

# The Wheel

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

VOL. I.—No 8.]

NEW YORK, APRIL 20, 1888.

[WHOLE NUMBER, 8.

## 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,

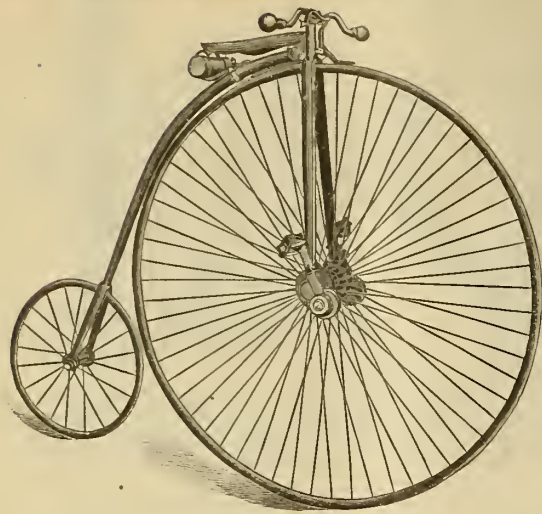
# GORMULLY & JEFFERY MFG. CO.

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.

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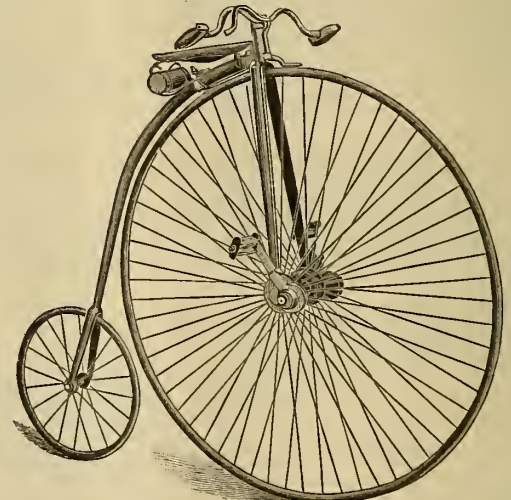
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<b>John P. Lovell Arms Co.,</b>	<b>Boston, Mass.</b>

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

**Springfield Bicycle Manufacturing Co.,**

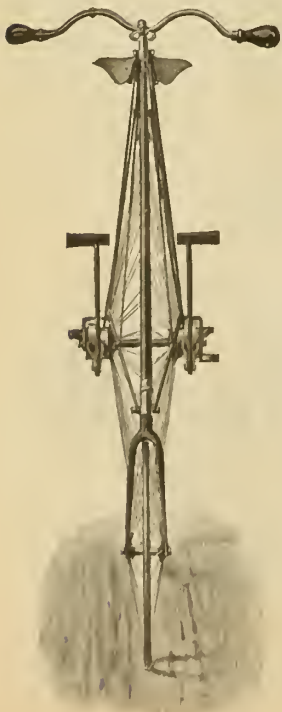
**No. 9 CORNHILL, BOSTON, MASS.**



No. 2.

# THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



*Perfectly Safe. No "Headers." Speedy.*

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

## 1888 STAR

Is now Ready for the Market.

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## H. B. SMITH MACHINE CO.,

New York Salesrooms,  
115 LIBERTY STREET.

SMITHVILLE, N. J.



# THE Coventry Machinists' Co.

[LIMITED.]

239 COLUMBUS AVENUE,  
BOSTON.

MAKERS OF THE

## "CLUB" CYCLES

### CLEARANCE LIST.

No. Size	DESCRIPTION	COST	PRICE
101 50	Club—tangent spokes, enamel and nickel. Enamel slightly marred .....	\$130	\$80
103 52	American Club—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.

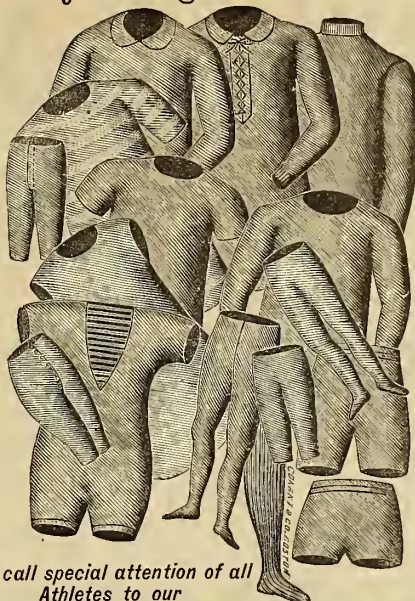
201 40	Marlboro' Club—1886 pattern, good condition .....	185	100
203 40	Marlboro' Club—1886 pattern, excellent condition .....	185	115
205 40	Marlboro' Club—1887 pattern, nearly new. This machine is suitable for a heavy rider, being fitted with 7-8 tires .....	180	130
207 42	Sandringham Club—semi-racing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

#### TANDEMS.

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

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

## Jersey-Fitting Underwear Co.



We call special attention of all  
Athletes to our

### JERSEY-FITTING GARMENTS

FOR

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

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

#### FULL PANTS AND KNEE PANTS,

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

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

#### Knee Tights, Full Tights, Trunks and Leotards.

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

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

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

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

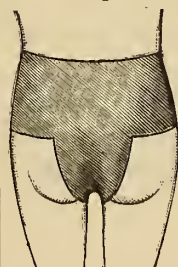
#### Jersey-Fitting Ribbed Full-Fashioned Stockings.

Send for Illustrated Catalogue and Price List.

MANUFACTURED BY

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

## Jersey-Fitting Underwear Co.



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

Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

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

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—

## TANDEMS.

### Examine Our Prices.

#### KEY TO DESCRIPTION.

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

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

**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	4	1
258	48	Spl. Star,	120.00	95.00	4	Ball	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	Ball	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	Specl. Club,	160.00	110.00	1	1	1
283	51	Spl. Star,	130.00	85.00	4	Ball	1
285	51	Spl. Star,	120.00	75.00	4	Ball	4
286	44	Spl. Facile	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	79.00	4	1	2
288	56	Columbia Standard,	107.50	50.00	4	4	4
289	56	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	Ball	2
307	42	Otto Special,	40.00	30.00	5	4	1
308	56	Columbia Expert,	132.50	90.00	4	1	2
309	50	Sp'k'b'k Hbr. T'dm,	260.00	225.00	4	1	1
311	48	Special Star,	140.00	105.00	4	Ball	1
312		Spring'd Roadster,	75.00	60.00	4	1	5
314	53	Royal Mail,	140.00	95.00	4	1	1
315		Spring'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	29.00	4	4	2
321		Beeston Hbr. T'dm,	260.00	170.00	4	1	1
324	52	Victor Roadster	127.50	90.00	3	1	1
327	54	English,	130.00	69.00	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. 2 trk. Trike,	160.00	85.00	4	2	2
335	54	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	4
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	56	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	4
359	52	Spalding Premier,	120.00	65.00	1	1	2
361	50	Columbia Expert,	135.00	105.00	1	1	1
362	50	Columbia Standard,	90.00	40.00	5	4	4

## 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.

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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."**

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**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.

It is announced that the New York Athletic Club will hold its annual spring games at the Polo Grounds on Saturday, May 19. The Polo Grounds' path is a third of a mile in length and with easy turns. The N. Y. A. C.'s games will attract a brilliant audience, as they always do, and it would be a great opportunity to show off to a New York City audience what real bicycle racing is. We hope some members of the Citizens' Club, who are also members of the New York Athletic Club, will endeavor to have two or three wheel events placed on the programme.

This year will, we opine, witness a healthy revival of path racing. The race meet does probably the best and most extensive missionary work, and racing is a valuable and enjoyable feature of cycling. It is a pleasure to the men who race as well as to the audience. Of course, some very fashionable young men and a few extremely conservative clubs have set their faces against it. Johnny Brown will play "one-o'-cat" in his back yard, yet his soul yearns to witness a professional baseball game. Mr. Moneybags, who drives leisurely up through the Park, intensely enjoys a day at the races. Racing is the highest development of the sport, from the athletic standpoint; it is an effort to demonstrate what may be done on wheels. This year, so solid a club as the Long Island Wheelmen have announced a spring race meet, proving that the club's trustees pursue a most liberal policy and cater to all sides of the sport. The Kings County Wheelmen will repeat their annual success this year; the New Castle (Pa.) Club is arranging for a great meet, and besides many other announcements and rumors of race meets, are the indistinct mutterings of a circuit of grand tournaments. We trust that all cycling clubs who can do so without loss, will make an effort to give a meet this year. The cycling press will do all it can to widely advertise the meets. A little help may be relied upon from the Trade, and intelligence and energy will do the rest. The New York clubs are very much in the background in regard to this. The clubs should hold a combined meet at Roseville or at the Manhattan Athletic Club grounds.

## TRICYCLING FOR LADIES.

I have copied a little article, written for a school paper called *The Weekly Scratch Owl*, by a girl thirteen years old, who, with two other girls and some of the boys, used to take morning runs before breakfast last summer. The girls were just large enough to use their parents' tricycles, and the boys, of course, used their bicycles.

They used to ride four or five miles after eating a little lunch, and how their cheeks did glow when they came in from their ride! The brother spoken of in the run of nearly twenty miles was only eight years old, and rode a boy's bicycle.

### TRICYCLING.

"Tricycling is a pleasurable exercise. Just imagine what fun it is to get up about half-past five o'clock on a summer morning, jump on the tricycle and take a four or five mile run.

"When you come to a nice long hill, just put your feet on the rest and have a good coast. Of course, one will come to some hills that are too steep to ride, but then, I think, it rests you to walk after riding so much.

"If you go to school, I am sure you will feel much better for taking a short ride in the morning. I remember, one Saturday, my brother, my cousin, a friend and myself went for a ride on our 'trikes' and 'bikes' to a place quite a ways from here. I put up a lunch in a basket and put it on the luggage-carrier, on the back of my 'trike.' As we were going past a store my friend and cousin thought they would get something to add to our lunch, so they bought some candy and a pound of cheese.

"When we had ridden as far as we expected to go, my cousin looked at his 'Waterbury' and found that it was after twelve, so we looked along the road to see if we could find any nice place to eat our lunch, and pretty soon spied a large tree whose branches hung over the fence by the side of the road; so we stacked our 'trikes' and 'bikes' together and sat down on the grass. My cousin cut the cheese with his 'toad-sticker,' and my friend went to a farm house near by for some water.

"After we finished our dinner we started on to a friend's house, but when we arrived there his father told us he had gone to a picnic with his mother and brother, and, also, to go up on the piazza and make ourselves at home, and we did make ourselves at home by lounging in the hammocks, etc., and as we found a newspaper there we took a piece of shot that my cousin had in his pocket and wrote to the friend that we had been there. We were getting tired of sitting down, so we rode around the yard and out on the road until we thought it was time to start for home; then we said good-by and went on. When we arrived at our homes we found we had ridden nearly twenty miles. This was the first long ride I had taken, and I enjoyed it thoroughly.

"For a summer trip, 'a bicycle or tricycle tramp' gives more solid pleasure to the square inch than any other recreation. One depends on neither cars nor carriages. He is his own horse as he wheels over hill and valley in a grand go-as-you-please-stop-when-you-want-to-and-come-back-when-you-feel-like-it vacation, and then to come home feeling good all over, mind clear, body vigorous, ready for study and able to work."

"My wheel carries me in comfort over many a pleasant mile, And we who ride are satisfied completely with its style; So with a blithe economy establishments are run, With driver, footman, passenger and horses all in one."

MRS. 4,386.

APRIL 9, 1888.

### TERRE HAUTE BICYCLE CLUB'S TOURNAMENT.

The above club will hold a race meet on May 30 at the Vigo County, Ind., Fair Grounds. Programme: One mile novice; half mile 1:40 class; one mile club championship; half mile hurdle; half mile State championship; one mile 3:30 class; quarter mile dash (flying start); one mile amateur; one mile Star; one-eighth mile banana; one mile road wheels (ridden by owner); two mile State championship. Gold medals will be awarded in championship events, gold and silver medals as first and second prizes in other events. A special gold medal, presented by Mr. J. Fred Probst, will be presented to the winner of the most closely contested race. Entrance fee, fifty cents for each event, except one-eighth mile banana race for which no fee will be charged. Entries will close May 26 with J. Fred Probst, Terre Haute, Ind.

## LEAGUE MEET MATTERS.

League meet matters are going along nicely. There have been, up to the present time, no material changes made in the programme as given you in my last letter. Whilst on this subject of programme, I would say that all of the matter for the official programme was put into the printer's hands over a week ago, so that League members may be assured that they will get the same a considerable time ahead of the meet. From advance sheets, shown the writer, there is no doubt but that the programme will go far ahead of anything of its kind yet produced, that is, as far as beauty and novelty is concerned.

Now that our general committee has gotten down to hard work, and all other committees have been appointed, it will perhaps be just the thing to inform your readers of the chairmen of these various committees, so that they will know exactly whom to address in regard to any inquiries they may see fit to make. They are as follows:

GENERAL COMMITTEE—A. E. Mealy, chairman, 1521 Eutaw Place; R. M. Lockwood, secretary, 1731 McCulloh Street.

FINANCE COMMITTEE—W. H. Beatty, chairman, 92 Dugan's Wharf; C. R. Eisenbrandt, secretary, 424 East Baltimore Street; John S. Bridges, treasurer, Baltimore and Light Streets.

RECEPTION COMMITTEE—George S. Haggerty, chairman, care of Keen & Hagerty, Calvert Street.

TRANSPORTATION COMMITTEE—Joseph Clusen, chairman, 10 East Lombard Street.

ENTERTAINMENT COMMITTEE—Albert Mott, chairman, 1513 Barclay Street.

PARADE COMMITTEE—E. P. Hayden, care of Drivers' and Mechanics' National Bank.

RACE COMMITTEE—S. T. Clark, chairman, 204 Hanover Street.

TOURS AND RUNS COMMITTEE—E. W. Pope, chairman, 7 South Street.

PROGRAMME COMMITTEE—Milton S. Wood, chairman, care of A. Hoen & Co.

PRESS COMMITTEE—C. R. Eisenbrandt, chairman, 424 East Baltimore Street.

