

The Wheel

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

VOL. I.—No. 6.]

NEW YORK, APRIL 6, 1888.

[WHOLE NUMBER, 6.]

A Few Things we do not Advertise.

Records which we know to be false.

Records after they are taken from us by another wheel.

Records which are not unanimously accepted by the cycling press as genuine.

One of the Things we do not do.

Retire from racing after every obtainable road, long distance and track record is beyond our reach.

A Few Things we do.

An honorable manufacturing business.

Guarantee our wares to be exactly as represented.

Make a wheel which is capable of and does hold all world, road and long distance records.

Respectfully submitted,

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

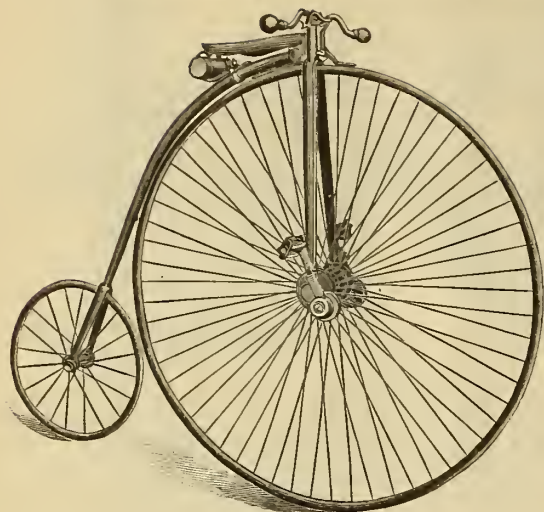
Makers of the American Cycles.

Largest and Most Artistic Catalogue in the Trade on Application.

THE SPRINGFIELD ROADSTER

— FOR 1888. —

YOST & McCUNE PATENTS.



No. 1.

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. 📖

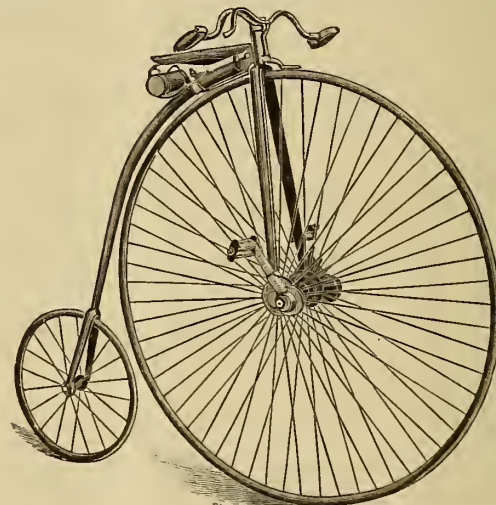
WHOLESALE DISTRIBUTING OFFICES:

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Kirk Brown,	Philadelphia, Pa.
C. F. Stokes,	Chicago, Ill.
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E. T. Allen,	San Francisco, Cal.
John P. Lovell Arms Co.,	Boston, Mass.

Retail Salesroom, No. 147 Washington St., Boston.

Springfield Bicycle Manufacturing Co.,

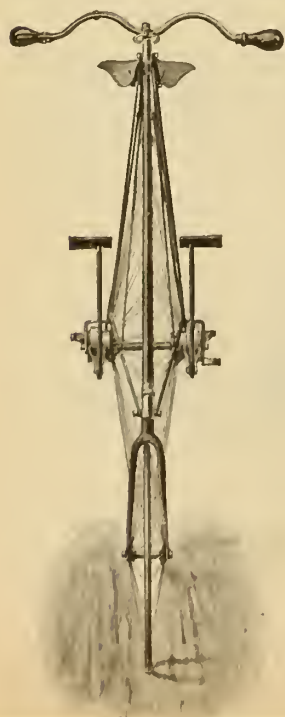
No. 9 CORNHILL, BOSTON, MASS.



No. 2.

THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

1888 STAR

Is now Ready for the Market.

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H. B. SMITH MACHINE CO.,

New York Salesrooms,
115 LIBERTY STREET.

SMITHVILLE, N. J.

THE Coventry Machinists' Co.

(LIMITED.)

239 COLUMBUS AVENUE,
BOSTON.

MAKERS OF THE

"CLUB" CYCLES

CLEARANCE LIST.

No. Size	DESCRIPTION	COST	PRICE
101 50	Club—tangent spokes, enamel and nickel. Enamel slightly marred	\$130	\$80
103 52	American Club—locknuttid 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, locknuttid spokes, Enamel and nickel	145	75
115 56	American Club—enamel and nickel, hollow rims, fluted forks, locknuttid 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, locknuttid spokes, Hancock tires	150	75
All the above have ball pedals.			
123 46	Ideal	110	45
125 54	Universal Club—painted and nickel ..	110	65
127 52	Universal Club—painted	95	55
129 58	American Club—enamel and nickel, hollow rims, locknuttid spokes	150	60
131 52	Universal Club—paint and nickel	107	65
These have cone pedals.			

SAFETIES.

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

TRICYCLES.

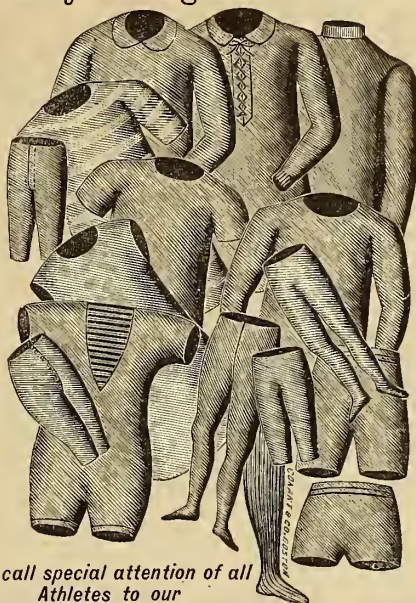
201 40	Marlboro' Club—1886 pattern, good condition	185	100
203 40	Marlboro' Club—1886 pattern, excellent condition	185	115
205 40	Marlboro' Club—1887 pattern, nearly new. This machine is suitable for a heavy rider, being fitted with 7-8 tires	180	130
207 42	Sandringham Club—semi-racing tricycle, hollow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

TANDEMS.

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

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

Jersey-Fitting Underwear Co.



We call special attention of all
Athletes to our

JERSEY-FITTING GARMENTS

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium. League Color, Grey Mixed Black, Navy or any Color, Plain or Stripe.

Every Wheelman and Sportsman will give our JERSEYS his approval when he examines the Shoulders, Arm Holes and Neck, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

FULL PANTS AND KNEE PANTS,

Buttoned in Front, same as Pantaloon, without
Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Knee Tights, Full Tights, Trunks and Leotards.

We understand, first of all, these garments must be elastic, so they will not bind or impede the free use of the limbs, and to stand the strain brought upon them. This can only be accomplished in Ribbed Goods. For this reason we make all of our best goods with a FINE RUB, ELASTIC AND STRONG, and from worsted made by the best manufacturers in the country, of fine combed wool of a long, elastic staple, which gives it Elasticity and Strength.

We make all of the above goods in three different qualities.

Ladies' Jersey-Fitting Tricycle Pants. A New Thing.

These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in worsteds.

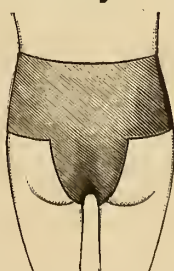
Jersey-Fitting Ribbed Full-Fashioned Stockings.

Send for Illustrated Catalogue and Price List.

MANUFACTURED BY

HOLMES & CO.
17 Kingston St., Boston, Mass.

Jersey-Fitting Underwear Co.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

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Jersey Fitting Underwear Co.
17 Kingston St., Boston, Mass.

SPADE HANDLES

The Best and Handsomest Made, for

\$2.50.

Sent in any address on receipt of price. Special discounts to the trade.

CYCLE SUPPLY CO.,
3 Berkeley Street, Boston, Mass.

BARGAINS!

SECOND-HAND

Bicycles, Tricycles, AND TANDEMS.

Examine Our Prices.

KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
234	52	Rudge Lt. Rdstr.,	\$135.00	\$90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	75.00	3	1	1
237	48	Columbia Expert,	122.50	75.00	4	1	2
238	46	Special Facile,	123.00	83.00	4	2	1
244	45	Special Pony Star,	107.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	95.00	1	1	1
247	54	New Rapid,	150.00	105.00	3	1	1
248	50	Ideal (Special),	80.00	55.00	4	4	1
252	56	British Challenge,	150.00	50.00	1	1	3
258	48	Spl. Star,	129.00	95.00	4	Ball	1
260	48	Columbia Standard,	100.00	40.00	5	4	5
263	55	Rudge Lt. Rdstr.,	138.75	78.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	95.00	3	1	2
266	55	Spldg. Semi-Racer,	140.00	45.00	4	1	4
269	51	Spl. Star,	160.00	95.00	4	Ball	1
270	56	Racer,	140.00	43.00	4	1	4
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Columbia Expert,	137.50	105.00	1	1	1
277	52	Spec. Club,	160.00	110.00	1	1	1
283	51	Spl. Star,	130.00	85.00	4	Ball	1
285	51	Spl. Star,	120.00	75.00	4	Ball	4
286	44	Spl. Facile,	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	77.00	4	1	4
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 11br. 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		Springfield Roadster,	75.00	60.00	4	1	5
313	55	Col. Lt. Roadster,	135.00	60.00	4	1	5
314	53	Royal Mail,	140.00	95.00	4	1	1
315		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	1	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		Beeston 11br. T'dm,	260.00	170.00	4	1	1
324	52	Victor Roadster,	127.50	90.00	3	1	1
325	50	American Ideal,	65.00	42.00	4	4	2
327	54	English,	130.00	75.00	4	2	1
328	50	Columbia Expert,	125.00	68.00	3	1	4
329	54	Royal Mail,	140.00	100.00	4	1	1
330	54	Victor,	130.00	95.00	3	1	1
331	52	New Mail,	135.00	110.00	4	1	1
332	52	N. Rapid Lt. Rdstr.,	137.50	115.00	4	1	1
333	54	English Premier,	130.00	70.00	5	3	2
334		Col. 3 Trk. Trike,	190.00	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,

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Entered at the Post Office at second class rates

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Foreign Subscriptions, - - - 6s. a year.
Single Copies, - - - - 5 Cents.

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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.

ROADS IMPROVEMENT IN NEW YORK STATE.

An Association Formed.

The good work is bearing fruit. As New York first introduced a "Liberty Bill," so she will have the honor of forming the first Roads Improvement Association. Here are the details.

Within a very short time a bill will be introduced at Albany, having for its object the improvement of the roads. It provides for the creation of a Roads Commission, the levying of a very small tax throughout the State, and the building and maintaining of improved highways between every county seat in the State. The bill further provides for the improvement of minor roads after the highway system has been completed. It is great in its scope, far-reaching, and drawn up in effective shape.

This bill will be introduced by Counsellor Isaac B. Potter, the gentleman who so ably engineered the "Liberty Bill." Mr. Potter is secretary of the New York State Roads Improvement Association, with offices at the Potter Building, Park Row, New York. The membership of this association will not be limited to any class. It is expected the prominent horsemen will be interested, and Chief Consul Bidwell will urge the bicyclists to join.

TO BECOME A MEMBER

of the association, it is only necessary to send in your name and address. The association's expenses will be met by voluntary subscriptions, and a considerable amount has already been subscribed.

THE CYCLISTS OF NEW YORK STATE,
THE SECRETARIES OF CLUBS,
EVERY HORSEMAN,
EVERY FARMER,
EVERY DRIVER OF ANY VEHICLE

should at once send their names and the names of their friends on a postal to Isaac B. Potter, Potter Building, New York. It will cost you nothing. The Association will spread road-building and repairing literature and will keep its members fully informed of all its actions. If you can be of any special aid, please note the fact when writing the secretary.

KILLED BY A RECKLESS HORSEMAN.

A Shocking and Fatal Accident to a Washington Wheelman.

