

The Wheel

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

VOL. I.—No 9.]

NEW YORK, APRIL 27, 1888.

[WHOLE NUMBER, 9.

A Few Things we do not Advertise.

Records which we know to be false.

Records after they are taken from us by another wheel.

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

One of the Things we do not do.

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

A Few Things we do.

An honorable manufacturing business.

Guarantee our wares to be exactly as represented.

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

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

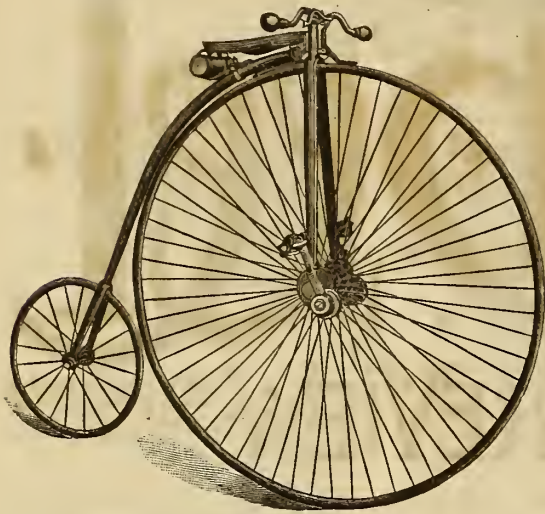
Respectfully submitted,

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Makers of the American Cycles.

Largest and Most Artistic Catalogue in the Trade on Application.



No. 1.

THE SPRINGFIELD ROADSTER

— FOR 1888. —

YOST & McCUNE PATENTS.

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

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

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

CATALOGUE FREE.

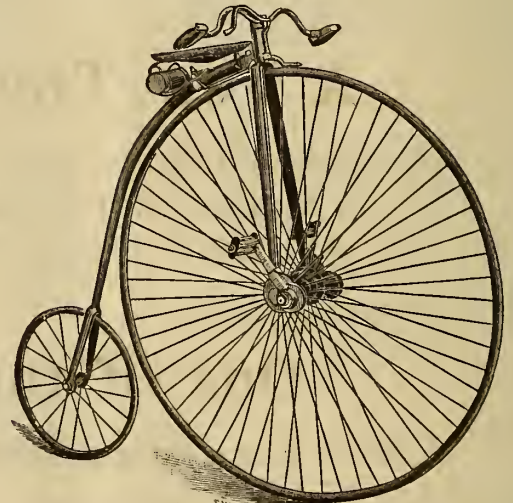
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Merwin, Hulbert & Co.,	New York, N. Y.
Kirk Brown,	Philadelphia, Pa.
C. F. Stokes,	Chicago, Ill.
E. C. Meacham Arms Co.,	St. Louis, Mo.
E. T. Allen,	San Francisco, Cal.
John P. Lovell Arms Co.,	Boston, Mass.

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

Springfield Bicycle Manufacturing Co.,

No. 9 CORNHILL, BOSTON, MASS.



No. 2.

THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

1888 STAR

Is now Ready for the Market.

CATALOGUES FREE. ADDRESS

H. B. SMITH MACHINE CO.,

New York Salesrooms,
115 LIBERTY STREET.

SMITHVILLE, N. J.

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

SPADE and BARS furnished in the best nickel.

LINCOLN HOLLAND & CO.,
 WORCESTER, MASS.



E. I. HORSMAN,
 80 and 82 WILLIAM ST.,
 NEW YORK.

GENERAL AGENT FOR THE SALE OF THE

AMERICAN BICYCLES,

Manufactured by Gornully & 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.

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,
 NEW HAVEN, CONN.

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.

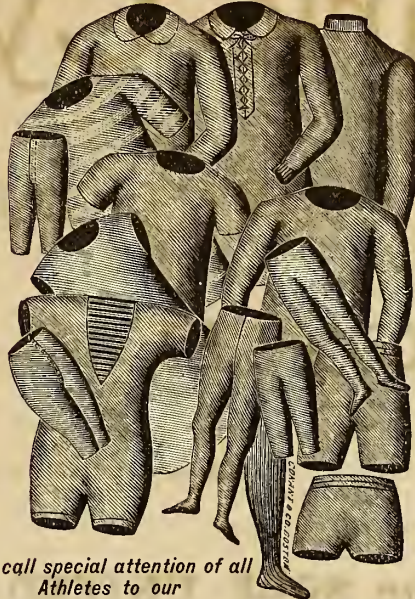
Uniforms and Sundries of every description.

FINEST RIDING SCHOOL IN THE COUNTRY

Repairing of all kinds a Specialty.

Visiting wheelmen cordially invited to make
 my rooms their headquarters.

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 JER-
 SEYS 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 prose-
 cuted to the full extent of the law.

FULL PANTS AND KNEE PANTS,

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

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

Knee Tights, Full Tights, Trunks and Leotards.

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

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

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

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

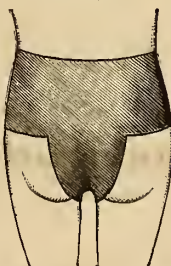
Jersey-Fitting Ribbed Full-Fashioned Stockings.

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 Gym-
 nasts, and we are told that it
 is the best and most satis-
 factory 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.

WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,

PROSPECT PARK PLAZA, BROOKLYN.

F. G. SPENCER, Proprietor.

Refreshments of all kinds

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,	129.00	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	Spcl. Star,	130.00	85.00	4	Ball	1
285	51	Spcl. Star,	120.00	75.00	4	Ball	4
286	44	Spcl. Facile	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	79.00	4	1	2
288	56	Columbia Standard,	107.50	50.00	4	4	4
289	50	Sp'k'b'k Cr'p'r Tricycle,	180.00	130.00	4	1	2
290	52	Victor Roadster,	132.50	87.00	4	1	1
297	46	Columbia Expert,	120.00	75.00	3	1	1
298	39	Otto,	70.00	25.00	5	4	1
300	50	Victor,	125.00	69.00	4	1	4
301		Quadrant trike No. 8,	185.00	160.00	4	1	1
303	42	Otto Special,	40.00	29.00	5	4	1
304	51	Col. Lt. Roadster,	140.00	95.00	3	1	1
305	48	Columbia Standard,	102.50	65.00	3	3	1
306	51	Special Star,	135.00	90.00	3	Ball	2
307	42	Otto Special,	40.00	30.00	5	4	1
308	56	Columbia Expert,	132.50	90.00	4	1	2
309		Sp'k'b'k Hbr. T'dm,	260.00	225.00	4	1	1
311	48	Special Star,	140.00	105.00	4	Ball	1
312		Springf'd Roadster,	75.00	60.00	4	1	5
314	53	Royal Mail,	140.00	95.00	4	1	1
315		Springf'd Roadster,	75.00	68.00	4	1	1
317	46	Columbia Standard,	77.50	40.00	4	4	2
318	56	Columbia Expert,	142.50	100.00	1	1	1
319	50	Columbia Standard,	100.00	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. 3 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	3	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,	140.00	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.

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

KING OF THE ROAD LAMPS.

Made by JOS. LUCAS & SON, Birmingham,

We are prepared to supply the Trade on Liberal Terms.

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

"KING OF THE ROAD."

Send for 1888 Catalogue of

NEW RAPIDS AND QUADRANTS,

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

MAILED ON RECEIPT OF NAME AND ADDRESS.

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

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

Newsdealers may order through AM. NEWS Co.

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

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

THE NEW YORK STATE ROADS IMPROVEMENT ASSOCIATION.

The object of this association, briefly stated, is to improve the public roads of the State of New York. To this end it is proposed:

1. To publish from time to time such circular information as will increase the knowledge of the public and stimulate its interest concerning the advantages of good roads and the manner of constructing and maintaining them.
2. To procure, by appropriate legislation, a change in the present laws governing the construction and maintenance of the public highways.

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

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

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

ISAAC B. POTTER, Secretary.
 38 Park Row (Potter Building), New York City.

THE *Scottish Cyclist* pleads for special safety bicycle races. The *Cyclist* claims that it is dangerous to mix ordinaries and safeties in path races, as the rider of the ordinary is in constant apprehension of the rider of the safety on account of its delicate steering. This would be a good plan, and besides avoiding danger it would possibly tend to a higher development of the present type of rear-driver. We hope some American clubs will place safety races on their programmes this year.

THE *Bicycling News* jumps heavily on the "Original American Team," which arrived on English soil just before the *News* went to press. Lacy Hillier's spleen is larger than his brain, and though the latter organ is fairly large and of good quality, his superabundance of spleen has driven him on the wrong side of every important question that has affected English cycling in our time. Mr. Hillier should consult his oculist and have a pair of liberal spectacles made.

THE cable credits Rowe with still another defeat; this time at the hands of W. Wood, who recently defeated Howell. If Wood should prove a better man than Rowe and Howell, we should indeed have a surprise party. The second race of the Rowe-Howell series will be

decided to-morrow. It is a mile contest, and we expect to see the American ride in recovered form.

FROM all parts of the country come reports of large orders for wheels, the safety types being favorites and the demand for tricycles and tandems in excess of last year's. The features of this year's trade are the growing demand in the West, the number of new agents appointed, and the willingness of well-established firms to carry lines of wheels. The increased demand for "trikes" and tandems indicates more interest on the part of the ladies, and we hope they will be met half way by the manufacturers, who should be careful to provide light, strong wheels for them. The prosperity of the trade is recorded in our own paper, which rises, with mercurial sensitiveness, to meet the demands on our advertising and reading columns.

WE have devoted a page of this week's paper to the circular sent out by the New York State Roads Improvement Association, which we hope our readers will cut out, fill with "good" names, and forward to the secretary. What we especially want is the names of "solid" men—presidents of banks and heads of corporations, business houses, etc. It is the duty of every wheelman in this State to ask of every wheelman he meets: "Have you joined the Roads Improvement Association?" and if he has not, at once enroll him. Of course there is the half-hearted man who never lifts a finger when he can help it; who always sneaks along the by-ways of life and never rises even to mediocrity. Of course he won't sign. But the true cyclist, the man who has brains enough to see, that once proper legislation is effected, this State will be a paradise for wheelmen, that sort of man will at once join the association and buttonhole all his friends in the good cause. Don't forget to cut out the circular page and pass it around.

IN our crusade for roads improvement we have had letters from various parts of the country asking for information as to the construction of roads, where implements could be procured, etc., etc. In order to facilitate the matter of roads improvement we set aside our usual custom and editorially call attention to the Davis Patent Road Machine, which we can safely advise our readers to recommend to city and town authorities and road inspectors. The machine is operated economically and performs its work in an admirable manner.

WE are more than pleased with the editorial assurance of our esteemed contemporary, the *Bicycling World*, that it will heartily co-operate with us in the agitation of roads improvement. The latest issue of the *B. W.* appeals to the League men in the following terms:

"We desire to congratulate our New York contemporary, THE WHEEL and CYCLING TRADE REVIEW, on the active campaign it is carrying on in the interests of roads improvements. We are with it heart and soul on this most vital question. Mr. Isaac B. Potter, of 38 Park Row, New York, has issued a stirring circular to New York wheelmen, soliciting their aid and co-operation in making the New York State Association a success. Mr. George R. Bidwell, Chief Consul, always at the front in any movement which has the welfare of wheelmen at heart, supplements Mr. Potter's appeal by one to L. A. W. members. We sincerely trust that the result will exceed the expectations of the most sanguine. We are with you, gentlemen. Let every State have its Roads Improvement Association, and don't let the work cease in the organization thereof, 'A long pull, a strong pull, and a pull altogether.'"

PROPOSED NEW ROAD.

FROM MT. VERNON TO WASHINGTON.

Our Washington correspondent writes us that it is extremely probable that a road will be constructed between Washington and Mt. Vernon by the Mt. Vernon Association. The distance is sixteen miles, and should the road be built it will be a great favorite with Washington wheelmen and visiting cyclists.

The construction of the road depends on whether Congress will decide to build another bridge across the Potomac. The people and the Congressional committee who have the matter under consideration are decidedly in favor of a new bridge.

ROWE AGAIN DEFEATED.

At Jarrow, Eng., on Saturday afternoon, the bicyclist Rowe sustained another defeat, this time by W. Wood, of North Shields. They raced twenty miles for a stake of £175 in the presence of 5,000 spectators. The weather was fair, but the track was soft, owing to the recent rains. The betting at the start was 11 to 10 on Rowe. Toward the finish both men reserved themselves for a spurt in the last lap, which, therefore, was very fast. Rowe made a splendid effort, but Woods gamely replied, and managed to cross the tape just a foot ahead. Time 1h., 6m., 40 1-5s.—*Cable*.

ELMIRA WHEELMEN ENTERTAINED.

The entertainment of the wheelmen of Elmira last evening at the Y. M. C. A. Rooms was an event of noteworthy importance, fully sixty riders being present. The programme of toasts was as follows, the Rev. A. W. Spooner as toastmaster making a felicitous opening speech:

Professor N. A. Miller—"The Race."

Thomas K. Beecher—

"If character is formed by what man eats,
 And who'll deny it?

The man who on a wheel takes up two streets,
 Makes pork his diet."

A. W. Spooner—

"No, character is not formed by what man eats,
 And who so thinks is wrong;

Character is formed by what man drinks,
 Witness the bums and beats."

M. F. Mayer—"The good of athletics."

The speeches by Mr. Beecher and Mr. Spooner were characteristic of the gentlemen, both clinging well to the rhythmic text. Prof. Mayer's speech was an excellent one and elicited hearty applause. In addition to the feasting, the wheelmen were also well entertained by two songs by Dr. C. E. Campbell, a song by O. Van Dyne and several piapo selections by Charles Hamer.

The outcome of this entertainment will very probably be the formation of a large and enthusiastic club.

MASSACHUSETTS DIVISION SPRING MEET.

The following circular has been issued by the Committee on Meets:

"To the members of the Massachusetts Division, L. A. W.:—In accordance with a vote of the board of officers of this division, arrangements are being made for a spring meet of the members on Decoration Day, May 30. Early notice is given that members, and wheelmen generally, may arrange their outing on that day so as to be present. The programme as now contemplated is as follows: Assemble in Copley Square, leave there exactly at 9:30 A. M., and take a run to some grove on Charles River, where boating, swimming, base ball and various other sports can be indulged in, a picnic lunch to be served, and such impromptu entertainment as the committee can devise and execute. The entire cost to those attending is not to exceed \$1 each, and many who cannot afford the time and expense to attend the annual meets of the division are expected to avail themselves of this opportunity.

"Captains of clubs are requested to call runs in accordance with this programme, and notify Dr. W. G. Kendall, 176 Tremont Street, Boston, of their doing so, and how many members of their club will be likely to attend.

"Unattached wheelmen who intend to be present are also requested to notify Dr. Kendall, as it is necessary to know what the attendance will be in order to provide sufficient lunch. Further information as to details will be given prior to Decoration Day."

