

The Wheel

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

Vol. I.—No 7.]

NEW YORK, APRIL 13, 1888.

[WHOLE NUMBER, 7.]

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.

"Do not forget that we make a large sized specialty of sundries, and manufacture nearly everything in the way of accessories needed by the bicycle rider. We are always glad to discount also on these goods to any authorized agent or repairer, whether they handle our line of bicycles or not. Our latest acquisition is the Excelsior Cyclometers. We have a few of these instruments in sizes 50, 52 and 54-inch of old patterns, which we are offering, to close out, at the ridiculously low price of \$5 each. They are just the same in manner of mechanism as the new style Excelsior, the only difference being that they cannot be read from the saddle. Those who desire to take advantage of this bargain had better order early, as they are going fast."

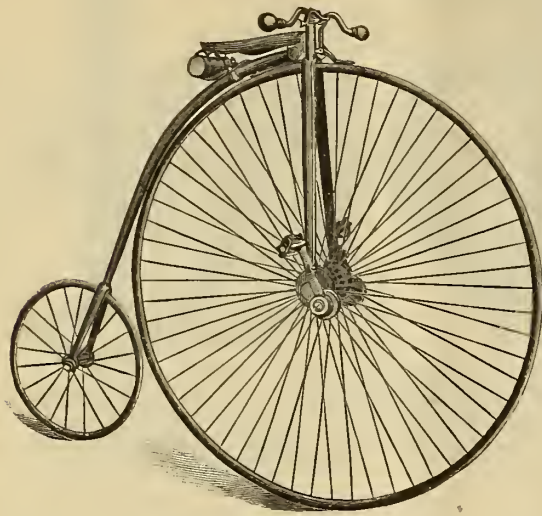
Respectfully submitted,

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Makers of the American Cycles.

Largest and Most Artistic Catalogue in the Trade on Application.



No. 1.

THE SPRINGFIELD ROADSTER

— FOR 1888. —
YOST & McCUNE PATENTS.

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

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

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

📖 CATALOGUE FREE. 📖

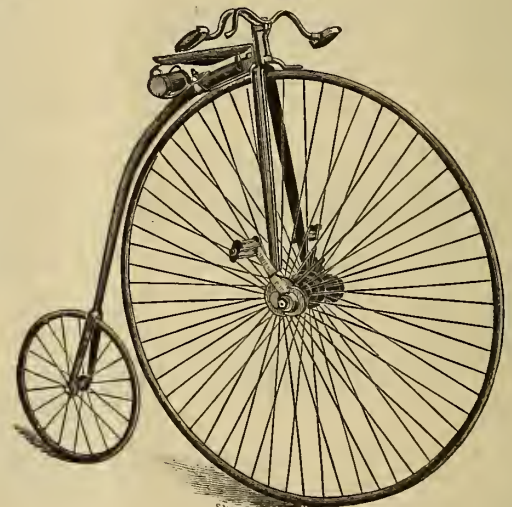
WHOLESALE DISTRIBUTING OFFICES:

Merwin, Hulbert & Co.,	New York, N. Y.
Kirk Brown,	Philadelphia, Pa.
C. F. Stokes,	Chicago, Ill.
E. C. Meacham Arms Co.,	St. Louis, Mo.
E. T. Allen,	San Francisco, Cal.
John P. Lovell Arms Co.,	Boston, Mass.

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

Springfield Bicycle Manufacturing Co.,

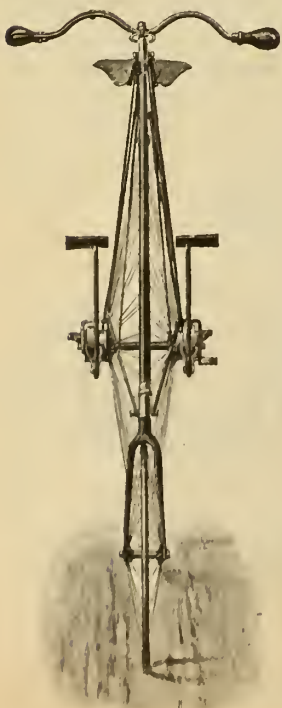
No. 9 CORNHILL, BOSTON, MASS.



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.

CATALOGUES FREE. ADDRESS

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—locknutt spokes, enamel and nickel, suspension spring, hollow rims fluted forks.	142	80
105	52	Club—tangent spokes, enamel and nickel. Enamel slightly damaged	130	80
107	54	Club Racer	140	50
109	54	Club Racer—tangent spokes	140	65
111	54	Club—tangent spokes, plated all over but rims. Splendid condition	145	95
113	54	American Club—hollow rims, fluted forks, Hancock tires, locknutt spokes, Enamel and nickel	145	75
115	56	American Club—enamel and nickel, hollow rims, fluted forks, locknutt spokes, Hancock tires	147	70
117	55	Club Racer	140	60
119	56	Club Racer	140	50
121	58	American Club—enamel and nickel, fluted forks, locknutt spokes, Hancock tires	150	75

All the above have ball pedals.

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

These have cone pedals.

SAFETIES.

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

TRICYCLES.

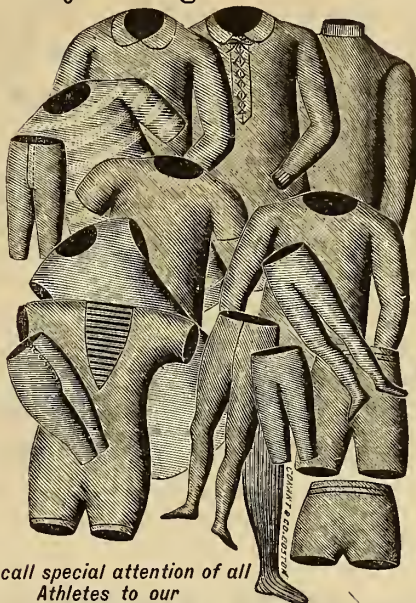
201	40	Marlboro' Club—1886 pattern, good condition	185	100
203	40	Marlboro' Club—1886 pattern, excellent condition	185	115
205	40	Marlboro' Club—1887 pattern, nearly new. This machine is suitable for a heavy rider, being fitted with 7-8 tires	180	130
207	42	Sandringham Club—semi-racing tricycle, hollow 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	Cheylessmore—cone pedals	175	60

TANDEM.

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

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

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 Pantalons, 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 RIB, 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.

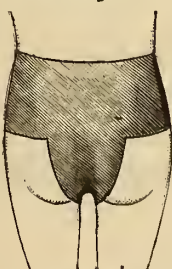
Jersey-Fitting Ribbed Full-Fashioned Stockings.

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.

MANUFACTURED BY THE

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

SPADE HANDLES

The Best and Handsomest Made, for

\$2.50.

Sent to 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—

TANDEM.

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.

CONDITIONS.—"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	70.00	3	1	1
237	48	Columbia Expert	122.50	75.00	4	2	2
244	45	Special Pony Star	107.00	95.00	4	1	1
246	52	Columbia Expert	137.50	90.00	1	1	1
248	50	Ideal (Special)	80.00	55.00	4	1	1
258	48	Spl. Star	129.00	95.00	4	1	1
263	55	Rudge Lt. Rdstr.	138.75	75.00	4	1	4
264	54	Columbia Expert	130.00	75.00	4	2	4
265	52	Royal Mail	137.50	90.00	3	1	2
266	55	Sp'dg. Semi-Racer	140.00	40.00	4	1	4
269	51	Spl. Star	160.00	95.00	4	1	1
270	56	Racer	140.00	39.00	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	Sp'cl. Club	160.00	110.00	1	1	1
283	51	Sp'cl. Star	130.00	85.00	4	1	1
285	51	Sp'cl. Star	120.00	75.00	4	1	4
286	44	Sp'cl. Facile	130.00	67.00	4	1	4
287	52	Columbia Expert	127.50	79.00	4	1	2
288	56	Columbia Standard	107.50	50.00	4	4	4
289	50	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
297	46	Columbia Expert	120.00	75.00	3	1	1
298	39	Otto	70.00	25.00	5	4	1
300	50	Victor	125.00	69.00	4	1	4
301		Quadrant trike No. 8	185.00	160.00	4	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	65.00	3	3	1
306	51	Special Star	135.00	90.00	3	1	2
307	42	Otto Special	40.00	30.00	5	4	1
308	56	Columbia Expert	132.50	90.00	4	1	2
309		Sp'k'b'k Hbr. T'dm.	260.00	225.00	4	1	1
311	48	Special Star	140.00	105.00	4	1	1
312		Springf'd Roadster	75.00	60.00	4	1	5
314	53	Royal Mail	140.00	95.00	4	1	1
315		Springf'd Roadster	75.00	68.00	4	1	1
317	46	Columbia Standard	77.50	40.00	4	4	2
318	56	Columbia Expert	142.50	100.00	1	1	1
319	50	Columbia Standard	100.00	20.00	4	4	2
321		Beeston Hbr. T'dm.	260.00	170.00	4	1	1
324	52	Victor Roadster	127.50	70.00	3	1	1
327	44	English	130.00	60.00	4	2	1
328	50	Columbia Expert	125.00	62.00	3	1	4
329	54	Royal Mail	140.00	100.00	4	1	1
330	54	Victor	130.00	87.00	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
334		Col. 3 trk. Trike	160.00	85.00	4	2	2
335		Columbia Safety	140.00	95.00	4	1	1
336	54	Royal Mail	140.00	65.00	4	1	4
337	56	Columbia Expert	142.50	85.00	1	1	2
338	54	English	130.00	55.00	5	1	2
342	54	Columbia Expert	140.00	110.00	1	1	1
343	52	New Rap. Rdstr.	147.50	134.00	3	1	1
345	50	Victor Lt. Rdstr.	130.00	115.00	4	1	1
346	50	Columbia Expert	125.00	55.00	3	2	1
347		New Rapid Safety	135.00	125.00	3	1	1
348		Columbia Standard	105.00	50.00	4	3	4
349	54	Victor Roadster	130.00	100.00	4	1	1
350	52	N. Rap. Lt. Roadster	137.50	124.00	4	1	1
351		Humber Safety	140.00	115.00	4	1	1
352	54	Columbia Lt. Rdstr.	145.00	85.00	3	1	2
353	50	English Premier	140.00	65.00	1	1	4
354	55	Columbia Lt. Rdstr.	145.00	80.00	4	1	2
355	54	Columbia Expert	140.00	90.00	3	2	1
356	50	Durable	125.00	50.00	4	2	1
357		Victor Safety	135.00	115.00	4	1	1
358		Kangaroo	135.00	55.00	4	1	1
359	52	Spalding Premier	120.00	95.00	1	1	2
361	50	Columbia Expert	135.00	105.00	1	1	1
362	50	Columbia Standard	90.00	40.00	5	4	1

Wheels Bought, Sold and Exchanged.

FULL LINE CYCLING ACCESSORIES.

Correspondence Solicited.

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

The Clark Cycle Co.,

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

BALTIMORE, - - MD.

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

KING OF THE ROAD LAMPS.

Made by JOS. LUCAS & SON, Birmingham,

We are prepared to supply the Trade on Liberal Terms.

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

"KING OF THE ROAD."

Send for 1888 Catalogue of

NEW RAPIDS AND QUADRANTS,

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

MAILED ON RECEIPT OF NAME AND ADDRESS.

THE WHEEL —AND— CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. News Co.

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

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

Our esteemed New York contemporary, the *Press*, has taken up the matter of roads improvements with a vigor which promises abundant fruit. It is a lamentable fact that the great papers of New York have not long ago campaigned in favor of better pavements in New York City. The cobbles breed mud and dust, with their first cousin—disease; they harbor stagnant pools of water, cause incalculable loss to horseflesh and vehicles, and are altogether a disgrace to this city. It has remained for the *Press*, the latest comer in the Metropolitan journalistic field, to push this important matter of roads improvement. We know that our wheelmen will appreciate the foresight of the *Press* in a practical manner. It is a first-class Metropolitan daily, and all wheelmen should patronize it. Roads improvement is dear to their hearts, and the paper championing this cause should be supported.

The New York *Press* of Thursday very kindly publishes the following editorial:

The *Wheel and Cycling Trade Review* strongly favors the proposal of *The Press* that in future asphalt pavements shall be placed in residence streets and Belgian on business streets. There is no reason for the existence of the old noisy, unsightly cobble-stone pavement which has jolted and deafened so many generations of our citizens. New York, the metropolis of this hemisphere, should not remain behind the times in this matter of convenience and comfort. *The Press* proposes to keep agitating this question until something is done by the ruling powers.

The Manhattan Club members are very much alive. Two weeks ago their affairs looked very cloudy, their house having been taken by other parties, and the club had no other quarters in view. But with the characteristic energy of youth, they set to work and obtained one of the handsomest club houses in town, a superbly finished, artistically designed Queen Anne house in Seventieth Street, the "Belgravia," of Gotham. The house is secured on most favorable terms, every man in the club favors the increase in dues, and at a bound the Manhattan Club steps forward in the front rank of clubdom. We predicted this some months ago. The house committee, Messrs. Warwick and Metzger, performed their work happily and with Napoleonic dispatch. The Mannhattans have our heartiest wishes for their success.

Our dealers will very often find the wheel they wish to purchase, or run down the party they wish to sell, by consulting our sale and exchange columns, as well as the long lists of wheels advertised by several firms who make a specialty of handling second-hand wheels. Scores of new wheels are advertised each week, and as many are placed on the retired list as "sold."

Men about to ride drift into the office every day. In answer to their various inquiries we simply hand them a paper with the statement that it contains all the information they desire. Our advertisers are all reliable houses, and customers may assure themselves of fair treatment at their hands.

THE NEW YORK STATE ROADS IMPROVEMENT ASSOCIATION.

OFFICE OF THE SECRETARY.

NEW YORK, April 2, 1888.

Dear Sir:—"The New York State Roads Improvement Association," though recently formed, comprises a formidable and fast increasing membership, and is, we believe, destined to become one of the largest and most important organizations ever engaged in a movement for the common good.

The object of this Association, briefly stated, is to improve the public roads of the State of New York.

To this end it is proposed:

1st. To publish from time to time such circular information as will increase the knowledge of the public and stimulate its interest concerning the advantages of good roads and the manner of constructing and maintaining them.

2nd. To procure, by appropriate legislation, a change in the present laws governing the construction and maintenance of the public highways.

To the wisdom and benefaction of these objects every intelligent person will assent. To accomplish them we ask the earnest and active moral support of every citizen into whose hands this letter shall come.

The Association desires to enroll your name and names of your friends among its members. *There is no Membership Fee*, nor shall any assessments be levied upon members at any time. The Association is supported entirely by the voluntary contributions of its members and friends.

If you believe that the public roads should be improved, sign the inclosed membership blank and forward it to the Secretary at the address given below. If you are ready and willing to do a little active work in helping the cause, write us a letter stating this fact and we will send you such printed matter as will best direct and assist your efforts.

Yours very truly,

ISAAC B. POTTER, Secretary,

38 Park Row,

(Potter Building),

New York City.

Consul Bidwell's Appeal for Members.

