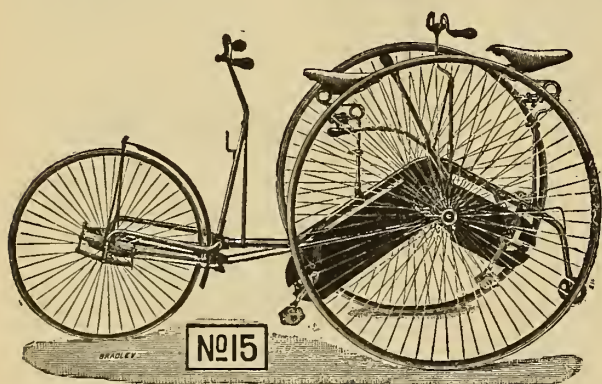
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They surpass ALL for STRENGTH, SPEED, MATERIAL and FINISH.

Best Hill Climbers of the Age! All Parts warranted Interchangeable.

We also have constantly on hand a fine assortment of Second-Hand machines, many fully equal to new, which we have taken in part payment. NEW RAPIDS and other mounts which we are selling at very reasonable prices. List of Bargains mailed free on Application.

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Our new Branch Store will be open about March 25th, at No. 16 PARK ST., ORANGE, N. J. Complete line of Rental Machines.

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(or improved Tricycle), having oar handles, outriggers, sliding-seat, etc., in which one or more persons may perform upon land, at very great speed, all the evolutions of rowing a boat upon the water. Apply to Room 70, Astor Building, No. 10 Wall Street, New York.

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Parallel and Ball-Bearing Machines. Also a full  
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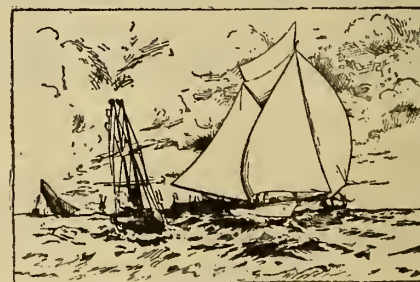
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NOS. 149 TO 155 EAST 14TH STREET, NEW YORK.



THE VICTOR LIGHT ROADSTERS have always been acknowledged by *old riders* and *those who know about wheels* to be perfection in make, material, strength, and running qualities. Hence there have been practically no changes in the 1888 pattern. It is impossible to loosen the new compressed tires. Reduced in price to \$125 for a 50-in.

THE VICTOR TRICYCLES have become the most popular of the *cripper* type. The spring forks make the vibration imperceptible, and good sized obstacles occasion scarcely a jar. The rider and the machine are thus saved, making the VICTOR *the easiest running and most durable tricycle*. Price \$160.

The demand for Rover type safeties this season is unprecedented. The VICTOR SAFETY has been greatly improved, the form of the frame being changed to brace thoroughly the axle of the driving gear, a weak spot with all other makes, and where there is the greatest strain. The spring fork does away with the annoying vibration and makes the VICTOR SAFETY *the only one that can be easily run over rough roads*. Price \$135.

That boys and youths might have a *high grade wheel at a low figure* the VICTOR JUNIOR has been created. It has cow-horn bars, spade handles, balls to the front wheel, and preserves the principal merits of make and material of the *Victor Light Roadster*, of which in appearance it is a close counterpart. Price \$75 for 50-in., with a reduction of \$5 for each size down to 38-in.

New Yorkers, Brooklynites  
Jerseymen, and all  
others can see  
and buy  
the

**VICTOR**

FOR 1888.

AT THE

Manhattan Wheel Exchange,

WETMORE & CHESTER,

49 Cortlandt St., New York City.

To supply the wants of Young America we have also the YOUTH'S PREMIER, a handsome, strongly built machine with cow-horn bars, spade handles and patent bearings. From all the makes of cheaper grades of boys' bicycles offered us, we selected this one, as the only one that possessed the merits of high-priced wheels. Price \$60 for 50-in., with \$5 reduction for each size down to 34-in. Spade handles \$2 extra.

## READ OUR RULES.

No machine placed on our list unless it is in our hands.

Our charge for selling is ten dollars and storage 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.

In order that all may have a chance to prove to their own satisfaction that VICTORS ARE THE BEST WHEELS MADE IN THE WORLD, we will take OLD MOUNTS IN PART PAYMENT for them at fair allowances. When writing to exchange describe minutely.

