

Pat 26

The Wheel

P.O. Box 444.
N.Y.

and
CYCLING TRADE REVIEW

23 PARK ROW
N.Y.

Vol. II.—No. 1.]

NEW YORK, AUGUST 31, 1888.

[WHOLE NUMBER, 27.]

A LETTER THAT NEEDS NO COMMENT.

DETROIT, MICH., AUGUST 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

GENTLEMEN—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the Meet in 1887 there were 60 wheels and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade there were 34 American Champions—an increase from 1-60 to about 1-3. I can **prove** that there have been **more** American Champions sold in Michigan this year than any other **two** makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders, too. Three out of five races at St. John's were won on Champions. A \$250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly,

C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by John A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

Eagle Rock Climbed Nine Times Thursday afternoon, August 23. Start was made at 4 P.M. and finish at 6.23 P.M., when darkness interfered. This time is a two-minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York Avenue, Jersey City, N. J.; Geo. J. Pforr, 61 Washington Street, Chicago; Herman Kneisel, 97 Webster Street, Jersey City, N. J.; E. C. Wells, 305 Broad Street, Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

We are now delivering Ramblers with a reasonable degree of promptness.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.

Catalogue on application.

68314

HAVE YOU SEEN
The New Star Safety

It beats them all on the hills and is as speedy as
any on the road.

Easily Learned and Comfortable Riding.



The Driver is 39 inches Diameter, and front or
Steering Wheel 24 inches.

Catalogue and Prices on application. Address,

H. B. SMITH MACHINE CO.

Manufacturers of STAR BICYCLES,
SMITHVILLE, NEW JERSEY.

WE would not be understood to claim that there are no good wheels but Victors. Honesty, which is the best policy, and even policy which is not always the best honesty, would forbid such a claim, for intelligent wheelmen know that there are a number of machines in the market that are really quite ridable.

HOWEVER,

when the question arises, what are the *best* of the aforesaid good wheels—what are the strongest, the lightest running, the easiest hill-climbers, and the fastest coasters; what machines combine more good, hard-headed, practical working points than any others?

THEN

we feel called upon to stand up, and, for the information of some who are yet young in such matters, remark:

VICTORS!

They are wheels for all riders, and each one of the line is at the head of its class. They have Tangent Spokes, Hollow Rims, Bown's Æolus Ball Bearings, Spade Handles, Compressed Tires, Square Rubber Pedals, Victor Saddles, etc., etc. It is a fact that they are

BUILT TO RIDE.

OVERMAN WHEEL CO., MAKERS,

182—188 Columbus Avenue, Boston.

Catalogue free.


WARWICK

CYCLE

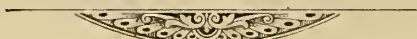
CYCLISTS

WHO DO NOT VISIT THE

BUFFALO



EXPOSITION,



SEND FOR CIRCULARS

SHOWING SPECIALTIES IN THE

Warwick Perfection

BICYCLE.

LOOK OUT FOR SAFETY

MANUFACTURED BY THIS COMPANY.

MFG. CO.

SPRINGFIELD,
MASS.

THE WARWICK PERFECTION BICYCLE

IS THE WHEEL FOR 1889.

IT HAS MORE GENUINE
IMPROVEMENTS
THAN
Any Wheel on the American or European Markets.

The Following are Some of its Many Advantages:

- 1st.—**A DIRECT ACTION PLUNGER BRAKE** whereby the hand does not have to be removed from the spade handle to apply the brake.
- 2d.—**A SPRING BEARING AND FRAME TO FRONT WHEEL** whereby concussion and vibration are brought to a minimum.
- 3d.—**ITS PEDALS** have a perfect vertical adjustment and are perfectly dust proof.
- 4th.—**THE HANDLE BARS** are made from tapering weldless steel tube, tapered internally so as to give great strength at the part where required—i. e., at or close to the head—and will not break as is the case with other handle bars.
- 5th.—**THE RIM** is made from one piece of sheet steel, thickened at the bottom where the spokes are connected.
- 6th.—**THE SPOKES** in case of breakage can be quickly replaced (without sending to factory or repair shop) by removing a nipple, which can be removed from the outside of the rim without taking out the tire.
- 7th.—**THE RUBBER TIRE** being made the shape of a spherical triangle and covering the edges of the rim, will wear longer and will run with less labor than any other tire now in use, and are **WARRANTED NEVER TO COME OUT**, being secured in the rim by a flexible core, and are stretchless in their circumference.
- 8th.—**THE BACKBONE** is made from weldless steel tube, being tapered internally, and is four gauges thicker at the part where the greatest strain comes—namely, at the neck or head. Over 5,000 of these backbones were made and sold in England last year.
- 9th.—**THE FRONT FORKS** are of the same well-known perfection patent, thickened at the part where the greatest strain comes.
- 10th.—**THE BEARINGS** are vertically adjusted and are warranted perfectly dust proof, and will run several thousand miles without oiling or adjustment.
- 11th.—**THE SADDLE** is a new departure from the unsightly coil springs used in other saddles. The springs used are India Rubber Buffers, which take up concussion and vibration. The saddle will not stretch in case of its becoming wet, either from perspiration or rain. It has, also, a new side rocking motion, and its ease and comfort can only be appreciated by its use. It can be adjusted to any wheel.
- 12th.—**THE SPADE HANDLES** are detachable and of a new form, the grips being made to conform to the angle of the rider's body.
- 13th.—**THE ENAMEL** is of a high grade and polish, and cannot be broken with ordinary use.

MANUFACTURED BY

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.


Special Offer!!!

NEW MAIL


THE WHEEL OF WHEELS! NOTHING BUT SUCCESS EVERYWHERE!!

Sales larger this year than ever before, and this demand is evidence of its **Worth** and **Merit**. A Light Roadster **Perfectly Made**, Interchangeable Parts, and which stands the roughest roads. We are receiving **Testimonials** every day of its Perfection and in Praise of the **Trigwell Ball Head**—a delight in Steering, a great aid in Hill-Climbing.

SPECIAL OFFER FOR BUFFALO!!

 Having use for a **Few Only** Good Second-hand Machines, we will take such in part payment for **New Mails**. Here is a chance to get one of these Superb Ball Head Wheels and realize on your old one, which is getting less in value. Send full description of your old mount—size, condition, etc., and state what in your estimation it is worth or your value of it, and we will reply.

 Trade off Your Old Wheel while at Buffalo 

 This is the tenor of Testimonials we get:

Messrs. WILLIAM READ & SONS:

GENTS—The New Mail came in good shape. I am very much pleased with the wheel, and consider it the very best on the market to-day. As I have had two years' experience with the Trigwell Ball Head, on my old wheel, I know it is a good thing, and as essential to the fine running qualities of a wheel as a Ball Bearing in any other part.

Yours truly,

C. R. FLOWER.

Messrs. WILLIAM READ & SONS:

NEW YORK, N. Y.

DEAR SIRs—I must give you the praise that is due the New Mail. I have been a rider for the last twelve years, and have been on most every wheel in the market, but have at last struck my favorite of all—the New Mail, one of which is now in my possession.

It is, without exception, the truest, easiest, and lightest running machine I was ever on.

I was first struck with its handsome appearance, and when I tried it I immediately disposed of my old one, and purchased this one I now have. I can recommend this wheel above all others, and you are at liberty to use this.

Yours truly,

G. F. PERRIN.

MANUFACTURERS,

WM. READ & SONS

107 WASHINGTON STREET, BOSTON.

**All our orders call for
the Ball Head!**

Large Handsome Photograph
for 10 cts. in stamps



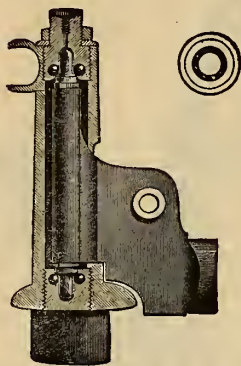
THE NEW MAIL IS HAVING A
REMARKABLE DEMAND.

A Superb Light Roadster.

Sure 'tis a Trigwell Ball
Head Year!

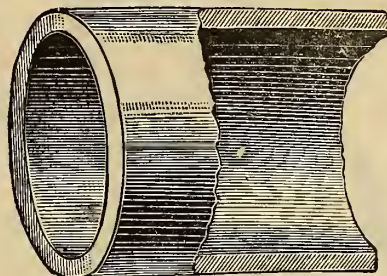
NEW MAIL.

Specialties Found in No Other Wheel.



Trigwell Ball Head.

1,000 miles with-
out oiling or adjust-
ing. Perfect Rigidity
and ease of steering.
Greatest of modern
improvements.



SECTIONAL VIEW OF NECK AND BACK FORK END OF

Warwick's New Perfection Backbone,

GIVING

Increased thickness and strength at upper end, where is the greatest strain. NO SPREADING OF BACKBONE AFTER RIDING.



Not a Buckled Rim Last Year.

WARWICK'S
NEW RIM.
No Seam
outside.
Thickened
Metal
at Bottom.

To find out what the New Mail
is read the Testimonials of many
of the leading and hardest riders
in the country contained in our
Catalogue.

Send for it before selecting your mount; it
don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

See Them at PECK & SNYDER'S, Agents, Nassau Street, New York.

CHAS. SCHWALBACH, Agent, Brooklyn.

Mr. WILLIAM MURPHY

OF THE

Kings County Wheelmen, of Brooklyn,

RODE A NEW MAIL 1,218 MILES IN JUNE, ON THE
ROUGH LONG ISLAND ROADS.

He Says the Wheel is an
Easy Runner.

NOT A BROKEN BACKBONE LAST YEAR!



1888 NEW MAIL.

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

NEW MAIL LIGHT ROADSTER,

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

THE ONLY WHEEL

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

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

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

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

WARWICK

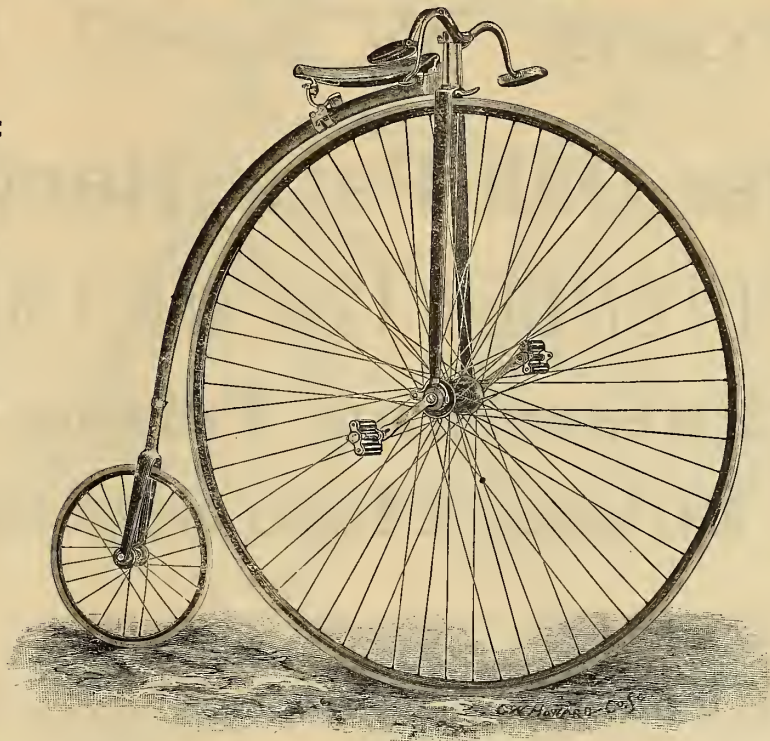
CYCLE

IT WAS WORTH WAITING FOR.
WHAT?
 WHY, THE **WARWICK** PERFECTION.

IT HAS
 MORE GENUINE
 IMPROVEMENTS
 THAN ANY WHEEL

ON THE
 AMERICAN OR
 EUROPEAN
 MARKETS.

WATCH THE



WHEEL PAPERS

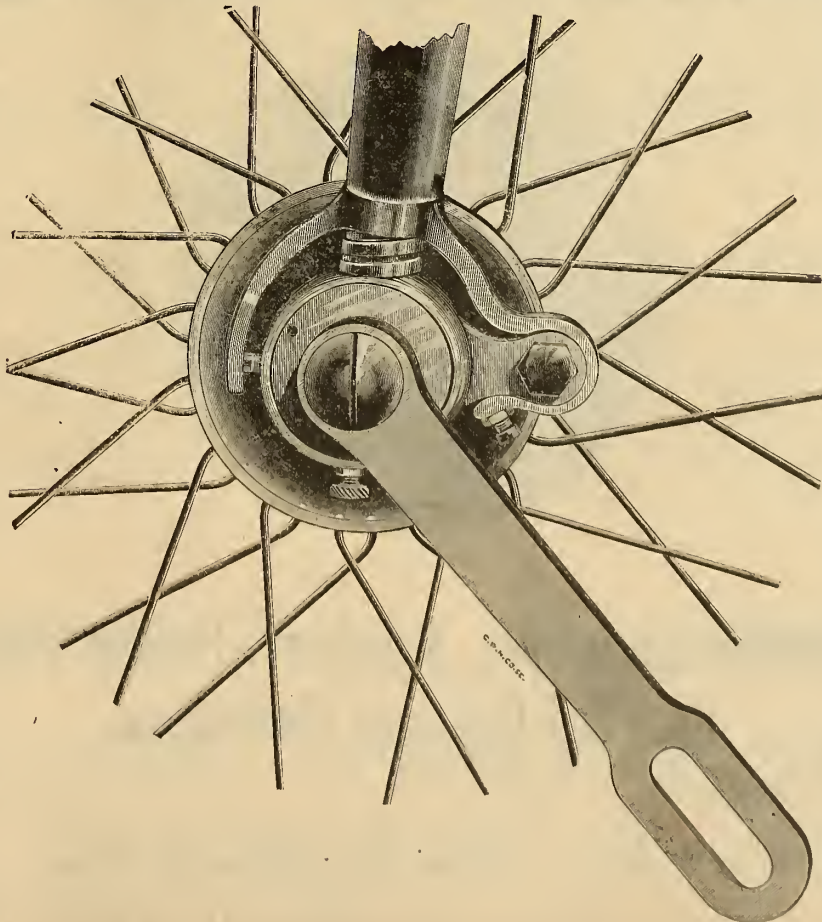
FOR ITS SPECIALTIES.

STUDY THIS ONE.

How Shall We Overcome Vibration?