Dear Sir:—I enclose herewith a circular letter issued by "The New York State Roads Improvement Association." The object for which this Association has been formed deserves the applause and support of every wheelman in this State, and I have pledged to its officers our hearty co-operation and assistance. The papers which I send you herewith fully explain themselves, and I commend them to your careful examination. We are asked to aid the Association:

1. By subscribing our individual names to its membership roll; and

2. By securing, through personal efforts and solicitation, the names of every friend who will lend his aid and influence to this movement.

I request that you head the enclosed membership blank by your own signature, and then, having secured as many more names as you can, return the list to me at as early a date as possible.

Please note that the Post Office address of each Subscribing Member is particularly desired.

Yours truly,

GEO. R. BIDWELL, Chief Consul,
313 West Fifty-eighth St., New York.

Sign, and Get Your Friends to Sign.

MR. ISAAC B. POTTER.

38 Park Row, New York City.

Dear Sir:—We hereby signify our desire to enroll ourselves as members of "The New York State Roads Improvement Association," with the objects of which we are in hearty accord.

THE NEW HOUSE OF THE MANHATTAN BICYCLE CLUB.

Happy I am to deny that half a score of the Manhattan Club will join the New Yorks. But to do justice to your reporter, I will say that at the time he said so he had some foundation for the statement. It looked that way, for our present home was taken and we had no place in view, and so our members thought we would fall. But no! The new Board of Officers were not asleep, and through their endeavors we secured possession of No. 263 West Seventieth Street, where we will remain for a few years, and where we will be proud to welcome our friends. A handsomer little club house is not to be found. It is just off West End Avenue, which is being macadamized.

It is a brick structure, four stories high, with a large cellar, in which we may place bowling alleys or a gymnasium; built on the Queen Anne style, and convenient to all drives and surface lines, as well as near the Seventy-second Street station of the L road.

The Board have received authority (from the members, by signature to that effect) to incorporate the club at once and raise the dues to six dollars per quarter. We will not be backward in anything, and a billiard and pool table are already under way to occupy a prominent place on the second floor. We mean to come to the front in the wheeling line and extend a hand to THE WHEEL AND CYCLING TRADE REVIEW in the road improvement movement, and intend to push it as we have everything else in the past.

SECRETARY.

GOOD ROADS ATTRACT CAPITAL.

Jefferson County, Alabama, will this season have completed the finest system of macadamized roads of any country in the State. The direct return upon their cost is already being realized in the shape of large investments in and around Birmingham by foreign capitalists, whose purchases are largely induced by the fact that these roads are being built. There is no more profitable use to be made of money, than to invest it in the judicious improvement of streets and public roads.—*Birmingham Evening News*.

Keep up with the Procession!

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



VICTORS.

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



Victor Bicycles, Tricycles and Safeties.

OVERMAN WHEEL COMPANY, Makers,



BOSTON, MASS.

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

WHEEL GOSSIP.

Hendee recently told us that the chances were ten to one on Rowe beating Howell. And now Rowe tells a representative of *Wheeling* that when he beat Hendee he considered that he had beaten a better man than Howell. These two representative American cyclists seem to have gauged each other's form correctly.

At the Ripley Road Club dinner, Mr. J. Purvis-Bruce was an honored guest. He was nicknamed "Champagne Purvy," and took a star part in an impromptu burlesque, entitled "The Frolics of the Wild Earthmen," Mr. Bruce playing the part of a lively corpse. Altogether, the post-prandial proceedings were very wild-earthmanlike, and there was much ground and lofty tumbling.

Another Elizabeth clergyman has been made happy by the presentation of a new tricycle by an appreciative congregation.

Gerry Jones was in Gotham last week. Gerry was a prominent figure at the late Board meet, when he appeared behind a diamond pin and a mature air. Gerry is bright and polite, but how could he be otherwise, being a son of He-who-pays-the-freight, Lieutenant-Governor Jones—Jones of Binghamton.

J. B. Halsey, of the Harlem Wheelmen, is a specialist in "Old Ninth Ward" real estate in New York city.

Kennedy-Childe will be in Gotham about May 1 to locate here permanently.

E. C. Hodges, of the Boston Club, is quite skillful with the gloves—so very "fly," in fact, that several Boston professional light-weights gave up the task of tutoring him. It is said that he once had a bout with Sullivan, and gave the "big 'un" as good as he sent.

Fred. G. Bourne, Citizens' Club, gave a clever boxing exhibition with a club mate at the New York Athletic Club's ladies' exhibition last Saturday afternoon.

W. I. Harris, late of Boston, has connected himself with the New York *Press*. Harris will prove a good friend when the roads improvement bill is introduced.

The Pennsylvania Club has 156 members. Among the latest recruits is E. I. Halsted, of the Harlem Wheelmen.

Who does not know Mailler, of the Long Island Wheelmen? Mailler, who pushes his little Star through the mazy depths of Prospect Park; who fears neither darkness or cold; Mailler, who proudly pedaled up Coney Island Boulevard last Sunday in the teeth of the wind while others walked. Great is Mailler!

Mayor Chapin, of Brooklyn, has become an honorary member of the L. I. W. Quite a prize. Between L. I. W. and K. C. W. every Brooklyn city official will soon be within the ranks.

Mr. C. E. Kluge was defeated in his race for the Jersey City Aldermanic Board.

Mr. Thomas Lloyd, of Queens, L. I., has had the trees trimmed on a mile stretch of the Jericho Pike that the branches may not interfere with cyclists. Mr. Lloyd takes great interest in wheeling, and his grounds at Queens are always open to wheelmen. These grounds will be rented to clubs at reasonable rates.

RENTED WHEELS.—More men are prejudiced against wheeling by their first experiences on rented wheels than by any other cause. We once saw a man tugging up a small hill on Riverside Drive, mounted on a mass of loosely-jointed, unmusical metal—the joints creaked—called out of compliment a tricycle. The man tugged; incidentally he perspired very freely; he swore, he gasped, he walked. The strain of a short ride on that metallic monstrosity had left him weak, exhausted and biased. With the above facts in mind it is pleasurable to announce that Mr. George R. Bidwell will keep a stock of new Columbia wheels for renting, including ordinaries, safeties and single and tandem trikes. As Mr. Bidwell's establishment is near the Park it is a pleasant place to take a friend for a few hours' cycling.

C. F. Berhaus, Company B, won the Seventh Regiment's two-mile bicycle race, held at the armory April 7; time, 7m. 24 4-5s.; J. S. Woodhouse second.

The *Oregon Siftings*, of Portland, Oregon, has started a cycling department and will boom wheeling on the coast.

E. G. Whitney, ex-captain of the Boston Club, who is now sheep-stealing—no, sheep-raising—in New Mexico, will be at the Baltimore meet.

In last week's paper the types credited "Phila" with writing: "It comes from England, where their wheel-making is poor." Which should be: "where their wheel-nickeling is poor."

THE BROOKLYN'S "BABY" WINS.

A smiling, red-faced boy dashed recklessly around the corners of the Twenty-third Regiment Armory track on Saturday evening last, and simply ran off with the two-mile open handicap, held in connection with the regimental athletic games. Summary: Heat 1—J. F. Borland, Brooklyn Club, 50 yards, 7m. 16s.; A. Prentiss, Universal B. C., 20 yards, 2d; N. F. Waters, Brooklyn Club, scratch, o; H. P. Matthews, Brooklyn Club, 50 yards, o. Heat 2—J. W. Schoefer, Brooklyn Club, 20 yards, 7m. 21 1-5s.; F. G. Brown, K. G. W., 40 yards, 2d; E. C. Parker, o. Final heat—Borland, 7m. 12s.; Schoefer, 2d, by 70 yards; Brown, 3d, Prentiss close up. Borland has the curves down to a science, and could have won from scratch. Brown fell in his heat, and showed great presence of mind in getting out of the way of two men riding just behind him. Waters would have done better had he gotten through. Prentiss showed good form, and will get nearer the front on a larger path.

ANOTHER MISSIONARY.—Mr. L. H. Parsons, of Edina, Mo., is pushing the matter of roads improvements in the local press. All praise to Mr. Parsons.

The Brooklyn Base Ball League nine are out in Prospect Park every day on tricycles, which, they claim, is the best exercise they have yet found. They make their headquarters at Schwalbach's, whose store, by the way, has been thoroughly refitted, the ladies' rooms especially being very finely furnished.

That old-time London journal, the *Field*, which calls itself "the country gentleman's newspaper," may fairly take rank as one of the weightiest weeklies of England, for its issue dated March 24 contains 68 pages and tops the scales at 16 ounces. What makes this issue of special interest to Americans, however, is the fact that it contains an extended review of an American book sometimes alluded to as "X. M. Miles on a Bi." Among other pretty things, the reviewer says: "Although Karl Kron's work is of partial interest only to English riders, inasmuch as it treats primarily of American wheeling, yet few, if any, of the English books dealing with bicycling and tricycling can claim an equal literary merit. As far as the printing goes, it is characterized by the excellence and clearness of type that distinguishes the best American productions." For a hundred other "opinions" see the book of newspaper notices (150 pages) which K. K. is preparing to mail gratis, in response to all postal-card applications sent to the University Building, Washington Square.

The New Mail retains the great popularity it achieved last year. The machine is built of the finest material and contains many important features, notably the Trigwell ball-head, which has made a pronounced success. Those who are in search of novelties will find them in the famous Ivel wheels, which Messrs. Wm. Read & Sons are importing. We understand a large consignment of Ivels was received last Saturday. Write for catalogue and examine the Ivel Safety, a light, strong and graceful wheel.

Chas. Schwalbach will have a line of Ivels at his Brooklyn store within a few days.

Many wheelmen who have a penchant for a rear-driver, are waiting to examine Wm. Read & Sons' Ivels.

A ladies' bicycle club, already numbering thirty members, has been organized at Washington. A number of them have already mastered the ladies' bicycle, manufactured by the Smith National Cycle Mfg. Co.

The Massachusetts Division has subscribed \$300, and the Rhode Island Division \$50, to help the League out of financial straits.

The downtown club house scheme of the Boston Bicycle Club is rapidly maturing under the cultivation of the efficient committee who have it in charge. Several desirable locations are under consideration, and final arrangements will soon be completed for giving the club quarters which will compare favorably with those of any social organization in the city. The new house will be down town, but this will not destroy the cycling features of the organization, for it is proposed to have some place at the South End where members may stable their wheels.

The East Cambridge Cycle Club, at its annual meeting Tuesday evening, April 2, elected the following officers: President, A. C. S. Saunders; captain, C. H. Singleton; secretary and treasurer, J. H. Ishbaugh.

The annual meeting of the Chelsea Cycle Club was held last week and the following officers elected: President, Abbott Bassett; vice-president, J. R. Seward; captain, F. A. Woodman; first lieutenant, E. A. Phemister; second lieutenant, George Nash.

The cycling column of the *Globe* will be conducted by L. N. Cushman during the absence of C. S. Howard at the Azores.

PRAISE FOR NEW RAPIDS.

The "New Rapid" Safety is undoubtedly taking a strong hold upon the cycling world. It is a most carefully-constructed and excellently-finished machine, and all its various points have been carefully considered. The construction of the frame is simple, yet strong, and all the main points of adjustment, etc., are very carefully considered. From time to time we hear most excellent reports of the machine from those of our correspondents who are habitual users of them, and we feel certain that they will make themselves popular on the road. The ordinary bicycle, in its roadster and racer form, is also a specialty with this firm, and the popularity of the original type is not likely to be in the least damaged amongst those who are in the habit of using these machines. We have had the opportunity of noting the performances of several upon the road, and they always seem essentially satisfactory. The New Rapid saddle and spring combined is another design of this firm. We have not yet had an opportunity of testing it practically, but it looks exceedingly well, and should be easy and comfortable in riding.—*Bicycling News*.

The Cortlandt Wheelmen, of Peekskill-on-the-Hudson, have elected the following officers for 1888: Captain, W. E. Flockton; Lieutenant, S. Allen Mead; Secretary-Treasurer, D. C. Hasbrouck. The club lost some of its membership during the winter, but hopes to replace them by new riders this spring.

WORCESTER WHEELMEN.

Messrs. Lincoln Holland & Co., 8 Washington Square, receive subscriptions to this paper.

BOSTON CLUB'S ENTERTAINMENT.

The Boston Club had an enjoyable "racket" at their club rooms, 36 St. James Avenue, on Saturday evening last.

Some fifteen members of the Longwood Minstrels were entertained by the club and in turn entertained the cyclists until a late hour with their music. They gathered early in the parlors, where entertainment was furnished until after ten o'clock. There were solos, quartettes and choruses in addition to some excellent banjo performances by Messrs. Edgerly and Jackson of the Longwoods.

Mr. James sang, "Sweet Angel of My Dreams" and, "Home, Sweet Home." "Hear dem Bells" and "Live Humble" were rendered by Mr. Barnett, assisted by a chorus; "High Old Times" was sung by Mr. Edgerly; the "Drinking Song," by Mr. White; "Swing Those Gates Ajar," by Mr. Jackson, and "Raise the Roof," by W. B. Everett. Other selections by the chorus were "Big Campmeeting" and "Sadie Ray."

The minstrels were made to feel perfectly at home, and so rendered their parts with all the gusto that was necessary to make the entire gathering exceedingly sociable. A bountiful repast followed the music, after which there was more singing, story-telling and discussion of cycling matters.

APPRECIATED?

RATHER!

THE NEW MAIL. 1888.

APPRECIATED?

RATHER!

TRIGWELL'S BALL HEAD.

NO DOUBT ABOUT THIS. NEW TESTIMONIALS coming in every day about it, and orders from all parts of the country for the NEW MAIL for its splendid Specialty, THE TRIGWELL BALL HEAD.

This is a NEW MAIL YEAR, and a TRIGWELL BALL HEAD YEAR. Have you seen it or received a catalogue?

AND NOW WE OFFER, ALSO THE

I VEL

THE MOST
NOTED SAFETY.

Winner of the WORLD'S SAFETY RECORD. Used by Mills, Furnival, Langridge, Liles, etc.

While many new safeties are being brought out and experimented with, we have taken the agency for what has been PROVED a SUCCESS and the BEST by fast road records, and now offer the

WORLD RENOWNED
I VEL SAFETY.



THE FIRST LOT
WILL BE READY

FOR

Delivery at our Warerooms, April 15th, and we invite wheelmen to book their orders EARLY, as already many have done so, being cognizant of the splendid qualities of this machine.

We anticipate that the first lot will be quickly taken up. Don't place your order for a

SAFETY
UNTIL
YOU SEE THEM.

From the "Wheel and Cycling Trade Review."

I VELS WILL BE IMPORTED BY WILLIAM READ & SONS.

We are pleased to learn that Messrs. WM. READ & SONS will import the famous Ivel wheels. In looking over the list of English rear-driving safeties, none can be found which could become more popular than the Ivel safety. At the Stanley Show a number of improved Ivels were shown, which received the most favorable comment from the cognoscenti.

THE IVEL SAFETY.

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

Those desiring a Safety, surely inspect these at our Warerooms, or get a descriptive circular.

