

The Wheel

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

Vol. I.—No. 4.]

NEW YORK, MARCH 23, 1888.

[WHOLE NUMBER, 4.]

Not So Simple But Fact.

MARION, IND., Feb. 22, 1888.

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

DEAR SIRs: 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 SIRs: 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.

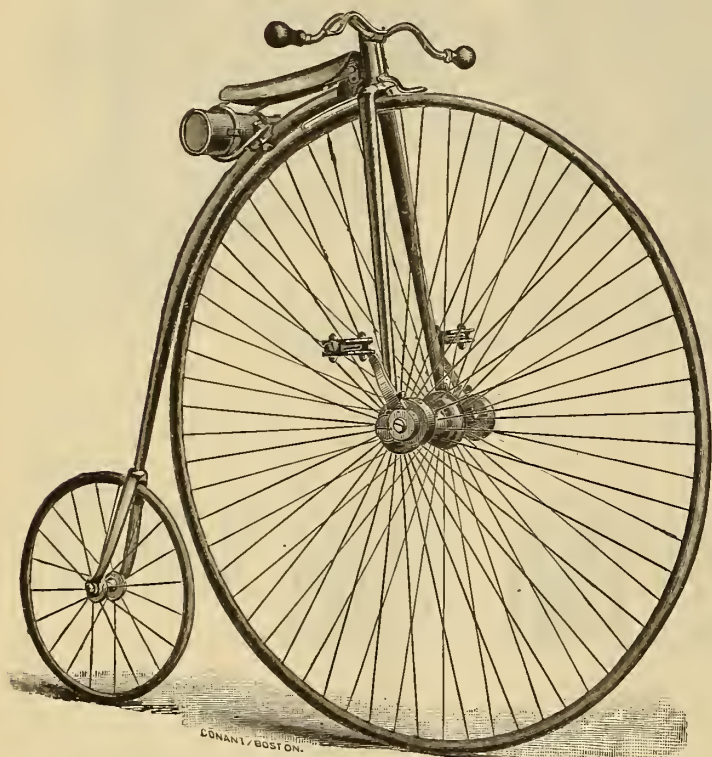
GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest American Manufacturers of Cycles and Sundries.

THE SPRINGFIELD ROADSTER FOR 1888.

(Yost & McCune Patent.)



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.

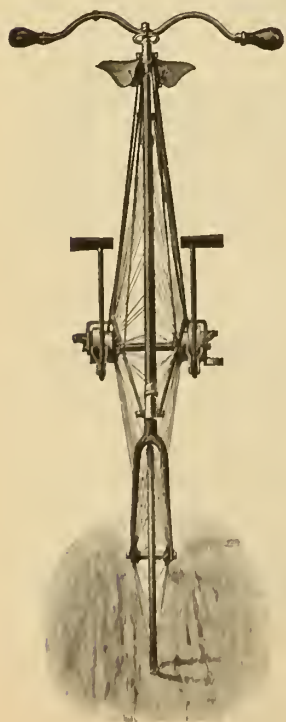
Branch Offices in all the leading cities.

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.**

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

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.

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THE Coventry Machinists' Co.

[LIMITED.]

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BOSTON.

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 | 45 | |
| 125 54 | Universal Club—painted and nickel | 110 | 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—r886 pattern, good condition | 185 | 100 |
| 203 40 | Marlboro' Club—r886 pattern, excellent condition | 185 | 115 |
| 205 40 | Marlboro' Club—r887 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. | 190 | 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.

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. | 39.00 | 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 | D | " |
| 16 54 | Rudge, L. T. Rd'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.

| | | | | | |
|-------|-------------|-------|---|---|-------|
| 26 50 | Premier. | 35.00 | A | D | Good. |
| 27 50 | Atlanta. | 30.00 | B | F | " |
| 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.
E—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. | Fin-ish. | Bear-ings. | Con-dition. |
|-----------|---------------------------|----------|---------|----------|------------|-------------|
| 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 |
| 258 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 | Spldg. 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 | Spec. Star. | 130.00 | 85.00 | 4 | Ball | 1 |
| 285 51 | Spec. Star. | 120.00 | 75.00 | 4 | Ball | 4 |
| 286 44 | Spec. Facile. | 132.00 | 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 | 4 |
| 289 52 | 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 | 2 |
| 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 54 | British Challenge. | 135.00 | 65.00 | 3 | 1 | 5 |
| 311 48 | Special Star. | 140.00 | 110.00 | 4 | Ball | 1 |
| 312 55 | Springfield 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 55 | 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 60 | Columbia Expert. | 125.00 | 63.00 | 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 | 3 |
| 334 54 | Col. 3 Trk. Trike. | 160.00 | 85.00 | 4 | 2 | 2 |
| 335 54 | Columbia Safety. | 140.00 | 100.00 | 4 | 1 | 1 |

Wheels Bought, Sold and Exchanged.

FULL LINE
CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,
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The Clark Cycle Co.,

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Having secured the **SOLE UNITED STATES AGENCY** for
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KING OF THE ROAD LAMPS.

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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
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Single Copies, - - - - - 5 Cents.

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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 content 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.

WORK FOR THE LEAGUE.

The bi-annual bill to prohibit bicycle riding in Kenton County, Kentucky, has been introduced into the Legislature by Mr. C. Oman, a rural member from Kenton County.

The bill is instigated by several farmers out on the Independence Pike, a favorite route with Covington riders. These ruralistic road hogs are sworn enemies of the wheelmen, and count it a red-letter day if they can run over or maim any riders they chance to meet.

A correspondent writes: "I have prepared petitions and remonstrances, which will be soon forwarded to the Legislature, and it is hoped to defeat the measure. I would be obliged if you would do what you can to rouse Kentucky men, and to direct the attention of the League to this matter."

We have had restrictive cycle legislation of various kinds and degrees, but it is rather in the nature of a surprise that, at this late day, with the New York and New Jersey "Liberty Bills" on the statute books, a backwoods Kentuckian should introduce a bill prohibiting bicycle riding in an entire county. Not for a few hours during the day, not before sunrise or after midnight, mind you, but for all time. Under the circumstances, it is the duty of every man—we use the term duty as implying the deepest moral obligation—to exert himself to accomplish anything that may tend to utterly annihilate the squash-headed Kentuckian and his prohibitive bill.

It may be presumed that the League treasury is now in a flourishing condition. The Rights and Privileges Committee have no other case of importance on hand, and there would seem to be no reason why they should not at once grapple with these Kentucky legislators—save the mark. It may be asserted that there are not enough wheelmen, or, at least, not enough League men in Kentucky to make it an object to fight this bill. This may be and probably is the case, but in taking up the prosecution of this matter, the League will not only take a strong hold in Kentucky, but it will inoculate all Southern wheelmen with a League enthusiasm, which has been sadly shaken by the League's treatment of the Mobile case, though the League properly disposed of this, notwithstanding the wrong impression which has obtained among Southern wheelmen.

New York and New Jersey have passed and paid for their "Liberty Bills." Massachusetts, Pennsylvania, Ohio, Missouri and other stronger States could easily supply the necessary capital to make such laws in their respective States, for it seems merely a question of hard work and some capital. Why, then, would it not be a good idea for the Rights and Privileges Committee to prepare, in pamphlet form, a history of the New York Liberty Bill, and send it to the Chief Consuls of all the States, that similar bills might be introduced in every State? Those which could not afford the necessary outlay should be helped from the National Treasury.

Our Harlem correspondent, Gadfly, seems very much in earnest with his proposition for a Fourth of July wheeling celebration. Without stopping to note details, the idea of a reunion is worthy of earnest consideration. The parade will do much good, notwithstanding the fact that many wheelmen and some clubs have set their faces against this sort of display. We feel confident, however, that Gadfly's prospectus will amount to nothing unless he can get his club to take the matter in hand. Why cannot the Harlem Wheelmen call a meeting of delegates from all the clubs to consider the matter?

W. E. Crist, "a famous American amateur," is to visit England this summer, and join a team of racing men. We wonder if some one won't pry into Crist's affairs and ask him what are his means of support.—*Official Organ L.A.W.*

It is not at all necessary to pry into Mr. Crist's affairs. Mr. Crist will be sent to Europe with the Manhattan Athletic Club's team of athletes, the expense of the tour being borne by Mr. G. M. L. Sachs, a prominent member of that club. One rule of the Racing Board prohibits any amateur from accepting expenses "from his own club, or from a club, or any person promoting sports at which he competes, or from any cycle manufacturer, or from any such source any payment of his expenses, under penalty of suspension from the track for a time at the discretion of the Board." According to this rule, Crist may have his expenses paid by Mr. Sachs without imperilling his amateur status, for Mr. Sachs is neither a club nor a cycle manufacturer, and he is not pecuniarily interested in the sports at which Mr. Crist will ride. If the phrase, "or from any such source," will prevent Crist's trip abroad, the Racing Board should at once strike it from the rules, for any clause which prohibits any private individual from paying the expenses of any amateur is worse than absurd. Practically, an amateur has as much right to accept traveling expenses from an admirer or patron as he has to accept the same from his father. Mr. Sachs simply desires to prove the supremacy of American amateur athletes over their English brethren, and has very kindly offered to send abroad our best amateur cyclist to uphold the reputation of the country in that branch of athletics. This is more than any American club has ever done. And, by the way, let us point out to the Racing Board the fact that the American Amateur Athletic Union has constitutionally decided to send to the championship meeting, to be held in Detroit next September, any amateur whose club cannot afford to pay his expenses. The Amateur Athletic Union was fathered by the New York Athletic Club, the founders and upholders in this country of pure amateur sport. This new union will dominate and direct amateur athletics in this country, because money,

If you wish your wheel repaired properly, send it to Spalding's, 241 Broadway. (Advt.)

brains and energy are behind it. It will sanction the payment of expenses by clubs, therefore its rules cannot be approved by the Racing Board, and any wheelman who competes at games held under its rules may be suspended from the track. For instance, the cycling competitors at the Twelfth Regiment games, to be held in this city on April 2, jeopardize their amateur standing. Let the Racing Board at once take the initiative; approve of the A. A. A. rules and rescind the clause, if it has not already been done, prohibiting clubs from paying the traveling expenses of any of its racing members.

"SO MUCH AHEAD OF SOME OTHERS."

An advertiser writes: "Road improvements should be the strongest string pulled by all the papers, and I am glad to see you so much ahead of some others in that. Nothing will so help along the cause of cycling.

"Give it to them strong.

"Most of my people mention THE WHEEL AND CYCLING TRADE REVIEW. The ——— did not bring me three answers in two weeks."

"LIBERTY BILLS."

Chief Consuls and other League men might be interested to learn that the complete history of the New York Liberty Bill was published in *The Wheel and Recreation* last summer. A copy of the bill and the history of its passage through the Legislature will serve as the basis of like attempts in other States, and we shall be glad to send copies of the following papers to any League officer desiring same: June 10, Hearing before the Governor, with Chief Consul's Letter Urging all Wheelmen to be Present; June 17, Speeches made before the Governor by Chairman of Rights and Privileges Committee, Mr. I. B. Potter, Mr. Charles E. Pratt and others; June 24, Memorandum submitted to Governor by Messrs. Isaac B. Potter and Charles E. Pratt, consul for the New York State Division; July 1, Complete Copy of the Bill; July 29, History of the Inception and Passage of the Bill.

CONVICTS REPAIRING ALABAMA ROADS.

A gang of sixty-five county convicts, under the supervision of County Roadmaster Jack Ware, are at work on the new Macadamized road which is being built from Irondale to this city. The road-bed has been dug out as far as Avonndale, but the slag has not been put in yet. It is being slagged now and will be completed in a few weeks, and will be one of the finest drives in the South. The work of improving numerous other dirt roads in the county is being carried on.—*Birmingham, Ala., Age.*

SERIES OF GRAND FALL TOURNAMENTS.

In reply to a query for detailed information, Mr. Ducker writes as follows:

"Regarding the proposed tournaments this fall, I am not prepared to disclose the full plans, as they are not all perfected yet. But this much I will say: that the plan is to hold six large meetings in different parts of the country, and each meeting to last three days, all of them to be on a scale equal to old-time Springfield meetings. There will be nothing cheap about them; prizes first-class and a good foreign contingent to create excitement. About fifteen in all will visit us from over the water.