This has been the study of inventors for years. The Warwick Spring Bearing Frame is THE FIRST and ONLY satisfactory solution of this problem. This Spring Bearing is so constructed as to take up all concussion, resulting in the production of the only absolutely non-vibratory bicycle. Inside the bearing frame and underneath the fork is a spring made of STEEL AND RUBBER. The steel takes the strain and the rubber takes the vibration, in such a manner that the rider, no matter how rough the riding, does not feel the least jar.

This is a point that cannot fail of inestimable appreciation.



By means of a set screw the BEARING can be perfectly adjusted to the weight of any rider. For a heavy man the screw is tightened, which closes the spring, allowing it to receive the extra weight. The bearing is simply jointed to the bearing frame, which gives an elastic and easy motion when the wheel comes in contact with rough surfaces. Another device holds the frame rigid in such manner as to take up all side strain. The crank is detachable. On thorough inspection, it will be the universal verdict that the Warwick Spring Bearing and Frame is THE ONLY perfectly constructed frame on the market, and the only invention in existence, on an ordinary bicycle, which overcomes concussion and prevents all vibration.

MFG. CO.

SPRINGFIELD,
MASS.

GRAND INTERNATIONAL BICYCLE TOURNAMENT

UNDER THE AUSPICES OF THE

Hartford Wheel Club,

AT

Charter Oak Park, Hartford,

SEPTEMBER 12th and 13th.

\$2,500 in Purses and Prizes.

Entries Close September 8th.

Entry Blanks forwarded on application to

JOSEPH GOODMAN,

P. O. Box 14, HARTFORD, CONN.

DESIGNING AND ENGRAVING ON WOOD.

WOOD ENGRAVING.



PHOTO-ENGRAVING.

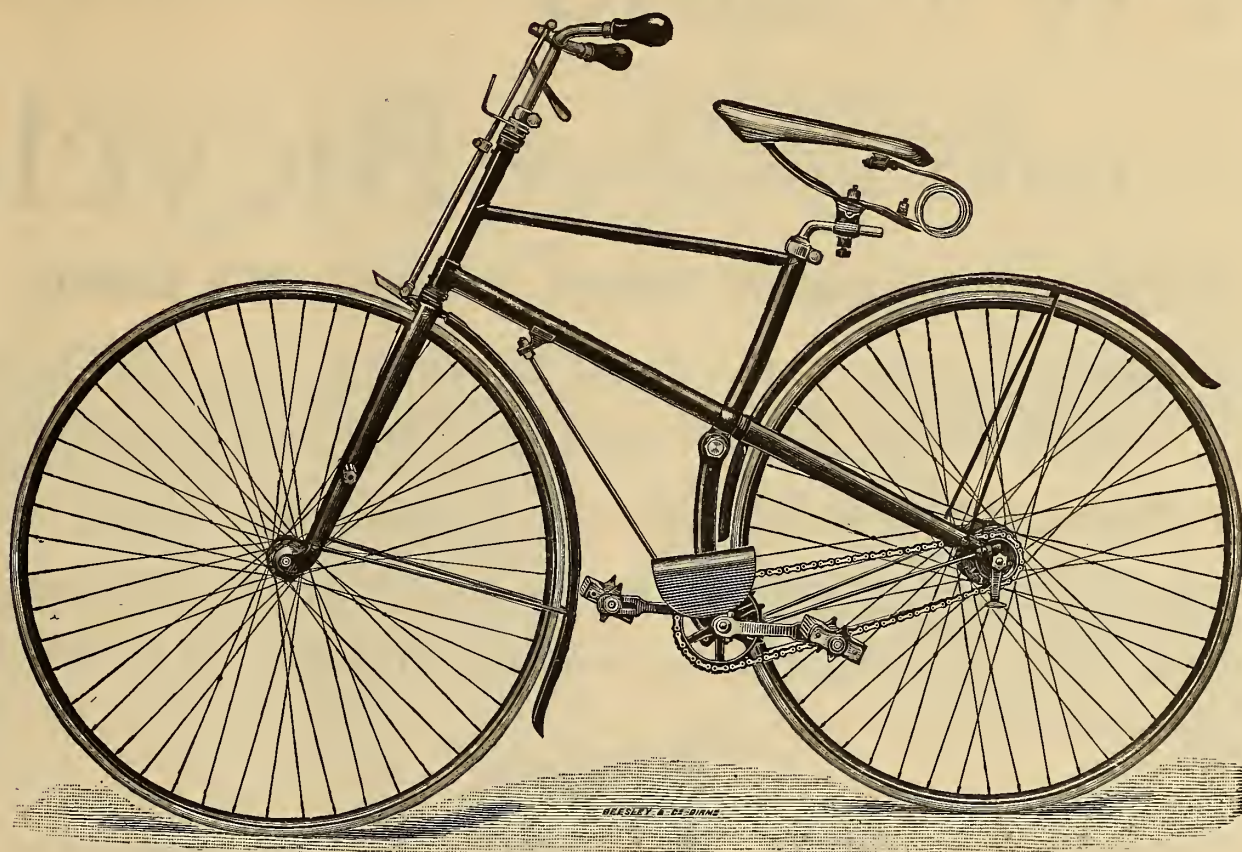
Wood Cuts of Portraits, Landscapes, Machinery, Fashion Plates, Etc., for fine Book and Catalogue Illustrations.

Estimates Cheerfully Furnished.

F. L. KLENK,

86 NASSAU STREET, NEW YORK.

NEW RAPID



SAFETIES

SHIPPED IMMEDIATELY ON RECEIPT OF ORDERS,

With the celebrated and now universally copied

TRUE TANGENT WHEELS,

Of which we were the inventors and originators. The simplest and strongest Safety extant. Actual weight, ready for riding, 47 pounds. Interchangeable throughout. Dust proof, adjustable ball bearings to both wheels, crank shaft and pedals. The best selling Safety now on the market. One agent has sold 77 this season.

Send for Illustrated Catalogue.

Energetic Agents Wanted Everywhere.

THE CLARK CYCLE COMPANY, BALTIMORE, MD.

Washington Branch, 908 Pennsylvania Ave.

New Rapid

ROADSTER LIGHT ROADSTER Bicycle,

CONTAINING ALL IMPROVEMENTS ESSENTIAL IN HIGHEST GRADE MACHINES.

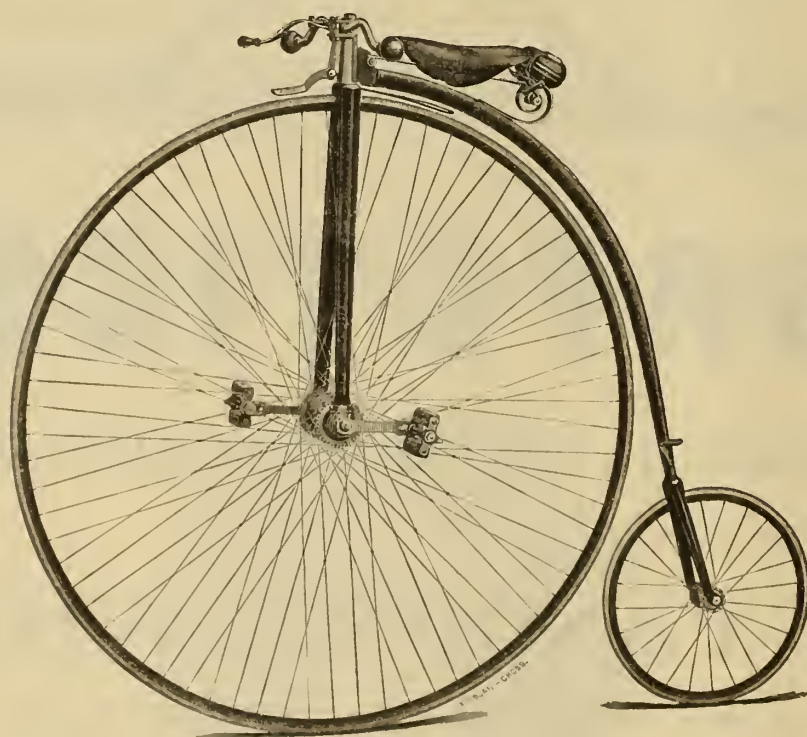
True Tangent Spokes that do not break,

Thickened Bottom Hollow Rims that do not buckle,

Hollow Detachable Handle-Bars that do not work loose,

Backbones and Forks of the best weldless steel tubing,

Ball Bearings made with the accuracy of watch work.



ROADSTER

Weight, 40 pounds

ALL ON:

*Choice of Handles and Saddles
Given.*

LIGHT ROADSTER

Weight, 36 pounds

ALL ON:

*Choice of Handles and Saddles
Given.*

These are the Reasons Why

They climb hills with so little exertion ; coast so swiftly ; do not break up when put through rough work ; give perfect satisfaction to their owners, and are so rarely found mentioned in second-hand lists.

You Should Post Yourself About Them.

SEND FOR CATALOGUE. AGENTS WANTED IN UNOCCUPIED TERRITORY.
MENTION "THE WHEEL."

THE CLARK CYCLE COMPANY,

2 and 4 Hanover St., BALTIMORE, MD.

Washington Branch, 908 Pennsylvania Ave.

QUADRANT.

What's in a name? Possibly, nothing; but if it is applied to TRICYCLES, and that name is QUADRANT, then there is indeed much.

It tells you at once of a machine "not only distinct, but distinctly superior to others;" of one that has set the fashion in such important features as a *large steering wheel*, an *extended bridge over the main axle*, the use of more than two bearings over this axle, and a perfectly rigid frame without a joint in it. It is a name that for years past has carried with it a guarantee of perfect workmanship and honest materials—consequently, satisfactory Tricycles.



"It is the hour when from the boughs
The nightingale's high note is heard;
It is the hour when lovers' vows
Seem sweet in every whispered word."

QUADRANT TANDEM No. 15.

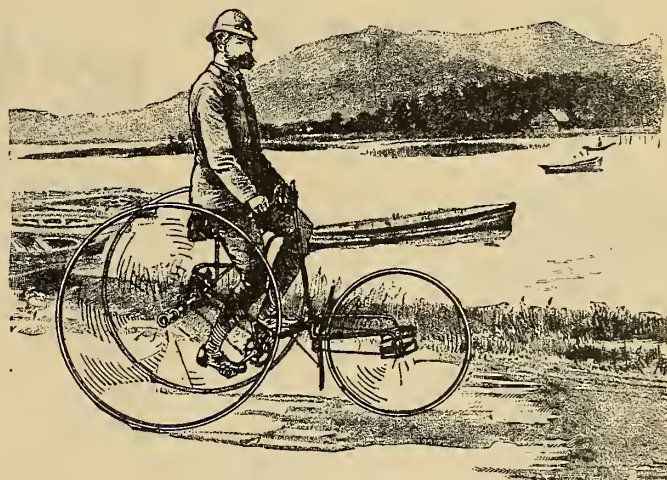
WINNER OF THE TWO-MILE OPEN HANDICAP AT THE
L. A. W. MEET RACES, BALTIMORE, JUNE 19, 1888.

THE FASTEST AND BEST HILL-CLIMBING TANDEM
EVER BUILT.

In this age of high-class ball-bearing Cycles, now thought to be as near perfection as possible, nothing so clearly and decisively proves the superiority of the QUADRANT TRICYCLE as the following:

At the late military manœuvres in England, all cycle manufacturers were invited to send their machines, with competent riders to form a corps, with a view to proving the adaptability of the Cycle for military purposes. **Ninety** Cycles were engaged in the forced march, and **fifteen** only completed the distance.

The first to arrive was a No. 8 QUADRANT TRICYCLE, thus beating all the Safeties and Ordinaries, while **no** Tricycle of any other make got through at all. Such a fact needs no padding.



"Air—I want air and sunshine and blue sky,
The feeling of the breeze upon my cheek,
And no walls but the far-off mountain tops;
Then I am free and strong."

QUADRANT TRICYCLE No. 8. For Gentlemen Only.

WINNER OF THE L. A. W. ONE-MILE CHAMPIONSHIP,
BALTIMORE, JUNE 19, 1888.

HAS MADE A MILE ON THE ROAD IN 2 MINUTES
AND 38 SECONDS.

QUADRANT TRICYCLE No. 14. For Ladies.

BUILT LIGHT THROUGHOUT, AND ESPECIALLY
ADAPTED FOR LADIES' USE. ALSO SUITABLE FOR LIGHT
GENTLEMEN.

SEND FOR DESCRIPTIVE CATALOGUE, FREE.

RELIABLE AGENTS WANTED.

The Clark Cycle Company,

2 and 4 Hanover Street, Baltimore, Md.

WASHINGTON BRANCH, 908 PENNSYLVANIA AVE.

LAMPS! LAMPS!! LAMPS!!!

"The melancholy days have come,
The saddest of the year;
'Tis a little too warm for whiskey punch,
And a little too cold for beer."

BUT IT IS the most enjoyable season anon for cycle riding. Night falls early, however, and you cannot enjoy the luxury of a spin these cool September evenings without a good serviceable lamp, which will throw a brilliant light. No lamp can equal the world-wide celebrated

KING OF THE ROAD.

In spite of the most vigorous competition the famous King of the Road Cycle Lamps retain their supremacy and are pronounced by all cyclists throughout the world to be unquestionably the best Lamps on the market.

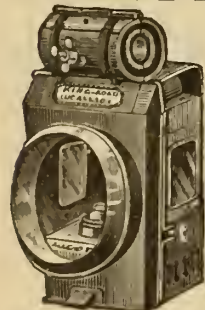
Their excellence is due to the thorough workmanship manner in which they are made, only the best tin being used, and every part securely riveted (no solder to melt), the ease with which they may be placed in a many-spoked wheel, their large oil-holding capacity, brilliancy and steadiness of their light, which is not liable to shake out, and the following improvements:

1. Adjustable axle bearings of brass. 2. Wind-up burner, by which the light may be regulated from the outside, thus avoiding the annoyance of opening the lamp. 3. Slide at side for lighting. 4. Patent non-vibrating attachment on head lamps. 5. Improved ventilation. 6. Ruby side prisms. 7. Instantaneously detachable reflector. This device, which is found only in 1888 pattern K. of R. Lamps, is invaluable. To detach the ordinary reflector necessitated soiling the fingers, and some trouble; hence, rather than suffer these annoyances, riders suffered their reflectors to remain tarnished and blackened, and consequently the brilliancy of the light is diminished. With the 1888 patent detachable reflector these inconveniences do not obtain, and the full power of the light may always be secured.