Mr. Edward A. Paul, Principal of the Washington, D. C., High School, was ridden down by a reckless horseman on Saturday evening, sustaining injuries which resulted in his death on Monday morning. The wheelmen of Washington have been prompt to act in the matter, and a fund has been subscribed to prosecute cases such as the above. The details of the sad accident are as follows:

About 5:30 o'clock Saturday afternoon Mr. Paul left his home, 2410 Fourteenth Street, just beyond the Boundary, to ride on his bicycle to Whitney Close. Returning, he was descending the hill in the road in front of his house, when he was run down by a man on horseback. The horse belonged to Senator Cullom, and it was being exercised by his driver, a colored man named Joseph M. Chase. It is said that Chase was riding at a reckless gallop.

THE ACCOUNT OF AN EYE WITNESS.

Mr. A. M. McLachlen, the real estate dealer who witnessed the accident, described it as follows: Mr. McLachlen, who was driving with his wife, had stopped at the watering trough, about 300 yards north of Mr. Paul's house in Craven Terrace, near which the accident occurred. Mr. McLachlen noticed Mr. Paul pass down the road, and saw the colored man riding furiously along. He says the colored man had only one horse, the one he was riding, and was urging it on at a reckless gallop. He was going at such a furious rate that both Mr. McLachlen and Mrs. McLachlen spoke of it as he passed. Mr. McLachlen's expression was that he was "riding as if the devil was after him." When the rider approached Mr. Paul, the latter was turning in toward the sidewalk, as Mr. McLachlen thought, to get out of the way. The next instant, to Mr. McLachlen's horror, horse and rider were rolling over Mr. Paul. Mr. Paul was near the gutter when he was run down. Mr. McLachlen thought the man on the horse was riding so fast that he could not turn out. As soon as the accident occurred a crowd assembled and Mr. Paul was borne into his house.

THE SPINAL COLUMN FRACTURED.

Physicians were summoned and their examination satisfied them that Mr. Paul's spinal column was fractured near the shoulders. As Mr. Paul could not be moved a bed was made up for him in the parlor, and there he was devotedly attended by his wife and sister. The injury was of such a character that the body was paralyzed from the shoulders down. Mr. Paul retained his consciousness, however, and while undergoing an examination by the surgeons gave an account of the accident. The news of the accident caused a thrill of horror in the community, where Mr. Paul was well known and popular. There was much indignation expressed toward the colored driver, and especially by bicycle riders.

MR. PAUL'S ACCOUNT.

Mr. Paul said, when conversing with members of his family after the accident, that he had noticed the man on the horse, but as he was in front and on the side of the road, leaving the greater part of the road open for any one to pass, he did not give any thought of the matter and did not know his danger until he was trampled down.

Chase, the colored driver, was put under arrest, but released on \$1,000 bail. After Mr. Paul's death, Chase was rearrested and locked up in the Eighth Precinct station house to await the result of an inquest. Chase insisted that the affair was an unavoidable accident. He said that he had stopped the horse at the watering place near the top of the hill and then started down. His horse was restive. Mr. Paul, he said, stopped his bicycle right in front of him suddenly, and he could not turn out in time to avoid running him down.

Mr. Paul died about 7:30 o'clock Monday morning. He retained consciousness up to the moment of his death, and conversed at times

with the members of his family. Sunday morning, when the attending physicians decided that the case was a hopeless one, Mr. Paul was informed by his wife of their verdict. He received the announcement with perfect calmness, and bore himself heroically until the end. During Sunday night, and as death approached, he suffered much pain.

The members of the class of '78 of the High School met at the Preparatory School of the Columbian University, at 4:30 o'clock Tuesday, to take action in regard to the death of Mr. Paul.

A meeting of Alumni of the Washington High School was held at the High School building Tuesday afternoon to take suitable action regarding the death of Mr. Paul.

Mr. Paul, owing to the position he held as principal of the High School, was widely known in the city and extremely popular, especially among the hundreds of young men and women who have graduated from the High School. His death will be severely mourned. Mr. Paul was between thirty-two and thirty-three years old, and a native of Haverhill, Mass.

TRICYCLING FOR LADIES.

"Daisie" once said that the tricycle was not suitable for the country; but I must say, after four years' experience on country roads of all kinds, from the worst to the best, that I cannot agree with her. I find that you can enjoy good roads the more if you are compelled to ride over poor roads now and then, and in this I am supported by two or three lady friends who live near me.

Ladies who only ride near home, over short stretches of good road, thinking it too fatiguing or fearing to venture off over the by-roads, never know what the true enjoyment of the wheel is. Again, if they have not the chance to ride with other ladies and do not study a little into the proper way of riding, they will not be able to enjoy a *long* ride, should they desire to take one. The adjustment of the saddle and handles is most necessary to an economical use of the strength necessary to propel the tricycle, and I might also add a proper adjustment of the running parts. I find that the point of the saddle should tip up enough to keep you from slipping forward or you will be trying to rest on the handles to hold yourself in, thereby tiring out your hands and arms. I once rode in misery on a spring which made the saddle tip down in front, and my hands were so sore when I got home that I hated to take hold of anything. After a proper adjustment of the parts of your tricycle then you can begin to practice "good form" in riding, which is also very necessary to a better enjoyment of rides of any length.

With the saddle adjusted so you can follow the pedals all the way round with ease, but not with bent knee, the handles adjusted so that they can be reached naturally without bending the body, you are ready to start on a short trip. Of course it is supposed you are to ride a modern tricycle, for some of the old ones were not fit for *any* lady to ride.

I would earnestly advise those who have not done so to read "The Art of Riding a Tricycle," by Miss F. K. Erskine, in THE WHEEL AND CYCLING TRADE REVIEW of March 9, 1888. It is one of the best and clearest articles I have ever read on the subject.

It also *pays* to take the wheel papers; for if isolated from other wheelmen, an article, such as mentioned above, might benefit one so much that disappointment in the use of the tricycle would be changed to delight.

You must have your "wheel" ready to mount, and use it whenever and wherever you can, so that you will become so familiar with it that you cannot do without it. Each time you must venture farther, until you have overcome the fear of meeting teams, riding down hills, and that feeling of fatigue which is often largely imagined. Too many ride so little that they never learn *how* to ride, and are not in condition to enjoy a tour should such an opportunity present itself.

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.

It is my object to impress upon those who do not venture away from home to try to increase their distance until they can ride with *pleasure* from twenty to forty, or more, miles in a day. It is then they will begin to see the advantages of the tricycle. The hills to be walked will be welcome from a want of change of position, and if they explore the by-roads around them they will see in nature beauties never before noticed.

I am writing this more for my sisters who live outside of the large towns. Many of you who think a ride of forty or more miles over ordinary roads impossible, will find, if you gradually increase the length of your runs, that you can ride that distance with pleasure and without undue fatigue. Plan with a friend a run to some pleasant spot made beautiful by nature, and there eat a lunch taken along with you, and ride back after a pleasant rest over some new road. Do not go too far at first. I have heard ladies say: "I should think it would tire your back to sit long on that little seat." Tire my back! It will *cure* backache and, what is more, headache, too. More than once I have ridden off a mean headache, and I have sat on "that little seat" for nine hours, on a day's ride, without the thought of a backache. Last summer ten miles of a fifty miles' run was ridden with a bad headache, and I came home never feeling better.

I only hope that my poor attempt at writing a letter will encourage those who ride a little or not at all, and would say, in conclusion, that I am not myself a very strong person and only weigh 125 pounds. The tricycle has made me much stronger than I was, and at the same time has given me great pleasure. I ride a Columbia two-track and am always accompanied by my husband on a bicycle. MRS. 4,386.

TRICYCLING FOR LADIES.—A fair specimen of the intelligent advertising methods of the Pope Manufacturing Co. is their new "Tricycling Scrap-Book," which may be considered a valuable addition to cycling literature, especially as it contains valuable information on tricycling for ladies. A hasty glance over the more important articles, reproduced fac-simile from leading papers and periodicals, is sufficient corroboration of the statement that wheelmen should secure copies of the book, which we believe is sent free upon application, and distribute them among wheel acquaintances, especially those of the nobler sex.

The *School Journal* supplies "Tricycling for Women and Elderly Men, From a Doctor's Standpoint." From the *Scientific American* is republished "Women Out of Doors." Other articles are: "Love on Wheels," a story from *Peterson's Magazine*; "Three Wheels and a Companion," *Harper's Weekly*; "The Bicycle and Tricycle," contributed by Dr. George E. Blackham to the *Medical Brief*; "About Tricycling," *Boston Home Journal*; "Tricycling for Ladies," by Abbott Bassett, in the *Congregationalist*; "Tricycling for Women," *Good Housekeeping*; "New Athletics for Women," *Harper's Bazar*; "The Tricycle in Relation to Health," "First Lessons in Tricycling" and "Women as Tricyclists," by Dr. B. W. Richardson, and other interesting and instructive squibs and articles.

KLUGE CHALLENGES CRIST.

NEW YORK, March 26, 1888.

W. E. CRIST, ESQ., Washington, D. C.

Dear Sir:—I hereby challenge you to a series of three races, the winner of two to take the prize, which shall be a trophy subscribed for by each of us. Any distance from one to twenty miles—one, five and ten, being suggested. Track and date to be settled between us, as soon as you will favor me with a meeting or by mail if challenge is accepted. Trusting that you will not refuse a race at earliest date possible, I am, yours fraternally, CHAS. E. KLUGE.

[The above challenge was placed in our hands on the day that Crist embarked for Europe. We are certain that Crist's departure was unknown to Kluge at the time the challenge was issued. Two weeks before Crist's departure Kluge informed us that he intended to issue this challenge. It will remain open until Crist's return in the fall.—ED.]

ODDS AND ENDS.

The Buffalo Bicycle Club will hold its last social event of the season at its club-house on April 13th.

Mr. W. S. Bull, No. 360 Main Street, will have charge of the Buffalo riders who attend the League meet.

Outing, for March, contains two interesting articles: one entitled "Some Bicycle Jaunts in Europe and America," by Lee Merriweather, and the other, an illustrated article, on "The Montreal Amateur Athletic Association," from the pen of Will. H. Whyte. The magazine shows quite some improvement, especially in the illustrations, under its new management.

It is rumored that Mr. A. Kennedy-Childe is willing to connect himself with some first-class wheel establishment.

The Rhode Island Division has subscribed \$50 toward the L. A. W. national fund, and is circulating a paper for additional subscriptions.

The regular quarterly meeting of the Louisiana Division will be held April 9, at the rooms of the New Orleans Bicycle Club.

The spring meeting of the Board of Officers of the Iowa Division L. A. W. will be held at Cedar Falls on Tuesday and Wednesday, May 29th and 30th, 1888. On account of the postponement of the fall meet last year, it has been decided to make this a general meet of all members of the division. An attractive programme will be arranged for the entertainment of all who attend by the wide awake wheelmen of Cedar Falls, and it is desired to make this the largest gathering of wheelmen ever held in the State.

The stockholders of the Springfield Printing Company, at a meeting on March 24, instructed the directors to file a petition in insolvency, by way of winding up the company's affairs. This is the concern of which Mr. Ducker, of tournament fame, was superintendent for a half-dozen years, ending in July last, when a change in ownership caused his removal to Buffalo. It was the largest establishment of the kind in Western Massachusetts, and will be remembered among wheelmen for having manufactured "X. M. Miles on a Bi." The break-up will delay somewhat the binding of those 5,000 "gift-books" (each having 150 pages of 90,000 words), which Karl Kron is intending to mail, in all directions, as a free advertisement of "X. M. M." itself; but postal-card applications for the same will be filed for attention in the order received by him at the University Building, Washington Square.

The Nonantum Cycling Club, of Newton, has disbanded and a new club has been formed, to be known as the Newton Outing Club. The latter organization will occupy the club rooms in Newtonville formerly occupied by the Nonantum Club, and will include in its membership not only cyclists, but all who are interested in out-door sports. The following are the officers of the new club: C. A. Kellogg, president; A. A. Glines, vice-president; H. A. Vose, secretary; George A. Strout, Treasurer; the President and Secretary, G. M. Cranitch, W. H. Allen and W. G. Osgood, club committee.