THE SAFETY OF 1888.

WILLIAM READ & SONS,

No. 107 Washington Street, Boston.

Send for Descriptive Safety Catalogue containing many testimonials from good judges of Safeties, and such are BEST GUIDES.

NEW YORK AGENTS,
PECK & SNYDER,
No. 126 Nassau Street.

BROOKLYN AGENT,
CHAS. SCHWALBACH
Prospect Park Plaza.

BOSTON.

THE SEASON OPENS ON EASTER—THE RESERVOIR GANG—A BIG SAFETY YEAR.

The cycling season at the Hub opened Easter Sunday morning with the warmth of June and the brown landscape of October. Previously the roads and weather, and consequently the cyclist's feelings, had savored of that sadness which is associated with the Lenten season. On Easter, however, the first really pleasant morning of the year, the spring bonnets and the cyclists came forth in multitudes and revelled in the welcome sunshine. The roads were as perfect as the weather, and every one seemed to have grown ten years younger during the night. Many were the aching joints and tired muscles which paid the penalty for unlimited scorching directly after a winter of unlimited laziness.

Fast Day forenoon was the counterpart of Easter. The Reservoir took on its wonted appearance as there gathered at the rendezvous over a hundred cyclists, including over thirty of the good old Massachusetts Club, whom Lon. Peck had piloted out from the club house. After a winter spent in the delirious joys of tobogganing Lon. returns gladly to his old love, the wheel. We hope he did not bite off more than he could chew by going to Bailey's so early in the season. Bailey's is a splendid place about June or July, but at present it seems as far away as Gotham. Most of the other clubs were represented at the Reservoir, and it was with pleasure that the absence of the "great unwashed" was noticed. The season is not yet far enough advanced for that horde of roughs or nondescript crooks of every description who have of late years caused all self-respecting cyclists to avoid the Reservoir upon Sundays in summer. Let us hope that the clubs will take vigorous action now at the beginning of the season to prevent the good name of our sport being lowered by this "reservoir-gang" during 1888.

This, without doubt, is to be the greatest Safety year on record. All the Boston dealers are hard pushed to fill orders for local trade, and the demand for the rear-drivers from out West is something phenomenal. Last spring many of our riders smiled at the mere idea of being seen upon such a contrivance. By summer, many of the doubters had become sceptical in their blind worship of headers and the ordinary. By autumn, converts began to appear on the safeties in great numbers, and now there is hardly one man out of three who owns an ordinary but will greet you confidentially with something like this: "Say, do you know of any one who wants to buy a fine wheel dirt cheap? I want to get a Safety." Nowadays one can get in Boston the finest ordinary wheel made for almost any price one wishes to pay. Last season one rarely saw more than two or three safeties at any cycle gathering. Fast Day morning there were nearly a score at the Reservoir and others arriving every few minutes. Decidedly the "goat," as our facetious New York and Western friends call it, has the call this year, and do all they may, it will not down.

Runs were held by all the clubs, Fast Day. The Technology Cycling Club abandoned their wheels and held a hare-and-hounds race on foot, in which the circuit of over seven miles was made considerably under the hour by the hares and one or two of the hounds.

While the writer was at the Reservoir a rather peculiar cycling hare-and-hounds race passed the assembled crowd. This is how it looked: First came little Porter of Newton (the Billy Rowe, Jr., of Boston and vicinity) and a companion, tearing along across lots from Beacon street to the rendezvous, and then up the homestretch, leaving a trail of colored cardboard behind them. This was all natural enough, but when ten or fifteen minutes later a solitary "hound," wearing Somerville uniform, came along, the crowd cheered him on his lonely way. Rumor sayeth not what had become of the other hounds. If they didn't get under cover before two o'clock they must have been drenched in the heavy rain-storm which poured all the afternoon.

Charley Howard, who sailed last week for the Azores, in search of health and rest, carries

with him the best wishes of all wheelmen, to whose sport his bright and able pen has long been a potent helper. His dinner at the Boston's board was a great success.

Interest is now centered upon the forthcoming meetings of Rowe and Howell. The cyclist here who doubts for an instant that Rowe will win has yet to be discovered.

The Eastern Road Club has not as yet done anything towards the spring race. With the League and the cycling press both discouraging road-racing, it looks now as though the E. R. C. might decide to give up the two annual races.

The new road book for Massachusetts and Rhode Island is receiving unlimited good words from all who have seen it. This little book has already opened more wheelmen's eyes to the advantage of League membership than anything else the Massachusetts Division has done for a long time. Chief Consul Hayes and his assistants have done themselves proud.

Already it has been decided to repeat the Cottage City Meets this summer. There will be three cyclists there for every one who went last year and they will all have a good time. What we want next and will shortly have is an annual cyclist's camp, à la Harrogate. It is bound to come in '89.

CYCLOMETER.

We have secured the services of a prominent club man, and we want the cyclists of the Hub to subscribe to this paper. We shall have something of interest to every Bostonian each week. Please forward your subscription, and do quit reading that bethumbed club copy.

CHICAGO.

Well, Mr. WHEEL AND CYCLING TRADE REVIEW, it seems like old times to once more get to scribbling for your excellent paper. I have wasted a great deal of manuscript on the *Wheel* in times gone by; it was in the early days, long before Central Park was secured, and when the Boulevard and Fifth Avenue were the only exits for bicycle riders from your city. Our riding crowd at that time consisted of the veteran Pitman, who always affected a perfectly white corduroy suit; the Owl was also one of our boon companions and a great rider, as was Peoli, Treadwater Harris and a great many others, who have since either left New York or permitted their cycling enthusiasm to wane and have dropped out of the active list; but you will pardon this digression, no doubt, and I will try and tell you what I know to be going on in this city.

The Illinois Club have been confronted with quite a disappointment; they had verbally rented a very decent house on the West side, and at their last meeting they raised enough money by subscription to come pretty near furnishing it. When they went to see the landlord he very calmly informed them that he should have to decline to lease to them, on the ground that all the people in the neighborhood offered strenuous objections, and he had too much property to incur their ill will. This seems one instance where Chicago is like unto New York. The Illinois boys will recover, and, like the New Yorks, find some desirable section not inhabited by what one might term "house hogs." We have a cigar out here, about six inches long, that is called "The Earth;" it might be well for President Sloan to distribute some of them on the West side.

The Æolus Club has just completed its series of winter entertainments, the last being a progressive euchre party. The first prize, a pair of oxidized sleeve buttons, was won by Martin Bowbeer.

Ex-Chief Consul Blake astonished Chicago not long since by resigning the Vice-Presidency of the John Wilkinson Company, where he has been identified a number of years. I dropped into Spalding's the other day and was surprised to see this genial gentleman behind the retail counter of that establishment; he has charge of the retail department, I believe. Blake has paid very little attention for the past two years to the sport, so he will not be as greatly missed from the old company by bicycle riders as before. As a chief consul he was very popular as well as efficient, so that the best wishes of the fraternity go with him in his new position.

The *L. A. W. Pointer*, published at Oshkosh, has come out in a new dress, and its appearance

is so greatly improved that it suggests prosperity. Charley Seig, I notice, is published as an associate editor. It will be issued twice a month during the riding season, and makes a strong bid for local patronage. Seig is so situated that he can gather all the news without loss of time, and Jay Hinman is of an itinerant disposition, so that the *Pointer* ought not to want for Wisconsin news. The efforts of the publishers to give us a newsy sheet near by, will, I trust, be appreciated, as we have needed a spicy sheet ever since the Darrow Bros. ceased to publish *The Record*.

That lithograph supplement in the *Bulletin* depicting the United States Postman on the Volunteer. Columbia was a revelation to us; we have received a number of these machines, but none of them had the pedal on the inside of the crank. It is certainly one on the Colonel. I can remember years ago when he insisted that nobody but an actual rider could draw a bicycle, no matter how great his artistic ability, and it does not seem Pope-like to send out such an egregiously missdrawn machine.

A delegation to perfect an organization of the clubs will meet at the rooms of the Chicago's, next Friday night, to elect permanent officers and adopt a constitution.

I am very much interested nowadays in photography, and think it is a most pleasing adjunct to riding. Modern photography has become so simple that almost anybody can practice it successfully, and then the convenience and compactness of the outfits offered by the different manufacturers are marvelous. It is a wonder to me that more riders do not take it up, especially those whose business admits of their taking frequent tours. I think I am becoming an enthusiast on this subject, and the spirit some time may move me to send you a lengthy digest of my photographic experience.

The Lincoln Club will give a "smoker" about the middle of the month to which all the local clubs will be invited. They are arranging the entertainment on a rather large scale, as I hear they have engaged the well-known humorist, Mr. Frank Lincoln, Mr. R. G. Allen, who is the best banjo expert in Chicago, and Mr. Eddir Manning, who was one of Haverly's funny men, and has but lately left that company.

The details of the Wells-Greenwood contests are not yet settled. Mr. Greenwood insists that the loser shall pay all expenses in addition to the entire cost of the medal, while Mr. Wells seems to think the cost of the latter should be divided between them. I understand Greenwood at one time offered to put up a medal himself, and if this is true, I should think he would be perfectly willing to share some of the cost. Greenwood will naturally ride the Star, while Wells will be mounted on an American Rambler, geared to forty-eight inches.

I notice the subject of a large delegation to the L. A. W. meet this year is being agitated. If our association of clubs can harmoniously be effected, I do not see why we should not be able to send on a large number, as all our clubs have become so well membershiped that each can show a goodly number, to which both time and expense are of but little moment. I would like to see the city well represented. I know all about Baltimore; to say it is just as hospitable as St. Louis, is not putting it strong, and then the ladies! We have all heard of their universal beauty, and if I know the Baltimore boys as well as I think I do, they will permit us to admire their sweethearts at a distance any way. It would seem strange if St. Louis and Chicago went there on the same train, would it not?

VERAX.

"Verax" we consider a valuable addition to our brilliant galaxy of news-gatherers. He will talk about you Chicago wheelmen every week, and you ought to hear what he has to say. Of course you can read it all in the club copy which is on file at your many fine club houses, but that is a second-hand, Cheap-John sort of way. We want to improve our paper every week, and it cannot be done without your help. We labor to advance the cause, and have a sort of claim on you wheelmen. We shall be on the lookout for your currency.

♦♦♦

Messrs. Whitten & Co. are making a "drive" on their "Best" bicycle whistle, as it has been named by all who have used it. Dealers will find it to their advantage to write the firm in regard to it.

JONAH'S JOTTINGS.

The Elizabeth Athletic Club Wheelmen is now a full-fledged club, and promises to prove a lively rival of the E. W. Although it is under the direction of the cycling committee of the E. A. C., E. S. Coyne, G. J. Martin and W. B. Rhett, it is an independent organization. S. B. Bowman has been elected captain; A. C. Jenkins, lieutenant; W. K. H. Davey, color bearer; and W. B. Rhett, secretary. A uniform of light gray and black has been adopted. Being merely an organization within an organization, it cannot, of course, be a League club, although almost all of its members are League members. The E. A. C. has twenty-five wheelmen in its ranks, some of whom are also members of the E. W. A challenge team road race over the Milburn course between the two clubs is already talked of, and it is certain that the E. A. C. will make application for membership in the Alphabetical Association. With such veteran road racers as Bowman, Burnett, Jenkins, Rhett and Farrington in its ranks, the new club should be able to make a good showing. We wish the new organization every success. Competition is the life of business, and rivalry the best incentive to cycling club work.

Captain Berry, of the E. W., is developing into a scorcher of high degree, and a recent brush on the road has proved that Caldwell is not to hold his local championship honors undisputed. A match race for the elegant bronze Mercury held by Caldwell will probably be run before the season closes. The question as to which shall be the victor, to whom shall belong the spoils, is being actively discussed.

A funny man came into a dealer's the other day, proffered a five-cent piece, and asked for a nickel bicycle. "Do you want one with a chestnut bell to it?" blandly asked the dealer.

It is ridiculous to see some of the cases of offensive partisanship that are exhibited between the riders of the two great rival makes of machines. One family I know of over here in Jersey is in imminent danger of being rent asunder in the settlement of the burning question of the relative claims of the two to supremacy. The mere mention of the name of one is like a red rag fluttered in the faces of the other. Why not acknowledge that all the big manufacturers make good wheels, and that the difference between them only lies in the special features that appeal to the fancies of particular riders? The knowledge of cycling manufacturers is so widespread now that a company producing an inferior article could not remain in existence a year. The use of the wheel has become so extensive and is growing so fast that there are room and money enough for all. The more the merrier, and we wheelmen will reap the benefit of the competition.

O'Rourke, the famous professional ball player, took to bicycle riding last winter. O'Rourke scored the first home run this season, and yet some people stick to it that there are things the wheel cannot accomplish.

The road racers have taken advantage of a week of fair weather and are all hard at work training for the great contest on Decoration Day. It will be a great struggle between Brooklyn, Kings County and Hudson County this time, with the chances as near as possible even among them. I understand Hudson County has unearthed an unknown for the longed-for fourth man, and your Brooklyn correspondent tells us of another of the same mysterious species discovered by Kings County. A combination of the Ilderan and Brooklyn flyers will prove a formidable galaxy.

In the face of several defeats, the courage of the Elizabeth wheelmen fails not. They have always been among the most enthusiastic supporters of the association and can always be relied on to be in the hunt with a team. This time will be no exception, and even if they have no hopes of winning, the prospect of furnishing one or two "honor men" is sufficient encouragement. The first of a series of weekly training races was inaugurated on the Elizabeth-Newark boulevard on Saturday. Teams were chosen. Louis Bonnett took Decker and Pennell, while Caldwell pinned his faith to Jenkins and Runyon. They started in pairs, thirty seconds apart. The races were five miles and turn. The wind was nasty. Caldwell beat Bonnett, 19m. 30s. to 20m. 45s. Decker downed Jenkins, 20m. to 20m. 20s. Pennell was victorious

over Runyon, 19m. 55s. to 21m. The positions were determined by the times, and Bonnett's team won by 11 points to 10. After the others were off, Berry and Gilbert started for an independent race, the former winning, 19m. 10s. to 20m. 15s. Next Saturday the eight-team candidates will be out and a ten-mile handicap will be run.

The whole clerical galaxy of Elizabeth will soon be tricyclists. Rev. Messrs. Cunningham and Kerr are old wheelmen. Rev. Messrs. Oberly and Glazebrook have just been given trikes by their loving flocks, and subscriptions are under way to present Rev. Messrs. Teale and Jones with three-wheelers.

Preparations are under way for an entertainment of music—chín, vocal and instrumental—at the E. W. club house the latter part of the month.

April 10, 1888.

JONAH.

Look at that prominent club man there. He greets us with a smile and a "how's-the-paper," yet he never helps the paper by giving us practical support. He reads the club copy. Be as liberal with your dollars as with your kind words. The latter are appreciated, of course, but the former "pay the freight."

A PLEA FOR THE SPORT.