Writes Gentleman John, a very interesting correspondent, by the way, to our esteemed contemporary, the *Bicycling World*: "I am just dying to hear of their safe arrival at St. Thomas, as is, I am sure, every careful reader of the *Bicycling World*, the unrivaled leader of American cycling journalism." We can imagine Gentleman John thundering out that "unrivaled" until the Scottish mountains ring with his rolling r's. We are curious to know in what it leads. We will admit that it leads us in age, and that it gives away more papers than we do, and here ends its leading qualities. But, ah!—we forget that Gentleman John writes for it. We take it all back. It is the leading cycling paper—published in Boston.

Keep up with the Procession!

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



VICTORS.

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



Victor Bicycles, Tricycles and Safeties.

OVERMAN WHEEL COMPANY, Makers,



BOSTON, MASS.

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

WHEEL GOSSIP.

Belgium rejoices in a Vélocipédique Union.

The Buffalo Ramblers' pool tournament was won by Edward H. Dietzer.

James Purvis Bruce, "Gentleman John," will return to this country about July 1.

FREE MASONRY OF THE WHEEL.—A cyclists' lodge has been formed in London.

The Wakefield Club, Wakefield, Mass., held an enjoyable entertainment April 18.

Buffalo dealers report a phenomenal business, with heavy demands for safety wheels.

About twenty Orange Wanderers ran to Belleville and Avondale on Saturday afternoon.

The Sunday Tribune will have an interesting article on "Roads Improvement," written from material furnished by us.

The L. A. W. Tourmaster announces that the 1888 tour will leave Philadelphia on the morning of June 11 and arrive in Baltimore on the evening of June 17.

Cycling members of the Y. M. C. A., of Orange, N. J., have organized a club with the following officers: Captain, R. S. Prindle; lieutenants, Spencer Ayres and Reed Hawley.

The following advertisement appears in the Birmingham, Ala., Age:

WANTED.—Four boys, with bicycles, to deliver base ball reports from 3 P. M. to 7 P. M.; must be good riders. C. R. Zacharias, manager, Western Union Telegraph Office.

Joseph M. Chase, who recently drove a horse over Principal Paul, of the Washington High School, will shortly be tried for manslaughter, the Grand Jury having found an indictment against him.

E. E. Currier, a Lynn cyclist, was run into by a horse and wagon on Thursday last. Currier was uninjured, but his machine was hopelessly wrecked. The collision was unavoidable, owing to the intersection of the streets at the point where it occurred.

The Buffalo Ramblers will make a run to Lewiston on Decoration Day, and will render the occasion doubly interesting by offering a prize to the member making the climb of Lewiston heights as high as the R., W. & O. R. R. track—a grade of 250 feet in a quarter mile.

RACING IN ALABAMA.

Bessemer, Ala., Athletic Association, meeting held April 12: Half-mile bicycle race, George Blum, 1m. 15s. (time doubtful); C. A. Kemp, 0; P. Boggin, 0. One-mile Bicycle race, George Blum, 2m. 56s. (time doubtful). Two-mile bicycle race, P. Boggin, 9m; George Mooney, second.

WOOD AGAIN DEFEATS HOWELL.

A professional meet was held at Wolverhampton, April 2, 3 and 4. R. H. English, 35 yards, won the mile handicap in 2m. 47 1-5s. The final heat of the mile championship was won by W. Wood, with R. H. English second, T. H. English third, and R. Howell fourth. Howell claimed to have been shut out by the English brothers, but the claim was disallowed.

We owe an apology to the Countess Philomena. It is not true, as we stated, that the Countess' principal feat was to wave her right nether limb in the ambient air, the while she pirouetted in many a snake-like curve on her wheel. It appears the Countess rides between rows of bottles, blindfolded—the Countess, not the bottles—and also carries three men on her shoulders. We are backing the Countess, in case she ever runs across a road hog.

A CYCLE ON RAILS.

A Paris correspondent telegraphs: "The trial of a velocipede on rails was made at Pantin on Saturday, with most satisfactory results, a speed of twenty-five miles an hour having been reached. This machine, made for the Engineer Corps, rests on four wheels of a diameter of thirty inches. By means of a driving gear the wheels are made to go round twice and cover a distance of five yards for every turn of the pedal. The axles are borne on steel balls, the friction of which is so small that an effort of 5 ozs. is enough to set the machine in motion, and when started at full speed it will go over a distance of 900 yards on level ground. It only weighs fourteen stone. One man can run it off the rails.—Exchange.

Speaking of ladies' bicycles, the *Sewing Machine and Cycle News* says: "Many years ago, Thomas Sparrow, one of the oldest makers in the trade, invented a ladies' bicycle, which was a very clever idea, and which would have made his fortune could he have got ladies enough to buy them. As it was, we do not think he even sold six machines."

The Ramblers are looking for more commodious quarters, to accommodate their increasing membership. Six applications are to be acted on at the next club committee meeting, which is to be held on the 24th inst. The club secretary, Louis H. Rathmann, will be pleased to meet any wheelman contemplating joining the club on any Tuesday or Saturday evening at club-quarters, over 531 Main Street. Louis Bruch has been elected vice-president of the Ramblers, in place of Fred. A. Barnes, resigned.

The Bay City Wheelmen, organized at San Francisco September 1, 1884, sends us a neat pamphlet containing its constitution and by-laws. The pamphlet also contains the Bay City Wheelmen's club song, from which it appears that the members enjoy:

"Rolling swiftly down the street,
Silently with winged feet,
Smiles from every one we meet,
Caroling along.
Over hill and dale we ride,
Naught we reck of wind or tide,
Gaily on our 'bikes' we ride,
And join us in a song."

SURREY SPRING MEETING.

The most important spring race meet is the Surrey fixture, at which all the cracks make their opening bid for the year's racing. This year, owing to the lateness of the season, the men were not in especially good form. F. J. Osmond pulled off the mile handicap from scratch in the remarkable time of 3m. 24s. The mile scratch event fell to E. M. Mayes, who beat Synner by a half wheel in 3m. 34 2-5s. The ten-mile scratch event, the feature of the meeting, was won by F. P. Wood, defeating H. Synner and E. M. Mayes; time, 41m. 15 1-5s.

THE TRADE IN PARIS.—The sport in Paris and its neighborhood is largely on the increase, owing to the magnificent roads. The most popular wheels are Bicyclettes and Swifts. The Rudge depot is splendidly situated, almost fronting the Grand Opera House. This depot is managed by M. de Civry, the French champion. Paul Medinger, another professional crack, has charge of the Coventry Machinists Company's depot, which is at 4 Place de l'Opera. Messrs. Humber & Co. think of opening a depot in Paris, and Messrs. Starley & Sutton have given an agency to a prominent Parisian dealer.

Our cycling contemporaries are about taking up the cry of roads improvement at a time when there is a prospect of some practical work being accomplished. The seeds of this reform were planted by the astute and far-seeing ex-Secretary-Editor Aaron, and we can safely claim to have carefully nurtured the first tender blades of reform from their first appearance above the soil. Tender blades they were at the time, and not very numerous either, but now they grow thick and are strong as hedge rows. Of course, we refer to the work of collecting information and hurling it at the head of the great green public, and take pleasure in recording the great work accomplished by Messrs. Potter, Bidwell, Mason, Aylett, Zacharias, Betts, Porter, Graves and others.

The *Vélocé-Sport* gives particulars of a new multicycle invented by a Frenchman. The machine has four wheels, is forty inches in width, and is intended to carry eight riders, in addition to which, however, it will carry sufficient luggage for touring purposes—including tent, portable stove, clothes and crockery—or will carry two or three passengers in addition to the eight riders. The machine can be increased in size to carry ten, twelve, fourteen or sixteen riders together, with extra luggage in proportion. Only half the number of riders are really required to work the machine, the others being at liberty, to quote our contemporary, "to eat, drink and sleep." We can quite understand riders being able to eat and drink whilst on the machine, but to sleep on a cycle whilst traveling twenty or thirty kilomètres an hour must be a novelty, and rather difficult to accomplish. The invention is provisionally protected, and full particulars can be obtained from the office of the *Vélocé-Sport*.—*The Cyclist*.

The Buffalo Bicycle Club gave the last reception of the season on last Friday evening. The club will begin its club runs next Friday evening at 7:30. There will be a century run from Erie, Pa., Decoration Day, May 30. The club now has a membership of 118, and at the next meeting action will probably be taken raising the initiation fee from five to ten dollars. Preliminary steps have also been taken toward changing the club uniform.

GROUND BROKEN FOR THE NEW YORK CLUB'S HOUSE.

The construction of the New York Club's new house was commenced last week, and already the cellar has been dug out. The new house is located on West End Avenue, between Seventy-first and Seventy-second Streets, right in the heart of the riding district, and at present the most fashionable residence portion of New York. The house will be elegant in design and luxurious and convenient in its interior arrangements and furnishings. A large force of workmen have been set at work to rush its construction, and it is expected that the New York Club will move in about August 1. The membership of the club will be limited after a certain number is reached, for it is not proposed to overcrowd the new building. We advise uptown cyclists wishing to join a good club to address the secretary of the New York Club at their present headquarters, 351 West Fifty-ninth Street.

VALUABLE PRIZES FOR AMATEURS.

The Woodstock Amateur Athletic Association, of Woodstock, Ontario, announces its annual meet for May 24. We call special attention to the events, the prizes for which are very valuable. Programme: (1) Bicycle Club Competition—First prize, a handsome black marble clock; second prize, an elegant bronze clock. (2) Two-Mile Green Race—First prize, gold medal; second prize, gold and silver medal. (3) One-Mile Open—First prize, gold stop watch, and a gold watch chain added if 2:40 is beaten; second prize, diamond pin. (4) Five-Mile Open—First prize, diamond ring; second prize, diamond cuff buttons. (5) Half-Mile Open—First prize, combination stud and scarf pin; second prize, silk umbrella. (6) Two-Mile Open to 6:20 Class—First prize, silver stop watch; second prize, opera glass. (7) One-Mile Open to Three-minute Class—First prize, gold filled watch; second prize, Smith & Wesson revolver. (8) Two-Mile Championship of Oxford—W. A. A. Cup. (9) Two-Mile Lap Race, Open—First prize, double-barrelled breech-loading shot gun; second prize, silver-mounted briar pipe. Entrance fee, fifty cents for each event. Entries close May 23, with S. Woodroffe, Woodstock, Ontario.

THE ENGLISH GOVERNMENT FAVORS CYCLISTS.

Lord Sherbrooke, better known, perhaps, as the Right Honorable Robert Lowe, rode cycles when he was Chancellor of the Exchequer, but he never named them officially in Parliament. On Budget night, however, last week, cyclists obtained a ministerial opinion on their pastime from the Government benches, when Mr. Goschen, the present Chancellor, in reply to an inquiry as to whether cycles were to come under the new carriage and cart tax, not only said "No"; and that the tax was too small a one to put on; but that it gave the Government great pleasure to see young men usually tied down in cities having the opportunity of getting away into new scenes and fresh air; and that they did not propose to put any obstructions on their doing so. These, or words to the above effect, were the utterances of Mr. Goschen; and we are sure that wheelmen all, both great and small, will rejoice to think that their glorious pastime has struck so firmly and so surely home as to have brought itself favorably under the notice of the Government of the day; and that Government a Conservative one, which creed is supposed—we say supposed—not to rejoice in or foster new ideas.—*Wheeling*.

Mr. Lang, who was thrown from his wheel and injured two weeks ago, is about again. Excepting a little pain in one arm he is none the worse for his rough experience. I am told that another serious accident occurred in the Park last week.

WASHINGTON NOTES.

The Capital Bicycle Club have been having a series of entertainments during the winter, which have been very enjoyable. The character of these entertainments has been of the highest order, and the attendance at the cosy clubhouse on entertainment nights has always been unusually large. The members have frequently been urged to give the public an opportunity to witness one of their performances, but they have always refrained from doing so. However, they have at last decided to give us "just one," and have secured the National Rifles Armory on G Street for the evening of the 25th. The club possesses some of the finest talent in the city, and we will undoubtedly see something good. The success of the venture is already assured, as a large number of tickets have been sold in advance.

People who looked with suspicion upon the rear-driving safety when it was first presented to the public, and who were confident that it would meet with the same fate as the Kangaroo, would have their theories badly upset if they were to come to Washington and see the number in use here. It would be natural to suppose that in a city like this, with its miles and miles of splendid concrete streets, the safety would meet with little favor, but this is not the case; on the contrary, there is no city in the country where so many safeties are in use. Some of the oldest and best riders in the city are discarding their old mounts and taking up the safety. Every day we see new riders upon the streets, nearly all of whom are mounted upon the new machines. Those of your readers who think the safety is only fit for middle-aged men and cowards would be surprised to see how many young men are using them. While I do not claim that it will ever entirely displace the ordinary, they are certainly making large inroads in that direction.

The Ladies' Cycle Club admitted eight new members at their last meeting, and have several applications. Their limit (fifty) will soon be reached. This club is composed of some of the best people in the city. They are enthusiastic, and will ride for the benefit and pleasure which the sport affords. They have organized their club for the purpose of encouraging ladies to ride, and desire to avoid everything which approaches the conspicuous; for instance, one of their rules provides that they will not ride in line or appear in parades of any kind. The ladies will, with few exceptions, ride the new Ladies' Bicycle, which is manufactured here. This machine is a great invention, and is an undoubted success in every respect. I had my doubts about it at first, but since I have seen it used both on the road and in the city by ladies who never even rode a tricycle, my suspicions have been removed, and I do not hesitate to pronounce it the most perfect cycle which has ever been invented for ladies' use. They are becoming quite common here, as the company's school machines are in constant use upon the streets.

In my last letter I mentioned the fact that the Washington Cycle Club had decided, by a close vote, to admit lady members. A number of the members who are opposed to this are doing all they can to upset the new rule. I am informed that at the last meeting a motion to reconsider the question was carried; this was followed by a motion to lay upon the table; this was also carried. What the outcome will be is not known, but whatever it may be, the members will accept it gracefully, as they are a good-natured crowd.

I met Chief Consul Atwater on the street the other day. He is enthusiastic, and says: "This division ought to boom, and we are making it boom; eleven applications were printed in the last *Bulletin*, five more sent in, and I have three more upon my desk now. I am going to get nearly every member of the new Ladies' Club to join us, and claim the record for lady members." This is the kind of work we need here, and unless I am sadly mistaken our membership will soon reach a respectable number.

Secretary Stearns, of the Cycle Club, is laid up. Not a header, but plain old fashioned measles.

The Cycle Club will give one of their informal hops at their club house on Friday night.

Crist's father showed me a cablegram from W. E. announcing his safe arrival on the other side. "Gene's" friends all take a great interest in him, and believe that he is fully competent to take care of the English amateurs. When we remember that the boy has never had a trainer handle him before, it is safe to gamble that he will ride faster than ever, and return with his belt full of English scalps. Charlie Kluge will have to "pump" faster than most of us think he can if he ever meets Crist.

Harry Higham, once famous as a professional, is located here and doing a nice little business in bicycles, repairing, hiring, etc. The genial "Arry" does not race any more, but he takes a keen interest in the sport and can pick the winner in a race as often as anyone.