"I shall push these tournaments for all they are worth, and I hope to see you come out and help the thing along."

We hope the advent of the foreigners and a series of first-class tournaments will invigorate cycle racing. We shall do our utmost to excite public interest in them, and hope Manager Ducker will keep us fully informed.

We learn that the American team will return in August, and they, with the addition of some English and, possibly, French cracks, should prove a drawing card.

Keep up with the times and ride the Victor. Catalogue free. Spalding's, 241 Broadway. (Advt.)

Keep up with the Procession!

Your eyes will tell you that all over the land the old riders—those who have learned to know a bicycle when they see one, and who will not ride if they cannot have “the best thing”—are riding



VICTORS.

Ask any VICTOR rider how his machine runs; how it climbs hills; how it coasts; and see what he says. Victors are not thrown together—they are **built**. *Send for Catalogue of*



Victor Bicycles, Tricycles and Safeties.

OVERMAN WHEEL COMPANY, Makers,



BOSTON, MASS.

A. G. SPALDING & BROS., New York and Chicago, Special Agents.

WHEEL GOSSIP.

The Newcastle Club, Pa., thinks of holding a monster race meet on July 4.

W. S. Maltby was an attraction at the Howard Athenæum, Boston, last week.

Rowe has been matched to ride W. Wood—not Fred Wood—a 50-mile race at Jarrow for £75.

It is reported that a number of professional cyclists are stranded at Philadelphia for lack of patronage.

The late blizzard snowed up A. B. Barkman, traveling in the interest of Spalding Bros., at Springfield, Mass.

Chicago clubs will form a Chicago Wheelmen's Association, on the plan of the powerful organization in Philadelphia.

Moscow has an amateur cycle club. A ball was given February 13, which the Chief of Police honored by his attendance.

T. P. O'Connor, M. P., editor of the New London *Daily Star*, has taken up cycling. Mr. O'Connor rides a bicyclette.

Harry Corey left Gotham on Wednesday for an extended Western trip in the interests of the Pope Manufacturing Company.

E. T. Pettingil, Chief Consul of District of Columbia, has resigned. George S. Atwater has been appointed to succeed him.

Rowe "came a cropper" on the boards of a rink at Newcastle, when he was riding a 5-mile race with Battensby, whom he easily beat.

Mr. and Mrs. Charles Richards Dodge and Mr. Gideon Haynes were snowed up at the Astor House several days during the blizzard.

The Cits elected the following gentlemen to membership on Tuesday night: E. M. Smiles, W. D. Lancaster, R. W. Ross and E. Demarest.

A CYCLING MAYOR.—Chief Consul and Chairman of the Racing Board, Dr. J. H. Cooley, has been elected Mayor of North Plainfield, N. J.

At the Chelsea Bicycle Club's dinner, of which Sir Charles Dilke is president, the important speech of the evening was on the subject of good roads.

President Joseph Huggins, of the Long Island Wheelmen, has offered a gold medal for the highest mileage for 1888 accomplished by any of his club mates.

The *L. A. W. Pointer*, official *L. A. W.* organ for Wisconsin, Illinois and Minnesota, will gladden its readers semi-monthly instead of monthly, as heretofore.

Mr. Elliot Mason, just returned from an enjoyable business pleasure trip to Boston, reports the Columbia outlook gratifying, and the Hartford factory going great guns.

Mr. G. M. Worden is not in the employ of the Springfield Bicycle Mfg. Co., but with the John P. Lovell Arms Co., of Boston, New England agents for the Springfield Bicycle.

The Brooklyn Club admitted fifty-one new members at their last meeting and now claims the largest membership of any Brooklyn club. The plans for the new house are progressing.

The Massachusetts Division Board meet will be held at Young's Hotel, Boston, on Saturday evening, March 31. The meeting will be preceded by dinner, commencing at seven o'clock.

The St. Louis *Spectator* pays tribute to the excellence of our report of the League Board Meet, which the *Spectator* thinks was much more complete than the report published in the official organ.

Wheelmen who intend to enter the Twelfth Regiment's two-mile handicap may practice at the Armory any evening. No one can win who does not thoroughly understand how to take the short turns.

During the great blizzard, although business was practically paralyzed for two days, one long-headed individual slid into Spalding's and bought him a hammock. Nearly all the local makers report sales.

Mr. Cooper, of the Kings County Wheelmen, has offered a gold medal for a match game of

pool, to which the K. C. W. have challenged the L. I. W. The L. I. W. will retaliate with a challenge to a bowling match.

Bob Neilson has gone into the boot and shoe business. Rowe sat on a bench all winter, and Midgley is running a shoe business at Worcester. It seems that New Englanders take to boots and shoes as naturally as a duck does to water.

Montclair, N. J., is to have a new cycle agent, who intends to convert the skating rink into a bicycle school. This reminds us that future antiquarians, unearthing the thousands of rinks which remain to us as sad mementoes of the late craze, will call this the skating-rink era.

Irving Halsted, who is down at the Quaker City on a month's business trip, is training for his two-mile match race with the local champion, Bailey, which comes off at the Elite Rink on March 28. Twelve other races are on the programme, in some of which Mr. Halsted will compete. The meet is under the management of C. E. Updegraff.

LOCAL CYCLE RACE.—A two miles bicycle handicap (limit, 100 yards) will be decided at the Twenty-third Regiment games, to be held at the regimental armory, Clermont Avenue, between Myrtle and DeKalb Avenues, Brooklyn, Saturday evening, April 7. Entrance fee, 50 cents; close March 29, with A. H. Muller, P. O. Box 137, New York.

"Thomas Mercine talks seriously of coming forth next season on a Victor Safety."—*L. A. W. Pointer*.

From which it appears that Thomas is either in jail or down a chimney. We gladly welcome Thomas' re-entree to civilized society. We presume this rumor will send Victor stock way up to gilt-edged prices.

MANHATTAN CLUB ELECTION.—The Manhattan Club, New York City, elected the following officers at their annual meeting, held March 19: President, J. M. Warwick; vice-president, W. K. Kubin; secretary, C. A. Sheehan; treasurer, D. H. Thistle; captain, Martin Metzger; first lieutenant, J. W. Sheehan; second lieutenant, Wm. Newgass; surgeon, Dr. J. I. Metzger; color bearer, W. H. Putney; bugler, R. F. Shaffner. The Manhattans expect to shoot out under their new officers.

BROOKLYN CLUB'S NOMINATIONS.—The following are the regular nominees for officers of the Brooklyn Club. The elections take place April 10: President, Howard Greenman; vice-president, W. E. Fuller; secretary, G. F. Corby; treasurer, H. E. Raymond; captain, Howard Spelman; first lieutenant, W. H. Meester; second lieutenant, G. L. Warner; surgeon, A. C. Brush; color bearer, W. J. Kenmore; bugler, Percy Seixas; trustees, W. F. Miller, D. W. Barker; additional trustees, L. W. Slocum, H. S. Stallnecht. The following nominees were members of the Ilderan Club previous to the consolidation: President, second lieutenant, bugler and trustees.

There is no more enthusiastic wheelman in New York State than Mr. R., and not a more thorough wheelwoman than Mrs. R. Mr. R. sends us a letter full of suggestions, the principal one being that a delightful tour might be taken this summer along the beautiful banks of the Hudson River, using the day boats to skip over bad spots. Excellent idea! And we shall see that Mr. R.'s suggestion will not be lost sight of when the proper time arrives. As for the ladies, bless them, we are always ready to publish anything that will interest and instruct them, and increase the number of lady riders. We should be pleased to hear from any lady who can give a pointer to her wheeling sisters.

The Newton Bicycle Club elected the following officers at a meeting held last Tuesday week: President, L. A. Hall; secretary, H. A. Fuller; treasurer, E. S. Martin; captain, J. H. Aubin; first lieutenant, F. S. Wilson; second lieutenant, H. A. Henderson; club committee, W. W. Stall, E. H. Ellison and W. H. Allen. This is one of the oldest of the suburban clubs, having been formed six years ago. The members attribute much of its success to the plan adopted at the start of holding the monthly meetings and suppers at their homes. The

"To the victors belong the spoils." Victor Cycles at Spalding's, 241 Broadway. (Advt.)

popularity of this scheme is attested by the fact that the membership of the club is constantly kept up to the limit of fifty.

SOUTHERN RACE MEET.—The Atlanta Bicycle Club will give a spring race meeting at Piedmont Park, Atlanta, Monday and Tuesday, April 16 and 17. The first day's event will consist of six races: 1 mile handicap, 1-2 mile open, 2 mile State championship, 1 mile open, 5 mile State championship, and 5 mile professional. The second day's entertainment provides for seven races: 1 mile club, 2 mile handicap, 1-2 mile hands off, 1-2 mile dash, 3 mile professional, 1 mile State championship, and 10 mile handicap. The prizes range from \$10 to \$50 in value, and as there are eighteen of them, this meeting will no doubt attract a fair gathering. The half-mile track, which is said to be the best in the South, is being put in order, and a number of the fast men of the North and West have agreed to take part, while the South will bring forward her best men to compete.

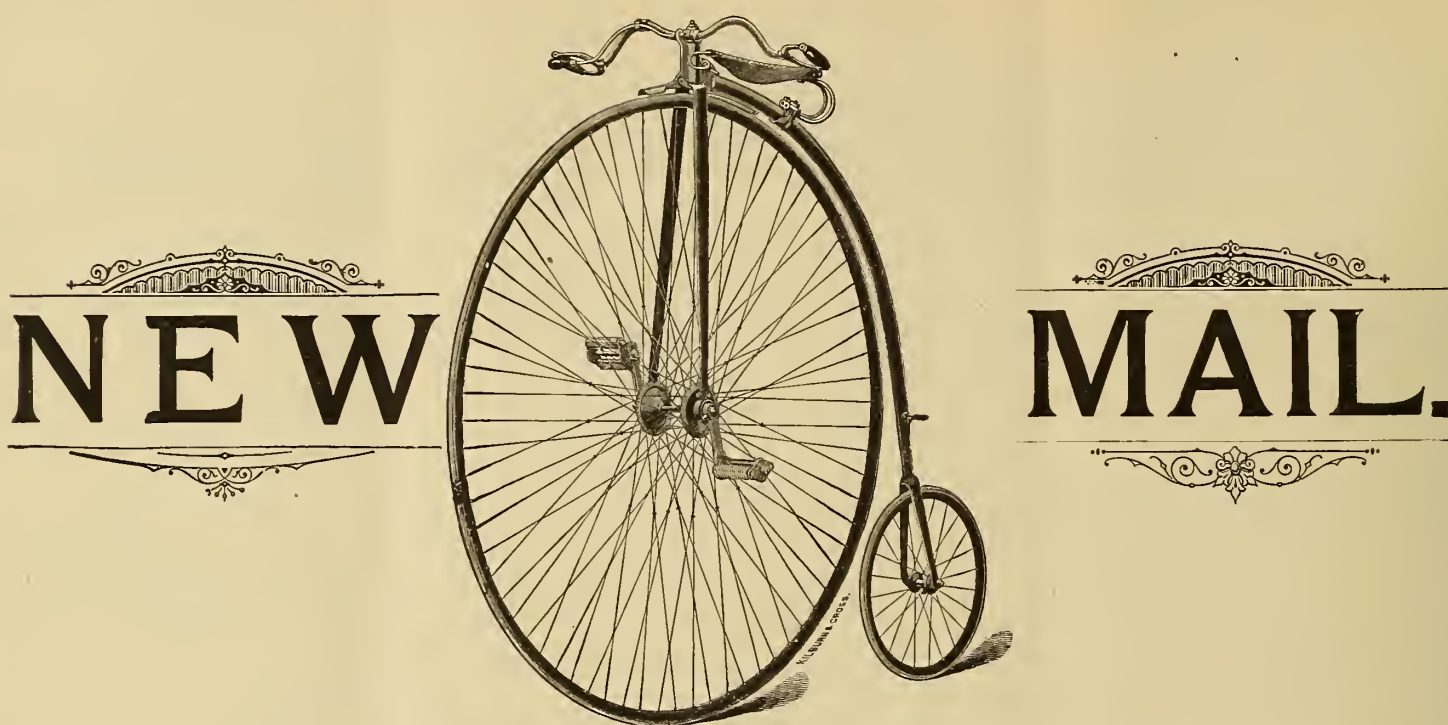
J. Harry Shurman, of Lynn, expects to start March 22, or one week later, all depending upon the completion of a new machine, for St. Louis. He will be accompanied by Mr. McCune, of the firm of Yost & McCune, manufacturers of the Springfield Roadster, whose wheel he rides. The object of the trip combines business, present and future, with pleasure. Shurman will traverse the celebrated De Soto Road and climb "Son-of-a-Gun" Hill on a Springfield Roadster, simply to show the natives that the feat can be accomplished on that machine. Next fall he will tackle the records made in those respective places. Harry will also stop at Philadelphia, where he will inspect Eagle Hill and make arrangements with Editor John A. Well, of the *American Athlete*, for the climbing contest at Corey Hill, July 14, open to all, and Hal Greenwood especially welcome.—*Lynn Item*.