To all wheelmen who expect to attend this meet I would suggest that they make arrangements at as early a date as possible for hotel accommodations, etc., as inquiries are coming in very fast, and the late comer will have to be satisfied with whatever remains. From all present indications it looks as though we shall have a much larger crowd than ever attended any of the previous meets. Already we hear of tours being organized in Pennsylvania, New York, New Jersey and Virginia, to journey to Baltimore a-wheel. To the captains of clubs and any organizers of such tours we would say that we will be only too pleased to give you any information we can in regard to routes, etc. Special preparations are being made with reference to the entertainment of the ladies. Let all the Benedicts bring their wives and we will see to it that they go away well pleased.

The effects of the League meet coming here are already being felt in the way of increased applications for membership. The cycling trade is experiencing the usual "spring boom," and the greatest demand is for the Safety wheel; in fact, this demand has almost taken the form of a craze. Day after day we see some one of our best "Straight" riders trade for a Safety of some kind.

Yours,

"RALPH."

### RUNNING DAY AND NIGHT.

The Overman Wheel Company write us as follows: "We are doing at our factory what we have never known before to be done in a cycle factory—that is, running absolutely night and day. We have two separate gangs of men, a day gang and a night gang. The demand for our wheels is so great that this is necessary in order to keep up with orders. Our engine never cools off. We expect to continue this through the season, and are making large additions to our present factory, which is already quite extensive. Our machinery is all new, and the latest pattern. This, too, is different from most factories."

The English racing season has commenced, and Osmond and Mayes have already scored two victories.



# 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



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## VICTORS.

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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.

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**OVERMAN WHEEL COMPANY, Makers,**



BOSTON, MASS.

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



## WHEEL GOSSIP.

The ostrich is the latest rear-driving safety.

Rowe wore Sullivan's favorite colors in his race with Allard.

Louisville will send a body of wheelmen to the League meet.

Mr. Charles E. Pratt will attend the League meet at Baltimore.

Harvard will have four men in the intercollegiate bicycle event.

Harry Hall and Eugene Valentine have been seen training around the circuit in Prospect Park.

W. M. Woodside defeated F. W. Allard in a ten-mile bicycle race at Coventry, on April 2; time, 35m. 28s.

Rowe will ride his Columbia racer while abroad, not a New Rapid, as was rumored through the English press.

J. F. Midgley, of Worcester, will be seen on the racing path this year. He will ride a Springfield Roadster.

Irish cyclists have formed a roads improvement association, not composed of cyclists entirely, but of all taxpayers.

Messrs. Seward, Kendall and Emery have been appointed to take charge of the Massachusetts Division's spring meet.

"The Berliner Velocipede Club gave its fourth annual ball and reception on February 3," says the *C. T. C. Gazette*. One thousand people enjoyed it.

The Hudson County Wheelmen are making an effort to have wheels carried free on the Pennsylvania Railroad between Jersey City and "the Oranges."

Woodside defeated Allard, at Coventry, on Saturday, the 7th inst., in a ten-mile match race. Woody rode the ten miles in 35m. 28s.; Allard second by ten yards.

CLUB RUN CALLED.—Captain Shaw, New York Club, has called a run to Judge Smith's for Saturday (to-morrow) afternoon, leaving the club house at three o'clock.

Copenhagen, which must be a delightful town to live in, if the game with which we are all familiar is in vogue there, will shortly possess a cinder path, to be used for cycle racing.

The Jersey City *Argus* has taken up the cry of road reform. The *Argus* should keep up the cry and hammer away at its city officials until its unsightly streets are properly paved.

The New Bedford citizens have subscribed \$50 for a trophy to be run for by the New Bedford Cycle and the Taunton Bicycle Club on Memorial Day. The run is to be a 25-mile road race.

A large number of wheelmen were out in Central Park and Riverside on Sunday. One could not fail to notice that a remarkable number of unprofessional, *i. e.*, new, riders were out.

The *Lynn Bee* and the *Sporting Life*, of Philadelphia, may smounce all the news they wish from our columns, for we desire their bicycle departments to be as interesting as possible, but they might give us an occasional credit.

The Gormully and Jeffery Manufacturing Company have issued an engraved card of great simplicity and richness of design, announcing the opening of a retail department for the accommodation of the Chicago trade.

Not many weeks since we fully described the Lampeugh & Brown saddle, and stated that a certain firm would import that saddle. We learn that the firm has not even replied to several letters of inquiry addressed to it in regard to the saddle, and we advise any of our readers who may be interested to write direct to Messrs. Lampeugh & Brown, Birmingham, England.

## HOWELL DEFEATED BY WOOD.

On Easter Saturday Howell and W., not Fred, Wood rode a fifteen-mile match race at North Shields. Howell shadowed Wood all the way until the last lap, when the shadow tried to move forward, but the Wood stalled him off. Again and again shadow struggled at the pedals, but Wood retained his lead and won by two lengths; time, 51m. 27s.

The *C. T. C. Gazette* for April devotes five pages to letters from members advocating an increased *C. T. C.* annual membership fee. Editor Shipton should let well enough alone. The members may turn and rend him some day.

The Harvard Bicycle Club talk of holding a cycle race meet this year. The colleges have been backward in this respect, though Yale used to hold profitable meets. We hope the Harvard Club will hold this meet. The college boys will be well supported.

Chief Consul Atwater anticipates the desire of many visitors to Baltimore to take a run up to Washington, which is but an hour's ride from Baltimore, by arranging for escorts from the various clubs, who will meet and pilot visitors around the city. The details will be announced later.

Mrs. 4,386 sends us a delightful little sketch, sent by a bright, brainy, thirteen-year-old miss, to *The Weekly Scratch Owl*. It is a child's opinion of the sport, and yet she only rides a full-grown "trike," which she drove nearly twenty miles, accompanied by her eight-year-old brother.

The Long Island Wheelmen will close the social season at their club-house to-morrow night with a "ladies' night." This club has given a series of entertainments every Saturday evening throughout the winter. The club was fortunate in the selection of its entertainment committee.

The Roseville Athletic Club baseball nine and the Orange Athletic Club will lease the Roseville grounds this season. A running path will be laid inside the bicycle track. The latter will be put in shape, and no doubt some of our neighboring clubs will hold race meets during the season.

Ireland may not enjoy Home Rule, yet her cyclists have no cause of complaint against the blind goddess. A farmer who recently ran down a cyclist on—look out for this name—Bohernabreena Hill, was severely lectured by the justice before whom the assault case was tried, and fined 9s. 6d.

The Pope Manufacturing Company are sending out their "early closing" cards. They may be obtained upon application at any of the company's offices. Bicycle riders engaged with large firms should have the cards displayed in conspicuous positions, where they will attract attention and extend the sport.

## THE NEW YORK CLUB'S NEW HOUSE.

The trustees of the New York Bicycle Club have signed all the papers connected with the building and leasing of their proposed new club house on West End Avenue, and ground will be broken in a few days. At its last meeting, the Board elected eleven new members. The annual elections will be held in May.

At the Irish Cyclists' Association tournament, held at Balls' Bridge, Dublin, on March 30, some fast work was recorded. In the half mile handicap, N. Synner, scratch, won his heat in 1.16 1-5, and the final in 1.15; C. F. Williamson, of Belfast, 18 yards, rode second in the final. On Monday, April 2, the second day of the tournament, Synner rode third in the final heat of the half mile handicap, riding a half yard behind 1.15.

Messrs. Shaw and Nesbitt, New York Bicycle Club, were the only wheelmen who reached Tarrytown on Sunday last. A four-mile stretch of mud near Dobb's Ferry provided some warm work, and both riders were rather tired when they arrived at the Franklin House. And by the way, we advise cyclists to patronize this house, not on account of excellence of the dinner—oh, no! But they have a lordly African their, and it is worth the price of the dinner to have him wait on one.

The ladies of Washington have formed a cycle club, many members of which will ride the newly invented ladies' bicycle. The club already has thirty members, all enthusiastic and determined to prove that they can give their gentlemen friends pointers on running clubs. Captain Smith will go down in history as the first bicycle captainess. We wish her success, and trust none of her lady friends will commit the indiscretion of introducing her in the drawing-room as Captain Smith. The result might be awkward to non-members.

MILITARY CYCLING MANŒUVRES.—The English cycling and military worlds were greatly interested in the military cycling manœuvres. The London *Daily Telegraph* devotes a page to the manœuvres, and the press of the entire kingdom has noticed at length the doings of wheeled warriors. We shall give a careful review in our next number.

The Orange Wanderers have issued a neat pocket-card schedule of runs for April, May and June, 1888. The principal long runs will be: May 16, 6:30 A. M., to Staten Island via Elizabethport; May 30, Pine Brook, Morristown and Milburn, returning to Irvington to witness the road race; June 16, Century road run to Trenton, Philadelphia, Fairmount Park and Lancaster Pike. The Wanderers will hold runs every Saturday afternoon at four o'clock, and every Monday and Thursday evening at seven o'clock.

## THE ROWE VS. ENGLEHEART MATCH.

The above match, which was to have been decided at Birmingham, April 14, fell through, owing to a severe accident which befell Engleheart while training. Rather than disappoint the audience, F. W. Allard was summoned hastily from Coventry to make a race. The distance was ten miles. Rowe used his Columbia racer, despite the rumors that he was to ride a New Rapid. Rowe remained in the rear till within a few laps from home, when he assumed the lead and was never afterward headed, winning by four feet in 36m. 30s.

## SUFFOLK WHEEL CLUB ELECTIONS.

The third annual meeting and elections of the Suffolk Wheel Club, of Boston, took place April 11. The following officers were elected to serve for the ensuing year: President and captain, J. Franklin Charnock; first lieutenant, Geo. S. Locke; second lieutenant, F. K. Davis; secretary-treasurer, A. G. Collins. After the business meeting, Mr. Theo. Waite, a member who has recently returned from spending the winter in Los Angeles, Cal., entertained the club with an interesting account of his experiences and adventures in the land of perpetual spring.

## THE EDITOR WILL GET HIM A BICYCLE, AND WILL NOT LOAN IT.

Boys, we are going to get us a bicycle, and all of you that want one will do well to communicate with us. We will have ours before long, and also will have a large advertisement in the *News* for the manufacturers. There is no better country in the world for bicycle riding than the natural roads and cow trails of the Plains. Remember, we will not lend you ours. You needn't ask for it. If you want to ride a bicycle you must buy it. That is a rule every bicycle owner must make and adhere to. There will be an agency here.—*Texas Crosby County News*.

## ENGLISH PROFESSIONALS ON THE PATH.

W. A. Rowe appeared in the mile handicap at Leicester on March 31. Rowe attracted much attention, and his movements were keenly watched. In the first heat his opponents were Dubois, 35 yards, and Lawrence, 150 yards. Rowe rushed away at the pistol shot, and getting in front of his men at the half distance won easily in 2m. 49 1-5s., creating a most favorable impression on the spectators. In the second trial heats Rowe met Jack Lee, 60 yards, and T. H. English, 60 yards. Rowe made but little impression on the pair during the first lap. When the bell rang Rowe was fully forty yards away, and he could never get near the leaders. Rowe was reported as having a slight cold.

A Paris physician, address, Oscar Jennings, 35 Rue Marbeuf, Paris, is collecting material which will be a valuable addition to cycling literature when compiled in book form, as no doubt the gentleman intends. His appeal reads as follows: "Will you allow me to make another appeal in your columns for information as to the value of moderate cycling as a restorer of impaired health? I want authentic cases of recovery from gout, rheumatism, hypochondria, varicose veins, etc. I am also desirous of learning the opinions of cyclists for and against it in rupture, obesity, constipation, insomnia, albuminuria, diabetes, and diseases of the heart and lungs. Lastly, its influence on women, and particularly as regards sterility and hysteria."



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

# IVEL

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  
IVEL 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."

**IVELS 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.

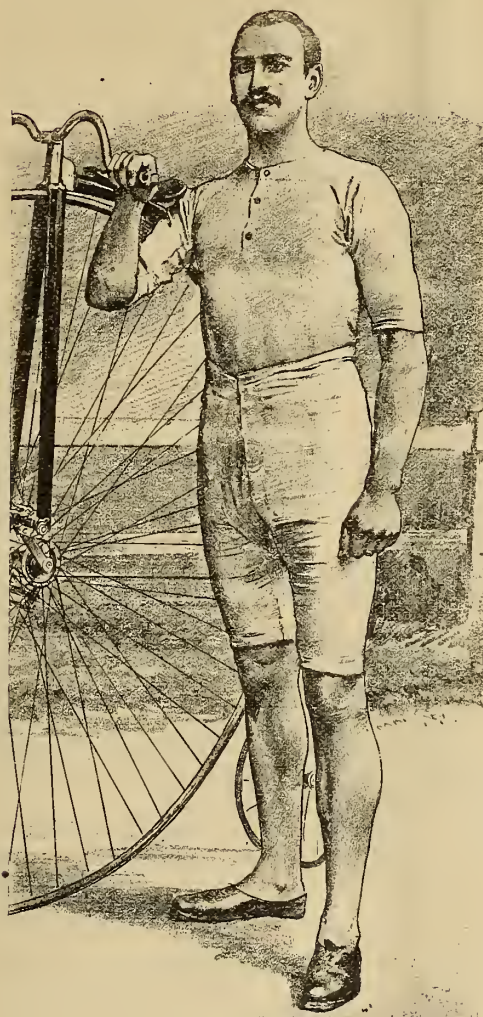
Send for Descriptive Safety Catalogue containing many testimonials from good judges of Safeties, and such are BEST GUIDES.

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

BROOKLYN AGENT,  
**CHAS. SCHWALBACH,**  
Prospect Park Plaza.



## HOWELL DEFEATS ROWE.



RICHARD HOWELL.

"Howell, 15.37 $\frac{1}{2}$ ; Rowe, second by six yards."

Thus reads the cablegram we had arranged for some weeks since. Our Billy was beaten; beaten in poor time, and beaten when he had a lead of six yards on the homestretch.

