

The Wheel

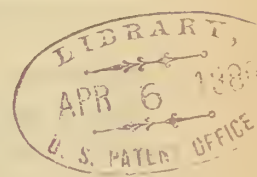
P.O. Box 444. N.Y. CYCLING TRADE REVIEW 23 PAT. ROW. N.Y.

Vol. I.—No. 5.]

NEW YORK, MARCH 30, 1888.

[WHOLE NUMBER, 5.]

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,

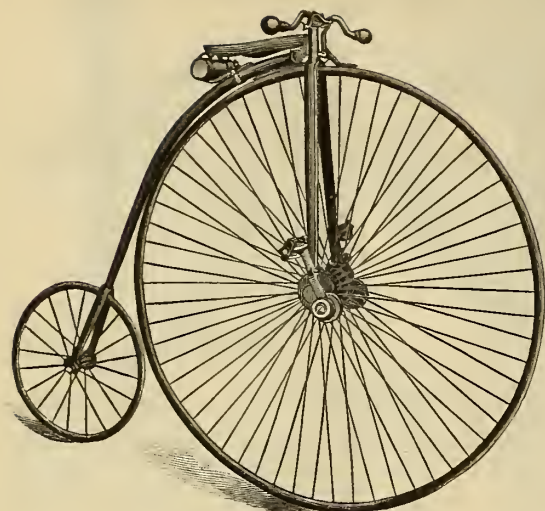
FLATONIA BICYCLE CLUB, Flatonia, Texas.

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

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest American Manufacturers of Cycles and Sundries.



No. 1.

THE SPRINGFIELD ROADSTER

— FOR 1888. —

YOST & McCUNE PATENTS.

No. 1 cut shows the \$75 Springfield Roadster, which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool-Bag.

No. 2 cut shows the \$100 ball-bearing Wheel, with spade handles, cow-horn shaped handle-bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

CATALOGUE FREE.

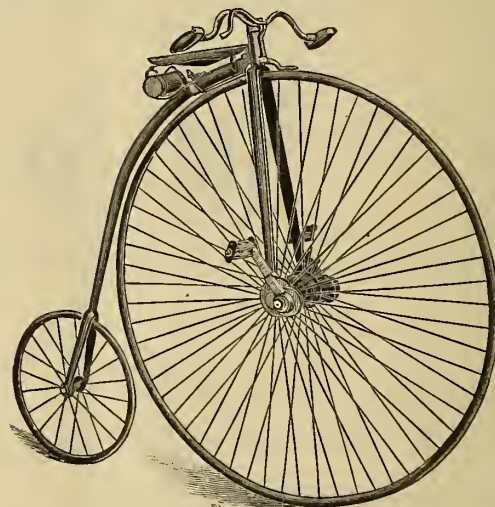
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THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

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BOSTON.

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"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	45
125 54	Universal Club—painted and nickel	110	55
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 nickleed, condition very good.	135	60
155 40	Club Safety—nearly new	135	65
157 38	Club Safety	135	60
159 36	Club Safety—condition fair	135	55
161 40	Club Safety—racer	150	75

TRICYCLES.

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

TANDEM.

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,	30.00	B	F	"
3 50	Royal Mail,	65.00	A	D	Same as new.
4 50	"	85.00	A	D	" B.H.
5 50	Stand'd Columbia,	45.00	B	C	Fine.
6 50	American Rudge,	58.00	A	D	"
7 51	Royal Mail,	85.00	A	D	Ball Head.
8 51	Rudge, M. '87,	85.00	A	D	New last Oct.
9 52	Champion,	60.00	A	D	Fine.
10 52	"	65.00	A	C	"
11 52	"	70.00	A	C	"
12 52	"	65.00	A	C	"
13 52	Expert Columbia,	75.00	A	C	"
14 54	"	75.00	A	C	"
15 54	"	75.00	A	D	"
16 54	Rudge L. t. R. d' str,	75.00	A	C	"
17 54	Royal Mail,	75.00	A	C	Ball Head.
18 56	Expert Columbia,	65.00	A	C	"
19 56	Royal Mail,	75.00	A	D	"
20 56	New Rapid,	85.00	A	D	"
21 56	Victor,	60.00	A	D	"
22 56	"	65.00	A	D	"
23 56	Club,	50.00	A	D	"
24 58	Rudge,	75.00	A	D	"
25 58	Cornell,	65.00	B	D	"
26 58	Royal Mail,	85.00	A	D	Same as new Ball Head.

THESE WHEELS ARE CONE PEDALS.

MISCELLANEOUS.

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 Nickleed.
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

TANDEM.

Examine Our Prices.

KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
234	52	Rudge Lt. Rdstr.,	\$135.00	\$90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	75.00	3	1	1
237	48	Columbia Expert,	122.50	75.00	4	2	2
238	46	Special Facile,	123.00	83.00	4	1	1
244	45	Special Pony Star,	107.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	95.00	1	1	1
247	54	New Rapid,	150.00	105.00	3	1	1
248	50	Ideal (Special),	80.00	55.00	4	4	1
252	56	British Challenge,	150.00	50.00	1	1	3
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	Sp'dg, 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	Spcl. Star,	130.00	85.00	4	Ball	1
285	51	Spcl. Star,	120.00	75.00	4	Ball	4
286	44	Spcl. Facile,	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	77.00	4	1	2
288	56	Columbia Standard,	107.50	50.00	4	4	4
289		Sp'k'b'k Cr'p'r Tricycle,	180.00	130.00	4	1	2
290	52	Victor Roadster,	132.50	87.00	4	1	1
291	55	Columbia Lt. Rdstr,	145.00	112.00	3	1	1
292	56	Columbia Expert,	142.50	110.00	3	1	1
293	54	Columbia Expert,	130.00	70.00	4	2	2
295	54	Victor,	130.00	105.00	4	1	1
296	52	Columbia Expert,	137.50	95.00	1	1	1
297	46	Columbia Expert,	120.00	75.00	3	1	1
298	39	Boys,	70.00	25.00	5	4	1
299	50	Columbia Expert,	135.00	70.00	1	1	2
300	50	Victor,	125.00	69.00	4	1	4
301		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		Sp'k'b'k Hbr. T'dm,	260.00	225.00	4	1	1
310	52	British Challenge,	135.00	65.00	3	1	5
311	48	Special Star,	140.00	110.00	4	Ball	1
312		Springfi'd Roadster,	75.00	60.00	4	1	5
313	55	Col. Lt. Roadster,	135.00	60.00	4	1	5
314	53	Royal Mail,	140.00	95.00	4	1	1
315		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		Becston Hbr. T'dm,	260.00	170.00	4	1	1
324	52	Victor Roadster,	127.50	90.00	3	1	1
325	50	American Ideal,	65.00	42.00	4	4	2
327	54	English,	130.00	75.00	4	2	1
328	50	Columbia Expert,	125.00	68.00	3	1	1
329	54	Royal Mail,	140.00	100.00	4	1	1
330	54	Victor,	130.00	95.00	3	1	1
331	52	New Mail,	135.00	110.00	4	1	1
332	52	N. Rapid Lt. Rdstr,	137.50	115.00	4	1	1
333	54	English Premier,	130.00	70.00	5	3	2
334		Col. 3 trk. Trike,	160.00	85.00	4	2	2
335		Columbia Safety,	140.00	100.00	4	1	1

Wheels Bought, Sold and Exchanged.

FULL LINE

CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

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

The Clark Cycle Co.,

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

BALTIMORE, - - MD.

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

KING OF THE ROAD LAMPS.

Made by JOS. LUCAS & SON, Birmingham,

We are prepared to supply the Trade on Liberal Terms.

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

“**KING OF THE ROAD.**”

Send for 1888 Catalogue of

NEW RAPIDS AND QUADRANTS,

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

MAILED ON RECEIPT OF NAME AND ADDRESS.

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

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

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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 contents and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully serves. Subscription price, \$1 per year.

Philadelphia and Chicago will find their combinations of local clubs the most powerful organizations for the advancement of cycling. Why sleepeth New York and Brooklyn? In New York City we want some one to look after the roads and pavements. When appropriations of millions are made for the repair or paving of our streets and boulevards, a powerful local organization might cause just a small part of these moneys to be spent in the proper manner. Let some club call a meeting for the purpose. We suggest that the New York Club, which is about to build a new house and wishes to increase its membership, call a meeting for the purpose mentioned.

Our "Liberty Bill" suggestion is bearing fruit. Kentucky will introduce a liberty bill before its Legislature, and Illinois may do the same. There is no reason why the riders of every State should not be protected by law.

Messrs. Myers and Goebel, honorable legislators of the State of Kentucky, have promised to fight the anti-wheel bill. We trust that we shall be able to chronicle a success—a complete Waterloo for the road-hogs' representative. Messrs. Goebel and Myers will serve their State with honor and distinction, while the barn-yard legislators will seek their rural retreats after a taste of public life, and waste their energies experimenting with new-fangled incubators, revivifying guanos, etc., etc.

One of our lady readers, who modestly conceals her identity under her League number, sends us a delightful little story of a tour taken with her husband last fall. We should like to publish more of these little sketches. We think our riders very selfish not to introduce their sisters and lady friends to the sport. There is no reason why a healthy woman should dawdle about the house, reading novels, sipping tea and annihilating confections, which is what we suppose many women do; let us confess that it is a mere supposition, based on a faint recollection of many early-day novels of the Mary J. Holmes order. On wheels, man and woman may develop an enjoyable companionship. The freshness of both scenery and air tone the body and broaden the mind. We wish to hear more of the ladies who ride wheels.

On Thursday morning another team of American cyclists set sail for the country of Gladstone and John Bright. From press reports we learn that the first American team have secured a reputation for "straight deals," and we cannot but hope that the new American team will so conduct themselves that the prestige of American cycling and cyclists, both amateur and professional, may not be injured abroad. We bespeak for these latest invaders of the "tight little isle" a hearty welcome and the proverbial English fair treatment.

ANOTHER AMERICAN TEAM SAILS FOR ENGLAND.

A party of American wheelmen sailed for England on the Spain yesterday (Thursday) morning. The party is composed of F. C. Dole, trainer of the University of Pennsylvania, who will act as manager; T. W. Eck, trainer; Stillman G. Whittaker, of Chicago; Horace G. Crocker, of Boston; W. F. Knapp, W. E. Crist and L. J. Barber, of the Capital Club, of Washington, D. C. The last two are amateurs.

The team expect to compete at all the English race meets in professional and amateur events, and may run a tournament or two on their own account. They will return in August in time for the fall circuit. They will have no connection with Morgan & Co., and will make themselves known as the Original American Team.

Whittaker and Crocker will devote special attention to speed riding, and neither will be sent over five miles. Knapp will compete in both short and long distance races. It is not proposed, according to present arrangements, to take part in any 6-day races.