Owing to our extensive trade our chance is the best to sell your SECOND-HAND WHEELS for you on commission quickly. We cannot supply our present demand. Our big second-hand commission business and our taking of wheels in exchange, give us the biggest list of big bargains in America.

## CAN THESE PRICES BE BEATEN?

### Our List, March 16, 1888.

No. 29.—55 in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.

No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$65.

No. 47.—54-in. Club Racer. Prime cond. Price \$40.

No. 50.—52-in Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$75.

No. 55.—54-in. Rudge L. R. '86. Enamel with Nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$100.

No. 62.—Victor 3-track tricycle. Bell and lamp. Good as new. Price \$85.

No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.

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No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance, at \$90.

No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.

No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$100.

No. 94.—2 track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.

No. 95.—3-track Victor tricycle. Price \$80.

No. 106.—48-in. Am. Lt. Champion, '87. Enam. Cowhorn bars. Balls all over. Little used. Bargain at \$75.

No. 112.—36-in. Kangaroo Safety. Price \$50.

No. 117.—52-in. Apollo. Nickel with enam. wheels. All balls. Price \$85.

No. 118.—50-in. Col. Expert. Full nickel. All balls. Bargains at \$75.

No. 119.—52-in. Club. Enam. with nickel trimmings. Balls both wheels. Lamp. Price \$60.

No. 120.—Quadrant, convertible tandem, double steerer, specially built for two ladies. In perfect condition. Price \$225.

The following wheels were taken in part payment for new VICTORS, and will be disposed of at bargain figures:

48-in. American Light Champion, '87. Enamel finish. Cowhorn bars. Balls all over. Price \$75.

50-in. Columbia Expert. Full nickel. All balls. Price \$75.

We can make arrangements to sell our customers NEW VICTORS and YOUTHS' PREMIERS on the INSTALLMENT PLAN, on easy payments and at small advance in price.

The spring demand for second-hand wheels has begun a month early this season. Send in yours now and take advantage of it.



# SCHWALBACH,

Prospect Park Plaza, BROOKLYN.

NEW MAIL

Bicycles,

COLUMBIA

Tricycles, Safeties.

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

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(See L. A. W. Bulletin, Feb. 24.)

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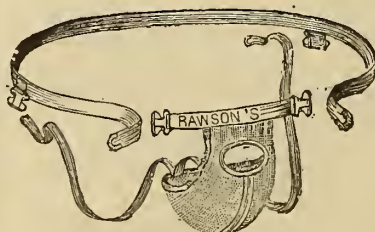
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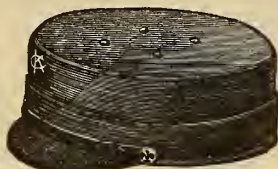
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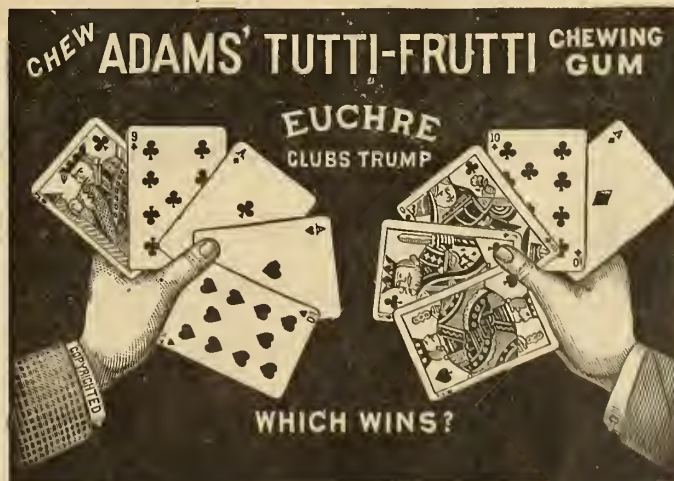
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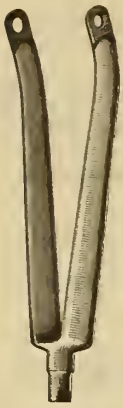
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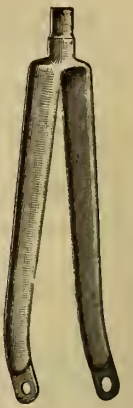
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