The most detailed cable of the great ten-mile race run at Leicester, on Saturday last, we publish below:

LONDON, April 14, 1888.—Beautiful weather attracted a big crowd to Belgrave Road Grounds, Leicester, this afternoon, to witness the first of three bicycle races for a stake of £200 between Rowe, of Lynn, Mass., and Howell, of England. To-day's distance was five miles. Rowe was in excellent condition, and, contrasted with Howell's overdrawn look, ought to have been the favorite, but the Englishmen preferred to trust to a man whom they knew from experience to be a first-rate rider, and seven to four was freely laid on Howell. At the start Howell took a slight lead at a moderate pace, Rowe hanging on to the hind wheel of his opponent. This continued to the end of the first mile, which was completed in 3m. 11 1-5s. The pace was somewhat worse, but the positions unaltered, during the second mile, the time at the end of which was 6m. 24 1-5s. The crowd urged the men to improve the pace, but neither heeded the advice, and the third mile was finished in 9m. 39s., and the fourth in 12m. 49 $\frac{3}{4}$ s. from the start. Then both warmed to their work, excited by the shouts of the multitude. In the last lap, half way round, Rowe made a fine spurt and forged quite six yards ahead, and for a moment looked like winning, but Howell replied with one of the splendid rushes for which he is famous, quickly passed his man, and won by five yards, amid the greatest enthusiasm; time, 15m. 37 1-5s. The mile race will be run at Wolverhampton, and the ten miles at Coventry.

That the result is very much of a surprise must be acknowledged. We

had seen Rowe beat Hendee and romp away from Fred. Wood with a final spurt which was a revelation of speed and power. We were perfectly satisfied of his strategic ability, and his pluck and determination are remarkable. We felt certain the American would win, and await further details with interest.

On the Saturday previous, Rowe was shut out of his heat in slow time—in time he is capable of under almost any conditions. On the same day, Howell was beaten by Wood, who easily stalled off the English champion on the homestretch burst, yet the bell lap was run at the slow rate of 2.50.

The insinuations of trickery which have come to our ears are not worthy of discussion at this time. A consideration of this phase of the race, in the absence of details, is foolish. Up to the time of his departure for England, Rowe was above the breath of suspicion. There is nothing in the English climate that we know of which would inoculate the American champion with dishonesty. The so-called home friends of Rowe, who have expressed themselves as certain that the first race was thrown to enhance the interest in the other two, should have been the last people to suggest hippodrome.

### GOOD NEWS FOR NEW YORK RIDERS.

Unless the present indications turn out unfavorably, and there is no reason to believe that such will be the case, the owners of fast trotters will have a grand driveway in a few weeks. Some time ago there was considerable discussion over a project of laying out a course in Central Park. The objections were many and strenuous, so much so that the subject was permitted to die easily. Of late there has been a renewal of the all-absorbing topic, but all eyes are now turned in another direction.

From McComb's Dam to Jerome Park there is a straightaway road three miles in length. At present it is about 100 feet in width, and for a few hundred yards a strip through the centre is macadamized. The margins and the continuation of the road are of clay, affording a most

excellent footing for the fast steppers. It is proposed to lay out this road for a grand trotting course. Sheriff Grant, Colonel Kipp, Jack Dawson, J. B. Houseman and County Clerk Flack are very enthusiastic over the subject, and this week a largely signed petition will be presented to the Park Commissioners asking them to make the desired improvements. The plan which it is now proposed to follow is to widen the roadway fifty feet and extend the macadam strip out to the Park. The margins will be worked over similar to a trotting course, and in the end the lovers of the high steppers will have a most delightful place in which to try conclusions with each other. The macadamized portions will be just the place for heavy carriages and coaches. During any part of the day, before two o'clock and after dark, the macadam will be clear for riding.

### A TRIP TO BOSTON.

On Tuesday last ye Editor of this paper and his faithful friend and shadow found it necessary to scurry over to the Hub. The time thus taken from editorial duties will possibly show itself in this number, but next week we take a fresh start and will again move forward, onward and upward.

We found the Hub—or rather the Hubites—enjoying a delightful day. We popped into the Overman Wheel Company and found C. R. busy showing the safety to a likely party. W. H. was also on hand, but A. H. was off to the factory, spurring the workmen to their greatest efforts. There are three Overmans, and their various abilities dove-tail, so to speak. A. H. sees that the wheels are made properly, C. R. sees that they are sold extensively, and W. H. looks to it that they are paid for promptly. The result of the trinity's abilities is a glaring success—so great a success that the firm is simply snowed under with orders, and rumors of an enormous new factory next year filter through the office. At the Victor offices we had the pleasure of running over Frank White, hustler par excellence, of Messrs. Spalding & Bros.

Across the macadam crust of Columbus Avenue we slid, and darted into the Coventry Machinists Company's store, which, by the way, is unsurpassed by any bicycle store we have ever seen, and we have cast our optics on not a few. Mr. Stevens, now convalescent from a bad accident by which he broke his leg some months since, reported a large demand for club wheels. The Marlboro Club and the Marlboro Tandem are not inferior to anything turned out in this country, and though they are English, our readers in search of a lady's wheel or a tandem might shop around extensively and fare worse.

Around on Berkely Square we found Photographic Stall—Stall the tall and elegant. Mr. Stall has a very large store, well stocked with new and second-hand wheels, and a fine repair shop as an adjunct. He sells large numbers of second-hand wheels and does a lucrative renting business. Mr. Stall's specialty is the Star.

A long trip up Washington Street brings us to Messrs. Wm. Read & Sons', where we are met by Mr. John Read, courtly and courteous yet curt, and very business like. Mr. Read was much pleased with the business already done this year in New Mails, which were thoroughly established in the public favor last year and are in great demand this season. A lot of "Ivels" were expected on Wednesday, and many orders were already booked for Dan Albone's graceful rear-drivers. We have before remarked that this wheel should meet with success in this country and equal the reputation they have earned abroad. New Yorkers will remember that Ivels may be seen at Schwalbach's and Peck & Snyder's. On the floor devoted to wheels we found Will Atwell up to his eyes in work. Mr. Atwell reported a large demand for second-hand wheels, of which he had already sold a long list. A large stock is always kept on hand, and parties in search of cheap, good wheels should address this firm. At the Messrs. Read's store we also met Harry Drummond—Harry the popular, the pace maker, the forked-lightning salesman. Who in Massachusetts doesn't know Harry?

Near William Read's old established house we found the offices of the Springfield Bicycle Company. Mr. Yost, the manager of the company, reported heavy orders for the wheel. The travelers of the company had thoroughly introduced it, and numerous agents had been appointed throughout the country. The wheel's safety and reasonable price make it enormously popular. The wheel is new, but not necessarily bad on that account, for even the best things were once new. The company does not and will not resort to puffing; it simply asks a fair trial and a thorough examination to prove all they claim for the wheel.

At the Pope Company's offices we met the Colonel, and enjoyed some interesting conversation, the Colonel giving us boys some good business pointers, which we have stored away and hope to make use of. The Colonel has been compelled to withdraw much of his personal supervision from his bicycle business, being engaged in other and larger interests. Of late years he has been in demand by corporations who have need of sagacity, enterprise, and the many qualities and well-balanced disposition which go to make up the successful merchant, the man of affairs. We also had an interesting talk with Mr. Pratt—Pratt the sapient—who



will be at the Baltimore meet, where his legal mind will be in demand in reorganizing the League. In the outer offices we met Treasurer E. W. Pope, a cousin of Colonel Pope's, and the financial man of the concern. Mr. Fowler, expert advertising agent, we found sending out slips, asking if some paper could consistently insert the following notice, etc., etc. Of course the papers always can, for Mr. Fowler, who was once a newspaper man, always treats the members of the press with distinguished consideration.

We dropped in on Editor Foudrinier and found him jotting down pearls of thoughts and crystalline drops of humor, which are to delight his readers this week. Mr. Bassett we found not in, the door of the League's sanctum sanctorum being sealed. A few more parties we saw, the polite Mr. Kingston, of the Kingston Knitting Company, and the urbane Mr. Holmes, both of whom reported large sales. At six we caught the train, and slid away from the Hub to an accompaniment of down-east sunset and the chatter of Boston's shop-ladies—we suppose they are called thus at the Hub—retiring to their suburban villas.

### KENNEDY CHILDE COMES A CROPPER.

It would seem that the horse has a deep-seated antipathy for bicycle riders, for so sure as a devotee of the wheel attempts to fool with anything in the line of horseflesh just so certain is he to come to grief.

On Sunday last, while riding a crazy mare over the hurdles at Jerome Park, the man of mystery came a bad cropper, bruising his ribs and cracking his cranium. The Childe's shins were also badly scraped, and his face had the appearance of a thoroughly whipped bruiser. Mr. Childe was carried to a physician's house and nursed and bandaged up to a degree of strength which enabled him to fly to rural seclusion. The wild earthman is now in the charming town of —, where he will remain in strict privacy until fully recovered. We thank the gods that it is no worse, Kennedy. Whatever induced you to mount the back of a crazy mare?

### BOSTON.

That little piece of last autumn, which came belatedly floating along about Easter, bringing in its train sandpapered roads and Italian weather, has vanished, and now the Hub is reveling in unlimited rain and hub-deep mud. Sunday the 8th of April, and also Sunday the 15th, were dull and threatened rain. Thus the unparalleled enthusiasm which broke out Fast Day has had a set-back.

"London W.," we understand, intends purchasing a canoe wherewith to while away the balmy summer evenings when it is inexpedient to cycle. Happy mortal! There are worse things in life than to float lazily about City Point in the warm, moon-lit nights of July and August, while the band discourses the newest music, and the myriad lights upon the long pier and the adjacent hotels, together with the presence of thousands of pleasure seekers on land and water, lend an air of Parisian festivity to the scene. Anheuser-Busch (or its Boston equivalent) and plenty of wherewithal to smoke, add somewhat to the festivity.

Wheelmen will soon be able to ride over the new Beacon Street Boulevard past Corey (of world-wide fame), to Chestnut Hill, Echo Bridge and Bailey's, South Natick. Already Massachusetts Avenue to Chestnut Hill is nearly completed, and in the near future a boulevard is to be built between Franklin Park and the City Point Marine Park, so that others than "London W." may easily enjoy a ride, a row and a band concert in the summer evenings when a ride is too much exertion, except there be some object in view. Behold the object ready for your enjoyment!

Sad but true is the fact that Boston riders have now a less number of available hotels for an all-day ride than they had three years ago. The Boscobel, Lynn, closed its doors over a year since. The Faneuil House, Brighton, the old and favorite resort of scorchers, of road-race starts and of breakfast runs, after many vicissitudes seems to have given up the ghost at last.

Of Cobb's Tavern, East Sharon (discovered by the veterans of the Boston Club about A.D. 1876),

various reports are current. Some time since, accounts were published in the wheel press of discourtesy, and even worse, shown to wheelmen who applied there for meals or lodging. However this may be, it is only fair to state that the probable cause of this unfortunate occurrence lay in the fact that Cobb's is a small place, and of limited accommodation, and that notice is usually required beforehand in order that preparations may be made. Those who claim bad treatment probably gave no previous notice of their intention to call, and so could receive little accommodation. Upon the many occasions when the writer has dined at the old tavern, there was always a dozen or more hungry cyclists gathered there, and the always unanimous verdict was, "Cobb's is the best place in Massachusetts for a good dinner!" By all means go to East Sharon this season and enjoy one of the finest rides near Boston, but remember to notify by postal the day previous, and everything will be found satisfactory, otherwise possibly not.

Gid. Haynes, Jr., erstwhile of the Buffalo Ramblers, now of the Massachusetts and Suffolk Clubs of this city, has the happiness of possessing at his cosy house in Hingham over three hundred poultry, twelve dogs (prize stock Irish setters), and a pony which he claims did up Getchell, of Cambridge, last fall. A pony, forsooth! Is it not strange to hear such an old wheelman arguing pony against wheel? There ought to be a hundred Boston cyclists to jump at him and shout, "Bring on your pony!" Now, don't all speak at once.

CYCLOMETER.

### PHILADELPHIA POINTERS.

The Associated Cycling Clubs passed a resolution at a special meeting Thursday evening to send the following communication to the Highway Committee of Councils: "At a meeting of the Associated Cycling Clubs of Philadelphia, held on the 12th inst., a resolution was adopted favoring the passage of the ordinance now before City Councils for repaving Broad Street, between Passyunk and Columbia Avenues, with asphaltum, and the undersigned officers of the association were instructed to respectfully request a hearing before your committee when the ordinance in question is considered. This association represents the membership of the leading cycling clubs of this city, organized for the purpose of securing united action in matters affecting their interests. Yours respectfully, W. R. Tucker, President; J. R. L. Edwards, Secretary." The association is most fortunate in having a man like Mr. Tucker at its head, and especially so at a time like the present, when its influence can be made to count most effectively.

George Pavord won the gold medal offered by M. J. Bailey for the best half mile on the home-trainer, inside of 58 seconds, by any member of the Century Club.

The Century Wheelmen are rapidly rolling up their mileage under the stimulus of the riding medals offered under Captain Fleming's system. The total mileage of the forty members reporting up to April 1 was nearly 6,000 miles, the following having ridden over 300 miles: W. T. Fleming, 928; E. B. Carter, 617; E. Atkins, 464½; A. H. Allen, 355; W. G. Speier, 305; F. Garriques, 303; C. Sulzner, 301.

Strong & Green, of this city, the Star agents, have been appointed general agents of the Coventry Machinists' Company for Pennsylvania. The Swift Safety will be one of their specialties.

One of our liveliest clubs is the South End, who have just completed the furnishing of their new house, corner of Broad Street and Castle Avenue. Of the twelve rooms in the house eight are devoted to the club, while four are for the janitor and his family. The appointments are very complete and should result in largely increased membership. Although so recently organized they number upwards of fifty members already.

Five yards isn't much in a five-mile race, but it is enough to send Richard Howell over the tape first. What's the matter with Rowe? "Pedal's" effort in the last *Bicycling World* was all wasted.

The tour to this year's League meet will start from the Pennsylvania Club House, agreeable

to the request to that effect made by W. S. Bomberger, tourmaster.

The House Committees of both the Pennsylvania and Century Clubs have been authorized to rent separate buildings adjacent to the club houses for wheel room for the increasing memberships. The present space is entirely inadequate. The Pennsylvania Club is also considering the question of slightly increasing the annual dues.

Rain, snow and sleet! Here's a state of things for the latter part of April. However, I'm not caring. Mr. C. R. Overman writes that if I want to ride within the next six weeks I must put up with a Light Roadster, as they can't make any promises about my Safety. He says the Safety craze has so completely captured the country that they are way behind with their orders, and have organized a night turn at their new factory, where they will run night and day hereafter, stopping Sundays only, until they have caught up with their orders.