Whittaker is capable of 2:35 for the mile, with good staying powers that will make him a formidable opponent over a distance. Whit has never put in a fast mile on a fast track, and we write him down as good for 2:35, with every probability of shading "thirty." Crocker ranks only second to Rowe. Indeed, there are many who think him capable of showing the champion over the tape in a mile race. But we do not agree with these, though he has a remarkable spurt. He should have no difficulty in scoring with first-class company. With a thorough preparation, he should be able to handle such men as F. W. Wood, F. P. Wood and English, and possibly best Richard Howell.

Crist, who will represent the Capital Club, has a record of 38 firsts and 8 seconds out of 50 races run last year. His best mile record is 2:38-5, made at Roseville. He is a good all-around man, and has a remarkable finish. With Rich in retirement, he is probably our fastest amateur, though Kluge is thought to be as good if not a better man, though he commenced racing too late last season to prove this. Crist should be good for 2:30 on Long Eaton in a race all the way. Mr. Barber, also a member of the Capital Club, accompanies Crist as a companion. He has a local reputation as a racing man, and may take part in a few handicaps. Crist has always ridden the wheel of his choice, a "genuine" Humber, and has never been even suspected of makers' amateurism. He will probably ride a Humber abroad.

UNJUST SUSPICION.

PEORIA, ILL., March 24, 1888.

EDITOR THE WHEEL AND CYCLING TRADE REVIEW:
Dear Sir—It having come to our notice that the authorship of the letter of February 22 to the Kenton Wheel Club, appearing in the advertisements of the Overman Wheel Company in current cycling papers, is frequently laid to the manufacturers of American cycles, we would like to say that we wrote the letter ourselves in good faith, being agents for several lines of wheels, including the Victor, and wishing corroboration of the testimonial in question for our own use.

Very truly,
GEO. W. ROUSE & SON.

It is reported that Prince Oscar of Sweden and his plebeian, *fiancée*, Miss Munch, are devoted to cycling and are often seen together on a sociable.

THE BROOKLYN AND ILDERAN CLUBS CELEBRATE THEIR CONSOLIDATION.

Although the weather was unpleasant, a great number of wheelmen assembled at the clubhouse of the Brooklyn Bicycle Club on Wednesday evening, March 22. Their object was to become acquainted with one another, so as to blend the two hitherto separate clubs into one organization, and to start the new Brooklyn Club on its career of prosperity. The Ilderans arrived in a body, and, upon entering, gave the Ilderan war-whoop, modified by substituting Brooklyn for Ilderan. They were welcomed by the smiling face of Treasurer Raymond, assisted by Mr. Bancroft and Laughing Jones, who was in his full glory. The latter gentleman seemed happy ever afterward—at least so one would have inferred from the jolly one's continual laugh. Many of the members having met before, formality was not necessary, and in a short while it seemed as if the clubs had always been one body.

At 8:30 an informal entertainment commenced, but, although impromptu, it was equal to any formal affair. What attracted a good deal of attention and deservedly elicited much favorable comment was a handsome floral design placed on the piano in the front parlor. It was a square, 12x6 inches, bearing the legend, B. I. B. C. C.—the initials of the two clubs—composed of immortelles in the respective colors of the two clubs, on a background of tube roses. This was surrounded by an oblong garland of roses, daisies and lilies of the valley interwoven. The design was very original and was very symbolical of the feeling of friendship which has always existed among the two clubs when separate.

Mr. Miller opened the entertainment with piano selections, which were heartily applauded and encored. Then Mr. Torrey favored the audience with an impromptu humorous recitation, which was very much to the point and evoked much merriment. It seemed to please Mr. Jones especially, for his merry peals of laughter resounded through the house. Then Mr. Fuller, the talented violinist, held the audience's attention with some very good music. Mr. Howard Spelman, rising amid applause, recited two very amusing anecdotes, which were well appreciated. Hereupon Mr. Raymond called upon Mr. Slocum, president of the Brooklyn Club, to make a few remarks. Mr. Slocum performed this difficult task in an admirable manner, his remarks, devoid of all unnecessary flourishes, being to the point. Then Mr. Greenman, president of the Ilderans, gave vent to his feelings upon the consolidation of the two clubs. His speech was short, but concise. Both these gentlemen referred to the N. Y. and N. J. T. R. R. A.'s race this spring in a manner that caused much enthusiasm. Mr. Miller followed with an interesting stereopticon exhibition, with slides of his own manufacture. Among the views were scenes from the Niagara ice-bridge and the great blizzard.

Hereupon an invitation to a small spread was proclaimed, and it is needless to say that the summons had not to be repeated. After this a banjo quartette, composed of Messrs. Farr, Bailey, Doré and Falcon, entertained, Mr. Miller filling up the intervals with piano recitals, and Messrs. Spelman and Torrey vied with each other in telling very interesting stories.

At 12:30 the assemblage broke up. All were agreed that they had spent a most enjoyable evening, and that the consolidation was a good idea, and gave promise of great success.

INDEPENDENT.

Messrs. William Read & Sons are surely up with the times, and will be quite ready for the safety boom. They have arranged for the importation of the Ivel wheels. The safety will compare in form and appearance with our American wheels, and should it prove as staunch a wheel as it is reputed to be on the other side, it will be a great go. The tricycle is of a light, novel form; the tandem safety is practically new with American riders. When we read the favorable reports of the wheel when exhibited at the Stanley Show, we were in hopes that it might be imported to this country, and we are pleased to find our wish gratified. A more complete description of this wheel, with a few explanatory illustrations, may be found on another page.

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*



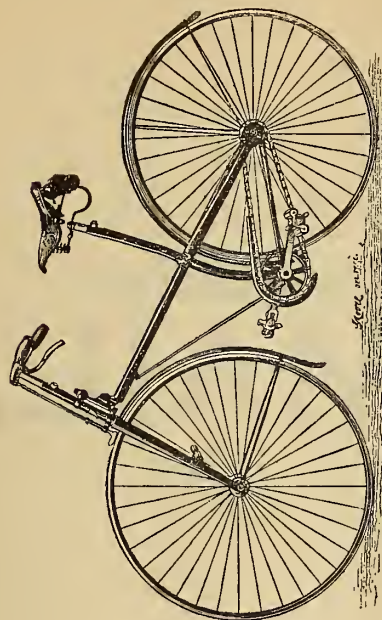
Victor Bicycles, Tricycles and Safeties.

OVERMAN WHEEL COMPANY, Makers,

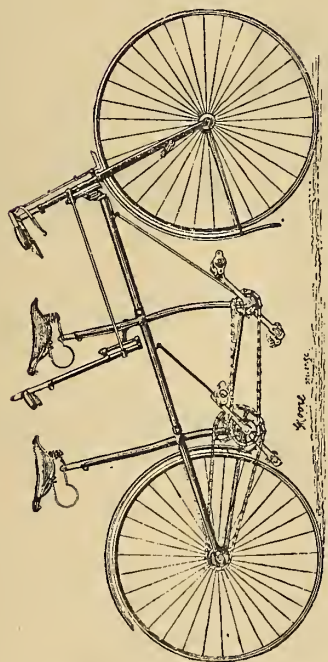


BOSTON, MASS.

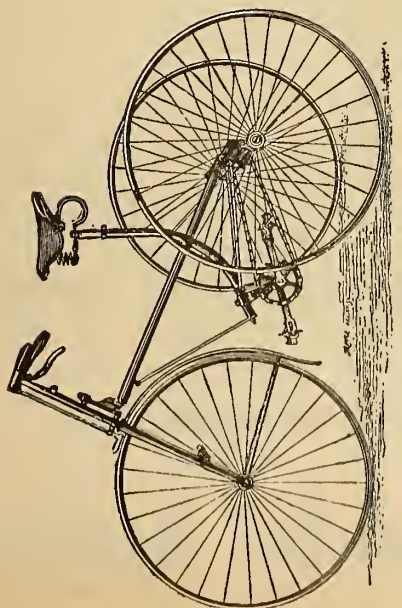
A. G. SPALDING & BROS., New York and Chicago, Special Agents.



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IVELS!

WILL BE IMPORTED BY WM. READ & SONS.

We are pleased to learn that Messrs. Wm. Read & Sons will import the famous Ivel wheels. In looking over the list of English rear-driving safeties, none can be found which could become more popular than the Ivel safety. The tandem safety bicycle and single and tandem tricycles will possess the charm of absolute novelty, and should find many purchasers in this country. Below we publish the best information of these machines obtainable:

The Ivels are built by Dan Albane, proprietor of the Ivel Hotel, a famous wheel hostelry at Biggleswade, England. Dan commenced at the lowest round of the ladder, and has slowly built up a solid business. The merits of the Ivels continued to force themselves upon the public, and the business increased so rapidly that it has just been formed into a large stock company.

At the Stanley Show a number of improved Ivels were shown, which received the most favorable comment from the cognoscenti.

THE IVEL TANDEM.

The Ivel tandem starts with a world's record—viz., 301 miles in twenty-four hours—made by J. P. Mills and R. Twingley. The machine is exceedingly simple in design, yet the frame is very strong, and will stand an immense amount of hard usage. The Ivel tandem is very different in appearance to the other machines of its class, the frame being that of an elongated single, with a sort of double cross frame. The rear rider drives by means of a chain on the left, and the front man by a chain on the right, running from his pedal axle to the rear rider's. The steering is made double by means of a connecting rod running almost parallel to the main tube. The machine is thoroughly well stayed in every part, and looks thoroughly practicable. It is convertible to a single by a simple arrangement.

THE IVEL SAFETY.

The Ivel bicycles are all well known, and have earned a high reputation upon the road and path, but the ordinary has been quite eclipsed by the safety in the estimation of the public, as appears to be the case all around just now. In the Ivel safety, the principle of making the steering-wheel a trifle bigger than the driving-wheel was first adopted, this, without doubt, having a great effect in making the machine run easily, and all who have tried the Ivel have a good word for its remarkably easy steering, a desideratum of no small importance in this class of machine. This sterling cycle holds many records on the road, which, as the maker very truly says, proves the machine to be at once safe and comfortable. Mr. George P. Mills has ridden 295 miles in twenty-four hours upon it, whilst he has also covered fifty miles in the wonderful time of 2h. 47m. 36s., both performances being accomplished upon the ordinary highway. The Ivel tricycle closely resembles the safety.

THE IVEL TRICYCLE.

The Ivel tricycle closely resembles the safety and the tandem in detail, and, for the same reasons, it steers very easily. In this case also the machine holds some convincing world's records upon the road—viz., fifty miles in 3h. 7m. 24s., 100 miles in 7h. 42m., and 265 miles in 24h.—all these performances having been accomplished by Mr. George P. Mills, of the North Road Club. A tricycle of similar type, but suitable for a lady's use, is also made.

THE TANDEM SAFETY BICYCLE.