It is rumored that the Columbia Athletic Club will put down a four-lap track on their grounds at Analoan Island this spring, and include bicycle races in their games. I should like to see this project carried out, for it would revive the interest in cycle racing, which at one time was quite prominent here.

Last Sunday was warm and pleasant, and the boys were out in force. Large numbers tried the roads to Cabin John's Bridge, Brightwood, etc., and found them in excellent condition.

PSYCHO.

TROY.

A few years ago, Herbert R. Mann, of the firm of Burtis & Mann, tried to be very "Facile" in a cycling way, but it was no go, and a good trade brought a "Star" upon the scene. This "Star" developed so many "stars" that he was glad to find a "Star" rider to Man(n)age it; and now he wants to "Go-at" it on a "Safety" machine.

He has "Tricycled" considerably, and does better "Bi." an "Ordinary" than his Facile(?) Star mounts.

Being a very quick person I think a "Veloce" is what he needs, unless he wants to fly like the "Swallow."

I hear the "Trojan Wheelmen" had a "swell affair" at Harmony Hall the night of their reception, and this reminds me—I wonder if they have forgotten their trip to the League meet in Buffalo in 1885? What a night we spent in that special car! We just ran the whole train—or at least "stopped it." Sleep was out of the question, and when Buffalo was reached in the early morning, twenty-three very bright (?) representatives of our National organization got out—cow-bell and all—to find a place of rest. Does Buffalo remember T-R-O-J-A-N and the cow-bell! I think Dr. Butler does.

Captain Torrance, ex-Chief Consul of New York State (who, since marrying a Brooklyn lady, has made that city his home), tried to keep "the boys" quiet, but there was no use; they would break out.

President Betts and Treasurer Wilson, our staid members, were very quiet; and Will Gardner and Reynolds, the little ones, slept (?) like babes, as did also Sanford, Lucas and Grant—the next day. John Drake, Walter Gardner, Seymour, Lynd, and others of the twenty-three, all say they made no noise, so it must have been "George," the porter.

I forgot to mention the member of the "Troy Bi. Club," Mr. Fred. P. Edmans, who was along; but he was too fatherly to do anything wrong, and we all know that a member of that club never does anything worse than "flirt with the girls."

It must have been "George," for he was nearly half the night getting our beds ready, and when we arrived in Buffalo it took him a whole day putting them up.

Niagara Falls was visited in company with Captain Scattergood, Hubbard, ex-Treasurer Wheeler, Dr. Ames and two others of the Albany Bicycle Club, but most of the Trojans left their wheels in Buffalo, and "got left" in Niagara Falls. The first thing to record was a runaway—only a hackman's team. No damage. How the hackmen hated those who had their wheels with them! We almost had a fight with one old fellow, for he knew we were an independent set mounted as we were. When about seventy-five wheelmen came riding into the town in the afternoon we owned it sure enough. The famous hackmen of Niagara were very quiet then.

Albany, and those Trojans who were awheel,

"took in" Goat Island and a little place where two girls were selling good ginger ale. I do not want to give them away, but I think "Scab" and "Hub" took in the girls as well as the ale, though we innocent ones are not sure about that. All I have got to say is that after Albany crossed the Suspension Bridge with us they got stuck on Canadian soil and did not return when we did—nothing wrong.

I want to say right here that I cannot see how any members of the League, who have attended the "meets," can say that they do not get their money's worth out of the League. If it did not give us a better standing while touring (and I know it does), a good road-book, a good weekly paper, a "jolly good fellowship," better rates at hotels, on cars and on steamboats, protection and better laws, I would not begrudge a dollar for the fun alone at a meet. A young fellow from Washington, touring through here, told me that almost every fellow he questioned through New York State asked him the first thing if he had a road book, and that had he not been a member of the League he would not have been received by many of the clubs. ORNH QBA.

APRIL 24, 1888.

PITTSBURG.

What's the matter with Rowe?

Much rain maketh the cycling record seeker sad. For the past few days we have had rain and rain, and then some more rain, but withal bicycles may still be seen, and every bright day more of them turn out.

The "Cyclers" offer of a medal for one thousand miles, and bar for each additional thousand, is already productive of good results. The records are to be made between April 1 and November 30, eight months. The third week closes with three pretty fair leaders—Taggert, 185; Lenz, 176, and A. C. Banker, 165.

Twelve members of this club took dinner at Wexford Sunday week, and closed the day with a total mileage of 485.

The "Keystones" vary their medal-giving this year, and make the conditions somewhat more difficult. Gold medals will be given for century runs; greatest distance in twenty-four hours to be not less than 150 miles; greatest mileage in six months, if not less than 1,500 miles, and greatest number of days riding, the season to begin May 1.

Our regular annual bicycle track agitation has begun, and a meeting will be held Monday, April 23, to settle the matter. Two hundred and fifty dollars have been subscribed informally and the scheme may go through. The association have an offer of grounds, and the cost of fitting up is estimated at from \$1,500 to \$2,000.

Who will be the first to ride "Irwin's" Hill, and have witnesses? Last year I know of but two men who got up, both on Stars; this season we look for a Rover type wheel to surmount it.

Messrs. Victor C. Place and Seward H. Murray, of this city, have ordered an "Ivel" tandem safety bicycle, and expect to soon show everything on wheels how to travel. Mr. Place was the first American to bring the mile record under three minutes, and was also a fast road mile-rider; as for Mr. Murray he is probably the best on the road in Western Pennsylvania, so the team will be a good one.

KEYSTONE.

FIXTURES.

April 28—Rowe vs. Howell; 1-mile race at Wolverhampton.
April 28—L. I. W. Theatre Party.
May 12—Rowe vs. Howell; 10-mile race at Wolverhampton.
May 24.—Race meet at Woodstock, Ontario.
May 26—Intercollegiate games at Manhattan Athletic Club grounds, N. Y. City.
May 29-30—Iowa Division Board of Officers meet at Cedar Falls.
May 30—N. Y. and N. J. R. R. A., Team road race over Irvington, Milburn course.
May 30—Bay City Wheelmen and Olympic Athletic Club; joint meet at Oakland, Cal.
May 30—Los Angeles Wheelmen's Race Meet.
May 30—Terre Haute Bicycle Club's Race Meet.
June 2.—Long Island Wheelmen's race meet.
June 18, 19, 20—League Meet at Baltimore.
July 1—Canadian Wheelmen's Association at Belleville, Ont.
July 4—California Division; Third Annual Meet.
July 4—Newcastle, Pa.; Race Meet.
Sept. 4-8.—Grand International Tournament at Buffalo.

BROOKLYN.

The following circular has been sent to the members of the Brooklyn Bicycle Club, 112 St. Felix Street, Brooklyn, N. Y.; organized June 21, 1879; incorporated March, 1886:

SEASON 1888 AND 1889.

Dear Sir: As the coming riding season of the club promises to be an eventful one, owing to our double membership, and in order to maintain our supreme record as the greatest road riders in the United States, we will offer six individual Record Medals, to be presented to the six men riding the greatest number of miles during the year commencing April 1, 1888, and ending April 1, 1889.

First and second medals gold, third and fourth medals gold and silver, and fifth and sixth medals silver.

Members wishing to compete for the above must notify the Captain on or before April 21, and have cyclometers checked.

Approximate mileage will be received up to April 21, after which cyclometer records only will be received from competitors.

The races for the season on the track and road will be as follows:

CLUB NOVICE SERIES.

One-Mile Track Race.
Five-Mile Road Race.
Ten-Mile Road Race.

CLUB CHAMPIONSHIP SERIES.

Two-Mile Track Race.
Five-Mile Road Race.
Ten-Mile Road Race.

Gold medal to first, gold and silver medal to second, and silver medal to third in each of the series.

Entries for the above will close on the day previous to the first race. Entrance fee \$1 for each series.

OPEN RACES.

Three-Mile Track (Handicap).
Twenty-Mile Road Race.

Gold medal to first and silver medal to second in each event. Entrance fee \$1 for each race.

Entries close one week before the day of either race.

In all the events there must be five starters or no race will be held.

Notice of club runs will follow from time to time.

HOW. SPELMAN, *Captain.*
W. H. MEETEER, *First Lieut.*
G. L. WARNER, *Second Lieut.*

A neat little card has been presented to each member by Captain Spelman, on which to keep a daily record of the month. These are to be filled out by members whether competing for the mileage medals or not, so as to be able to ascertain the Club's annual mileage.

The Brooklyn Ladies' Tricycle Club, organized as already mentioned in THE WHEEL AND CYCLING TRADE REVIEW, in Charlie Schwalbach's ladies' room, met Wednesday last to complete its organization. They intend to meet again on Wednesday, April 25, and bring matters into shape for the coming season. There are now thirty members in the club.

Friday, April 27, is the date fixed for the bowling match between the K. C. W. and L. I. W.

The Brooklyn Bicycle Club has already commenced to uphold its reputation as a thorough riding club. On Sunday, April 22, parties went to the "Oranges," out on Long Island, and to Coney Island. Many were also in the Park. In the morning the wheelmen had the right of using the foot-paths, the West Drive being in process of repair; after 1:30 o'clock the East Drive was thrown open for their use. There is no reason why we should not use the East Drive. We have no right on the foot-paths, endangering life and limb of pedestrians, especially as there are so many inexperienced, ungentlemanly riders straggling about now. I saw several of them coasting down the Ravine.

It is astonishing how polite the policemen in the Park are to the wheelmen. Possibly this may have something to do with the appointment of Capt. Luscomb, L. I. W., as Park Commissioner.

The latest in the Park is a new-fangled sprinkler. It occupies the whole road when in action, so that the wheelmen who wish to pass have to wet their wheels and themselves.

In last week's notes I forgot to mention a very important event—the seventh annual dinner of the K. C. W., at Dilliard's, on Saturday, April 14. The affair was a grand success, over seventy-five persons being present. The menu card was of handsome and artistic design. The arrangements were perfect, as could be expected from a committee composed of Messrs. Charles Schwalbach, Andrew L. Murphy and Arthur H. Smith, chairman. The following was the menu:

HUITRES

Blue point sur coquilles

HORS D'OEUVRE

Sardine Radishes Olives Chow Chow

POTAGES

Tortue ver aux quenelles

POISSON

Darne de Saumon a la Hollandaise
Pommes de terre, a la Duchesse concombre

ENTRES

Pates de Ris de veau a la toulouse
Petits pois a la francaise

RELEVÉ

Filet de Boeuf au Champignons Asperges a la creme
Pommes de terre croquettes

SORBET

Punch, a la Kings County Cigarette

ROTI

Pigeon sur crouton Tomatis mignonise

DESSERT

Glace de fantesies gateur assorties
Fruits Gelle au champagne petits fours
Fromages Cafe noir

After the enemy had been routed, speech-making was considered the proper caper. Mr. Charles Cooper responded to the toast of "The Associate Members;" Mr. Loucks, president of the club, responded to the toast, "K. C. W.;" Mr. Bridgman spoke for "The Bowling Team" and "The Racing Team;" Mr. Arthur Smith made a few remarks on "The Pool Team," and Mr. Wilson responded to the toast of "Sewanaka Boat Club;" Mr. Schwalbach, who was dubbed the originator of the wheel trade in Brooklyn, inventor of the ball-bearing head, etc., etc., rose amid applause and, thanking the party for the free advertisement he was receiving, delivered a neat little speech. There were many impromptu speeches. At a late hour the party broke up.

Saturday evening last, April 21, the Long Island Wheelmen's Club House was the scene of much gaiety, it being the occasion of the last "Ladies' Night" for the season. These receptions have been given every two weeks during the winter, and have been very successfully and enjoyably carried out under the able management of Mr. Wm. J. Clark and his committee of entertainment. The entertainment was enjoyed by about two hundred persons, and consisted of music, vocal and instrumental, dancing and refreshments. Mr. Benj. Wechsler rendered a violin solo, accompanied by Mr. E. E. Newell; several recitations were most ably delivered by Miss Minnie C. Dorlon, among which was "The Farmer and the Wheel; or, the new Lochinvar," by Will Carlton. An original piano solo was executed by Mr. Anton Sbrignadello, and contralto solos were given by Miss Mattie Dorlon, accompanied by her sister, Miss Minnie Dorlon. Miss Leonore Bedell also favored the audience with solos. The performers were greatly applauded, their productions being well appreciated. Refreshments were served and dancing continued until a late hour.

Information reaches me from Mr. A. B. Cameron, a prominent member of the Toronto Wanderers' Bicycle Club, that a party of them intends to visit Brooklyn about the first week in June. The Toronto boys are dear to the hearts of the party that composed the Ilderan Tourists of '87. They are renowned for their hospitality, kind-heartedness and jolly-good-fellowship among all wheelmen who have had the good fortune of coming to their city. All the Brooklyn clubs ought to join in taking steps in preparing a grand reception for the genial Canadians.

Gerry Jones has been appointed chairman of the Racing Board in place of Dr. Cooley, resigned.

NEW HAVEN.

The New Haven Bicycle Club is greatly pleased with its new quarters in the Todd Block, corner of State and Elm Streets, into which it moved last Thursday. The club will turn out in the "Founder's Day" parade on Wednesday, the 25th—the 250th anniversary of the settlement of New Haven—and in the evening will officially open the new club rooms with a "smoker" and reception. "Springfield" Le Houpe, chairman of the entertainment committee, promises a very enjoyable affair.

George Bancroft and George T. Gardiner, Jr., of the Brooklyn B. Club, spent last Sunday in town, and took a pleasant run to the East Shore with a number of the club members.

The club's ten-mile course on the Branford roads is fast getting into condition, and the boys are beginning to talk about the spring race. Already two of our Star fliers, Backus and Pickett, are getting into condition for fast road work.

There are several men in Yale who are training for the college bicycle championship, and who hope to give Yale a good showing in the intercollegiate contest at Mott Haven this spring. The principal interest centers about Weare and Skelding, who are looked upon as the probable winners in the college races at the Yale field. Weare is thought to be the faster of the two, and is the favorite among the college betting men. Ned. Landy, of Cincinnati, who is now in Yale, is doing no riding at all, and will not enter the races. Landy will be remembered by most wheelmen as a promising Western flier of two or three years ago.

W. H. EEL.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Having taken up considerable of your valued space this week under another heading, I will not bother you much with general news.

Wheelmen here are sorry that so many of the riders from New York City will take the ride from there to Philadelphia, as they had hoped to have been joined by a goodly number on a ride from here to Baltimore; although with the discouraging news that no city or town is on the route for a 60-mile run on Sunday, do not know that we blame them in their selection. Some one suggests taking some lunch along. Does that man think for a second that the average wheelman can stow away enough in his pockets to satisfy the inner man after a run of thirty miles or so? No so here, brother; must try elsewhere.

Captain Burt, Philadelphia Club, met with a serious accident on Sunday last while riding near Ardmore, taking a header and cutting and bruising himself very badly.

The Pennsylvania Club escorted ten of the Wilmington Wheel Club to Norristown on Sunday, April 22. The "Pensy" turned out well for the run, numbering, with their visitors, forty-seven. On their return nine of the party succeeded in climbing Conshohocken Hill, while McDaniels, of the Wilmington Club, climbed it twice in succession.