An interesting as well as a sure sign that cycling is becoming more generally recognized by the public at large is the frequent references one sees to it on all sides. In illustration of this I may mention two facts that I lately noticed. One was, that on the wrapper of some excellent playing cards in a fashionable store the word "bicycle" was fancifully printed as the name of the cards; the other was that in a very pretty and well illustrated almanac which I lately received, no less than three of the illustrations were devoted in whole or in part to cycling scenes.

On the other hand, even in the most favored districts, there are very many who look upon cycling as a far from elegant recreation. It is to them an unfashionable sport. They know nothing of its supreme value as an exercise; nor do they recognize their own need of any exercise; they no longer notice the male rider on his bicycle, but the woman on the tandem or tricycle is subjected to a surprised or impertinent stare. Where cycling is still so unknown as to be unpopular, of course circumstances are much more uncomfortable for all who undertake to ride.

To overcome these foes to the extension of cycling the efforts of cyclists can avail much. Let it once become fashionable and it will spread among many people who otherwise would always hold aloof. Certain advantages, more or less temporary, would be gained; but it may be doubted whether there would be any real gain in the end. The many advantages of the sport, and the steady growth they have caused, will continue to operate with increasing force as the number of riders is augmented. Wheeling seems to many an expensive luxury, but when once it is made plain how beneficial it is, converts can be more readily gained.

A case in point came to me the other day. I was looking over a wheel paper on the train, and soon became conscious that some one in the seat behind me was looking over my shoulder. Presently the stranger politely inquired where he could get such a paper. This led to conversation. Inquiries were made and answered. Information as to the health-giving properties of the wheel was particularly sought. Further interviews followed; papers and tracts were furnished the inquirer; in ten days a convert was made, and an order placed for a rear-driving safety.

If this convert had been a young man there would, perhaps, have been little cause for surprise; but he was a man of middle age, and one who, if appearances could be believed, would be inclined to look askance at a wheel.

Missionary work for the cause seems always open to those who are enthusiastic and willing. I have just been informed of a couple who want to take up cycling, and who intend to locate where it can be most readily enjoyed, viz., in the Oranges. As they seem to be considering it seriously, I presume we shall have a new tandem on the road next month.

The tandem and the rear-driving safety are, I believe, destined to do wonders for the growth of cycling. I shall have something to say about them at another time. 5678.

BLOWN FROM THE L. I. W. DUST-HEAP.

WE HAVE HEARD IT SAID

That the "fossils" are most emphatically alive nowadays.

That things are Chapin to make us municipally honored.

That the most disdainful cop in the Park becomes absolutely saccharine when we flit by.

That the Entertainment Committee are hustlers one and all.

That our theatre party bids fair to be well Man(ne)aged.

That with as little sinn as possible we're going to do some painting before the next morning.

That too much "waxination" is as bad as too little.

That W. J. C. and aides are after the happy medium, and it's only a question of time before she's exposed.

That the socials are just what we have wanted all the time.

That we had a Sunday wreck, tho' 'twas a Crafty victim.

That a tussle to the death between the scorchers is hourly anticipated.

That it will be a Wise man who does not get left.

That W. W. S. has resigned from that sociable company.

That in a spurt our Cap. is a thing of beauty and a joy forever.

That he is charged with playing to the grand stand.

That we point with pride to our "extraordinary" objector.

That our wheel-room rivals Gowanus as a "Goatville." A.

OVER LONG ISLAND ROADS.

NEW YORK CITY, April 10, 1888.

On Sunday last W. C. Marion, Jr., and Thos. Hall, of the K. C. W., took the initial run of the season over Long Island roads to Roslyn and return. The road between East New York and Jamaica is in better condition than ever before, and the Jericho Pike is fine, with the exception of a patch of loose sand here and there. Patches of snow were occasionally seen, reminding one of the recent blizzard, but they did not hinder riding. Mine host, Hamblin, at the Mansion House, is still alive, after the hard winter, and ready to dine any and all who come. He sets an excellent table, and worries if you don't eat enough. A few changes have been made along the road. A new house here and there, and a new and commodious hotel has been put up opposite the brick tavern on the Jericho Pike. The farmers promise to keep the roads in better condition this year, and if their present state is any criterion, the ever-pleasant run to Roslyn will be more enjoyable than ever. Yours,

KINGS COUNTY WHEELMEN NOTES.

The following officers were elected at the annual meeting of the Kings County Wheelmen: President, Franklin W. Loucks; vice-president, Arthur H. Smith; secretary, Melville H. Leighton; treasurer, Theo. Snyder; captain, M. L. Bridgman; first lieutenant, H. J. Hall, Jr.; second lieutenant, T. C. Crichton; color-bearer, W. R. Steves; bugler, Wm. Murphy.

In consideration of the rapid growth of the club, it was voted to increase the number of officers, and at a meeting held April 5 R. L. Jones was elected corresponding secretary; J. H. Long, assistant treasurer; F. F. Storm, Jr., color-bearer, and E. R. Nichols, second bugler.

The Board of Trustees is composed of the following named gentlemen: F. W. Loucks, A. H. Smith, M. H. Leighton, M. L. Bridgman, H. J. Hall, Chas. Schwalbach and E. K. Austin.

The annual dinner will be at Dilliard's, Saturday, April 14.

Our well-known and largely-attended race meet of years past will be repeated this spring, as already announced in your paper. Respectfully, M. H. LEIGHTON.

NEW ORLEANS.

THE GRAHAM-GUILLOTTE CONTEST,

Of which I wrote in my last letter, is now a fact, and ere this will have seen the light, will be numbered with "the things that were." The match was arranged, the date set, and the race will have been run inside of two weeks. It will occur Sunday morning next, 8th inst., on a beautiful, trifle-short-of-a-half-mile circular drive in Audubon Park, and I dare say, that while the contest itself may not be over-exciting, it will be interesting, from the fact that Guillotte expects to make a try for the Southern five-mile record, which now stands at 16.48, credited to W. W. Wendle, of Boston. In a practice spin the other day Guillotte reeled off the ten laps (a little less than five miles) in 16.32, and Graham's best time is less than a minute behind, so that it looks pretty much as if the record will go. The match is for glory and satisfaction alone, Guillotte allowing Graham a four minute handicap in five and a half miles, and though he has little hopes of making it up, he intends that it shall not be for lack of effort on his part, and Graham is to "eat his hat" if he is beaten.

LOUISIANA CYCLING CLUB'S ANNUAL ELECTION.

At these elections which occurred last night (4th), the following officers were chosen for the ensuing year: W. H. Renaud, Jr., president; Chas. M. Fairchild, vice-president; Ritchie G. Betts, secretary-treasurer and captain; Elliott M. Graham, lieutenant; H. H. Hodgson and M. S. Graham, odd members of executive committee. The president and captain are re-elected, and the whole ticket went through quietly and unanimously, the only hitch being the secretary-treasurership, which, for some reason or 'tother, no one wanted or would have thrust upon him, and it went a begging for quite a while.

For the month of March, with but three members reporting, the L. C. C.'s individual mileage sheet footed up 1,621 miles; Renaud with 158, Betts 445, and Fairchild with the lively mileage of

1,018 MILES IN THIRTY-ONE DAYS,

made up the total. This will stand as the month's riding record of the South. To attain it, Mr. Fairchild rode early and late, averaging nearly 33 miles daily. His longest run was 103 miles on the 30th, and the shortest 7½ on the 28th. He is happy now. President Renaud, of the Cycling Club, has given a handsome medal to be contested for in a series of five handicap races, to be run during the present summer, the member making the best average in the series to be declared the winner. A committee of three has been entrusted with the arranging of the dates, handicaps, etc., and is to meet next week to prepare the schedule; the first contest will probably occur early next month. The prize is to be a neat little trick and well worth an effort, it will be inscribed and known at the "President's Medal."

BRIEFS.

The L. C. C. has indefinitely postponed its projected tournament, likewise the N. O. B. C.

We have lost four possible candidates for our annual Kennerville scorch. A party of seven tackled the road Sunday before last, and now four of the tenderfeet "don't want any more of it in their'n."

At its last meeting the L. C. C. voted \$5 towards a fund which is being raised for the purchase of a street sweeper for our avenues.

The proof of the pudding is in the chewing of the string, and straws show which way the wind blows. At the same meeting something was said about responding to the League's call for financial aid, but the promptitude and unanimity with which the suggestion was sat down upon shows pretty conclusively the disposition of the wheelmen hereabouts towards the L. A. W.

A remark which struck me very forcibly was that of one of the debaters, who is supporting his side, remarked, "No sir, not a cent would I give them; somebody has been making too much money out of the League already."

The projected tilting tourney which was to have been held during this month at a local charitable entertainment, has given way to a mile and half-mile handicaps. Date not yet fixed.

Mr. Drew, of the Massachusetts Club, has been a visitor to our city for several weeks past.

His wheel and camera accompany him, and man, wheel and camera were observed a day or two since performing the functions of a street sweeper, while going at racehorse speed on St. Charles Avenue, in other words he took a header, of the genus "soccologer."

Ed. A. Jonas, late secretary-treasurer of the Cycling Club, leaves in a week or two for North Carolina to spend the summer. Lucky boy! Joney has not been doing much riding of late owing to the advice of a doctor. A weakness of the left lung is his trouble, but who has ever heard of judicious bicycle riding proving aught but beneficial in such cases, and when, oh! when, will the wise M. D.'s learn to distinguish between riding and racing? May heaven speed the day.

BI.

We have published a New Orleans letter for some months, but our Southern friends have not responded as generously as they should. Every dollar helps, you know. We want to give you a first-class paper, and we want you to help us do it.

NOTES FROM THE CITY OF BROTH-
ERLY LOVE.

WHEELS MOVE LIVELY IN THE QUAKER CITY.

At the regular monthly meeting of the Pennsylvania Club, held April 5, the club increased their membership to 156 by the election of thirteen new members. As President Elwell announced the result of the first ballot the club goat was seen to smile blandly, but as the numbers swelled, this smile continued to grow in proportion until it boded no good to the first unfortunate who should tackle the first mount. Among other members elected was Mr. E. I. Halsted, of the Harlem Wheelmen. Mr. Halsted has been in Philadelphia some time and expects to remain with us some few months more. Not caring to overdo the matter by accepting the proffered freedom of the different clubs, decided to join as an active member.

Sunday, April 8, saw more wheelmen out than for four or five months. Captain Fleming, of the Century Wheelmen, with fifteen fellow-members took a ride to Hornstown, returning by the way of Bryn Mawr and Montgomery Avenue; Captain Supplee, of the Pennsylvania Club, also had quite a delegation, some twenty odd dining at Wayne.

Montgomery Avenue will probably draw many riders from the Pike the coming season, being accessible by our Park drives, many wheelmen will take it in preference to jolting over cobbles and gutters necessary to encounter to reach our old standby, Lancaster Pike.

Philadelphians were treated to another in-door race meet on Saturday evening, April 7, held under the auspices of the South End Wheelmen. The first race was between E. I. Halsted and J. Grant Fuller, of the Pennsylvania Bicycle Club. Fuller was riding a racer and could not control it at the corners, so immediately dropped out, and Halsted won the race in the remarkable good time of 2m. 57.3-5s. being the best amateur time ever made in the Rink.

The Century Club race was won by M. J. Bailey, in 3m. 4.2-5s., while H. Weaver won the Camden Club race from Joseph J. Potter, in 3m. 9.2-5s. The closest race of the evening was between Harry M. Green and John Draper. Green took the lead at the start and set a good pace, and although pressed hard, managed to pass the line about six inches ahead of his opponent; time, 3m. 16.2-5s. Frank Bechtold was the only one to put in an appearance for the South End Wheelmen's club race, so he got Fuller to ride against him. This just suited Johnny, as he has sworn to be revenged on the South End champion ever since he was defeated some time since by him. He easily won back his laurels, defeating him by half a lap. Mr. E. I. Halsted won both the one mile open and inter-club race. The audience were treated to some remarkable exhibits of fancy riding by J. M. Stout, champion star bicycle fancy rider of the world.

WESTFIELD.

Two prominent Philadelphia riders are now regular contributors to this paper, and we want to send it to all riders in the Quaker City.

A SPRING CENTURY RUN.—The Manhattan Club men are full of a run made on Sunday by their first lieutenant, J. W. Sheehan, who covered 107 miles in ten hours, over Central Park roads.

TROY.

The dance of the Troy Bicycle Club, held Thursday night, April 5, must have been a great success, for one who attended tells me: "I had a glorious time. I danced every dance but two, and, of course, came home wet, as usual. E— took a header on her nose and mopped the floor, but did not hurt herself, as I did when I fell at one of the dances and shook the whole building. The music by Maschke's orchestra was, of course, very good, and about fifty couples seemed to be pleased to whirl after it.

"It rained 'pitchforks' just as we were about to leave, but I succeeded in getting a carriage, after a stop at Fitzgerald's for a fishball and egg, and reached home safely."

The Trojan Wheelmen have their last dance Wednesday evening, April 11, and they expect to have a good time.

Ex-Treasurer and Representative R. S. Coon came on from Boston and attended the Troy Bicycle Club's dance. New York lost a good man when he went to Boston.

Why do we not hear more from Troy? It ought to be able to support a good correspondent, as they have two large clubs in the city. I hope Troy and Albany will join together this year and give us some good races. They could support a two or three days' tournament, and give cycling a boom.

Bert Cole, one of the Troy Bicycle Club's racing men and a very enthusiastic wheelman two years ago, became very much attached to the tandem last year to the exclusion of his regular mount, and I hear that he has now given up cycling. Is it another case of girl?

There is Will Wylie, of the Trojan Wheelmen, too. He is, or was, one of the oldest riders in Troy, and used to carry the "Trojan banner" to victory at local race meets; but now he is a member of "The Stirrup Club," and has about given up the "steel" steed for one of flesh and blood. I understand that the first thing he did was to fall from his horse and break his thumb. He is a good fellow, and I am sorry to see him "go back on the wheel" (?)

But if you want to see an enthusiastic fellow, just call on Will L. Gardner, agent for the Humber, and a member of the T. W. I believe he has owned every wheel in the market—not all at once—for every year he must have a new one, and of a different make. He is a little fellow, weighing less than a hundred, but you don't want to tackle him on the road, especially a hilly one. He and his wife used to be seen on a tandem, but I think of late Mrs. G. does not ride much.

Many will remember Will as one of the smallest members of the "Big 4," mounted on a 49-inch Columbia light roadster. He rides a 47-inch now.

Troy has turned out but few lady riders, and I think one reason is the bad streets. I hope this year some of our married wheelmen will see the advantage of giving their better halves a chance to enjoy the pleasures and health of cycling, and take them along.

Why don't the two clubs here consolidate and make things lively?

Troy cannot support two clubs, especially when the two are more or less antagonistic. Should they join their energies, what a club would be produced!

Fred P. Edmans has a new store on Federal Street, and shows a fine stock of wheels. He is an old and experienced hand, and ought to be well patronized. His son Al. is a fine rider and racer.

I hope to see the Trojan Wheelmen a League club this year. Come, drop personal feeling and benefit yourselves and the "good cause."

With Consul Marshall a member of the T. W., Representative Knowlson a member of the Troy Bicycle Club, and Representative Spicer a member of the unattached, the League ought to boom in this city of girls, collars and cuffs.