CITIZENS ELECT OFFICERS.—The Citizens Club elected the following officers on Tuesday evening: President, John C. Gulick; vice-president, Richard Nelson; secretary, George T. Wilson; treasurer, A. E. Paillard; trustees, W. C. Frazee, W. H. Book, Simeon Ford, F. E. Faulkner and Knight L. Clapp. Road officers—Captain, Philip Fontaine; first lieutenant, W. B. Krug; second lieutenant, J. B. Fischer; lieutenant of tricyclists, George Martin Huss; surgeon, Dr. Brooks H. Wells; first color bearer, M. Schachtel; second color bearer, H. G. Barnard; first bugler, E. A. Hoffman; second bugler F. C. Thomas. Knight L. Clapp, retiring from the secretaryship after four and a half years' service, was given a vote of thanks, to which he happily responded. T. C. Smith, captain of the club for a number of years, also received a mark of appreciation on his retirement. Five new members were admitted, and the condition of the club has never been better. After the meeting the minions of Mazetti glided in and served a supper at the expense of the incoming officers.

"New officers of the L. A. W. will be elected at the Baltimore meet. It seems to us that no more politic move could be made than to elect Western and Southern men to office, and to give to them a large representation on important standing committees. It would arouse a League enthusiasm in those sections of the country, and increase League loyalty and enthusiasm. In the East the fact of the League's existence, its scope and purpose are pretty generally known. In the South and West they are not. New York and Massachusetts have a good opportunity to retire for a year or two."—*The Wheel & C. T. Review*.

My rather conservative fellow-laborer in the cycling vineyard hits the question fairly in the above quoted remarks, and I am really pleased to see that the truth in regard to League matters is finding its way into the minds of at least a few of the Eastern members. But I do not believe New York and Massachusetts will embrace the opportunity to retire even for a year or two. The East undoubtedly has the numerical strength of the League in its own hands, and can elect and appoint all the officers and committees if it chooses. That it has chosen to do so up to this time is shown by a glance at the complexion of the present board of officers and standing committees. That they have the right as well as the power to continue the present condition of matters no one can deny. It therefore remains only to be seen whether they are politic enough to deny themselves the pleasure of holding office for the sake of building up the League where it is needed.—*St. Louis Spectator*.

Have you seen the New Victor Safety at Spalding's, 241 Broadway? (Advt.)



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LOOK OUT FOR IT. READ THIS CAREFULLY.

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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.

HARLEM NOTES.

The blizzard has not given me any chance to get news for you this week, so I shall utilize my allotted space in proposing a plan for spending the Fourth of July, and give the clubs plenty of time to agitate the question.

We all know that the Fourth falls on Wednesday, consequently it prevents cyclists from taking their customary three days' jaunt, as has been done for the past three years. Those of us who attended the State Division meet in September, 1885, in Brooklyn, will remember the pleasant time we had. My plan is to have such a reunion in New York on the Fourth, of Brooklyn, New Jersey, New York and such other clubs from the various neighboring towns as may desire to attend. We could have a parade, dinner and entertainment, and a jolly good time altogether. Let the parade start from downtown, on Fifth Avenue, go up through Central Park and stop in Harlem. Have a photo, if the boys desire. After the parade have dinner at one of the large halls in Harlem, at the Theatre Comique, and in the evening have a concert and entertainment, furnished by a combination of all the talent in the various clubs. During the day time could be found to have a road drill by various clubs, and the one showing the best manoeuvres to receive a suitable trophy. The expenses could be defrayed by subscription from the various clubs participating. The aggregate membership of clubs in the various districts is about as follows: Brooklyn, 350; New York, 350; New Jersey and suburbs, 200. Out of these 900 we ought to be enabled to have a showing of fully one-half. I would like to have this subject discussed in every club, and have one or two delegates appointed to consider the matter and to act with other delegates.

At the election of officers for the Harlem Wheelmen there were three tickets in the field: regular, opposition and compromise. The compromise ticket was carried with one exception. The officers elected were as follows: President, E. O. Locke; vice-president, W. D. Edwards; secretary, W. W. Braden; treasurer, W. H. De Graaf; captain, J. A. Lefferts; first lieutenant, C. D. Ford; second lieutenant, F. A. Ridabock; color bearer, F. A. Phillips; bugler, A. Rauchfuss. J. B. Halsey and F. L. Bingham were elected in conjunction with the president, vice-president, secretary and treasurer to constitute the board of trustees.

Brooklyn has now three large clubs and one small one; New York two large ones and three with a membership of sixty or less. The uptown club should try to absorb the one on the West Side. It would be better for both. Two cannot thrive in a district where one can with ease.

It has been finally discovered that the reason of the present lethargy of the Harlem Wheelmen has been caused by a number of the really active members arriving at that state of life when the presentation of a solitaire to some fair one is of paramount importance; consequently they leave the club room for the parlor, and those that are left have not the pluck to get to work and hustle along as did their predecessors.

The return match between New York and Harlem is announced for Saturday, March 24, at Hopkins' Knickerbocker Alleys, 138th Street and Mott Avenue. The easiest way for downtown wheelmen to reach the Alleys is to take the Harlem road to Mott Haven Station, which is within 200 feet of the place. The train leaves Grand Central Depot at 7:40, arrives at 7:55; return train leaves at 11:17. All are welcome.

GAD FLY.

PITTSBURG.

In an article you copy from *The Cyclist* of an interview with W. A. Rowe the statement is made that Rowe did a fast mile in Pittsburg. If it is our city that is meant, we are glad he did so well, and we would all have given a good bit to see the race; but Mr. R. must have slipped in here, got the "2.57," and then decamped at once, as this is our very first knowledge of the performance, and *The Cyclist* would have a hard row to hoe to make us believe it occurred here.

The annual election of the Keystone Bicycle Club, held at the Seventh Avenue Hotel, was

well attended, and the ticket throughout elected harmoniously. The members seem to be taking more interest in club affairs, and if present indications count for anything they will have an active season. The resignation of Mr. H. E. Bidwell was a source of much surprise—the more so because of no previous intimation, and great regret was expressed. The reason assigned was lack of time and a proposed general abandonment of the sport. Mr. Bidwell held the position of captain for the past three years, and during all that time, in addition to other duties, worked vigorously for the furtherance of a pet idea—that of touring—feeling that to be the best way to bind the membership together and cause enjoyment to all. The credit, in a great measure, for many successful tours belongs to him.

Mr. Seidell, who was president last year, will be captain this, and as he is popular with all the club, and an inveterate and skillful rider, will make a worthy successor to Mr. Bidwell.

KEYSTONE.

BALTIMORE.

THE LEAGUE MEET PROGRAMME.

After three or four weeks' silence I again let myself be heard. The only reason that I can give for not writing for some time was, in the first place, lack of anything to write (which alone is sufficient), and second, if there had been, it would have had to come from some other source, as the pressure of my regular business for some time was such that I was compelled to let everything else go for the time being. Before going further, however, let me extend my congratulations on your change, and also my best wishes for the new paper.—[Shake! Ed.]

Of course, to you it is stale news that the League Meet is coming here. In view of the undecided state of affairs up to March 5 the several committees here only made such arrangements for the Meet as could be cancelled upon a moment's notice, should it be decided not to have it here, and so admirably did they do this portion of the work that they find themselves now much further advanced than they had calculated on. In fact, from the present outlook, everything points to a more successful Meet than has ever yet been given, St. Louis not excepted. This may sound "large" to the St. Louis boys, but all we ask is the opportunity of proving our assertions to them and all others in June next.

The programme, as now mapped out, will be as below, with the exception, perhaps, that some of the minor details may be altered. The days set for the Meet are Monday, Tuesday and Wednesday, June 18, 19 and 20. This arrangement gives practically four days, as there will be visitors coming in during all day Sunday.

On account of the immense amount of work that will come up for consideration at this Meet, principal among which is the reorganization of the League, the whole of the first day, that is Monday, will be devoted to the business meeting, and there will be no stated form of entertainment on that day.

On the morning of the second day it is proposed to hold the parade, and for those who do not care to take part in this there will be numerous runs about the suburbs of the city. The finish of the parade will be in our famous "Druid Hill," at the "Lake," where the whole party will have their "pictures took" for the regular "League Meet Photograph." In the afternoon there will be a series of amateur and professional races at some one of the tracks. The evening of this day will be devoted to a "Smoker" on a grand scale, which, beside affording all hands an opportunity for the renewal of old and making of new acquaintances, will also show the visitors a novel surprise, of which I can say no more than "come and see it."

The morning of the third day will be given over to the "Ladies," and other runs, and possibly that much-talked-of "Editorial Race," between the worthy scribes of the *Athlete* and the *American Wheelman*. Then, as the climax of the three days, there will be given what will no doubt prove to be the greatest excursion that ever left this town for a trip down our beautiful Chesapeake. This will leave the city about two o'clock in the afternoon. All the points of interest, in and about the

harbor, will first be visited. Then comes a delightful sail of about thirty miles to Annapolis, where the Naval Academy and the adjacent grounds and scenery will be viewed. Then all aboard again and away we go for "Bay Ridge," "the Coney Island of the Chesapeake." This place will be reached at about six in the evening. Here all hands will partake of one of Maryland's famous "fish and soft crab suppers." After the supper there will be a grand hop, and after this the return to the city will be made by moonlight, as by good luck, more than anything else, our committee found after fixing the day that the moon would be nearly full on the 20th. The committee having this excursion in charge are "just laying themselves out on it," and propose to make it "the" feature of the Meet, and also to excel anything that has yet been given. This, then, covers the entire three days, and let me say that the wheelman who does not show up at this Meet will regret it for the rest of his living days, as we intend to send every one of them away from here more than satisfied with Baltimore and her wheelmen, and women, too, for that matter, for in this Meet we do not propose to forget the ladies and those of the gentler sex that do come. We want them all to do so. They will find plenty to amuse them. Yours truly,

RALPH.

FROM THE CITY OF BROTHERLY LOVE.

Every wheelman in Philadelphia during the week just past has either been devoting his spare time in complaining of his lot or in praying for a warm day to carry away all recollections of our blizzard; but by the looks of the roads and streets at present, 'twill be luck only that will enable many to mount their wheels for a run through the country by Sunday. At this season, those of us who are fortunate enough to live near the asphalt pavements endeavor to show our appreciation of the same by short spins.

At a special meeting held by the Century Club the past week it was decided to abandon their present uniform, adopting in preference a dark-gray suit, same to be trimmed with narrow black cloth stripes, cap of gray trimmed with black silk cord, gray shirt and black stockings.

A special meeting was also held the past week by the members of the Pennsylvania Bicycle Club to pass resolutions of regret and sympathy regarding the death of their late member, Isaac C. Thompson. Almost every wheelman in the Quaker City was acquainted with Mr. Thompson, and many have listened to his interesting stories while seated around the club-room, or while waiting at Shoemaker's for the word, "Dinner."