SOME ONE TELLS ME

That several wheelmen took a run out to Wayne on Friday evening, expecting a big supper, instead of which they got—well, not left, but pretty nearly so.

That W. F. Johnson, commonly called the "holy terror" of Chestnut Hill, and by some of the knowing ones called (in an undertone) a "second Whittaker," has been challenged to an open air race for one mile by C. R. Massey.

That Louis Kolb has made a decided back-down in regard to his challenge to E. I. Halsted.

That the Century boys expect a big crowd to their supper on Friday evening.

That Strong & Green expect to do great things with the Marlborough Tandems and Swift Safeties, for which they have secured the Philadelphia agency.

WESTFIELD.

INDEPENDENT.

JERSEY CITY.

Kluge, Stenken, Baggot and several other members of the Hudson County Wheelmen took a spin to Tarrytown one day this week. They report the roads as being in fine condition.

The Spring club race of the H. C. W. will, as usual, be run about May 1. I believe a dozen entries have been received, and good time will doubtless be made.

It would seem that Columbia Heights Hill, Brooklyn, is surmountable only by the Hudson County boys. A few weeks ago Kluge climbed the "terror," as was reported in THE WHEEL AND CYCLING TRADE REVIEW at the time, and on Tuesday last, April 23, Frank Eveland, of the Jersey City Club, en route to Coney Island, succeeded in performing the feat while mounted on a Springfield Roadster.

A bowling team has been organized, composed of members of the Hudson County Wheelmen, and a challenge sent by Captain Baggot to Mr. Pearce, Captain of the Harlem Wheelmen bowling team, has been accepted. A series of three games will be played for a prize; the first game to be rolled on the alleys of the Harlem Wheelmen about the first week in May.

Mr. C. V. Tuthill, a prominent member of the H. C. W., has offered a valuable prize or medal to the member of that club making the highest mileage record during the current year.

I am told that the New Jersey Athletic Club, of Bergen Point, in preparing their athletic grounds, will construct a three-lap bicycle track. The Bayonne boys should make a determined effort to have a race meet held at Bergen Point this season, which would doubtless prove a success financially, at least, as the grounds are conveniently located for New York, Brooklyn and Jersey City clubs. COASTER.

BOSTON.

Cr-r-ushed again! Ashes on our heads! Boston's cup of sorrow is now overflowing. It was not enough that our idol, our god, our uncrowned king, John L. Sullivan (if we would believe the New York papers) should have to return to his sorrowing subjects a vanquished hero. No, Ossa must be piled on Pelion, and Boston grovel in the dust. What can we now say for ourselves, when William A. Rowe, the champion of the wheel world, has been beaten? We wheelmen of the Hub could very easily have borne up under the burden of John L.'s defeat, or rather failure to win, but now that both Howell and Wood have gotten the better of Rowe, we own that we must succumb. Shall our clubs go about this season with a band of crape upon the left arm in mourning for our champion lost? Nay, never! A ray of hope gleams through our darkened horizon. There are yet two championship races forthcoming, one of which will be of the past by the time this letter is in print. Besides, may we not take heart from the fact that Rowe's beating was "such a little one" any way? Six yards is only a small fraction of ten miles. John L.'s defeat proves nothing. It evidently has not weakened in the least the allegiance of his followers. Witness the fact that two tugboats of said followers have been bobbing about down by the Boston Light since yesterday morning, waiting for the arrival of the tardy Catalonia, that their hero may approach his city in all due pomp and circumstance. No, Boston and all American cyclers will not weaken the least tiny bit in their faith in Billy Rowe's ability to beat Howell or any other Englishman, even though all three races go against our man. The contestants will both probably be at Lynn and Buffalo this autumn, and then, on his native heath, Rowe will gladden our hearts as of yore. Courage, comrades, all will yet be well!

All cyclers who can by any means do so should make it a point to take part in the Spring meeting of the Massachusetts Division on Decoration Day. Why not try it just once, all you solitary members of the League, who will join no club, nor fraternize with the fraternity of wheeldom? You will have a much more enjoyable day and time than on your solitary little runs to Lower Mills or Chestnut Hill. Try it and be convinced.

"Cyclometer" took the safety over the mud and hills out to Cobb's Tavern last Sunday,

being about the first wheel arrival from Boston this season. Mr. Cobb says that parties of six or eight can be accommodated any time, but for larger parties he must have previous notice. The roads out to the Tavern were in excellent condition, *except*. Please, all ye members of Dorchester's Club, notice the exception. If there ever was a viler road than Adams Street, last Sunday, from Meeting House Hill to Field's Corner and from Granite Street to Lower Mills, we have never found it. Now the new Dorchester club rooms are in the middle of this abominable stretch of mud. Why not wake up the proper authorities, Mr. Haynes and fellow members? Adams Street is the principal cycle thoroughfare in Dorchester, and should be reclaimed at once, lest it be lost completely in swamp and mire. Here is a chance for a club to organize a roads improvement association, with work already cut out for it. THE WHEEL is preaching "The Cross of a New Crusade." It lies with wheel organizations to aid the paper by every means possible. The Bay State should follow up the Empire State in this most important matter of roads improvement.

The cycle thief is abroad here thus early in the season. The recent robberies should be a lesson to careless wheelmen. It is cheaper, in the end, to invest in a lock and chain than to pay lawyers and detectives to restore your wheel, even if you are fortunate enough to have it restored at all.

Photography and cycling are getting to be synonymous terms now-a-days about the Hub. One thereby more than doubles the interest of a pleasant run. For a day's outing, given a rear-driver, a camera, good roads and weather, and a pleasant companion or two, and who need envy a king on his throne. It is with pleasure we remark the increasing number of riders who have got over scorching, and who can go forth in the spirit of Jo. Pennell and his gifted wife, to enjoy the beauties ready and waiting, if he chooses to look. CYCLOMETER.

MINNEAPOLIS ITEMS.

Let me see! I believe the last time you heard my call from this section I was talking about blizzards, etc. Well, we have a marvelous change now, and streets are actually clamoring for rain or street-sprinklers. Although to-morrow is Sunday every man with a wheel has planned to go somewhere, principally to St. Paul, but the sky looks like rain this evening, and the best-laid plans may go the way of many others. The credit of the first trip over from St. Paul belongs to a little fellow named Willie Farrell, who rides a 38-inch, and made the distance in a little over an hour. Pretty good for a "kid"!

The Minneapolis Club has aroused itself from the winter's torpor, made up its mind to become an L. A. W. club, and to-day were measured for the new L. A. W. uniform. This will add some fourteen new men to the ranks of the League, part of the club already being members. The boys talk of something like fifty or seventy-five active members in prospect, and I should heartily like to see something come of it.

The Mercury Club's first meeting will be held the coming week, and, of course, a large attendance is hoped for.

Much interest is felt here in the various safeties, and when it was announced the Victor Safety had got along there was a rush to see it; but, unfortunately, the stay in Leland's store was limited, as within twenty-four hours it had been sold and another ordered. The Veloce and Rambler will also cause a furore when received, but it seems to take them a long time to travel to this remote region.

Mr. Leland made a trial of its capabilities—the Victor Safety's—and though he did not take a header, what might be called a "seater" was indulged in, necessitating a change of clothes. The steering is a little sensitive for a novice. More of this later on—when I have tried one. L. B. G.

OREGONIANS.

From the Oregon *Siftings*, which has just indulged itself in the luxury of a cycling editor, we cull a few notes of interest to Pacific Coast wheelmen:

Ray Hutchins, the best Star rider in Oregon, has "flopped over" and purchased a 54 Victor.

J. L. Stout, proprietor of a hotel at Ilwaco, Oregon, offers to build a cycle track for the use of the boys to hold race meets. Mine host's heart is as large as his name is fat.

Dr. Tucker, of McMinnville, the first man on the coast to own a Victor, is now riding a Victor Safety. The Doctor says it is a pet, you can bet, and he would not part with it for its weight in silver.

A bicycle blizzard has struck Tacoma, and a club numbering twenty-six members has been formed.

Portland cyclists are to have a quarter-mile cinder track, to be built at the base ball grounds.

The wheelmen of Portland want to build a first-class gravel track. Mr. F. T. Merrill has already subscribed \$25 toward a fund, and it is hoped that others will follow suit.

TOURS ABOUT STAMFORD, CONN.

Stamford cyclers, who have the requisite grit and muscle, now and then take a day's run that includes Port Chester, White Plains, Tarrytown, Yonkers, Mount Vernon, New Rochelle, Greenwich, Stamford. It is about fifty-seven miles, and owing to indifferent roads so much of the way, not over half a dozen of us have any very decided yearnings for the trip, in a sun-to-sun run.

There is such a good opening for missionary work on our roads that we hope that the dear public will slack up on Foreign missions a little, and get in some much more needed work on our roads.

But before we get lost on the road question, we will just mention another run from Stamford to New Canaan, Norwalk, Darien, home—about twenty-seven miles, which is too much for the majority of us to do in five hours, as the roads are quite hilly, and in many places very sandy, which feature needs no explanation to those who do much touring in New England.

We used up just five hours in getting over the mountains of sand between Stamford, New Canaan and Danbury via Ridgefield, one day two years ago, and have not tried to induce any one to try the same route since.

We once persuaded a 44-Facile to carry us to Meriden, sixty-six miles, in eleven hours, including stops, and some walks up sandy hills for health's sake.

We took a wrong turn on entering New Haven, and had more sand than we will next time. Experience is a pretty good road book.

Many pretty local runs are taken of five to fifteen miles, affording fine pictures of rural scenery and much pleasure to those who participate.

We have charming views of Long Island and the Sound from any of our hilltops, and a run anywhere, in any direction, out of Stamford, will pay one well for the little climb-ups.

Like many towns in New England, ours is in a little valley, and he who coasts so easily into it must climb to get out, although "our hills are not very pronounced, nor much in earnest."

Our most delightful short runs are through Sound Beach, two miles southwest, which has best roads and most level. Some gravel has been used through the Beach (through mistake), and the wheeling is usually good, at least we have no sand to plow through. ART.

The following beautiful and touching poem has been specially evolved by Mr. P—, and is tenderly and respectfully dedicated to the *Wheelmen's Gazette*:

Under the spreading chestnut tree,
Where once the smithy stood,
Is found to-day a printing shop,
In which the printer would
A funny, funny paper print,
If chestnut crops were good.

This funny, funny paper comes
Each month into the light,
But woful day, the chestnut crop
Is covered with the blight,
And the wheelman sighs a heavy sigh
And puts it out of sight.

Sweating, profaning, borrowing,
The printer onward goes,
Each month with joy a crop begins,
With joy he sees it close,
And never thinks upon his end
Nor on his readers' woes.

—St. Louis Spectator.

TO WILLIAM A. ROWE.

BEFORE THE RACE.

The nation's eyes are on you,
 And we've millions bet upon you,
 Don't you let Dick Howell beat you,
 Or there'll be none here to "treat" you,
 For we'll be a bankrupt country,
 Let Richard do the head-work,
 Just you freeze on to the ped-work,
 Cut the pace out fine and large,
 And sail by that loitering barge,
 And show him you can travel,
 Do him up so jolly brown,
 That 'twill flatten London town,
 Break the records by the mile,
 In your good old Springfield style,
 And come home like Julius Cæsar,
 The fire-works are waiting,
 And the prospects are elating,
 For a grand jubilation,
 In your honor, by the nation,
 And "with cards" to All Creation,
 You shall live on milk and honey,
 With the "Surplus" for pin-money,
 You shall revel like a lord,
 And the nation pay your board,
 If you'll ONLY DO UP HOWELL,
 —Bicycling World.

TO WILLIAM A. ROWE.

AFTER THE RACE.

The nation is in mourning,
 Oh! why didn't you give us warning,
 When you let Dick Howell beat you,
 There'd be thousands here to greet you,
 If you'd told us how the land lay,
 You let Howell do the head work,
 And he also did the ped work,
 Oh, you cut a dandy home-burst,
 But the Briton caught the tape first,
 And the "barge" showed up the shell-boat,
 You were done up jolly brown,
 And a howl went through the town,
 Your Springfield spurt was no-where,
 And old anti-probosh got there;
 Now where's your tea and temperance,
 For years and years we puffed you,
 But the Englishman has snuffed you,
 We thought you'd lick creation,
 But the effete British nation
 Set a Lion on the Eagle,
 You shall live on bread and water,
 And don't you think you'd orter,
 Like a lord you will not revel,
 You can go unto the ———,
 For you did not DO UP HOWELL,

WITH TRICYCLE AND CAMERA
THROUGH THE ISLE
OF WIGHT.

LECTURE BY ARTHUR MAC OWEN.

Wheelmen of Philadelphia and their friends were treated to a lecture upon the above subject at Association Hall on Thursday evening, April 19, by Mr. Arthur H. Mac Owen, a member of the Pennsylvania Bicycle Club. The house was well filled and the audience showed their appreciation at many times by applause for Mr. Mac Owen's graphic and glowing descriptions, as well as for Mr. H. L. Robert's magnificent views, portrayed before them on a large canvas.

The lecture was illustrative and descriptive of a trip taken by Messrs. Mac Owen and Roberts during the past summer. They started on their tour around the Isle at Cowes, often referred to as the "Paradise of English Yachtsmen," passing through the town on to Norris Castle and to Osborn House, the summer home of England's queen, built by her during the earlier years of her reign. Many fine views were shown of the castle and grounds and the neighboring places of interest, passing on towards Ryde through lanes and byways that would tempt any lover of the beauties of nature to wish for a ride through their well-shaded ways.

Time being short, we were allowed to gaze but a few moments on each favored spot as our lecturer led us on along the coast to such places as Sandown, Shanklin, Ventnor, etc., towards the western end of the Isle, stopping for a few moments on our way to gaze on the handsome and beautiful ivy-covered home of Lord Tennyson, and as we see the many romantic spots his flowing words are recalled to us by several well-selected quotations by Mr. Mac Owen.

At the further end of the island we see some of the wilder phases of nature, and at "The Needles," the most western point on the island, we are spellbound as a magnificent picture is shown us of the rocky coast, with "The Needles" rising beyond, and still further the lighthouse, and as we gaze upon this grand sight, at the angry waves which seem almost real in their representation, we are reminded of Lord Tennyson's well-remembered words:

"Break, break, break,
 On thy cold, gray stones, O Sea!
 And I would that my tongue could utter
 The thoughts that arise in me."

Leaving the coast at this point we are taken inland towards Carisbrooke and Carisbrooke Castle, the ancient prison of Charles I., where ruin now reigns supreme; where once naught but grandeur, pomp and revelry were found, one now sees what cruel Father Time has left in the way of old crumbled walls, covered with the moss and ivy of years' accumulation and growth. From here we are carried towards the coast, where we embark once more for the coast of old England, every listener having made a secret resolution that some day—well, you know the rest, kind reader, how these resolutions are left unkept as new ones are formed *ad infinitum*.