We have secured the sole United States Agency for these peerless Lamps, and are prepared to supply the various patterns illustrated herein under our usual guarantee.

As we carry a large stock, we are prepared to supply the trade on the most favorable terms. Discount sheet will be mailed on application.

THE KING OF THE ROAD, No. 130.



HUB—With patent axle bearing, which keeps the Lamp in the centre of the wheel without the use of check screws; instantaneously detachable reflector, and all 1888 improvements.

Size 0, with $3\frac{1}{2}$ in. glass.....Japanned, \$6.00; Nickeled, \$7.00
Size 1, with $3\frac{3}{4}$ in. glass.....Japanned, \$6.00; Nickeled, \$7.50

THE CYCLOMETER KING OF THE ROAD, No. 131.

This Lamp, new this season, has been constructed to fill a long felt want of the American trade. Heretofore to attach a lamp to a cyclometer necessitated removing the axle barrel from the K. of R. hub-lamp and hinging the door to the crown, or the alternative of using the ordinary K. of R. head-lamp, the door of which opened only below the crown, thus making it difficult to insert a good sized lamp in a many-spoked wheel.

The Cyclometer Lamp is precisely the same as No. 130, except that the axle barrel is omitted, the door is hinged securely to the top of the dome, thus permitting it to be opened out full length and inserted in any wheel. The dome is made of extra stout tin. We strongly recommend this Lamp to all who desire to use Hub Cyclometers with lamps attached. All 1888 improvements.

Size 1, with $3\frac{3}{4}$ in. glass.....Japanned, \$5.50; Nickeled, \$7.00

We will supply any of the popular makes of Cyclometers with these lamps, with Cyclometer attachment securely riveted to lamp dome, at the price of the Cyclometer and Lamp, thus making no charge for the work of attaching. The Lamp may be instantaneously detached when not required.

We strongly recommend the Lakin for accuracy and reliability.

THE "POPULAR" KING OF THE ROAD, No. 143.

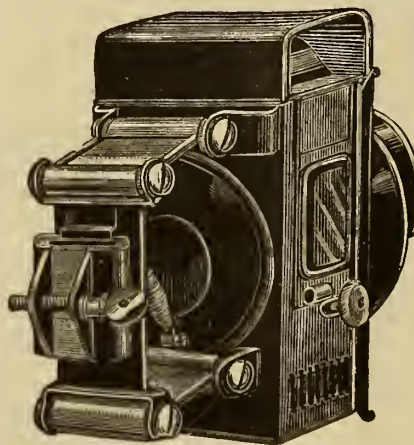


This is a cheaper grade of the K. of R., constructed on the same general principles—opening out full, wind-up burner, axle adjustment, ruby side glasses, but without the patent bearing and detachable reflector. It is riveted throughout, and is the most desirable lamp on the market for youths' machines, and for those who want a good lamp at a moderate price.

Size 1, with $3\frac{1}{4}$ in. glass.....Japanned, \$4.50

THE KING OF THE ROAD HEAD-LAMP, No. 145,

WITH NON-VIBRATING ATTACHMENT FOR SAFETIES AND TRICYCLES.

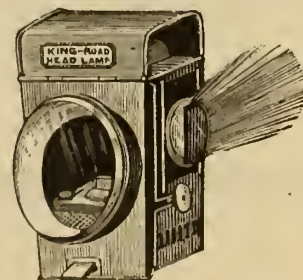


This is the finest Lamp made. The materials, workmanship and finish are of the highest quality. It has nickel-plated joint-arms at the back, held in position by a stout spiral spring, which gives the Lamp an easy vertical motion which prevents its being jolted out. Owing to this feature it is most desirable for Safeties, Tandems and Crimper Pattern Tricycles. It has all the 1888 improvements, including ruby side prisms, which, however, do not appear on cut.

Size 0, with $3\frac{1}{2}$ in. glass, Japanned, \$6.50; Nickeled, \$8.00.

Size 1, with $3\frac{3}{4}$ in. glass, Japanned, \$6.50; Nickeled, \$8.00.

THE KING OF THE ROAD HEAD-LAMP, No. 127.



For use on Safeties and Tricycles or ordinary Bicycles, where the vibration is not excessive; with all 1888 improvements, except the patent non-vibrating attachment.

Size 0, with $3\frac{1}{2}$ in. glass, Japanned, \$5.00; Nickeled, \$6.50.

Size 1, with $3\frac{3}{4}$ in. glass, Japanned, \$5.00; Nickeled, \$6.50.

Cycle Agents are invited to send for Trade Price List. Liberal discounts for quantity.

SOLE UNITED STATES AGENTS,

THE CLARK CYCLE CO.,
BALTIMORE, MD.

1888.

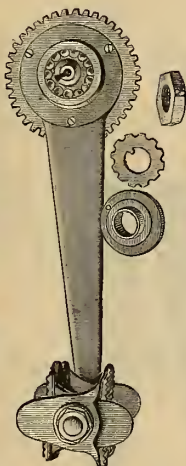
Plain and Cone Bearings,
\$75.

Springfield Roadsters

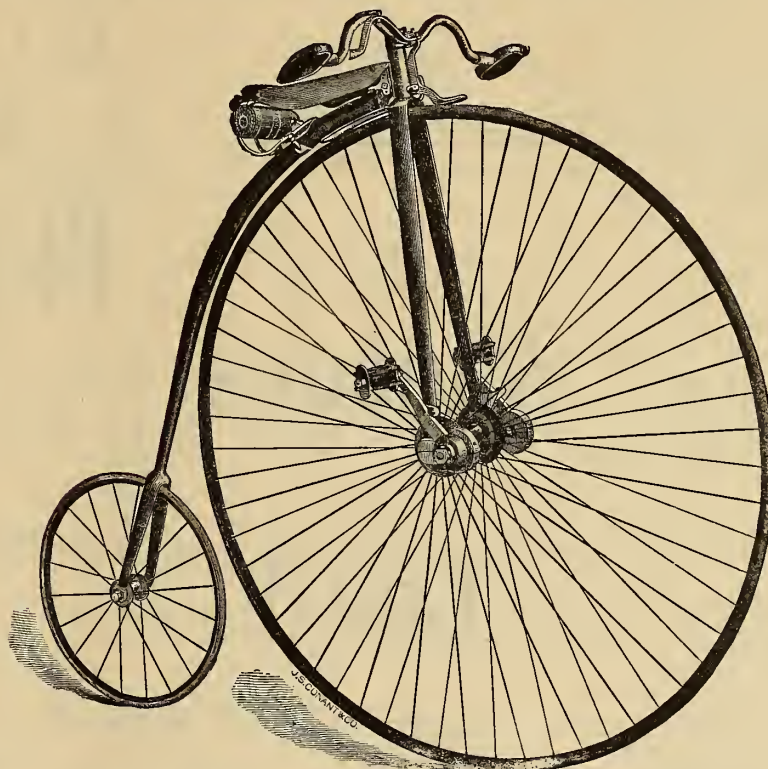
1888.

Ball Bearing,
\$100.

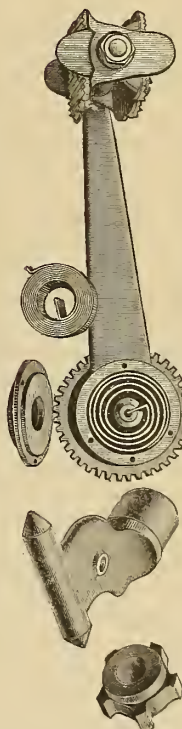
Eagle Rock Hill, Newark, New Jersey, 12 times.



The above cut shows the manner of adjustment to ball-bearing in the clutch on the clutch stud, with the check nut adjusting washer and cap, to which the larger gear is attached.



This cut shows opposite side of clutch with spring attached.



Gorey Hill, Boston, 10 times without a dismount.

A PERFECT WHEEL.

The No. 2 Wheel has ball-bearings all around 'of (the Bown Patent)' lateral adjustment, with two rows of balls on each side of front wheel axle, and two rows on each clutch stud, and one row on each side of rear wheel axle, with over-lapped fork fastening to the bearing case, which makes it rigid and firm. Cow-horn shaped handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material of the best quality. The mechanical construction of our wheels are identical, and those who purchase the \$75 wheel can have the ball-bearings added at any time, if they desire, by paying the additional cost.

CATALOGUE

FREE.

L. A. W. RUN, BALTIMORE, JUNE 19, 1888. Out of 150 Wheels three only surmounted the hill; two of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. RACES, BALTIMORE, JUNE 19, 1888. The Springfield Roadster SCORED THREE VICTORIES—2-mile safety, by J. Fred Midgley; half-mile dash and 3-mile handicap, by W. E. MCune.

J. R. Weld, Jr., of Medina, N. Y., writes:

"WE BELIEVE IN THE SPRINGFIELD ROADSTER OUT HERE. In a club of twenty members, sixteen of them ride your make of wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road wheel ever offered to the public at a moderate price.

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**Merwin, Hulbert & Co.,
E. C. Meacham Arms Co.,
C. F. Stokes,
E. T. Allen,
Kirk Brown,
Charles M. Miller,**



Showing Lever, Pedal, Gear, and Clutch from its Inner Side.

**New York, N. Y.
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Chicago, Ill.
San Francisco, Cal.
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John P. Lovell Arms Co., New England Agents, 147 Washington St., Boston.

SPRINGFIELD BICYCLE MANUFACTURING CO.,

No. 9 CORNHILL, BOSTON, MASS.

A. G. SPALDING & BROS.

OUR REPAIR SHOP.

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

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

The VICTOR—BICYCLE, TRICYCLE and SAFETY.

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

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

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

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

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

WHETHER

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

THE VICTOR IS NOWHERE LESS THAN VICTOR.

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

If you are wise you will

Keep up with the Procession.

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

VICTORS.

Ask any Victor rider
How his machine RUNS,
How it coasts,
How it climbs hills, and see what he says.

VICTORS

ARE
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THROWN
TOGETHER
THEY
ARE
BUILT

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

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Victor's Lead on Road and Hill.



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CLOSING-OUT SALE OF
ONE HUNDRED DOZEN

TO MAKE ROOM FOR OTHER STOCK

AT

Two Dollars per Pair.

REGULAR PRICE, - - - \$2.50.

THE HOLMES SELF-SUPPORTING BICYCLE HOSE are in high repute with all who have tried them. The thigh part is of raw material, cool and comfortable, and so knit as to hold the stockings in place; at the same time it relieves any drawing or pressure.

We have them in

BLUE, GRAY,
LEAGUE BROWN
AND BLACK.

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\$2.00 PER PAIR.

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The American Champion,

A HIGH GRADE ROADSTER, PRICE, 50-inch, \$102.50

The Light Champion,

THE LIGHTEST AND STRONGEST OF THEM ALL, PRICE, 50-inch, \$117.50

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THE KING OF REAR-DRIVERS, PRICE, \$120.00

The Challenge Tandem Tricycle,

SPEEDY, COMFORTABLE AND EASY RUNNING, PRICE, \$180.00

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THE BEST CHILDREN'S WHEELS IN THE WORLD.

Above wheels will be shown at our bicycle
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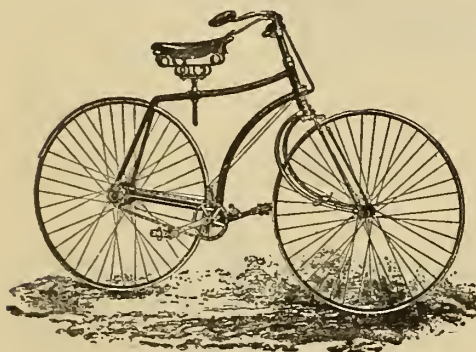
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THREE LEADERS, VICTOR SAFETY, VICTOR JUNIOR, VICTOR LIGHT ROADSTER



THE VICTOR SAFETY.

As in all Victor wheels, only the best material and workmanship are used in this wheel. Every wheelman knows, and every purchaser ought to know, that vibration is the bane of wheelmen. By the use of the spring-fork, the best anti-vibration device ever invented, the Victor Safety glides over rough surfaces and absolutely does away with all vibration. "The leader of the safeties," is the verdict of all who have tried this machine.

THE VICTOR LIGHT ROADSTER.

An ordinary, in the construction of which are employed only the finest material and the most skillful labor. It combines in its construction three features which a long experience has proven to be most valuable. It is the *hand-somest, strongest and easiest running wheel on the market*, and is built to stand the strain of American roads.

THE VICTOR JUNIOR.

An ordinary of high grade, made in all sizes up to fifty inches, suitable for youths and short men. Price, \$75.00 for 50-inch, \$5.00 for each additional size less. In the largest sizes it is the best and cheapest youths' and men's wheel made; in the small sizes it is the highest grade boys' wheel.

The Youths' Premier Bicycle,

Our specialty in wheels of low cost, is the best to be had for the money. It is staunch, strong and well built, adjustable in every part, and a thoroughly reliable road machine for boys and youths. Price of 50-inch, \$60.00.

Our Instalment Plan.

THE INSTALMENT PLAN, as conducted by us, is the easiest way to own a wheel. We make most reasonable arrangements, making the time and amount of payments to suit almost any pocket-book. Do not lose time by waiting to save up, but commence riding at once. Machine given to purchaser as soon as first payment is made. Call or write and learn particulars.

Racing Wheels to Hire.

We have a fine stock of racing wheels, sizes 50 to 57. These wheels will be rented for \$5.00 per week to responsible parties.

A FINE LINE OF SUNDRIES, BELLS, LANTERNS, CYCLOMETERS, OILS, ENAMEL, TOOL BAGS AND CYCLING GOODS OF EVERY DESCRIPTION.

REPAIRS PROMPTLY DONE.

For a complete illustrated catalogue of Victor Wheels, Boys' Wheels, Sundries, Uniforms, Caps, Helmets and Cycling Goods of every description, send to

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United States Agents for Victor Cycles,
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FOR SALE, EXCHANGE, WANTS.

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

53-INCH Rudge Light Roadster, 1888 pattern; full forks, spade handles, all improvements; Lakin cyclometer, Lillibridge saddle; hardly used; cost \$141.75. Will take \$115.
52-inch Rudge Light Roadster; good condition, Excelsior cyclometer; \$70.
Rudge Humber Tandem; balls all over, Lakin cyclometer; very good condition; only \$140.
XXX, care The Wheel.