Messrs. Strong & Green have had on exhibition the past week a special Star Machine, built expressly for John A. Wells. It is a 45-inch wheel, hollow frame, cow-horn handles and fitted with a double brake, and weighs just fifty-two pounds. It has considerably more leverage than the ordinary Star Machine, but, nevertheless, Brother Wells will need it all to climb Corey Hill the promised twelve times.

Mr. C. E. Updegraff, formerly well known to all Philadelphia wheelmen, proposes to hold an amateur race meeting some time during this month at the Elite Rink. Several special races have been arranged for, and it is hoped that more interest will be shown than at the gathering in February.

Messrs. Leiser and Dallet, two members of the Pennsylvania Bicycle Club, plucked up enough courage on Sunday last to pay a visit to the Century Club on their wheels, but from appearances, when they reached the Centurians' headquarters, they had had a hard and muddy walk. Some one suggested loaning them a pair of snow shoes to reach home, but their pride would not allow them to accept. Not having heard anything to the contrary, I judge they reached home safely.

Congratulations are being freely offered to the editor of the *American Athlete* for the new and improved form under which his last paper was issued.

One hears strong words of praise from all sides for THE WHEEL and CYCLING TRADE REVIEW, and leaves them all with the conviction that it should be guaranteed their patronage.

WESTFIELD.

NEW ORLEANS.

The Louisiana Club, last Sunday, March 3, scored the first country ride of the year. For twelve weeks the rain kept the boys within the confined limits of shell-roads and asphalt, but, as with everything else, the rainy spell came to an end, and never was a club run more enjoyed than last Sunday's quiet ride over the sandy old Shrewsbury route. The road itself never seemed such easy riding before, nor the surrounding country so pleasing to the eye and inspiring to the soul, for, after the three months' enforced absence everything seemed so fresh and new, that one could not but catch the inspiration, and brim o'er with quiet exhilaration and gratification at the sight of the broad green fields and budding—nay, blossoming—vegetation round about. And, as if to still further leave an impression on our minds, fate decreed that we should discover a quite picturesque and hitherto unknown cross-country by-path, which furnished a mile of most delightful riding, having frequent turns and short, sharp ups and downs, which are simply "splendiferous," and, being situated on the crown of a comparatively high ridge, the sloping sides of which are cultivated almost up to the very path, and, being unmarred by fences, as, looking down the sloping sides, one speeds quickly past long rows of plump, round cabbages, interspersed rows of fresh, crisp-looking lettuce, and here and there a row of red-hued beet-tops stirring gently in the wind, there steals over one a feeling calculated to make him feel at peace with all the world and rouse the Christian spirit in his nature far more spontaneously and divinely, than could twenty sermons preached within the portals of a gilded, velvet-pewed, Brussels-carpeted church.

There are half a dozen different rumors of projected races and race meets afloat. The Louisiana Cycling Club had been working quietly for the past few weeks in that direction, when news comes rather suddenly that the New Orleans Club had shaken off its lethargy and in a few days time nearly completed arrangements for a combined race meet and ring tournament for some time in April. Investigation proved it to be correct, but a hitch has suddenly developed and the New Orleans Bicycle Club meet isn't a certainty by any means. Next week will settle it, however, and in the meantime we can only speculate as to the outcome of all this race talk. Apropos: It is quite likely that a match race will take place during the summer between C. B. Guillotte, of the New Orleans Bicycle Club, and Malcom S. Graham, of the Louisianas, as the outcome of a recent discussion of the well-remembered Thanksgiving Day handicap.

There is some talk of repeating last year's scorch to Kennerville, and making it an annual institution hereafter. Kennerville is ten and a half miles to the north and is reached over a very indifferent sort of a road; good, when taken at a moderate pace, but killing when scorching. Of course the annual scorch is not wholly pleasurable, but to start a crowd of vets and tenderfeet together, and then "let out," furnishes one species of fun, and as the crowd is entirely made up of lambs, who, of their own free will come up to slaughter, every one has his own sweet self to blame if he doesn't like it. Last year—musing again, you see—eight innocents made up the party. Cooney, of Atlanta, and Abbott, Fairchild, Guedry, Betts, Jonas, Hobson and Olivecare, of the home boys. Olivecare dropped at the sight of the road, but the others hammered it out, the first man reaching Kennerville in fifty-five minutes, inclusive of a four-minute stop for laggards. Hobson and Jonas, however, were "kilt up" on the way and had to train it home. The Kennerville folks will, no doubt, remember that sun-burned, perspiring seven for a long time to come, as well as the way they disposed of about all the pop, sarsaparilla and other liquid sweets in the place, to say nothing of over half the town's scanty supply of ice. It was work while a scorching, but it *was* fun to note the appearance and expression on the different faces as one man after another rolled into the sleepy old town, and many a hearty laugh did we afterwards have over it all.

Who's in for this year's scorch?

During the last few weeks of February the Division officials did considerable scurrying around for renewals, and personal canvasses

and persuasive circulars succeeded in placing Louisiana's '88 renewal record ahead of last year's by a small percentage. As one of the Division officials the writer was up and doing, and his brief experience has taught him that the wheel world contains its full quota of selfish mortals. For instance, there's—we'll call him Jingo—a prominent club man and one who, as a result of his League membership, has considerably more than one beautiful trophy won at a Division meet, yet ask him to renew and he looks at you in a doubting sort of a way out of the corner of his eye and puts you off with a "Not just now, I'll wait and if the Division gives races I'll come in, but not right now." It would be different were the excuse induced by a scarcity of funds, but you know it is not, and as you wonder at the selfish spirit displayed, a doubt arises in your mind as to whether the party is really a true wheelman, with all his prominence and medals. Though I have frequently criticised the League's men and methods, still I am a firm believer in its principles, and so long as I ride a wheel and possess a dollar, expect to remain a member. I look at it that if my dollar or half dollar goes to help a brother wheelman a million miles away, that it is put to its proper use and an indirect return is secured me; or, in the words of a Division circular, that "a wheelman's cause anywhere is a wheelman's cause the world over." It is quite evident, however, that every one does not look at it in the same light.

Fenner, Fairchild, Abbott and Betts, of the L. C. C., have been figuring, and about decided on a week's tour during the coming summer, with Vicksburg, Miss., and Shrews-port, La., as objective points.

A quarterly meeting of the State Division occurs on Monday, April 2, and the Louisiana Club's first annual election falls on the first Thursday of next month, and may the best men come out on top.

DENVER.

I noticed an article in the L. A. W. official organ of last week from one of our near neighbors, a resident of Albuquerque, New Mexico, on the climate and roads in that vicinity. What he writes is entirely true; probably a finer riding district could not be found if one desires to ride from January to December. But there is something else a cyclist must consider. He must have some place to go to or riding will soon become monotonous; he must have a diversity of roads.

Our captain will say: "I guess Golden will be our run for next Sunday." About Thursday we have a snow storm. The captain then orders a run to Platteville, to start at 7 o'clock. The secretary wraps himself in overcoat, gloves, etc., and deposits the notices in the post-office. Friday is bright and warm, the streets muddy and impassable to wheelmen, except to a few rambles. Saturday the snow is gone, the streets dusty, and sprinkling-carts making the rounds with renewed activity. This often happens out here, but as the foregoing actually occurred last week I will continue it in the past tense.

Sunday, February 11, at 7:30 A. M., ten members of the Ramblers left the club room bound for Platteville. The secretary was picked up at the Sand Creek House, six miles out, holding down a beer keg. The first twenty miles was covered in an hour and forty minutes, and we reached Platteville before eleven. This time is only ordinary for the Ramblers, and my only reason for mentioning it is because George Kennedy, the club kid, made the round trip with us. George is only fifteen years old and rides a 48-inch wheel, but he was like Old Mother Hubbard when she went to the cupboard, "he got there," and stayed with us the entire trip.

On our return we stopped at the Sand Creek House for refreshments. We found the roads in excellent condition, with not a vestige of the recent storm, whereas, if we had gone to Golden, we would have found the clay roads very rough and somewhat moist in places. After a rain we go over the sandy prairie roads, and after a dry season we take a spin over the clay roads to the west, visiting Deer Creek, Bear Creek, Clear Creek, Platte and other canons near us. On hot summer days we lie around in these canons reading and listening to the ripple of the water as it seeks a lower

place, or we carry a jointed pole and line and try our hands at trout fishing.

The Ramblers have had six club runs since the first of the year. The longest was a Century run to Palmer Lake, just one hundred miles, and the shortest to Golden, twenty-five miles; average length of runs fifty-five miles. The cyclometers of a few of our members register over 800 miles since January 1.

Albuquerque is all right, but if you really want to enjoy wheeling come to Denver and attend a Rambler's Club run.

RADGE.

MEMORIES OF ENGLAND.

From Old Woking we had come over a very ordinary cross-road of gravel, which was loose and dusty, and seemed at least four miles, instead of the "two good mile and a half," to the Ripley Road. There was quite a little hill to climb, and at its top we saw the usual big poles and large number of telegraph wires that are a feature of the main roads of England, and what a delightfully smooth white road stretched away to right and left! Then it dawned upon us that it was the famous "Ripley Road" that we had read of and heard so much about.

Of course, dry as the season was, the road was as near perfection as any we ever saw, and probably as near as Macadam ever gets, but there was dust on it; yet the various forms of cycles that were passing scarcely raised any, and there was little more to ask for in a road.

Turning to the left from the road we came up, we drifted lazily on down toward Ripley, a mile or so, in the shade of big trees on either side of the way, with farmhouses here and there, and an old "Pub," which seemed very much asleep, for it was Sunday morning, and only regular hotels are allowed to sell liquors on the Sabbath.

We entered the noted cycling resort from Guildford way, and about the first peep at it revealed the sign of "The Anchor," one of the oddly-built old houses that, with its low ceilings, small rooms and narrow halls, was evidently built for a residence, for it had little about it that suggested a hotel, certainly not to one used to American public houses. There was not even the arched driveway to the stables at the rear, which most English hotels have.

There were not over a dozen cyclers in and about the place when we arrived, as the majority had pushed on to Guildford Camp, an annual holiday meeting of wheelmen of the counties round about.

Every few minutes a lot of them went straggling past, on all sorts of machines and at various paces; too many going at a grinding one that was painful for an easy-going tourist to contemplate.

Many stopped at "The Anchor" long enough to get their ale and brush off the dust a bit, then oiled up and journeyed on again for camp. For a time we enjoyed studying the comers and goers, then sauntered on down the one street of the quaint old village of thatched and tiled roofs, so quiet in the sunlight of that August morning.

Before you know it, hardly, you are past the boundary and are among the fields again, which on either side present pretty pictures of rural England.

About the farmers' homes are clusters of hay and grain ricks, all thatched to shed rain, as barn-room is too expensive, probably, and these stacks add to the picturesque in these scenes, which the tourist never tires of.

The continued green of the hedges, each side, comes the nearest to being monotonous in a long ride, yet one gets used to them, and the frequent villages and towns break into them in a pleasant way.

There are sections where the hedges give way entirely to stone walls, and for the time the change is agreeable, reminding one of New England, where stone walls wrap the hills in all directions.

One day we had a continuous coast of five miles through a region almost barren of foliage, and where even the grass on the bleak hills was scant and gray-green, looking as if the sheep, the only animal life seen, had about all they could do to live. The road was an excellent Macadam and wound around on the top of the hills in a very gradual descent that was charming, and greatly enjoyed as we sailed along so easily, in contrast to the toil of climbing it. We

met one cyclist pulling his way up on an ordinary, and we had not the heart to tell him of the four miles of hill yet ahead of him, and tried to enjoy to the most our last mile, not knowing what was in store for us when the level was reached.

One of the chief charms of touring in a strange country is the uncertainty of the road experiences to come day by day, and however plain maps and guide-books are, you have to discover details yourself, things the map-makers do not or cannot mention.

A peculiarity that seemed to us reckless, among English cyclists, was the habit of riding without a brake on their machines, and in hilly sections, at that.