"Verax" is off in the last issue. The details of the Wells-Greenwood hill-climbing contest have been arranged, and the loser will pay all expenses, as well as cost of the championship medal.

CYCLE.

PHILADELPHIA, April 16, 1888.

### WASHINGTON NOTES.

Thanks to the advent of the ladies' bicycle, a move in the right direction has been made in this city. A number of well-known ladies who have learned to ride the new machine have organized a club, and already have thirty as active and enthusiastic members as any club in the country. The name of this promising organization is the Ladies' Cycle Club of Washington, D. C., and the officers for the ensuing year are: President, Mrs. Harriette Mills; vice-president, Mrs. Jeannie True; secretary-treasurer, Miss Estelle Nichols; captain, Miss Carrie Johnson; sub-captain, Miss Smith. The riding costume will consist of a close-fitting waist, cut like a Norfolk jacket, plain, loose skirt, walking length, riding hat and gloves. One of the rules provide that no member shall ride unless dressed in the club costume. Gentlemen will not be admitted to active membership, as the ladies intend to demonstrate the fact that they can manage their own affairs without the assistance of the gentlemen. Success to the new club!

L. A. W. matters are taking a turn for the better in this division. Chief Consul Atwater is stirring the boys into activity, and a number of new members are being secured every week. The Chief Consul is anxious to secure a good membership at once for the reason that we will have our hands full during the week of the Baltimore meet. It is natural to suppose that a majority of the wheelmen who attend the meet will avail themselves of the opportunity to visit the Capital, as it is only one hour's ride on the cars from Baltimore to Washington, and the members of this division intend to be ready to show visitors the sights. A committee will be on hand for escort duty on Saturday and Sunday before and on Thursday, Friday, Saturday and Sunday after the meet. A storage-room for wheels will be secured and everything possible will be done to make it pleasant for the visitors. It is hoped that all who can afford the time will take advantage of this opportunity to visit our beautiful city and try our miles and miles of concrete.

The Washington Cycle Club has inaugurated a new feature, the success of which remains to be seen. At their last meeting they voted to admit lady members, and already have received applications from a number of the fair sex. I hope the venture will prove successful, as nothing will tend to elevate the members of a club so much as the presence of ladies. The club has adopted a dark gray uniform for the coming season.

Mr. A. S. Hill, of the Coventry Machinists' Company, is in the city looking up trade for his house. Mr. Hill is a new arrival in this country, and is a pleasant and agreeable gentleman. He is much pleased with the "States," and says business is booming both here and in England.

PSYCHO.



## JERSEY CITY.

One of the best incentives to a lively interest in the sport among the members of the Hudson County Wheelmen is the mileage medal recently adopted by that club. The medals are awarded all members riding 1,000 miles on the road this year, with an extra bar added for every additional 1,000 miles ridden. Several of the boys who, at the close of last season, intended retiring from the ranks, are often seen dropping the mileage report in the captain's box.

The local papers are taking up the question of roads improvement in this city, as is shown by the following paragraph from the Jersey City *Argus*:

"The authorities of Jersey City who look calmly on and see Montgomery Street, Grand Street and other thoroughfares going to pieces, would do well to read and heed the following clipping."

Here is quoted the article on "Good Roads Attract Capital," which appeared in our issue of last week.

The Hudson County Wheelmen are having their headquarters decorated and re-furnished. The House Committee, Messrs. Eveland, Merseles and Eldridge, have the matter in charge, and the work will be completed before May 1.

Walt. Higgins, well known to wheelmen through his connection with the Star people at their New York office, is one of the latest additions to the H. C. W. ranks.

Messrs. Earl and Higgins have been appointed a committee to confer with the officials of the New Jersey Central Railroad, with a view to have the bicycle charge now exacted, waived. Wheelmen who desire to train it to Newark in order to reach good roads leading to the Orange District, are compelled to pay seventy-five cents; twenty-five cents fare and twenty-five cents each way for the transportation of their wheels.

One of the favorite runs of the Jersey City cyclists is to Morristown and return, *via* Milburn and Summit, stopping for a fine dinner at either the Park House or United States Hotel. The total distance is about fifty-two miles, and the roads are in fine condition.

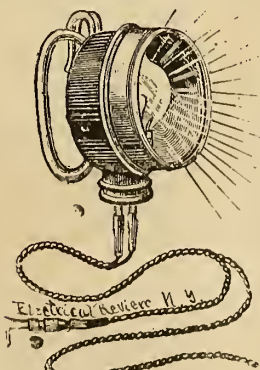
I understand the Passaic and Hackensack Turnpike Company will, on Saturday next, turn over that road to the authorities of Hudson County. The road runs from that section of Jersey City called Marion, to East Newark; about five miles in length. A top dressing of crushed stone would make it one of the best roads in the country.

COASTER.

## AN ELECTRIC READING LAMP.

IT MIGHT BE APPLIED TO WHEELS.

From the *Electrical Review*, of New York, we re-publish the following description of a lamp, which might be applied to bicycles and tricycles: "We illustrate a new form of portable electric lamp, recently brought out by English manufacturers. It is attached to a flexible cord, so as to



PORTABLE ELECTRIC LAMP.

enable it to be placed in any convenient position. The secondary battery used with this lamp weighs about one and a half pounds, says *Invention*, and can be carried in the pocket without difficulty."



ALBERT B. BARKMAN.

As the first of a series of sketches of wheelmen prominently identified with the sport, we present to our readers a portrait and sketch of Mr. Albert B. Barkman, of the Brooklyn Bicycle Club.

Mr. Barkman was born in Brooklyn, of Southern parentage. At school, from a habit he had—indeed, he yet has it—of sparring with his school-mates, he was nicknamed "Bonerges," who is the "Sullivan" of mythology. This name was afterwards used as a *nom de plume*, and was contracted to "Bon," over which name Mr. Barkman has contributed some valuable articles and gossip letters to the cycling press.

On account of poor health, Mr. Barkman was advised, in 1882, to take up horseback riding, which he did for some time, but finally became interested in wheeling. During that year he was taught to ride in Mr. Elliott Mason's riding school, in Thirty-fourth Street, where he very often measured the floor, for he found it very difficult to learn to ride. His first experiences on the high roads in the vicinity of Bay Ridge, L. I., where Mr. Barkman was residing at the time, were very unpromising, in fact, painful to remember. At one time, after a specially unpleasant experience, he begged a local dealer to take back his wheel, but the astute dealer recognized a familiar case, and urged him to persevere.

During 1883 he rode about 500 miles. In 1884 he began touring, taking especial delight in trips through new districts. During the year he twice made a round trip from New York to Philadelphia, and totaled 1,642 miles for the year's riding. In 1885 he rode 3,200 miles, including two trips to Philadelphia and several tours in Pennsylvania. In 1886 he made a record of 8,000 miles, carefully checked by club officials. This we believe to be the largest *bona fide* record to be credited to any American cyclist, though we are aware that unsubstantiated claims for larger figures have been made by youthful phenomena and others. Mr. Barkman was at the time gathering material for the New York Road Book, and he personally rode over many of the routes given in that book. During that year he rode 205¼ miles in twenty-four hours, accompanied every mile by pace makers. The course was over Long Island roads, between Jamaica and Patchogue. During 1887 Mr. Barkman made several extensive trips, including two trips to Philadelphia and an extensive tour up through New Jersey and New York States. His total mileage for last year was 4,600 miles.

Mr. Barkman did not confine his attention to touring alone, but early in his wheeling life became prominently identified with the Brooklyn Club, and later on with the League of American Wheelmen. He joined the Brooklyn Club in 1884, was elected president in 1886 and captain in 1887. From the latter position he retired only last week. As captain of his club, Mr. Barkman was a model, his extensive touring information and experiences giving him especial fitness for the position. His specialty was organizing holiday runs of a day or two in length, and taking in the best and most interesting stretches of country in this vicinity.

Mr. Barkman gave us a valuable addition to the

touring literature of the country by the publication of the Long Island Road Book, supplemented in April, 1887, by the New York Road Book, the most complete volume of its kind. This work was monumental in its way, requiring a special ability which Mr. Barkman has in large measure. Mr. Barkman is also Book-master and chairman of the Bureau of Information of the L. A. W., as well as a representative in that body.

Mr. Barkman was engaged in the insurance business until January 1, when he took charge of A. G. Spalding & Bros.' bicycle department, and especially of the business of their New York house.

Mr. Barkman is of medium height, with a well-knit figure and strong features, whose most marked trait is combativeness, the faculty of routing the enemy, or of rigorously attacking any obstacle that may come up. He is very emphatic in speech, determined in manner and persevering in action. A trifle hasty in judgment, but quick to see error and retire from a wrong standpoint. He is a facile writer, a Victor rider, first, last and always, by choice, a true friend, a popular club-man, popular, not because of the arts of the politician, but on account of sterling qualities.

## THE RIVERSIDE WHEELMEN.

This club is booming in membership and looks forward to an enjoyable season. The club has a cosy club-house at 108th Street and the Boulevard, just in the heart of the riding district. The dues are but \$1 per month and the initiation fee only \$3. On Sunday last twenty-six of the club members took a run to Yonkers. Wheelmen wishing to join the club should address E. E. Britton, 108th Street and Boulevard.

## BROOKLYN TO BABYLON.

Messrs. A. B. Barkman and J. F. Borland, Brooklyn Bicycle Club, are to be credited with the first run to Babylon this season, the trip having been made on Sunday last. It was the intention of the men to start Saturday night, but the rain fell in torrents, and they were compelled to train it to Jamaica, where they remained over night. The pair left Jamaica at 8:15 A. M. and reached Babylon (thirty-two miles) at 12:35. They found the roads very rough, muddy, rutty and covered in stretches with water four inches deep. While the pair were enjoying dinner, Tom Hall, who has a mileage of 1,000 miles so far this year, and W. C. Marion, both of the K. C. W., rode up. They admitted the ride had been a hard pull. The entire party trained it home.

## HALF HOLIDAYS—EARLY CLOSING CARD.

The belief is general that every business, professional, or working man or woman, in summer at least, deserves and needs to be allowed to enjoy the privilege of a weekly half holiday. Progressive business men, whether philanthropic or not, agree that the granting of such a privilege does no injury to trade, but rather by its beneficial effect upon the general business and labor health, tends to clear-headedness and renewed working vigor, which more than pay for the slight loss of time. In every large city, and in almost all of the larger towns, the early closing movement received a boom last season, and indications point to a more general adoption of the weekly half holiday during the coming season. A large portion of the stores begin the half holiday early in May, and many of them close during the summer about an hour earlier on the other week days. The Pope Manufacturing Company, of Boston, has published a beautiful lithograph of unique and artistic design, suitable to display in door, window, or office, announcing the hour of closing. By an arrangement of stickers any hour can be given. The company will present one of these lithographs free to any early closing store, or will send one upon receipt of a two cent stamp to pay postage.

## CAMBRIDGE CLUB'S LADIES' NIGHT.

The last ladies' night of the season by the Cambridge Bicycle Club was held April 12, at the club house. The apartments were crowded with guests and the most delightful entertainment of the season was presented. The programme consisted of songs by Mr. F. L. Pratt, Miss Howard and Mr. E. Boynton, violin solo by Miss Maydelle Cummings, reading by Miss Luzella Cummings, and guitar solos by Misses Hattie Stearns and Carrie Hayden.



## MERWIN, HULBERT &amp; CO.

On Wednesday afternoon we paid a visit to the sporting goods establishment of Messrs. Merwin, Hulbert & Co., at No. 26 West Twenty-third Street. This firm, which has been in the gun business for a long number of years, moved up town last season and fitted up a complete sporting goods house, second to none in the country. The building presents an imposing appearance, and has two large and roomy show windows, neatly dressed with sporting goods. It has five floors, conveniently reached by an elevator, which are fully stocked with everything in the line of sportsmen's supplies.

The bicycle department, however, is of more interest than any of the others to our readers, and to this we shall first refer. It is seventy feet long by twenty-five feet wide, with galleries running around the room. It is well lighted and there is plenty of room for showing off goods. Along the wall stands a row of various makes of wheels, and the galleries are heavily stocked. The firm makes a specialty of the Gormully & Jeffery Manufacturing Co.'s goods and has a handsome stock on hand. Among the principal machines are the Light Champion, from 48 to 60 inches, selling from \$115 to \$130; the Champion, 48 to 60 inches, selling from \$100 to \$115; the American Challenge, a good cheap wheel, in sizes from 48 to 60 inches and selling at \$70 to \$82; the American Ideal, in sizes from 30 to 50 inches, selling \$25 to \$68, according to the finish. Among the specialties is the American Rambler, a Rover-type Safety of the highest grade, weighing but forty-four pounds and selling at \$120. This is the lightest Safety now in the market, is neat and simple in form and runs very easily. Among the tricycles are the Ideal, in sizes from 30 to 34 inches, selling from \$40 to \$60, and the American Challenge Tricycle, selling from \$95 to \$115.

The firm is also agent for the Springfield Roadster Safety Bicycle. This is the only safe ordinary wheel for all around road riding, hill-climbing and coasting, combining best material, workmanship and finish with absolute safety qualities against headers. This wheel is sold in two different styles at \$75 and \$100, the last named being second to no wheel made, having all the best improvements now put in high-class wheels.