The New York Club will bowl their first match game with the Long Island Wheelmen at their alleys on Fulton Avenue, near Franklin, on Thursday evening, April 13, at 8 p. m. sharp. Irving Shaw, captain.

The officials of New York City are gradually beginning to understand that cobble-stone is not the highest ideal of street pavement. City Chamberlain Ivins says that "a great deal of money must be spent on the streets in the next few years, because of their bad condition." *The Press*, which is a great friend of the wheelmen, advises the officials to put in asphalt pavements on residence blocks and Belgian on business streets. The streets could then be kept clean at a much smaller cost, and more money could be used for repairs.

The Road Hogs of Kentucky have been badly routed, their bill having been killed in committee. The Representative who introduced the Anti-Wheel bill has now introduced a bill for the repeal of tolls on certain turnpike roads, and has thus redeemed himself in the eyes of wheelmen. The Kentucky men will now proceed to introduce a Liberty bill which they expect will pass without much opposition. Our correspondent, Norb, sends the full details in his letter.

Mr. C. H. Diamond, formerly of the New York Bicycle Company, is now in the real estate and building business.

Two-mile Bicycle Handicap, held at the 12th Regiment armory last Monday evening: First heat—N. F. Waters, Brooklyn Club, 6m. 36 4-5s.; L. Kirby, Riverside Wheelman, second. Second heat—E. I. Halsted, Harlem Wheelman, 6m. 42s.; J. W. Schoefer, Brooklyn Club, second. Final heat—Halsted, first; time, 6m. 35s.; Waters second, by several yards; Kirby third, Schoefer stopping on account of loss of pedal. Parker, who withdrew from the first heat, on account of loss of pedal, started in the final heat, but was unplaced.

Mr. George D. Hazard, advertising manager for the *Bicycling World* and *L. A. W. Bulletin*, was in town this week.

It is rumored that Wannamaker & Brown, league uniformists, will open a branch house in New York.

THE NEWCASTLE, PA., CLUB have made application for several national and State championships to be decided at their race meeting on July 4. Some of the best riders in the country have raced on their track, and all agree that it is equal to any they have ever ridden on. This club has the reputation of giving very handsome prizes and propose to exceed their record this time.

Messrs. H. English & Son, of Arcade, New York, report a promising outlook in Victor wheels for 1888. This firm receives subscriptions to THE WHEEL AND CYCLING TRADE REVIEW.

Let us all rush off to the great Texas plains. Our correspondent writes us that no one has died there in seven years. Ponce de Leon's fountain must be somewhere in the neighborhood.

MASSACHUSETTS CLUB ELECTIONS.—The seventh annual meeting of the Massachusetts Bicycle Club was held Tuesday evening, April 3, at the club-house on Newbury Street. The following new members were admitted: Associate, M. I. Motte; active, George A. Taylot, Eugene Thomas, Benjamin C. Lincoln, Benjamin F. Leavitt, Andrew W. Bunholm and W. C. Overman.

The following officers were elected: President, Robert G. Armory; secretary, Charles C. Ryder; captain, A. D. Peck, jr.; lieutenant, J. Emory Tippet; executive committee, A. Douglass Salkeld, H. W. Cumner; membership committee, A. D. Peck, Jr., C. D. V. Graves, H. B. Salkeld, H. M. Saben, Charles C. Ryder.

NO LADY ON THE LEAGUE BOARD.—Dr. Cooley, C. C. of New Jersey, writes as follows: I have heard nothing of the lady candidate for Rep. She has not applied for an appointment as such, and the election does not come off till July. It is customary for the Board of Officers to appoint a nominating committee, who meet and make up the regular ticket. If the lady referred to, whoever she may be, can get on the regular ticket, she would stand a good chance. Under the new constitution, if adopted, New Jersey will not have more than seven or eight Rep's this year, and I think it doubtful if a lady can get on the regular ticket.

Mr. C. R. Overman, just returning home from a long trip in the Victor interest, was in Gotham from Saturday to Monday. On Sunday Messrs. Overman and Barkman tried a Victor Safety in the Park. They attracted a large crowd of wheelmen and many who tried the Safety reported themselves well pleased. Mr. Overman's extensive travels gave him abundant opportunity for observation, and he thinks the "signs of the times" point to the largest wheel season of history. We saw Mr. Overman sell a Victor Safety at Spalding's and he struck us as a scientific salesman. Mr. Overman impressed us as a thorough gentleman, intelligent, observant and gifted with persuasive eloquence. All trade interests aside, we feel glad to have met him.

The Cambridge Cycle Club will give a minstrel show April 13th.

The Boston Club men are talking up a hundred thousand dollar club-house, near the business centre of the Hub.

Warwick Cycle Mfg. Co.

BROAD & HANOVER STS.,

SPRINGFIELD, MASS.

LOOK OUT FOR NOVELTIES

And Improvements in High Grade Wheels,

AS FOLLOWS:

Front Wheel—Ball Bearings.

Back “ Ball Bearings.

Pedal—Ball Bearings.

Head—Roller Bearings.

Detachable Handle Bar.

Spade Handles.

New Backbone.

“ Forks.

“ Spokes.

“ Hollow Wheel Rims.

“ Rubber Tires.

“ Saddles.



PECK & SNYDER,

124, 126 & 128 NASSAU ST., N. Y.,

AGENTS FOR

THE NEW MAIL 1888.

GREATLY IMPROVED THIS YEAR, MAKING IT A

Light Roadster of the Highest Grade.

All parts Steel Forgings and strictly interchangeable. The only Wheel with the Triggwell Ball-bearing Head. Perfection-strengthened Backbone and Forks, and thickened Rim. Tangent Spokes, Spade Handles, Kirkpatrick Saddle, Adjustable Step, etc. Price \$5 less than last year. We also handle the famous IVEL SAFETY. Come in and see them. Send for circular. Also a full line of Sundries, Uniforms and General Sporting Goods.

Repairs!

Repairs!

Repairs!

New York

STAR

Headquarters.

Friends of the "little wheel in front"—

We can repair your machines *promptly, cheaply and skillfully* at our new shop, opened in connection with our Branch House, 115 Liberty Street. With a finely equipped shop and competent workmen we are in position to repair Wheels of *all* makes with equal facility and despatch. We solicit your patronage. Near all down-town ferries. Easy of access for Jersey men and Brooklynites.

H. B. SMITH MACHINE CO.,

Works and Main Office, SMITHVILLE, N. J.

115 LIBERTY STREET.

MASSACHUSETTS DIVISION.

THEY WILL HAVE A BIG SUMMER MEET AT MARTHA'S VINEYARD.

The Massachusetts division officers of the L. A. W. held a meeting and dinner at Young's Hotel last Saturday evening. Chief Consul Herbert W. Hayes presided, and among those seated around the table were: J. S. Dean, W. G. Kendall, C. R. Dodge, C. S. Howard, Boston; J. F. Adams, Haverhill; T. E. Bell, North Attleboro; Dr. W. H. Emery, Roxbury; E. B. Coleman, Cambridge; A. W. Robinson, Charlestown; J. B. Seward, Chelsea; G. W. Parker, New Bedford; John Wood, Jr., Beverly; W. C. Marsh, Sanford Lawton, Springfield. Captain Eardon of the Roxbury Club was present as a guest of Representative Emery.

The chief consul reported that the newly completed road book of the State had been mailed to all members of the division. The book has been compiled in conjunction with the Rhode Island division, and the roads of that State are also considered in detail.

Chairman Emery suggested that an effort be made to induce the Legislature to appoint a commission or instruct the State engineer to lay out certain roads between county towns as State roads, and that the same be macadamized at the expense of the Commonwealth.

Chairman Howard said that letters had been sent to the board of highway commissioners of all the cities and towns, and that replies had been received from a majority, stating that immediate steps were being taken to fulfil all requirements of the law for the placing of guide-posts on the highways. Members were requested to report any negligence in the matter of guide-boards.

It was decided to hold the next summer meet at Martha's Vineyard in August. It was also considered desirable that a spring meeting of the division be held somewhere in the vicinity of Boston, and Messrs. Seward, Kendall and Emery were appointed to consider it. It was voted to contribute \$300 to the national treasury. The resignation of W. I. Harris, formerly of *The Globe* staff, as a member of the board was received. Mr. Harris has removed to New York. A special meeting of the division will be held early in July to amend the by-laws. The board voted, on motion of Dr. Kendall, to tender a complimentary dinner to C. S. Howard, who is to sail next Saturday for a several months' trip to the Azores Islands. Messrs. Kendall and Dean were appointed a committee of arrangements.

HILLIER ON ROWE.

We had a call this week from W. A. Rowe, and we were very glad to make the acquaintance of the American flier of whom we have heard so much. Morgan's description of him as much resembling John Lee in build was a very accurate one, and he certainly is a particularly strong-built cyclist. In conversation he is noticeably modest, and although speaking with obvious confidence in his own powers, he does not talk in the style which some professionals affect as to his ability to smash up everything and everybody whom he may meet. This is a pleasing point about him which will be thoroughly appreciated by those who know how offensive the brag and bluster of some champions are to the ordinary observer. We learnt, in conversation from Mr. Rowe and his friend, that in America, during his competitions in the past season, there had been many a time serious efforts to beat him by combination among his opponents, and as there can be no better training for a man's head than that sort of experience, it may possibly be proved that the American has all the necessary "judgment." Owing to the dreadful weather he has not been able to do any large amount of work, and it is more than probable that he will ride a bit above himself in his first match, but still he has a long season before him, and we have no doubt that we shall hear much of him before it is through. We must say that he struck us as very big and thick to be a speedy cyclist, but it shows that as a good horse cannot be of a bad color, so a good cyclist cannot be of a bad shape.—*Bicycling News*.

Chickasaw Bicycle Agency, No. 225 Third Street, Memphis, Tenn., will receive subscriptions to this paper.

CRUSADE AGAINST WASHINGTON ROAD HOGS.

At the meeting of wheelmen last Monday evening, at the Capital Bicycle Club house, numerous instances were related where the drivers of wagons had attempted to run down wheelmen when they got them in a tight place, and it was shown that for five years it has been impossible to convict any one of such offenders.

A committee, consisting of Prof. Cleveland Abbe, of the Smithsonian Institute; M. D. Cram, General Birney, Agent Key, of the Humane Society, and Mr. Williamson, was appointed to make an investigation, collect evidence and take whatever action might be deemed necessary for the proper prosecution of the case.

A fund of \$55 was quickly raised in small contributions by those present for the use of the committee, and \$200 additional was pledged by Burt Owen, of the Capital Club, and Prof. Abbe, in case it should be deemed advisable to employ counsel to assist the District Attorney in the prosecution.

"EVERY WHEELMAN IN NEW YORK STATE."

"I really think that the wheelmen of New York State ought to make an effort to support the only wheel paper in the State, and a representative paper of the country. I have no doubt should they take the trouble to read it they would willingly send in their dollar. It seems so queer to me that those who can spend a hundred or more dollars for a wheel cannot spare a dollar or so a year for wheel papers.

"The advertisements and suggestions in a paper might save a wheelman ten times the price of the paper—in fact, I find that a wheelman who does not read the papers is generally one who does not appreciate the advantages of cycling, and if he lives away from a cycling centre is ignorant of about all that makes cycling what it is. I certainly hope for the success of your paper, and will do all I can to place it in the hands of my friends.

"Fraternally yours,
"J. R."

A STEP IN THE RIGHT DIRECTION.

The County Levy Court met March 26 in special session to discuss certain provisions of the new road law. Each section was taken up and carefully considered. Among other things it was recommended to 'Squire Briscoe that he try to have the first section of the new law repealed in conformity with the tenth section, making the poll-tax assessable only against persons twenty-one years old and over.

A poll-tax of \$2 was imposed upon each male person between the ages of twenty-one and fifty years, and an ad valorem tax of five cents on each \$100 was imposed upon all persons over twenty-one owning property outside of the city, the sums thus raised to be used for road purposes. The latter provision applies both to females as well as males, but not to persons under twenty-one years of age, however much they may own. All such persons, male or female, can work out such amounts upon the roads if they so wish, or instead they can pay the supervisor the amounts and he will hire others.