VELOCE COLUMBIA.—Nearly new; a bargain at \$110. Address Asa Webster, 78 West Washington Place, New York City. 8-31

FOR SALE.—One Eureka Trainer, 2 Dayton Bicycle Stands, 1 Lamp, 1 Merrill's Bicycle Lock, 1 Lamson's Luggage Carrier, 1 50-inch Cyclometer; all the above are like new, and I will sell them for \$12 cash, or will exchange for chickens or ducks. H. S. Johnson, Suffern, N. Y. 9-7

FOR SALE.—New Safety Veloce; price \$120. Wanted, Columbia Light Roadster or Victor, 52 or 53 inch, '87 or '88 pattern; would exchange for Columbia and Victor and \$40 cash. T. Ford, Jr., 193 Clermont Avenue, Brooklyn, N. Y. 9-7

LANTERN FOR SALE.—A Columbia Nickel Lantern; cost \$7.50; almost new; will sell for \$4. J. L. Miller, P. O. Box 147, New York City. 9-7

FOR SALE.—52-inch American Challenge Bicycle; used two months; good as new; price, \$40 cash. R. C. Douthitt, Shelbyville, Ill. 8-31

FOR SALE.—1888 Rudge Bicycleette; ridden less than 100 miles; good as new. John R. Post, Jr., 341 West Fifty-first Street, New York City. 9-7

FOR SALE.—Standard Columbia, 52-inch; half nickeled, in excellent condition; new last season; only \$45. Address P. O. Box 336, Newburyport, Mass. 10-19

\$75.—RUDGE Light Roadster and Butcher Cyclometer; in fine condition; extra finish and spade handles. Address J. T. P., 128 Concord Street, Boston, Mass. 9-7

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FOR SALE CHEAP.—One 49-inch Columbia Light Roadster, 1888 pattern, H. finish; ridden 300 miles. Too small. Atwood, Pittsfield, Mass. 8-31

\$110. FOR SALE.—54-inch Expert Columbia; full nickel, all ball bearings, '87 pattern, double grip handles and pedals, all latest improvements; has not been run fifteen miles; machine in perfect condition. Reason for selling, change to Safety pattern. Address Paul Worth Dakin, Cherry Valley, New York. 8-31

CYCLOMETERS! LOOK!!—Lakin Hub, 48-inch, \$6; 53-inch, \$5; 54-inch, \$5; Butcher Hub, 56-inch, \$4; Excelsior Hub, 50-inch, \$5; 56-inch, \$5; three Hill & Tolman Alarms, \$1.50 each. Above are all in first-class shape. It will pay you to examine. New York Bicycle Company, 8 Warren Street, New York City.

FOR SALE.—Full nickeled Expert 1888 pattern; in perfect order; ridden but little. Hub lamp; pedal cyclometer; bell; cost \$151.75; will sell for \$100. A. C. Luck, 290 Pearl Street, New York City.

ATTENTION!—We want more wheels to supply our large demand. Mounts bought, sold and exchanged; good prices paid. New York Bicycle Company, 8 Warren Street.

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

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

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

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54 inch, fine condition, \$75 each. Taken in Exchange for New Wheels. We are selling at Less than Actual Cost. Every Machine offered Guaranteed Sound. No wrecks. Brand-new Beston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beston Humber Crappers \$160, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beston Humber Crapper Tricycles, from \$30 to \$125. Rudge Meteor and Beston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beston Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

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48-inch Otto, enamel, straight bars, fair order.....	\$15 00
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49-inch Columbia Light Roadster, never ridden, used as sample, 1887 pattern, little shopworn, all balls, same as new, warranted.....	110 00
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50-inch Union, enamel and nickel finish all in good order, plain bearings and pedals, alarm bell.....	35 00
50-inch Columbia Roadster, enamel and nickel finish in excellent order, ball bearings, tires good.....	50 00
50-inch Expert Columbia, enamel finish, Kirk saddle, cowhorn bars, ball bearings, double grip handles, all in best order.....	100 00
51-inch Columbia Light Roadster, enamel and nickel finish, all ball bearings, 1887 pattern, not ridden fifty miles, all A1.....	110 00
51-inch Columbia Light Roadster, 1888 pattern, new in June, only ridden a few miles, everything modern and equal to new.....	110 00
52-inch Expert Columbia, enamel finish, cowhorn bars, ball bearings, all in A1 order with Kirk saddle.....	100 00
52-inch American Challenge, with Harvard King lamp, drop bars, ball bearings, enamel finish, all in good order.....	40 00
52-inch American Rudge, enamel finish, cowhorn bars, ball bearings, fine order.....	60 00
52-inch Rudge Light Roadster, enamel finish, ball bearings, cowhorn bars, pink of condition.....	75 00
54-inch Expert Columbia, enamel finish, cowhorn bars, ball bearings, Kirk saddle, all equal to new.....	100 00
54-inch Sanspareil, forks and backbone nickel, spokes enamel, drop bars, ball bearings, bell and luggage carrier included.....	65 00
54-inch Standard Columbia, half nickel, straight bars, tires in very fair order.....	40 00
54-inch Standard Columbia, same as above.....	40 00
54-inch American Rudge, enamel finish wheel in prime riding order, cowhorn bars, ball bearings.....	60 00
53-inch Columbia Light Roadster, full nickel, very handsome, ridden twenty miles, all respects equal to new, all modern fixings.....	110 00
54-inch Standard Columbia, enamel finish, a very strong and durable machine for beginners.....	30 00
54-inch Columbia Expert, enamel finish, cowhorn bars, Kirk saddle, ball bearings, all in good order.....	65 00
56-inch American Club, half-nickel, cowhorn bars, ball bearings, the whole in good order.....	60 00
56-inch American Rudge, used but little, ranks with new machine, ball bearings, enamel finish, A1 order.....	75 00
56-inch Expert Columbia, enamel finish, cowhorn bars, ball bearings.....	75 00
58-inch Expert Columbia, full nickel, ball bearings, shows hardly any wear.....	75 00

SAFETY BICYCLES.

Boys' rear driving safety, suitable for boys from 12 to 18 years, new machine, never ridden, absolutely safe.....	50 00
Rear driving Swift safety, enamel finish, prime condition, ball bearings.....	90 00
Two Rudge safeties, both enamel finish, rear driving and ball bearings, each.....	80 00
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SINGLE TRICYCLES.

Victor loop frame, easy running, good order, 3-track	40 00
Rudge two-track, good order, rotary machine.....	40 00
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Columbia Light Roadster, equal to new.....	100 00

TANDEM TRICYCLES.

Rudge Rotary two-track, good order.....	70 00
Rudge Crescent, very fine machine, good order.....	150 00
Marlboro Convertible, almost new.....	175 00
Columbia Convertible, cost \$250.00, good as new.....	200 00

Terms cash. Machines sent C. O. D. on approval on receipt of freight charges both ways and cost of crating.

Machines to Rent by the Day, Week or Month.

Repairing a specialty; all work done on the premises.

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NEW MAIL, COLUMBIA AND CLUB BICYCLES, TRICYCLES AND SAFETIES.

All Branches of the Bicycle Business. Riding Academy with competent Instructor. Perfect, riding guaranteed.

All Sundries and Parts for Sale. It will pay you to send or call before buying elsewhere.

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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



FOOT BALL.



LONG SLEEVES,
STANDING COLLAR.



LOW NECK,
SHORT SLEEVES.



BASE BALL.



GYMNASIUM.



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.

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

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.

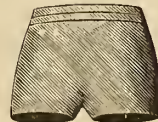


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SEND FOR CIRCULAR.

TRADE MARK.

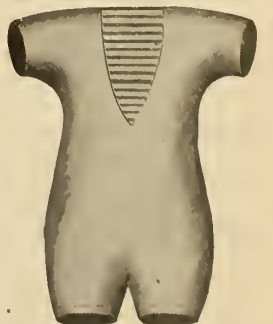
TRUNKS.



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.

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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.

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R. D. CARDEN, MANAGER.

Messrs. Pedersen & Buckingham,

1 1-2 Maiden Lane, N. Y.

Gentlemen:-

I duly received yours of the 24th ult and also the medal, which is, I must confess, the finest and most artistic piece of workmanship in that line I have ever seen, an opinion shared by everyone who has been fortunate enough to get a look at it. I will have it exhibited in one or two of the prominent stores in the city and when your cuts arrive will have one of these put in the leading city dailies and also in most of the bicycling papers.

The success of your efforts in behalf of the wheelmen of Chicago will certainly make the Pullman Road Race memorable for many a day. With many thanks for your attention in this matter and for the honesty and conscientiousness with which you have treated us, I am

Yours very truly,

R. D. Carden

MEDALS. Pedersen & Buckingham, New York. PRIZES.

West Shore Railroad.

The Wheelmen's Route to the New York State Division L. A. W. Meet and World's Bicycle Tournament, at Buffalo.

Wheelmen's Special Trains via West Shore Railroad leaving New York, Jay Street, at 5.40 P. M., West 42d Street, at 6 P. M., September 1st, 2d and 3d.

Rate from New York to Buffalo and Return, \$8.50.

Tickets will be sold September 1st to 4th inclusive, good returning until September 15th. Rates from line Stations on West Shore Railroad one fare for the round trip. Excursion tickets can be obtained at West Shore ticket offices.

Special arrangements have been made for taking care of wheels, which will be carried free, **Pedals** should be removed before loading in the baggage-cars.

Magnificent **Sleeping-cars** will be attached to the Special Trains September 1st.

For Excursion Tickets, Sleeping-car accommodations and full information, apply to **Mr. G. R. Bidwell, Chief Consul, 313 West 58th Street, New York City.**

H. B. JAGOE,
 G. E. P. A., 363 Broadway,
 New York City.

C. E. LAMBERT,
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 New York City.



THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

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Advertising rates on Application.

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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 next issue of THE WHEEL will contain the first three days of the Buffalo meet.

Riders who intend to go to Buffalo should not forget to write G. R. Bidwell, 313 West Fifty-eighth Street, New York, for blank circulars, that they may obtain a reduced rate.

There was a great pen and ink scuffle in various cycling centres in this country during the past week, and the result is gathered together and presented to our readers. Our friends have simply spread themselves, and their letters reflect the extra care and thought spent by them. Our advertising friends have produced some artistic and telling work, and the cyclist or would-be cyclist who fails to critically analyze this paper from cover to cover will miss something valuable.

In another column we publish the entries for the Buffalo races. The list is large and of high quality, and the tournament will be written up as the most successful ever projected in this country. We look for a batch of new records, and, with all our regard for Temple, Lee, Knapp and Crocker, we expect our old stand-by, "Billie Rowe," to re-establish his claim as the fastest racing cyclist in the world.

Long Island has her roads improvement, mutual benefit, co-operative cycling organization. We shall regard the growth of this organization with peculiar interest, as its success or failure will determine the question whether the real work of advancing the sport cannot be best done by local organization, and the National League supported and nurtured as an exponent of the power and extent of cycling, as a menace to road hogs, hayseed legislators, etc., etc. We wish the new association a distinct and emphatic success. Let the motto be, "no politics; economy." We have started the ball rolling and we expect it to attain a celerity and certainty of motion which distinguishes planets.

MINNEAPOLIS WHEELMEN'S RACE MEET.

The first annual meet of the Minneapolis Wheelmen was held at the Minnehaha Driving Park Saturday afternoon, August 24. The day was excellent for racing, and the track in the very best of condition. The grand stand was nearly filled with people, all interested in seeing their favorite win. A band discoursed music throughout the afternoon, and when some lucky wheelman crossed the line ahead of his competitors, the tune of "See the Conquering Hero," etc., was struck up. The races themselves were very interesting, and some very good time was made, although no records were broken. One of the most interesting was the 1-mile novice race, for which there were eleven entries. W. W. Heffelfinger won the race and the prize by a walk-away. The professional 1-mile race, two best in three, was also a good one, as the two contestants, Grant Bell and F. E. Dingley, were pretty evenly matched. Bell, however, proved too much for the latter on the homestretch, and won the two first heats handily, with a few seconds to spare. The Star wheel seemed to have the preference, and invariably came in ahead. Colie Bell covered himself with glory by winning four races with ease. The racing began at 2:30 and did not finish until nearly 6 o'clock. Summary:

One-mile Novice, eleven entries—W. W. Heffelfinger, first; Alec Graham, second; O. H. Holby, third. Time, 3m. 14½s. First prize, pair knee pants; second prize, alarm bell.

One-mile Professional, two best out of three—First heat, Grant Bell, first; F. E. Dingley, second. Time, 2m. 54½s., 2m. 56s. Second heat, Grant Bell, first; F. E. Dingley, second. Time, 3m. 26s. First prize, \$25; second, \$15.

Two-mile Amateur Handicap, open, two entries—E. J. Hale, first; B. C. Lind, second. Time, 6m. 28½s. Prize, Derby hat.

One-mile Rover Type Safety, open—Colie Bell, first; George Bartlett, second. Time, 3m. 18¾s.

Five-mile Club Championship Stakes, four entries—Colie Bell, first; H. D. Loeker, second. Time, 17m. 6½s., 17m. 17s. First prize, gold medal.

Three-mile Amateur, open, five entries—Colie Bell, first; E. J. Hale, second. Time, 10m. 1½s., 10m. 8s. Prize, gold medal, Leland stakes.

One-mile Amateur, open, twenty-six entries—W. W. Heffelfinger, first; H. D. Loeker, second. Time, 3m. 4s., 3m. 7s. First prize, bicycle lamp.

One-mile Star Handicap, four entries—Alec Graham, first; James Gray, second. Time, 3m. 24½s., 3m. 30s.

One-mile Tricycle, open to Northwest—George Bartlett, first; W. W. Heffelfinger, second. Time, 3m. 30s. Prize, gold medal.

One-mile Amateur, seven entries—Colie Bell, first; W. W. Heffelfinger, second; H. D. Loeker, third. Time, 3m. 1s., 3m. 3s. Prize, opera glasses.

One-half Mile, boys under sixteen—Morris Bakke, first; Fred Harrington, second. Time, 1m. 40½s.

One-mile Consolation, four entries—D. M. Dynes, first; H. Hunt, second. Time, 3m. 19½s., 3m. 20s.

WILMINGTON WHEEL CLUB'S RECEPTION.

The Wilmington Wheel Club held an enjoyable "stag" racket at their club house on Thursday evening, August 23. About seventy-five wheelmen and their invited guests crowded into the club parlors and enjoyed three hours of entertainment, consisting of music by the "Owl" orchestra, witty speeches and refreshment.