This, the latest addition to the foregoing extensive list of machines, was made by the inventor, Dan, a few days prior to the Stanley Show, in the shape of a new Ivel tandem safety, which, if tandem safeties are to become popular, will assuredly not be left behind in the race for favor. It embodies most of the material details of the other Ivel machines, a point which is always carefully considered by its inventor. The steering is double and singularly effective, whilst the arrangement of the chain does away with any undue length. This machine can, at a relatively small cost, be made



ON THE ROAD.

convertible into no less than four separate machines—viz., Ivel safety, single and tandem and Ivel tricycle, single and tandem.

The complete list of the Ivel wheels is as follows: The Ivel roadster safety No. 1, the Irish Ivel safety No. 2, the semi-racing Ivel safety No. 3, the full racer Ivel No. 4, the Ivel bicycle No. 5, the ladies' Ivel tricycle No. 6, the racing Ivel tricycle No. 7, the Ivel tandem tricycle No. 8, the Ivel ladies' tandem tricycle No. 9, the Ivel racing tandem No. 10, the spring-frame Ivel safety No. 11, the spring-frame Ivel tricycle No. 12, the Ivel ordinary racer No. 13, the Ivel ordinary light roadster No. 14, the Ivel ladies' safety bicycle No. 15, the Ivel safety tandem, and last, but by no means least, the Ivel cycle pony trap.

THEY WILL PUSH THEM.

BOSTON, March 28.

F. P. PRIAL, ESQ.:

Dear Sir—Replying to yours of the 27th, we expect the first lot of Ivel safeties in a week to ten days' time. We have obtained the sole control of them for America, and propose to push their sale, as we believe them worthy of such.

Yours truly, WILLIAM READ & SONS.

IMPORTANT TO CYCLE MAKERS, REPAIRERS, Etc.

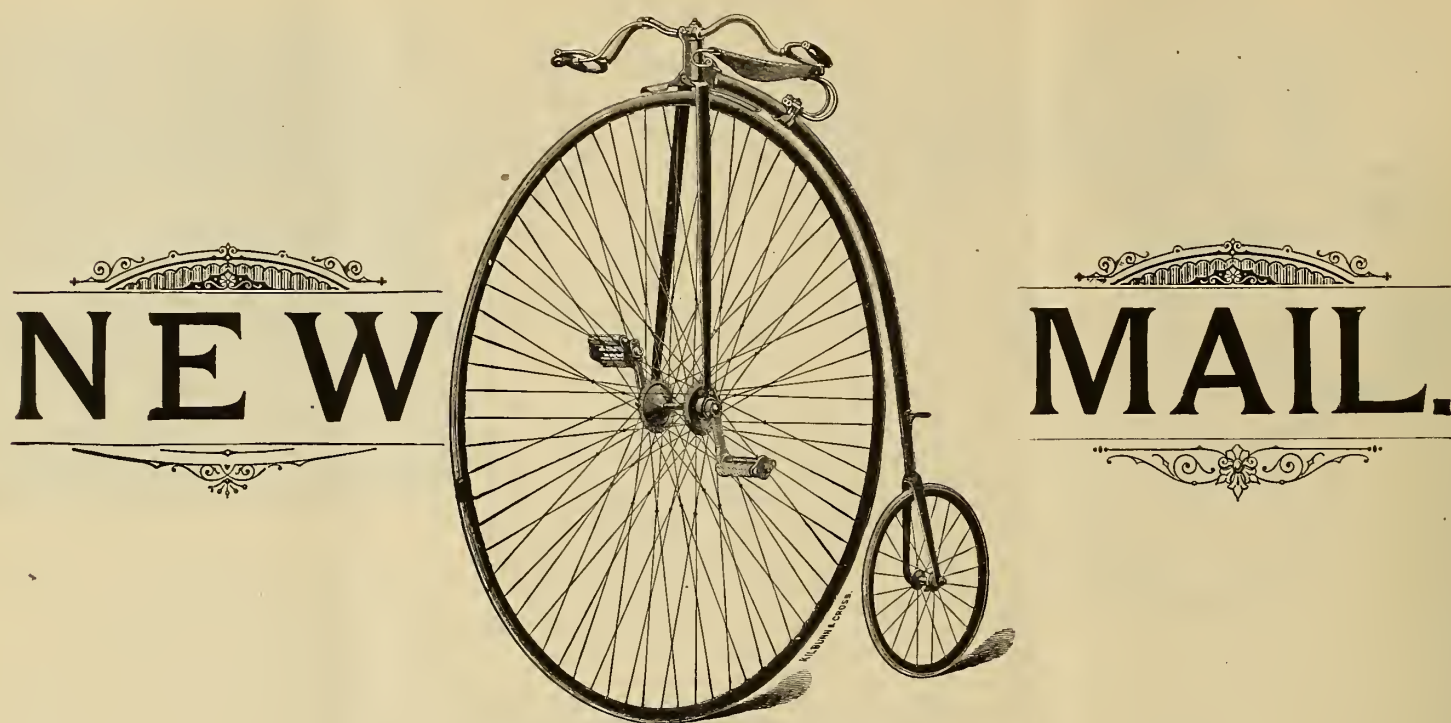
The Boston *Herald*, of Sunday, March 25, contains a very complete and technical description of a new process of welding two metals together by electricity. The process is as follows: A strong current of electricity is passed through two powerful copper conductors, at the end of which are placed two clamps, in each of which one of the two units of metal is firmly screwed. This clamping principle, apart from certain minor technical peculiarities in the method of applying the current, is the principal point of the invention. By ingenious modifications of these clamps, pieces of metal of almost any form can be so perfectly welded that the point of juncture cannot be distinguished, and that the strength of the joint is equal to that of any part of the solid metal. The name of the firm already using this system is the Thomson-Houston Company, Lynn, Mass.

NEW, NEAT AND NEWSY.

The second copy of your new, neat and newsy paper to hand. Thanks for the same. Allow me to extend my best wishes for its success, and if there is anything I can do for it out this way, don't fail to call on me.

LOUIS BLOCK,
1850 Arapahoe Street, Denver, Col.

Mr. Alexander S. Hill, representing the Coventry Machinists' Company (Limited), is in Gotham this week. Mr. Hill is in the country but a week, is delightfully English, pleasant-mannered and anxious for success. He will journey through the States, and should be welcomed by any of our readers who may happen to meet him.



1888 NEW MAIL.

LOOK OUT FOR IT. READ THIS CAREFULLY.

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

NEW MAIL LIGHT ROADSTER,

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

THE ONLY WHEEL

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

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

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

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

WHEEL GOSSIP.

Vienna will have a cycle exhibition in May.

The Kings County Wheelmen will hold a race-meet in June.

The Kings County Wheelmen will hold their annual dinner April 7.

W. E. Perkins, of Denver, Col., is compiling a road-book of the State.

Governor Green signed the New Jersey Liberty Bill on Thursday, March 22.

Messrs. William Read & Sons will handle Dan Albone's famous Ivel wheels this season.

Messrs. Goetze & Co. have appointed Charles Schwalbach Brooklyn agent for their well-known stockings.

Woodside has "signed articles" with the St. George's Engineering Company, and will ride a New Rapid racer this year.

N. E. Kaufman is now the champion trick rider of Europe, he having been the only entry in a contest thrown open for the title.

The N. C. U. have promised W. A. Illston to reinstate him at the end of the year; that is, if he remains a good boy till that time.

Charles Schwalbach has presented a gold medal, to be awarded to the member of the K. C. W. making the highest mileage for 1888.

Outing has moved from its old offices in Nassau Street up to No. 239 Fifth Avenue, between Twenty-seventh and Twenty-eighth Streets.

W. L. Fish, of Newark, has invented a new 1888 combination saddle. We have tried it and can safely credit inventor Fish with a success.

"Senator" Morgan proposes to form a Professional International Cyclists' Union. What the work of this union might, could, would or should be we are at a loss to know.

The League gained a victory in the case of William H. Allen, a Hartford bicyclist, against Dr. Nathan Mayer, for damages received in a collision between Allen's bicycle and Mayer's horse.

We are treading on Bassett's sacred ground, but when Messrs. Wm. Read & Sons report their New Mail as going very lively, we cannot help remarking that new males always are lively.

The *Scottish Cyclist* is the latest addition to old-world literature. The first number appeared March 7. The paper is edited by James R. Nisbet, Glasgow, and D. F. Bremner, Edinburgh.

The Citizens' Club are anxious to complete their file of *The Wheel*, and would be much obliged to hear from any of our readers who have Volume I. of that paper. Address Mr. John C. Gulick, 28 West Sixtieth Street, N. Y. City.

The Pope Manufacturing Co. have a newly designed envelope which is very handsome. The firm's checks now bear a fine cut of Colonel Pope's eldest boy. A bright, pretty face is shown, with a marked resemblance to the Colonel.

The Coventry Machinists' Co., Ltd., are making active preparations to push the Club in this country this year. Mr. Alexander Hill, of the Company, who has just arrived in Boston on the Catalonia, will travel through the States in its interests.

The English press men are jumping with both feet on "Senator" Morgan, who, in a letter to the *Bicycling World*, insinuated that Kaufman won said press men over to his interests in the trick riding championship controversy by dining and winning them.

A new athletic ground, containing running and bicycle tracks, is to be built at Long Branch this spring. The cost is placed at \$25,000, and one of the principal backers is Phil Daly, proprietor of the famous Pennsylvania club house at the Branch.

The English Roads Improvement Association has turned its attention to the matter of direction-boards and mile-stones. The association has memorialized the powers that be in favor of passing laws compelling the local authorities to keep the direction-boards and mile-stones in proper repair.

A correspondent of a contemporary desires to inaugurate an aged riders' championship. He

himself is fifty-one, and he is acquainted with lots of other tough old cusses who want to show the boys what kind of stuff they have in them. By all means let us have it; and let the course end at the principal gate of some respectable lunatic asylum.

Mr. George W. Nellis, Jr., has contributed a vigorous article to the *Herkimer*, N. Y., *Democrat*, which we republish in another column. Every wheelman who can sling a pen and who has the slightest acquaintance with any member of the newspaper fraternity, should put his ideas on roads into shape and endeavor to have them published.

On Sunday a number of wheelmen were out on the roads, despite the mud and damp blast. On Monday we were favored with a cold, rainy, hail drizzle. Old Winter lingers in the lap of Spring in a perfectly disgraceful manner. He should have taken himself off long since. One feels like getting after the old chappie with a large club.

Charles Schwalbach announces a "Spring Opening" next Tuesday evening at his Prospect Park store. This is a luxury in which none of our local dealers have yet indulged. Mr. Schwalbach's wheel rooms, very much improved and nicely dressed, will be exhibited, refreshments will be served and an informal entertainment provided. All wheelmen are invited.

The Rovers' Cycle Club, of the Charlestown District, Boston, gave its annual party in Congress Hall Wednesday evening last. It was a very dressy and select affair, and thoroughly enjoyable. The music was furnished by J. Howard Richardson's orchestra. George C. Gardner was the floor director, and Arthur W. Robinson was chairman of the reception committee.