The county was divided into twelve magisterial districts, as provided, and a road surveyor will be appointed by the respective magistrates in each district to superintend the work.—*Louisville Journal*.

FIXTURES.

April 7—Annual Dinner K. C. W.
April 7—Twenty-third Regiment Games at Armory, Brooklyn.
April 14—Rowe vs. Howell; 5-mile race at Leicester.
April 19-20—Atlanta, Ga.; Bicycle Tournament.
April 28—Rowe vs. Howell; 5-mile race at Wolverhampton.
April 28—L. I. W. Theatre Party.
May 12—Rowe vs. Howell; 10-mile race at Wolverhampton.
May 26—Intercollegiate games at Manhattan Athletic Club grounds, N. Y. City.
May 30—N. Y. and N. J. R. R. A., Team road race over Irvington, Milburn course.
May 30—Bay City Wheelmen and Olympic Athletic Club; joint meet at Oakland, Cal.
May 30—Los Angeles Wheelmen's race.
June 18, 19, 20—League Meet at Baltimore.
July 1—Canadian Wheelmen's Association at Belleville, Ont.
July 4—California Division; Third Annual Meet.
July 4—Newcastle, Pa.; Race Meet.

MR. AARON'S BOND.

THE EX-SECRETARY READY TO PAY ALL JUST CLAIMS.

NEW YORK, April 2, 1888.

EDITOR THE WHEEL AND CYCLING TRADE REVIEW:

On my return from a month's absence in Florida, I find in your issue of the 9th ult. a reference to a bond still held against me by the ex-Executive Committee L. A. W., which calls for a few words of explanation, space for which, I trust, you will grant me in your readable columns. The reference reads as follows:

"Mr. Read, of Philadelphia, demanded the return of a bond which he had given to the League as security for ex-Secretary-Editor Aaron. Mr. Read claimed that he had been induced by the Executive Committee to go on the bond at a time when they knew Mr. Aaron's accounts to be complicated. The League had threatened to sue Mr. Read, as bondsman, for some \$86, which, it claimed, was still due from Mr. Aaron. Dr. Beckwith moved that the debt be wiped out, and that the bond be returned to Mr. Read. Carried."

Let me offer the following comments on the above:

First—Messrs. Read and Wells were induced to go on my bond, but by me, not by the Executive Committee of that date. That committee protested against both those gentlemen as non-property holders, and did their best to induce me to obtain other bondsmen. I did not consider that Mr. Read ran any risk in the matter, and Mr. Wells, who was thoroughly conversant with all the League accounts at that time, was a willing bondsman.

Second—If I owe the League one cent, I do not know it. They have paid me a balance due January 17, 1887, as settlement in full, and while the present Secretary did write me a letter asking about certain items not clear to him, which I replied to, I have never had any bill from him or any other League official. When they demanded payment of the sum mentioned of Messrs. Read and Wells, without having demanded it of me, my attorney wrote them to the effect that I stood ready to pay all valid claims when proved to our satisfaction.

Third—This being the case, I object to the allusion to this claim as a "debt" on my part. To-day I stand ready to pay any claim against me, as I have always done. As I believe the difficulty arises from a misunderstanding of the complicated form of bookkeeping devised by the then League expert (a system now abandoned, I understand), I can only say that I must be allowed to see the books myself, as then kept by my assistants, Messrs. Aaron and Wells, and must stipulate that my expenses to Boston shall be paid by the party in the wrong. Thanking you, in advance, for the space this takes, very truly yours,
E. M. AARON.

IN MEMORIAM OF MRS. ALLEN.

Death's shadowy presence casts its baleful cloud,
And withered falls, alas! the choicest flower;
In deepest grief sad mourners' heads are bowed
For her whose wheel is stilled in brightest hour.

'Tis silent in the first glad blush of spring.
A time when joyous hearts have banished care
When, like a happy bird upon the wing,
She graced the sport it was her love to share.

'Tis riderless when beam the rays of gold
That tell us of a dreary winter o'er;
Its mistress sleeps, the guiding hand is cold,
While loving hearts are stricken deep and sore.

"Thy will be done" is yet the Christian's prayer,
Though deepest anguish may his bosom wring;
Submissively he bends, his cross to bear,
And proves the comfort that the words will bring.

Farewell, fair form, full many an honest tear
Bespeaks the grief that each of us would tell.
Thou wert our pride, we hold thy memory dear—
Rest, rest in peace—a long, a last farewell!

F. F. S. in *Bicycling News*.

NOTES FROM THE CITY OF BROTHERLY LOVE.

The Pennsylvania Bicycle Club, with their usual push and energy, intend giving a public lecture on Thursday evening, April 19, at Association Hall. Subject: "With Tricycle and Camera Through the Isle of Wight." Mr. Arthur H. MacOwen, one of the oldest and staunchest members of the club, will deliver the lecture, which will be illustrated by over one hundred pictures taken by Mr. H. L. Roberts while touring abroad last summer. A number of them have been colored by Prof. Porter, of the University of Pennsylvania, and a gentleman who has seen them pronounces them equal in every respect to those generally shown by Mr. John L. Stoddard in his lectures given at our Academy of Music. The lecture, of course, will be of especial interest to all wheelmen, not only on account of the subject, but also as every detail will be under the management and preparation of brother wheelmen. The committee already report advance sales to more than cover all expenses, and expect to clear quite a nice little sum.

The races held at the Elite Rink on Wednesday evening, 28th, were not only a success from a financial standpoint, but also proved as interesting to the spectator as any races ever held in Philadelphia, because of the many close finishes, of the many club rivalries to be decided, and of the promptness and dispatch with which each race was started. John Green rode after Sam Crawford as if he were after the gold watch Sam won from him four years ago, but Sam showed his friends that his old ability to spurt had not left him, much to the South End wheelmen's disgust, who imagined Green able to "do up" any and all Philadelphians.

Poor George Strong, with his usual hard luck, met with an accident through carelessness, and lost all chances for a month or so of beating his old opponent, Hally Weaver.

The race that proved of most interest was probably the one between Massey and Johnson. When they started Massey trembled like a leaf, while Johnson was as grim and firm as a rock. The race was close for the first few laps, but Johnson gradually drew away and won by about twenty yards, capturing the only gold medal awarded. After the race was over, some of the more enthusiastic members of Pensy mounted the champion on their shoulders and carried him around the track amid the cheers of a thousand wheelmen.

A visit among the trade shows a lively spring trade. Mr. Hart reports many sales for the Columbia line, and especially for the new Veloce. Samuel Gideon, the genial representative for Edward K. Tryon, Jr., & Co., reports that they have already orders booked for the new Victor safety way ahead of all anticipations. Strong & Green have the agency of the new National wheels, as well as of the Star machines, and from present indications expect a much larger trade than in former years.

John G. Fuller will ride an Irel safety this coming summer, while Norville Turner, of the Century Club, will exert his energies on the new Victor safety. Mr. Turner always rides "just so," and no doubt will make some of the scorches look to their laurels. Sam and George Gideon have also ordered a new Irel tandem, and will try to lower the Wells-Synsvelt record.

The South End wheelmen have entered their new club house and are gradually getting everything in shape, and will soon be ready to receive their cycling friends. Although the youngest club in the city, they show more enthusiasm than many of the older organizations, as their roll of forty-five members will testify.

The entertainment at the Pennsylvania Club House on the 27th inst. proved a very pleasant affair. It opened with a number of musical sketches, followed by tableaux, and winding up with a boxing tournament. John Wells showed considerable skill, but, attempting to chew buckskin, he lost part of a tooth, much to his dismay.

Easter Sunday saw quite a number of riders out for their first spin, and from the pace we saw some of them coming in on Lancaster Pike, we fear they are mentally resolving never to scorch again, at any rate not until their muscles are in a little better trim.

Mr. McDaniels, with two companions, braved the mud our roads abound in at present and pushed their way up from Wilmington, reaching our city about 4:30, after a rather tough ride.

WESTFIELD.

BROOKLYN.

THE LONG ISLAND WHEELMEN'S STAG RACKET.

The L. I. W. gave their bi-weekly stag on Saturday evening, March 31. The entertainment was witnessed by a large and appreciative audience, among whom were representatives from the chief clubs of Brooklyn. At 8:30 Mr. Schmidt, a talented pianist of the L. I. W., opened the entertainment with selections from Chopin. Dr. Hudnut sang a very pretty song, "When the Tide Comes In," accompanied by Mr. Schmidt. After he had recovered from the hearty applause that was given him, the doctor informed the audience that he was a mesmerist and intended to exert his influence upon several of them. Mr. Schumacher was the first to succumb. He was led to the platform, and, being told that he was in the Academy of Music, he aired a few genuine German songs that would have made the most talented opera singer envious. Then Dr. Hudnut exerted his powers on Mr. W. Clark, of the Entertainment Committee. He was told to take his coat off and asked whether he could swing heavy Indian clubs. Answering in the affirmative, two diminutive clubs, on strings, as large as pen-knives, were handed to him, and he gave an exhibition that would make even a stoic smile. Mr. Krueger, Ira M. Clapp and others were brought to the platform, and three of them gave a concert of piano and tissue-paper music, all under the influence of mesmerism. Mr. Krueger was mesmerized for the sake of exhibiting dental science, Dr. Hudnut extracting a whole mouthful of teeth. Mr. Harris was hereupon led to the platform, and, boasting of his lording it over his wife in his household, was duly escorted out by her in a way which had more effect than gracefulness. Mr. Krueger hereupon went into a fit, but was brought to by Mr. Hudnut in a very speedy fashion. The remainder of the programme included fainting fits, piano selections, etc., etc., and concluded with a burlesque on the average boxing match, Messrs. Clark and Staritte being the principals and Messrs. Krueger and Harris the trainers. A spread was afterwards served upstairs. The stag was a thorough success. Among the prominent members present were Messrs. Bradford, of the New York Times, Capt. Luscomb, Treasurer Furst, Mr. Beasley, K. C. W., and others.

The L. I. W. has among its members some very good road riders, at least so it seems from the record of Lieut. L. H. Wise, who has already a mileage of 500 odd miles.

Mr. Arthur W. Perego, L. I. W., has a full-nicked "goat" at Schwalbach's. It is rumored that he employs two colored gentlemen to keep it clean for him.

A. B. Barkman was out on his "goat" on Sunday morning. Much surprise is expressed at this change in mounts.

The Boulevard was rather heavy, but the Park roads were in splendid condition on Easter Sunday. The L. I. W. were out in full force, under the leadership of Capt. Luscomb. Mr. and Mrs. Clark were out on a tandem, and the way they kept up with the procession shows that they are both wheel habitués. I hope that the sight of them will induce other couples to take to the wheel.

It is rumored that the K. C. W. will put a rider on the road this year who will worry Kluge and the rest of them. His name is concealed under a cloud of secrecy. The two Halls and Marion are at present training for the team.

The Brooklyns are talking club house. Plans have been submitted by Architect Smith, of the club. The club house, when erected, will doubtless be something out of the usual run.

The Brooklyn Club will put a team on the road this year, of which great things are expected.

The brotherhood of the wheel is now virtually extinct, except among club men. Unattached, and especially novices, sometimes turn around at you in surprise if you greet them with the same salute that in former days would not only lead to a cheerful response, but even to conversation.

The L. I. W. trustees have voted a sufficient appropriation for a race-meet to be held the first Saturday in June.

Howard Spelman, B. B. C., now rides a 58-inch New Mail. Next to Mr. Kellum's wheel, this is the highest mount in Brooklyn.

The L. I. W. ladies' night, this Saturday, promises to be a great success. Miss Nellie Yale Neilson, a well-known amateur artist, will help to carry out a long and enjoyable programme.

INDEPENDENT.

JONAH'S JOTTINGS.

Once again, dear friends, how do you do? Although I have been absent from you, in type, so long, I have not forgotten you. Think you I have lost my enthusiasm for the wheel and things bicycular?

During the long winter, rust clogged my manual bearings; but the oil of prospective spring has entered, and with a little practice the machine will work freely again at your service and to my own delectation, for I must own I love to chat with you about cycling matters. Business will keep me much confined at my old stand, 49 Cortlandt; and I shall depend on the kindness of my Jersey friends to drop in and see me, or send me a line now and then about affairs in their particular corner of Jerseyland.