The entertainment commenced at eight with a pleasant hour's conversation, followed by a banquet. The feast of reason was led by Mr. W. F. Kurtz, who opened up with a speech of welcome, and then called on Mr. S. Wallis Merrihew, who responded to the toast: "Bicycle Racing on Path and Road." Among other toasts were: C. F. Thomas, "First Experiences;" W. S. Letherbury, "Bicycling at Middletown;" C. H. Smith, "Experiences of an Old Rider;" J. E. Palmer, "Delaware Roads;" Victor R. Pyle, "The Ladies." The reception was over at eleven.

The Committee of Arrangements who did so much to make the affair a success consisted of W. F. Kurtz, S. Wallis Merrihew, J. E. Palmer, E. D. R. Sutton, Louis Shakespeare, G. B. Moore, J. D. Kurtz, Clarence W. Pyle and George W. Gregg. Among those present were: Captain and Chief Consul S. Wallis Merrihew, Charles Guldin, of Reading; Charles S. Wilson, Samuel D. Wilson, Howard L. Pyle, Victor R. Pyle, J. D. Kurtz, Jr., C. C. Kurtz, George B. Moore, Albert Jefferis, Thomas Jefferis, Harry Bartram, Harry J. Willey, ex-Chief Consul J. E. Palmer, E. D. R. Sutton, R. R. Tatnall, Charles E. Smith, F. S. Sweeten, W. S. Letherbury and J. L. Shephard, of Middletown; W. T. Westbrook, Jr., E. B. McNair, Samuel Saring, Lincoln H. Merrihew, J. Norris Robinson, Horace Betts, A. B. Marks, James Geary, Walter L. Butler, Louis Shakespeare, Willard Vernon, Lawrence T. Jefferis, B. Frank Townsend, Jr., Thomas S. Hurlock, John S. Bertollette, Charles Heinel, H. Heinel, George Kirkman, John H. Danby, J. Barton Cheney, W. F. Kurtz, C. B. Palmer, F. C. Harold, W. T. Westbrook, Jr., Leonard Pyle, Charles I. Kent, Z. H. Lofland, A. O. H. Greer, John A. Jordan.

E. T. PETTENGILL BECOMES A BENEDICT.

News has reached us that another wheelman is about to approach the hymeneal altar.

Mr. E. T. Pettengill, of Washington, D. C., one of the oldest members of the L. A. W., and a most active and energetic wheelman for many years, is the gentleman referred to. His spouse is Miss Addie S. Clarke, also of Washington, D. C.

The marriage will take place at the Capital September 3, and will be a quiet affair, owing to a recent death in the bride's family. After the marriage the newly wedded pair will leave for the North, visiting Watkin's Glen, Niagara Falls, etc., and spending some weeks at Mr. Pettengill's old home at Clarendon, New York.

Mr. Pettengill, who was elected Representative of the District of Columbia Division of the L. A. W. at its last meeting, is well known to wheelmen generally throughout the United States. He has been especially active in all matters connected with the League, and mainly through his efforts the District Division which he organized in 1884 has almost doubled its membership within the past few years.

From 1884 to 1888, he was the Chief Consul of the District of Columbia, and helped the League along in many ways. In March, 1883, he, with five others, organized the Washington Cycle Club, the only League Club in Washington. He is yet a member, the only one of the original six. He had been President of that club since 1884 when last winter he resigned, other matters requiring his attention.

In 1884, Mr. P. attended the League meeting in New York, and was mainly instrumental in bringing the League to Washington that year. He has worked hard and earnestly for many years to help the good cause, and League members generally, but especially in the District and Maryland, will rejoice at his having brought to so successful a termination a courtship which for some time threatened to deprive the League of his services.

One-mile handicap to be decided at N. J. A. C. Labor Day meet: Kreger, scratch; Caldwell, 25; Bowman, 30; Baggot, 35; Schumacher, 45; Brown, 50; Wise, 50; Murphy, 50; Gubelman, 80; Pendleton, 80; Allaire, 110; Rhett, 110; Day, 120.

Mr. W. H. Robertson, 296 Broadway, New York, carries a complete line of Holmes' jersey fitting goods, bicycle shoes, caps, shirts, jerseys, and everything in the line of cycle outfittings.

A correspondent wishes to know the best route from Peekskill to Warnick, N. Y., and to Jersey City.

Elliot Mason reports that he frequently has horsemen call at the Warren Street store for road books, in order to get information for intended carriage tours.

A cycle would be an invaluable adjunct to any family living some distance from the post office. We all know how anxious we are to get the mail as early as possible, but in the country, where one is several miles from the post office, a visit twice a week is all we can indulge in.

THE BUFFALO ENTRIES AND HANDICAPS.

FIRST DAY—TUESDAY, SEPTEMBER 4.

One-Mile Professional Tandem, Open—H. G. Crocker, Newton, Mass., and Robert Neilson, Boston; W. F. Knapp, Denver, and S. G. Whittaker, Chicago; F. W. Allard, Covington, Eng., and Jack Lee, Nottingham, Eng.; Jules Dubois, Paris, France, and Wm. Woodside, Dublin, Ireland.

One-mile Amateur Bicycle, Novice—Robert W. Jameson, Rochester; Tom Roe, Chicago; Kenneth Brown, Cambridge; W. N. Robertson, Stratford, Ont.; Joseph J. Kane, Buffalo; O. P. Starkey, Buffalo; Frank Carroll, Elmira; Robert T. McLaren, Adams, Mass.; Clarence R. Fitch, Brantford, Ont.; W. B. Milley, Buffalo; F. N. C. Jerauld, Niagara Falls; Wm. A. Mead, Buffalo; B. P. Gage, Warsaw; W. F. Gassler, Niagara Falls; A. J. Menge, New York.

Ten-Mile Amateur Bicycle, L. A. W. Championship—Will Windle, Millbury, Mass.; W. I. Wilhelm, Reading, Pa.; W. R. Winship, Chicago; J. Fred Midgley, Worcester, Mass.; Fred Foster, Toronto, Canada; G. Minturn Worden, New York; C. P. Adams, Springfield, Mass.; W. E. Crist, Washington, D. C.; Phil S. Brown, Washington, D. C.; H. L. Kingsland, Baltimore; W. E. McCune, Worcester; N. H. Van Sicklen, Chicago; C. J. Iven, Rochester.

One-mile Professional Bicycle Handicap, 150 yards limit—T. W. Eck, 150; H. G. Crocker, 10; W. F. Knapp, 20; Eddie McDowell, 100; S. G. Whittaker, 30; W. H. Barber, 100; William A. Rowe, Sidney Eastwood, 100; F. W. Allard, 30; Jack Lee, 10; Jules Dubois, 40; W. J. Morgan, 141; Ralph Temple, William M. Woodside, 60; Robert Neilson, 60; L. D. Munger, 120; Joseph West, 150; E. C. Maltby, 120.

One-mile Amateur Bicycle (3.10 class)—Tom Roe, Chicago; W. J. Grubb, Pottstown, Pa.; Bert Myers, Peoria, Ill.; Kenneth Brown, Cambridge, Mass.; W. H. Carman, Norwich, Ont.; E. C. Rasicoe, Woodstock, Ont.; Edward Riebler, Ann Arbor, Mich.; G. F. Glass, Brooklyn, N. Y.; C. J. Conolly, Rochester, N. Y.; Bert C. Patchin, Wayland, N. Y.; Charles P. Forbush, Buffalo; Frank Carroll, Elmira, N. Y.; Robert T. McLaren, Adams, Mass.; A. C. Banker, Pittsburg, Pa.; F. M. Brinker, Buffalo; Clarence R. Fitch, Brantford, Ont.; W. G. Schack, Buffalo; W. B. Miller, Buffalo; F. N. C. Jerauld, Niagara Falls; Austin Banks, Denver, Col.; W. E. McCune, Worcester, Mass.; B. F. Gage, Warsaw; L. J. Barber, Washington.

Two-mile Amateur State Championship—H. J. Hall, Jr., Brooklyn; W. S. Campbell, Niagara Falls; E. P. Cochran, Le Roy; Theo. W. Roberts, Poughkeepsie; A. H. Montgomery, Buffalo.

Three-mile Professional Bicycle, First Heat World's Championship—H. G. Crocker, W. P. Knapp, T. W. Eck, Eddie McDowell, S. G. Whittaker, William A. Rowe, Sidney Eastwood, F. W. Allard, Jack Lee, Jules Dubois, Ralph Temple, Wm. M. Woodside, Robert Neilson.

Three-mile Amateur Tandem, Open, Road Wheels Only—R. H. Davis, Cambridge, and Alex. S. Hill, Boston; A. C. Banker, Pittsburg and W. D. Banker, Pittsburg; C. P. Adams, Springfield, Mass., and H. E. Ducker, Jr., Buffalo; W. E. Crist, Washington, D. C., and Phil S. Brown, Washington, D. C.; Jos. J. Kane, Buffalo, and John J. Welshofer, Buffalo.

Two-mile Professional Rovers, Handicap, 200 yards limit—T. W. Eck, 200; H. G. Crocker, 20; W. F. Knapp, 50; S. G. Whittaker, 20; Geo. Seymour, 150; F. W. Allard, 10; Jack Lee; Jules Dubois, 70; Wm. M. Woodside, 90; Joseph West, 200.

Three-mile Amateur Bicycle, Rochester vs. Buffalo. Six men each. To be chosen.

One-mile Amateur Tandem Bicycle, Open—R. H. Davis, Cambridge, and Alexander Hill, Boston; J. H. Hall, Jr., Brooklyn, and L. J. Barber, Washington; A. C. Banker, Pittsburg, and W. D. Banker, Pittsburg; P. M. Harris, New York City, and Val H. Muller, New York City; W. E. Crist, Washington, and Phil S. Brown, Washington.

SECOND DAY—WEDNESDAY, SEPTEMBER 5.

Two-mile Amateur Bicycle Novice, Robert J. Jameson, Rochester; Kenneth Brown, Cambridge; Wm. E. Findley, New York City; F. M. Brinker, Buffalo; Clarence B. Fitch, Brantford, Ont.; W. B. Milley, Buffalo; W. F. Gassler, Niagara Falls.

One and a Half Mile Professional Bicycle, Open—T. W. Eck, W. G. Crocker, W. F. Knapp, Eddie McDowell, S. G. Whittaker, William A. Rowe, F. W. Allard, Jack Lee, Jules Dubois, Ralph Temple, William M. Woodside, Robert Neilson.

Five-mile Amateur Bicycle State Championship—H. J. Hall, Jr., W. S. Campbell, E. P. Cochran, Theo. W. Roberts.

Three-mile Professional Bicycle Handicap, 450 yards limit—T. W. Eck, 450; H. G. Crocker, W. F. Knapp, 30; Eddie McDowell, 250; S. G. Whittaker, 30; W. H. Barber, 250; Wm. A. Rowe, Sidney Eastwood, 250; F. W. Allard, 80; Jack Lee, 30; Jules Dubois, 90; W. J. Morgan, 400; Ralph Temple, Wm. M. Woodside, 60; Robt. Neilson, 100; S. D. Munger, 300; Joseph West, 450.

Three-mile Amateur Rovers Handicap, 200 yards limit, road wheels only—W. J. Wilhelm, 160; R. N. Davis, 150; Alex. S. Hill, 200; W. D. Banker, 150; W. E. Crist, Phil S. Brown, 120; L. J. Barber, 180; P. J. Berlow, 160.

One-mile Amateur Bicycle Club Team Race, Three men each—Worcester Bicycle Club, Washington Bicycle Club, Buffalo Ramblers.

Five-mile Professional Tandem Handicap, 500 yards limit—H. G. Crocker and Robert Neilson, 120; W. F. Knapp and S. G. Whittaker, 120; F. W. Allard and Jack Lee; Jules Dubois and Wm. M. Woodside, 300.

Five-mile Amateur Tricycle, L. A. W. Championship—W. I. Wilhelm, Fred Foster, E. M. Tower, Alex. S. Hill, W. E. Crist, Phil S. Brown.

Two-mile Amateur Tandem, Open—R. H. Davis, Cambridge, Mass., and Alex. S. Hill, Boston, Mass.; H. J. Hall, Jr., Brooklyn, and L. J. Barber, Washington; A. C. Banker, Pittsburg, and W. D. Banker, Pittsburg; P. M. Harris, New York City, and Val H. Muller, New York City; W. E. Crist, Washington, and Phil S. Brown, Washington.

One-mile Professional Rover's Handicap, 100 yards limit—H. G. Crocker, 40; W. F. Knapp, 50; S. G. Whittaker, 20; George Seymour, 80; F. W. Allard, Jack Lee; Jules Dubois, 40; Joseph West, 100.

One-mile Amateur Bicycle Handicap, 100 yards limit—Will Windle, 10; Tom Roe, 100; W. J. Grubb, 100; W. I. Wilhelm, 70; Bert Myers, 100; H. R. Winship, 100; Kenneth Brown, 70; C. J. Iven, 100; J. Fred Midgley, 50; H. J. Hall, Jr., 50; W. H. Carman, 100; W. S. Campbell, 60; Frank M. Dampman, 100; E. O. Basicoe, 60; Fred Foster, 20; C. J. Conolly, 100; Bert C. Patchin, 100; Wm. E. Findley, 100; E. P. Cochran, 100; Chas. P. Forbush, 100; Robert T. McLaren, 100; A. C. Banker, 100; W. D. Banker, 70; G. Minturn Worden, 90; Clarence R. Fitch, 100; Theo. W. Roberts, 90; C. P. Adams, 50; Austin Banks, 100; W. E. Crist, Phil S. Brown, 60; H. L. Kingsland, 70; W. E. McCune, 70; N. H. Van Sicklen, 90; A. M. Montgomery, 100; L. J. Barber, 90.

THIRD DAY—THURSDAY, SEPTEMBER 6.

Three-mile Amateur Bicycle L. A. W. Championship—Wm. Windle, W. I. Wilhelm, H. R. Winship, J. Fred Midgley, H. J. Hall, Jr., W. S. Campbell, Fred Foster, Robert T. McLaren, C. Minturn Worden, C. P. Adams, W. E. Crist, Phil S. Brown, H. L. Kingsland, W. E. McCune, N. H. Van Sicklen, A. M. Montgomery.

Five-mile Professional Bicycle, Second Heat, World's Championship—H. G. Crocker, W. F. Knapp, T. W. Eck, Eddie McDowell, S. G. Whittaker, Wm. A. Rowe, Sidney Eastwood, H. W. Allard, Jack Lee, Jules Dubois, Ralph Temple, Wm. M. Woodside, Robert Neilson.