A full line of Singer & Company's famous wheels is also shown. Among the principal wheels are the Singer's Apollo, a high-grade bicycle with ball bearings, tangent spokes, detachable handle-bar, ball pedals and spade handles, price, 50-inch, \$130; the Apollo Roadster, same grade and make as last wheel but somewhat lighter, especially made for American roads, price, 50-inch, \$130; Singer's Challenge Bicycle, a strong roadster of the best quality in every respect, price, 50-inch, \$100; Singer's Challenge Bicycle, No. 2, a thoroughly good roadster bicycle, price, 50-inch, \$75; Singer's Safety, a rear-driving wheel built on very graceful lines, has a strong and rigid frame, ball bearings to both wheels, weldless steel tubing in frame, handle-bar and forks, balls to both wheels, saddle and spring, enamelled and with parts plated, price \$135; Singer's Miniature Safety, which is attracting considerable attention, is especially designed for riders from eight to sixteen years of age. It is a strong, perfectly made bicycle, having 24-inch wheels, 3/8-inch tires, adjustable cone bearings, forks of the best wrought iron, good saddle and Arab spring, rubber pedals, cranks and hubs plated, remainder enamelled, price \$60. This machine is a handsome little wheel, and will meet with great success on this side. Singer's Straight-Steering Tricycle: This machine, popularly known as the S. S., has an enormously strong frame work and patent axle bearing and brake of great power, and weighs but seventy pounds. The wheels are 40-inch, geared to 52, with 28-inch front wheel, ball bearings to all parts, including pedals, hollow front fork, adjustable seat support and handles, long steel detachable cranks, best saddle, with parts nicked, rest enamelled, price \$175. This wheel is among the most popular of Singer's productions. The Singer Straight-Steerer, No. 2, which is designed for either lady or gentleman, is sold at the same price. Singer's Straight-Steerer, No. 3, which is a strong and reliable wheel, is sold at \$160. Singer's special S. S. tricycle, convertible for lady or gentleman, is especially designed for light riders and weighs but sixty-five pounds; it is made of the best material with a strong frame work, powerful brake, pedals,

etc., etc., price \$185. Singer's Traveler Tandem: This tandem, which has proved a first-rate hill-climber, is convertible into a single tricycle by removing three nuts and disconnecting the front chain. The Traveler is very strong, being built of weldless steel tubing and has several special improvements, including Singer's patent axle, which makes it far superior to any other make of this type on the market, price \$235. The S. S. Tandem is convertible and has two brakes and is a thoroughly strong, safe and comfortable tandem. The steering is controlled by either rider. The material is of the best throughout, and ball bearings are fitted to all the running parts; price \$250.

The firm is doing a large business in children's wheels, of which they have a superb stock. Among the children's wheels is an adjustable velocipede, made of steel with rubber tires, selling from \$5 to \$12.50. The seat rod and forks of this wheel may be adjusted to fit the child as it grows up, and is thus useful for several seasons; the same wheel unadjustable sells at \$4 to \$11.50. The Gem tricycle is very popular for boys and girls. The Otto wheels, which have long been popular with boys, sell from \$12.50 to \$35. The firm has added a repairing and nickeling department to its business, and will turn out work of this kind at short notice and at reasonable prices. It will also enamel wheels.

The outfitting department, which has been stocked with much taste and liberality, is well worth a visit. In shoes, the most popular are a style in fine leather selling at \$5.00. A lady's and gentleman's fine leather shoe sells at \$5.00, and a canvas shoe, with leather trimmings, sells at \$4.00. Special attention is called to the Don-gola shoes, with corrugated rubber soles, made especially for ladies, and selling at \$5.00. A specialty in yachting shoes is a rubber soled shoe, to prevent slipping, selling at \$4.25.

In bicycle hats and caps there is a large variety. A serviceable article is a blue cloth cap, with glazed leather peak, at \$1.75; in gray, \$1.50. A fine line of silk caps, in blue and red spots, white and blue spots, and other rich designs, sell at \$2.50 each. Among other articles of cycle wear are worsted knee tights of the very best material, finely woven, at \$3.50. These are especially suited for racing, and are very convenient for road work. In shirts and Jerseys there are many grades and various styles. A popular line of shirts and Jerseys in white flannel, red and white stripes, gray and blue, polka dot, and any plain color with striped collar, is sold at \$5.00. There are also woven full tights for the gymnasium, worsted knee-tights at \$3.50. A line of Brown's famous silk shirts, pants, rubbing mittens, etc. Sleeveless boating shirts, etc., etc.

The firm has just issued a catalogue of 178 pages, which is simply the finest ever issued by any sporting goods house in this country. It contains illustrations and descriptions of every article in the sporting goods line that any one can possibly need. The catalogue also contains rules of various games, and is really a handbook of sports. It should be in the reading room of every bicycle, athletic, tennis and other clubs.

The bicycle department is under the direction of Mr. E. E. Britton, a member of the Riverside Wheelmen and an expert rider. He is very skillful in the manipulation of the wheel, and has taught men to ride right on the salesroom floor. All wheelmen are invited to call and inspect this superb sportsman's depot.

It is good news to wheelmen to know that Eden Park, in Cincinnati, has at last been opened to the use of the wheel. There are some lovely roads and coasts in that charming spot, and the absurd restrictions prohibiting its use to cyclists has been as a cup of gall to the riders of that city heretofore.

Elaborate preparations are being made in Portland for the entertainment of Maine League of Wheelmen on May 30, on the occasion of the annual meeting of the Maine division of the League. It is anticipated that over sixty members of the League will be in Portland on that day, and join the members of the Portland Wheel Club in making the occasion the grandest bicycle event ever held in Maine. League members all over the State are expected to attend, as something of importance to wheelmen of the State is to be discussed. The Portland Wheel Club will extend the courtesies of their club room to the visitors and tender them a reception.

## ODDS AND ENDS.

The "Cits" will run to Judge Smith's to-morrow afternoon.

The "Cits" held their regular monthly meeting on Monday evening, elected three new members and enjoyed their monthly spread.

Mr. E. Larkin, of Devlin & Co.'s uniform department, left for St. Louis on Saturday evening last, where he has accepted an important position with a large clothing house.

The New Haven Club moved into new quarters on Saturday last.

The Pedal Cyclometer seems to be giving satisfaction to many of the Brooklyn and New York wheelmen, to whom it has been thoroughly introduced. Several distance contests have been settled by its record. It cannot work and give a false report.

They are making a specialty, at the Manhattan Wheel Exchange, of taking old mounts in part payment for Victors. They are offering some big inducements to buyers to clear out the former.

Messrs. Bennett & Hale, of New Haven, speak of their repair shop and their general bicycle business in another column.

The demand for the Springfield Roadster whistles has been so great that all bicycle agents now keep them in stock. The single tube whistle costs forty cents, the Duplex fifty cents. The tone of both is loud and clear, and can be heard at a great distance.

The Springfield Roadster is the only machine that has ever bore its rider up Stickney Hill, Lynn. Harry Shurman and Charles E. Whitten have performed the feat on that wheel, but hundreds of others have failed on other machines, Whitten being unable to scale it on a crank. —Exchange.

Messrs. Spalding & Bros. have been appointed official outfitters of the Brooklyn Bicycle Club. This reminds us that their large Broadway store window contains a fine display of Jersey shirts, etc. The repairing department is now in full swing, and so large has this branch grown that extra hands have been put to work.

Messrs. Pedersen & Buckingham, 1 1/2 Maiden Lane, New York, will make a specialty of medals and trophies this year, having made arrangements to manufacture on a more extensive scale than during any previous season. A finely illustrated catalogue, containing prices of many designs of medals, club pins, badges, etc., will be sent on receipt of stamp. Club secretaries and race meet committees should write for one of these books, from which they can order as well as if they visited New York.

E. E. Britton, Riverside Wheelmen, will race on a Light Champion this season.

Mr. J. B. McCune, of the Springfield Bicycle Manufacturing Company, paid St. Louis a visit on April 3 and 4. He brought on a 46-inch Springfield Roadster with him, and requested Hal Greenwood to give it a trial. Hal at once complied, and in company with Mr. McCune rode out to Son-of-a-Gun Hill, to test its qualities. Although Hal had been on this machine but once before, he had no trouble in climbing Son-of-a-Gun with ease. After this performance he tackled the "Undertaker," a much steeper grade, and succeeded in climbing it two rail lengths beyond Arthur Young's mark. This is indeed a wonderful performance, and in a way establishes the reputation of the wheel as being a hill climber par excellence.

Dr. Beckwith is just recovering from a two weeks' attack of inflammatory rheumatism.

Two prominent clergymen were among those who were elected last Tuesday evening to active membership in the Elizabeth Wheelmen, at its monthly meeting. The five who were elected are: Rev. O. A. Glazebrook, rector of St. John's Church; Rev. H. Oberly, rector of Christ Church, and Messrs. Charles W. Place, George J. Ames and Thomas A. Doe. At the previous meeting Miss Charlotte S. Farrand was elected a lady member.



## NEW ORLEANS.

They may talk about races with big money prizes or jeweled trophies to spur on the contestants, but "yours truly" has a little silver dime, without a string to it, which he is willing to wager against a stale doughnut, that for real earnest work and pure git-up-and-git dash, the

## GRAHAM-GUILLOTTE RACE

last Sunday, April 8, is fairly entitled to the palm. It was for glory, and glory alone, but the absence of a trophy mattered not to either man; it was a go for all that was in them, as any eyewitness is willing to testify. Guillotte did not overtake Graham, and the latter will have no need to eat his hat, but both succeeded admirably in covering themselves with glory—and perspiration.

As has been detailed before, the distance was five and one-half miles, Guillotte allowing Graham a 4-minute start. Graham was sent off at exactly 10:46 A. M., covered his first lap in 1.35; two (a little less than a mile) in 3.17, and was well around on his third before Guillotte was pushed off. The latter started as if he meant business. Cutting a rattling pace he dashed over the line for the first time in 1.27; two laps were covered in 2.57, after which he settled down to a 3.20 gait, and it was not until the sixth lap that he caught and passed his competitor. The latter was just then about pegging out, but as Guillotte darted by the sight gave him new life, and he took after C. B., and clung to his little wheel in a manner that surprised even his most intimate companions. He finished his five and one-half miles in 20.12½, still hugging Guillotte's little wheel, while the latter had still two laps (nearly a mile) to make. But he never made them. After the third mile his over-hearty breakfast began to rebel at his treatment, and after that Guillotte began to labor and rode in poor form, losing his steady pace; he was a very sick man and rode evidently in great pain, but he was game to the last and stubbornly refused assistance. He finished ten laps in 16.10, when he could stand it no longer and gave up the hopeless chase, Graham's time for the same distance standing 16.50—both inside all previous local records. A. M. Hill, H. W. Fairfax and S. G. Betts did the timing.

Towards the last, Guillotte's condition frightened the boys. He was frothing at the mouth, his eyes were staring wildly, his skin was drawn, and he continually pressed his side, and altogether looked as if about to collapse. A couple of hours' rest, however, put him in shape again, and by evening he was as good as new. Charlie possesses a powerful physique and an abundance of grit, but if he courts injury as he did last Sunday it is not apt to last him long.

A. M. Hill is to try for the Southern 5-mile record Sunday next, weather permitting. Guillotte will also try it again during the summer.

The Division meeting of the Ninth did nothing. Same old story, lack of a quorum. Looks as if the League had about lost its grip altogether.

The Louisiana Cycling Club's Committee in charge of the details of the "President's Medal" series, has decided upon the following dates and courses:

May 13, 2½ miles, Napoleon Avenue to Carrollton.

June 10, 10½ miles, Carrollton Avenue and St. Charles to Schadwells (Gentilly Road).

July 15, 11 miles, Lee Circle to West End, via Carrollton.

August 12, 5 miles, Horticultural Hall track (Audubon Park).

September 8, 8 miles, Shrewsbury Belt Road.

This comprises stretches of road, good, bad and indifferent, and is calculated to test each rider's calibre in a thorough manner.

To-day New Orleans is on the threshold of the most important election held within its limits in many a day. For long weary years she has dragged along, ruled after a fashion by a horde of unscrupulous rascals, whose only thought was gain, and who, under the guise of the regular Democracy, have this, as in years gone by, nominated themselves for four more years of pilferage. But the people have spoken; their long slumbering spirit has been aroused, and in one grand mighty effort they have de-

clared they will bear it no longer, and on Tuesday next (17th) expect to bury the unprincipled ringsters beneath a drift of snowy ballots so deep that it will never thaw. Much of the people's fight has been made upon the pledge of a subject dear to the heart of every wheelman—better streets. B. C. Shields (a brother of our ex-chief consul) is on the people's side, a candidate for the Legislature, and between it all there are brighter skies overhead for our dear old dirty city; for its streets, for its wheelmen, and for everyone else.

You of the far North cannot appreciate, or, perhaps, understand the intensity of the desire and feeling pervading almost our very atmosphere. But pray for us—we'll need it—and in my next may I be able to chronicle the complete rout of as corrupt a horde of professional politicians as ever drew pap at a public fount.

Br.

## NOTES FROM THE CITY OF BROTHERLY LOVE.

The Century Wheelmen are justly proud of their new uniform, in the possession of which they not only have as serviceable a suit as they could have selected, but with the addition of the black braid upon the gray cloth they have secured a uniform that all wheelmen acknowledge as the neatest of any club uniform in the city. This club will give their second anniversary dinner at the Colorado Hotel on Friday evening, April 27, at which it is expected that fully one hundred members will be present. It is a certainty that every member who was present at their dinner last year will accept the invitation this year.

The seats for the lecture to be given under the auspices of the Pennsylvania Club are selling rapidly, and Mr. Mac Owen is promised a good house for the evening of the 19th. Such surely should be the case, as an enterprise of this kind deserves the earnest support of every brother wheelman, the object being to the interest, indirectly, of every club in our vicinity by placing wheeling, its pleasures and advantages, before the public in such a manner as will be sure to attract the attention of the public at large.

At last we are assured that the Wells-Greenwood hill-climbing contest will certainly take place. Who will wear that \$50 medal? Wells is already commencing to get in condition, and has secured a special Star for the race. Greenwood has decided to forsake his first love, and will ride a Springfield Roadster.

Both the Pennsylvania and Century Clubs instructed the officers to secure additional wheel space, their present quarters being insufficient to accommodate the demand.

Samuel Gideon, who represents the bicycle department of Messrs. E. K. Tryon, Jr., & Co., has been seriously ill for the past week from a fall while vaulting at the Schuylkill Navy Gymnasium. For some time he was in great danger, but I am glad to say that the latest reports are very encouraging.

A special meeting of the Associated Cycling Clubs was called for Thursday evening, April 12, to take action on the ordinance about to be introduced before Councils for the paving of Broad Street with asphalt. A communication was addressed to the Highway Committee requesting a hearing when the ordinance comes up.

Kirk Brown was out on Sunday last trying the new Rambler Safety, for which he has secured the Philadelphia agency. The outlines of the wheels have been changed considerably from the first cuts, and, although not as graceful looking as first represented, they claim many superior points gained by the change.

## SOME ONE TELLS ME

That Deacon Lowgaker, of the Pennsylvania Bicycle Club, has promised to climb Ford's Hill or die ere the season wanes.