The scheme of establishing an honor division among the competitors in the great road race has met with hearty approval and will ensure a full list of entries. Hudson County will make another gallant effort with Kluge, Stenken, Baggot, and a fourth man yet to be chosen.

Captain Berry, of the Elizabeth Wheelmen, says that, as usual, his club will be in the race. The interest in the contest never seems to abate among these fellows, and a crop of candidates can always be found ready to do or die with little or big hope. Of the intentions of the Union County Wheelmen I have heard nothing as yet.

Gadfly's suggestion for a reunion of New York, Brooklyn and Jersey clubs on the Fourth is a most excellent one, and I can answer for the Jersey clubs giving the project their hearty support. It would prove, no doubt, a most enjoyable day's outing, to say nothing of the advertising it would give the sport. Now I must own that I am not one of those who would pooh-pooh parades. Small affairs I take no stock in; but a big show of strength has a direct effect on the public, and makes the impression that numbers always will. I still think that the wheelmen of this vicinity made a great mistake in not celebrating the passage of the Liberty Bill by a monster parade in Central Park. The great one on the occasion of the New York meet created a boom in cycling hereabouts of no insignificant magnitude. Let Gadfly keep on agitating his project, call a meeting, and reap the success that awaits him.

Charley Kluge dropped in to see me the other day. Although he has done no work as yet, he was in fine fettle, and hopes to distinguish himself this season. He says his challenge to Crist was issued in good faith, before he knew that the speedy Washingtonian would be off for England so soon. He will, however, be glad to meet him on his return; and, in the meantime, Charley is willing to talk "Turkey" with any of our fast amateurs for a race anywhere from a mile to twenty-five on the path or road. By the way, he is seeking other honors beyond racing, and has been nominated for Alderman in Jersey City. With Captain Luscomb as Park Commissioner in Brooklyn, Chief Consul Cooley as Mayor of North Plainfield, and Champion Kluge as Alderman in Jersey City (that all good wheelmen will try to put him there goes without saying), we will have a very brilliant galaxy of cyclo-politico stars in this vicinity.

The good weather of Saturday and Sunday brought out a drove of wheels on the Jersey roads. There was some trial scorching done, and Caldwell is reported to have had his hands full with Captain Sam Berry, of the E. W., who promises to become a dangerous customer.

A cycling club has been formed by the wheelmen of the Elizabeth Athletic Club, which starts off with twenty-five members. Among them are Burman, formerly of the E. W., and Tommy Burnett, Farrington, and Rhett, ex-members of the Union County Wheelmen's team. Application will probably be made for membership in the Alphabetical Association, and there will no doubt be some lively local rivalry.

APRIL 3, 1888.

JONAH.

PHILADELPHIA ITEMS.

The new track which Philadelphia wheelmen are promised at Tioga will be the largest cycling track in the State—one-third of a mile in length—and should be the means of bringing out the dormant talent in the line of racing, which must undoubtedly lie hidden among some of the—say three thousand—riders who own this city as their home. Certainly in all this number there should be several who could develop a speed that would—to use the plaintive expression of a late writer in the *Bulletin*—"prevent the Wilhelms and Schwartzes from coming here and carrying off all the best prizes."

To the "Wilhelms and Schwartzes" might have been added Mr. Halsted, of the Harlem wheelmen, your city, who is a sojourner among us for the present. The way he rode at the Rink last week proves that we have no one here who can touch him, and Wilhelm very wisely did not enter the race. However, the latter is not in condition, and the sharp turns in the track caused one Star man after the other to go to grass—or, to be literal, to the boards; which is singular, as we have always heard that one of the Star's points of superiority lay in the short turns. Halsted had evidently practiced on a short track, for he took the corners perfectly. His time was 2.58 1-5, and this for an eleven and a half lap track. I only regret that he and Crist did not race when the latter was here.

The proposed century run from New York to Philadelphia, which "Wingfoot" alludes to in the *Bicycling World*, ought to be made a general thing, as he suggests, for all the clubs in that vicinity, although I doubt their getting through in one day. The start should be timed so as to reach here Saturday afternoon, and then join our run to Baltimore. Owing to the impossibility of making a general start at an hour to suit everybody, it is likely that our clubs will leave in two divisions at different hours. Mr. Wells informs me that a new route to Baltimore has been reported for the coming edition of the Road Book, which is good throughout and avoids the necessity of touring to Baltimore by train, which was the usual way in which Philadelphians covered the distance between the two cities heretofore.

For the last few days, by one of those compensations that come sooner or later, we have been enjoying almost perfect spring days, and in consequence the wheels have been revolving on our avenues at a lively rate. On Sunday the Pennsylvanians turned out for a run on the Pike, called by Captain Supplee, and dined in the country, for about the first time this season on a regular club run. The Centurions were also out in force along the asphalt on Broad and Diamond streets, but the extension of the latter thoroughfare to the Park was in such a boggy condition as to be unridable. I pushed my Victor for about a mile up Dairy Hill and along the base of the reservoir. Who minds a mile walk, though, under the glorious sense of emancipation from winter's thralldom! Come, happy trips a-wheel, with all the joys the cyclist only knows.

CYCLER.

PHILADELPHIA, April 3, 1888.

ATLANTA, GA.

PREPARING FOR A BIG TIME.

The Atlanta Wheelmen are making great preparations for the spring meeting of wheelmen on the 16th and 17th of April.

Messrs. E. P. Chalfant, Homer Reid and Cooper of the club, selected the prizes for the races, and they are on exhibition in the window of Freeman & Crankshaw's establishment. It is a handsome selection, and the prices on the tickets aggregate \$400.

Mr. Chalfant says that there will be 150 wheelmen in line, including the Atlanta Club, which now numbers thirty-nine. Nine of these were added at the club's last meeting.

Homer Reid says that Fred Weibens, the Hartwell wheelman who keeps up with the train from Hartwell to Elberton, will come down and enter the races.

Captain John Childs, of the Rome club, writes that he will bring down fifteen wheels.

W. F. Moss, a fast rider from Thomasville, sends a list of twenty-one active wheelmen of that town, many of whom will come up with Mr. Moss. The Milledgeville club sends the

names of ten wheelmen, and Messrs. T. L. Ingrahm and C. H. Dillingham, two fast riders of Columbus, will come. There will be several fancy riders from Washington and other cities.

Mr. M. Slaughter has written to the railroads asking low rates for the wheelmen, and the answers so far received have been favorable. It is pretty well assured that a rate of one fare for the round trip will be given to wheelmen attending the meet.

The Markham House will be headquarters for the bicyclists, and Colonel Maxwell will give his personal attention to the boys and see that they are comfortable.

There will be ample room for the storage of wheels, and accommodations will be provided for 125 wheelmen at the rate of \$2 a day.

CONNECTICUT.

How Brother Pierson, in *Bi. World*, does throw in the figures, in a plan to distribute that great American Surplus! But it is clear that the Government should help us out on the road problem, especially as it has so much capital on hand that is rusting for lack of circulation. But that forty dollars per square mile would not make a mark in some sections, and we advocate an effort among the cyclers to enlist horse owners, and "every one who can see ahead the length of his nose," in a general attempt to gravel main roads through the country, and to work for fire brick or macadam for streets; and let every cycle rider consider him or herself—and the ladies can bring telling influence to bear if they will—a committee of one to push the matter along.

Old Connecticut has untold acres of as fine gravel as the country can show, and with a good coat of it on our roads it will be next to no trouble to keep up. Then, we can look touring wheelmen in the face, instead of dodging out of sight at their coming, as we feel like doing now.

Our Assistant Postmaster, Nel. Jessup, is moving in the matter of forming a cycling club here; and his circular well says: "We need better roads; in union there is strength." Nel. is a pusher, or used to be in the early days of wheeling here, and we hope his plans will work good to all.

The lap of spring this year must be an unusually large and roomy one to hold so much winter; who will not be able to appreciate summer, which winter bids fair to spring upon us?

We are, nevertheless, selling a few second-hand wheels to the vanguard of the prospective cyclers of '88, and they, at least, seem to expect chances to wheel, somewhere in the dim future.

The plan to utilize the "dormant energy" wrapped up in the hundreds of rogues and rascals in the prisons of the country, is one that should be carried out at once, and they be set to breaking stone for our roads. The roads of the Bermuda Islands are said to have been made by way of exercising convicts, and it can as well be done in this country. It's a disgrace to America that its highways are in general so poor, and as great a one to allow so many idle and disreputable men to roam at large through it, to the danger of life and property.

What a wretched set of people some of those Kentuckians are. Somehow, when we hear from any of that sort, the word "*Bo'a'rbon*" always comes up, and it seems to harmonize well with such a "pull-back-on-the-halter-kind of constituency." They ought to be taken in hand by some of our far western cyclers, who are supposed to always go "loaded for b'ar." As we wish to avoid trouble, and breathe free air in a land of freedom, our touring this season will not include a jaunt in Old Kaintuck, for we are "as quick tempered as we are a sure shot, and there is no tellin' what might happen!"

Push road bettering to the bitter end, and let us have something to look back upon with some pride and satisfaction, when this year is old.

STAMFORD, CT.

ART.

Messrs. Merwin, Hulbert & Co., of West Twenty-third Street, now handle Brown's celebrated silk goods for bicyclists and athletes.

KENTUCKY.

The House Committee on Propositions and Grievances of the Kentucky Legislature has declined to take any action upon the bill introduced into that body by Charles E. Coleman, of Kenton County, to prohibit the use of bicycles upon the public highways of Kenton County. The committee evidently got hold of one of the red-hot memorials sent up by the Kenton County cyclers and dropped the bill like a hot potato. The boys now intend to try to have introduced a wheelmen's rights bill, such as was passed in New York and New Jersey.

Mr. Coleman, who introduced the bill just defeated, was evidently misled by some of his country constituents, and as he had probably never been in a city very often he presumably did not know the general extent of the use of cycles. He will not do so again, and as he has introduced a bill to make the turnpikes in his county free and to provide for the construction of new ones, he has about redeemed himself in the wheelmen's estimation.

By the way, one thing the present Kentucky Legislature has done is to take the toll on bicycles off the Lexington Pike, a thoroughfare leading out of Covington, which before this has been the same for bicycles as for buggies. Now if they will pass us a Liberty Bill, this General Assembly will have redeemed itself.

The sport is on a boom in Cincinnati this spring, the new street pavements of asphalt having wakened up the sluggard. Eden Park is open to the wheelmen and all the agents report a booming business.

Mr. Charles Hanauer, the energetic Victor agent, is doing a rushing business just now; while Messrs. Bennett & Kittredge, with the Columbia and Champion, are all hard at work selling wheels.

Kentucky wheelmen are urged to prepare petitions to accompany the Liberty Bill and forward to the Secretary of the League State Division at Covington. An attempt will be made to have such a bill introduced before the present General Assembly adjourns.

The reckless riders are catching the mischief now for an accident which occurred on Ninth Street, in Cincinnati, some days ago. Some wheelmen, while coasting rapidly on the asphalt, ran down a lady, seriously injuring her. It is time to call a halt in this matter, and if wheelmen intend to act like wheel-children, the authorities will take a hand in.

The safety craze has struck us hard this spring. All the old riders are yearning for rear drivers.

NORR.

GREAT HILL-CLIMBING CONTEST.

The details of the match between John A. Wells, of Philadelphia, and Hal Greenwood, of St. Louis, are practically arranged. There will be two contests, the first on Kimswick Hill, presumably near St. Louis, on June 30, and a second contest four weeks later on Eagle Rock Hill, in the Oranges. In case the race is a draw, a third contest will take place on Corey Hill. The prize will be a medal costing \$100, of which amount both contestants subscribe one-half. The loser is also to pay all railroad and hotel bills.

The Orange Wanderers held a meeting in their club rooms Saturday evening, March 24, 1888, and thirteen new members were elected. Mr. Harry Matthews was elected second lieutenant and Mr. A. T. Dodd color bearer to fill vacancies. It was decided to withdraw the resignation from the N. V. & N. J. Team Road Racing Association, and W. A. Belcher and C. W. Freeman were appointed as delegates to said association. Mr. Harry Smith reconsidered his resignation.