The remainder of the evening was occupied with a few pictures taken by different club members of their club buildings, of the neighboring views and of a selection of views secured by the members on their wheeling trips to Niagara Falls, Lake George and Digmaus Ferry.

Mr. Mac Owen deserves especial credit for the way he delivered his lecture, as appreciated and shown by his listeners by their undivided attention. Mr. Robert's work in taking the photographs and preparing the slides was also more than creditable.

WESTFIELD.

THE "ACHILLES" CYCLES.

AN ADJUSTABLE RAKE.

The "Achilles" bicycle has been specially designed for adding an element of safety to the ordinary tall machine, without hindering, in any way, the perfect freedom of action. Of late there has been much difference of opinion on the amount of rake a machine ought to have, but, of course, there will always be a diversity of opinion on the subject; every fraction of an inch, from half-inch to three inches, will find its votaries, and, as a rule, each rider prefers a machine with his own pet amount of rake. It is an acknowledged fact that a machine with no rake

at all would be very dangerous, and one, say, with four inches would be very hard to work, and would be scarcely of any use uphill. Between these extremes the rider of the "ordinary" has hitherto been obliged to compromise, and find a happy medium at the point where he considers the two evils to about counter-balance each other. But your two evils are not by any means done away with; they are still there, each in the same degree, and your machine with, say, 1½-inch rake is still rather dangerous downhill, and yet heavier to ride uphill than if it had no rake. What is wanted, therefore, to get rid of both evils is a machine which shall have no rake when power is required for going uphill, and yet when safety is wanted, as in going downhill or over rough roads, it shall be put in the rider's power to give it a very large rake instantly, and this problem has been solved by the "Achilles" bicycle. This machine has no rake when none is required, but the moment the rider wishes it can be had up to six or seven inches. Thus, along a good level road or uphill, the machine may be ridden with little or no rake; if the road becomes rough or doubtful, or for night riding, a few inches of rake can be given, and should the cyclist be suddenly confronted by a board bearing the legend, "This hill is dangerous—N. C. U., C. T. C.," all he has to do is to move his left thumb a little, and put the brake on, for his machine has now six inches of rake and is safe down any hill. He can ride down slowly or fast as he likes, with his feet on the pedals or "legs over," and when once more on safe ground a few turns of the handle-bar bring him over his work again. The following will explain the mechanism by which this is achieved: The machine is an ordinary tall bicycle, with the exception that the back fork is hinged about four inches from the end, so that the hind wheel can be allowed to rise relatively to the frame of the machine. The hinged ends of the back fork are carried on upwards inside the other fork until they meet over the rim of the wheel, and at that point is attached a chain which passes up into the backbone and is carried inside that over a couple of rollers to the head of the machine, where it winds round a small barrel which is fixed on the handle-bar. The head is an open one, and the barrel sits between the fork and is covered up snugly by a shield. At the end of the barrel is a ratchet, into the teeth of which engages a pawl. This pawl is held to its work by a spring, and is released by the rider pressing a thumb-piece, which is placed close to the left handle and can be pulled without removing the hand. The moment this pawl is pulled out the weight of the rider causes the hinged back fork to assume a more horizontal position, and the whole frame of the machine, with the rider, moves back and downwards in a circle round the axle of the front wheel. This motion can be arrested instantly by releasing the thumb-piece, and is checked by keeping a gentle grip on the handles, which revolve in the rider's hands.—

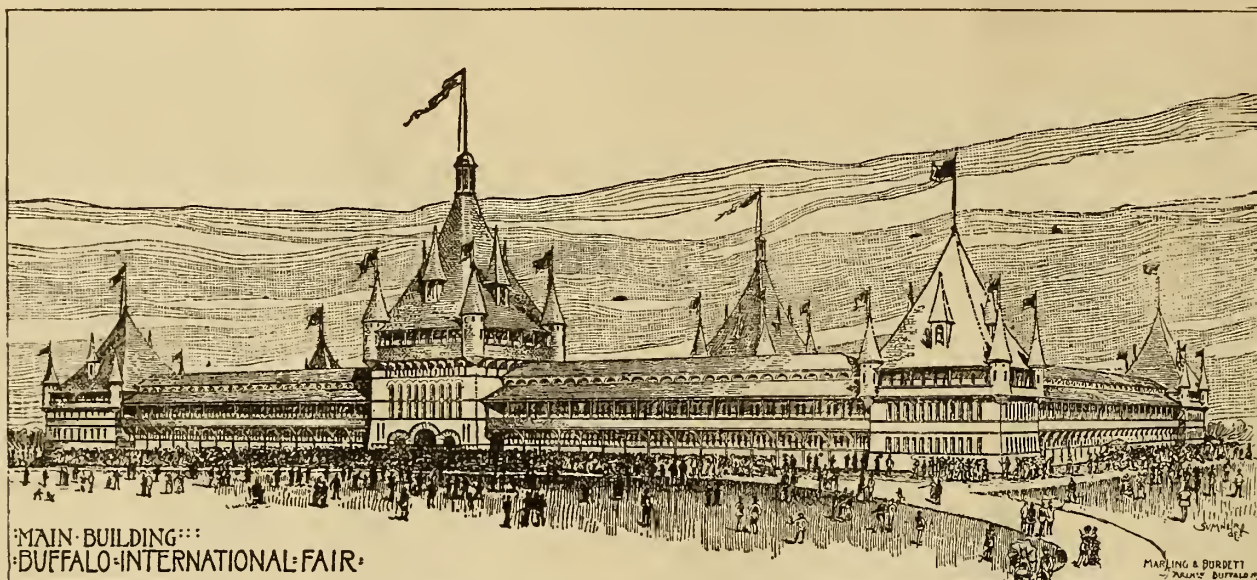
Invention.

Mr. Sterling Elliott, of Newton, Mass., sends us an artistic book, illustrating the famous tools he manufactures. Mr. Elliott manufactures the following cycles for the Sterling Cycling Company, of Boston:

"The Elliott Tricycle has vertical lever action, weighs 66 pounds, sells for \$100, will carry a rider weighing 200 pounds, and is the only machine in existence in which the rider can, without stopping, adjust the gear so as to give more or less leverage, according to the nature of the road.

"The Elliott Quadricycle has the well-known rotary action, weighs 54 pounds, sells for \$100, and will safely carry a rider weighing 200 pounds. As its name implies, this machine has four wheels, those on either side standing in line; thus giving it all the advantages of making but two tracks. This machine is four inches shorter and two inches narrower than the average tricycle, and yet has a base nearly twice as large. It has an open front, a new system of steering which is peculiarly steady and easy, a self-oiling chain, and a very powerful brake; the whole being durable and strong, and yet graceful in appearance. This is, without doubt, the safest, lightest and cheapest machine in the market, and is especially adapted for ladies.

"The Elliott Safety Bicycle is the only machine in which the rider can touch the ground with both feet while sitting on the seat (we do not use a saddle). Is driven by a new lever action, which is the easiest yet devised. Weighs, all complete, 34 pounds, and sells for \$75."



GRAND INTERNATIONAL TOURNAMENT AT BUFFALO.

SEPTEMBER 4 TO 8.

Mr. Ducker writes us that, having made arrangements with the Buffalo International Fair Association, he will hold a grand tournament, commencing on Tuesday, September 4, and concluding on the 8th.

The tournament will be managed on a grand scale, the prizes being of a greater value than any ever before given in this country. The first day's races will be run on the opening day of the fair, and will attract an enormous crowd.

A NEW TRACK TO BE BUILT.

The fair grounds comprise nearly ninety acres of land, located in the most desirable part of the city. The main exposition building, as shown by the accompanying cut, will not be inferior to any fair building in the world. On the grounds a half-mile bicycle track will be built, which will be equal to the famous Springfield track. Under such favorable auspices we feel certain that Manager Ducker will recall the palmiest days of Springfield, when tens of thousands flocked into the grounds, and the races were interesting from start to finish.

RURAL ROADS.

POINTS FOR HIGHWAY COMMISSIONERS.

The following editorial was published in the *Utica Herald*, and was republished in the *Richfield Springs, N. Y., Mercury*. It contains material which might easily be worked over by our readers and sent to the local paper:

"This is the season of the year when Highway Commissioners are thinking about improving the roads in their towns, and when the pathmasters are considering the subject in their more limited districts. The matter really deserves more attention than it usually gets. Working on the road is often looked upon as a form of drudgery, the only object of which is to escape the cash payment of a tax which must be settled somehow. As a rule this work is done in a careless and shiftless manner, and is regarded finished when all the taxpayers have put in their specified time, without care if the job is complete or done in a creditable manner. The popular way is to plow on either side. This serves two purposes; it makes a ditch for the water and loosens the dirt, which is then more easily thrown up into the middle of the roadway, there to rest till the next heavy rain washes it back to the place whence it came. What is not thus carried back to the sides continues to make deep dust in dry and bottomless mud in wet weather. As a matter of fact it is of no real or permanent benefit. All roads are not worked in this negligent way, but the majority of them are, as anyone can testify who has occasion to do much driving.

"The practical objection which suggests itself to rural taxpayers when the wretched condition of their roads is referred to is that it would not pay to spend more time and money for their improvement. This is manifestly wrong. Good

roads increase the value of property through which they run. They impress the passer-by with the thrift of the people of that section, and make an impression which is the reverse of that caused by rough and poorly worked thoroughfares. They speak well for the community. The principal driving over country highways is not by strangers or pleasure seekers, but by the farmers themselves. There is an appreciable difference in the wear and tear on a team which draws heavy loads over rough or smooth roads. The careful teamster will go a mile or more out of his way to secure an even and well-kept road, because it is easier for his horses. This is an item that rural residents can profitably take into consideration when calculating whether it pays to keep the highway in good condition. A fair review cannot fail to reach the conclusion that first-class roads are a good investment. In the region round about Utica there has been increased attention to this subject in the last year or two, but there is still abundant opportunity for improvement. Several towns have purchased road machines, which, when properly managed, do good work and are a valuable help. There is no reason why the thoroughfares in this section should not be the best in the State, and they easily can be if the people will take the right view of it and exert themselves to see to it that what is so much needed is accomplished."

ENGLISH BREAD AND BUTTER.

An American cycling tourist in England meets with surprises and new experiences at every turn, and on every hand, from his first step on shore, where the side-wheeled tender finally leaves him—for at Liverpool, the biggest harbor in the world, so-called, your steamer never gets up to the dock, so as to land passengers and luggage with but one handling—to his last night on the soil of the tight island.

Everybody seemed to live on baker's bread, for the making of bread is an important industry there, and if, in our more than a month's sojourn, we saw any home-made bread, we did not know it; but hasten to say that their baker's bread generally was more solid and nutritious than American "ready-made sponge," as we call some of it. The English article was more like our home-made "salt-rising" bread, and was solid enough to "stay by you some time." You could eat a whole loaf and be conscious of a "goneness" in more than one sense. Their loaves varied in size, from the 3 ha'penny to the 1 shilling 6 penny one, which is a monster, and is used in the hotels and larger coffee houses.

When the landlady of an inn wants to make a good impression on her visitor she puts on the table fresh butter; and it is literally fresh, for it is made entirely without salt, and we did not get enough used to it to like it, so salted is our own taste. They also have salt butter that is as good as our best is, but they put special stress and store by their fresh butter. That was one of the mild surprises we had at the outset, and of course got used to the salting process. When you call for "bread and butter and tea," at a "Pub" hotel, or a coffee house, the attendant

they do not have waiters—will spread fresh butter on the loaf, and shave off a slice at a time that is as thin as can be cut, and set on a plate of it, with the tea.

Should you wish to butter your own bread, as we did, you must call for "a bit of bread and cheese, and butter," mentioning butter last, and separate from bread, or you will get the afore-said thin slices with the fresh butter already on them. At the last order, they will set down a big loaf, and a pound or more of butter, and a huge piece of cheese. We have had them set on a piece that would weigh over a dozen pounds. Surprised again! but it is a good, liberal way they have, and was very agreeable. We ate what was wanted, and they seemed to guess at the price, which was very reasonable, usually 8 pence for tea, bread, butter and cheese.

Cheese, over there, is a "main stand by," and at many of the smaller houses takes the place of cold cuts of meat for lunches. At a first-class coffee house you can get as good a meal as at a big hotel, and at one-third the cost. True, you will not have so much of the "glitter and glare of gold and silverware," but to ordinary mortals fuss and big style do not count in the long run, and a good decent meal of something to eat is what a tourist wants, instead of "agony."

In many country places, where you would most expect to find milk, it was not to be had, as it was either all sent to market, or they actually had none. Of course this applies only to small villages and cross-road or wayside "Pubs," where only the beer and ale vans came, and they not daily. You cannot run amiss of ales and beer, though; whatever else fails, they do not.

ART.

A STAR WHEEL CLUB IN NEW YORK.

NEW YORK, April 19, 1888.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

The writer is an enthusiastic advocate of clubs and organizations tending to promote the co-operation and best interests of the wheeling fraternity and to extend the "Loyal Fellowship" of the riders of the silent steed.

In view of the fact that almost every city of prominence in this country has a club composed exclusively of Star riders, and in view also of the rapidly increasing favor expressed for that make of wheel, it has suggested itself to the writer that New York City Star riders should follow closely in the wake of this movement, and that such a club or organization be established here. It is urged that such a club could be formed, say in Harlem, with the co-operation of all the Stars, of large enough membership as to put it at once on a sound financial basis, and to insure for it for the future a prominent place among the many excellent bicycle clubs now already in a flourishing condition.

Undoubtedly if such a movement was started there would be found plenty of wheelmen of this mount to eagerly take the matter in hand, and it would need but little urging to secure the hearty co-operation of all local riders of the

STAR

A. G. SPALDING & BROS.

OUR LAWN TENNIS DEPARTMENT.

A. G. SPALDING & BROS.

Among other popular rackets is the "Tuxedo Club," made in the same popular shape as last year; a bat made of the finest stock, and well selected

The "WINDMERE" is a high-class bat, made of carefully selected second growth ash, first quality of gut, fine French polish, scratched cedar inlaid handle and white holly knob; weight, eleven to fifteen ounces. Price, with cedar handle, \$5.50; with cork handle \$6.00.

The "LAKESIDE," made after the same pattern as the Windmere, but somewhat smaller, is a popular bat and very good for the money. It has a handle of red cedar, scratched, cedar end, white holly wedge, French polish; weight, eleven to fourteen ounces. Price, \$4.00.

The "GREENWOOD," also made on the Windmere pattern, is one size smaller than the Lakeside. It has a red cedar scratched handle and knob, and white holly wedge; weight, eleven to thirteen and a half ounces. Price, \$3.00.

The "GENEVA," Windmere pattern, is one size smaller than the Greenwood. This bat has a maple knob and wedge, with Linden wood handle. It is especially popular with ladies, who wish as strong, durable bat at a moderate cost; weight, ten and a half to twelve ounces. Price, \$2.50.

The "FAVORITE," one size smaller than the above, has a maple knob and wedge, with Linden wood handle. This is an excellent bat for beginners; weight, ten to eleven and a half ounces. Price, \$2.00.