We want better streets and roads, and the first step to take is to support the L. A. W. and join the "Roads' Improvement Association."

ORNH QRA.

The Trojans of old were besieged, and in the same manner we are going to besiege—beseech—the Trojans of New York State to help us along by sending in their subscriptions. It is a little trouble, of course, but we need your support.

BROOKLYN.

About twenty members of the Brooklyn Bicycle Club took a spin to Brighton Beach on Sunday morning, April 8. The wind being in their back, good time was made on the down trip. Arriving at the beach, they stalled their machines at Dixon's Hotel, having indulged in some mirthful talk with a Frenchman of great volubility, who wished to check the bicycles. Hereupon they inspected that great piece of modern engineering—the moving of the great hotel. The wheelmen climbed out on the spile-work on which the hotel formerly rested and managed to amuse themselves in other ways. Some rode along the moist beach as far as the Manhattan Beach Hotel and were afterwards joined by the rest; and, together, they rode to the Iron Pier at West Brighton, although there was hardly any enjoyment in doing this, as the wind was against them and made cycling difficult. When they started homeward the wind had, just out of spite, turned directly against them. And then—ye gods! didn't they scorch! Not much talking was done, because all were too busy trying to do each other up. But the procession kept together pretty well till Brown's cottage was reached. Upon entering, the wheelmen were greeted with the melody of "The Wind Blew Through His Whiskers," sung by a mocking-bird, a pet in the place. Then the scorching again commenced. Class, Borland and several others rode as if for dear life, while some others did not seem to be straining themselves so very much; to the latter the struggling efforts of the former gave much quiet enjoyment.

Several K. C. W., under the leadership of Mr. Bridgman, and also a number of L. I. W., were at the Island.

Schoefer, of the B. B. C., has become the proud possessor of a Columbia Light Roadster. He initiated his new mount by winning second place at the Twenty-third Regiment Games on Saturday evening, April 7. He could have obtained first place, he says, were it not for the reckless manner in which Borland, the first man, swung around the corners. The latter, by the way, did very well, hardly expecting, as he himself says, to win the race. A little more experience will make him a fast rider.

The Brooklyn were at the games in full force. They filled up the intervals of the orchestra by music of their own. All in all, they had a good time. The idea of going in a body is a good one; it encourages the members who are competing, and induces others to take part in athletic contests.

A tricycling club will be organized under the name of "Prospect T. C.," at Schwalbach's, in the ladies' room, on Thursday, April 12. As many as twenty-five have signified their intention of joining.

The K. C. W. supper has been postponed until Saturday, April 11.

At a meeting of the L. I. W., on Tuesday, April 3, several new members were elected, and Hon. A. C. Chapin, Mayor of Brooklyn, was elected to honorary membership. It will be remembered that Hon. A. C. Chapin recently appointed Mr. C. H. Luscomb, Captain L. I. W., a park commissioner.

On Saturday, April 14, the L. I. W. gave a ladies' reception. It was well attended. Among those present were Mayor Chapin and wife. A long and interesting programme occupied the attention of the members. It included vocal and instrumental recitations and dancing. Among the performers were: Mrs. Nellie Yale Nelson, leading lady of the Gilbert Dramatic Society, and Miss Vogt, pianist.

The Universal Cycling Club has joined the League in a body. A better step would be to join a large club in Brooklyn in a body.

THE BROOKLYN CLUB'S ELECTION.

The Brooklyn Bicycle Club held their annual meeting at the club house, in St. Felix Street, on Tuesday evening, April 10. The polls were open from 8 to 9 P. M. The meeting was called to order at 9 P. M. Mr. Slocum occupied the chair, with Mr. Raymond, Secretary, pro tem., at his side. Five applicants were elected to membership. Several matters of importance were transacted. Mr. Raymond, Treasurer, declared the

club in a very fair financial condition, his report being accepted with great approval and applause. Hereupon the result of the elections were made known. The regular ticket had carried the day as was a foregone conclusion. The only office which had two tickets was the secretaryship. Mr. Corby gained a majority over Mr. Cole, the independent candidate. After discussions and motions on various matters the meeting adjourned at 10:45 P. M. The meeting was very well attended, the members filling the room to its utmost capacity, some standing in the hallway. The following officers were elected:

President, Howard Greenman; Vice-President, W. E. Fuller; Secretary, G. F. Corby; Treasurer, H. E. Raymond; Captain, Howard Spelman; First Lieutenant, W. H. Meeteer; Second Lieutenant, G. L. Warner; Surgeon, A. C. Brush; Color Bearer, W. J. Kenmore, Jr.; Bugler, Percy Seixas; Trustees, W. F. Miller and D. W. Barker; Additional Trustees, L. W. Slocum (three years) and H. S. Stallknecht (two years).

Nothing definite has as yet been decided upon the B. B. C. club house. Plans have been submitted by Architects Norris and Smith. Mr. Smith's plans seem to be very good. They show a four-story English basement house with gymnasium, baths, etc., etc. It is far better to have the matter talked over and over than to rush the building of a costly structure.

Mr. T. A. Clarke, of the Mercury Wheel Club, has written a letter to the B. B. C. inviting them to join in taking steps in regard to the proposed century run to Philadelphia on Saturday, June 16.

INDEPENDENT.

We have taken pains to chronicle the wheel on-goings in our great sister city, but we want more of you Brooklyn men enrolled on our subscription books. A dollar a year is really very little, yet many of you club men seem to think it as large as the great round Sun. You are very near to us, and we want you to help us publish a really first-class wheel paper. We respectfully ask for your support.

JERSEY CITY.

It's a long lane that has no tomato cans.

The good effect of the New Jersey Liberty Bill, which has recently become a law, is already apparent in Hudson County. "Road hogs" were as common as mosquitos on the plank road from Jersey City to Newark, and instances of wheelmen being run down by them were frequent. This spring, however, wheelmen have experienced little or no difficulty from this source, and drivers who are still ignorant as to the rights of wheelmen have been enlightened.

The Hudson County Wheelmen are in a very healthy condition. Since February 1 twenty-two new members have been enrolled, and the membership of the club is at present eighty-four. Considering that Jersey City has the vilest streets of any city of its size, it is remarkable that so much enthusiasm in wheeling matters is shown.

On account of the vile streets, the Hudson County boys depend almost entirely on roads of other counties for the enjoyment of the sport. The Orange district is generally used, although the Staten Island roads attract a number of the Jersey City boys. As a matter of fact, however, in order to reach the Oranges, four miles of plank road (condition 3 to 5) and three miles of stone pavement have to be covered.

A 10-mile club race will be run by members of the Hudson County Wheelmen in the near future, at which a number of new flyers will be brought out.

Again the subject of the construction of a county road is brought up, which will be decided by ballot at the fall election. It is proposed to build this boulevard from the Bayonne section of Hudson County to Bergen County. The feeling of the residents of the county in this matter has already been demonstrated at two separate elections, a very large majority of the votes being cast in favor of the road, but each time there has been discovered some "flaw" in the bill, and it has been pronounced "unconstitutional."

COASTER,

Now you Jersey City men have been neglected by the cycling press. But our new correspondent will faithfully record all the wheel events of your railroad-ridden town, and you ought to get the paper each week. We want your help, and we specially appeal to the members of the Hudson County Wheelmen to enroll their names on our books.

NEW HAVEN.

NEW HAVEN, CT., April 9, 1888.

Bicycling hereabouts always starts up before the crocuses and the arbutus dare raise their welcome heads above the glittering expanse of whiteness, with which dame Nature hides her countenance during the winter months. Already dozens of new wheels, of all the new patterns, are in the hands of dealers and customers, and old riders have shaken the dust of winter confinement from their spidery wheels and dragged them forth to the garish light of day. Like most other places, New Haven will turn towards the Rover type safety this year to a considerable extent, and orders have been placed for a number of them already.

The New Haven Club will change its headquarters on April 15, having secured large and commodious rooms on the second floor of the Yodd block, corner of State and Elm streets, directly over Thos. Booth's restaurant and lunch counter, with which it will be connected by means of a convenient dumb-waiter. The club has adopted a new uniform this spring, in style somewhat resembling that of the Hartford Wheel Club, gray with black trimmings.

The 25th of this month has been set apart by the city authorities as "Founders' Day," so called because of its being the anniversary of the settlement of New Haven, which occurred in 1638. A special celebration will take place this year, and the bicycle club will participate in the parade with all the wheels it can muster, probably about sixty. Steps are already on foot in this vicinity to organize among the clubs in the State, a road racing association, but nothing definite has yet been done.

Our leading bicycle dealers and repairers, Bennett & Hale, of 112 Orange Street, report that spring business is starting in very lively. They have the agency of the Star, Victor and Singer wheels, and are pushing these popular wheels. They also have a very complete repair shop, especially fitted for bicycle repairing, particularly brazing and difficult work. One of the most complete outfits in this section of the country.

W. H. EEL.

Messrs. Bennett & Hale will receive subscriptions from all New Haven wheelmen. We now have a New Haven correspondent, and the paper will be especially interesting to you wheelmen of the college town.

EAST HARTFORD.

The riding season is just beginning to open here, but the alternate freezing nights and thawing days prevents it being very good. Two or three riders have had their wheels out every month during the winter, but the majority put theirs away at the beginning of winter.

The Wheel Club have been very active during the winter, and have increased their membership to over sixty. This was accomplished by securing a couple of large pleasant rooms and fitting up a gymnasium and club-room. The gymnasium is very complete, being fitted with all the modern apparatus. The club-room is fitted with a pool table as well as card and reading tables. At every meeting new names are proposed for membership, both wheelmen and other and the result is that there will be many new riders this spring.

A committee has been appointed to arrange and manage a base ball nine in the club, and challenges will probably be sent to other wheel clubs.

In the racing line, the club do not intend to lose any of the hold they have had. The track was wholly rebuilt last fall, and the shape and banking of the turns considerably changed. As soon as the frost is out of the ground the work of putting it into riding condition will be begun. A number of local men are training and it promises to be a very good year for the sport around here. The first race meet will take place about the middle of June. At this meet it is proposed to introduce running races and other contests different than bicycle racing.

HEB.

Attention is particularly called to the fittings furnished by Messrs. Lincoln, Holland & Co., of Worcester, Mass. With the best of facilities and reduced prices, they will give you your money's worth every time. If you wish a good second-hand machine at a bargain, write them what you want, state price you wish to pay, and they will describe their bargains. See ads. and "For Sale" column.

FIXTURES.

April 14—Annual Dinner K. C. W.
 April 14—Rowe vs. Howell; 5-mile race at Leicester.
 April 19-20—Atlanta, Ga.; Bicycle Tournament.
 April 28—Rowe vs. Howell; 1-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 29-30—Iowa Division Board of Officers meet at Cedar Falls.
 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.

GOOD ROADS.

A CRYING NEED OF MISSOURI.

A number of L. A. W. men are doing valuable road improvement instruction work in the press of the South and West. Their work is beginning to bear fruit, and it seems that the Western States will be the first to establish systems of improved roads. The following editorial from the Knox County *Independent*, published at Edina, Mo., contains facts that might be applied to the road systems of all the States:

"Good roads are not only desirable but necessary to all who use them, therefore would it not be a good idea for the farmers and liverymen to consider the question of organizing a state or county association composed of all who are interested in the improvement of highways? The question of road improvement is by far the most important that farmers are trying to deal with. There are others, too, to whom this question is important, and we see no reason why all such could not pull together to accomplish the common desire. There are the civil engineers, road contractors, and owners of vehicles generally, all wanting good roads, but making no concerted action to get them. If we could get the representatives of these different interests together, we would have a powerful organization, capable of doing much more than the farmers can do. Every year large amounts of money are spent by national, state and county governments on internal improvements, but seldom does a cent go toward highway improvement; most of it is spent in dredging creeks, building levees, etc., and only occasionally does the work do the general public any good. It is an open secret that the annual internal improvement appropriation is more for the purpose of solidifying 'districts' and getting rid of money, than anything else. So if the money is going to be spent, why not make some effort to have a large part of it spent on the roads, and why not have a strong organization to see that the money is rightly spent? Our present road tax is ample to give us fine macadamized roads, passable in winter and summer, and how much longer are our readers and the people of Knox County in general, going to put up with the present condition of things? Roads impassable, trade stagnant, etc. Simpson County, Ky., a county not nearly as large, nor as rich as ours, voted a cool \$100,000 lately to construct and improve the roads in their county. Why can't Knox County do likewise? Make it a point at the coming fall elections to vote only for such candidates as promise their full support to any measure looking toward the improvement of the highways, and thereby inaugurate a new condition of things."

FUNERAL OF PROFESSOR PAUL.

THE JURY FINDS THE HORSEMAN GUILTY OF RECKLESS DRIVING.

The funeral of Prof. Paul, Principal of the High School at Washington, D. C., who was run over and fatally injured by a reckless horseman, March 31, while riding a safety bicycle, was very largely attended. The public schools were closed as a mark of respect. The splendidly drilled High School Cadet Corps, which was one of the achievements of Mr. Paul's life, attended the remains to the grave as a guard of honor.

The Coroner's Jury declared the horseman to have been guilty of careless and reckless riding, and he was sent to jail to await the action of the Grand Jury.

ALBANY WHEELMEN'S ENTERTAINMENT.

ACADEMY OF MUSIC, THURSDAY, APRIL 3.

The Albany Wheelmen, assisted by the Troy Bicycle Club, drew a large crowd to their entertainment. The music was supplied during the evening by the Troy Bicycle Club orchestra. The entertainment opened with a performance on the parallel bars by Prof. Zahn and Perkins, and Messrs. F. J. Schutt, A. H. Stone and A. Lilienthal and Henry Weil, who did some clever work.

Mr. Thos. E. Smith gave a difficult trapeze performance, and Mr. Louis Herman swung Indian clubs. Messrs. Kennedy, Rogers, Barnard and Raehr gave an acrobatic performance.

An exciting event was the meeting between Messrs. Conner and Duncan, who gave a sparring exhibition. Among the other numbers on the programme were: Drill by the Junior Y. M. C. A. class, under Prof. Dickinson; drill, by Troy Club team of fourteen, under command of Captain Thiessen; double fancy riding, by A. F. Edmunds and H. M. Hudson, and a bout with the foils between Captain W. M. Thiessen and S. E. Wells.

We want to extend our paper up Albany way. We are striving to spread the doctrine of roads improvement, and you must help us by practical support. Our great big subscription book has a yawning space in which we want to write the names of you Albany men.

BON VOYAGE TO HOWARD.

At the rooms of the Boston Bicycle Club on St. James Avenue last Thursday evening, the board of officers Massachusetts Division, L. A. W., tendered a farewell dinner to their comrade, Mr. Charles S. Howard, bicycling editor of the Boston *Globe*, who will sail on Tuesday next for the Azores Islands, where he will spend three months in quest of health and recuperation. Among those present were Chief Consul H. V. Hayes, Representatives J. S. Dean, Dr. Emery, Dr. Kendall, Seward, A. H. Robinson and Coleman, and Messrs. Myers, Dodge, E. P. J. Morton, W. K. Corey, J. C. Morse and Walter Robinson. A fine spread was served by Caterer Nottingham, and informal remarks were made by all the gentlemen present. Mr. Howard responded appropriately to the many kind words said concerning him. He is one of the best known of wheelmen, was a prominent member of the well-known Ramblers, and was once the champion slow rider. Journalistic strain has affected him so that a respite is necessary, and he will carry with him the wishes of a host of friends for his complete restoration to health.—*Globe*.