That Sam Gideon is an aspirant for honors as an oarsman under the Malta Boat Club colors.

That Kirk Brown feels sure of winning his road race against Frank Garrigues.

That C. L. Liesen and Richard Hallett, of the Tioga and Pennsylvania Clubs, are trying to

secure the largest Philadelphia mileage, next to Captain Fleming.

That Laing, Stadelman, Johnson and Supplee have formed a quartette, and are practising on a new song entitled "Oh, Who Will Buy My Fifty-eight?"

That Charlie Paul will accompany the quartette, and speak regarding the advantages of riding a 60-inch wheel.

That Captain Burt, of the Philadelphia Club, prefers tandem riding to the ordinary.

WESTFIELD.

## PITTSBURG.

Sunday of this and the previous week practically represented the opening of our riding season, many riders being found a-wheel, whilst club members were observed more generally together, so that from now club runs may be expected to materialize (?).

Messrs. Clarke, Bidwell, Seidell, Smyth, Croninger and McGowin, all old Keystone members at one time or another, were seen at the Reservoir Sunday, comparing plans, etc., for the summer. Mr. Clarke, former League Consul, will tour through England and Scotland, going from there to France, Germany and other parts of the Continent, being accompanied by two other wheelmen.

The defeat of Rowe by Howell creates some surprise here, he being looked upon as a sure winner in the five and ten mile races, with even chances for the one mile.

Rumor has it that W. I. Wilhelm will ride a certain "crank" wheel the coming season instead of the Star. The report originated with an Eastern bicycle salesman, but is pretty generally disbelieved here.

In the wheel column of the *Dispatch* of Sunday last, the writer treats us to an old, very old chestnut, to wit: "The following list of clubs and members in and about Pittsburgh may be of interest. The Allegheny Cyclers lead in point of numbers, having 40 names on their rolls; the Keystone Bicycle Club comes next with 28; the Pittsburgh Wheelmen, 20; the Sewickley Valley Wheelmen, 25; the Homestead Wheel Club, 18; and the McKeesport Cyclers, 24. Beside these are over 200 wheelmen who do not belong to any club, but can be counted as belonging to the growing army of riders." We look for this each year, and I don't believe we'd be satisfied (?) short of seeing it in print. My excuse for giving it here is that it shows pretty correctly the number of riders in and about Pittsburgh. The column referred to has many good features, save that of an occasional chestnut, and is widely read.

One of the best and most ably edited wheel columns in the country is that of the *Bulletin* of Pittsburgh, the finest paper of its kind published. The writer and editor is Mr. C. F. Seidell, former president and now captain of the Keystone's, and recently appointed L. A. W. Consul. The column is revived every year about the first of May, and continues each week until November.

Saturday evening, between the hours of 7:30 and 10:30, in the club house of the Sewickley Valley Wheelmen, might have been seen a jolly and genial crowd of wheelmen enjoying the final "smoker" of the season, and the verdict of the guests was that it would never do to miss an entertainment of this popular club. Seidell made a few short and well chosen remarks on the part of the visitors, thanking the club, which were replied to in a very happy vein by Mr. F. L. Clark, and we departed regretfully.

KEYSTONE.

Mr. G. M. Worden, with T. G. Conway & Co. last season and now with the John P. Lovell's Arms Company, writes us that the Springfield Roadster is booming in New England. A six weeks' trip has netted great returns. Mr. Worden's great feat is to give a remarkable exhibition of the safety qualities of the Springfield Roadster and then book orders on the spot. The result of an exhibition at Woonsocket, Mass., on Wednesday last was five orders.



## BROOKLYN.

The Brooklyns were out in force on Sunday morning, April 15. Under the leadership of Captain Spelman, assisted by Lieutenants Meeteer and Warner, more than thirty strong, they wheeled through the park, attracting a deal of attention. They mounted Observatory Hill, while the flock of goats waited for them at the bottom. Rejoined by the goats after their descent, they rode around the circuit, counter-marching a large aggregation of L. I. W. under Captain Luscomb.

A large number of members and friends attended the stag party at the L. I. W.'s clubhouse on Saturday night, April 14. The entertainment committee had provided an excellent programme, which was enjoyed by all. The following programme was rendered during the evening:

1. Recitation—Mr. Kingman.
2. Tenor Solo—Mr. Brettell.
3. Exhibition Club - Swinging — Master L. Hoole.
4. Comic Singing—Mr. Forsby.
5. Banjo Selections—Ilderan Banjo Quartette, consisting of Messrs. W. C. Bailey, H. H. Farr, J. K. Falco and J. W. Miller, Jr.
6. Dialect Recitation—Mr. Steinvick.
7. Turkish Dance—Mr. E. B. Hutchinson.
8. Selections on the Banjo and Guitar—Messrs. W. G. Rush and W. C. Doré.

The entertainment was in charge of the following gentlemen of the Entertainment Committee: Messrs. G. B. Starrett, Jos. Manne and C. M. Richards. By the way, it is rumored that Mr. Manne is trying to find out who perpetrated the pun on his name [Man(ne)aged] in last week's paper.

For the theatre party on the 28th instant great preparations are being made, and it promises to be a great success. Eighty names are now down on Mr. Manne's list, with others flowing in rapidly. The L. I. W. have secured all the orchestra seats on the right of the middle aisle.

The K. C. W. have also arranged a party to attend the "Corsair" on the same evening, and have secured from Colonel Sinn the refusal of 100 seats in the orchestra circle. Their list now numbers over fifty names.

Why don't the Brooklyns take some steps regarding the matter? The consolidated club could and should make a fine showing. Why not take the opportunity to secure the left half of the orchestra before it is too late? Come, gentlemen, the wheelmen want to own the house and you must join them. The theatre is to be decorated with cycling emblems on that evening, and special souvenir programmes, de-

voted to the wheelmen's tastes, will be distributed by Colonel Sinn, who is taking a profound interest in the affair.

The match game of the bowling teams of the L. I. W. and the N. Y. Bicycle Club was played last Friday, the 13th, and resulted in a victory for the L. I. W., the aggregate scores being 1384—1355.

Mayor Chapin is showing his interest in cycling in general, and the L. I. W. in particular, by bringing members to the latter organization. The last name on the bulletin which bears his honor's endorsement is that of E. F. Beecher, business manager of the Brooklyn edition of *The World*—a great acquisition to the ranks of the L. I. W.

Two serious accidents happened in the Park last week. Mr. Fred Lang, B. B. C., while taking an afternoon spin on Wednesday, April 11, took a header near the Flatbush entrance, scraping his arms, face and legs badly and driving one of his incisor teeth through his upper lip, cutting it so that it had to be sewn by a physician in Flatbush, to whose house he was kindly brought by a gentleman, who had him conveyed home safely. When he fell he was so stunned that he did not know anything between the moment he took the header and the time his face was bathed in cold water. He is doing very well now and hopes to be able to ride in a month or so. The other unfortunate is a member of the L. I. W., of whom I do not know particulars. Both accidents were caused by careless riding.

The L. I. R. R. is said to be on the verge of ruin because L. A. W. No. 14,763, in last week's *Bulletin*, proposes to the down-trodden wheelmen to boycott this high-handed railroad company. Sorry, Mr. 14,763, but with present prospects we will have to take the L. I. R. R., just as ever when it rains or we are tired out, even if your cinder-path to Jamaica be constructed.

The L. I. W. intend to take supper at Dillard's after their theatre party. There will be a good deal of speech-making, and, with such lights as Luscomb, Furst, Shaw and others, the orations will be a treat.

"Wing-Foot" in the *Bulletin* of last week, tells us that the Brighton Beach Hotel was to be moved "in sections." There is nothing like going away from home for news. We were all down there, but were surprised (?) not to see "W. F.'s" statement verified.

H. Hornbostel, B. B. C., won fourth place in the Prospect Harriers' run Thursday, April 19. It is hoped that he will do as well on the wheel as he did on the running path this winter.

Alas for the pride of the Brooklyns! We no longer see Kellum mounted on his 62-inch Expert, the pride of his club-mates and the admired of admired. Alas, that it has come to this—a goat!

A special meeting of the B. B. Club was held Tuesday evening, April 17. The object was the discussion and adoption of a club uniform.

The Brooklyns are going to build an iron wheel shed in their back yard, to accommodate the large number of wheels that have been added to the club by its consolidation with the Ilderans.

The following circular has been sent to the members of the Brooklyn Bicycle Club by Captain Spelman:

"Notice is hereby given that all members wishing to compete for the Mileage Medals for the present year (commencing April 1, 1888, and ending April 1, 1889,) should notify the captain of their intention, at the same time stating cyclometer registration. Members competing will be allowed to approximate their mileage from the 1st to the 21st of April, after which none but cyclometer records will be accepted."

The initial club run of the B. B. C. has been announced for Saturday, April 21, at 3 P. M.

It is rumored that Bradley will ride a goat in the N. Y. & N. J. T. R. R. A's race on Decoration Day. He prefers not to risk his neck for the ephemeral glory of coming in a winner, and wisely proposes to ride a safer machine.

INDEPENDENT.

The Pope Manufacturing Company has had in use for about a month a long-distance telephone over a copper wire, extending from their Boston office to their Hartford factory, a distance of 125 miles. During the recent great storm, when the telegraph wires were all down, the Pope Company were able to talk with its factory with the exception of a few hours. The telephone is used for transmitting orders, enabling the company to notify the factory of an order within a few minutes of its receipt. This modern convenience results in the saving frequently of twenty-four hours in the filling of an order.

## GILLOTT'S STEEL PENS

ARE THE MOST  
\* \* \* PERFECT.

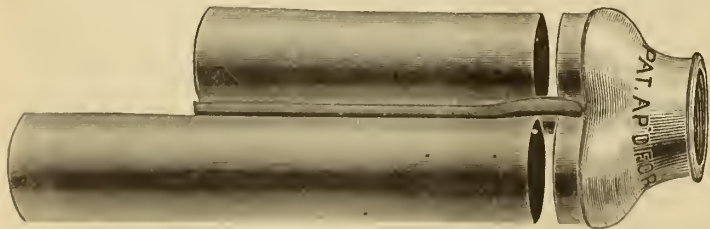


## KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

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

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.



Duplex Whistle. Price, 50 Cents.

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

ASK YOUR DEALER FOR  
The Springfield Roadster Whistles  
—AND—  
Yost's Air-Drying Enamel.  
The Best Ever Offered. 50 Cents per Bottle.



Single Tube Whistle. Price, 40 Cents.

Springfield Bicycle Mfg. Co., - No. 9 Cornhill, Boston.



A. G. SPALDING &amp; BROS.

## THE VICTOR LIGHT ROADSTER.

Last week we spoke of the Victor Safety, and told you how the wheel was made, and explaining just why it is the best safety on the market. We are now shipping the safeties as fast as received from the factory, but we always keep a few on hand to show to callers.

This week we speak of the Victor Light Roadster. Among old riders it will not be necessary for us to enlarge upon its merits. Where hills have been climbed, where great road races have been run, where wheels have been tested to their very utmost, the Victor has been found at the front to tell its own story. It has won for itself a name second to none, and we but echo the claims of its riders when we say that it is entitled to stand at the head.

Among its many points of superiority those of coasting and hill-climbing have been particularly remarked, and are indicative of the perfection of the "lines" of the machine. If a bicycle coasts well it shows that the parts are well fitted and the bearings true, and the only time to appreciate this is when the power is taken off; then the machine itself has a chance to talk, and it tells unerringly what the work is. The Victor has gained the reputation of being a coaster *par excellence*, and Victor riders have challenged all comers with success.

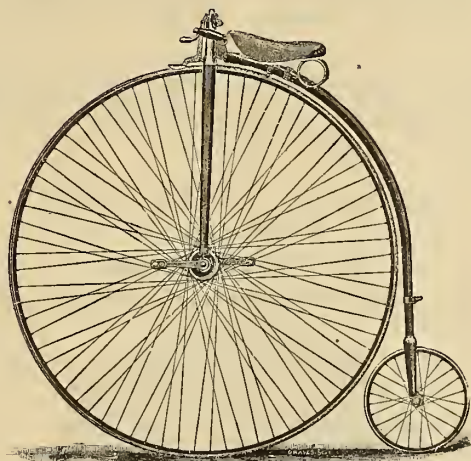
No greater strain is put upon a machine than in hill-climbing, and not only is it a test of the durability of the work, but it is also a test of the running quality. A clumsy machine is a hard hill-climber. Ask any Victor rider how his machine coasts and how it climbs hills. We want to be understood to say that the Victor Light Roadster contains absolutely no cast metal, and the machine is so guaranteed. The cheap way to make parts is to use a wooden pattern, and from it have castings made. The expensive way, and the way which we have adopted for all parts, is to make steel dies for each piece and forge the pieces from steel, thus insuring accurate form, without the tendency to flaws incidental to castings.

A. G. SPALDING &amp; BROS.

We particularly want to call your attention to the construction of all wheels used in Victor cycles.

The cheap way to make a wheel is to use direct spokes; but this is not the best way. Spokes have two uses—primarily, to hold the hub in position; secondarily, to convey to the rim the power applied to the pedal. If it is to stand the strain of the power applied at the pedal, is it not best that the spoke should lie in the direction of the strain?

Much could be written on this point—too much that is not to the point has been said. To demonstrate the difference between tangent and direct spokes, stand at arm's length from a man, face to face with him, and hook your fore-



THE VICTOR LIGHT ROADSTER.

finger into the front of his vest around a button. In this position consider him as representing a hub, and your arm a spoke. Now let him attempt to turn his back to you. It will be observed that he can turn with perfect ease until the relative position of your arm to his body becomes the same as that of a tangent spoke to the hub of a wheel. At this point his progress is arrested, and you hold him easily.

Again, take the average number of direct spokes in a wheel—say fifty—and fasten one end of the bundle in a vise. Take hold of the free end and push it sidewise. With one hand you can bend them double. Note the fact that their combined lateral strength is fifty times that of a single spoke. Then fasten one spoke in the vise, and pull directly endwise on it. Fifty men could not break it, because it pulls tangent, or in the

A. G. SPALDING &amp; BROS.

direction of the strain. In using direct spokes a large part of the work consists in twisting the hub around until the spokes begin to pull tangent. In using tangent spokes the power applied to the pedals is communicated directly to the periphery of the wheel.