We are always content with the exercise of climbing up a hill, without the labor of having to back-pedal going down, when by using a good brake one can rest on the descent, especially on safety cycles.

While in Coventry we noticed the brakeless wheels dodging about among the crowds and vehicles, and the streets are not level, either.

It seemed to call for a vigilance that is unnecessary, for a brake judiciously applied surely saves labor and risk.

On the road, one day, we met a young cyclist whose brake was next to useless, and he had much coasting ahead of him; we helped him tinker up the thing, which should be one of the most reliable parts to the machine. He complained of having to walk down many of the hills, as well as up them, a feat this comfortable tourist never has patience enough for. We did not envy him the jaunt he had before him, on that "shackling old ordinary," for we had come over those hills. ART.

WHEELING IN SPAIN.

A correspondent of the *C. T. C. Gazette*, writes from Vigo, Spain, as follows:

"In order that you may be able to know a little of the healthy exercise of riding on a bicycle in Spain, I beg to tell you something of a ride that four of us had the other day. We left Vigo at six in the morning, and rode about half an hour with our lamps lighted. As you well know, this part of Spain is very fine, worthy of taking a ride from any other place to see it. After going up and down some hills, we arrived at Redondela, a small village which is crossed by two railways over two magnificent viaducts. Here some twenty or thirty children followed us crying, and calling us the 'English devil'; some of the women ran away, but as we passed by very quickly, they scarcely had time to see us properly, and they remained astonished at our speed. Now we had some very steep hills before us, and as some peasants were there, and in order not to dishonor the art of bicycling, we went up at a good speed.

"At eight we arrived at Pontevedra, the capital of our province. Here we took our second breakfast, and immediately left the town for Marin, a very fine seaport. The people of Pontevedra, many of whom had not yet seen a bicycle, were astonished at our speed, and how we could ride two wheels without falling. In the middle of the way from Pontevedra to Marin is the country house of the Minister Montero-Rws. We visited this fine, large and well-ornamented country house, which I recommend to be visited by any foreigner arriving in Galicia.

"Now we started again for Vigo. Unfortunately for us, that day there had been a fair of cows, oxen, sheep and horses, and now hundreds of these animals were going along the road, some here, some there. Now you will be able to know how difficult it would be for us to ride through them, because, as neither the persons that were driving the animals nor the latter are accustomed to bicycles, they feared the bicycles, and we were obliged to go about three miles very slowly, and ringing the bell all the time, till we understood that the more we rang the bell the worse it was, so we were

obliged to shout at them. When we had passed all we were quite fatigued and annoyed, so that when we rode a few miles more, and were convinced that the cows and oxen would not overtake us again, we got off and lay down on the grass.

"At five in the evening we arrived at Vigo again, after having had a fine ride of some fifty or sixty miles. I forgot to say that we had some races with horses, in all having been victorious."

ENGLISH CYCLING NOTES.

In March comes the keen last wind, to blow relentless many days. Old folk and young alike coddle themselves with wraps and turned-up collars to keep the biting breezes from whistling round their backbones. Animals hardly enjoy it more, and it gives one a sympathetic shiver to see a melancholy group of horses in a field, standing heads down, back to the wind, under the fanciful shelter of a dilapidated fence.

The wind bursts along the roads, drying them and smoothing them, till the proverbial sand-papered condition is reached. This tempts the cyclists out, eager once more to view familiar scenes. On, in goodly numbers, they ride, laughing at blustering Boreas, and such small troubles as clouds of dust lodging in their eyes and mouths.

Again, in March the days are ever growing, the sun shines often, even strongly in sheltered nooks, and the birds, with a grand buoyancy of hope, ignore the bitter blast, and chatter joyfully in the mornings.

This month, too, club runs begin. Old machines are done up, then advertised as hardly used, whilst those who have ordered new invest largely in postage stamps, and black-guard the makers. Easter falling so early this year, touring will probably not be so general as it sometimes is at that season; also the late and heavy snowfall will sadly mar the roads in some of the country districts.

FREE LANCE.

TRICYCLING IN THE ALPS.

THE FIRST MAN ACROSS.

An English cyclist, named Oscar Browning, claims to be the first man to cross the Alps on a tricycle, and writes the following interesting account of his journey:

"The journey I took in the autumn of 1883 was a very interesting one, and lay in comparatively unknown parts of Europe. Starting from Antwerp, I rode to Brussels, took the train to Namur, and rode along the Meuse to Sedan. I crossed into Belgium, and rode by Bouillon to Luxemburg and Treves. Taking the road again at Coblenz, I crossed the Rhine, and rode over steep hills to Biebrich; from there I went to Darmstadt, Heidelberg, Carlsruhe, and through the Black Forest by Stokach, which is a lovely place, to the lake of Constance. In this part of the journey I made my longest day, over sixty miles. The ride from Bregenz to Innsbruck was very exhausting, owing to the badness of the road. I crossed the Brenner very easily, but at Bruneck I was stopped by rain, which broke up the roads, and had to train to Villach; here I was detained ten days by incessant rain and heavy floods, but afterwards crossed the Alps by a magnificent road, and through splendid scenery to Udine. From this was plain sailing along the flat roads of Northern Italy to Treviso and Mestre, whence I took a gondola to Venice. The whole distance ridden was just under 1,000 miles. My machine was a 'Cheylesmore,' of the old pattern, with a very inefficient brake; the tires were a great trouble. My companion, on a bicycle, left me at the top of the Predil Pass, and rode to Trieste, where he sailed for Cyprus."

TRICYCLING FOR LADIES.

A SUMMER TOUR ALONG THE HUDSON—SOME GOOD SUGGESTIONS.

Your kind favor of the 10th inst. did not reach me until last night on account of the great snow storm, and then it found me sick abed with a severe headache. Feeling a little better this A. M. I thought I would try and answer your kind letter.

The article by Miss F. K. Erskine, "The Art of Riding a Tricycle," should be in the hands of every lady who rides, for it has been my experience, through my wife's riding, that every word she utters is about correct.

There was nothing in it new to her, but it was so nearly her views—put so clearly—that she thought it excellent for distribution. Not because it was *her* views, but because it was what nearly four years and thousands of miles riding over all kinds of roads had taught. A lady who can push a tricycle weighing eighty-three pounds from here to Poughkeepsie, between 7 A. M. and 5 P. M., without undue fatigue, has got to ride in good form.

I hope you will have frequent articles on the subject of "Ladies Tricycling." Would it not pay to have a lady correspondent? You have a number of ladies in your vicinity who ought to be able to furnish items for a "Ladies' Column." There were just one hundred ladies in the League at the end of 1887. I have been keeping statistics and I kept account of the ladies. My book is not here, but I think fifty-four were renewals and forty-six new members.

We have had such a terrible winter that Mrs. R. and I have not been able to ride more than about seven miles, and that was on the snow. January was the first month we have not ridden in nearly three years, if I remember rightly.

I have been pushing the matter of better roads by talking to our Commissioner and roadmasters, and sending out articles on road-building. The Commissioner thought the articles good, and he did some good work, but the system of working the roads here, as in many other places, is simply a farce. A good man fixes a road in pretty good shape, and the next one spoils it.

WHY DON'T THE LADIES OF NEW YORK AND BROOKLYN GET UP A TOUR UP THE HUDSON?

The New York and Albany day boats could be used in connection with the tour, so that a beautiful ride could be had on those elegant boats, which have fine music aboard, would be a feature of the tour and would carry the tourists over the sandy places to roads which are good and scenery fine. A tour of two or three days, by using the day boats, would give the tourist a chance to try the fine roads around Poughkeepsie and between there and Rhinebeck, go to West Point, view the Highlands, the Catskills, and visit some of the historical places. My idea is that the ladies could stop at some place where the roads are good and scenery fine, ride to another place and use the day boats to "skip" the bad places; stopping at hotels for the night in places where the roads are good, so that short runs could be taken after supper to points of interest, like out to Vassar College, if stopping in Poughkeepsie. Mrs. R. and I have made a number of trips in this way and found it delightful. A nice sail after a ride of twenty or more miles is very enjoyable, I can assure you. I make these suggestions thinking your valuable paper might enlarge upon and perfect same. The boats carry tricycles free. Thanks for papers. Will use same. Yours fraternally,

J. R.

The new Amateur Athletic Union has decided to hold the annual championship meet at Detroit, September 18. The chairman of the Racing Board should endeavor to have either a one or five mile race, or both, placed upon the programme. The secretary's address is Mr. Otto Ruhl, 104 West Fifty-fifth Street, New York City.



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.

REAR-DRIVING SAFETY BICYCLES.

PART II.

IV.—Hill-climbing Powers.

Hill-climbing powers are very great, and the weight being well behind, skidding the wheel is out of the question, even on very greasy roads.

On dry roads nothing can beat a safety if it is not too highly geared. On wet roads the ordinary is superior.

They are very good hill-climbers if not geared too high, the weight of the rider being thrown more on to the rear (driving) wheel according to steepness of ascent; it will seldom be found to skid if power is applied steadily and not in jerks. My machine being geared to 60in., hill-climbing is rather more difficult than I found it on a 52in. ordinary bicycle.

For hill-climbing they beat everything, the rider being better over his work than on an ordinary or a "Kangaroo," and in most cases than a tricycle. The two small wheels, its lightness, and good pull at the handles make it easy to surmount every ordinary hill with ease with which one might meet in a day's run.

Hill-climbing powers very good. Certainly greater than "Kangaroo," and equal to ordinary and tricycles.

In this qualification the "Rover" type is unequalled, for it has all the advantages of a tricycle as to verticality of position and the main advantage of the ordinary bicycle (*viz.*, only two wheels to drive), without the disadvantage which occurs in that machine of weight being lifted off the driving-wheel according to the gradient. The reverse happens in the case of the "Rover" type, because it is the rear wheel that is driven, and which sustains most of the rider's weight when ascending a hill. For this reason the driving-wheel almost invariably "bites" the road. Then the balance is easier maintained on the "Rover" type than on the ordinary in hill-climbing, hence there is little or no loss of power.

Comparing it with the ordinary I find, thus early in the season, that the "Quadrant" can be ridden up the same hills which, with the ordinary, used to give me hard work, even when in good form at the close of former seasons, and less force seems to have been exerted. Perhaps the upright position of the body, so easy to maintain, gives the lungs so much freer play that the exertion is less felt.

Find the steepest grade I can climb much the same as with a 48in. level geared "Humber" tricycle, with same length of cranks, but can get up faster on the bicycle. For descending I like it far better than any other machine I have ever tried, and have proved very frequently that it runs faster *free* (legs up) downhill than any ordinary bicycle or tricycle.

Its hill-climbing powers are undoubtedly extraordinary.

Good. It takes a little time to learn the exact "pitch" at which to take a hill.

Hill-climbing is best accomplished by having the saddle well forward, say so that the peak is about 2in. in advance of the crank shaft, and by having the handles in a convenient position—not too high—so that a good pull can be had when required.

Facility in climbing hills in *any* machine depends upon the vertical position of the rider, and, as this is provided for in the "Rover," it is a good hill-climber.

Here, again, our correspondents are fairly unanimous, nor is there room for much difference of opinion. The recent hill-climbing competitions conclusively prove the superiority of the safety over the ordinary—accounted for, in our opinion, mainly, if not solely, by the fact that, in the case of the former, the steeper the hill the greater is the load upon—and consequently the grip of—the driving-wheel, while an exactly opposite condition of things prevails in the case of the latter.

V.—Luggage-carrying Powers.

The "Quadrant" more than holds its own for this, the amount you can carry over the front wheel being far beyond what you can carry on any other safety, and quite out of the way, and in no way affecting the steering.

The safety is next to the tricycle as regards luggage-carrying, as almost anything can be carried on the handle-bar. I think the craze for carrying luggage is being "carried" too far. Many of the present-day tourists might be on a tour of twelve months instead of twelve days, judging by the amount of luggage they have fastened to their person and machine.

On a tour I have carried all luggage in a Multum hung behind the saddle. This position I prefer as being entirely out of the way, and out of the rider's sight, and not offering extra surface for wind resistance, as if strapped to the handle-bar.