EL PLANO ESTACADO.

THE WHEEL IN TEXAS.

ESTACADO, TEXAS, March 22, 1888.

Dear Sir:—Yours of 12th inst. at hand, and I was pleased with your communication, especially that portion desiring more information about our wonderful new country. My wheel will be here before long, and I think my eldest boy and myself will have the honor of being the pioneers in the bicycle business on the plains.

The Staked Plains, or El Plano Estacado, is a high plateau, averaging about 3,000 feet above sea level, and embraces a large area of fertile land. The headwaters of the Canadian River is its north boundary (see a map), the Pecos (Paycos) River its west boundary, the headwaters of the Nueces River, or the Galveston, Harrisburg & San Antonio Railway, its south boundary, and the "brakes," or level lands of the main body of the State, its eastern boundary; about longitude 101½. It is about 250 miles long and from 150 to 75 miles wide, though cañons and streams sometimes penetrate the plains to a considerable distance. The Plains is a level country. Where we are, about north latitude 34 and longitude 102 west from Greenwich; the name is properly the Central Plano Estacado, or Central Plains. Until within the past few years (seven years) the Plains was only known as a barren, desolate region, where life was not safe. Exploration revealed a rich country in grass, good land and water, both on the surface and anywhere in wells. And an experience and experiments, lasting seven years, have established the fact that the seasons here are much better than further east, because more certain. In short, the last part of Texas to attract emigration is the best part. Indians used to always

be lost at the "foot of the Plains" by pursuing parties. This was common a few years ago. (We have lived on the frontier twenty-two years now.) But now we can understand it. Out here they found the very best pastures and water, and plenty of game, and here is where they hid. General McKenzie was the man to learn the secret rendezvous and to break up the Brazos headquarters of the marauding Indian. The soil of the Plains here is of a brownish color, a rich loam, with just enough sand to cultivate well. The subsoil is clay and rotten limestone. The grass is curly mesquite, or Buffalo Grass, the best range grass in the world. You can start from the Texas & Pacific Railway south of here about 150 miles and ride on a bicycle to the brakes of the Canadian, about the same distance north, without encountering a single obstruction. It has the finest natural roads in the world and always will have. The time is coming when it will supply the champion wheelmen of the world, for it not only affords the best field for practice and the best roads, but being so high, having such pure atmosphere, and no swamps, stagnant waters, nor miasmatic generators, its boys, and men and women, will grow up stout and healthy and able to endure a vast deal of labor, comparatively. The climate has an effect upon every one. We have had a considerable settlement here for eight years, and not one person has died from sickness here! This is remarkable—but true.

If I had time I would write more. Some time, before long, I will give you a letter.

Respectfully, etc.,

JOHN W. MURRAY.

NEW CYCLE ACCESSORIES.

A new spring, the invention of Mr. J. K. Starley, of Starley & Sutton, Coventry, has recently been brought out, and is now attracting much attention among velocipedists, owing to the fact that it enables the saddle to retain its horizontal position, although the spring itself drops at an oblique angle. Hitherto springs have been made with a purely vertical action, which is very satisfactory when the machine is stationary—and riders usually test the spring while the machine is standing—but when the machine is in motion and strikes an obstacle, a totally different result takes place, the fore part of the machine being raised and the seat thrown back, causing the rider to pitch towards the point of the saddle, which is very tiring and often dangerous. By the application of the new spring, the "Cyclist," the saddle is mounted in such a way that on an obstacle being struck causing a deflection of the machine, the saddle takes up the deflection at a neutral angle, thus preventing any shock being experienced by the rider. The improvement appears to be a valuable one, and likely to meet with an extensive patronage during the coming season.

The same firm are also introducing two new wrenches—the "Victor," made by Sansom, Teale & Co., Birmingham; and the "Tourist," made by Perry & Co., Birmingham. The former of these is described as follows: Hitherto most adjustable wrenches have been made of forgings, or have been cast to shape and then drilled or machined in their sliding parts. Such wrenches are heavier, less reliable, and more expensive by reason of their requiring to be machined. Mr. Starley has, however, set himself to work to make a wrench that is reliable and light, yet strong and cheap. The wrench in question is made of steel, the handle portion being forged, and the sliding part being pressed out of sheet steel and turned to shape. By this means he claims to have made a slide that is the maximum of strength with the minimum of weight, and which does away with machining. The blanks are pressed, then raised each side, and a steel thickening piece inserted the required distance, when the whole is brazed together. A notable feature in the wrench is the strengthening extension of the sliding piece, which is also patented. Adjusting wrenches are always stronger when closed, and the wider they are opened the weaker they become. By the adoption of this extension of slide the wrench is as strong when opened to receive a half-inch nut as an ordinary adjusting wrench is when closed. The object of the firm has been to supply wrenches that may be depended upon not to break when a pedal or back wheel pin nut, requiring great force, has to be tightened up, and in this endeavor they claim they have achieved complete success.—*Ironmonger*.

ENGLISH TOURING NOTES.

We have concluded that the chief reason why the ordinary tourist in Europe comes home with but the most vague recollections of places seen is, that he not only usually travels by rail or horse power, in a hasty scamper through the countries, but he is to such an extent in the blissful bonds of hymen that he has little time for scenery or note-taking.

It is not the writer's intention to disparage the practice of spending honeymoons in Europe, but it is the mode of travel that should be changed, in order to see the most and to enjoy to the fullest the tour that can afford a lifetime of pleasant memories. Several American couples have "done" Europe more or less on tandem tricycles during the past summer, resulting in a great benefit to health, a more thorough collecting of facts and information and more real enjoyment than can possibly be had by any other means of travel than cycling.

With public houses so frequent, the roads averaging so good, and the summers so cool and delightful, the more exacting wants of a lady tourist even are easily met and supplied, and no one need hesitate about setting out on a journey of ten miles, or a thousand miles, for one can, by the aid of road and route books and maps, so gauge his or her wheeling as to dismount at the door of some inn, and be well cared for, and at prices that vary according to the style one may wish to go in. It was to me a pleasure to know that there need be little care as to where the shades of evening found us, for the villages and towns were so numerous that if one hamlet did not prove hospitable we could easily push on to another. And, by the way, those same shades in clear weather always seemed to us a long while coming, which was charming, for the glorious golden twilight of the summer evenings in England held out till very late compared to ours, and the July and August days seemed to merge imperceptibly night.

What a joy to glide on during such evenings, which are a little cooler than at midday, over a road that is like a "great white river of peace" under you, and nothing to molest or make you afraid!

The nights, even of last summer, which was warmer than is usual over there, were so cool and September-like that one could sleep the sleep of the just, and secure the utmost comfort and rest that a tourist needs, even if he rides at a moderate pace, as one must to properly see objects of interest that are in such numbers and almost everywhere. The cycling tourist, if anything of a note taker, can never say with the flighty railroad excursionist that "he had been there but did not see the place," for in no other way can one see so much nor so well as when cycling.

On arriving at some prominent attraction, the dismount during inspection is at times an agreeable change, and one is all the more ready to drink in the beauty of wayside scenes, for the halt, however short it may be.

Not but that with properly adjusted saddle and springs, and an easy-going machine one can ride for hours without discomfort; but there is, of course, a happy medium to be observed in order to have the days and weeks roll on as if through "a summer land of song," that is just what it is, for there is a song almost unending in the heart of the cyclist who is sauntering on at will through pretty changes of scene, and who is supposed to have left dull care behind, and is on the grandest holiday (thirty-five of them!) trip he has ever taken, for such it was to us. Much, of course, depends upon the condition of the roads, which varies with the weather, for in very dry seasons the macadam is very dusty, and in many places broken so as to be bumpy, and in wet weather mud will fly. Then your hotel bills increase, unless you continue on your way.

The cross roads and lanes will give most trouble, but by keeping to the main thoroughfares one can hardly fail to have passable wheeling even with weather conditions unfavorable. Parties on machines making more than one track are hereby advised to think twice before venturing on cross-roads, for a lane that starts out with beautiful smooth macadam often suddenly "calls it in" and gives you very loose gravel or sand to push through.

We found such, and the Facile ran miles in the

wheel tracks of trucks, all outside of which was a wilderness of woe—and stones.

No three or two tracker could have ridden a rod there, and that was where our single track was easiest, as it is even on the best of roads.

ART.

A VISIT TO DRESDEN.

THE CYCLIST.

The city is divided into two portions by the river Elbe, the old town on the left and the new town on the right bank. Each side is well fixed up with first and second-rate beer saloons, where beer (to memory dear) is quaffed daily in gallons, as the silent river flows on forever at a few yards from the gardens of the restaurants. These gardens have a very peculiar appearance at night, as they are splendidly illuminated by hundreds of white gas globes, and the strains of some excellent band issues forth with on the still evening breeze, which is slowly carried over the river to the ears of thousands of lazy listeners, as well as to the bridge that joins the two towns, from whence a delightful view of all this gaiety may be well obtained. There is a lovely and well-arranged promenade about half-a-mile long on the banks of the river, called Brühl Terrace, and it is situated about thirty feet above the level of the road that runs alongside the water's edge. Every fine evening fashionable and aristocratic personages are to be met taking an after-dinner stroll, or listening to the band that plays, at intervals, fascinating selections of music. The sight up and down river from this terrace on a still moonlight night gives one quite a romantic feeling, especially as a casual glance is directed towards the old bridge, or to the left, where the old spires and castle towers peer far into the starry heavens, and on which there is every aspect of age from their dark tinge and time-eaten walls.

We next get a look at the Hof-Theatre, Opera House, and find it a very large, handsome building, having every appearance of being new, which we afterwards learn is the case. It was burned down in 1869 and has since been thoroughly and tastefully rebuilt. That good old Gothic building, the King's Palace, is a pleasure to examine, and one can imagine it is ancient when we were informed it was commenced in 1534! The tower is 330 feet high. The principal streets, we particularly noticed, were the Schosstrasse and the old and new Market Places, in which are some really fine shops, equal to some of those in Regent Street.

Close to the old Market Place is a fine old church, with a tower 310 feet high and up which we decided to go. After a great number of winding steps we attained the balcony, which ran around outside, and were fully repaid for our climb, as the view of Dresden and the surrounding country was really enchanting. While up in the tower we were informed by the watchman who patrolled the balcony every quarter of an hour all day and through the night to warn the central office in case of fire, and also to toll the quarter, half and hours, that the old belfry was well worth a visit, so up we climb some narrow wooden stairs to the top, where the enormous bells were situated, and here we anxiously waited to listen to the chimes of 12 o'clock noon, against the advice of the watchman. At first the small bell saluted us with four dismal strokes, which we took slight notice of, but when the tremendous clap of "Bell Thunder" struck up from the big bell—*à la* "Big Ben"—we were deafened, and could not, without danger, get out of the belfry until twelve had chimed out. The vibration of the tower grew terrible, and to stuff our ears with our hands was useless, so we had to go through this being "struck-deaf-system" until we could escape at thirty seconds past twelve o'clock noon! All that day Dresden was as deaf to our ears as it would have been to "Faed," and we had had quite enough of visiting bells, etc., so we turned our attention to sights and scenes more adjacent to matters cycling.

The best roads of Germany are to be found in Saxony, and the surrounding roads are excellent, whilst the scenery and country is charming, so that everything is to be found for the most difficult cyclist at Dresden.

There are plenty of good rides, and whilst across our steel steeds we did not forget to visit

Triebischthat and have a look around the Government Factory, where all the celebrated Dresden china is manufactured.

The favorite ride, however, and the one we most frequented, was in the Grosse Garten and those that surrounded it, as they were really excellent for Germany.

The Grosse Garten is a beautiful park, which may be *slightly* compared to the Bois de Boulogne, Paris, and there is certainly a very fine zoological garden situated at the right hand angle of this park, where we had the pleasure of inspecting an extra fine collection of every description of animals, more especially the monkeys.

At the very extreme end of the park, about two miles from the town, we were conducted to the cycling track, which we found was a newly arranged path—in a "cornfield"—and was, therefore, far from being good. The concern is a private speculation of about half a dozen gentlemen, who are naturally not *tout à fait* well up in the sporting portion of cycling yet. The general arrangements are fairly good, such as the dressing-rooms, grand stand and such like, but the path itself leaves a lot to be desired; the surface is far too loose, and is not constructed of the right material. We gave several gentlemen the benefit of our experience, and left them to ponder and to finally realize, perhaps, our instructions as to how to construct and conduct a cycling ground!

There are several clubs in Dresden, and the sport in general is looked upon in favorable spirit amongst the public. The trade is well looked after, and there are several agents for such firms as Rudge Cycle Company (Limited), Humber & Co., Bayliss, Thomas & Co., etc., representing English wheels, but a kind of supreme monopoly reigns in this town owing to the presence of one of the best and most important German cycle manufacturers throughout that country.

We were very anxious to visit this factory, and having a good introduction from the able pen of our *confrère*, T. H. S. Walker, of Berlin (editor of *Der Radfahrer*), we set out one morning with the intention of thoroughly inspecting the works, as well as the cycles. We arrive before a magnificent red brick building, constructed on most practical and new principles, which we learn is our destination, and the sewing machine and cycle factory of Messrs. Siedel & Naumann. We enter a vast yard, and find ourselves in face of the principal offices, then we make our way up a number of steps to the second floor, present ourselves to one of the principal clerks, who most courteously offers to conduct us around and give us all the information possible. Unfortunately, Mr. Naumann was away in England, which we regretted, but in his unavoidable absence we receive most kind attention all through our stay, and must thank those who so amiably and patiently gave us the details, from which we have pleasure in relating the most interesting to our readers.

The factory is immense, which we learn is 225 metres long, 150 metres broad, and covers a vast space of ground; it is four stories high, is composed of a square, with frontage and each side for works, and the back block of buildings is the foundry; in the yard is the gigantic chimney stack and engine houses. We cannot favorably compare these beautifully designed works to anything yet seen in England.

In 1868 sewing machines were made after the system "Wheeler & Wilson," and in 1873 the system "Singer." In 1875 25,000 machines were constructed; in 1880 100,000! and in 1886 380,000! were sent away from this vast establishment. The financial turnover increased naturally by the above yearly, and in 1883 the sum of 1,950,000 marks was reached, but considerably surpassed in 1884 to nearly double, the receipts being 2,230,000 marks, and in 1885 the enormous sum of 2,650,000 marks was realized!

We having looked through the sewing machine department, we now passed across the yard to the foundry, and was just in time to witness the interesting spectacle of running the iron and steel. The foundry is capable of running from 4,800 to 5,000 kilos. (1,000 lbs.) of iron daily, and that employed is principally English.