Two-mile Amateur Rovers, Open, Road Wheels Only—W. I. Wilhelm, R. H. Davis, Alex. S. Hill, W. D. Banker, W. E. Crist, Phil S. Brown, P. J. Berlow.

Five-mile Amateur Bicycle, 16:00 Class—Kenneth Brown, R. H. Davis, W. S. Campbell, E. O. Rasicoe, Edward W. Kiebler, Wm. E. Findley, E. P. Cochran, Robert T. McLaren, A. C. Banker, W. D. Banker, Clarence R. Fitch, W. B. Milley, H. L. Kingsland, W. E. McCune, L. J. Barber.

One-mile Professional Tandem Handicap, 100 yards limit—H. G. Crocker and Robert Neilson, 50; W. F. Knapp and S. G. Whittaker, 80; F. W. Allard and Jack Lee; Jules Dubois and Wm. Woodside, 100.

One-half Mile Amateur Tandem, Open—H. J. Hall, Sr., and L. J. Barber, Alex. S. Hill and R. H. Davis, A. C. Banker and W. B. Banker, P. M. Harris and Val H. Muller, W. E. Crist and Phil S. Brown.

One-mile Amateur Bicycle, Open—Wm. Windle, W. I. Wilhelm, J. Fred Midgley, W. S. Campbell, Frank M. Dampman, Fred Foster, Robert T. McLaren, G. Minturn Worden, C. P. Adams, W. E. Crist, Phil S. Brown, W. E. McCune, N. M. Van Sicklen.

Five-mile Professional Rovers' Handicap, 400 yards limit—H. G. Crocker, 40; W. F. Knapp, 140; S. G. Whittaker, Geo. Seymour, 300; F. W. Allard; Jack Lee; Jules Dubois, 150; Joseph West, 400.

Two-mile Amateur Bicycle Handicap, 250 yards limit—Will Windle, 30; Tom Roe, 250; W. I. Wilhelm, 160; H. R. Winship, 250; Kenneth Brown, 140; R. H. Davis, 130; J. Fred Midgley, 70; H. J. Hall, Jr., 80; W. H. Carman, 250; W. S. Campbell, 140; Frank M. Dampman, 250; E. O. Rasicoe, 130; Fred Foster, 40.

Two-mile Amateur Bicycle Handicap, 250 yards limit—Bert C. Patchin, 250; A. C. Banker, 250; W. D. Banker, 200; G. Minturn Worden, 175; Clarence R. Fitch, 250; Theo. W. Roberts, 200; C. P. Adams, 150; Austin Banks, 180; W. E. Crist, Phil S. Brown, 100; H. L. Kingsland, 120; W. E. McCune, 120; N. H. Van Sicklen, 180; L. J. Barber, 150.

Three-mile Professional Tricycle, Open—T. W. Eck, H. G. Crocker, W. F. Knapp, S. G. Whittaker, F. W. Allard, Jack Lee, Jules Dubois.

One-mile Amateur Bicycle, Buffalo City Championship—Joseph J. Kane, Frank M. Brinker, Chas. P. Forbush, W. G. Schack, W. B. Milley, J. B. Millev.

FOURTH DAY—SATURDAY, SEPTEMBER 8.

One-mile Amateur Tandem, open, road wheels only—R. H. Davis and Alex. S. Hill; A. C. Banker and W. D. Banker; F. P. Adams and H. E. Ducker, Jr.; W. E. Crist and Phil S. Brown; Joseph J. Kane and John J. Welshofer.

Half-mile Amateur Bicycle, open—Will Windle, Tom Roe, W. I. Wilhelm, J. Fred Midgley, W. S. Campbell, Fred Foster, A. C. Banker, G. Minturn Worden, C. P. Adams, W. E. Crist, Phil S. Brown, H. L. Kingsland, W. E. McCune, N. H. Van Sicklen, L. J. Barber.

Two-mile Professional Bicycle Handicap, 300 yards limit—T. W. Eck, 300; H. G. Crocker, W. F. Knapp, 30; Eddie McDowell, 250; S. G. Whittaker, 30; W. H. Barber, 250; William A. Rowe, Sidney Eastwood, 250; F. W. Allard, 60; Jack Lee, 20; Jules Dubois, 60; W. J. Morgan, 250; Ralph Temple; William A. Woodside, 50; Robert Neilson, 70; L. D. Munger, 250; Joseph West, 300.

Ten-mile Amateur Bicycle Handicap, 850 yards limit—Will Windle; W. I. Wilhelm, 600; H. R. Winship, 600; J. Fred Midgley, 300; H. J. Hall, 300; Fred Foster, 100; Bert C. Patchin, 700; G. Minturn Worden, 800; Clarence R. Fitch, 800; C. P. Adams, 300; H. L. Kingsland, 500; W. E. McCune, 600; N. H. Van Sicklen, 600; L. J. Barber, 600.

One-mile Professional Bicycle, final heat—H. G. Crocker, W. E. Knapp, T. W. Eck, Eddie McDowell, S. G. Whittaker, William A. Rowe, Sidney Eastwood, F. W. Allard, Jack Lee, Jules Dubois, Ralph Temple, William M. Woodside, Robert Neilson.

Three-mile Amateur Tandem Bicycle Handicap—R. H. Davis and Alex. S. Hill, 200; H. J. Hall, Jr., and L. J. Barber, 200; A. C. Banker and W. D. Banker, 100; P. M. Harris and Val H. Muller, 300; W. E. Crist and Phil S. Brown.

Two-mile Amateur Bicycle, 6:20 class—Tom Roe, W. J. Grubb, Bert Meyers, Kenneth Brown, W. H. Carman, E. O. Rasicoe, Edward W. Kiebler, G. F. Class, C. J. Conolly, E. P. Cochran, Chas. P. Farmer, A. J. Banker, F. M. Brinker, Clarence B. Fitch, W. G. Schack, W. D. Milley, Austin Banks, W. E. McCune, A. M. Montgomery, L. J. Barber, C. J. Iven.

Three-mile Professional Tandem Handicap, 250 yards limit—H. G. Crocker and Robert Neilson, 30; W. F. Knapp and S. G. Whittaker, 40; F. W. Allard and Jack Lee, 10; Jules Dubois and Wm. Woodside, 100.

Two-mile Amateur Bicycle, Open—W. I. Wilhelm, H. R. Winship, Kenneth Brown, J. Fred Midgley, H. J. Hall, W. S. Campbell, Fred Foster, A. C. Banker, G. Minturn Worden, C. P. Adams, W. F. Crist, Phil S. Brown, W. L. McCune.

One-mile Professional Rovers Handicap, 100 yards limit—H. G. Crocker, 30; W. F. Knapp, 40; S. G. Whittaker, 10; Geo. Seymour, 100; F. W. Allard; Jack Lee; Jules Dubois, 40; Joseph West, 100.

Unicycle Race—Wm. W. Marshall, W. H. Barber, E. C. Maltby.

THE RACE PATH.

THE HARTFORD TOURNAMENT.

FINAL LIST OF EVENTS AND PRIZES.

The prospects for the Hartford Wheel Club's tournament, to be held at Charter Oak Park, September 12 and 13, are very bright, so much interest is taken in the meet. The list of entries already includes the fastest amateurs and professionals in this country. The purses and prizes to be run for at the meet aggregate \$2,500. The professionals are offered \$550 in cash and a \$50 gold medal. Among the prizes for the amateur events are a Columbia Light Roadster, presented by the Weed Sewing Machine Company, a diamond scarf pin, diamond ring, Colt's shot gun, etc. The following is a final list of events and prizes:

FIRST DAY, WEDNESDAY, SEPTEMBER 12.

One-mile novice—First prize, gold medal; second prize, silver medal.

One-mile professional championship of America—First prize, championship gold medal and \$50; second prize, \$30; third prize, \$20. Special purse of \$50 added for fast time, divided as follows: To man leading at first quarter in 39s. or better, \$10; at half-mile in 1m. 18s. or better, \$10; at three-quarters in 1m. 57s. or better, \$10; at mile in 2m. 35s. or better, \$20.

One-mile amateur open—First prize, Columbia Light Roadster, presented by Weed Sewing Machine Company; second prize, Stevens rifle; third prize, field glass.

Two-mile amateur 6m. 10s. class—First prize, Colt's shot gun; second prize, fishing set; third prize, silk umbrella.

One-mile Amateur Rover type R. D. Safety (no wheel under thirty-five pounds).—First prize, elegant clock; second prize, toilet set.

One-mile Columbia Cycle Club handicap—First prize, Columbia cup; second prize, seal ring.

Five-mile professional lap—First prize, \$60; second prize, \$40; third prize, \$25.

Two-mile amateur handicap—First prize, handsome parlor standing lamp; second prize, pair diamond sleeve buttons; third prize, silk umbrella.

Three-mile amateur State championship—First prize, gold medal; second prize, silver medal.

One-mile amateur tricycle—First prize, silver tilting pitcher; second prize, gold-headed cane.

SECOND DAY, THURSDAY, SEPTEMBER 13.

One-mile amateur three-minute class—First prize, gold medal; second prize, silver medal.

One-mile professional handicap—First prize, \$50; second prize, \$30; third prize, \$20.

One-mile Amateur Rover type R. D. Safety handicap (no wheel under thirty-five pounds).—First prize, pair diamond sleeve buttons; second prize, pearl opera glass; third prize, plaque clock.

One-mile Hartford Wheel Club handicap—First prize, Columbia cup; second prize, hammerless revolver, in case; third prize, Smyrna rug.

One-mile amateur handicap—First prize, diamond scarf pin; second prize, elegant engraving; third prize, ornamental table.

Three-mile professional lap—First prize, \$60; second prize, \$40; third prize, \$25.

One-mile amateur State championship—First prize, gold medal; second prize, silver medal.

Five-mile amateur lap—First prize, alligator traveling bag (furnished); second prize, diamond ring; third prize, jardiniere.

One-mile professional consolation—First prize, \$25; second prize, \$15; third prize, \$10.

One-mile amateur consolation—First prize, brass lamp; second prize, scarf pin; third prize, engraving.

SPECIAL CONDITIONS.

No rider with one-mile record better than three minutes is eligible to the two-mile 6m. 10s. class. Any race in which the number of entries warrant will be run in heats. No Rover type safeties will be allowed in any amateur event except those especially for that make of machine. A limit will be placed on all races according to the condition of the track, wind and weather, and if any race is not run within the limit such race will be declared off and no purses or prizes given. Winners of special money in one-mile professional championship of America shall not be barred from entering professional

consolation race, unless they win a prize in an open race. Entrance fee for professionals, \$2 in each event. Entrance fee for amateurs, \$2 for one event and \$1 for each additional event.

Entries close September 8 with Joseph Goodman, Box 14 Hartford Conn.

W. F. KNAPP'S REMARKABLE RECORD RIDE.

On August 16, at Coventry, W. F. Knapp made another attempt to reduce the fifty-mile bicycle track record. On July 11 Knapp had a go at the 100-mile track record, which he beat by over forty-one minutes. In that trial he made new records from twenty-six to fifty miles, covering the distance in 2h. 39m. 48s. On his latest trial Knapp made world's records from twenty-six to fifty miles, beating his own previous records, as well as Ives' times made at Springfield in 1886.

Knapp was mounted on a Humber and was paced by Crocker, Oxborrow and others. Knapp started about six o'clock and rushed off the first 5 miles in 14m. 14s., and the 10 miles in 29m. 22s. Twenty miles was made in 58m. 44s., and it is worthy of note that Knapp rode 40 miles within two hours, and made a two-hour record of 40 miles, 360 yards. From twenty-six miles to the finish Knapp was well inside record. He finished at two and one-half hours, riding 50 miles, 350 yards.

During Knapp's ride the fastest miles were the tenth and seventeenth, both ridden in 2m. 52s.; the last quarter occupied 43m. 2-5s., and the last mile 2m. 58s. The five ten miles were ridden as follows: 29m. 22s., 29m. 22s., 30m. 5s., 30m. 31s., 30m. 21s. The thirty-fourth and the forty-ninth miles were slow, 3m. 20s. and 3m. 12s.

KNAPP'S TIMES.

MILES.	Knapp. H. M. S.	English Record. H. M. S.	Holder.
1.....0	2 58.....0	2 35 1-5.....	Howell
2.....0	5 52.....0	5 20 2-5.....	Crocker
3.....0	8 48.....0	7 59 1-5.....	"
4.....0	11 47.....0	10 42.....	"
5.....0	14 40.....0	13 27.....	"
6.....0	17 38.....0	16 9.....	"
7.....0	20 38.....0	18 57 2-5.....	"
8.....0	23 33.....0	21 41.....	"
9.....0	26 30.....0	24 24 2-5.....	"
10.....0	29 22.....0	27 8.....	"
11.....0	32 16.....0	30 55.....	Dubois
12.....0	35 11.....0	33 41.....	"
13.....0	38 9.....0	36 32 2-5.....	"
14.....0	41 3.....0	39 24 4-5.....	"
15.....0	43 57.....0	42 20.....	"
16.....0	46 55.....0	45 10.....	"
17.....0	49 47.....0	48 3 3-5.....	"
18.....0	52 47.....0	50 52.....	"
19.....0	55 47.....0	53 40.....	"
20.....0	58 44.....0	56 28.....	"
21.....1	1 38.....0	59 15 2-5.....	"
22.....1	4 44.....1	2 1 2-5.....	"
23.....1	7 43.....1	4 58.....	"
24.....1	10 30.....1	7 48.....	"
25.....1	13 38.....1	10 34 4-5.....	"

WORLD'S RECORDS.

*26.....1	16 34.....1	17 19.....	Ives
*27.....1	19 35.....1	20 16 1-5.....	"
*28.....1	22 39.....1	23 13 1-5.....	"
*29.....1	25 43.....1	26 11 2-5.....	"
*30.....1	28 49.....1	29 07 4-5.....	"
*31.....1	31 48.....1	32 05 3-5.....	"
*32.....1	34 48.....1	35 03 2-5.....	"
*33.....1	37 58.....1	38 01 1-5.....	"
*34.....1	41 18.....1	41 00.....	"
*35.....1	44 23.....1	44 05 4-5.....	"
*36.....1	47 21.....1	47 18 1-5.....	"
*37.....1	50 17.....1	50 34 2-5.....	"
*38.....1	53 13.....1	53 47 2-5.....	"
*39.....1	56 19.....1	57 01.....	"
*40.....1	59 20.....2	60 17 2-5.....	"
*41.....2	2 23.....2	03 30 3-5.....	"
*42.....2	5 20.....2	06 48.....	"
*43.....2	8 20.....2	10 04.....	"
*44.....2	11 26.....2	13 25 4-5.....	"
*45.....2	14 31.....2	16 42 2-5.....	"
*46.....2	17 27.....2	19 56 1-5.....	"
*47.....2	20 36.....2	23 23.....	"
*48.....2	23 31.....2	26 41 2-5.....	"
*49.....2	26 43.....2	30 14 4-5.....	"
*50.....2	29 41.....2	33 51.....	"

* World's records.