English cycle makers will very probably refuse—the makers of the "Quadrant" have already done so—to supply Henry Sturmley with the minutest details of the construction of their wheels for publication in his "Indispensable" hand-book for 1888. They claim that foreign manufacturers and capitalists can, at the expense of a half crown, make exact copies of any of their wheels.

After the sensation of spinning through the country on a bicycle has once been experienced, all else is forgotten. Horseback riding becomes tame; the tennis ground is allowed to go to seed; and baseball is only resorted to when a recent storm leaves the roads "heavy."

Consumptives, dyspeptics, throw away your medicine and buy a "wheel."

Business men and gentlemen of leisure, buy a "wheel" and you will never regret the venture. We know how it is, for we've been there ourselves.—*Sports Afield*.

The White Cycle Company is the latest addition to the list of manufacturers. The company will build a factory at Milton, Mass., and manufacture a safety, lady's and gentleman's tricycle and a tandem tricycle. The tandem will be so constructed that the rear wheel of the safety bicycle, which is easily detached, can be added to the tricycle, making a tandem, so that the owners of a bicycle and tricycle can double up and form their wheels into a tandem. The wheels are the invention of Mr. Frederick White, of Worcester, Mass. The office of the company is at 61 State Street, Boston, Mass.

We have received a copy of the *Cyclists' Road-Book*, of Boston and vicinity, third edition, published by Mr. Charles A. Underwood, President Jamaica Plain C. C. The book is a neatly covered and conveniently arranged pamphlet of fifty-six pages. Besides giving sixty-one routes in the territory named in the title, there are "Practical Hints on Temporary Repairs," "League Road Signals," explanatory of the meaning of the various League signboards, list of "repair Shops," and a list of "Massachusetts L. A. W. Hotels." Price, fifteen cents. Address C. A. Underwood, 386 Tremont Street, Boston, Mass.

ENGLISH ROAD RACING DISCOURAGED.—The N. C. U., at a meeting held March 8, adopted the following resolution: "That the N. C. U., as a public body, desires to discourage road racing, and calls upon the clubs to assist it by refusing to hold races on the road. It prohibits any of its officials from officiating or assisting at any road race, and refuses to recognize records made on the road." The adoption of the resolution practically settles the problem of English

road racing, for the present at least. The N. C. U., at the suggestion of *Wheeling*, took the same stand as did the L. A. W., a stand of condemnation and non-recognition.

DORCHESTER BICYCLISTS DINE.—Tuesday evening, March 21, the members of the Dorchester Bicycle Club met at their annual dinner at the United States Hotel, Boston. President W. H. Forbes sat at the head of the table, and he made a speech in which he gave a history of the club and its growth to its present prominence. Other speeches were made by Vice-President Frank L. Bailey, Treasurer Charles I. Drake, Captain Arthur P. Benson, H. C. Gallagher and W. S. Doane. Among those present were James B. Churchill, W. S. Wheeler, H. A. Means, F. L. Bailey, C. I. Swan, W. F. Shallenbach, C. I. Drake, B. W. Gould, N. Ethier, W. C. Badger, R. S. McCombie, J. P. Clark, G. W. Hayward, A. P. Benson, W. H. Forbes, J. W. Longstreet, W. S. Doane and H. C. Gallagher.

Before closing the debate Mr. Todd administered a well-deserved rebuke to a delegate who, with lamentable want of courtesy, refused to convey certain information to Mr. A. J. Wilson at the request of the noble chairman. Whether Viscount Bury is a good chairman or not does not alter the fact that he pays the Union a great compliment by presiding at its Council meetings, and thus proving to the outside world that a peer of the realm does not consider he is wasting his valuable time when he takes the chair. We trust that such an instance of bad taste will never occur again.—*The Cyclist*.

A fair specimen of snobbishness is the above. It seems that Lord Bury, who is chairman of the N. C. U., pays a compliment to the Union by presiding at its meetings. We think that, on the contrary, the noble Lord is himself complimented by being permitted to preside over such good men as McCandlish, Low, Hecht, Todd and others. But, of course, we look through American spectacles.

The Amateur Athletic Union of the United States, organized January 21 last and embracing twenty-three sports within its jurisdiction, has been promised by Messrs. Bailey, Banks & Bidle, of Philadelphia, through the Athletic Club of the Schuylkill Navy, a magnificent silver trophy, to be offered as the championship prize of the Union. It consists of a massive solid silver plaque, composed of an artistic arrangement of twenty-three disks, each bearing one or more figures engaged in the particular sport which it represents—viz., walking, throwing the shot, tennis, running, lacrosse, high jump, skating, gymnastics, pole vaulting, fencing, rowing, swimming, throwing the hammer, bicycling, foot ball, boxing, quoiting, throwing weights, cross country running, tug of war, bowling, racquets and wrestling. These are intertwined with palms and laurels. The plaque will be mounted in plush and framed in carved oak bearing the emblems of the fourteen original clubs of the American Union. The size of the piece when completed will be 22 inches by 25 inches, and its value \$500. The plaque was preferred to the usual cup, as instead of requiring it to be stored for safe keeping, it can be hung on the walls of the club temporarily possessing it, thus making a very handsome decoration.

THE TRADE AT COVENTRY.—Singer & Co. have now completed the war cycle exhibited at the Stanley Show, and are fully busy on the first orders of the season's trade. Their large premises are found none too big, and, despite their enormous facilities for output, they are already behind their orders, and making strenuous efforts to keep up with them. The demand for Singer cycles runs chiefly on the Singer and Special Singer safeties, and the S. S. S. tricycles. The Coventry Machinists' Company (Limited) are likewise hard pressed to keep up with the demand, and find it takes all their time to supply Marlboro' Club tricycles and Swift safeties, the recent improvements in which have caused them to be greatly sought after. They have just executed and delivered the first consignment of a large order for the Russian trade, which is steadily increasing. The Rudge Cycle Company (Limited) have now fairly got to work under the new management, and are doing well as a result of the show. They have just completed an order for a number of Roadscullers for the Rowing Tricycle Syndicate, and all the machines used in the recent race at the Aquarium were built by this firm, who are also fully busy on the Olympia, tandem and single tricycles for Marriott & Cooper, London, as well as on their own newly-introduced Rudge direct-steering tricycle and the celebrated and really good Rudge safety.—*Ironmonger*.

NEW YORK DEFEATS PHILADELPHIA.

HALSTED WINS.

At the cycling tournament held on Wednesday, March 28, at the Elite Rink, under the management of C. E. Updegraff, all the bicycle clubs of the city were represented and the crowd was a very enthusiastic one of over twelve hundred. There were fully two hundred women present and they seemed to enjoy the sport as much as their escorts. There were fifteen races on the programme, and there was a prize of a handsome piece of silverware for the winner of each event. The officers of the tournament were: John A. Wells, referee; S. M. Gideon, W. D. Supplee, W. C. Roberts, judges; Frank Kohler, B. H. Kirkbride, J. H. Lehman, timekeeper; C. E. Updegraff, clerk of course, and George Gideon, starter.

Much interest was manifested in the first two events, which were 1-mile match races. In the first, E. I. Halsted, of the Harlem Wheelmen, beat M. J. Bailey, of the Century Wheelmen, in 2m. 58 1-5 s. In the second race, much to the surprise of the knowing ones, Samuel H. Crawford, of the Pennsylvania Bicycle Club, beat John A. Green, of the South End Wheelmen, in 3m. 5 4-5 s. The winners of these two events were entered in a final race, and Halsted beat Crawford in 3m. 3 2-5 s.

The winners of the other events were as follows:

Club race, one mile, Camden Wheelmen—H. B. Weaver, 1; J. J. Potter, George Strong. Time, 3m. 7s.

Club race, one mile, Tioga Club—I. Van Dusen, 1; J. Van Dusen, 2. Time, 3m. 22 3-5 s.

Club race, one mile, South End Wheelmen—John A. Green, 1; P. E. Bechtold, 2. Time, 3:11 1-5.

Club race, one mile, Century Wheelmen—F. H. Garrigues, 1; Robert L. Shaffer, 2. Time, 3:13.

One-legged race, three laps—E. I. Halsted, 1; John A. Green, 2. Time, 52 2-5 s.

Club race, one mile, Pennsylvania Club—Louis A. Hill, 1; Richard Dallett, 2. Time, 3:20.

Club race, one mile, Vesper Wheelmen—George J. Bowman, 1; Fred Coningsby, 2. Time, 3:38 1-5.

Novice race, one mile—Emanuel G. Kolb, 1. H. M. Green and J. H. Draper collided on the first lap, and Kolb had a walk-over. Time, 3:20.

Match race, one mile—H. M. Johnson, Pennsylvania Club, 1; C. R. Massey, Pennsylvania Club, 2. Time, 3:33 4-5.

Two miles, open race—E. I. Halsted, 1; I. Van Dusen, 2; M. J. Bailey, 3. Time, 6:10.

3:20 class, one mile—William Flennard, 1. Murray Kilmer started, but took a "header" on the first lap. Time, 3:22 2-5.

3:10 class, one mile—Samuel H. Crawford, Pennsylvania Club, 1; J. J. Bradley, South End Wheelmen, 2. Time, 3:07 3-5.

Eddie McDowell, the young professional rider, gave an exhibition ride of one mile in 3:03.

CHICAGO CLUBS ORGANIZE.

CHICAGO, March 17.

Dear Sir—At a meeting held on the above date, at the Chicago Bicycle Club Rooms, the clubs of the city were represented by the following gentlemen: Chicago, Mr. B. B. Ayers; Owl, Messrs. Seig, Corey and Skinkle; Illinois, Messrs. Sloan, Ferguson and Davis; Æolus, Messrs. Koester, Stamm and Bowbeer; Lincoln, Messrs. Oliver, Whitney and Gerould. Mr. Edwin Oliver was elected temporary chairman.

It was moved and seconded that an association be formed, to consist of delegates from each club, whose object, briefly stated, should be the general advancement of wheeling and cycling in Chicago. The duties of said delegates to be properly defined by a committee.

It was then moved and seconded that a committee of five be appointed to nominate officers. Committee: Messrs. Ayers, Seig, Davis, Stamm and Whitney.

It was also moved and seconded that a committee of five be appointed to draw up a suitable constitution. Committee: Ayers, Skinkle, Ferguson, Koester and Gerould. All committees and delegates are requested to be on hand at the next meeting, to be held Saturday evening, March 31, at Chicago Bicycle Club Rooms. (Signed) E. L. FERGUSON, Secretary, pro tem.

BROOKLYN.

Last week a score or so of the L. I. W. made a trip to the extensive brewery and malt houses of Obermeyer & Liebmann, at Bushwick, having been invited to inspect their establishment by the proprietors through Mr. Furst. Mr. E. Obermeyer conducted the party in person, and exhibited to the wheelmen the interesting process of beer manufacture. What attracted the most attention were the cooling cellars and the ammonia cooling machine, which keeps the apartments at 40 deg., summer and winter, and does away with the former heavy expense of ice. Of course the wheelmen did not miss the opportunity of tasting the product of all this machinery, and partaking of a light luncheon that had been prepared for them, Captain Luscomb, Treasurer Furst, Mr. Obermeyer and Mr. Schumacher giving toasts.