The factory is backed up by a splendid engine of 200 horse power, and the works are illuminated throughout by the electric light, which keeps four engines at work when lighted. There are 40 large electric globes and 420 ordinary small lights distributed throughout. In the sewing machine departments there are about 600 different machines used, such as lathes, drilling, sawing, planing, piercing machines, etc., etc. In 1886 the factory employed nearly 1,000 workpeople, and the wages were from two to four marks daily for the ordinary workmen, such as turners, pattern makers, painters, etc. The packers earned nearly three marks, and the women 1 mark 50 frs. (1s. 6d.) daily, whilst the lads got about 1 mark 40 frs. (1s. 5d.) per day. Ever since the opening of the factory the manufactory has never ceased work, and the rules of the establishment are very strictly observed. Mr. Naumann has astonishing energy, and is wonderfully well liked and esteemed by all those who surround him, so that the enormous success realized is not to be wondered at. It may be mentioned here that this manufactory is a company trading under the title of Seidel and Naumann, with a capital of 2½ millions of marks. Mr. Naumann occupies the position of managing director.

Now we were all red hot to see the cycle making department, which had been commenced but early in 1886, and no very great attention had been bestowed upon this industry until quite recently. Now "all's aboard," so beware, "ye sons of Albion!" Still, nothing very serious in the way of keen competition can possibly worry the heads of our Coventry friends, and, after having perused this article, they may not have any fear of sleepless nights on account of the German competition. We first get a glance at the various patterns in the course of construction, and are somewhat surprised to find that an exact copy of the Marlboro Club tricycle is the principal machine made, and is named the Saxonia. The copy is a good one, and all the details, from the spring fork to the bearings, are contained in this tricycle. The bicycle, named Naumann's Special Club, also the Dresden, is another exact copy of the Coventry Machinists' Club bicycle, but weighing about 40 pounds. Messrs. Naumann and Seidel manufacture six or seven different styles, bicycles, bicyclettes, tri cycles and tandems, all more or less exact copies of the Coventry Machinists' Company's cycles; they employ about 200 workmen on cycles, and the men earn from 20 to 36 marks (£1 to 36s.) weekly, and the majority are working piecework. We were informed they were turning out from 20 to 22 bicycles and tricycles per day, but we should think this amount was hardly possible—per week, perhaps. There were three

or four large workshops utilized for the manufacture of cycles, and we passed through a nickel-plating room, polishing shop, painting and enameling shop, well fitted up, indeed, with many enamel ovens, but the system of enameling was very inferior to our Coventry process. Then we visited the fitting and other machine shops, all exceptionally well organized.

Amongst the machinery which appeared to us very practical was the drilling machines, on very exact and excellent principles; the machine for specially turning heads and necks, and six small machines for cutting cog and chain wheels were perfection. There were machines for rim and backbone rolling, and machinery to finish all steel parts on the premises that to our idea could not possibly be excelled, if equalled. All tools and many parts were made and really beautifully finished on the premises, but a great many parts in the rough and other portions of the machines were got over from England.

No one about the works seemed to be well acquainted with the practical part of the wheel, and while they are making England's old patents at Dresden, Coventry will be busy inventing or improving virtual new pattern cycles. Although the machinery and the factory is perfection, knowledge of the trade is absent in the majority of the German cycle works. This is how England will beat them in the race for premier honors—with first-class goods.

TO THOSE WHO INTEND TOURING IN ENGLAND THIS YEAR.

Dear Editor:—To write to you about touring in England, at a time when the freaks of the dreaded blizzard makes the very thought of being out of doors as loathsome as roast pork to a man with a bilious attack, might argue great want of thought, or a cold-blooded irony on my part.

Such undesirable qualities I disclaim, and knowing that your true enthusiastic tourist delights keenly in all those pleasures of anticipation that are created and fostered by great preliminary conning of maps, fixing of distances and routes, and bearing in mind also the fact, that you, your sisters, cousins, and aunts, intend visiting us in greater force than ever, I have thought a few practical hints, the fruit of experience, might perchance be of use to you.

Now, first, that all important question to cyclists—the roads. I do not wish, dear Editor, to raise too great expectations in your mind about the roads here. We have some very sorry tracks. I wot of one constructed of shingle, a most effectual Turkish bath on a warm day; but as a rule they are good—from an American standard, very good.

I remember reading last year in your excellent paper, *The Wheel*, several interesting descriptions of cycling tours in the States, and could not but admire the Stevensish pluck displayed, in pushing on in spite of all obstacles, and the evident enjoyment withal. Men who can meet those difficulties with such light-hearted equanimity, would deem our worst roads very good going.

The roads south of London are certainly the best, though of course there are grand and famed stretches of country on the north, notably Biggleswade and district. With regard to the great main roads from north to south, I have a decided preference for the western one that runs through the towns of Derby, Leicester, Northampton and St. Albans; over the eastern route, that touches at Nottingham, Oakham, Bedford and Barnet, both by reason of the surface and scenery. In Cheshire and Derbyshire the latter is charming.

You give me to understand that your country roads are few, whilst ours cross, and branch off from each other, in confusing multiplicity. In going along a great highway, this peculiarity is of small import—the breadth, the surface, the telegraph poles, will clearly point your course; but off them the case is different, and the intricacies of the lanes often confuse the oldest hands. In some go-ahead districts signposts are erected where wanted, but in many parts they have fallen into tantalising decrepitude, or retired from business altogether. To make matters worse, hours may pass without a soul appearing, except perhaps a boy scaring rooks, whose sheepishness and local dialect hardly help matters. In this dilemma, compass and map must be consulted, and the road that seems most likely, patiently followed through all its windings, in the Micawber-like hope of something turning up.

English weather is a subject to be handled with the greatest diffidence. Weather prophets, poor fellows, have a rough time of it here. Frequently they will arrange matters nicely for a day or two, when up jumps some fool of a thunderstorm, and things are anyhow for a fortnight, and the distracted prophets have to take refuge under some such unsatisfactory wrinkle as "fair generally, with local rains." In such a don't-know-my-own-mind sort of climate as that, a Macintosh is a *sine qua non* to all who have an honest dread of rheumatic fever. I will venture to say, however, with all due reservation, that from June till October, good touring weather may reasonably be looked for, July being the warmest, August and early September the pleasantest of the lot.

With regard to distance, a sound young fellow could very easily ride from forty to sixty



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14 PRIZE MEDALS.

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Herewith I hand you \$1.00 in payment for one year's subscription to *The Wheel & Cycling Trade Review* to begin with the issue of

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miles a day on our roads, without scorching, or neglecting objects of interest.

Hotels, not on the gigantic scale to which you are accustomed, but cosy, homely hostleries drag on an uneventful existence in every quiet town, and with a little generous allowance on your part for differences in national ideas with regard to *menu*, etc., I have every confidence that you will be made, with very few exceptions, quite comfortable. The cost of living at a Cyclist Touring Club hotel to members is about two and a half dollars a day; it could be done considerably cheaper at lower-class houses; it is best, however, to follow Emerson's advice, and go to good hotels. It is difficult to get an early breakfast.

Whilst on the subject of hotels, may I put in a plea for the servants? Not to mince matters, they expect a small gratuity on your departure. I know you are adverse to this system, and I do not defend it, but it is really a part of their wages, and once let it be fixed in their minds that Americans neglect this ancient custom, a sense of injustice will arise, and Americans will, I am afraid, have to pay dearly in the future for their devotion to an opinion.

Insist on seeing your machine put away in a safe place, where neither horse will play football with it, or clumsy ostler charge it with a carriage. To lock the wheels is a wise precaution. Many a tour has come to an untimely and ignominious end through the inquisitive proclivities of a stable boy.

I take it, dear Editor, that you do not intend to cross the ocean for the mere luxury of better roads. You wish to see the ancient stormbeaten edifices and castles, tangible chapters of history, with which the land is strewn; to view the many fields where our fathers bled, to gain of the peace and brightness that lurks in flower-decked hedges, and verdant, rolling hills. Come, then! You will enjoy yourself.

FREE LANCE.

DID YOU SPEAK OF BALL BEARINGS?

The geared Faciles have "a few" of them. Thus:

Geared axle itself has 4 rows of 15 balls each, making.....	60
Sun wheel has 1 row of 15 balls, making....	15
Planet wheel has 2 rows of 14 balls each, making.....	28
Right crank-pin has 2 rows of 11 balls each, making.....	22
Conn-rod ends have 4 rows of 11 balls each, making.....	44
Lever-ends have 4 rows of 11 balls each, making.....	44
"Abingdon" head has 2 rows of 9 balls each, making.....	18
Back wheel has 2 rows of 9 balls each, making.....	18
Total.....	249

The axle complete contains 75 balls; the crank-ends contain 50 balls; the four bearing places on the levers contain 88 balls; the head and back wheel contain 36 balls, the total being far more than were ever used in any one machine before.

JULIUS WILCOX.

NEW YORK, April 11, 1888.

CANADIAN WHEELMEN'S ASSOCIATION.

The annual meet of the board of officers, C. W. A., was held at Toronto, March 22. Fourteen out of twenty-four members were present. The chief business was the acceptance of the Ramblers' invite to hold the 1888 meet at Belleville on Monday, July 2. The Secretary-Treasurer reported a membership of about 800, and a balance in the exchequer of about \$300. A motion was passed to discontinue the sale of cloth for C. W. A. uniforms, the buttons and gold badges being retained as distinctive marks of association membership. The Ramblers, who will entertain the members at Belleville, are a very powerful club. Already \$500 has been subscribed for an entertainment fund. The race meet, which will be a feature of the annual meet, will be held on Belleville's half-mile track.

Mr. H. C. Squire, No. 178 Broadway, has been appointed New York agent for the "Club" wheels. He will show the "Swift" Safety, the "King of Clubs" bicycle, and other products of the Coventry Machinists' Company, at his Broadway store.

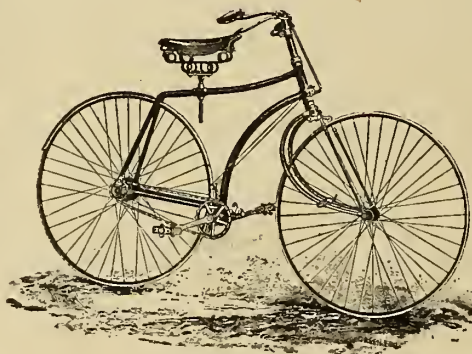
A. G. SPALDING & BROS.

THAT SPRING-FORK IS A DANDY.

Of course you want a rear-driving Safety—every one does. They have demonstrated their superiority on the level and over the hill. They climb easily; they coast swiftly and safely. On rough roads, for night riding and near great cities, they are unbeatable. Therefore you want one.

There are Safeties and Safeties, but there is only one Victor Safety.

Have you seen the Victor yet? If not, you want to hurry around to our store and rest an optic on it.



The wheel is handsome, having graceful lines and a beautiful finish of dead enamel, with nickel trimmings. Notice the rectangular frame, the strongest and lightest made, which gives it strength sufficient to resist any strain you can put upon it. Examine every part, and try to find an imperfection either in design, workmanship, or material. The Victor contains only the best, as all old riders know, and as new riders are fast learning to appreciate.

"That Spring Fork is a dandy!" exclaimed Level Head, who had just returned from his first ride in the Park on his new Victor, and this remark expresses the opinion of all who have tried it. Borrow a Victor Safety and you will endorse the universal verdict. It might be well to explain to the novice that one of the greatest discomforts of this type of machine was the VIBRATION, which not only jarred the whole system, shaking machine and rider to pieces, but also deadened the arms and made the entire body sore.

It has been the aim of all manufacturers to find some anti-vibration device, but it was not until the Victor Spring Fork was perfected that this object was accomplished. This Spring Fork enables you to glide over rough surfaces and rutty places without feeling any jar, and it saves not only yourself but the machine.

The Victor Safety weighs but fifty-one pounds, several pounds lighter than most other rear drivers.

A. G. SPALDING & BROS.

The first lot was gobbled up and carried off as soon as received from the factory. The demand for them is something phenomenal. By the way, we almost forgot to speak of the material, but this is scarcely necessary, for all riders know that nothing but the best comes from the Victor factory.

We will now say something of sundries. In enamel and lubricating and illuminating oils we offer a choice stock. We put up a superior enamel, jet black, quick drying and with a beautiful lustre, at fifty cents a bottle. Try it and make your wheel look like new. Wheelmen have hitherto been charged extravagant prices for oils. We are marketing in large quantities one pint cans of lubricating and illuminating oil, of the best quality, at 15 cents per can.

Cyclometers are always in favor, for what is more pleasing than to keep a record of the season's riding or to mark the distances of favorite runs. Many imperfect instruments have been put on the market, but we offer this season a choice line of mile measurers.

The BROOKS HUB CYCLOMETER is the greatest favorite at our store and sells like the proverbial "HOT CAKES." It is a positive motion cyclometer and has been subjected by us to most satisfactory tests. They are reliable instruments and give great satisfaction. Price only \$5. We also handle the Victor, the Butcher and the Lakin cyclometers, all of which are accurate and retail at \$10 each. We propose to make our Broadway store the headquarters for anything and everything the wheelmen of this vicinity may want. We want you to call and see us. We shall get everything in the cycling line worth having, and we shall get it *first*. Our cycle department will always have something new to interest you, something novel in the line of sundries, uniforms, stockings, shoes, caps, etc., etc.

New riders are especially invited to call and inspect our outfitting department. We cannot only sell you the best wheel, but we can show you as fine a line of shoes, caps, jerseys and stockings as one could wish to look at, and all at reasonable prices. We can offer you fine suits, in all styles of cuts and materials, caps in every design and color, shoes at all prices and all makes, stocking sweaters, tights, etc., etc. Sample cards and price list will be sent to out of town riders on application.

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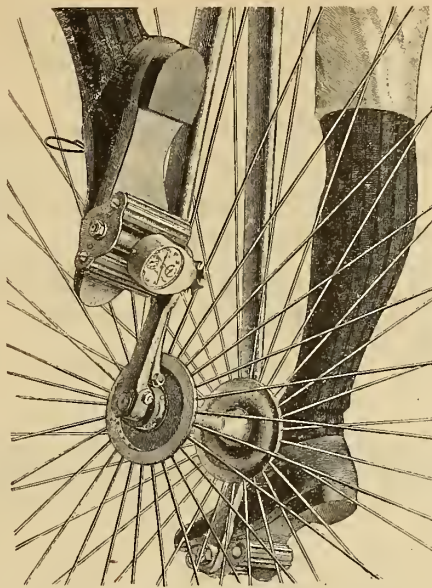
Our e. c., the *Bicycling News*, never allows an opportunity to pass to refer to our e. c., the *Bicycling World*, as "the leading American paper." It is a matter of extreme regret that our American contemporary cannot return the compliment.

We understand that Mr. Burley B. Ayers is "getting up" a charming illustrated description of the delights, cycling and otherwise, of Baltimore City. This is a much better plan than mulcting the trade to pay for an expensive souvenir, as has been the custom in past years.