The Wilmington, Del., Wheel Club kept no official record of its mileage last year. McDaniel led with 1,250 miles to his credit. This record is actual, and was registered by his cyclometer. S. Wallis Merrihew is second, with an estimated mileage of 3,000, while John S. Bertolette, Victor R. Pyle, and some others followed closely with figures approximating the above. McDaniel and Pyle made century runs. This coming season an attempt will be made to keep an official record of mileage, so far as possible.

WHEEL GOSSIP.

The Seventh Regiment games take place at the Armory to-morrow evening.

The Massachusetts division will hold a meet at Martha's Vineyard in August.

The Rival safety, a new English wheel, is built very much on Rambler lines.

A half score of Manhattan men will join the New York Club at its next meeting.

The Overman Wheel Company have a popular sundry in a neat bicycle lock, which retails at \$1.

English editors are at once struck with Rowe's physique. They also write him up as, "modest and determined."

Mr. Andrew Graff has disposed of his patent seamless shoe to Messrs. Bosley & Howe, of Baltimore, Md.

The London *Star* publishes a picture of Rowe, under the title, "The Champion Bicyclist; No Beer; No Tobacco."

The St. Louis *Spectator's* cycling department is picking up. Last week's issue contains two pages of wheel matter.

Monday was a holiday in England and marked the commencement of the English touring and racing season.

Adam was the first man to sell a race, says the *Scottish Cyclist*. Quite true, and Eve was the first "starter," and the serpent the first "manager."

It is rumored that the Manhattan Club will move on the East side of town, within measurable distance of the Park gate at Fifty-ninth Street and Fifth Avenue.

Our correspondent, "Free Lance," sends us some important hints on touring in England. Those intending to cross the water this summer will read them with interest and profit.

"With Tricycle and Camera through the Isle of Wight," is the title of a lecture to be delivered by Arthur H. MacOwen at Association Hall, Philadelphia, on Thursday evening, April 19. The lecture will be illustrated with stereopticon views.

The Springfield Bicycle Manufacturing Company have published an artistic lithograph, showing the various parts of their Springfield Roadster, as well as cuts of entire wheels. The card is quite handsome, and our readers should write for copies.

The N. C. U., having decided to discontinue road racing, will not concern itself with records of that class. A committee of delegates from the leading road racing clubs will meet and form a road records' committee, in order to forestall an epidemic of bogus records.

PLATINUM PLATING.—A company, with offices at 27 Clements Lane, London, E. C., has been formed for the purpose of introducing platinum as a substitute for nickel, in plating metals. Platinum is the most imperishable metal, defies rust, never tarnishes and does not become discolored.

The Rover Cycle Club, of Charlestown, will hold its first club run of the season on Fast Day, visiting the reservoir. During April the club will visit as follows: April 8, reservoir, via Arlington; 15, reservoir and return via Newton; 22, Arlington, via Malden and Medford; 29, Waltham.

The Hyde Park Ramblers will have an athletic entertainment on the evening before Fast Day at their club room, including boxing, jumping, high kicking and wrestling. On Fast Day there will be a hill climbing contest on Maple Street, and if the roads are in condition there will be some races.

"Who wouldn't be a racing man?" queries a contemporary. We know several who wouldn't. Parker, for instance, or Shipsey, of the Manhattans. Both absolutely refuse to be racing men.

Mr. Charles F. Stevens writes us from Elmira, N. Y., where he is general agent for bicycles and tricycles, that the outlook for 1888 is very hopeful, a large number of new men having become interested in wheeling. Mr. Stevens receives subscriptions for this paper at his store, No. 135 East Water Street.

Business men and brain workers need physical exercise to maintain vigor of body and a consequent vigor of intellect. A sound mind in a sound body is the combination we all desire. Are you a brain worker? What form of exercise do you regularly take? What! None? Then take to the wheel at once.

Mr. C. R. Zacharias, of Birmingham, Alabama, writes us as follows: "The near future will find a general system of good roads in this section of the country, where they now are the very worst possible. That the work may be done properly, it is essential that proper machinery is purchased, such as a stone-crusher and heavy rollers."

ROWE RIDES IN LONDON.

At a six days' cowboy bicyclist match, which commenced at Agricultural Hall, London, March 19, W. A. Rowe competed in a 5-mile match race with Lumsden of Aberdeen. Lumsden made pace until two laps from home, when the American rushed off and won handily by a length; time, 15m. 22s.

The weather on Saturday was poetically beautiful. There were not only the usual factors of blue sky and bright sun, but a soft, southern breeze, thoroughly cleansed by several days' rain, invigorated all the sons of Adam. The mercury in the trade thermometer went up, our local dealers being put to it to show their wheels to crowds of callers.

THE WHOLE FAMILY MAY RIDE.—Herr. Jos. Enstner, of Rosenheim, Germany, has constructed and patented a "family cycle," consisting of a convertible tricycle, and holding three adults, or two adults and two infants. This machine, says a German contemporary, "is equal in speed to any bicycle or tricycle, and is especially adapted for bad roads."

A correspondent sends us some interesting facts about nicked wheels. A wheelman should take as much pride in the appearance of his mount as he does in its other qualities. The nabob decorates his four-in-hand in most artistic manner, borrowing of all the colors in the spectrum to pleasantly vibrate the optic nerve. On a smaller scale, the wheelman should do the same.

Mrs. Allen, whose fame as the holder of a 200-mile tricycle record, in twenty-four hours, has reached even this country, died at Birmingham on March 14. Mrs. Allen was twenty-nine years of age and the mother of four children, the youngest, a boy, only a week old at the time of her death. Cycling in no way contributed to her death. She always enjoyed her rides and enjoyed good health.

Mr. C. S. Howard, well known to all readers of *The Wheel* as Lewcc, and at present city editor of the Boston *Globe*, will sail for the Azores Islands on Saturday, April 7. Mr. Howard has been a hard worker in the journalistic fields for several years past; in fact too close attention to his duties has completely ruined his health. We sincerely hope the balmy breezes of the Azores will make a new man of Mr. Howard.

One of our readers writes us as follows: "If I should go to some large bicycle dealer and buy a first-class wheel, would he allow any discount by paying the money cash down? If so, how much discount for a wheel of about \$128 or so?" We do not think any of our large bicycle dealers would allow any discount; they are

quite accustomed to receiving cash for their goods. A receipt for \$128 all at one time would scarcely paralyze any of them.

The new road riders' club of Cleveland has been named the Forest City Ramblers. The officers elected are: President, George Collister; secretary, John T. Huntington; treasurer, Charles Fogleberg; captain, Henry E. Chubb. The directors will secure information regarding the roads in Northern Ohio and compile statistics for a road book to be issued next spring. The directors will also offer medals for work on the road and for individual season mileage.

The April number of *The Cosmopolitan* (published April 7) will strongly sustain the standing of that bright young magazine for the timeliness of its subjects and the crispness of its varied contents. The leading article is a delicate description, by the poet-critic George Edgar Montgomery, of Shakespeare's "Midsummer Night's Dream," as produced at Daly's Theatre, copiously illustrated by portraits in character, and many of the exquisite scenes (printed in color), which have made this play a conspicuous event in the dramatic season just closing in New York.

J. Fred Midgley, the champion amateur bicycle rider of Worcester, announced his determination to go on the track the coming season. April 15, Midgley will begin active training. He has engaged as his trainer Charles P. Daniels, of the Boston Y. M. C. A. gymnasium, one of the best trainers in the country. Midgley will continue to ride his light Springfield racer, and will probably make his headquarters in Lynn. He intends to take in all the races this season this side of Chicago, and will be present at the L. A. W. meeting in Baltimore, Md., June 18, 19 and 20. The Cottage City bicycle track is being renovated, and Midgley will try and repeat the successes he won there last year.

THE CLUB CATALOGUE.

The Coventry Machinists' Co. issue a neat catalogue for 1888 from their American branch house at 239 Columbus Avenue, Boston. The pamphlet contains thirty-two pages of information on "Club" wheels. The wheels described and illustrated are as follows: The King of Clubs, improved for 1888, price, 50-inch, \$130, ball pedals included. The Universal Club, price, 50-inch, \$105. The Swift Safety, price \$135. A lighter pattern of this machine, with hollow fellows, weighing thirty-five pounds, is made at \$140. The Swift Safety, No. 2, price \$120. The Swift Safety Racer, the Club Racer, price \$125. The Marlboro Club, price \$180. The Marlboro Club Racer, price \$190. The Marlboro Club tricycle holds world records from one-quarter to one mile; also, from twenty-one to fifty miles. Among other tricycles illustrated are the Marlboro Club, light roadster, price, \$185; the Marlboro Club, No. 2, price \$160. The Marlboro Club, tandem, price \$250, on which a lady and gentleman have ridden 250 miles in twenty-four hours. The Tandem holds the world's records from one-quarter to twenty-five miles, inclusive, as well as a record of 259 miles in twenty-four hours. On this machine 100 miles have been covered in 7h. 6m. 50s. A good wheel is the Boy's Own, in sizes from thirty-six to forty-four inches, and prices from \$45 to \$50. This machine has adjustable ball bearings, two front wheels, cones to back wheel, direct spokes, cone pedals, bent handle bars and round steel backbone. The Junior Swift safety has 24-inch wheels, improved dust-proof parallel bearings, tubular steel frames, semi-hollow forks, Arab's spring, price \$70. The Junior Club Tricycle, ranging in size from thirty to thirty-six inches, is sold at \$60 to \$75. Several pages are devoted to a long list of sundries, parts, etc. The Coventry Company claim to practically control the German trade, and their wheels have an enviable reputation in England. They hope to meet with like success in this country, and we advise our readers to carefully study their catalogue before purchasing.



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.

HARLEM NOTES.

BOWLING. HARLEM VS. ATALANTA.

We met our friends from foreign lands (Newark) on Saturday last, and a right good crowd they were—some fifteen of them. They made us whoop things up, and it looked bad in the seventh and eighth frames for us as they began to crawl up, but a good rally in the ninth and tenth frames put us on our feet again. Clark's two strikes and eight pins on the wind-up encouraged the Harlems wonderfully. The two Edwards made it interesting in particular. L. A. Edwards, of the Atalantas, did some fine work in the early frames. Captain Pearse made use of Emanuel's silvery tongued voice by making him umpire, and between decisions he did not forget to cheer his club-mates.

Appended are the individual scores :

ATALANTA WHEELMEN.		HARLEM WHEELMEN.	
Halsey (Captain).	178	Pearse (Captain)..	184
Cadis.....	129	Bidabock.....	150
M. Drabble.....	120	Quin.....	116
Snow.....	149	Clark.....	139
Miller.....	144	Parker.....	180
Crane.....	88	Bingham.....	123
Kinsey.....	90	Hoffman.....	147
S. Drabble.....	111	Lefferts.....	149
Woodroffe.....	148	Ford.....	117
L. A. Edwards...	157	W. D. Edwards..	141

Total....I,314 Total.....I,446
Umpire, Otto W. Emanuel.

This is the first time the Atalantas have bowled together as a team, and they did very well. No doubt we will leave the flag of victory in Newark on the return game. Then the decisive game would be decidedly interesting.

"Billy" Degraff returned Saturday evening from a three weeks' trip to Florida. He seemed quite stout and started on Sunday to reduce himself by riding. He is about as energetic a wheelman as there is in this city.

There was a broad grin visible when the account of Halsted's victories were read in last week's paper. Comments were too numerous to mention. No doubt "Irv" is a good one on a board floor.

Halsted now leads Parker some twelve points in the contest for the special prize offered by F. L. Bingham, for the member who scores the largest number of points made while riding under the Harlem Wheelmen's name.

As Jesse Powers is a member of the Manhattan Athletic Club, they will probably try and secure him to travel with their team to Europe. But I don't think Jesse will go. GAD FLY.

We would call the attention of the buyers of athletic and bicycle garments to the advertisement of the Kingston Knitting Company, who, we understand, are receiving many compliments for the elegant styles of their garments and their very reasonable prices.