The "BOY'S OWN," smaller size than the above, is the best boy's or girl's bat ever sold for the money. This bat is fully equal to the Favorite; weight, nine to eleven ounces. Price, \$1.50.

We invite carsmen, tennis players, bicyclists, athletes and all who intend to outfit themselves for the season of outdoor sports, to call and examine the goods in our various departments. Each is under the charge of experts, and you have the benefit of their experience in the matter of selection.

The bicycle and tricycle department is now well-stocked with Victor wheels. The Victor Light Roadster, Victor Junior, Victor Safety and Victor Tri-cycles are making a great name for themselves.

Send for Sporting Goods Catalogue.
Send for Cycle Catalogue.

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

For the past three weeks we have given the wheeling public a little sermon on Victor Cycles, and whether it is the force of our arguments or the merits of the Cycles, or both, we know not, but certain it is that we have been so rushed that we have in many cases been unable to fill orders promptly. We think that the Victors can now take care of themselves for a week or two, while we mention some of the other specialties we have to offer during the coming season.

Most prominent among summer sports is the game of Lawn Tennis, which has grown so fast in popularity the past few seasons that it has been difficult to keep up with the general demand for the different styles and grades of bats. Our experience in past seasons has fully satisfied us that there is a growing demand for the FINEST GOODS. For this reason it is our constant effort to improve our line in every possible way, and we feel much gratification in offering the line we this season put forth, as we are confident the merit of the goods will INSURE THE SATISFACTION OF OUR CUSTOMERS. We show several novelties which we feel will recommend themselves to Tennis players. Every article we present has been carefully studied to discover if there were room for improvement, either in style or quality, before placing same before our customers for their approval.

The merits of our line of BATS are too well known to need comment here. The new bat described below we will leave to speak for itself. We present all the standard brands of balls, etc. In our UNIFORM DEPARTMENT we are now in much better shape than ever before; we have had made a special line of Flannels for our use, and can now present the most complete and stylish line to be found.

Our stock of rackets is very complete. The "Slocum" racket for 1888, the best shape known, is of the very finest stock obtainable, and strung with the finest gut, making a reliable and beautiful bat. The throat-piece is of ebony and the handle of cedar, perfectly balanced. We feel confident that in the Slocum we have the best bat ever made, and confident that it will meet with the highest popularity and approval. Length of bat, 26 1/2 inches; size of bow, 10 3/4 x 8 1/2 inches; weight from eleven to fifteen ounces. Price, \$6.00.

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In our visit to Boston last week we called at the office of the Kingston Knitting Company and found that they were very busy on orders for their bicycle and athletic goods, which are very beautiful and popular with the trade.

We call especial attention this week to the Ladies' Cripple tricycle which Mr. L. H. Johnson, sole United States agent for the famous Lumber wheels, advertises in another column. This fan is constructed on the same lines as the Cripple, which has enabled so many ladies to enjoy cycling. Its special merit is that two ladies can ride on it. It can be used in single form by simply removing two bolts and a chain. Special care has been taken to insure easy steering and efficient brake power, so that the liability to accident is reduced to the minimum.

Mr. W. C. Boak, Le Roy, N. Y., is sole agent for a number of popular specialties manufactured exclusively for him. Cyclists desiring sundries and accessories should obtain one of his lists. The Smith Cycle Company, of Washington, now have a large force at work, and will be able to supply wheels to the trade by May 1.

The Warwick Cycle Company have a large building at Broad and Walker Streets, Springfield, Mass., into which they are now moving expensive plant. The company will put in special machinery to make their own tubing and will, we believe, be the only firm in the country that will make this tubing. Many riders are looking forward with interest to the wheels the company will turn out.

The Newark Shipper Company are selling a specially fine Cordovan shoe at \$3.00. This firm supplies shoes to the bicycle trade.

Messrs. Brandau & Schott, 115 East Baltimore Street, Baltimore, Md., importers of toys, velocipedes, etc., will accept the agency of some first-class wheel.

The Springfield Roadster Bicycle Company have reason to feel proud over the fact that Columbia Hill, Brooklyn, has been surmounted on one of their machines. This is only the second time the hill has been mounted, Kinge having first shown the way on a Columbia.

W. B. Toulmin & Co., of Buffalo, manufacturer of finest Dongola and Kangaroo bicycle shoes in all sizes, will offer bicycle agents advantages terms.

The Hart Cycle Company ask wheelmen to see their lists before buying.

Messrs. Stegriest Bros. are rapidly extending their trade among bicycle riders. Their Champion bicycle shoe is unexcelled in fit, make, and quality of material used.

Howard A. Smith & Co., of Newark, N. J., have the entire control of Dr. Cooper's suspension pockets for all athletic goods for the United States, and any manufacturer or dealer who wishes to manufacture will find it to their advantage to communicate with them.

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NEW MAIL

WITH ITS SPECIALTY,

Trigwell Ball-Bearing Head,
IS HAVING A GREAT DEMAND.

A superb wheel in every detail. Every part steel forging, and the Trigwell Ball Head, wheelmen will have!

Wheelmen recognize in getting a new mount the consistency of getting the best, and is not the best the most improved? There is even no criticism now on Trigwell's Ball Head. It is fully conceded to be a clear advance in cycling. No bother with oiling; a great assistance in hill-climbing and a delight in steering. Is not our Perfection Strong Backbone an improvement? Not one broken last year, and the worst falls come from weak and broken backbones. Is not our Rim stronger than any other? Not one buckled rim last year. The NEW MAIL is the only wheel having these improvements, and we think it is pretty generally conceded to be the handsomest wheel in the market.

SEE ONE! TRY ONE!!

INSIST on your dealer actually showing you one before deciding. If not satisfactory you need not take it; or write us and we will send catalogue. In places where there is no New Mail agency, we want one. Why don't you apply for it? We want a good agent in every town.

Handsome Photograph of New Mail, 10c. in Stamps. Illustrated Catalogue Sent Free.

LARGE PHOTOGRAPH for Club Rooms FREE, if requested by an officer of the club.

WILLIAM READ & SONS,

MANUFACTURERS OF THE NEW MAIL,

No. 107 Washington Street, Boston.

The Marlboro
CLUB
Tandem.
The Swift
SAFETY.



THE MOST
Popular Tandem
MADE.
The Marlboro
CLUB
Tricycle.

Send for Catalogue.

CLUB
CYCLES.

Send for Catalogue.

NEW YORK AGENT,

HENRY C. SQUIRES, 178 Broadway.

BROOKLYN AGENT,
CHAS. SCHWABACH,
PROSPECT PARK PLAZA.

THE COVENTRY MACHINISTS CO., LD., 239 Columbus Ave.,
BOSTON, MASS.

MACADAMIZED ROADS WANTED.

FARMERS AND BUSINESS MEN OF BOONVILLE, MO.,
CO-OPERATE IN THE IMPROVEMENT.

BOONVILLE, Mo., April 7.—A great deal of interest is now being taken by the leading farmers of this vicinity in the matter of the improvement of the roads of the county, and the question of organizing into districts and building rock roads by special taxation, as provided in the general road law, is being agitated. A meeting of farmers and business men was held at the Court House here to-day to discuss the matter, and the sentiment was unanimous in favor of getting to work at once. The farmers want the city to co-operate in the work by macadamizing the streets of the city to the limits of the corporation, and it is believed the necessary assurances will be given. Another meeting was held to-night by the farmers a few miles south of town to take action in the matter of petitioning the County Court to establish a district, appoint commissioners and make the necessary arrangements for the commencement of the work of macadamizing a portion of the road running south from here. Those in charge of the movement are hopeful of success and believe that the building of rock roads in the country will be commenced this year.

The above explains itself. If the farmers and business men of Cooper County can get together and co-operate for the improvement of the existing roads, why cannot the farmers and business men of Knox County, especially those residing in Edina, do likewise? The importance of the local traffic has perhaps in our day been overlooked. The quantities of material transported by our roads has never, and never can be, accurately computed; a large portion of the time and energy of all the farmers and business men who live in the country is spent in local transportation of person and effects. We think we would be safe in saying that one-third of the time, strength and energy of the people of the county who labor is spent in local circulation and hauling.

In towns and villages which draw their supplies entirely from the surrounding country, depending on public roads, a great fluctuation in the price of these supplies is produced solely by the difficulty and cost of hauling. The whole system of the people's roads become almost impassable during portions of autumn, winter and spring, just at the times when most needed, when the soil, being saturated with water and so unfit for tillage, the farmers, on account of their enforced leisure, could and would use them to advantage. In short, the necessity of a great improvement of our public roads system is seen from the great amount of travel and traffic on them—from the time spent and energy lost in using them—from their failing when most needed and from the increasing demands of commerce and civilization. One way which has been proposed for making public road improvements is for the county or the state to take hold of it and levy a light general tax and repeal that portion of the law which allows people to work out their road tax, and which is the root of all evil; to proceed with road improvements gradually; to consider the various and most important thoroughfares first; to take bids, or rather bonuses, from the people living on, owning property on, or interested in them, and to first proceed with that particular road on which the bonuses are largest. The elections will soon be on and we would advise our readers not to support any candidate who does not give his full support to any measure that will better the existing conditions of our highways or roads.—*Knox County Independent.*

MILITARY CYCLING.

We are spared the trouble of summing up on the English cycling manoeuvres at Easter, as the *Land and Water* editorial strikes us as a fair opinion. It would appear from this that military cycling is simply a fad, as far as real work goes, though under certain conditions cyclists might be valuable for messenger work.

"In our last issue we recorded our opinion that all the flutter which was agitating the breasts of a few enthusiasts, who believed in the reality of 'military cycling,' *apropos* of the forthcoming Easter experiment, was ridiculous. This view of ours received speedy confirmation, for the experiment had not advanced beyond its primary stage before the nonsense of the thing became apparent. The corps of volunteer cyclists, under Colonel Savile, left Guildford early on Good Friday morning, and the first convincing proof of the utility of cycles as applied to warfare was afforded by the spectacle of these misguided visionaries pushing or dragging their machines up the steep ascent of the Hog's Back. Along the ridge of the Hog's Back they made their way with great difficulty in the face of a strong breeze, and at Farnham we are told they arrived in such straggling order that it became necessary to take the train to Winchester. At Winchester, where they again took to their machines, the elements had got up a nice little entertainment for them, in the shape of a gale of wind and rain, and through this the heroes toiled and struggled until at last they gained Salisbury Plain. Here they left their machines—probably the pleasantest recollection they will have of the day's proceedings—and deployed as scouts. Now, the absurdity of all this is so plain that there is little necessity to add anything to it. We have maintained all along that cycles were only useful under the best conditions—that is, good roads and fine weather. With such aids, they are, and will continue to be, a source of the most healthy recreation and pleasure. But these conditions cannot be obtained during a campaign, when all sorts of weather and every kind of natural obstacle have to be encountered. To negotiate muddy and broken roads, swampy fields, or hedges and ditches, a man must have a good strong horse, not something that wants carrying three parts of the way and tires the rider to death the other part. A horseman in a gale of wind and rain doesn't have to get down and push his horse; he doesn't have to drag it up a hill, or carry it across a ploughed field. If he had, it would strike anybody who saw him that he might as well have left it at home. For carrying despatches on good roads in fine weather, cycles, as we have stated before, are no doubt available, but for any other purpose in connection with warfare they are, in our opinion, worse than useless."

OUR OLDEST BICYCLE HOUSE.

MINNEAPOLIS, MINN., April 24, 1888.

To write up fully the growth and doings of the house that forms the subject of this little sketch would be to give a history of bicycling in the Northwest since the first wheel flattened Minneapolis sand, as one has been indissolubly bound up with the other.

S. F. Heath first began dealing in bicycles some six years ago, starting in a small way, and at first representing the Pope Mfg. Com-

pany and the Cunningham Company. After the latter company went out of business he also handled the Rudge two seasons, and the Champion wheels from their first manufacture till the present season. During this time he has placed over 800 wheels, large and small, the Columbias predominating, and this year has wisely concluded to stick to his first love, and let the claims of no other wheel entice him from it. For some three seasons the business was carried on in Armory Hall, but this proved much too large to be comfortable in winter weather, though very popular and convenient as a riding school. A year ago this spring a change was made to 14 Fourth Street, South, where a stock of sporting goods was put in, and also the Hammond Type-writer, the Edison Lineograph and Shipman Engines have been handled. This location is hardly satisfactory in all ways, and on May 1 a new move will be made to No. 417, on Nicollet Avenue, our principal retail street.

Here Mr. Heath will have a store well adapted to his peculiar business, of twenty feet in width and one hundred feet in length. A basement furnishes the much-needed room for repairs, and in this department the house is second to none. The renting of wheels will not be indulged in, Heath finding that he had practically no holidays on Sundays as long as that was carried on. The stock of sporting goods is also being closed out, and bicycles, pure and simple, will be dealt in. A branch store is located at 316 Roberts Street, St. Paul, and six assistants are employed in both houses. Of Mr. Heath personally it is needless for me to say anything in commendation. For four years he has been Chief Consul of the State Division, and can easily hold the office another year if he desires to. He is one of our best all-round road riders, and a well-known figure on the road. In short, not to know Heath is "to argue one's self unknown."

Geo. H. Bartlett—whom I will *not* style the "boy-wonder," because it displeases him—is his principal assistant, and a hard man to follow on the road. Though last year was his first season, and the steering of a bicycle seemed to elude his grasp sometimes, he established the record of forty-five minutes from here to St. Paul, a distance of twelve miles, and I am fully content he should remain in possession of this record. The coming season Bartlett has concluded to tempt fate on a Veloce Columbia, and is an impatient waiter for the same. E. J. Hale, our long-distance man, and the hardest one it has ever been my fate to follow, has also acted as assistant to Mr. Heath in an acceptable manner. With a trade that already reaches from Montana on the west to Wisconsin and Iowa on the east it is hardly necessary to say much in the way of "puffing" the firm, and wherever Heath may locate the boys will certainly find the place. To those in the East who think of us as living in a state of savagery and partial barbarism, the information that over 800 of one of the most expensive and modern luxuries have been sent out from here by one house alone may act in the nature of an "eye-opener." L. B. G.

A successful wheel teacher must be patient, painstaking, intelligent and muscular. Such a rare combination is Thomas Smily, with G. R. Bidwell, 313 West Fifty-eighth Street. His strong arm has guided many timid novices through the first steps of their wheel life, and hundreds of cyclists have graduated from his Central Park Riding Academy, the largest cycling school in the world, the roof being very high and the riding path very light.

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.

NICKEL PLATE.

EDITOR OF THE WHEEL AND CYCLING TRADE REVIEW:

An editorial in the *Bi. World and L. A. W. Bulletin* on nickel plate for bicycles, and a letter to your valued paper from "Phila" on the same subject, has led me to write you my experiences.

In the first place my father was a large manufacturer of machinery and left his business to his sons, one of whom (myself) has ridden the bicycle for eight seasons, and nearly as many thousand miles. We naturally know something about machines, and I feel that what I say ought to carry some weight.