A theatre party is arranged by the L. I. W. for Saturday, April 28, to attend the "Corsair," at the Park Theatre. Over fifty names have already been secured, and the party from the L. I. W. will probably number nearer a hundred. The writer would suggest that parties from the other clubs be organized for the same evening. The wheelmen could then "own the house" and make things lively. Mr. Jos. Manne, of the entertainment committee, is arranging matters for the L. I. W., and will be pleased to co-operate with the other clubs.

The entertainment committee of the L. I. W., under the chairmanship of Mr. Clark, continue actively at work and have arranged entertainments down to April 21, for every Saturday night. Last Saturday, March 24, a ladies' night took place. Dancing, with musical and literary entertainment, took the participants' attention till a late hour. There were many present, among whom were Mr. Percy Turner and Miss Roberts, who helped in carrying out the informal programme.

There is but one small club still remaining in Brooklyn, the Universal Cycling Club. According to rumor they are prospering. The best step, nevertheless, for the smaller clubs is to merge with a larger one.

The regular nominations of the B. B. C. were printed in last week's paper. There seems to be but one opposition ticket, and that is for the secretaryship. The two nominees are: regular, Corby; independent, Cole. Mr. Corby has been with the club longer and certainly deserves more votes than Mr. Cole, who, though he might make a good officer, has been with the club but a short time.

The Brooklyn Club expects to attend to the Twenty-third Regiment games on April 7, in a body. The bicycle race will doubtlessly prove interesting. Fair, Class, Borland and others have entered.

The results of the first half of L. I. W.—K. C. W. inter-club tournament, played Monday, March 19, on the L. I. W. tables (four games), and Monday, March 26, on the K. C. W. tables (four games), are as follows: Players—K. C. W., H. Hall, Jr., Chas. Cooper, Blanding and A. H. Smith. L. I. W., J. C. Hancock, Caminoni, T. M. Tunison and L. H. Wise.

MARCH 19.			
Cooper.....	50	Hancock.....	45
Hall.....	50	Wise.....	44
Smith.....	50	Tunison.....	47
Blanding.....	50	Caminoni.....	37
K. C. W.....	200	L. I. W.....	173
MARCH 26.			
Blanding.....	50	Wise.....	30
Smith.....	50	Caminoni.....	19
Hall.....	50	Hancock.....	32
Cooper.....	50	Tunison.....	15
K. C. W.....	200	L. I. W.....	96

The tournament will be completed on April 2 and 9, four games each night. Prizes, silver cup for club, and cue for best player.

INDEPENDENT.

MARCH 27, 1883.

Messrs. Spalding & Bros. will have an interesting chat with our readers each week on things bicyclic. Chat number one appears this week.

HARLEM NOTES.

Before I give the details of the second bowling match between the New York Club and the Harlem Wheelmen, allow me to ask why did not the bicycle clubs join the League that the Harlems attempted to organize last fall? There are now five cycling clubs that have bowling teams, four in constant practice. If the League had been formed no doubt many games might have been had. It is at these games the wheelmen become better acquainted. I will guarantee that the members of the Harlem Wheelmen know more members of the Long Island and New York Clubs than if they had met them on their wheels.

The Harlem's bowling club disbanded in January, and since then they have bowled three games, all of which they have won. Out of the fifteen from which the teams are chosen, one-half never touch a ten-pin ball until they step on the alley for preliminary practice, while the other half belong to various bowling clubs.

Captain Luscomb was expected to umpire the game between the N. Y. and H. W., but arrangements miscarried and a gentleman of the New York's officiated. Captain Shaw informed me that they expected shortly to arrange games between the L. I. W.'s and themselves. These games should prove interesting, as the two clubs are about evenly matched.

What is the matter, Messrs. Luscomb and Pearce? Why don't you arrange matters for that third game? There are Pomeroy's Alleys, in Fourteenth Street, a good neutral ground. Come! Push things, and let us have that deciding game.

On March 31 the Harlems will have for opponents a cycling club that fully one third of the cyclists in this vicinity did not even know of its existence, the Atalanta Wheelmen, of Newark. Not knowing what kind of material they will be composed of, the boys will be out in full strength. The game comes off at Hopkins' Knickerbocker Alleys, 138th Street and Mott Avenue.

There is just one more club that the H. W.'s desire to meet, and that is the K. C. W., and we hope to have a date shortly. The K. C. W.'s have generally beaten any kind of a racing team that we have put before them, but we hope to get even with them this trip. There has been genuine friendly rivalry between the Kings County and the Harlems. It started when our team entered their road race to Coney Island and carried off the cup.

But I have forgotten about the game. Probably the length of the alleys disconcerted the New York's boys, because they are the full-length alley, dead true, and plenty of space around them, and not a little "cubby hole," such as the N. Y.'s are used to. They are sixty feet from head pin to foul line. The New Yorks won the toss for umpire and choice of alley to finish on. I am unable to give you the score by frames, but below are the individual ones. The H. W.'s crept away from the very first ball.

NEW YORK B.C. CLUB.	HARLEM WHEELMEN.
Shaw (Captain).....	Pearse (Captain).....
Daniels.....	Ridabock.....
Stott.....	Quin.....
Blake.....	Clark.....
Harris.....	Parker.....
Nesbitt.....	Norman.....
De Gorceuria.....	Ford.....
Shriver.....	Hoffman.....
English.....	Mulcahy.....
Hanson.....	Lefferts.....

Total.....1,200 Total.....1,468
GAD FLY.

HE SELLS HIS WHEEL.

HE IS HOME-SICK WITHOUT THE PAPER.

MR. PRIAL:
I just sold for cash my "54 Col. Expert," thanks to your very kind "ad." courtesy in WHEEL, which, be assured, I fully appreciate.

Please send me THE WHEEL for one year, and find enclosed one dollar, as I get "home-sick" when I do not receive it. Thanking you again I remain, Very truly,

C. W. BRONSON,
Victor Agt. and L. A. W.
CHERRY VALLEY, N. Y.

NOTES FROM THE CITY OF BROTHERLY LOVE.

PHILADELPHIA CLUBS COMBINE—RECEPTIONS, RACE MEETS, CLUB GOSSIP.

Probably the most important happening in Philadelphia cycling circles of late was the final organization on Tuesday evening, March 20, of "The Associated Cycling Clubs of Philadelphia." After considerable committee work, the delegates selected by the different clubs met on the evening of the above date in the handsome quarters of the Philadelphia Club to finally adopt a constitution and by-laws, with the following objects in view:

First—To encourage friendly relations between the wheeling clubs of Philadelphia, and to facilitate united action in matters affecting their interests.

Second—To defend the rights of wheelmen, and to promote cycling interests in general and local cycling interests in particular.

The different clubs at the meeting were represented as follows: Philadelphia B. C., W. R. Tucker and Edward W. Burt; Germantown C. C., T. Howard Wright and Frank Harris; Pennsylvania B. C., William D. Supplee and John A. Wells; Tioga C. C., George D. Gideon and A. Howell; Century Wheelmen, Thomas Hare and P. S. Collins, and South End Wheelmen by W. S. Jackson and J. R. Lincoln Edwards.

After organization and the adoption of the constitution and by-laws the following officers were elected to serve until January, 1889: President, W. R. Tucker; vice-president, William D. Supplee; secretary-treasurer, J. R. L. Edwards.

Among other items of interest considered was the advisability of attending the League meet in a body, but after considerable discussion it was decided better for each club to make its own arrangements.

The Pennsylvania Club was tendered a reception on Thursday evening, March 22, by President and Mrs. Elwell, at their home in West Philadelphia. Mrs. Elwell was assisted in receiving by a number of young ladies, who succeeded admirably in entertaining the host of wheelmen. About seventy of the club members were present, and every one departed acknowledging having had a right royal good time.

On Tuesday evening, March 27, the Philadelphia Club had a stereopticon exhibition in their club house for the members of the club and their friends. On the same evening the Pennsylvania Club gave the first of a series of entertainments in their new club house. From appearances, about four-fifths of the old riders, looking for new mounts, have one eye cast longingly at the "ads." of new safeties, and anxiously await the arrival of samples. As yet the only one to arrive has been the Veloce Columbia, which was taken from H. B. Hart's place before it had been in the building twenty-four hours, and from hearsay the happy owner is so well pleased that he worships at its shrine religiously every morn and eve.

Several interesting races were given on Wednesday night, March 28, at the race meeting which was held at the Elite Rink. Especially might be mentioned those between Mr. Halsted and M. J. Bailey, and between John Green and S. H. Crawford. Several club races will also be given.

B. B. Craycroft has been notified by the Pope Manufacturing Company that unless he stops importing the Ivel machines they will be obliged to enter suit for damages, claiming infringements on their patents.

Mr. Halsted, of the Harlem Wheelmen, has been in our city for some time, and is training arduously at the rink for early spring races.

WESTFIELD.

Crocker may ride a Club wheel abroad.

The Monmouth County Wheelmen disbanded last week. It is claimed that the club once had sixty members, but that the interest languished and the club ceased to be self-supporting. Granting that the above is true, for to us it is simply hearsay, the Monmouth County Wheelmen are of poor quality if sixty of them cannot make even a second-class club.

PITTSBURG.

One of a group of wheelmen at the Riding School a few days ago brought up this question: "Which will win, a sprint runner or a bicycle rider in a 100-yard race, both to be as equally matched as possible?" Much discussion only left the question unsolved, though the weight of opinion seemed to be in favor of the rider, all present conceding that the sprinter would have the advantage on the first half-hundred, the wheelman on the latter. We are likely to have it tried just as soon as a good track can be had, Smith, of this city, who can do "the hundred" in about eleven seconds, agreeing to race W. D. Banker.

Messrs. H. D. Corey and C. R. Overman paid us a flying visit the past week, both intent on doing all the business possible in the least space of time.

Seidell, Coleman and McGowin will form the touring committee of the "Keystones" during the season of 1888. Methinks they will have to hustle to equal the record of last year's committee.

The "Cyclers" are having a boom, a special meeting being slated for Wednesday in order to initiate seven applicants. They, the club, talk of a spring race meet, and will hold one if enough enthusiasm can be worked up. Their official (?) organ here, the *Press*, seems to think a meet is a foregone conclusion, but one cannot always sometimes tell, "don't cher know."

That the big sale of Rover type safeties, already assured, is an evidence of the way the wind blows, is emphasized by the number of Stars recently ordered, Messrs. Coleman, Ritchie, Cain, D. M. Murray and J. M. Tate, Jr., having ordered that machine, whilst the agent has half a dozen other sales well in hand.

The S. V. Wheelmen will give a final "smoker" shortly, and then take up the more serious business of club runs, tours, etc.