The Harlem Bicycle Company, 284 Lenox Avenue, between 124th and 125th streets, is the latest addition to the list of local agents. The company is composed of Messrs. John Wood and W. F. Bartlett. The former is well known to New York Wheelmen, and has until lately held a position with Messrs. A. G. Spalding & Bros. Mr. Bartlett was in business with MacDonald last year, and was placed in an unpleasant position by the peccadilloes of that youthful financier. The firm will handle Victors, Champions, Springfield Roadsters and the Western Toy Company's goods, as well as a line of sundries and second-hand wheels. The firm will also store, repair and rent out wheels.

Messrs. Howard A. Smith & Co., of Newark, intend to make a heavy bid for the custom of wheelmen in the line of uniforms and riding clothes the coming season, both in knit goods and cloths. They are going to introduce a neat little accessory to wheelmen's clothing that every rider will do well to see. Send for their catalogue.

A. G. SPALDING & BROS.

SOME PLAIN FACTS.

Last week we gave a few pointers on wheels, and told you why all sensible wheelmen—men who seek COMFORT, DURABILITY and EASE—are riding VICTORS. But there are other things just as important as the wheel one rides; little things, perhaps, but very necessary to the man who wishes to get the utmost pleasure out of wheeling.

Take the matter of HOSE, for instance. An every-day query is: "WHERE can I get a REALLY GOOD BICYCLE STOCKING, without paying the extravagant PRICES asked by most dealers; a stocking that will not only LOOK WELL but WEAR WELL?" This conundrum, unanswerable in past seasons, is now easily solved. We have this season introduced a new LINEN SOLE bicycle stocking that fills the bill; a reliable article at a moderate figure.

The linen sole hose is an entirely NEW IDEA, and the large sales already made convince us that they will be universally worn this year. These stockings are COOL, CLEAN and COMFORTABLE, and more than this, they are DURABLE, the wool being of the very finest grade. The colors are fast and the fit perfect. The GREAT DEMAND for these hose enable us to put them in at the VERY LOW figure of \$1.25 per pair, giving us just a fair margin on the investment. Examine these hose and convince yourself that for wear and comfort they are unequaled, and then consider the price asked for them. A trial order will prove them exactly as represented. They are made up in BLACK, NAVY BLUE and GRAY, and will be made up at short notice in your favorite shade.

Why not avoid all HITCHING UP, wearing garters, stocking suspenders and other UNCOMFORTABLE and INCONVENIENT APPENDAGES, by wearing SELF-SUPPORTING hose? Late last season we introduced the HOLMES PATENT SELF-SUPPORTING HOSE, on which we expect a BIG RUN this year. Already they have become well known, and give universal satisfaction, the large number of commendatory letters, backed by heavy orders, being proof positive that they are in high favor. ONCE WORN, the rider will never be without them. They are of the

A. G. SPALDING & BROS.

highest grade material, in BLACK, NAVY BLUE and GRAY.

Speaking of hose reminds us that nothing adds more to the APPEARANCE and COMFORT of the cyclist than an easy-fitting, well-made shoe. This season we have the LATEST and MOST IMPROVED article of foot-wear in our new KANGAROO ANKLE HIGH-CUT BICYCLE SHOE, an entirely novel and original style with this house. It is a GREAT MISTAKE for men accustomed to wearing the ordinary high-cut street shoe to entirely disregard ankle support, just when they need it most to utilize all their strength while riding. To meet the requirements of a light, yet strong shoe, and at the same time give the needed support just below the ankle, we are now offering these high-cut shoes at \$7.00 per pair. We also have them made up in DONGOLA, or IMITATION KANGAROO, at \$6.00. A very popular high grade shoe are our low-cuts of GENUINE KANGAROO SKIN, laced to the toe, at \$5.00 per pair, and the same in DONGOLA at \$4.00 per pair.

In the way of UNIFORMS, we are unsurpassed in style, thorough make-up, material and price. We employ only FIRST-CLASS cutters, coat makers, pants makers and cap makers. It is impossible to describe all the different styles and materials of our uniforms. Suffice it to state that our UNIFORM DEPARTMENT is most complete, and we guarantee to outfit riders in ALL STYLES and at satisfactory prices. CLUBS especially can make most favorable terms with us. In CAPS we offer a very fine article in BLACK, GRAY and BLUE cloths, in three qualities. SAMPLE CARDS of MATERIALS and PRICES of our large line of CAPS and SUITS will be sent on application.

You should also read our CATALOGUE containing very complete descriptions and illustrations of VICTOR CYCLES, BOYS' WHEELS, CHILDREN'S BICYCLES, VELOCIPEDES, SUNDRIES, etc.

A. G. SPALDING & BROS.,

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

P. S.—The VICTOR SAFETY, at our store, attracts crowds of admirers.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

SPEND THE SURPLUS ON BUILDING GOOD ROADS.

* * * Now, however, the time has come when we up-in-the-country farmers can reasonably expect some little dividend from our long assessments. We have been traveling over stone-piles, sand-banks, et cetera, for one hundred odd years, and now we want some

ROADS!

That's the tocsin, and don't let it escape you. The United States is way behind every country on the globe in the matter of roads, and it is high time this disgrace was removed. According to our present system of maintaining public highways, it is utterly impossible to even make a ghost of a road, and nine-tenths of the so-called roads exist as such simply because Webster has failed to provide a more suitable term for their designation. Under the existing law a certain road tax is provided for the maintenance of the highways. This tax the property-owners or farmers usually pay by devoting its equivalent in time to "working on the road." Beginning the year with an apology of a road, if the full quota of tax will not put that road in good condition during the year (and it won't, nor even ten times the amount of work as at present employed), it is left as it is. Besides this, not one farmer in ten appreciates the benefit of a road constructed on scientific principles, in his ignorance of what a blessing such a road would be, and few know how to apply the limited means Congress has provided in practical road making. While our ideas are not strictly in accordance with those of the Ohio farmer, who said, "Although I'm a smoker, instead of taking the tax off tobacco and whiskey, I wish Congress would make tobacco \$10 a pound and whiskey

\$1,000 A SMELL,

and give us the money for roads," that man was level-headed. But the desired end can be accomplished in a more satisfactory way. Let Congress apportion a certain sum, and a big one, among every State in the Union, for the construction of roads. Let this sum be distributed to each county and sub-divided to each road district, and experienced men hired to construct roads. We will venture that ten men, under the direction of a competent road builder, will make more miles of good roads a day than twenty men will make of poor roads in double the time under the present system. This is not counting the miles and miles of roads not touched once in ten years at present, except by the eyes of the "Commissioner," as he rides over, inspects, and calls it o. k. (ought to be kicked). This is logic, and we are ready to wager will be backed up by five out of every ten farmers in Herkimer County. So, while Congress is ransacking the country, looking for cities wherein to drop portions of the offending surplus, would it not be more meet to stop by the wayside and give the farmers a lift?—*Herkimer Democrat*.

Messrs. A. G. Spalding & Bros. have something interesting, in another column, on cycling outfitting. Among the striking novelties they offer this year are the linen soled hose; their high cut kangaroo bicycle shoes, which afford a very necessary support to the ankle; the Victor, Jr., the Safety and the Ordinary, all do well—the Safety especially attracting special attention. The firm has found it necessary to enlarge their repair shop, so rapidly has this branch of their cycling department increased. It is under the charge of an expert, and the good work turned out, and the prices, account for its popularity.

ABOUT NICKELED WHEELS.

The attention of the writer has often been called to the statement that "only beginners rode nickeled wheels," and looking about to see if this was so, he found that it was simply a statement and not a fact, as the majority of high grade wheels in use were full or partially nickeled.

Several reasons can be given for the cry against nickel:

1. It comes from England, where their wheel making is poor (at least that which comes over here is).

2. The English climate is so damp that their nickeling will not stand it, hence the full enameled wheels used in England.

3. We Americans are too given to affect anything English, and the ultra among us have consequently ordered our wheels black.

4. The cost is a little more, making the machine a few dollars higher in price.

5. Natural laziness on the part of riders who are willing to neglect their wheels because they are black and don't show the neglect at once.

Now the writer does not write this to open a discussion of the matter, but to raise his voice in favor of the beautiful, and to call attention to the fact that many old riders (this includes Karl Kron) ride and are proud of riding nickel wheels.

Nickel is the best wearing finish there is, barring the sea-shore and places like the Mill Dam at Boston, where the street sprinkling is done with salt water. In a climate like that of Philadelphia, New York, or our interior cities, nickel has stood the test of years of use and exposure.

All our American makers nickel their wheels; some, I believe, did not at first, but the demand compelled it, showing Americans had their own ideas about what was wanted in America. There is no good reason why we should not use beautiful wheels; in our fine road wagons, and all that goes with them, we see beautiful coloring, seldom, if ever, dead black. The writer is an old-timer, rode some years before the "Newport Meet," has been on many tours and to nearly all the L. & W. Meets, and has always ridden and is still riding a metal wheel.

In summing up would say he has heard all the objections—"so hard to keep clean," "sun shining on the nickel frightens horses," "the English manufacturers don't do it," "it will rust in spite of you," etc., etc.—yet still say, a wheelman shows poor taste, unless in mourning, in riding a "Black Maria." PHILA.

Buffalo wheelmen can subscribe to this paper through Mr. E. N. Bowen, No. 585 Main Street, Buffalo. Mr. Bowen is general agent for wheels in Buffalo, and is sole owner of the Buffalo Home Trainer, as well as of a number of popular cycling sundries.

Wheelmen are very generally recognizing the valuable features of Rawson's suspensory bandages. These bandages are a perfect fit, free from restraint, and are recommended by the most noted surgeons and physicians in the United States. They cannot become displaced, no matter what position the body may assume. The individual wearing it will not be conscious of its presence. It will adjust itself to the person. It is ordered by the United States Army Surgeons for the regular army. Address S. E. G. Rawson & Co., Saratoga Springs, N. Y.

A special bargain, in the shape of a New Mail in perfect condition, is offered in our Sale and Exchange column.

We call the attention of dealers to a sacrifice offer which will be found at the head of our Sale and Exchange column.

Messrs. J. B. McCune and B. S. Lovell, of the Springfield Bicycle Manufacturing Company, are doing St. Louis and the West in the interest of that firm.

Mr. C. J. Brown, of Florence, Mass., goes out for the Springfield Roadster people this coming week, to fill a position left vacant by Geo. M. Hendee, who has gone West to assist the company's Chicago agents, at No. 293 Wabash Avenue.

Mr. Victor R. Pyle reports business good in Wilmington, Del., on the Springfield Roadster, and says he has all of the hill records in that section.

The H. B. Smith Machine Company have purchased a large loft at 108 Liberty Street, which will be used in connection with the New York house at 113 Liberty Street. This loft has been fitted up with forges, tools and all the paraphernalia for repairing wheels. The company will no longer be compelled to send wheels to the factory, no matter how serious the breaks may be. A fine stock of Star wheels may be seen by visiting their place.

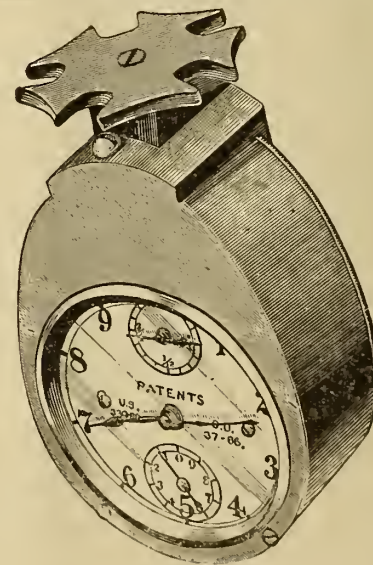


The "Best" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient, Loudest and "Best" call on the market. The mouthpiece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

Price, 25c. each. Discount to Dealers. WHITTEN & CO., PROVIDENCE, R. I.



ACTUAL SIZE.

Weight, 6 oz.

PEDAL CYCLOMETER CO.
12 Warren St.,
N. Y.

THE KINGSTON KNITTING COMPANY, 27 KINGSTON STREET, BOSTON, MASS.,

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

KINGSTON KNITTING COMPANY.