Mr. G. M. L. Sachs, of the Manhattan Athletic Club, will take to Europe, in company with his athletic team, any cyclist who will show a trial of 2m. 31½s. before May 25 this year. It is impossible for any cyclist to get into such form at so early a date; besides, the first-class tracks are not in shape by that time. With the exception of Kluge, we now have no amateur cyclist who could hold his own with Osmond and other English cracks.

The Harvard College Bicycle Club will hold a road race April 27, and if the weather is unfavorable, May 4. The course will be fifteen miles in length through Brighton, Newton, Waltham and Watertown.

Mr. L. H. Johnson, Orange, N. J., will make a specialty of the genuine Humber wheels, of which he is sole United States agent. The Humbers are rated very high on the other side and invariably capture the records, as well as awards at all the prominent exhibitions. The wheels Mr. Johnson will handle are the Crippler bicycle, for ladies or gentlemen; Crippler, for gentlemen; Crippler tandem, ladies or gentlemen; Humber tricycle, Humber tandem, Humber bicycle, and Humber Safety bicycle. A catalogue containing fine cuts and complete descriptions of these wheels will be sent on application.



Weight, 6 oz.

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

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GENERAL AGENT FOR THE SALE OF THE

AMERICAN BICYCLES,

Manufactured by Gormully & Jeffery Mfg. Co.

Champion, Light Champion,
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cles, Velocipedes, &c., &c.

SUNDRIES OF EVERY DESCRIPTION.

Repairing and Nickel Plating a Specialty.

Send Stamp for Illustrated Catalogue.



\$2.50, SPADE HANDLES to fit any machine, \$2.50
NICKELLED Cowhorn bars with brake lever to match, \$3.50

SPADE and BARS furnished in the best nickel.

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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!

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Repairs!

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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.,

115 LIBERTY STREET.

Works and Main Office, SMITHVILLE, N. J.

ST. LOUIS.

The St. Louis *Spectator* of April 7 publishes a cut of a ladies' bicycle in connection with the following paragraph: "Anent the talk now going on in the cycling press relative to a ladies' bicycle, I beg to refer my readers to the above cut of the first machine of this class ever made and ridden by a lady. [Mr. Page probably means made for—not made by—a lady.—ED.] This machine is the invention of Arthur Young, of St. Louis, and the cut was first printed in the *Spectator* for May 21, 1887. This bicycle was successfully ridden by several ladies, and combines all the best points now claimed by the Smith Cycle Company, of Washington.

The regular monthly meeting of the Missouri Bicycle Club was held Tuesday night, April 2, the usual routine business being transacted. Seven new members were elected, three to the active and four to the associate list, and a number of plans were discussed looking to the promotion of the club's well being. Among other changes, it has been suggested that the room now used to store the tricycles be utilized as a wheel room, and that the lockers, which now occupy a room on the second floor, be removed to the space now used for the wheel room, and that the room thus vacated on the second floor be furnished with a billiard table, in addition to the one now occupying the billiard room. The billiard and pool tables being a source of income as well as of pleasure to the members of the club, it is quite likely that this plan will be carried out.—*St. Louis Spectator*.

ST. LOUIS CYCLE CLUB.

The St. Louis Cycle Club held its annual meeting at its headquarters Monday evening, April 1, and the following gentlemen were elected to serve as officers for the coming year: President, George H. Lucas; vice-president, Eugene Jaccard; treasurer, Walter Tyler; assistant treasurer, H. W. Greenwood; secretary, E. L. Mockler; members of executive committee, F. J. Suda and R. E. Lee; captain, E. N. Sanders; first lieutenant, Richard Hurck; second lieutenant, George E. Tivy; third lieutenant, Will H. Carlin; color-bearer, C. T. Westlake. The annual report showed the club to be in a sound and healthy condition, and its history shows how a club may grow and prosper when its members pull together. The Cycle Club was organized June 4, 1887, with thirty-four members, and on November 1 of the same year had 104 active members and a large associate list. At this meeting three active and two associate members were added to the list, and other applications have been handed in. The club has not yet fixed on its new location, but the matter has been for some time in the hands of a competent committee, and satisfactory arrangements will no doubt be made before May 1, at which time the lease at the Natatorium expires. At the next meeting an elegant lunch will be served to the members of the club.—*Spectator*.

FACILE

**Geared Front Driver.
Swallow (Geared
Rear Driver).
Tricycle (Geared and
Superb).
Light Roadster (Un-
geared).
Farrington Bicycle
(Not a Facile).
Oil and Enamel.**

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ORIGINAL and UNIQUE

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Mention this paper.

FACILE AGENCY,
33 MURRAY ST.,
NEW YORK CITY.

W. D. BANKER,
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PITTSBURG, PA.

IN ADDITION TO A COMPLETE LINE OF
Victors, Champions, Springfield
ROADSTERS AND TRICYCLES

Offers an unequalled assortment of
SECOND-HAND WHEELS

At lowest prices for cash.

A partial list will appear here next week.

Uniforms and Sundries of every description.

FINEST RIDING SCHOOL IN THE COUNTRY.

Repairing of all kinds a Specialty.

Visiting wheelmen cordially invited to make
my rooms their headquarters.

Weed Sewing Machine Co.,

HARTFORD, CONN.,

General Agents
for

COLUMBIA 'CYCLES

For the State of
Connecticut.

AGENTS WANTED IN UNOCCUPIED TERRITORY.

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.

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

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



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

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.
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Between 124th & 125th Streets.

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*Victors, Youth's Premiers, Champions,
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ALSO A FULL LINE OF BOYS' AND GIRLS'

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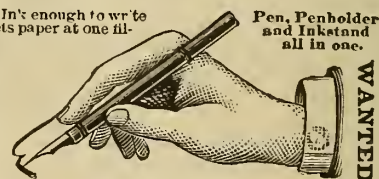
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Uses any kind of ink; filled by an automatic action of India Rubber reservoirs; feeds itself by the pressure of writing; carries in the pocket safely; will not leak; finely made and finished in hard rubber; Prices reduced to 50 cts. or 3 for One Dollar, including Pen, Holder, Case and Filler. In use and highly praised in the N. Y. Post Office.

Our Stylographic Pen is the marvel of Perfection, never gets out of order. Pen point will never wear on, and require no changing. A pen of similar construction has always retailed for \$2.00; our price, 65 cts., or 2 for \$1.10, gives universal satisfaction. Each pen is guaranteed as represented, or money refunded. 10 dozen in use in one dept in the N. Y. Post Office. Samples post-paid.

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Twenty-five Words, - - - Fifteen Cents.

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"CLUB" BICYCLES and TRICYCLES.

The Swift Safety.

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Send for 1888 edition of Catalogue, mailed free.

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

ABOUT INCOMES

(Continued).

Another suggestion to persons, with moderate incomes, who desire to indulge in cycling. If you cannot buy, RENT. Renting wheels is looked upon by many with disfavor, as cycles used for renting purposes are usually in such a condition as to make riding them unenjoyable. This season I shall use for rental purpose new Columbia Light Roadster Bicycles and Columbia Tricycles and Tandems, also the Veloce Columbia. The road wheels will be kept in perfect condition. Send for one of my small books, giving terms, etc. I might also mention again that I am selling Columbia Cycles, have all sizes and styles of finish, and can fill orders promptly. Store open evenings.

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25 Words..... 15 Cents
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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, nicked, ball bearings, dropped bars, \$35, cost \$105. "Bargains," 111 West 95th St., New York.

MUST SELL MY 52-inch Rudge Light Roadster, '87 pattern; spade handles; Townsend saddle; condition good as new; practically speaking it is new; reason of sale will be given in correspondence. C. W. Funston, Bloomsbury, Pa.

FOR SALE.—54-inch Standard Columbia, in excellent condition; used very little; will sell for \$40. E. W. Mott, 1572 Park Ave., New York.

VICTOR TRICYCLE.—1887 pattern; weight 65 lbs.; ridden only 20 miles; price \$130. Also 51-inch American Star, in fair condition; price \$45. F. L. Heller, Montclair, N. J.

WANTED.—A 53-inch Columbia Light Roadster, '87 pattern; backbone and forks nickel and good condition. A. P. Jackson, Rutherford, N. J.

WANTED.—46-inch Boy's Wheel, any make; Columbia semi-roadster preferred. Also Boy's 36-inch Bicycle; must be cheap. C. A. S., 785, 8th Ave., N. Y. City.

BIG BARGAIN.—52-inch Victor Roadster Bicycle; nickel and enamel; ball bearings all over; spade handles; Victor saddle; Butcher Hub Cyclometer; in excellent condition; has just been refinished in baked enamel and nickel; will be sold at a bargain, as it is too small for owner. Write at once; all questions promptly answered. Lock Box 14, Richfield Springs, N. Y.

FOR SALE.—50-inch Special Facile, 54-56 ordinary, guaranteed first-class condition; references given. Address F. R. Huntington, Adams, N. Y.

FOR SALE.—52-inch New Rapid Bicycle; excellent condition; cheap for cash. Address E. O. Jerals, Union Depot, New Haven, Conn.

BARGAIN.—52-inch Roadster Bicycle (Singer); fine condition; balls all over; all latest improvements; very cheap. August Kinne, Richfield Springs, N. Y.

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WANTED TO BUY.—A 52-inch Bicycle for \$50 or less; will give few dollars more if include cyclometer, lantern, etc. Address, with particulars, Room 81, 16 Court St., Brooklyn.

BICYCLES taken in exchange for Roll Curtain, Office Desks, Type Writers and Buggies. Indiana Bicycle Company, Indianapolis, Ind.

BARGAIN.—Club Tandem, good as new; balls all over; lady front or rear; both can steer; cost \$250; price \$175. Cash F. O. B.; also 40-inch Ladies' Marlboro, perfect order, \$120. Bargains in second hand machines. Lincoln, Holland & Co., Worcester, Mass.

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 \$105. 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.

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

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

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.

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

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

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

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

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

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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.

\$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.

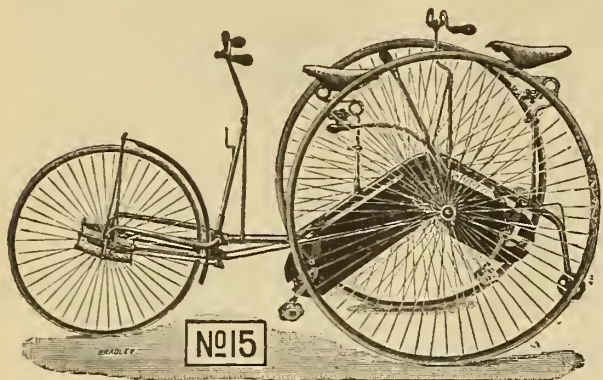
YOU CAN get one-third more for that old wreck if you put on our Spade Handle. Sent for \$2.50. Cycle Supply Co., 3 Berkeley St., Boston.

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

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

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. Hagnall, Turner's Falls, Mass.

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

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

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

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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 Club	Plain	Nickel	40 00
472	50	American Star	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	50	Expert	Ball	Enamel	80 00
484	52	Expert	Ball	Nickel	65 00
486	48	American Star	Plain	Nickel	60 00
489	54	Harvard	Ball	Enamel	50 00
491	30	Cunard Rover	Ball	Enamel	95 00
493	51	Special Star	Ball	Enamel	90 00
494	52	Harvard	Ball	23 Nickel	55 00
497	50	Expert	Ball	Nickel	90 00
498	48	American Star	Plain	Enamel	45 00
499	56	Spalding	Ball	Enamel	65 00
500	32	Monarch Rover	Ball	Enamel	115 00
502	52	Royal Mail	Ball	Nickel	65 00
503	54	Brit. Champion	Ball	Enamel	55 00
504	48	Special Star	Ball	23 Nickel	100 00
505	52	Victor	Ball	Enamel	90 00

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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

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B. & L. CHEMICALS.

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The New Lever Star Chain.

This chain can be readily attached to Star Wheels as a substitute for the leather strap. **IT CANNOT BREAK NOR STRETCH.**

Enamel, Nickel,

Price \$1.00 Price \$1.50

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Queens Athletic Club Grounds,

QUEENS, L. I.

Thirteen miles on the Jericho Pike. Bicycle and Athletic Track, Raised Corners, Base Ball Diamond, Grand Stand. Only three minutes from the depot.

Wheelmen and Athletes are invited to try the track at all times. Clubs wishing to use these grounds may address **THOMAS LLOYD, Queens, Queens Co., N. Y.**

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.

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W. C. BOAK,
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DISCOUNT TO THE TRADE.

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PROSPECT PARK PLAZA, BROOKLYN.

F. G. SPENCER, Proprietor.

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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 fit guaranteed.

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American Champion Bicycle.

" Light Champion Bicycle

" Challenge Bicycle.

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Springfield Roadster.

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

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VICTOR SAFETY BICYCLE.

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SPALDING'S YOUTHS' BICYCLE.

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Send for 1888 Catalogue.

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FOR 1888.

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

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

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

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

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

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

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

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

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

Notice this Week's Reductions.

Our List, April 13, 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. 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.

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.

THIS WEEK'S BARGAINS.

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. 135.—50-in. Expert. Full nickel. Cow-horn bars, spade handles. Perfect cond. Price \$90.

No. 136.—50-in. Stand. Col. Price \$40.

No. 137.—50-in. Stand. Col. Balls to front. Enamel and nickel. Perfect cond. Price \$55.

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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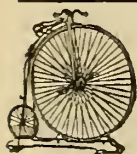
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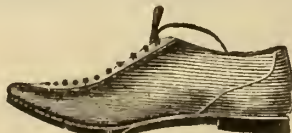
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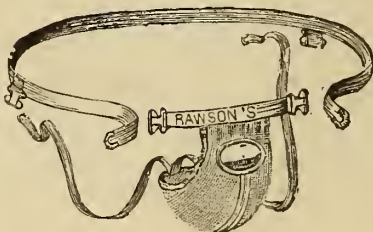
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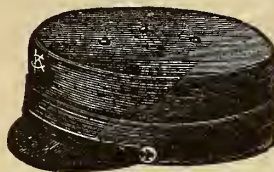
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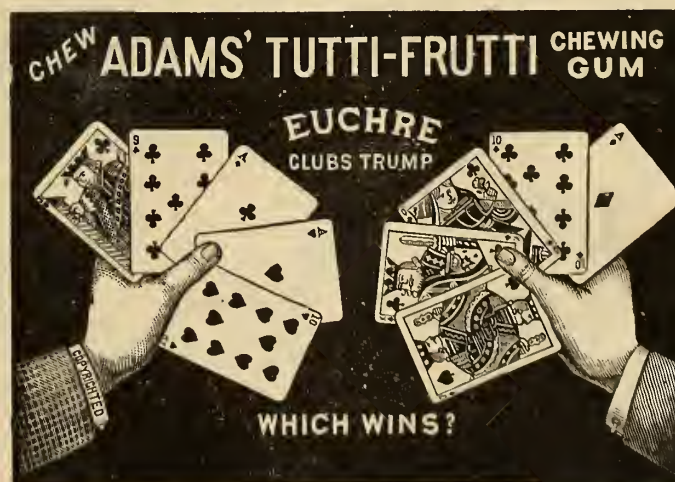
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