I first bought a 44-inch painted Standard Columbia; second, a 46-inch nickeled Standard; third, a 48-inch enamelled Expert; fourth, a 50-inch enamelled Expert; fifth, a 49-inch nickeled Columbia Light Roadster; and sixth, a 49-inch nickeled Columbia Light Roadster, all for my own use. These wheels I used more or less every day it was possible to ride, and outside of my office or house could be seen my bicycle, ready to mount to go to or from my business and home. In rain or shine and through our sticky mud my wheel was used, often standing for days covered with mud.

It was ridden over the by-roads, through the woods, on the snow in winter, and was a familiar sight by the side of Mrs. R.'s tricycle on the boats of the Hudson River. The cars carried it, with many other wheels, to the meets of the League of American Wheelmen. The rubber tire has pressed the pavements of the cities of New York, Brooklyn, Jersey City, Buffalo, Springfield, Albany, Troy and other cities, and through it all the nickel came out best.

My last wheel has been run 5,303 miles, by a "Lakin" Cyclometer, which I know to be correct (having tested a dozen or more cyclometers of different makes on the road and by special machinery), and though used much harder than any previous wheel, it looks better than those which were painted or enamelled.

The reasons are that every scratch shows on the enamel, and it is not long before it looks old; but the nickel does not show scratches, and, if worn off, will pass in a crowd. I used to lean my wheel against the P. O. stoop, and the enamel showed the scratches at once, while the nickel did not.

It is said that nickel is hard to take care of and that it will rust or show rust, but I have found that by the time a nickeled wheel shows rust, where used almost every day, it is time it was called in. If the same wheel was finished in enamel there would be no finish on it. As far as care is concerned, it requires no more care than enamel.

One person says that only novices ride nickeled wheels. I want to know if Thomas Stevens and Karl Kron are novices? I want to say that I did not get my last wheels of nickel finish because I liked it, but wholly because my experience taught me that for this locality it looked better longer than any other. Near salt water it might not do, for I know when we ship goods to foreign countries some of them have to be sealed in tin cans, on account of rust. As far

as horses are concerned a dark wheel is best, and for tricycles it probably is the most convenient finish; but for the perch and forks of a bicycle, give me nickel every time. I do not believe in the felloes or spokes being nickeled, for the benefit of the wheels of the bicycle. A black wheel with nickel perch and forks looks better, to my taste, than all nickel.

The English do not nickel as well as we do here, and I think that is one reason why riders of English wheels condemn the finish.

In England the nickel would naturally rust very quickly—it is so damp there; but here, away from the sea, it is different. It was an old nickeled Club, which had been rented for years, that once confirmed me in my choice of nickel finish. Nickel costs a little more, but I think it pays in the end.

Yours fraternally,

JOSHUA REYNOLDS.

TRADE NOTES.

Colonel Pope was in town on Tuesday.

The demands for the Pedal Cyclometer are very encouraging to the manufacturers, Messrs. W. I. Lore & Co. The Hart Cycle Company, Philadelphia, and Mr. G. R. Bidwell, of New York, have been appointed agents. The company wishes to communicate with responsible agents, with whom favorable terms will be made.

The Pope Mfg. Company reports sales this year 300 wheels ahead of last year up to date. The march business at the New York agency was far in advance of the sales for the same month last year, notwithstanding the blizzard. Tricycles, both single and tandem, are in greater demand this year. The Veloce is now ready, and orders are filled as soon as booked. The Surprise will be ready in a few weeks.

Old Standard Columbia No. 13 is spending its old age at Milford, Pa.

Messrs. Von Derlinden & Roberts have opened a large cycle depot at Poughkeepsie, where they have a large stock of Columbia, Rudge and Springfield Roadster wheels. An expert pronounces their repair shop as clean as a parlor—the neatest he had ever seen. Both members of the firm belong to the Poughkeepsie Bicycle Club, a flourishing organization, owning a handsome little club house.

Mr. Strugnell, of Messrs. Devlin & Co., recently made a trip to Wappingers Falls, where he measured the members of the Wappingers Falls Bicycle Club for their new uniforms. Quite a new wrinkle, to send to a first-class city, for a first-class cutter, of a first-class house. The Wappingers Falls boys will look handsome in their new uniforms.

Wappingers Falls wheelmen recently made an onslaught on Columbia wheels, with the result that thirteen 1888 Light Roadsters are found in the Wappingers Falls club rooms.

NICKEL PLATING FOR BICYCLES.

For several years subsequent to the manufacture of bicycles, paint, on account of its cheapness, and enamel for its durability, were preferable finishes for bicycles. The beauty of nickel plate was acknowledged, but experience then showed that its lasting qualities could not be depended upon; there was a flaw somewhere in the method of applying it, and although every manufacturer strove to remedy it, none were wholly successful. A few years ago the Pope Mfg. Company, of Boston, succeeded in nickel plating the Columbias, which stood the test of four years without any complaint from riders, save where the machines had been used near the salt water, against the influence of which no finish can with impunity withstand. The fact that during one year seventy per cent. of Experts sold were full nickeled—all of which were highly satisfactory to the riders—and that Thomas Stevens rode a full nickeled Expert around the world, help to prove that nickel plate is the best finish for a machine away from the salt water. A full nickel machine is pretty sure to be without flaw or imperfection, for nickel, like white varnish, tends to force into prominence every imperfection. One objection to the riding of full nickeled machines has been the somewhat foolish idea that young riders, like young soldiers, like plenty of glitter. This, to a certain extent, may have been true, but it does not alter the fact that many of the oldest and most experienced have ridden and do ride full nickeled machines, and will not own any other finish. It may be said here that the only full nickeled machine kept in regular stock is the Expert Columbia.

BARGAINS.

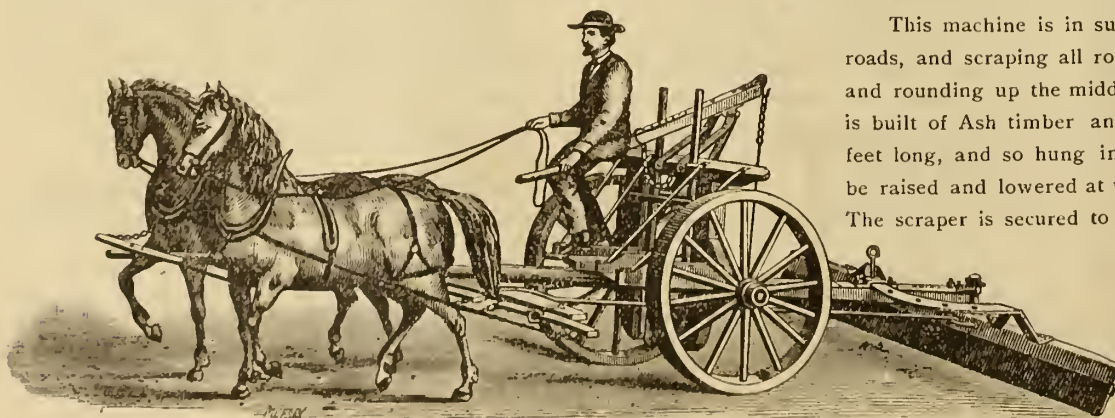
No.	Size	Name	Finish	Condition	Bearings	New	Now
1	54	Rudge Lt. Roadster	Enamel	1	Ball	\$135.00	\$90
2	53	Royal Mail	"	2	"	135.01	70
3	52	Expert Col. 1886	"	New	"	127.50	100
4	52	Expert Col. 1887	"	1	"	127.50	90
5	52	Expert Col. 1885	Nickel	2	"	135.00	80
6	52	Rudge Lt. Roadster	Enamel	2	"	130.00	80
7	52	Victor Roadster	"	1	"	127.50	85
8	52	British Challenge	"	1	"	105.00	50
9	52	Standard Col.	"	3	Plain	90.00	55
10	52	Expert Col. 1886	"	2	Ball	127.50	80
11	50	Royal Mail, 1886	"	2	"	130.00	70
12	50	Royal Mail, 1885	"	2	"	130.00	75
13	50	Standard Col.	"	3	"	90.00	45
14	50	English	"	3	Plain	90.00	40
15	50	Expert Col. 1885	Nickel	1	Ball	140.00	70
16	50	Victor Roadster	Enamel	1	"	125.00	85
17	48	Rudge Lt. Roadster	"	1	"	132.50	80
18	48	New Rapid	"	1	"	130.00	85
19	48	Standard Col.	"	3	Plain	85.00	45
20	47	Col. Lt. Roadster and Cyclometer	"	1	Ball	140.00	100
21	46	Standard Col.	"	3	Plain	80.00	35
22	42	American Safety	"	1	"	75.00	50
23		Victor Safety 1887	"	1	Ball	140.00	110
24	45	Special Star and Cyclometer	"	1	"	155.00	125
25	54	Expert Col. 1886	"	1	"	130.00	85

Explanation of condition: "1," nearly new; "2," good; "3," fair.

W. D. BANKER,

Old City Hall, Pittsburg.

Davis Patent Road Machine.



This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised and lowered at will by means of the lever, as shown. The scraper is secured to the pole by means of a heavy steel spud, which allows angling to right or left by means of the circle iron, and the draft is always direct from whiffletrees to scraper through draft-rod under pole.

SEND FOR CIRCULAR AND PRICE.

J. W. DAVIS & CO., 134 Water Street, New York.

The New York State Roads Improvement Association.

MEMBERSHIP BLANK.

The object of this Association is to improve the public highways of the State of New York. To this end it is proposed: 1st—To publish from time to time such circular information as will increase the knowledge of the public and stimulate its interest concerning the advantages of good roads and the manner of constructing and maintaining them. 2d—To procure, by appropriate legislation, a change in the present laws governing the construction and maintenance of the public highways.

NO MEMBERSHIP FEE. NO ASSESSMENTS.

We, the undersigned, citizens of the State of New York, hereby approve and endorse the object for which *The New York State Roads Improvement Association* has been formed, and hereby subscribe our names as members of said Association.

NAME.	OCCUPATION.	POST OFFICE ADDRESS.

JERSEY-FITTING UNDERWEAR CO.

WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR
CATALOGUE FOR 1888.

JERSEY-FITTING SHIRTS,

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.

LACED FRONT, LONG SLEEVES,
TURN-OVER COLLAR.



LONG SLEEVES, LOW NECK

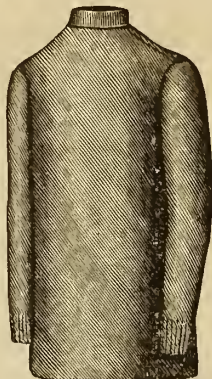


Every Wheelman and Sportsman will give these garments his approval when he examines the SHOULDERS, ARM HOLES and NECK, as they are made to fit. These goods are *patented*, and all infringements will be prosecuted to the full extent of the law.

FOOT BALL.



LONG SLEEVES.
STANDING COLLAR.



LOW NECK,
SHORT SLEEVES.



BASE BALL.



We embroider letters on front of this for twenty-five cents each letter.

GYMNASIUM.



Jersey-Fitting Pants.

FULL PANTS.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip. BUTTONED IN FRONT, SAME AS PANTALOONS, WITHOUT CERTAIN OBJECTIONS.

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

OUR BICYCLE FULL TIGHTS.

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

BICYCLE
KNEE TIGHTS.



Made same as full tights, to three inches below the knee.

Racing Wheelmen tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

KNEE PANTS.



RACING
TIGHTS.



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 Worsted.



LADIES' UNION UNDERGARMENT.

SEND FOR CIRCULAR.

TRADE MARK.

TRUNKS.



We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.

Would like to have every Wheelman and Sportsman see these garments.

LEOTARDS.



RIBBED
FULL-FASHIONED
STOCKINGS.

We believe there is none better.

We send these goods to any part of the country.

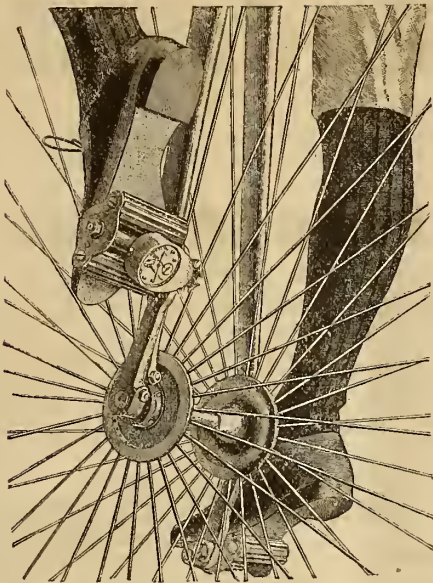
Send for Price List.



Each garment bears our **Trade Mark**, and are endorsed by the best manufacturers of Bicycles and by Professional Gymnasts. In ordering these goods be particular and give full name or style of each garment ordered.

MANUFACTURED BY

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



Weight, 6 oz.

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

NEWARK SLIPPER CO.,

Manufacturers of

FINEST HAND-MADE GOODS,

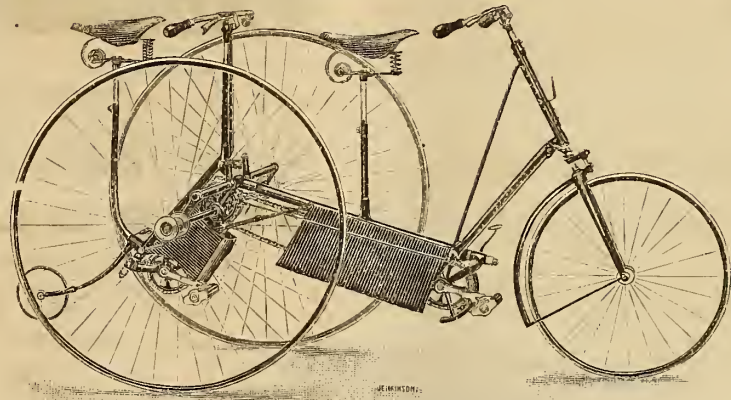
Bicycle, Lawn Tennis and Sporting Shoes.

BICYCLE SHOES, Cordovan, \$3.00.

TENNIS SHOES, \$2.50.

19 RAILROAD AVENUE, NEWARK, N. J.

HUMBER'S LATEST TANDEM.



Weight 100 lbs. $\frac{7}{8}$ -inch Rubbers. 4-Bearing Axle.

THE LADIES' TANDEM PAR EXCELLENCE.

LLEWELLYN H. JOHNSON,
No. 401 MAIN STREET, ORANGE, N. J.

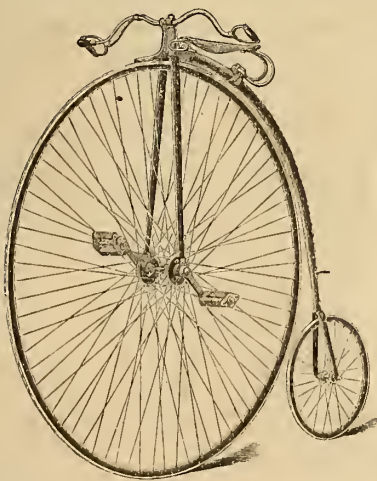
A fresh invoice just received.