For luggage-carrying it is always easy to fit a frame on in front, or else there are bags made by the makers of the "Rover," which are strapped on to the handle, and are sufficient to hold about a ten days' amount. A small bag also can be fitted on behind without hindering mounting.

By altering the standard pattern of the "Bicyclette," I have been able to arrange for the carriage of as much luggage as I care to carry on a

tour, *i. e.*, an ordinary knapsack, a roll of waterproof cloth, containing a complete change of flannels and waterproof in a separate roll. I have the brake put on the *back* wheel, and this leaves the front fork and handles free. I have the L carrier on front fork to carry knapsack, and waterproof, etc., are strapped over knapsack, and in front of the handle-bar. The lamp is on off-side foot-rest.

Luggage can be carried by the safety either on the front fork or on the handles, or behind the saddle. The most convenient place is on the front fork, but if carried there the lamp must be carried nearly as high as the handle-bars, but this is better than carrying the lamp on the extension of the front wheel axle. If the luggage is carried on the handle-bars it is liable to get burnt by the lamp beneath. More or less luggage, according to the different patterns of the machines, can be carried behind the saddle; the difficulty here, however, is to adjust the luggage, which should not stick out sideways, as it would affect ease in mounting and dismounting.

My experience of the "Rover" is that it is not naturally a good luggage-carrier, but it could, no doubt, be made so by means of frames, clips, etc.

For this provision is made over the front wheel of the "Quadrant" in the shape of a platform frame, which can be attached or removed at pleasure. It will hold a camera and as much apparel as a tourist requires.

Only limited by the power of the rider, but the greater the weight the greater the vibration from the handles. The makers of the "Rover" say that no luggage-carrier is required, but that the bag may be hung from the handle-bar. As I could not hang my bag so as not to interfere with the brake I have designed and fitted a carrier of my own. It is of the Humber pattern, and is fixed by small brackets to the lugs of the lower brake joint (a bolt and nut taking the place of the screw), and by a wrought collar and stay, which is held by the set-screw for adjusting the handle-bar. It has answered perfectly, does *not* rattle, and, what is of more importance, the action of the brake is not impeded in any way.

Find nothing special as to this, as I carry mine on my back.

For luggage several ways can be devised, and I find with my "Rover" I can carry more luggage than I could do on my tricycle ("Humber"). I specially made a bag to fit into the bend in front of the saddle and spring, and, besides this, I have an ordinary M. I. P. to hang over the front of the handles.

Fair. Might with advantage be greater. Shape of the "Rover" spoils it for luggage-carrying.

An advantage I have found the "Psycho" possesses over others of same type is that a bicycle M. I. P. bag can be strapped to handle-bar, and hung in front of head; the reason for this is the brake not being a double lever. Take "Rover," "Ivel," "Swift," etc., the action of putting on the brake forces the top end of spoon portion forward, thus preventing any bag being strapped round head.

The "Rover" has no provision for carrying luggage; as bad, if not worse than an ordinary in this respect.

Some little diversity of opinion is apparent under this head, but the most enthusiastic champions of the ordinary—and among whom we continue to number ourselves—will hardly deny that the safety easily beats its progenitor in this respect. Considerable ingenuity is required to stow away the quantity of baggage some people demand when upon tour, but enough for any reasonable requirement can easily be conveyed upon a safety. The difficulty in packing it arises chiefly from the fact that makers, as a rule, have been quite content to build machines and let their riders arrange this point themselves. This policy is a mistake, and we are glad to notice that some of the leading makers are alive to the fact. If more than an ordinary quantity of luggage—say a camera and photographic kit—be in question, the type of machine with a greatly diminished front wheel is to be recommended, and of these for this particular purpose the "Quadrant" is unapproached. (The adaptability of the safety to luggage-carrying purposes, from a military standpoint, will be touched upon at a later date.)

VI.—Brake Power.

The "Quadrant." Brake-power is on quite new lines, being by a drum fixed on the axle of the driving cranks, and is most effective, and is far and away the best in the market, and also has the great advantage of not throwing the mud all over the rider.

An ordinary spoon brake on the front wheel is sufficient for a *good* rider, providing the leverage is strong enough. The only suggestion I can offer is to put the brake on the rear wheel, as being more effective, but as yet it has not been done without making the machine look clumsy.

On my machine, "Premier" safety, the brake-power is very inefficient, straining the hand and wrist to such an extent that on a long hill I have been unable to control the speed towards the bottom, being, in fact, run away with. Although knowing the absolute safety of the machine, no anxiety is felt as long as the road is clear, yet brake-power should be powerful enough to stop the machine in event of any obstacle arising, as a cart crossing the road, etc.

In my opinion it is best to have a brake on the front wheel, and not on the back, as Marriott and Cooper have fixed theirs. Also have a brake which you apply by pulling towards you, as the "Rover" and "Sparkbrook," not one which pulls up, as the "Swift," for by the former you can get much more leverage and more force. The brake will generally pull one up in a few yards, and, as a rule, they last about six months before they wear through.

This is a weak point in the "Bicyclette." I have only seen spoon brakes, and these mostly on front wheel. I think that the brake should be on the back wheel, and be a drum brake. This was suggested this spring to Messrs. Humber & Co., and the suggestion was to put the drum on the extension of the back axle, on the side opposite to the chain. Messrs. Humber replied that they had not then time to alter their pattern, but would consider the matter before next season.

Brake-power can always be used without danger on the safety, but it is a mistake to have a very powerful brake, which brings up almost instantaneously and jars the machine. The lever brake, though not so powerful as the direct one, is quite powerful enough, and it also wears the tires less.

In the case of the "Rover" itself, there is great loss of power in the brake, though I have generally found it sufficient, because I usually back-pedal a little down steep hills. Instead of the brake-lever pushing the top of the brake piece outwards, and the spoon therefore downwards, the latter should be actuated by means of a crank at the end of the brake-lever, as in the "Psycho," which machine has many good points.

The "Quadrant." Of this no more need be said than that it has a good *band brake*, and so is as well provided for hills as a tricycle, and the "dusting" qualities of the spoon brake are absent.

For hills ordinarily met with on main roads this is amply sufficient, but we have not a few hills in our neighborhood that it would be foolish to attempt to ride either up or down. I should like your experience, Mr. Editor, as to whether a spoon brake when applied down a long and steep descent is liable to run hot.

The best possible, for one can back-pedal the rear wheel and put the brake hard on the front one.

Its brake-power is better than on a tricycle, and there is no danger in adding to it by back-pedaling.

Good. Impossible to be thrown off through a too sudden application of the brake.

Brake. The greatest fault in the present safety is the spoon brake. It is very dirty, covering the machine and rider with dust the first hill descended. It is insufficient in wet weather on the most ordinary inclines. Its action is very uncertain, and depends on the state of the road; thus, should one suddenly come to a wet place on a hill, the machine is "off" directly. Having been run away with twice, I can speak from experience. Further, I would remark that it is not quite safe to use the full power of a spoon front wheel brake on a slippery road, as its tendency to stop the front wheel may make it skid sideways, and you get kicked off, whereas checking, or even stopping, the hind wheel does not produce the same objectionable result. The brake should be a band brake on the hind wheel.

The brake of the "Psycho" is very powerful, because there is not a particle of "spring" in any portion; the pull on the spoon is directly up. All double lever spoon brakes on safeties are a mistake, because the length of lever necessary to reach from tire to handle-bar is so great that a great amount of "spring" is always found.

Totally insufficient on many "Rover" type machines. By far the best brake, and, in fact, the only one which gives absolute control, is the "Quadrant" band brake. This pulls the machine up on the steepest grades. I can't understand why this idea is not adopted generally.

We should vote for the application of the brake in the following order: 1. By a strap on a drum affixed to the driving-axle. 2. By ditto affixed to the hub of the driving-wheel. 3. By a spoon in front of the hind wheel tire pointing

PHILADELPHIA WHEELMEN.

F. P. PRIAL,

23 PARK ROW, NEW YORK.

I feel pleased that you are to have a first-class Philadelphia correspondent, and in order to help you along, and it is the duty of every wheelman to support the cycling press, I send you one dollar for one year's subscription.

Very truly yours,

Philadelphia,
Pa.

downward, and located within three inches of the ground. All other methods are unsatisfactory. The first has the disadvantage that the machine is retarded through the driving-chain, but this is more than counterbalanced by the unsightly appearance of the flange on the hub of the back wheel, *i. e.*, always provided that the flange be sufficiently large to be of any practical service. The objections to the front wheel brake are pointed out in the comments just quoted.

(To be continued.)

BETTING AT RACE MEETS.

For the particular benefit of those who claim that the sport of cycle racing would thrive if betting were permitted at race meets, we republish some interesting facts from a leading editorial in *Wheeling*. It is entitled "Bookmakers' Amateurs," and it proves the average English amateur anything but an incorruptible "monument of icy virtue."

It appears that at many English cycle race meets of importance, the "bookies" are on hand in force and make but little effort to conceal their business. If necessary, they are ready at all times to "put up" a larger sum than the value of the prize, in order to fix it with the man most fancied for first place, and let in the man who is carrying their pot. Instances are detailed to prove the statements made.

A Coventry "bookie" admitted that there were fifty bookmakers in Coventry, alone, and that amateurs are harder to "deal" with than out-and-out professionals. At the uplifted hand of a bookmaker, there are pure amateurs who will not hesitate to rope, crowd or even collide with other riders. When Allard and Englehardt, two straight-riding makers' amateurs, were suspended, a bookmaker is reported to have exclaimed, "A d—n good job," presumably because they rode to win. At certain sports amateur cyclists receive cash prizes, neatly wrapped up, and handed to them directly after the meet.

Wheeling's editors will submit the facts to the N. C. U. and ask that they be acted upon.

TRADE NOTES.

The latest arrival at A. G. Spalding & Bros.' New York store is the new Victor Safety, which arrived on Wednesday. It is a superb looking wheel, and those who have seen it are greatly pleased with it. The repair shop at Spalding's is now under the superintendence of an expert bicycle maker and repairer, and the firm will increase and extend its business in this direction. In the uniform department a new style of hose is shown, the feet of which are lined with linen, making a comfortable stocking for summer wear. The firm have found their instalment plan to give the utmost satisfaction, and many wheels have been sold in that way.

Messrs. Theodore Goetze & Company inform us that Messrs. Peck & Snyder, 124 Nassau Street, and Mr. H. C. Squire, 178 Broadway, are the latest additions to the list of agents who handle their goods.

We desire to call the attention of our readers and the trade to Toulmin's Buffalo Bicycle Shoe. This shoe is made of genuine kangaroo or dongola in all sizes and widths; is light, yet strong and very easy. It is retailed at \$3 per pair, but special discounts are made to clubs and bicycle agents. Circulars, containing description and directions for self-measurement, will be sent upon application. Agents and club secretaries should address the firm.

The Gormully & Jeffery Manufacturing Co. have recently added a retail department to their factory. A handsome store has been provided on the main floor, and a full line of the American cycles, in every variety and finish, silently solicit the patronage of any visiting customers, though a competent salesman is in charge.

The Gormully & Jeffery Manufacturing Co. will shortly issue the handsomest lithographic hanger yet published. It will show every style of wheel they carry.

Mr. George S. Brown, 2290 Washington Street, has sent us samples of his silk shirts, silk rubber and mittens. The shirts are very light and are made to order any size; the rubber is very good for use after the bath, and with the silk mittens the body can be thoroughly rubbed and toned up without undue fatigue. For further particulars address George S. Brown, 2290 Washington Street, Boston, Mass.

The New York Bicycle Co. rejoice over their line of New Rapids, just received. They have settled down in their new quarters in Warren Street, and now have plenty of light and room in which to show their machines.

Wm. Read & Sons publish a long list of bargains in second-hand bicycles and tricycles, to which we would refer our readers or others wishing to purchase a good wheel. The firm reports a heavy booking of orders for New Mails for 1888.

The Kings County Wheelmen, Long Island Wheelmen, Harlem Wheelmen and many other local clubs have fitted up their houses with Brunswick-Balke-Collender billiard and pool tables. This firm is the oldest in the trade, and has built up an enviable reputation. It has houses in New York, Chicago, Cincinnati, St. Louis and all the principal cities.