HYDE PARK CLUB'S TOURNAMENT.

The Hyde Park Bicycle Club held its first tournament on Saturday last at the Norfolk Trotting Park, Readville, Mass. There were about three hundred persons present. The First Regiment fife, drum and bugle corps furnished music for the occasion.

In the 5-mile amateur race, open to all, there were six starters, who drew positions in the following order: E. A. Bailey, A. P. Benson, P. J. Berlo, R. S. McCombie, David Drummond and P. J. Clark. Benson won in 16m. 35s.; Clark second. Prizes, gold and silver medals. The team race between five men each from the Hyde Park and the Rambler Bicycle Clubs proved one of the most interesting events of the day. It was for points, first man counting ten, and from that down. The entries were: Hyde Parks—Albert Rhodes, Herbert Jenkins, W. A. Joubert, W. F. Waddell and E. E. Young. Ramblers—E. H. Gallup, A. H. Morse, W. W. Scott, P. Hussey and E. N. Frost. The Ramblers beat easily, scoring thirty-two points. Gallup's time was 17m. 16s., and Rhodes was only twelve seconds behind. Morse was third and Jenkins fourth. Prize, a silver cup.

In the 150-yard slow race the entries were P. Berlo, P. J. Clark, D. Drummond, L. Sawyer, A. P. Rensen, J. G. Sherman and E. E. Young. Young won, Sawyer second. Prizes, gold and silver medals.

The half-mile race, open to members of the Hyde Park Club, brought out Herbert Jenkins, E. E. Young, H. Matthews, Albert Rhodes, F. C. Rogers and W. A. Waddell. Jenkins won handsomely in 1m. 36s. Rhodes was a good second and Matthews was third. In this race Waddell took a header, smashing his machine.

The starters in the two-mile race, open only to the Hyde Park Club, were Herbert Jenkins, Albert Rhodes, H. Matthews, H. Andrews, D. Swallow. Rhodes won, with Jenkins second and Swallow third. There were three prizes of gold and silver medals. Time, 7m.

In the consolation race, three miles, there was some of the prettiest riding of the day. The starters were: P. Berlo, P. J. Clark, E. A. Bailey, J. G. Sherman, D. Drummond and R. McCombie. Drummond won easily. Berlo pressed hard for second, but McCombie kept it. The time for the first mile was 3m. 18s.; two miles, 6m. 37s., and three miles, 9m. 48s. The prizes were gold and silver medals.

NEW JERSEY DIVISION MEET.

AT ORANGE, SEPTEMBER 21 AND 22.

The annual meeting of the New Jersey Division of the L. A. W. will this year be held in Orange, on Friday and Saturday, Sept. 21 and 22. The Orange Wanderers will be the hosts of the occasion. Details of the programme for the entertainment of the visitors were settled at the special meeting of the Wanderers held on Friday evening. The business meeting will be at 10 A. M. in the Park Rink. In the afternoon there will be runs to a number of points of interest in and about the Oranges. In the evening there will be a Chinese lantern parade, followed by a "smoker" concert and a supper. The races on Saturday, the 21st, will include three State championship handicaps, open to all affiliated clubs, and a decided novelty in the shape of a safety tandem bicycle race. The committees are as follows: Reception and entertainment, H. W. Smith, C. A. Lindsley, C. S. French, C. W. Freeman and R. S. Prindle; parade and runs, C. A. Lindsley, H. W. Smith, C. W. Freeman, R. S. Prindle, J. M. Gilmour; races, L. H. Johnson, T. N. Gray, C. W. Freeman, F. P. Jewett, J. W. Smith; prizes, J. W. Smith, L. H. Johnson, R. M. Sanger, T. N. Gray; advertising, R. M. Sanger, T. N. Gray, F. P. Jewett, C. S. French.

The Banker brothers will represent Pittsburg at Buffalo on a tandem safety bike.

Athletes and the sport-loving people of Gotham and vicinity will divide themselves on Labor Day between the Staten Island carnival at West New Brighton and the New Jersey Athletic Club meet at Bergen Point. A 2-mile bicycle scratch race will be decided at Staten Island between 11:30 and 12:30, and several events will be held at Bergen Point, commencing at 10 A. M.

TOURNAMENT OF ST. JOHNS BICYCLE CLUB.

The first race meet of this club was held August 17, at St. Johns, Mich. The feature of the morning was a parade. The rain of the previous day had softened the track, consequently the races, which were witnessed by 700 people, were won in slow time. Summary:

One-mile open—George H. Smith, Flint, 3m. 10.4-5s.; M. D. Hubbard, St. Johns, second. One-half mile hurdle—M. D. Hubbard, St. Johns, 3m. 2s.; W. T. Marr, Saginaw, second; J. D. Lamont, Chatham, Ont., third. One-mile, 4.45 time race—Holly Corbin, 4m. 46s.; A. E. Dutcher, second. One-mile club championship—W. D. Hubbard, 3m. 25.4-5s.; Dennis Marshall, second. Five-mile scratch race—George H. Smith, Flint, 17m. 1.1-5s.; B. E. Kellerman, Flint, second; H. D. Osborne, Saginaw, 0; R. B. Hain, Grand Rapids, 0; W. E. Johnson, Bay City, 0; Zagal Meyer, Bay City, 0. One-mile consolation—C. S. Jones, Battle Creek, 3m. 13.1-5s.; H. D. Osborne, Saginaw, second.

In the evening a reception was held at the residence of R. M. Steel, when a short musical programme was rendered and refreshments served. The St. Johns "first annual" was voted a big success by all who attended.

RALPH TEMPLE ON TRAINING.

On his visit to the Brooklyn club rooms last week, Ralph Temple gave his views on training, from which it would appear that the ordinary racing cyclist really harms rather than benefits himself during his preparation for a race.

It might be said of the ordinary amateur that his preparation consists of a slight abstinence from the more injurious dishes, and evenings of slogging around the race path, varied by trials against the watch and weight-reducing sweats.

From Mr. Temple's talk we present the following opinions, with the statement that they are only accurate as far as our memory serves us.

A man cannot race on the path and ride on the road at the same time. Road work stiffens the muscles and prevents the attainment of a high-speed rate. Hill-climbing is also very bad practice for path racing. In fact the path racer must put in all his work on the path.

The object to be gained by path practice is the development of a well-sustained fast spurt, as the man who has command of the best spurt will almost always win on the homestretch. A man should never leave the path tired. He should never strain himself or ride in bad form. It is not necessary to lean over the handles to get the most speed out of the wheel and the rider. Temple sits up all the way.

The rider, in his daily afternoon practice, should ride two or three miles at a good pace, and finish off with some practice at spurring. He should spurt 100 yards at first, and gradually increase the length of the spurt until he has reached a point when he can ride at top speed 200 or 300 yards or more. Do not try often against the watch. It is a wrong idea that the more work one does the stronger one gets. As a fact, every trial takes something out of a man, and the racing man should never attempt to ride himself out except in a race.

The most important thing for a man to learn is his own system, and the effect of exercise and food on it. After each day's exercise, dry the body thoroughly with a towel and then rub the muscles with the hands, to make them pliable. The final touch is a rub-down with whiskey. Cold bath, or much of the shower bath, weakens the system and slows the muscles. A sponge bath is quite sufficient.

In dieting, stick to simple foods and tea or ale as a drink. In the selection of machines, the position of the saddle, etc., one must study the thing out and decide for one's self.

LABOR DAY RACES AT CAMBRIDGE.

The following is the programme of the union run of bicycle clubs on Labor Day. Clubs and riders will assemble in front of the Cambridge Bicycle Club House, 81 North Avenue, at nine o'clock. There will be a short local parade, when all will ride to Holmes' field, where the following races will take place: One-mile bicycle, 3-mile bicycle, 1-mile tri-cycle, 1-mile ordinary,

1-mile safety. After the races all will ride to Auburndale, where dinner will be served at the Woodland Park Hotel. Then there will be athletic games, baseball, etc. Parties intending to enter the races will notify the committee as soon as possible. Tickets to the races can be had gratuitously upon application to the committee, Messrs. George A. Perkins, 3 Pemberton Square, Boston; A. W. Robinson, 33 Winter Street, Boston; William T. Roop, 557 Main Street, Cambridgeport. Many clubs have been heard from, and the success of the meet is assured.

CYCLISTS BEAT THE COACHING RECORD.

Mr. Selby's coach record has not long been allowed to remain unattacked by the votaries of road riding. An "Ormonde" safety of the reputed weight of 35 lbs. was on August 10 ridden from the White Horse Cellar in Piccadilly to the Ship Hotel at Brighton and back in 7h. 36m. and 19.2-5s., thus beating the coach time by 13m. 40.3-5s. As Mr. Selby employed sixty-four, Messieurs the West London Cycle Company thought it no sin to employ four riders to work the machine through. The team was composed of four well-known members of the Polytechnic C. C.,—viz., Messrs. G. L. Morris, E. J. Willis, S. C. Schafer and S. Walker. Willis rode the first stage to Croydon, when the safety demon, Morris, took over matters to Crawley, Schafer occupying the saddle to the Ship, where Walker was waiting to return to Crawley. Willis then ran on to Croydon, and Morris finished the job through the traffic to Piccadilly.

There is no doubt that something very sensational might be done over a long distance with one machine and relays of men, but we are anxious to see this coach record cut by the efforts of one rider.—*The Cyclist*.

GREAT RACING AT WOLVERHAMPTON.

An international meeting was held at Wolverhampton, England, on August 6, 7 and 8. In the final heat of the five-mile professional championship event, Temple succumbed to Fred Wood. This race is acknowledged to be one of the finest ever contested at Wolverhampton. English did the majority of the pace-making, and led up to three laps from home. By this time it was almost dark, and the numbers could not be made out, and some one calling out that there were only two laps to go, Howell and Temple closed, and passing English, a splendid race, neck and neck, for two laps ensued, Howell being on the outside and straining every nerve to get by "the little 'un," but failed; the American, riding in grand style, landed himself at the judge's box half a length in front, when to their astonishment the bell rang for the last lap, and F. Wood dashed by, and went away with Temple after him, but although the latter made up some ground, he was unable to quite overhaul Wood, who won by five yards, three yards dividing second and third and two yards third and fourth.

The one-mile championship was won by Howell in 3m. 15s.; Fred Wood, second by a yard; A. H. Robb, Leicester, third. Temple did not start. In the one-mile handicap, Robb, 20 yards, landed the first heat; time, 2m. 44½s., and the final heat in 2m. 42½s. The mile safety handicap fell to Oxborrow, 20 yards; time, 2m. 45½s.

Dubois, the French champion, in a recent record-breaking attempt pushed his bicycle 19⅓ miles in an hour.

CROCKER MAKES WORLD'S RECORDS.

On August 10, at Leicester, England, H. G. Crocker, of Boston, made a record try up to ten miles, and succeeded in breaking Rowe's records at six, seven, eight and nine miles. The timers were F. G. Walker and C. E. Wart. The track was in good condition, and the wind but very slight. Crocker rode a 54-inch Premier, and was paced all the way. Below is a summary of Crocker's effort:

MILE.	M.	S.	MILE TIMES.	M.	S.	ROWE'S TIMES.	M.	S.
1	2	42 1-5	2	42 1-5		2	29 4-5	
2	5	20 2-5	2	38 1-5		5	11	
3	7	59 1-5	2	38 4-5		7	48 4-5	
4	10	42	2	42 4-5		10	41 2-5	
5	13	27 1-5	2	45 1-5		13	23 4-5	
6*	16	09	2	41 4-5		16	12 3-5	
7*	18	57 2-5	2	48 2		18	59	
8*	21	41	2	43 3-5		21	41 2-5	
9*	24	24 3-5	2	43 2-5		24	26 2-5	
10	27	08	2	43 3-5		27	07 1-5	

* World's records.

CROCKER AND THE RECORDS.

After waiting a fortnight for suitable weather, the American—H. G. Crocker—made an attempt to lower the 10-mile professional record (28m. 5s., by Dubois, at Coventry, on August 24 last) at the Belgrave Road Grounds on August 3. Arrangements had been completed for attempting the achievement during the early part of the day, when, notwithstanding that the sun shone out brightly, there was a lot of wind, and after a consultation it was decided to wait until 5 o'clock in the afternoon. At the hour named, however, the wind was pretty much as strong; still Manager Eck was anxious for the Bostonian to have a cut at the formidable task, especially as Knapp, Temple, Morgan and Woodside were present, prepared to act as pace-makers. Knapp made the pace for the first half-mile, and then Temple took his countryman on at a fine rate of speed for the second half, but the mile occupied 2m. 38.2-5s., or 3.1-5s. behind Howell's record. Morgan and Woodside then had a spell in front, and the second mile was accounted for in 5m. 28s., or 3s. to the bad. Thus early the punishing work began to tell upon Crocker, who went further in the rear in the third mile, but, being ably assisted by Knapp in the next stage, he was only 3s. behind upon completion of the fourth mile in 11m. 11s. The hard work, however, was palpably getting the best of the Yankee, and, after completing the half distance in 14m. 3s., or 7s. behind Howell's record, he eased up. The track was in good order, and it is safe to state that with favorable atmospheric surroundings Crocker would have successfully accomplished his task.—*The Cyclist*.

TEMPLE WINS THE 20-MILE PROFESSIONAL CHAMPIONSHIP.