"CLUB" BICYCLES and TRICYCLES.

The Swift Safety.

Marlboro Tricycles.

Marlboro Tandems.

Send for 1888 edition of Catalogue, mailed free.

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

MORE ABOUT INCOMES.

I stated last week that persons with moderate incomes, who could not afford the outlay required to purchase a bicycle or tricycle for cash, might take advantage of my "easy terms" plan, and by making small weekly or monthly payments, soon become the "full paid up" owner of a wheel. I might also suggest that a neat little sum might be saved by purchasing a GOOD SECOND-HAND WHEEL. I have a few bicycles in stock that are exceptional bargains, sizes 50, 52, 54, 56, and several tricycles and tandems, all leading makes. Detailed description will be furnished by mail, and the wheels guaranteed as represented.

GEO. R. BIDWELL,

313 West Fifty-eighth Street,
Near the Park, New York.

--- HOW TO ---

Buy, Sell or Exchange.

ADVERTISE IN OUR

*For Sale, Exchange,
and Wants Column.*

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

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

FOR SALE, EXCHANGE, WANTS.

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

DEALERS ATTENTION.
Sacrifice.

Lot K, of R. lamps, balls and sundries, new and first, will retail for \$210, and tools and parts worth \$100, all for \$125 cash. Also Humber tandem, balls all around, excellent order, \$140, cost \$265. Columbia two track tricycle, \$85, cost \$180. 44-in. Youths' Premier (new), \$30, cost \$50. 36-in. Columbia, \$30, cost \$75. 54-in. Columbia, nickeled, ball bearings, dropped bars, \$35, cost \$105. "Bargains," 111 West 95th St., New York.

FOR SALE.—51-inch New Mail; 1887 pattern; only tires show wear. Balls all over. Wheel bought November last. Warranted absolutely perfect. Reason for selling, advertiser wants smaller wheel. Will exchange for 1887 Star, 48-in. Price \$110. Address J. E. Day, 185 Grand St., Jersey City.

FOR SALE CHEAP.—Second-hand Columbia two track tricycle, almost new. Ashmead, 84 Fairview, Jersey City Heights. 4-13

FOR SALE.—54-in. Expert, full nickeled, cow horn bars, ball bearing. First-class order. \$75. Address Box 44, Wheel Office. 4-13

FOR SALE.—56-inch American Rudge. \$35. Address W., 302 W. 58th Street, N. Y. 4-6

FOR SALE.—Sparkbrook Tandem, perfect order, new tires, ball pedals, cyclometer, lamp, buffer saddles, enamel and nickel trimmings. A bargain. H. E. Bidwell, Pittsburg, Pa. 4-7

FOR SALE.—Expert Columbia, 52-inch, full nickel (1886); excellent condition; practically new machine. Can be seen Brooklyn Bicycle Club. Address B. F., Wheel Office. 4-6

FOR SALE.—Over 250 second-hand and shop-worn Bicycles, at bargain prices. Send stamp for list and mention this paper. A. W. Gump & Co., Dayton, Ohio. 4-20

FOR SALE.—52-inch Bicycle, good condition, ball bearings, lamp, bell, etc. Price moderate. J. M. Percivals, 12 Warren Street, N. Y.

WANTED TO EXCHANGE.—A 52-inch Victor Light Roadster, as good as new, for a tricycle. Address W. J. L., Wheel Office. 4-6

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

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.

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

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

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

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

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

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

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

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

FOR SALE.—Facile, 46-inch, latest pattern (1887), ball bearings all round, enameled, nickel trimmings; good as new; cost \$131. Price \$85. James W. Hillman, Cape Vincent, N. Y. 3-30

RUDGE COVENTRY TRICYCLE.—Splendid order, \$50. Chas. Schwalbach, Prospect Park Plaza, Brooklyn.

TWO TANDEM—Cheap at \$125; in splendid order. Chas. Schwalbach, Prospect Park Plaza, Brooklyn.

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

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

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

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

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

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

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

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

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

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

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

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

FOR SALE.—50-inch Expert Columbia Bicycle, and a Brook's Cyclometer, both almost new. Price \$95. Send stamp for particulars to Chas. H. Gardiner, Fort Scott, Kan. 4-13

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

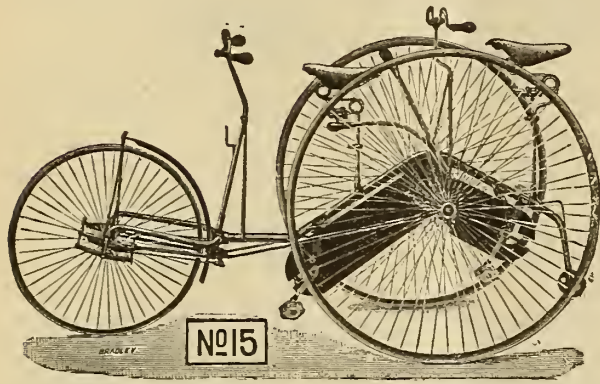
YOU CAN get one-third more for that old wreck if you put on our Spade Handle. Sent for \$2.50. Cycle Supply Co., 3 Berkeley St., Boston.

FOR SALE AT A GREAT SACRIFICE.—54-inch American Spring Bicycle, nearly as good as new. Wm. Rommel, 1904 Spring Garden Street, Philadelphia, Penn. 4-13

FOR SALE CHEAP.—Sparkbrook Tandem, almost good as new. Call on or address S. M. Taylor, Room B, 195 Broadway, New York. 4-13

WOULD like to exchange first-class 44-in. Facile for a first-class Rover. Or would consider an exchange for a good tandem. C. T. Bagnall, Turner's Falls, Mass. 4-13

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



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

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

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

WHEELS BOUGHT, SOLD AND EXCHANGED.

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

PRICE LIST

— OF —

Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
312	54	Extraord'y Chal.	Ball	Enamel	\$40 00
325	54	Universal Club	Ball	Enamel	80 00
372	54	Universal Club	Ball	Enamel	60 00
402	50	American Club	Ball	Nickel	60 00
414	51	American Star	Plain	Nickel	35 00
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	Nickel	80 00
484	52	American Star	Plain	Nickel	60 00
486	48	Harvard	Ball	Enamel	50 00
489	54	Cunard Rover	Ball	Enamel	95 00
491	50	Special Star	Ball	Enamel	90 00
493	51	Harvard	Ball	2-3 Nickel	55 00
494	52	Expert	Ball	Nickel	90 00
497	50	American Star	Plain	Enamel	45 00
498	48	Spalding	Ball	Enamel	65 00
499	56	Monarch Rover	Ball	Enamel	115 00
500	32	Royal Mail	Ball	Nickel	65 00
502	52	Brit. Champion	Ball	Enamel	55 00
503	54	Special Star	Ball	2-3 Nickel	100 00
504	48	Victor	Ball	Enamel	90 00
505	52				

TRICYCLES.

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

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

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

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

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

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SEND FOR CIRCULARS.

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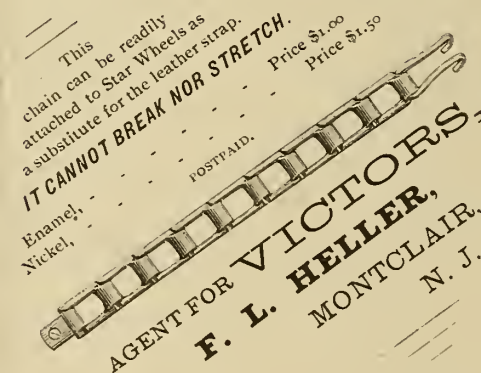
B. & L. CHEMICALS.

J. A. K. and KRANTZ LENSES.

BARTLETT & LAIRD,

27 BOND STREET, NEW YORK.

The New Lever Star Chain.



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.

All the straps are elastic; no buckles are used; it may be worn next the skin.

PRICE, BY MAIL, 85 CENTS.

MANUFACTURED BY

W. C. BOAK, GENESEE CO., LE ROY, N. Y. DISCOUNT TO THE TRADE.

WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL, PROSPECT PARK PLAZA, BROOKLYN.

F. G. SPENCER, Proprietor.

Refreshments of all kinds



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

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

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

MERWIN, HULBERT & CO.,

26 West 23d Street, NEW YORK CITY. AGENTS FOR

GORMULLY & JEFFERY'S

American Champion Bicycle.

“ Light Champion Bicycle

“ Challenge Bicycle.

“ Ideal Bicycle.

“ Ideal Tricycle.

AND SUNDRIES.

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

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

AMATEUR PHOTOGRAPHY,

Accessories for same.

INSPECTION CORDIALLY INVITED

E. H. WILCOX, Manager.

Chickasaw Bicycle Agency,

225 THIRD STREET,

(Natatorium Building,) MEMPHIS, TENN.

State Agents for the American Cycles.

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

A large Riding School in connection.

Second-hand Wheels Bought, Sold and Exchanged. REPAIRING PROMPTLY DONE.



VICTOR LIGHT ROADSTER BICYCLE.

VICTOR LIGHT ROADSTER TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

SPALDING'S YOUTHS' BICYCLE.

Also a Full Line of

BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

426 Nicollet Ave., Minneapolis.

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

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

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

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

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

VICTOR

FOR 1888.

AT THE

Manhattan Wheel Exchange,

WETMORE & CHESTER,

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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.

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In shipping to us freight must be prepaid. We are not responsible for breakage in transit.

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

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

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

Notice this Week's Reductions.

Our List, April 6, 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.

No. 123.—52-in. Stand. Col. Enameled. Balls to front wheel. 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.

THIS WEEK'S BARGAINS.

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

No. 127.—52-in. Am. Club. Enameled. Ball to both wheels. Kirk saddle. Cheap at \$55.

No. 128.—54-in. English Premier. Enameled. Balls front, cone rear. Kirk saddle. K. of R. lamp. Sacrifice at \$45.

No. 129.—48-in Stand. Col. Enam. Price \$35.

No. 130.—54-in. Special Columbia. Full nickel. All balls. Fine cond. Price \$60.

No. 131.—50-in. Expert. Nickel with enameled wheels. Great chance for fine wheel at \$75.

No. 132.—Salvo tricycle. Good cond. Price \$40.

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.

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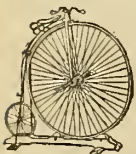
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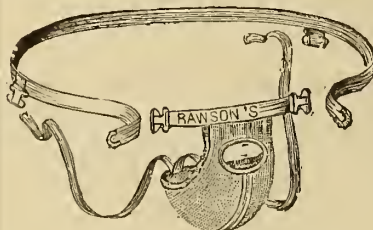
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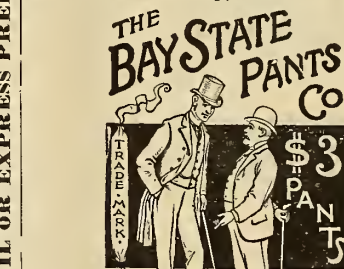
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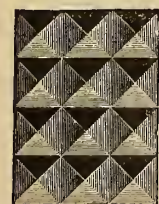


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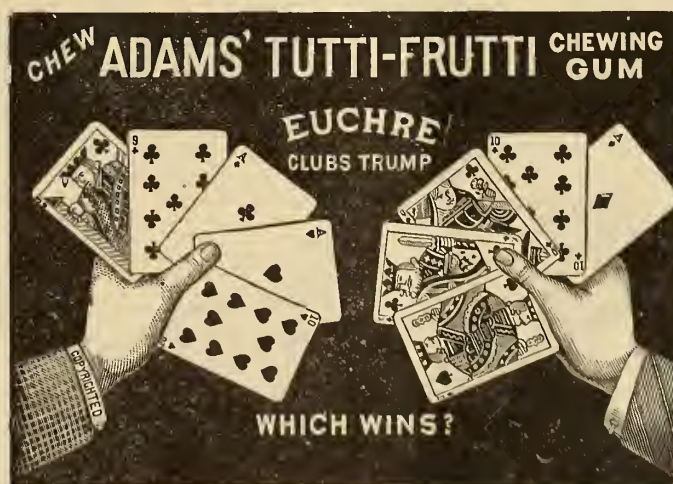
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