In all wheels fifty-four inch and under we use seventy-two spokes; fifty-six inch and above, eighty spokes. We think it well to have plenty of spokes. Small wheels all have twenty-four spokes. All spokes are tied with steel wires at each crossing and soldered, and attached at the rim by means of long nipples, having fifty-six threads to the inch, and counter-bored, so that the strain on the spoke will not come on the thread, but on the full sized wire.

If you have any knowledge of mechanics, either practical or theoretical, you can readily understand that it is the true tangent spoke which makes the Victor the easiest running and the best hill-climbing bicycle made.

With regard to weights, the fifty-inch Victor Light Roadster, with saddle and pedals on, ready to ride, weighs thirty-eight pounds; other sizes in proportion. We consider these weights as light as it is safe to make for American roads, and while the machines are light, they are so strong and rigid that *we do not bespeak for them light riders and good roads*. They are built for use on the average American road, and will be found thoroughly staunch and reliable.

As we said before, the Victor Safeties are rushing. If you will call in and examine it you will see whether it is a beauty or not. Our line of Light Roadsters will also attract your attention, and you will also run across something you want in the way of sundries, shoes, caps, jerseys, sweaters, uniforms, stockings, etc., etc.

Remember that we sell on the installment plan and give you just as good value for your money. It is a good way to buy a machine without feeling it.

*Send for Catalogue.*

**A. G. SPALDING & BROS.,**

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



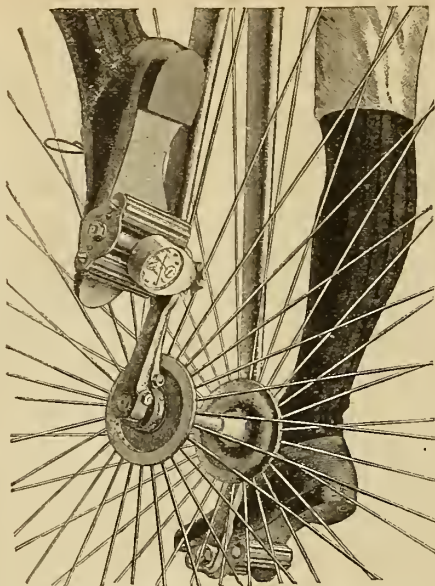
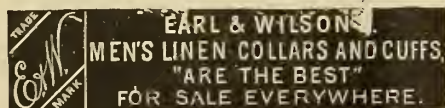
## CHARLES SCHWALBACH'S CATALOGUE.

We always like to note enterprise in the smaller dealers, men who are just getting into the swim. Charles Schwabach has been very active this season, especially in introducing the wheel to new people. His "opening" was the first event of its kind, and was a success. The latest move is the publication of a first-class catalogue, equal to any sent out by the trade this year. The catalogue is a neatly printed pamphlet of thirty-two pages and contains complete descriptions and fine illustrations of the following goods: New Mail, with illustrations of the "Perfection" backbone and forks; Columbia Light Roadster, Expert, Volunteer, Veloce, Semi-Roadster, Light Roadster, Columbia two-track tricycle, the Surprise tricycle, Columbia tandem, Ideal bicycle, Lever tricycle, Central Gear tricycle, iron velocipedes and adjustable rear velocipede. Among a long line of sundries catalogued are the Star lamp, Acme bicycle stand, Duplex bell, H. A. S. Luggage Carrier, Buffalo Home Trainer, Carter's Foot Rest, Harwood Detachable Safety Step, besides a line of lamps, cyclometers, bells, oils, etc. In the line of outfittings there is a choice variety of bicycle and tennis hose, caps, tights, shirts, blazers, belts, uniforms, etc. Full details of the storage, renting and hiring departments are included. These catalogues are mailed upon application.

Messrs. Peck & Snyder report large sales of the New Mail. New Yorkers may see the 1888 wheel at their Nassau Street store. This firm also handles the famous Ivels.

Messrs. Strong & Green, 54 North Fifth Street, Philadelphia, are agents for the Club wheels.

Mr. W. D. Banker, well known to all Pittsburg wheelmen, has kindly consented to receive subscriptions for this paper.



Weight, 6 oz.

**PEDAL CYCLOMETER CO.**12 Warren St.,  
N. Y.**BICYCLE REPAIRS**

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.

**BENNETT & HALE,**  
112 Orange Street,  
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GENERAL AGENT FOR THE SALE OF THE

**AMERICAN BICYCLES,**

Manufactured by Gormully &amp; Jeffery Mfg. Co.

Champion, Light Champion,  
Rambler and Ideals, Tricy-  
cles, Velocipedes, &c., &c.

SUNDRIES OF EVERY DESCRIPTION.

Repairing and Nickel Plating a Specialty.

Send Stamp for Illustrated Catalogue.

**WHEELMEN'S RENDEZVOUS.**

**PROSPECT PARK HOTEL,**  
PROSPECT PARK PLAZA, BROOKLYN.  
F. G. SPENCER, Proprietor.

Refreshments of all kinds

\$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.

**LINCOLN HOLLAND & CO.,**  
WORCESTER, MASS.

The Marlboro  
**CLUB**  
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The Swift  
**SAFETY.**



THE MOST  
Popular Tandem  
**MADE.**

The Marlboro  
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Tricycle.

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NEW YORK AGENT,

**H. C. SQUIRE, 178 Broadway.**

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PROSPECT PARK PLAZA.

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## The Warwick Perfection

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

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**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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**STAR**

**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.,**

**Works and Main Office, SMITHVILLE, N. J.**

**115 LIBERTY STREET.**



# REVOLUTIONS PER MILE OF DIFFERENT SIZES OF WHEELS.

The following table will show the number of revolutions different sizes of wheels will make in one mile. The figures were tested on a half-mile surveyed course, and the measurements differed less than six inches:

Diameter of Wheel.	Circumference of Wheel.	Revolutions per Mile.	Even Revolu's.
36 inch	9.4248 feet	560.224	560
38 "	9.9484 "	530.738	531
40 "	10.4720 "	504.201	504
42 "	10.9956 "	480.192	480
44 "	11.5192 "	458.365	458
46 "	12.0428 "	438.436	438
47 "	12.3046 "	429.094	429
48 "	12.5664 "	420.168	420
49 "	12.8282 "	411.599	412
50 "	13.0900 "	403.361	403
51 "	13.3518 "	395.454	395
52 "	13.6136 "	387.847	388
53 "	13.8754 "	380.540	381

54 "	14.1372 "	373.482	373
55 "	14.3990 "	366.692	367
56 "	14.6608 "	360.144	360
57 "	14.9226 "	353.816	354
58 "	15.1844 "	347.725	348
59 "	15.4462 "	341.836	342
60 "	15.7080 "	336.134	336
61 "	15.9698 "	330.625	331
62 "	16.2316 "	325.291	325

As the downward thrust of *one* foot, on an ordinary bicycle, marks one complete revolution of the large wheel, the column of "Even Revolutions" given enables a rider to easily determine a *mile* by simple count of the strokes of one foot. Therefore, by this table, he may lay out a short course on the road, measure a track, test a cyclometer, or, rolled along, his wheel becomes a convenient means of measuring any distances where *absolute* accuracy is not required.

Dieter's Ice Cream Branch, 1150 Fulton, near Franklin Avenue, Brooklyn, have the best creams in the city. \*.\*

## POINTS.

Now that the riding season is upon us, it would be well for your readers to remember the following *points*:

If you have no wheel, get one *now*.

If you are tall, get a safety.

If you are fat, get a safety.

If you are old, get a safety.

If you are timid, get a safety.

If you are a lady, get a tricycle.

If you are married, get a tandem.

If you are not a member of the League, join at once.

If you want better roads, join the Roads Improvement Association.

If you want to be posted, subscribe for THE WHEEL AND CYCLING TRADE REVIEW.

If you want a good and cheap suit, join the League.

If you want a good road book, join the League.

If you want a good cycling paper, join the League.

If you are a minister, the wheel is what you need.

If you are a doctor, the wheel will pay you.

If you want to enjoy your *first* rides, do not go too far.

If you would be happy, buy the best.

If you would be *healthy*, ride the wheel—tricycle, bicycle or safety. 2,747.

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

Manufacturers of the Wheelman's Favorite, Billing's 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.

**W. D. BANKER,**  
Old City Hall,  
**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.

## OFFICIAL TAILORS AND OUTFITTERS.

Ilderan Bi-Club.  
Citizens Club.  
Long Island Wheelmen.  
Hudson County Wheelmen.  
Harlem Wheelmen.

**DEVLIN & CO.,**

New Jersey Wheelmen.  
Roselle Ramblers.  
Huntington Bi-Club.  
Ilderan Bi-Club of Bergen Point.  
Yonkers B.C., and others.

**Broadway and Warren Street,**

**NEW YORK,**

MANUFACTURERS OF

Bicycle, Tennis, Yachting and Tourist Suits,  
Caps, Stockings, Etc.

We are prepared to make this year a fine line of TROPHIES, MEDALS and PRIZES of all descriptions, including

**MEDALS, CUPS, JEWELRY, Etc.**

Stop-Watches, **MEDALS**, Trophies.

*Illustrated Catalogue and Price List Sent on Receipt of Stamp.*

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No. 1½ Maiden Lane, New York City.

**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.**



## 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.

GEO. R. BIDWELL,

313 West Fifty-eighth Street,

Near the Park, New York.

### The "Best" Bicycle Whistle.



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

Price, 25c. each. Discount to Dealers.

WHITTEN & CO., PROVIDENCE, R. I.

## HARLEM BICYCLE CO.

284 LENOX AVENUE,

(Late Sixth Avenue.) Between 124th & 125th Streets.

AGENTS FOR

*Victors, Youth's Premiers, Champions, Ideals, Clubs, Singers, Springfield Roadsters, Humbers.*

ALSO A FULL LINE OF BOYS' AND GIRLS'

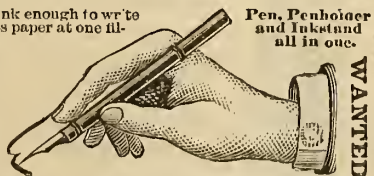
Bicycles, Tricycles and Velocipedes.

REPAIRING, RENTING, STORING.

Open Day and Night.

Hold Ink enough to write 61 sheets paper at one filling.

AGENTS



FOUNTAIN PEN.

Uses any kind of ink; filled by an ornate action of India Rubber reservoir; 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 2 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 out, 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 & one kept in the N. Y. Post Office. Samples post-paid.

L. I. MANUFACTURING CO.,  
Long Island City, N. Y.

## --- HOW TO --- Buy, Sell or Exchange.

ADVERTISE IN OUR  
*For Sale, Exchange,  
and Wants Column.*

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

ALL ADVERTISEMENTS MUST BE RECEIVED  
BY TUESDAY MORNING.

### FOR SALE, EXCHANGE, WANTS.

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

### DEALERS, ATTENTION.

#### Sacrifice.

Lot K. of R. lamps, balls and sundries, new and first, will retail for \$210, and tools and parts worth \$100, all for \$125 cash. Also Humber tandem, balls all around, excellent order, \$140, cost \$205. Columbia two track tricycle, \$85, cost \$180. 44-in. Youths' Premier (new), \$30, cost \$50. 36-in. Columbia, \$30, cost \$75. 54-in. Columbia, nickeled, ball bearings, dropped bars, \$35, cost \$105. "Bargains," 111 West 95th St., New York.

FOR SALE—56-inch Expert Columbia, late pattern; ridden less than 200 miles; taken in exchange for Safety; guaranteed bargain; \$85. N. D. Tafford, agent, Wilkesbarre, Pa. 4-27

FOR SALE—Rudge Crescent Tandem. A 1 order; ridden less than 300 miles; Townsend saddles; Lakin cyclometer. E. O. Hatch, 49 N. Market St., Boston. 4-27

FOR SALE—50-inch Expert, full nickeled, except wheels; full ball bearing; perfect condition; new \$10 cyclometer; \$80. E. J. S., Box 531, New York City. 4-27

WANT TO EXCHANGE—50-inch full nickel Bicycle for a Tricycle. My large Catalogue and second-hand list free. 48-inch Ltd. Col., \$35. John G. Zook, Lititz, Pa. 4-27

FOR SALE—One 52-inch '86 Victor Bicycle; excellent condition; spade handles; price, \$75. E. B. Burnham, Park St., Newton, Mass. 4-27

THE ROSS DETACHABLE LUGGAGE CARRIER—The Best and Most Convenient Carrier made. Price, by mail, \$1. Circulars free. See it before you buy. August Kinne, Richfield Springs, N. Y. 4-27

BIG BARGAIN—44-inch Facile Safety Bicycle; cost, \$135; ball bearings, etc.; perfect; price, Half Cost. D. W. Colbath, Hotel Ottawa, Boston Highlands, Mass. 4-27

FOR SALE—56-inch Victor, 1887 pattern; Lakin cyclometer; Columbia grip pedals; King of the Road lamp. Address J. S. Bowditch, 196 Broadway, Room H. 4-27

WANTED—A Tricycle; weight, not over 55 lbs.; state lowest cash price, with full particulars. Fred. B. Williams, 244 East 86th St., New York. 4-26

FOR SALE—A 52-inch Expert Columbia, full nickeled; in good condition, including King of the Road lamp, luggage carrier, etc.; \$70, cash. G. E. F., Box 2266, N. Y. City. 4-27

FOR SALE—Cheap for cash, Harvard Special Bicycle, 52-inch; in good condition. Address C. H. B., 371 4th St., Brooklyn, N. Y. 5-27

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. 4-20

FOR SALE—54-inch Standard Columbia, in excellent condition; used very little; will sell for \$40. E. W. Mott, 1572 Park Ave., New York. 4-20

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. 4-20

WANTED—A 53-inch Columbia Light Roadster, '87 pattern; backbone and forks nickel and good condition. A. P. Jackson, Rutherford, N. J. 4-20

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. 4-20

FOR SALE.—50-inch Special Facile, 54-56 ordinary, guaranteed first-class condition; references given. Address F. R. Huntington, Adams, N. Y. 5-11

FOR SALE—52-inch New Rapid Bicycle; excellent condition; cheap for cash. Address E. O. Jeralds, Union Depot, New Haven, Conn. 5-4

54 INCH VICTOR at a bargain; cost, with Lakin Cyclometer, \$140; in fine condition; will be sold cheap. X. X. X., Box 444, New York. 4-20

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

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

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

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.