KEYSTONE.

THE PACIFIC COAST.

A moonlight run to San Jose is called by the Bay City Wheelmen for Saturday, March 24. The distance is fifty-one miles.

Edwin Mohrig, a pioneer wheelman, is about to leave us. His destination is Ecuador, where he will assume control of a coffee plantation. May fortune favor him is the wish of all his club mates.

On May 30 the Bay City Wheelmen and Olympic Athletic Club will give a joint race meeting at the Oakland grounds. The Bay Citys are going to exert themselves to make the cycling part of the programme all that could be desired, and the Olympics will no doubt present an athletic list of events up to their usual excellent standard. The sports can be naught but a success with two such enterprising clubs at the helm.

The road-hog is making himself disagreeable, and it is rumored that a determined effort will be made to close Golden Gate Park to cyclists, but as yet no open action has been taken in the matter. Developments are anxiously awaited, and a bold stand will be taken by the wheelmen to prevent any encroachments upon their rights.

The third annual meet of the Cal. Division will be held at Stockton, July 4. The Oak Leaf Wheelmen will act as hosts, and in a right royal manner will they do it. They are pushing things already, and the result of their labors will be the most successful meet ever held on the Coast. Committees have been appointed by the various clubs throughout the State to co-operate in this matter with the Stockton boys.

The Los Angeles Wheelmen hold a race meeting May 30. The list of events is long and varied.

HEADERS.

We have a deal of news notes and trade information which we are compelled to leave over till next week on account of large number of advertisements received. The article on Safeties, which has proved most valuable, will be concluded next week.

SMITHVILLE, N. J.

STAR RACING MEN FOR 1888.

Replying to yours of the 24th, would say that the prospects for a Star racing team from Smithville this season are not very encouraging. Frazier's appearance on the path this season is very doubtful; suffice it to say he seems to feel more interested in trapping and gunning than pushing the little wheel to the front, but upon the whole very little interest is manifested by the Smithvillians as to his racing, his conduct of late having estranged their sympathies from him.

Lamb is in active training now, and I predict he will show some of our best amateurs the big wheel of his Star before the racing season is over. Regarding young Weber, I hardly think his intention was to become a racing man, as he seems to realize the fact that he has not the pluck and endurance of the lamented George. I hardly think it possible that any new men from Smithville will be found on the track this season.

Am pleased to report business at the factory as being quite brisk, and the prospects for a large trade this season are very flattering.

ASTERISK.

RAH! RAH!! RAH!!!

We New Yorkers are apt to regard one line of notice in any of our influential metropolitan dailies as of much more importance than a column in some well-meaning local paper. The following editorial in *The Press* is sufficient guarantee that when the editors of our leading journals have their attention called to the matter, they will not fail to back up the New York State Division in its fight for an improved system of highways. We thank *The Press* in the name of a large number of wheelmen.

"A NEW FACTOR IN TOWN POLITICS.—Over in the little town of Warren, R. I., the bicyclers have interested themselves in town affairs to the extent of electing a new Council with two wheelmen on it, and an entire ticket in favor of road improvement. The sum of \$3,000 was appropriated for improving the streets and roads, and \$600 for the purchase of a road scraper and roller.

"This is an evidence of progress. The majority of wheelmen are not boys, but intelligent men, law-abiding citizens and taxpayers, and their influence in favor of better highways between towns is a good thing for any community. Good roads through an agricultural section mean good market facilities for farm produce; good market facilities mean quick sales at remunerative prices, which must inevitably lead to prosperity. A bad road is impassable during nearly half of the year, without taking into account the delays and loss of time when it is considered passable in the other half.

"If the wheelmen in any section, by their influence, can put a stop to the wretched system of road botching known as 'working out the road tax,' which still pertains in many localities, and can do anything toward establishing a system of properly constructed and properly kept highways, they are public benefactors."

PRAISE FOR THESE WARREN CYCLISTS.

The Jersey City *Evening Journal* of last Monday steps into line with an editorial commendation of these go-ahead Warren cyclists. The *Journal* "wonders if the Hudson County Wheelmen could accomplish anything if they tackled the job of improving the roads." The Hudson County men should not forget the *Journal's* suggestion. We publish the editorial below:

"Bicycling may result in an unexpected benefit to certain communities, if the example of the town of Warren, R. I., is followed. That township is not blessed with good roads, as it ought to be, and the wheelmen of that vicinity have been making just complaints of the highways, which were generally of 'the Jordan' or 'hard road to travel' sort. The bicyclists therefore took the matter in hand for reform, and, as the first practical step toward it, they electioneered successfully, and at the recent election succeeded in electing to the Town Council two of their own number, notable 'wheelmen,' and they

also elected a whole ticket of candidates who will favor road improvements. Next they succeeded in getting what for Warren was a big appropriation for the purpose of improving the roads, and have gone about the work vigorously. There will soon be better highways in and about Warren, thanks to the demands and the energy of the bicyclists, and the other people, who ride in wagons and go-carts, will get as much good from the improvements as the wheelmen. We wonder if the Hudson County Wheelmen could accomplish anything if they were to tackle the job of street improvement in this city and county? We wish that they, or somebody else, would try. If the wheelmen could give us good roads, we would be willing to give them free course for their 'machines' everywhere, and at any rate of speed they might choose to work up to."

TRICYCLING FOR LADIES.

Of the large number of ladies around New York and Brooklyn, who ride the tricycle, why are there so few heard from who tour?

If they only ride around the city, they know not the real pleasures of cycling. How many of them ever tried a little tour out into the country for a day, taking on a lunch to be eaten in some shady spot as far from home as the strength or skill of the riders would permit, so that a return would only make the distance just long enough to make the tourists feel that the trip had been one of enjoyment to the end?

I have taken more than one trip like the above, and would say from experience that they are most enjoyable. I well remember a trip I took November 12, 1886. My husband came into the house about 10:30 A. M. and said he thought it would be a nice day for a ride, and wanted me to put up a lunch so that we could have a little picnic of our own.

About 11 A. M. we started, with a lunch basket strapped on behind my tricycle. We have not the best of roads, and they were quite muddy in spots, but this did not deter us from continuing on until 1 P. M., when we became so hungry that we took the first opportunity to stop. It was in a cosy little nook, near a grove and in view of a beautiful lake, that we ate our lunch.

We had faced a cold North wind for thirteen miles, so we did not feel like stopping very long for fear of taking cold, but the lunch tasted so good as it quickly disappeared. I sat on an old rail fence, spreading a napkin on my lap for a table, and my husband danced around trying to keep warm, at the same time keeping an eye on the lunch for fear the table might get the larger share.

We finished our meal in about half an hour, and then started on our way. It was our object to pass over roads which were new to us, and in carrying this out we met with many pleasant surprises in the way of scenery, though the time for variegated foliage was almost past. At one place we turned a short corner and came suddenly in view of a beautiful little sheet of water, partly surrounded by woods and lying in among the hills, almost hidden from view, except from the narrow road on which we were traveling. It was a spot fit for the fairies, the water being so pure and clear that it reflected everything around it. After leaving this little lake we passed through a deep cut, walked up a steep hill and before us lay the larger lake, around which we were riding. We were compelled to stop, the view was so grand from this spot, and both had the same wish in connection with it—that an absent artist friend and wheelman could be with us to sketch and enjoy it—though the wish was not expressed until after reaching home. We were fully compensated for the extra effort required in pushing our wheels over the narrow, muddy by-roads.

It was not so cool on the return journey but the sky had put on a stormy look and we were a little anxious to get nearer home. After riding about five miles from where we ate our lunch we struck a familiar road when least expecting it—a road we thought much farther to the west of us. After reaching the main road we were not long in riding the last ten miles, for it began to sprinkle when near home, as we feared, but not hard enough to wet us much. We finished the thirty miles without the least fatigue, and much benefited by this, one of many trips taken during my four years' riding. We feared this would be one of our last rides, and, sure enough, it was our last, as on the morrow there was sleighing. It was a pleasant ending for the riding season, and I only wish more ladies could enjoy such outings and realize the benefit to be derived from them.

A sister also rides a two-track Columbia with much benefit, and our Rector loans his tricycle to some of the ladies here to make up some very enjoyable picnics—a wheel on a larger scale than the one described. I hope a tour can be arranged by some of those in New York who attended the North Shore tour, so nicely described by "Daisie" in the *Bulletin*, for they probably have had experience enough to carry one out successfully along the Hudson, as suggested by a writer in one of the late numbers of your paper. The ladies miss very much the "Daisie" articles which appeared in the *Bulletin*, and regret that the *Bicycling World and Bulletin* has no lady correspondent.

Hoping to hear from some of the lady riders along the Hudson, MRS., 4,386.

A NORTHWESTERN BICYCLE HOUSE.

With a faint echo of the recent Eastern blizzard howling outside to-day, and adding its quota of eight or ten inches of snow to our already sufficient amount, it were useless to attempt giving you much that is new or startling in the way of cycling news—indeed, the latest thing in sleighs or fur coats would be much more in my line.

Still, we have hope left us yet, and in a month or so look for a change in things. To your Northwestern readers, and possibly some nearer home, a short sketch of one of our leading sporting-goods and cycling houses here may not be amiss, and guide them in their search for the wheel that is "built to ride."

About two years ago Mr. F. A. Leland, recognizing the importance of this city as a distributing point for Northwestern trade, and bringing with him nine years' previous experience in the house of A. G. Spalding & Bros., came to Minneapolis, and located at 426 Nicollet Avenue, where he has built up a constantly increasing business, and in spite of a discouraging drenching in the early part of the winter from a fire overhead, has come out looking brighter than ever, and with a store even better adapted than before for displaying goods to advantage. Being a wheelman of five years' ups and downs, of course his store would not be complete without a stock of wheels. During last season Mr. Leland placed some twenty bicycles and tricycles, though commencing late in the season, and a significant fact is that nearly all these wheels were sold to old riders, who, if any one knows, knew what they were about when they gave up their former mounts and took Victors. No complaint has been made, and far as known, all sold have stood our hard and sandy roads in a most satisfactory manner. For the season of 1888 a much larger order has been placed, and at all times a stock of at least twelve light roadsters will be on hand, so that a purchaser can be sure of finding the size asked for. Mr. Leland, mindful of a bad tumble received last summer, has determined to pin his faith this coming season to a Victor safety, the spring

frame of which "Gentleman John" commended so highly in his letter on things seen at the Stanley Show.

As befits a man dealing in sporting goods, Mr. Leland is interested in other sports besides wheeling, and is an active member of the Mokwa Toboggan Club, the Lurline Boat Club, and the Longmeadow Gun Club. In addition to all these, he was largely instrumental in forming the Minneapolis Bicycle Club, and was president during its first year of existence.

Perhaps not the largest, but certainly the most complete stock of sporting goods between Chicago and San Francisco can be found at this store, and three assistants and a stenographer are required to handle the trade and correspondence. One of the assistants is a promising bicycle rider, and another a practical sporting man of six years' experience in the business.