Reber & Saich report a larger amount of repairing than in any previous season. This does not imply that more machines are breaking this year than ever before, but that the skill and reasonable prices charged by Messrs. Reber & Saich have attracted to them all the work they can handle.

A careful wheelman will save himself much trouble and discomfort and avoid danger by wearing a proper support while on the road. Mr. S. E. G. Rawson, Saratoga Springs, N. Y., upon application, will send a circular embodying sufficient reasons why such a support should be worn. They are not only a safeguard from accident, but prevent injury.

George W. Rouse & Son make a specialty of selling wheels on easy payments, a good opportunity for those who cannot afford the outlay for a new bicycle in one payment. The firm handle New Rapids, Champions, Stars, and are general agents for all new and second-hand wheels.

Messrs. Merwin, Hulbert & Company carry a splendid stock of Gormully & Jeffery bicycles and tricycles and Springfield roadsters. Their wheel room is well worth a visit.

The Coventry Machinists' Company, Limited, advertise a list of second-hand wheels in which may be found mounts of all styles and prices.

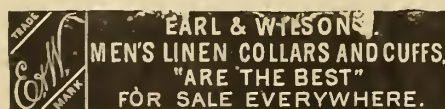
The new Victor Catalogue, the advance sheets of which we reviewed some weeks since, has just been received. It is a neat 32-page crimson-covered pamphlet. The catalogue is neatly printed and tersely written in the breezy style noticeable in the Company's advertisements. The Victor Light Roadster, Victor Safety, Victor Tricycle and Victor Junior, with all their parts, are fully illustrated and described. A page is devoted to "Leg Measure," Summary of Points in Victor Light Roadsters and Prices of Light Roadsters; one half page is devoted to a list of patents and a list of the cycling papers, to one or more of which all wheelmen are invited to subscribe. Among the sundries illustrated and described are Victor Cyclometer, price \$10; gong bells, Overman Wheelman Co. Lamps, price \$4.50 to \$7; duplex whistle, Victor swing saddle, Foote's anti-header, pocket wrench, oil and oil cans, handy hooks, spoke grip, Victor spring-top oiler, rubber cement, Acme bicycle stand, tire cement, tool bags, Brown's Æolus ball bearings, perfection bicycle lock, cycle brush tool, etc., etc. On one page is summarized a complete price list of all machines, parts and sundries. The last five pages are given up to testimonials arranged under such suggestive headings as follows: Coasting, hill climbing, business machine, all around, the ladies' machine (referring to the tricycle), downs them all, easy to sell, the record for size, gets there first, they boom them, not a cent for repairs, the only practical wheel, good enough for anybody, twenty-eight wheels in one town. On one page is prominently displayed the L. A. W. direction boards, which points out the way and condition of the road. All in all, the Victor catalogue is uniquely arranged, and is written in convincing and emphatic style. They will be sent upon application to Overman Wheel Co., Boston, Mass.

Howard A. Smith & Co., of Newark, are offering special bargains in second-hand wheels this week. A careful consideration of their advertisement, which appears in another column, will repay anyone who wishes to buy a second-hand wheel cheap. The list comprises all of the popular makes, and the prices range so that anyone can be suited.

ODDS AND ENDS.

We have had a number of applications for copies of THE WHEEL AND CYCLING TRADE REVIEW of March 9, containing Miss Erskine's article on "Tricycling for Ladies."

Our esteemed contemporary, *The Bicycling World*, reports that it has a large mass of correspondence "laying" over till next week. We know where an incubator can be bought cheap.



Our friend Jonah, John C. Wetmore, of the Manhattan Wheel Exchange, is very proud of the artistic "ad." he has designed, and which may be seen for the looking in another part of this paper. "Jonah" begs us to call the attention of the public to his masterpiece, though we assured him the public religiously reads the entire paper, "ads." and all.

TWENTY-EIGHT DAYS AHEAD.

Our Washington correspondent is right in thinking that we have not ridden a lady's bicycle. We have, however, ridden tricycles and saeties, and we will maintain the opinion that rear-driving saeties are dirtier than tricycles. We would be pleased if our friend would send us a description of the safety Washington ladies are riding with such zeal and satisfaction. We are gallant enough to wish the ladies to have the best of machines, be they of two or three wheels.—*Bicycling World*, March 19.

The full description of the ladies' bicycle, manufactured by the Smith National Cycle Co., of Washington, D. C., appeared in *The Wheel and Recreation* of February 17.

A prominent Washington physician uses a tricycle for his night practice, thereby saving time and horseflesh.

"We wish to congratulate THE WHEEL AND CYCLING TRADE REVIEW, our Phoenix-like New York contemporary, on its appearance since the change. The heading is very artistic, and the new make-up is very attractive. We congratulate Mr. Prial."—*Bicycling World*.

Awfully obliged, Mr. Editors.

The Rhode Island Wheelmen, Providence, exult over a French clock, presented by lady friends.

Read our New Orleans letter, ye riders of the blizzard-stricken North, and envy the Southern riders their blossoming trees, their green lawns, early birds and other symbols of returning spring.

Here is a subject that "Pedals" or Jack Rogers might turn into saleable poesy. While training for last season's tournaments a valiant knight of the race-track was rushing round the Worcester track with meteoric swiftness. He leaned far forward, and his proboscis—nature had supplied him with one of liberal dimensions—almost touched the twirling tire. Suddenly there was a crunching sound; the rider slowed up, wheeled around, and, dismounting at a certain spot, knelt down and examined the track. He found the remains of what had once been a set of teeth firmly embedded in the path. He had just dropped them.

The new *Wheel* seeks success in the "pursuit of a mind-your-own-business-and-keep-your-nose-clean policy." We trust the latter occupation will not seriously interfere with Brother Prial's editorial duties.—*Official Organ L. A. W.*

Not the new *Wheel*, Brother Foudrinier; no relation; but THE WHEEL AND CYCLING TRADE REVIEW.

The Brooklyn-Ilderan Club had a reunion or harmony entertainment on Wednesday evening. Under the influence of good-fellowship, music, refreshments and a good time generally, all barriers were washed away and the Brooklyn and Ilderan clubs are now firmly cemented together. On the piano rested a superb floral pillow with the initials of both clubs interwoven, representative of the fraternal feeling between the members of the reinforced Brooklyn Club.

The Kenton County farmers want to prohibit riding in their county. These Kentucky agriculturalists are fifty years behind the times, and should be taught to mind their pigs and their "punkins" and not meddle with these new-fangled machines.

KEYSTONE CLUB ELECTIONS.—The annual election of the Keystone Bicycle Club, Pittsburg, Pa., held March 7, resulted as follows: President, R. F. Smyth; secretary-treasurer, J. W. McGowin; captain, C. F. Geidell; first lieutenant, T. B. Lee; second lieutenant, C. A. Smith; third lieutenant; J. H. Croninger; color bearer, B. D. Smith; directors, F. F. Sneathen and J. W. Atwood.

T. A. Smiley, professional bicycle teacher, now with G. R. Bidwell, 313 West Fifty-eighth Street, is prepared to commence the season's work. He has met with great success in his system of teaching learners, every movement being directed with intelligent purpose.

Frank S. Miller, Union County wheelmen, is receiving the congratulations of his friends on his engagement with a Miss Irving, whom he will shortly marry. Mr. Miller reports that he will give up cycling, after a long and successful enjoyment of the sport.

This is the way they do it in Denver: After a rain, the wheelmen ride over the sandy prairie roads; in dry season they spin over the clay roads; on very hot days they siesta in the grateful shades of some deep cañon, where the ripple of cascading waters seeking lower planes prolong the afternoon nap.

Messrs. Aylett & Zacharias are distributing road-building pamphlets among the road-masters of Alabama.

The Long Island Wheelmen have decided to hold a race meet this spring.

The Long Island Wheelmen have a Ladies' Night to-morrow night.

It is reported that W. C. Herring, of the New York Bicycle Club, was recently married in London to a Miss Florence Murray.

GRATUITOUS SCORE CARDS.—The Pope Manufacturing Co., No. 12 Warren Street, New York, will, upon application, send a neatly arranged mileage card, giving space for the mileage of each day, each month and the grand total.

--- 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.

GILLOTT'S STEEL PENS

ARE THE MOST
* * * PERFECT.

THE KINGSTON KNITTING COMPANY,

27 KINGSTON STREET, BOSTON, MASS.,

Would call the special attention of the trade to their excellent line of Athletic Goods, in the latest styles of the season, which for beauty of design, elasticity and durability cannot be excelled. We weave all of the cloths we manufacture from the best worsted and woolen stock, which gives us many advantages in getting up beautiful effects in Polo, Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Fencing Suits, Leotards and Dress Suits, in mixtures, solid colors and the more delicate shades. Also L. A. W. suits; very stylish. All of these goods are gotten up in light, medium and heavy weights, as ordered. Our Knee Pants and Full Body Tights are the admiration of all who wear them, the introduction of our new Suspensory Pocket and re-enforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by eminent physicians and professors of physical culture. Our Bicycle Hosiery is made of fine worsted stock, glove fitting, and to match the shades of our garments. Those we are now introducing of Linen Fashioned soles and toes, are a great comfort in warm weather and very durable. The Trade will find it decidedly for their interest to do business with us. Our prices are very reasonable. Correspondence solicited. Send for our circular.

KINGSTON KNITTING COMPANY.

"CLUB" BICYCLES and TRICYCLES.

The Swift Safety.

Marlboro Tricycles.

Marlboro Tandems.

Send for 1888 edition of Catalogue, mailed free.

THE COVENTRY MACHINISTS CO., Ltd., 239 Columbus Ave., Boston, Mass.

THE NEW VICTOR SAFETY.

The New Victor Safety has arrived, and is to be seen at Spalding's, on Broadway. We were agreeably disappointed in the appearance of the machine, it being very pretty for a safety, and the lines and general details much more graceful than the pictures recently published would lead one to suppose. It also impresses one as being both strong and speedy, having a rather rakish, yet at the same time rigid look, being evidently intended to stand a good deal of pounding over rough roads. The spring fork is better looking than last year's, and has been much improved in several important details, among which are the new adjustable stay rods and the ball-bearing rocking beam. It certainly is a wheel that is built to ride, and from present indications it is going to meet with great success. The only improvement we could suggest, if improvement it would be, is to do away with the mud guard, which we consider is unnecessary and is an abomination on a safety of any sort.

The Massachusetts Club gave a "Ladies' Night" last Friday evening.

The racing fever has struck the South with a mighty stroke. New Orleans and Augusta had already decided to hold tournaments, and now Atlanta wheels into line and gives notice that she will go and do likewise. At the meeting of the Atlanta Club on the 1st instant a committee was appointed and is already pushing things. The races will take place during April on the Piedmont Park track; \$400 will be expended for prizes, and by liberal advertising the Atlanta boys hope to have something "big." The proceeds of the meet will go towards fitting up the club quarters and also towards the purchase of a uniform for each member.—*Sporting South.*

The Augusta, Ga., Bicycle Club has elected the following officers for the ensuing year: Thomas L. Chapman, captain; John C. Gibson, lieutenant; B. Hake, secretary-treasurer. The club is in a flourishing condition and will make things exceedingly lively in its vicinity during the coming season. The base-ball park has been leased and a four-lap track constructed, and a three days' race meet will be held, commencing May 8. Later on, in October most probably, another series of races will occur, but on a much grander scale than the May meeting.

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 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.

"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 \$90. 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, MD.

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

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

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 Crippler Tricycles from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems from \$65 to \$160. Write for List, and let us know what you need. Exchanges and Installments. 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.

FOR SALE—At a big bargain—Coventry Machine Co. Convertible Tandem; perfect order; \$100. Write for particulars. H. D. Cochrane, 47 West 14th Street, N. Y. City.

\$25—For Sale, 46-inch Ideal Bicycle, in use two months. At condition. Price \$25. A. E. Branagan, 194 Clark Street, Jersey City.