Weed Sewing Machine Co.,

HARTFORD, CONN.,

General Agents for **COLUMBIA 'CYCLES** For the State of Connecticut.

AGENTS WANTED IN UNOCCUPIED TERRITORY.



PECK & SNYDER,

124, 126 & 128 Nassau Street, N. Y.,

AGENTS FOR

THE NEW MAIL 1888.

GREATLY IMPROVED THIS YEAR, MAKING IT A

Light Roadster of the Highest Grade.

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

Repairs!

Repairs!

Repairs!

New York

STAR Headquarters.

Friends of the "little wheel in front"—

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

H. B. SMITH MACHINE CO.,

Works and Main Office, SMITHVILLE, N. J.

115 LIBERTY STREET.

DENVER.

Now that the Texans have returned to their prairie homes, the Gem of the Rockies is quiet again. The street illuminations, extending the length of Sixteenth Street and several blocks on Larimer, has only been excelled in beauty by the illuminations of St. Louis. The parade in celebration of the opening of the Pan Handle Route to the Gulf was the finest ever seen here, and would have done credit to Chicago or Cincinnati. About 150 wheels were in line, most of them handsomely decorated, and many favorable comments were heard upon their appearance.

Quite a number of Rover Safeties here are fitted up with a small seat just in front of the saddle, upon which the rider puts his child. It is no uncommon sight to see father and child from ten to twenty miles away from the city. It looks very cute to see the baby holding on to the handle bars, and they all seem to enjoy it.

As the riding season has just opened in the East, it might be of interest to those who reside there to know that several Denver wheelmen have over 1,000 miles registered on their cyclometers since January 1, 1888. Peck and Kennedy have not yet missed a day, regardless of the muddy roads we had about two weeks ago.

C. C. Candy, of the Overman Wheel Company, spent a few days with us this week.

W. S. Doane, formerly of Boston, now with W. L. Van Horn, accompanied the Ramblers on their trip to Mt. Vernon last Sunday. He said it was the toughest run he ever attended, and has lost some of his respect for Corey Hill after tackling our mountain roads.

Denver is to have a road race on the 29th of this month. W. L. Van Horn, J. F. Allers and W. E. Perkins are official handicappers, and will see that all receive fair treatment.

Mort Parsons, one of our old timers, has taken his family and wheel to Los Angeles, where he will probably settle.

RAGDE.

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

COLUMBIA BICYCLES

AND

TRICYCLES.

SUNDRIES AND REPAIRS.

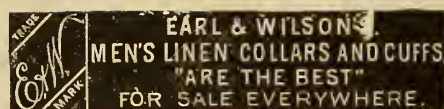
40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St.,

MINNEAPOLIS: 14 South 4th St.

(417 Nicollet Ave. after May 1.)

WANTED.
SECOND-HAND
BICYCLES

To Sell on Commission.

Our sales have been so heavy that the supply falls short of the demand. Send in yours and we can sell it quickly. For terms see our full-page advertisement elsewhere.

MANHATTAN WHEEL EXCHANGE,

49 Cortlandt St., N. Y. City.

What's a Bicycle Good For

That won't go up hill? There's only one Wheel in Herkimer that has ever been ridden up the creek hill (but dozens have tried it), and that was an

American Light Champion.

If you want to know who rode it we will give you his name, and if you want to see him do it he is ready any time, and you can see (as he is no athlete) that it is *due only* to the staunchness, strength and easy running qualities of the machine ridden. Remember, we are agents also for *all* the leading makes of wheels in the country, and can give you a big bargain in second-hand machines of all descriptions.

Send for Catalogue and Lists.

SEARLES & TABER,

HERKIMER, N. Y.

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.

PEDERSEN & BUCKINGHAM,

Successors to JENS. F. PEDERSEN.

No. 1½ Maiden Lane,

New York City.

NEWARK
TELEPHONE, 673.

ALL BICYCLE RIDERS

must have Cycle Sundries! We make no big blow, but we get there all the time. Bundle carriers, Tire Tape, Standard Gloves, Z. & S. Stocking Supporters, Lantern Hangers, Carter's Foot Rest, Standard Oils, Newark Enamel, Rubber Cement, Spoke Grip, Newark Shoe, Boston Club Cap, etc., etc.

Oraton Hall, Newark, N. J.

HOWARD A. SMITH & CO.,

16 Park Street, Orange, N. J.

ORANGE
TELEPHONE, 134.

BICYCLE AND ATHLETIC GARMENTS MANUFACTURED BY THE KINGSTON KNITTING CO.

Are made of the very best Worsted and Fine Wool Stock, and for beauty of design, superior workmanship, durability and reasonable prices cannot be excelled. Our goods are made in beautiful colorings, in Plains, in Stripes and in Mixtures, for Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Dress Suits, etc. Our Knickerbockers, Knee Tights and Full Body Tights are made in three weights with special reference to comfort and durability, furnished with reinforcements, Suspensory Pocket, Fly Fronts and Back Lacings, Loops for belts, Buttons on legs, etc., and have no superior in the market. Our Jerseys, in Plains and Stripes, are beautiful goods, and made in all colors and mixtures, with Long Sleeves, Short Sleeves and Sleeveless, with Low Necks, Single Collars, Double Collars, English Turn-over Collars and Laced Fronts, and for comfort, beauty and elasticity are not excelled. Our Bicycle and Lawn Tennis Coats are made in two styles and weights in Stripes, Plains and Mixtures, and are this season the most stylish and popular garments worn. These goods, with our Ribbed Sweaters and Stockings to match, are the leading styles and used for the best trade. Our Fine Worsted Bicycle Hosiery, in all weights and colors, is not equaled by any other manufacturer, and is appreciated by our best Hosiery dealers. Our Glove-fitting Hosiery with double Heels and Toes is without a rival, and all of our goods are offered to the Trade at very reasonable prices. Correspondence solicited. Address,

KINGSTON KNITTING CO., 27 KINGSTON ST., BOSTON, MASS.

INCOMES INVESTED

IN good Second-Hand wheels always return a fair equivalent, but shun the old and worn out cycles that are advertised and sold at low prices. A good second-hand bicycle or tricycle has a market value, and when offered below the market something is wrong. I have a few of the good ones in stock that I am offering at fair prices, not way down, but guarantee a good value for the money. All in perfect order and as represented. Send for second-hand list, and then ask for a detailed description of any wheel that you may select.

Those who desire new bicycles will not, I hope, infer from the above that I am only a second-hand dealer. I have a full line of new Columbia Cycles, all styles of finish and all sizes. Call and see my stock.

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 50 sheets paper at one filling.

AGENTS



FOUNTAIN PEN.

Uses any kind of ink; filled by an automatic action of India Rubber reservoirs; feeds itself by the pressure of writing; carries in the pocket safely; will not leak; finely made and finished in hard rubber. Prices reduced to 50 cts. or 6 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 sharpening. 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 case one don't in the N. Y. Post Office. 12 months post paid.

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

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.

--- 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 "

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

I HAVE a bicycle my brother used to ride, which I will sell for half what it cost; large wheel is 50 inches; Columbia. Florence E. Davis, Hillsdale, Mich. 5-4

GREAT BARGAIN.—54-inch Royal Mail; ball pedals, spade handles, etc.; in perfect order; has had no hard usage. Lock Box 973, Philadelphia, Pa.

WANTED.—Engagement for the season, or permanently, by a young man (age 26); speaks English, German, French; with ten years' experience in well-known bicycle and tricycle firms as manager, salesman, instructing, estimating on repairs, repairing, etc.; good references and well known among the leading club and wheel men. Bicycle, Post-office, Brooklyn. 5-4

BARGAINS IN TRICYCLES.—Columbia 2-track and Humber Tandem; perfect order; cheap. Address for particulars, Cyeler, 111 West 95th St. 5-11

FOR SALE.—45-inch '87 Special Star, nearly new, with Brooks Cyclometer; \$95; cost \$112. Also 48-inch '87 Special Star; balls to front wheels; run about 300 miles; \$95; cost \$112; with Lakin Cyclometer, \$102. John J. Young, Braceville, Ill. 5-11

FOR SALE.—58-inch Hillman, Herbert and Cooper's double hollow, tubular fork Premier; double racing balls to both wheels; water and dust tight; cranked handle bar; Apolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow fellos to give lightness for racing and yet strength for the roughest roads; it is excellent for hill climbing; cannot be duplicated in America for less than \$250; will sell cheap for cash, or will receive offers of exchange for a horse or anything of equal value. Address Geo. A. Hoggart, assistant postmaster, Evanston, Cook Co., Ill. 1-1

WANTED.—Bicycle, in exchange for silver-plated Cornet, in first-class condition; give size, age and full particulars. Lock Box 75, Wappingers Falls, N. Y. 5-4

FOR SALE.—53-inch Columbia Light Roadster, '87 pattern, Kirk saddle, spade handles, new, for \$117.50. Lock box 75, Wappingers Falls, N. Y. 5-4

A BARGAIN.—54-inch Mail; enameled, nickel trimming, cow-horn bars, spade handle, balls all over, latest saddle. Cost, \$135; sell for \$78. Coulter, 245 Broadway, N. Y. City.

QUADRANT TANDERM FOR SALE.—Number Twelve; warranted sound; open front for lady's seat. Best offer above \$160 takes it. "Cash," Wheel and Cycle Trade Review Office. 5-4

FOR SALE.—56-inch Expert Columbia, late pattern; ridden less than 200 miles; taken in exchange for Safety; guaranteed bargain; \$85. N. D. Safford, 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.—56-inch Expert, full nickeled, except wheels; full ball bearing; perfect condition; new \$70 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

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. Bowdish, 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. 4-27

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

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

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

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 Safety, latest pattern (1887), ball bearings all round, enameled, nickel trimmings; good as new; cost \$131. Price \$85. James W. Hillman, 214 Division Ave., 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.

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 \$100, 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 Humber. L. H. Johnson, Orange, N. J.

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

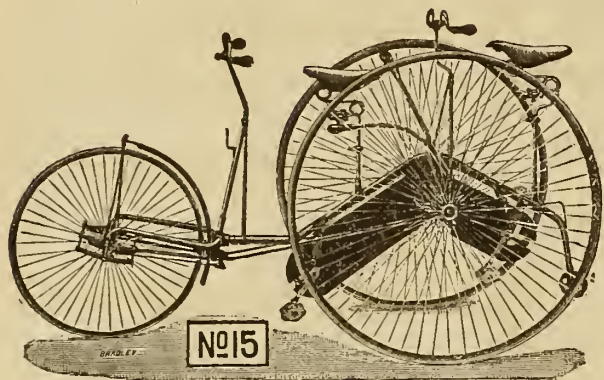
WANTED.—Slightly used 54-inch Expert, Victor or New Rapid Machine, late pattern, nickeled or enameled. For first-rate wheel I will pay good cash price. Address, giving full particulars, Bicycle, P. O. Box 2434, N. Y. City.

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

\$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 Herkeley 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 Herkeley St., Boston.

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 Interchangeable.

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

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	45 00
457	50	Standard Col.	Plain	Painted	50 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	50	Expert	Ball	Enamel	80 00
484	52	Expert	Ball	Nickel	65 00
486	48	American Star	Plain	Nickel	60 00
489	54	Harvard	Ball	Enamel	50 00
491	30	Cunard Rover	Ball	Enamel	95 00
493	51	Special Star	Ball	Enamel	90 00
494	52	Harvard	Ball	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 Crisp'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. Crisp'r	Ball	Enamel	115 00

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

HOWARD A. SMITH & CO.,

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

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

Photographic Materials.

SEND FOR CIRCULARS.

THE RIPLEY PLATE.

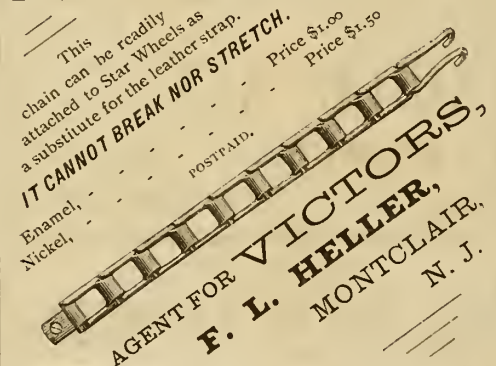
B. & L. CHEMICALS.

J. A. K. and KRANTZ LENSES.

BARTLETT & LAIRD,

27 BOND STREET, NEW YORK.

The New Lever Star Chain.



Queens Athletic Club Grounds,

QUEENS, L. I.

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Our List, April 27, 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. 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. 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.
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- No. 125.—48-in. Eclipse. Enamel and nickel. Bargain at \$60.
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- No. 129.—48-in Stand. Col. Enam. Price \$35.
- No. 130.—54-in. Special Columbia. Full nickel. All balls. Fine cond. Price \$60.

- No. 136.—50-in. Stand. Col. Lamp. Price \$40.
- No. 137.—50-in. Stand. Col. Balls to front. Enamel and nickel. Perfect cond. Price \$50.
- No. 138.—54-in. Rudge. Enamel and nickel Cowhorn bars. All balls. Price \$75.

THIS WEEK'S BARGAINS.

- No. 139.—54-in. Special Club. Full nickel. Balls all over. Good as new. Only \$80.
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- No. 141.—English Premier 3 truck, loop frame tricycle. Two speed gearing. Cyclom. and Lamp. Price \$75.
- No. 143.—42-in. Stand. Col. Enameled. Price \$25.
- No. 145.—54-in. Expert Col. Nickel with enam. wheels. All balls. Perfect cond. Price \$85.
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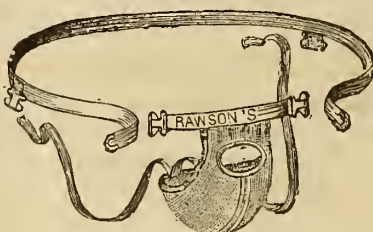
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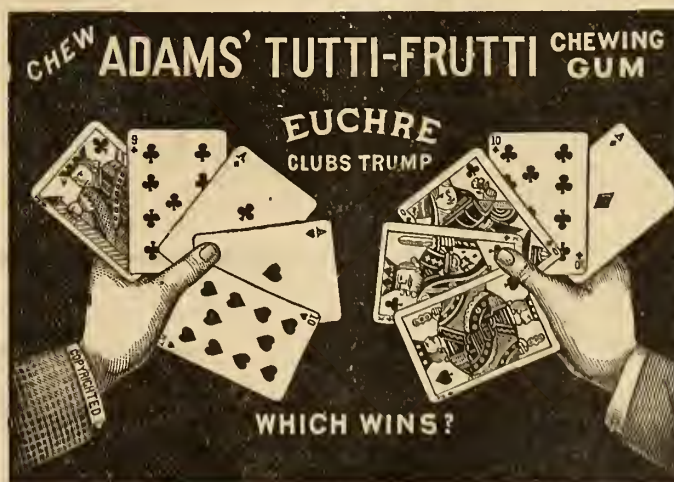
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