As Mr. Leland is secretary of the Minneapolis Base-ball Club, of course the store is the rendezvous for all "ball tossers," and much is hoped of the city's representatives during 1888. The president and secretary, both recently returned from a convention held at Chicago, report a most interesting series of games as arranged, and if winter will only throw down the bat and give spring a chance, she will try for a home run.

But I am digressing, for the weather is a topic that should have a whole letter and special box of dashes devoted to it.

Recognizing that renting bicycles and tricycles is an indispensable branch of the business, an ample stock, both new and second-hand, will be kept for that purpose. Repairs will also be carefully looked after, and a full line of bicycle sundries kept on hand. To those that have received the Victor catalogue for 1888 it is unnecessary to say that but few changes have been made in the Light Roadster, and those are all for the better. I have not had a chance yet to inspect the Victor Junior, but from its description and cut no boy or light-weight older rider could fail to be satisfied in possessing one. To use a phrase generally accepted as Western, the firm mentioned in this short sketch are "hustlers from way back," and fully recognize the fact that, to succeed in this pushing country, one must not only claim but really have the best in their line. As I fully believe they are trying to do business on that basis, I say with all good will, success to them! L. B. G.

THAT KENTUCKY BILL.

Allah be praised!

The cream-laid, first-prize treasurer of Kentucky has glided to Canada, the resort of many distinguished American smouchers.

He took a quarter of a million with him, and the noble, large-headed legislators of Kentucky are so befuddled that the anti-cycling bill has been retired for a week or more.

Mr. Harvey Myers and the Honorable Senator Goebel will look after the wheelmen's interests. Both think they can kill the bill. A number of men with "influence," as we say in Gotham, have been sent to the Legislative houses, and they expect to grab the bill by the throat and kill it while it is in the committee stage.

Chief Consul Croninger, of the Kentucky State Division, interviewed Senator Goebel and Representative Myers, and they assured him that no prohibitory bill could be passed while they were alive.

The Kentucky wheelmen intend to have a "Liberty Bill" introduced before this session if the anti-cycling bill is killed.

The name "Adams' Tutti Frutti" suggests the delicious ingredients it possesses.

Public speakers and orators find "Adams' Tutti Frutti" a voice strengthener.



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.

ODDS AND ENDS.

The Denver Ramblers claim they can turn out a scorching team of three which will pass any other team west of the Mississippi River. The Bay City Wheelmen, of San Francisco, think they have a team that could top the Ramblers. Our correspondents in these respective cities wish to fight the matter out in these columns, but we advise them to lay out a course on the crust of Mother Earth and decide the matter.

Crist having gone abroad on his own account, we wonder if the Manhattan Athletic Club will take over a representative bicyclist. To be sure, Crist was a good one, but possibly Kluge or Powers might be able to hold their own on English paths.

The Racing Board will doubtless feel itself obliged to "pry into Crist's affairs," now that he has gone abroad with the original American team.

Elliott Mason has just returned from a visit to the Pope Manufacturing Company's factory. He reports it as running up to full capacity and working o' nights to get out orders.

The Weed Sewing Machine Company, of Hartford, Conn., have been appointed sole Connecticut agents for the Columbia.

RUTHERFORD WHEELMEN ELECT OFFICERS.

The Rutherford Wheelmen is a pushing club. It now has a membership of thirty-eight, and looks forward to an active season. The club elected the following officers Tuesday evening, March 27: President, H. E. Dean; vice-president, H. V. Raynor; secretary, J. V. Harding; treasurer, E. S. Parker; captain, E. W. Dean, Jr.; first lieutenant, J. V. Harding; second lieutenant, A. P. Jackson; bugler, F. T. Doolittle; color bearer, W. Kirkby; executive committee, J. L. Chapman, H. R. Jackson, Jr., and A. L. Morgan.

The entries for the Twenty-third Regiment 2-mile bicycle handicap close to-morrow, with A. H. Muller, P. O. Box 137, New York City. Games at regiment's armory, Clermont Avenue, between De Kalb and Myrtle Avenues, Brooklyn, on Saturday, April 7, at 8 P. M.

Philadelphia clubs have organized a club called "The Associated Cycling Clubs of Philadelphia." Its very commendable objects are set forth in a Philadelphia letter. All clubs in large cities might advantageously combine for their protection and the advancement of cycling.

Mr. W. R. Tucker, who engineered Mr. Wells' case at the late Board meeting, is president of the new "Associated Cycling Clubs of Philadelphia."

Mr. J. Purvis Bruce, "Gentleman John," sends us a photo of himself, taken in "Lunnon." Mr. Purvis Bruce, attired in a Prince Albert and a head of curly black hair, looks as if fortune had dealt kindly with him. If he would only change his pen name—but he won't!

Our correspondents report a safety boom of ample proportions in all parts of the country. No paper has taken as much trouble to print "safety" information as has THE WHEEL AND CYCLING TRADE REVIEW.

E. R. Collins, of the Union County Wheelmen, has been elected Justice of the Peace of Westfield, N. J. Mr. Collins will be pleased to carefully inquire into any "road-hog" case that occurs in his vicinity.

The athletic games of the Twelfth Regiment, which take place at their armory, Sixty-second Street and Ninth Avenue, New York, on Monday evening, April 2, 1888, promise to be exceptionally interesting. A very large number of entries have been received in the various runs, walks, tugs, etc., among which are nearly all the leading athletes from the different clubs and colleges in New York and vicinity, besides many others from New Jersey, Philadelphia, New Haven, etc. Dancing will follow the games.

Kluge's friends are jubilant over his famous ascent of Columbia Hill a few Sundays since. The hill is very steep and has, we are informed, never before been surmounted. Kluge rode a Columbia, thus out-Columbiaing Columbia.

Whittaker is at a loss as to how he shall keep in condition on his trans-Atlantic journey. He has taken along a pack of cards, and if the loss of any number of jack-pots will not keep him down to the proper weight he will get overboard and assist the steamer on its journey.

The Englishmen will find Horace Crocker a quiet, unassuming fellow, with a great turn of speed.

The first English journalist who attempts to interview the team will meet with a sad fate unless he steers clear of "Whit," who is volubility itself. He will be a "go" on the other side.

Crist wishes it emphatically understood that he pays his own expenses and goes abroad for pleasure.

Whittaker will probably take a spin on some of the English roads in an attempt to establish a 1-hour record. The English should pit G. P. Mills against him. Upon his return he will try for records over the Lancaster Pike and the Irvington-Milburn course.

It is rumored that the Gormully & Jeffery Manufacturing Co. will have a road-racing team next fall.

The address of all the members of the American Team will be care of *The Sporting Life*, London.

John A. Wells will ride an American Rambler, geared to forty-eight inches, in his match race with Hal. Greenwood.

RIDE CAUTIOUSLY, LADIES.—Let me recommend to all my lady readers who find themselves in such evil case that they should begin their rides again with a due amount of caution. Ride daily, but ride moderately at first, almost on the same principles as if one were a novice in the art, and beginning one's essays on three wheels for the first time in one's experience. This carefulness will be duly rewarded by a rapid return to the full measure of one's usual riding powers, and a total lack of those sensations of exhaustion and over-fatigue which are almost certain to follow hard upon rides of one's usual length and rapidity of pace, when they are indulged in after a long period of inaction. —*Violet Lorne.*

London racing men are now getting in shape for the season by daily spins on the Crystal Palace path.

F. J. Osmond, with a mile record under 2:33, will probably be the most prominent figure on the English amateur path this season.

HOW RIDERS ARE MADE.—On one slip of a Columbia calendar appeared a testimonial from a prominent Western clergyman in favor of the benefits of cycling. A college professor, happening across that particular slip, wrote to the clergyman to establish the authenticity of his testimonial. The man of God replied in terms so enthusiastic that the professor was at once converted, and not only pedals himself but has induced many of his scholastic acquaintances to take to wheels.

OLD WHEEL SAWS.

All is not nickel-plate that glitters.
A rolling stone gathers the bi'kler.
It's a long hill that has no summit.
A loose tire goeth before a fall.
It's the early wheel that catches the sunrise.
The race is always won in the last lap.
A tin-can in the gutter is worth two on a rim.
A live dog is better than a dead lion—to stop a wheel suddenly.

It is but a step from the sublime (saddle) to the ridiculous (road-bed).

The wheel comes to a standstill when the pool balls are rolling.

It's a wise child who knows his father—will buy him a bicycle—and a wiser father.

One swallow never made a summer, but one swallow—too many—may make a wheelman fall.

A dry bearing considereth not the empty oil-can, but a wise wheelman considereth Matthew, chapter xxv., ninth verse.

ARTHUR PENFIELD.

OF INTEREST TO CYCLERS.

Well, here we are!!

And we've come to stay, too.

We propose to have SOMETHING of interest to say to you each week; something FRESH and READABLE.

To commence with, it will not be amiss to call your attention to our REPAIR SHOP and unexceptional facilities for repairing wheels. A bicycle is simply a piece of machinery. So is a watch. Both are carefully made and contain delicate mechanism. You would not think of taking your watch to a blacksmith or to a tinker to be repaired; would you, now? Nor would any wheelman of sense think of taking his bicycle to those who are inexperienced and unskillful in this particular branch of mechanics. Cycle repairing is an art not within the reach of many who attempt to do it. Cycle repairing is not profitable, and we have gone into it from necessity, not from choice, as it is essential that we have an expert repairer to enable us to give our patrons the best in that line, as in all others. This we are now ready to do, and if you wish anything done in a thoroughly workmanlike manner we can accommodate you.

We not only claim to do repairs as they should be done, but we also claim to have the best line of wheels in the world.

The VICTOR—BICYCLE, TRICYCLE and SAFETY.

VICTOR CYCLES are not NEW.
Victor Cycles are not CHEAP.

For six years they have compelled the esteem of the best riders in the land.

Though thousands make up the family of Victor riders, it is yet an exclusive family, composed only of those who appreciate the fact that it is genuine economy to buy the best.

As the horseman is judged by his beast, so is the cyclist by his wheel.

"The apparel oft proclaims the man;" and to-day, he who rides a Victor is looked upon as a wheelman of judgment. His choice is sufficient proof that he appreciates merit.

WHETHER

Mounting the hill,
Coasting the grade, or
Spinning the long miles,

THE VICTOR IS NOWHERE LESS THAN VICTOR.

Its reputation has caused it to be freely copied; and it is well known that high grade cycles, in common with other lines of fine goods, are made to suffer by the cheap imitations which are offered by makers whose chief aim is to market an inferior article by trading upon the reputation of those of known merit.

If you are wise you will

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 coasts,
How it climbs hills, and see what he says.

VICTORS
ARE
NOT
THROWN
TOGETHER
THEY
ARE
BUILT

Cycling in America having passed its pioneer period, the question now is not, "Shall we ride wheels?" but "What wheels shall we ride?" This question has been decided to the complete satisfaction of a large proportion of the Wheelmen of this country by their experience with the VICTORS, a line of wheels of the highest grade, presenting more thoroughly good features than any others.