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

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

FOR SALE—Facile, 46-inch, latest pattern (1887), ball bearings all round, enameled, nickel trimmings; good as new; cost \$131. Price \$85. James W. Hillman, 214 Division Ave., Brooklyn.

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

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

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

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

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

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

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

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

\$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.

**FACILE** { Geared Front Driver.  
Swallow (Geared Rear Driver).  
Tricycle (Geared and Superb).  
Light Roadster (Ungeared).  
Farrington Bicycle (Not a Facile).  
Oil and Enamel.

ALL THESE ARE

ORIGINAL and UNIQUE

NOT MERE COPIES.

Send for price list and read about them. Mention this paper.

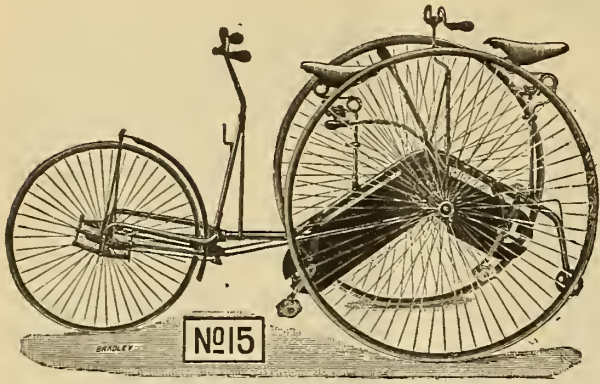
**FACILE AGENCY,**

33 MURRAY ST.,

NEW YORK CITY.



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



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

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

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

**WHEELS BOUGHT, SOLD AND EXCHANGED.**

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

## PRICE LIST

— OF —

### Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
312	54	Extraord'y Chal	Ball	Enamel	\$40 00
325	54	Universal Club	Ball	Enamel	80 00
372	52	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
459	50	Victor	Ball	Enamel	90 00
463	42	Club Safety	Ball	Enamel	75 00
468	54	Harvard	Ball	Nickel	65 00
469	54	American Star	Plain	Nickel	40 00
472	50	American Club	Ball	Enamel	85 00
474	54	American Star	Plain	Nickel	50 00
475	51	American Star	Plain	Nickel	25 00
479	52	Brit. Challenge	Ball	Nickel	100 00
480	54	Rudge Lt. Rdstr.	Ball	Enamel	70 00
481	55	Col. Lgt. Rdstr.	Ball	Enamel	100 00
483	56	Expert	Ball	Enamel	80 00
484	52	Expert	Ball	Nickel	65 00
486	48	American Star	Plain	Nickel	60 00
489	54	Harvard	Ball	Enamel	50 00
491	30	Cunard Rover	Ball	Enamel	95 00
493	51	Special Star	Ball	Enamel	90 00
494	52	Harvard	Ball	2-3 Nickel	55 00
498	48	American Star	Plain	Enamel	45 00
500	32	Monarch Rover	Ball	Enamel	115 00
502	52	Royal Mail	Ball	Nickel	65 00
503	54	Brit. Champion	Ball	Enamel	55 00
504	48	Special Star	Ball	2-3 Nickel	100 00
505	52	Victor	Ball	Enamel	90 00
507	50	American Club	Ball	1-3 Nickel	80 00
506	51	Special Star	Ball	Enamel	80 00
509	44	Ideal	Plain	Painted	30 00
510	56	Special Col	Ball	Enamel	35 00
512	48	Spalding	Ball	Enamel	45 00
513	52	Expert	Ball	Nickel	100 00

## TRICYCLES.

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

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

## HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.  
Branch Store, Park Street, Orange, N. J.

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

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SEND FOR CIRCULARS.

THE RIPLEY PLATE.

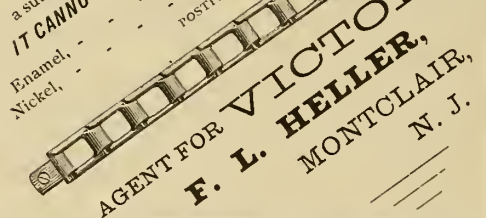
B. & L. CHEMICALS.  
J. A. K. and KRANTZ LENSES.

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27 BOND STREET, NEW YORK.

## 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.**  
Price \$1.00  
Price \$1.50  
POSTPAID.



## 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.

MANUFACTURED BY

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

## THE B. F. GOODRICH CO.

## Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

Bicycle Tires, Hard and Soft Rubber Handles, Spade Grips, Pedal Rubbers, etc.

Write for Price List.

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

First door from S. W. cor. 48th St., NEW YORK  
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.  
LAWN TENNIS SHOES A SPECIALTY

## MERWIN, HULBERT & CO.,

26 West 23d Street,

NEW YORK CITY.

AGENTS FOR

## GORMULLY & JEFFERY'S

American Champion Bicycle.

" Light Champion Bicycle

" Challenge Bicycle.

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AND SUNDRIES.

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

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

## AMATEUR PHOTOGRAPHY,

Accessories for same.

INSPECTION CORDIALLY INVITED

E. H. WILCOX, Manager.

## Chickasaw Bicycle Agency,

225 THIRD STREET,

(Natatorium Building,) MEMPHIS, TENN.

State Agents for the American Cycles.

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

A large Riding School in connection.

Second-hand Wheels Bought, Sold and Exchanged.

REPAIRING PROMPTLY DONE.



VICTOR LIGHT ROADSTER BICYCLE.

VICTOR LIGHT ROADSTER TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

SPALDING'S YOUTHS' BICYCLE.

Also a Full Line of

BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

426 Nicollet Ave., Minneapolis.



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

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

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

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

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

**VICTOR**

FOR 1888.

AT THE

Manhattan Wheel Exchange,

WETMORE & CHESTER,

49 Cortlandt St., New York City.

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

## READ OUR RULES.

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

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

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

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

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

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

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

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

## Notice this Week's Reductions.

Our List, April 20, 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 \$45.

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. 95.—3-track Victor tricycle. Price \$60.

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

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

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. 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. Cowhorn 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.

No. 138.—54-in. Rudge. Enamel and nickel. Cowhorn bars. All balls. Price \$75.

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



# Chas. Schwalbach,

PROSPECT PARK PLAZA, = = = BROOKLYN.

**NEW MAIL**  
**Bicycles.**

**COLUMBIA**  
**Tricycles.**

**CLUB**  
**Safeties.**

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

ALL REPAIRING DONE ON THE PREMISES.

NO WORK GIVEN OUT.

Telephone Call, 125 South Brooklyn. Send for Illustrated Catalogue and Price List.



## ANKLE ACTION

(See L. A. W. Bulletin, Feb. 24.)  
Is learned the easiest and best on the  
Eureka Home Trainer and  
Bicycle Stand.

PRICE - - - \$7.50

In Bicycles, Tricycles and Sundries we can also please you with style, quality, price and terms. Correspondence solicited. M. A. WOODBURY, 43 and 45 Mechanic Street, Bradford, Pa.

## SPADE HANDLES

To Fit any Bicycle, \$2.50.

Improved for 1888, making them the most popular handles on the market.

C. W. SPINNEY, Fitchburg, Mass.

## EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.



## WEBB'S

## ALCOHOL

AND COLOGNE SPIRIT,  
SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb & Son, 165 Pearl St., New York.

## SIEGRIST BROS.,

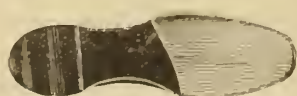
MANUFACTURERS OF

The Champion Bicycle Shoe.



OUR SPECIALTIES:

Running, Walking, Tennis, Foot Ball and our Light Weight Base Ball Shoe.



These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

SIEGRIST BROS.,

237 Canal St., cor. Centre,  
NEW YORK CITY.

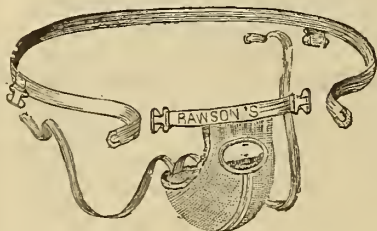
## NOTE THIS!

We want all Wheelmen to know that we have put in machinery for the purpose of manufacturing **NEW WHEELS**, which enables us to do **REPAIRING** in all its branches, such as Stove-Baked Enameling in Bright and Dull Finishes, Drop Forging for Bicycling Purposes, Tubes, Rims, &c. Prices on application. All work done quick, reasonable and satisfactory.

## REBER & SAICH,

No. 149 Academy Street, Newark, N. J.

Mention this paper.



A Perfect Fit Guaranteed.  
Displacement Impossible.

No Wheelman, Equestrian or Athlete should be without THE RAWSON U. S. ARMY PATENT ELASTIC SELF-ADJUSTING SUSPENSORY BANDAGE. They are a safeguard from Accident or injury.

N. B.—“We fill special orders without extra charge.”

Send for Circular and Lecture on Nervous Tension. (Mailed free.)

S. E. G. RAWSON,

SOLE PROPRIETOR AND MANUFACTURER, Saratoga Springs, N. Y.

Mention this advertisement when you order

## ROBERTSON'S BOXING CLOVES.

Used in the Boxing Championships of America. They are also used by the Pastime Athletic, and other prominent Clubs throughout the country.

ROBERTSON-HILL RUNNING SHOE

Has no equal. Used by the Champions in England and America.

ATHLETIC AND SPORTING GOODS OF ALL KINDS  
On Hand or Made to Order.

Robertson's "Correct Sporting Rules," that govern the Championship Competitions in amateur and professional sports of all kinds. Price 25 cents per copy.

WM. H. ROBERTSON,

296 BROADWAY, N. Y.,

Between Reade and Duane Streets.



When the Robins Nest Again,  
We shall have demonstrated that  
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HIGH GRADE BICYCLES,

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Send for the most complete Wheel  
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Amateur Outfits in  
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Is a cure for every pain. Toothache, Headache,  
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 Try it to-night for your Cold; with a sharp dose of  
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Purely vegetable, mild and reliable. Regulate the  
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 Wenck's Opera Bouquet is the latest.

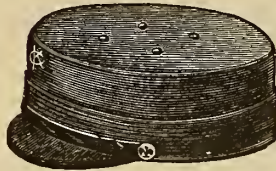


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**LOWEST PRICES.**

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\$3.00

Per Pair

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Made of the finest genuine kangaroo or dongola in every  
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Also manufacturer of the celebrated Buffalo Base Ball  
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Send for circular of shoes and directions for self-measure-  
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 WEAR THE BEST**  
 For they are the cheapest.  
**THEO. GOETZE & CO.,**  
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**Bicycle Hose.**

**FOR SALE EVERYWHERE!**

Correspondence from the Trade  
 Solicited.

Send 6c. for 20 Samples and rules for  
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 The price of Pants is very low.  
 Only three dollars for Custom-made  
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 Fit for the work-shop, church or dance.



**VESTS,**  
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Suits, \$13.25 to \$30.00.

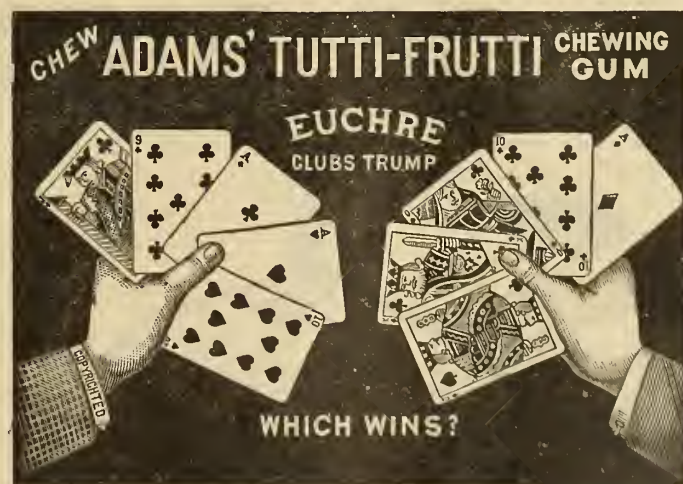
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Increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing  
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**PURE. PLEASANT. ALL FLAVORS.**

Should be on sale at all Wheelmen's Headquarters.


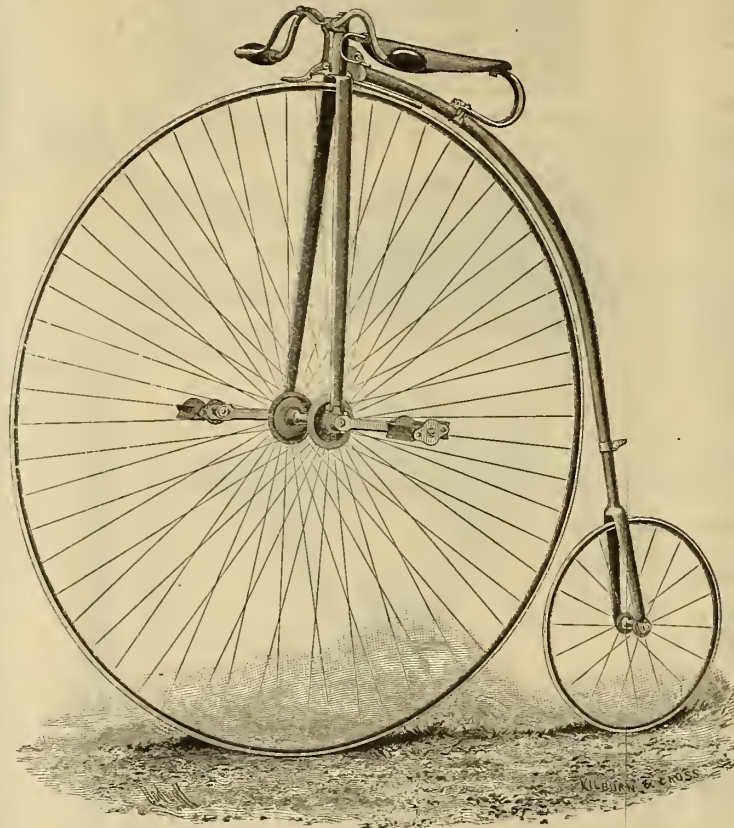



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