FOR SALE—Fine Ball-Bearing Bicycle. Excellent condition. Very cheap. Write at once, enclosing stamp. Address Lock Box 14, Richfield Spa, N. Y.

WANTED—Victor or Expert—50-inch—good condition. Must be '86 or '87 pattern, and reasonable for cash. Address Warren, care *Wheel and Cycling Trade Review*.

WANTED—Slightly used 54-inch Expert, Victor or New Rapid Machine, late pattern, nicked or enameled. For first-rate wheel I will pay good cash price. Address, giving full particulars, Bicycle, P. O. Box 2434, N. Y. City.

WANTED—A 46 or 48 Semi-Roadster or 50 Standard Columbia, in exchange for gold watch. For particulars, address Lock Box 75, Wappingers Falls, N. Y. 3-30

55-INCH Semi-Racer Club, weight 34lbs., nicked except rims. Splendid condition. Cost \$175; price \$125. F. A. Metcalf, 40 Clinton Street, Brooklyn. 3-30

BICYCLES, Second-hand, sold for owners on commission. Biggest list of bargains in America. See page advertisement of Manhattan Wheel Exchange elsewhere.

STANDARD 54-inch enameled, balls to front wheel, good order. Price \$60. James Potter, 36 Wall Street, N. Y. 3-30

FOUR CYCLES, good as new. Sparkbrook Humber Tandem, Marlboro Club Tricycle, Rudge Humber Tandem, 54-inch Victor Bicycle. For particulars address L. H. Porter, 29 West 23d Street, N. Y. 4-13

VICTOR—Am compelled to sell a 52-inch Victor Light Roadster; balls all around; '87 pattern. A bargain at \$95. A. B. B., P. O. Box 444, New York.

CHEAP AT \$90—A 52-inch full-nickel Expert, in perfect order; balls all over; will let it go at \$90. F. C., P. O. Box 444, New York.

WILL SELL a 54-inch Rudge Light Roadster, in first-class shape; new tire to rear wheel. Only \$85. Broadway, P. O. Box 444, New York.

WILL BE SOLD CHEAP, a 54-inch D. H. F. Premier. Good as new; balls all over. Highest figure takes it. City Hall, P. O. Box 444, New York.

SECOND-HAND WHEELS—If you want a Bicycle, Tricycle or Racer cheap, call at Spalding's, 241 Broadway, New York.

FOR SALE—Send cash with first and second choice. No. 1—48-in. Col. Exp., ball bearings, good condition, half nickel, \$75; No. 2—48-in. Col. Exp., ball bearings, fine condition, full nickel, \$80; No. 3—52-in. Col. Exp., ball bearings, fine condition, full nickel, \$80; No. 4—52-in. Col. Exp., ball bearings, good condition, full nickel, \$75; No. 5—52-in. Col. Exp., ball bearings, good condition, enameled and nicked, \$75. Address Lock Box 75, Wappingers Falls, New York. 3-30

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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.



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FROM \$180 TO \$1500.
FINEST PIANOS IN THE WORLD.
SOLD DIRECT TO FAMILIES, saving the enormous expenses of agents. Sent with beautiful cover, stool and book, for trial in your own home before you buy. Guaranteed six years. Send for catalogue.

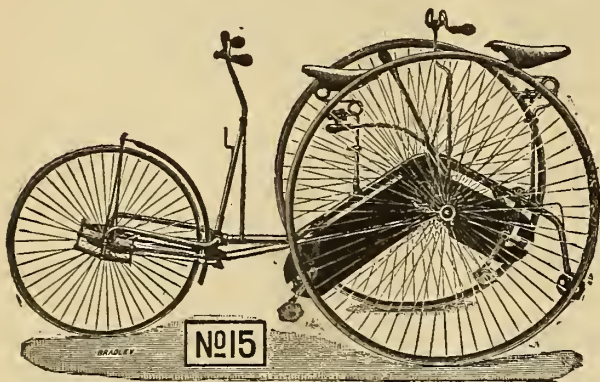
Marchal & Smith Piano Co., 255 E. 21st St., N. Y.

J. O'CONNOR, Practical Boot and Shoe Maker,

845 SIXTH AVENUE, NEW YORK
First door from S. W. cor. 48th St.
All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect guaranteed.

LAWN TENNIS SHOES A SPECIALTY.

We are Sole Agents for New York for New Rapid and Quadrant Cycles



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

Best Hill Climbers of the Age! All Parts warranted Inter-changeable.

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.

WHEELS BOUGHT, SOLD AND EXCHANGED.

NEW YORK BICYCLE CO., No. 8 Warren St., N. Y.

PRICE LIST

— OF —

Second-Hand Bicycles and Tricycles.

| LIST No. | SIZE | MAKE | BEARINGS | FINISH | SELL FOR |
|----------|------|----------------------|------------|-----------------|----------|
| 304 | 54 | American Club..... | Ball..... | Nickel..... | \$65 00 |
| 312 | 54 | Extraord'y Chal..... | Ball..... | Enamel..... | 40 00 |
| 325 | 54 | Universal Club..... | Ball..... | Enamel..... | 80 00 |
| 372 | 54 | Universal Club..... | Ball..... | Enamel..... | 60 00 |
| 402 | 50 | American Club..... | Ball..... | Nickel..... | 60 00 |
| 414 | 51 | American Star..... | Plain..... | Nickel..... | 35 00 |
| 428 | 51 | American Star..... | Plain..... | Nickel..... | 35 00 |
| 430 | 51 | American Star..... | Plain..... | Nickel..... | 40 00 |
| 432 | 48 | Expert..... | Ball..... | Nickel..... | 75 00 |
| 435 | 55 | Col. Lgt. Rdstr..... | Ball..... | Enamel..... | 90 00 |
| 438 | 54 | Harvard..... | Ball..... | Enamel..... | 65 00 |
| 439 | 52 | Expert..... | Ball..... | Enamel..... | 75 00 |
| 447 | 54 | Harvard..... | Ball..... | Nickel..... | 50 00 |
| 450 | 48 | Howe..... | Ball..... | Nickel..... | 50 00 |
| 457 | 50 | Standard Col..... | Plain..... | Painted..... | 45 00 |
| 459 | 50 | Victor..... | Ball..... | Enamel..... | 100 00 |
| 463 | 42 | Club Safety..... | Ball..... | Enamel..... | 75 00 |
| 468 | 54 | Harvard..... | Ball..... | Nickel..... | 65 00 |
| 469 | 54 | American Star..... | Plain..... | Nickel..... | 40 00 |
| 472 | 50 | American Club..... | Ball..... | Enamel..... | 85 00 |
| 474 | 54 | American Star..... | Plain..... | Nickel..... | 50 00 |
| 475 | 51 | American Star..... | Plain..... | Nickel..... | 25 00 |
| 479 | 52 | Brit. Challenge..... | Ball..... | Nickel..... | 100 00 |
| 480 | 54 | Rudge Lt. Rdstr..... | Ball..... | Enamel..... | 70 00 |
| 481 | 55 | Col. Lgt. Rdstr..... | Ball..... | Enamel..... | 100 00 |
| 482 | 48 | Ideal..... | Plain..... | Painted..... | 35 00 |
| 483 | 50 | Expert..... | Ball..... | Enamel..... | 80 00 |
| 484 | 52 | Expert..... | Ball..... | Nickel..... | 65 00 |
| 486 | 48 | American Star..... | Plain..... | Nickel..... | 60 00 |
| 487 | 52 | Brit. Challenge..... | Ball..... | Enamel..... | 65 00 |
| 489 | 54 | Harvard..... | Ball..... | Enamel..... | 50 00 |
| 491 | 30 | Cunard Rover..... | Ball..... | Enamel..... | 95 00 |
| 493 | 51 | Special Star..... | Ball..... | Enamel..... | 90 00 |
| 494 | 52 | Harvard..... | Ball..... | 2-3 Nickel..... | 55 00 |
| 497 | 50 | Expert..... | Ball..... | Nickel..... | 90 00 |
| 498 | 48 | American Star..... | Plain..... | Enamel..... | 45 00 |
| 499 | 56 | Spalding..... | Ball..... | Enamel..... | 65 00 |
| 500 | 32 | Monarch Rover..... | Ball..... | Enamel..... | 115 00 |
| 501 | 48 | Special Star..... | Ball..... | 2-3 Nickel..... | 70 00 |

TRICYCLES.

| | | | | | |
|-----|----|-----------------------|-----------|-------------|--------|
| 301 | .. | Col. Three-track..... | Ball..... | Enamel..... | 75 00 |
| 350 | .. | Humber Crip'r..... | Ball..... | Enamel..... | 75 00 |
| 356 | .. | Humber Tandem..... | Ball..... | Enamel..... | 150 00 |
| 357 | .. | Humber Tandem..... | Ball..... | Enamel..... | 150 00 |
| 461 | .. | Victor..... | Ball..... | Enamel..... | 75 00 |
| 496 | .. | Spkbrk. Crip'r..... | Ball..... | Enamel..... | 115 00 |

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address C. O. D., with the privilege of examination, provided the person ordering remits enough to pay express charges both ways.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

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

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

Photographic Materials.

SEND FOR CIRCULARS.

THE RIPLEY PLATE.

B. & L. CHEMICALS.

J. A. K. and KRANTZ LENSES.

BARTLETT & LAIRD,

27 BOND STREET, NEW YORK.

MERWIN, HULBERT & CO.,

26 West 23d Street,

NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S

American Champion Bicycle.

" Light Champion Bicycle

" Challenge Bicycle.

" Ideal Bicycle.

" Ideal Tricycle.

AND SUNDRIES.

Springfield Bicycle M'f'g Co.'s Springfield Roadster.

Parallel and Ball-Bearing Machines. Also a full line of Suitings—all necessary equipments.

AMATEUR PHOTOGRAPHY,

Accessories for same.

INSPECTION CORDIALLY INVITED

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.

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| Enamel, | - - - - - | Price \$1.00 |
| Nickel, | - - - - - | 1.50 |

Postpaid.

F. L. HELLER, Montclair, N. J.

JOB PRINTING

OF ALL DESCRIPTIONS.

F. P. PRIAL,

23 PARK ROW,

NEW YORK.



\$3.00

Per Pair

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 directions for self-measurements.

W. B. TOULMIN,

77 Seneca Street,

Buffalo, N. Y.

E. H. WILCOX, Manager.

Chickasaw Bicycle Agency,

225 THIRD STREET,

(Natatorium Building,)

MEMPHIS, TENN.

State Agents for the American Cycles.

A FULL LINE OF SUNDRIES, TIGHTS, HOSE, ETC.

A large Riding School in connection.

Second-hand Wheels Bought, Sold and Exchanged.

REPAIRING PROMPTLY DONE.



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,

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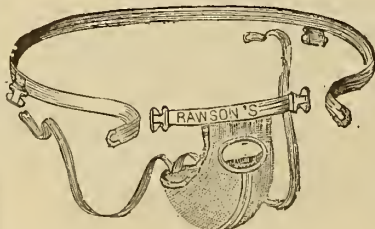
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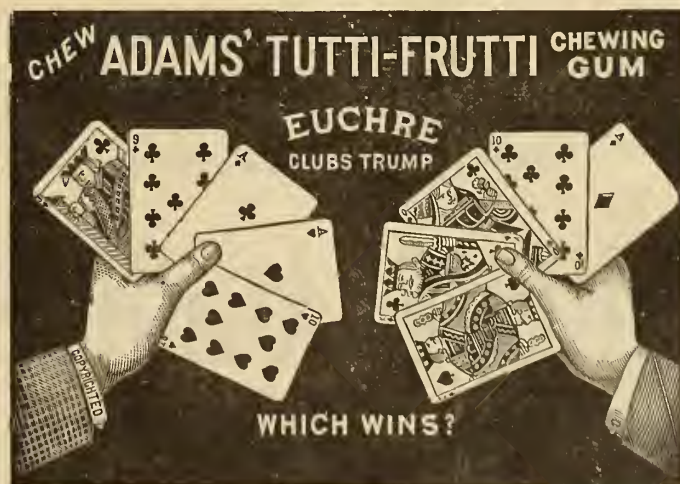
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