Call and examine the wheel.

SEND FOR A CATALOGUE.

A. G. SPALDING & BROS.,
241 BROADWAY, 108 MADISON ST.,
NEW YORK. CHICAGO.

GILLOTT'S STEEL PENS

ARE THE MOST
PERFECT.

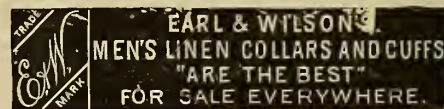
THE CLOGGING OF FORKS—AN IDEA.

All cyclists who ride in muddy weather must have experienced the clogging of the forks of their machines by the collection of mud carried up by the wheel. This is especially felt in the front wheel fork of safeties, where they are made of "shell," and where they are closely built in the crown. At the recent Stanley Show I purchased a safety with shell forks and very closely built, and on riding it on muddy roads, especially when they were in a clayey or sticky condition, I found the crown of fork so choked with mud as to make it a laborious task to drive the machine at all. I wrote the makers, advising a more open fork; they replied that to build them open was to weaken them. I therefore considered the matter, with the following satisfactory result, and as the invention is of so simple a nature, I ask you to make it the public property of your readers. I got the C. T. C. repairers to make me what I term a "scraper," which is fastened on to the bottom of the mud-guard of front wheel. The "scraper" is made of very thin steel, of a U section, clearing the rubber and felloe by one-sixteenth or one-eighth of an inch. I have given it a good trial and it acts thoroughly, scraping off the mud, which simply falls to the ground, and so the rubber of the wheel passes up through the crown of the fork perfectly clean. I can now ride the machine with comfort on the mud-

diest of roads. I have not yet tried it on the back wheel, partly because on my machine it is not necessary, owing to the clearance of the back forks, but, of course, it would act equally as well, only it must be so fixed as to be about six inches off the ground, otherwise the mud would be scraped over the rider. I am inclined to think that a pair of scrapers—i. e., one to each wheel—would obviate the necessity of the present mud-guards, but of this I cannot speak positively until I have made the trial. If it answers they would be lighter, and also have no rattle. —Correspondent in *The Cyclist*.

I shall not be surprised if both *Wheeling* and *The Cyclist* this week have something very straight for "Manager" Morgan, who, in a weekly letter which he sends to the *American Bicycling World*, has not scrupled to insinuate that such men as C. W. Nairn, F. Percy Low, Harry J. Swindley, W. McCandlish, R. J. McCredy, T. H. S. Walker and others were "got at" by means of a dinner to give the trick riding championship to Nick Kaufman. The falsehood conveyed is so outrageous that I wonder so cute a man as Morgan should have committed himself to it. Over here American team stock is on the decline after this, as far as the cycling press is concerned. That body has done a great deal for the Americans, who would seem now to have reached even the end of their fair words.—*Irish Cyclist and Athlete*.

The latest extended review of "Ten Thousand Miles on a Bicycle" occupies four columns in the "feuilleton" of the *Journal de St. Pétersbourg* (March 7), the official newspaper of the Russian capital, which is printed in French. The article is from the pen of its regular Paris correspondent, "M. R.," and is very complimentary towards the author and his distinguished bull-dog. It will be reprinted in the mammoth collection of "Newspaper Notices" (140 pages of 85,000 words) which K. K. is about to distribute, gratis, all over the world; and those who wish to receive early copies of this gift-book should send their postal-card requests to him at the University Building, Washington Square, N. Y.



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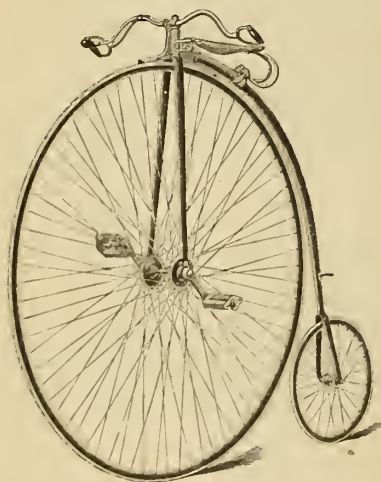
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ANOTHER BARGAIN—48-inch Star, 1887 Pat.; good as new. Cheap. Chas. Schwalbach, Prospect Park Plaza, Brooklyn. 4-6

WANTED—Columbia Tandem and Columbia Light Roadster Tricycle. Will pay cash, or give in exchange any new bicycle or tricycle that may be wanted. State condition, time in use and machine number. R., Wheel Office. 4-6

FOR SALE AT A BARGAIN—54 Victor; most perfect condition; spade handles, Butcher hub, cyclometer, lantern, with cyclometer attachment, luggage carrier, silver-plated back bone and forks. Geo. H. Short, 27 Warren Street, City. 4-6

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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. 4-6

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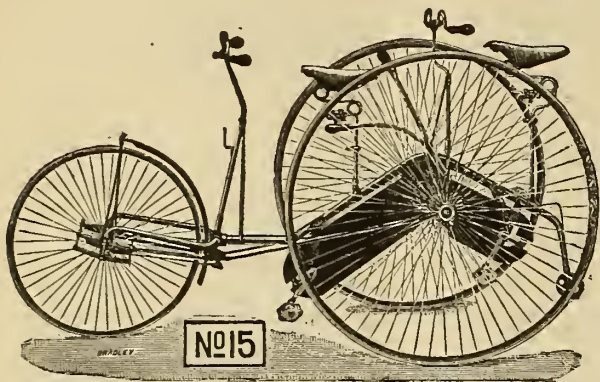
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They surpass ALL for STRENGTH, SPEED, MATERIAL and FINISH.

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

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402	50	American Club	Ball	Nickel	60 00
414	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	56	Standard Col.	Plain	Painted	45 00
458	54	Expert	Ball	Nickel	80 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
483	56	Expert	Ball	Enamel	80 00
484	52	Expert	Ball	Nickel	65 00
486	48	American Star	Plain	Nickel	60 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
502	52	Royal Mail	Ball	Nickel	65 00
503	54	Brit. Champion	Ball	Enamel	55 00
504	48	Special Star	Ball	2-3 Nickel	100 00
505	52	Victor	Ball	Enamel	90 00

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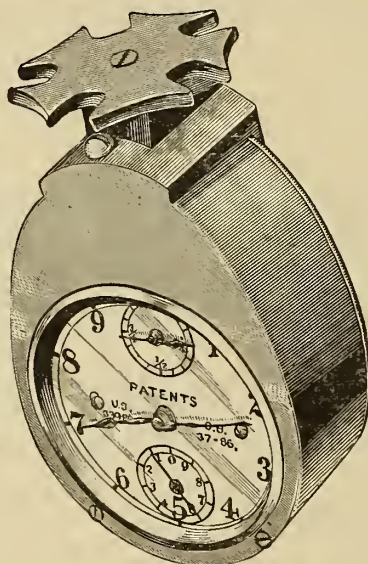
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THE W. C. B. JOCK STRAP.

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong.

It prevents an ungraceful appearance when the wearer is dressed in tights, or in close-fitting pants.

It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

It can be washed when necessary without becoming stiff and harsh.

The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body.

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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
Jersey men, and all
others can see
and buy
the

VICTOR
FOR 1888.
AT THE
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To supply the wants of Young America we have also the YOUTH'S PREMIER, a handsome, strongly built machine with cow-horn bars, spade handles and patent bearings. From all the makes of cheaper grades of boys' bicycles offered us, we selected this one, as the only one that possessed the merits of high-priced wheels. Price \$60 for 50-in., with \$5 reduction for each size down to 34-in. Spade handles \$2 extra.

READ OUR RULES.

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

Our charge for selling is ten dollars and storage at one dollar per month. No tricycles handled on commission.

A receipt is given for each machine, and we are responsible in case of loss for the net price charged. Our stock is fully insured.

Our customers are not bound to leave their machines with us any longer than they may care, and can remove them by paying freight, storage, and other expenses.

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Our terms to sellers are strictly cash. Charge for crating \$2. New wheels crated free.

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

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

Notice this Week's Reductions.

Our List, March 28, 1888.

- No 29.—55. in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$65.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 50.—52-in Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$75.
- No. 55.—54-in. Rudge L. R. '86. Enamel with Nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$100.
- No. 62.—Victor 3-track tricycle. Bell and lamp. Good as new. Price \$85.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
- No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$58.
- No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance, at \$80.

No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$70.

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

No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$100.

No. 95.—3-track Victor tricycle. Price \$60.

No. 106.—48-in. American Lt. Champ., '87. Little used. Balls head and all over. Only \$75.

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

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

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

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

No. 120.—Quadrant, convertible tandem, double steerer, specially built for two ladies. In perfect condition. Price \$200.

THIS WEEK'S BARGAINS.

No. 121.—44-in. Stand. Col. Enameled, fine cond. Price \$35.

No. 122.—50-in. Stand. Col. Enameled. Balls to front wheel. Prime order. Price \$45.

No. 123.—52-in. Stand. Col. Enameled. Balls to front wheel. New tire. Perfect cond. Price \$50.

No. 124.—36-in. Kangaroo Safety. Never out of shop. Price \$75.

No. 125.—48-in. Eclipse. Enamel and nickel. Bargain at \$60.

No. 126.—53-in. Col. Lt. Roadster. Spade handles. Lamp. Big chance for a fine wheel at \$75.

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

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

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

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

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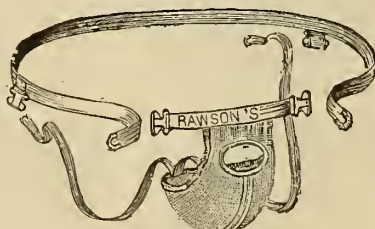
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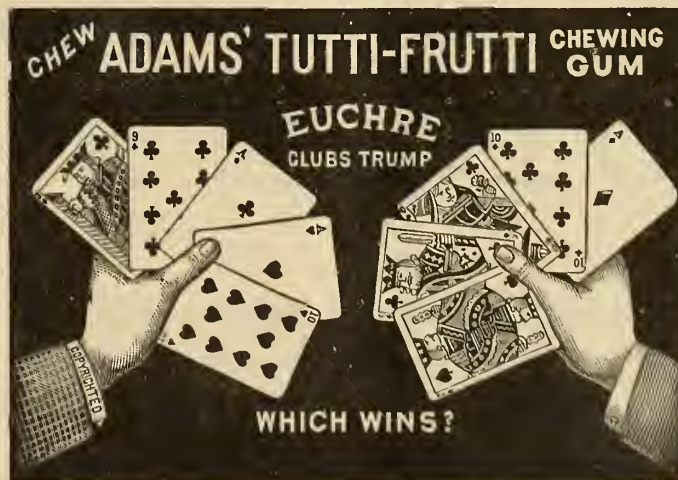
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