Just previous to his departure Temple completely routed the English and American cracks, and proved himself to be the fastest man on the other side, if not in the world. The event was a 20-mile championship, which was decided at Belgrave Road Grounds August 1. There were five prizes, ranging from £10 to £1, a championship belt, and an extra inducement of £5 to the man scoring the most number of lap firsts. The result of the race was as follows, and the *Cyclist* thus describes the manner in which it was run:

Ralph Temple, Chicago, 53-in. "Humber".... 1
H. G. Crocker, Boston, 54-in. "Premier".... 2
Jack Lee, Beeston, 55-in. "Humber"..... 3
R. Howell, Leicester, 58-in. "Rudge"..... 4
W. Wood, North Shields, 55-in. "Hillman"... 5
S. G. Whittaker, Chicago, 53-in. "Premier"... 6
W. F. Knapp, Denver, 56-in. "Premier"..... 0

"At a merry pace Knapp showed the way from Temple, Whittaker, Howell, Wood, Crocker and Lee until reaching the third lap, when Whittaker challenged, and immediately taking the lead, he completed the first mile in 2m. 54s., Wood being second, Temple third and Howell last. Knapp spurred ahead in the succeeding circuit and held command for nearly a dozen laps, when Lee came out with a really fine effort. In no time the Beeston crack was thirty yards away from his opponents, whilst when he rode past the fifth mile in 15m. 49s. he was nearly seventy yards in advance of Wood, Temple, Crocker and Howell, with Whittaker and Knapp some twenty yards further in the rear. A little later on Lee eased and the lot were soon in close company. Still the effort was a fine one and loudly applauded by the spectators. The wind at this time was blowing exceedingly strong, and no wonder that the pace slowed down considerably. Knapp took the lead again, followed by Wood and Temple, and as the Denver boy kept his berth in front he speedily fixed the destination of the extra £5 referred to. Nearing the half distance, Temple introduced a gallery spurt, and when ten miles were telegraphed in 34m. 36s. Temple was half a length in advance of Knapp and Wood, Lee now lying fourth, Whittaker and Crocker next and Howell last. The next sprint came from Whittaker, but it was only of short duration, and Knapp took up the pacemaking until the thirteenth mile, when he dropped down the ranks and left Wood in possession. At a comfortable rate of speed the North countryman showed the way from Temple and Howell, with the others close up, and fifteen miles were recorded in 52m. 20s. Without change the race proceeded until getting well into the eighteenth mile, when Whittaker spurred ahead and the pace rapidly quickened. The Yankee was followed by Wood and Temple, Lee fourth, Howell

next and Crocker last, Knapp having just previously retired. The order was the same when the last mile was entered upon, and at a cracking pace the lot raced in a cluster, Howell now lying last. Half a mile from home Whittaker was still in front, but directly afterwards Lee put in a splendid spurt, and, taking the lead, he was followed into the final lap by Temple, Crocker, Wood and Howell in the order named, with Whittaker in difficulties twenty yards away. So they raced at top speed until about a couple of hundred yards from home, when Temple shot out, pursued by Lee and Crocker, with Wood and Howell just in the rear. The two last named made but little ground, and though Crocker passed Lee nearing the bend for home he could not get the best of Temple, who won a fine race by a foot, a length and a half separating second and third. Time, 1h. 9m. 16s. Immediately upon the conclusion of the race Wood lodged an objection to all the Americans on the ground that they had fouled him by running him wide. The referee, however, did not entertain the matter, and the placings were not altered. The usual enthusiasm prevailed at the finish, and, needless to add, Temple received a hearty ovation upon retiring."

THE ENGLISH PATH.

At the Belgrave Road Grounds last Saturday (August 4), Ralph Temple defeated the pick of English riders in the 20-mile championship contest, and thus clearly established himself as the fastest rider in the world. The "Senator's" face was brilliantly illuminated when he saw the little Chicago lad leave the English cracks, and had only his countryman, Crocker, to beat in order to secure the verdict. The result also worked, for the time being, marvelous temporary relief to Woodside's rheumatism, but the joyousness of the Yankees was eclipsed by the enthusiasm of the spectators, who hailed Temple's victory with rounds of cheering.—*Cyclist*.

HOWELL VS. CROCKER.

A 10-mile lap race was decided by these two men at Wolverhampton, August 4. Howell secured twenty-four laps to Crocker's sixteen.

TEMPLE SCORES AT AYLESTONE.

A 5-mile professional lap race was run at Aylestone on August 4, Temple, Knapp, Crocker and Howell competing. Temple finished first, with a score of five laps and one dead heat; Knapp second, with five laps; Howell, one lap. Time, 15m. 14s.

An English lad named Harris, age fourteen, recently won a half-mile handicap, with 160 yards start, in the magnificent time of 1m. 12 3-5s.

G. Lacy Hillier will try for the 50-mile English bicycling championship.

A TRICYCLE TOURING CLUB ORGANIZED IN MALDEN, MASS.

About fifty ladies and gentlemen from Malden, Melrose, Wakefield, Everett, Oak Grove, Maplewood and West Medford met at Oak Grove station, on the Boston and Maine, Monday evening, in answer to a circular sent out for the formation of a tricycle touring club. Thirty-seven machines were represented, and fifty-three names were subscribed for membership in the new club. E. N. Heath, of Wakefield, called the meeting to order. It was voted to call the organization the Middlesex Cycle Club, and the following officers were elected: President, Mr. J. Morris Gorrie, of Melrose; Secretary and Treasurer, Mr. F. K. N. Jones, of Melrose; Captain, Mr. E. P. J. Morton, of Melrose; Lieutenant, Mr. G. J. McArthur, of Oak Grove; Committee on Runs, Mr. E. N. Heath, of Wakefield; Mr. J. Hillburne, of Melrose; Mrs. G. J. McArthur, of Malden; Mr. W. W. Partridge, of Everett; Miss M. Kirkwood, of Maplewood. Entrance fees were fixed at \$1.50 for tandems and \$1 for single machines.

The object of the club is to create greater interest among both ladies and gentlemen in tricycle touring, and its success is already assured. The club will take short runs through the surrounding country.

NEWS FROM CYCLING CENTRES.

BROOKLYN NOTES.

Another week has passed, and although nothing new has resulted as yet, there is no doubt this wholesale airing of the League's soiled linen (in which crusade THE WHEEL has taken the lead), and the surprising fellowship developed among our clubs, which heretofore have been but barely civil, makes possible, and even probable, the success of the pet scheme of many a Brooklyn wheelman—viz., the forming of a local (Brooklyn) organization, allied much more closely to the interests of our wheelmen than has ever been the case with the L. A. W. A mighty reason calls for the existence of this local league. The wheelmen of our city are separated from miles of magnificent riding upon Long Island by some ten miles of very tiresome and disagreeable riding, coupled with many dismounts, generally voluntary, but often otherwise. The wheelmen of Brooklyn, with the concerted action possible by means of a local league, can easily build a cinder path from Brooklyn to Jamaica, thereby opening the whole island to us, for an amount no larger than we yearly pay to the League. We yearly pay \$570 to the National League, and this sum, augmented, if necessary, by the large additional subscriptions such a purpose would undoubtedly receive, appealing, as it does, directly to the private and personal interests of the local men, would construct and maintain an excellent path from Brooklyn to the point where good riding is now found.

In the coming year, what can or will the League of American Wheelmen do for its Brooklyn members that will at all compare with the accomplishment of the Jamaica path? In the past year—no, in its entire existence—what lasting benefit has it ever performed that in local importance would bear a comparison? And yet we have in the past paid thousands of dollars into its treasury—enough, I will venture to say, to have built a path to Jamaica, and efface the few tortuous experiences through which a rider has to dig between there and Patchogue. In a somewhat grandiloquent and illusive way we have many times been told of tremendous obstacles overcome and lasting benefits scattered through the agency of this League, yet I ask as a member now, and for the future if it can be demonstrated it is for value received, what local returns, or, for that matter, what national returns, have we yet received for the year 1888 to justify the expenditure of our League dues to the amount of over \$10,000? And in continuation, what benefit shall we locally receive in 1889 to induce us to still remain in the organization, comparable in any degree whatever to the benefits resultant to the formation of the local league? For six, seven or eight years the League clubs in Brooklyn have been bound to each other by the bond of a common League membership, yet never in this time has there been half the good-fellowship and cordiality developed as now exists by reason of common grievances and common interests. That this fellow-feeling should be fostered this fall, not by a continuation of our League membership, but by the formation of a local league, is the ruling sentiment in each of the three leading clubs. Members of the L. I. W. openly declare their intention of endeavoring to separate the membership in their club from that of the League, making the latter optional. From this point to the formation of a local league is but a step, and the Brooklyns and K. C. W.'s are most heartily with us. We will watch closely the sentiment of the Brooklyn contingent at Buffalo, as well as the proceedings at home at the coming September meeting. It is likely Brooklyn will be well represented at Buffalo next week, large delegations from each club having promised to attend. The headquarters of the Long Islands will be at the Hotel Huron, where will be found Captain Luscomb and Messrs. Share, Gilfillan, Wise, Alden, and a dozen or so "possibilities." Kreger has been unable to devote the necessary amount of time to preliminary training, and hence will not go over to Buffalo. This has been considerable of a disappointment to the L. I.'s, who have watched with pride the brilliant record "Geo." has made, and who have hoped he would have a chance to spread himself on the Buffalo track.

Kreger, Wise and Schumacher have entered the one-mile handicap at Bergen Point on Labor

Day. The club run for that day will be to Morristown and return.

We have heard startling rumors concerning the rather hilarious proceedings of three of the staid and dignified L. I.'s at a certain locality known as West Brighton, one night last week. In the background figure fragments of chandeliers, picket fences, penny doses of electricity, etc., with a plentiful sprinkling of Coney Island nectar.

There is a certain delightful old gentleman (?) residing about a block from the Boulevard on the road to Bath, whose treatment of passing wheelmen is such as to deserve mention. Some two weeks ago, Morell, of the Long Islands, having previously injured his foot while in bathing at Bath, was violently knocked off his wheel while attempting peaceably to pass this individual and after politely requesting that privilege. His companions coming up, a rather fiery discussion ensued, the white hair and venerable face of the fellow saving him, however, from a richly merited chastisement. Since this incident he has shown himself still more worthy of the sympathy and good will of passing wheelmen by digging two deep trenches at either end of his possessions, making it necessary for the rider to make a wide detour in order to avoid a certain fall. Verily the millennium is far distant while people with such dispositions are allowed to live. As the passage before this man's house is legally a path and not a sidewalk, and according to our information it is in Parkville where there is no ordinance against sidepath riding, we think that here is an opportunity for the L. A. W. to impress its usefulness upon us, and earn the gratitude of the Brooklyn wheelmen who now suffer at the hands of this interesting citizen, by the application of our rights in the premises.

NXX.

UNIVERSAL CYCLING CLUB NOTES.

Our club rooms, which are at 701 Atlantic Avenue, are fast getting into shape, and we expect to have a straw ride to Coney Island early in October, to celebrate the anniversary of the club.

Our President, Mr. William Huselton, suffered the indignity of taking a header last Saturday by the devilry of a small boy. He had been enjoying a run through the Oranges, and was returning by way of Park Avenue, when he noticed an urchin loudly requesting him to run over his hat, which he had placed in the road. Being of an obliging disposition, he endeavored to accommodate him, and the next instant he was measuring his length on the road, much to the delight of the youngster, who had secured his hat and was fast disappearing down the road. Upon investigation it was found that a large stone had been concealed under the hat. Mr. Huselton thinks it was quite an ingenious trick, but threatens to make it warm for the boy if he ever comes across him again.

Various runs were taken last Sunday, several of the boys going to Orange, while another party took in Staten Island. Captain Finn and Fred Miller started Saturday afternoon, intending to ride to Smithtown, and Miles and Wickes rode out to Jericho on Sunday to meet them on the way home, but were obliged to return without them, as they had not arrived by 4 o'clock. They showed up at the club rooms about 10 o'clock, and reported the roads good as far as Comac, but beyond that the "walking" was bad.

William, the dandy Star rider who rode down the Plaza steps, was with the Jericho party, and furnished much amusement in jumping the gutters on Atlantic Avenue, and knocking obstructions, such as stones, etc., out of the path with the front wheel of his Star.

Masterson, who blossomed out some time ago as a century maker, has been laid up for two weeks, but hopes to be around shortly, and will go to Buffalo with two of his club mates to represent this club.

Our Second Lieutenant, Gus Huselton, who took a very bad header in the Park last month, will ride a Star, and may be seen at Schwalbach's every Saturday afternoon, getting points from the different Star riders of the city.

We will have a club century run to Patchogue on Labor Day.

ROY.

AUGUST 27, 1888.

CYCLING IN THE QUAKER CITY.

WHERE PHILADELPHIA WHEELMEN RIDE — THE
GROWTH OF WHEELING CLUB LIFE —
THE TRADE.

A hastily penned letter from ye worthy editor reaches me on one of my busy days, requesting a few words in regard to the cycling interests, favorite runs and touring districts of my home, and, hence, with a limit on my time, I will make my bow and proceed to do my best, requesting no cry of "chestnuts" and trusting that you will not venture to pummel the editor for any mistakes I may be guilty of.

Philadelphia probably ranks next to Jersey City for a superabundance of unridable streets, her thoroughfares for the most part being paved with as abominable samples of cobblestones as one will meet in many days; but our city fathers are waking up to the fact that in order to rid our city of the name of village one of their first moves must be to give us better pavements, and, as a consequence, we already have some few miles of asphaltum and considerable promised, but once over these bone-shaking, header-now-and-then bumps in the road, Philadelphia can give her riders as good riding as any city in the country.

Starting out through the park, we have nearly fifty miles of fine riding over splendid park roads, including thirteen miles along the incomparable Wissahickon Creek. But leaving the park, we strike at Fifty-second Street the well-known Lancaster Pike. What rider does not feel his pulse beat quicker and instinctively pedal faster as he bowls over the fine surface of the road? At all times it is kept in condition, and from all the touring in our State and neighboring States I can truthfully say I have never seen its equal, even surpassing the roads around Orange. Riding out, we pass through Overbrook, Wynwood, Ardmore, passing the grounds and buildings of Haverford College to Bryn Mawr and thence on to Rosemont, Villa Nova, Eagle, Devon and Berwynn, to which point the road is kept in splendid condition the year around, and although the ride presents many steep grades one does not mind them on account of the splendid surface.

Probably the worst hill is Spread Eagle Hill, or Devon Hill, although Villa Nova Hill and the three grades now known as the "Three Sisters," so christened by C. A. Roberts in days gone by, are all capable of some blowing powers. At Berwynn we can go on over a fair pike road to Downingtown, thirty-two miles, and on to Coatsville, Lancaster and York, all good riding.

At Paoli a branch is made to West Chester, nine miles over the old State road, which is generally in pretty good condition. Another popular run in this direction is to branch off at Bryn Mawr for Norristown, about sixteen miles from the city.

Returning, we now have the choice of two routes, either by way of the Lancaster Pike or branching off and taking the old Montgomery Turnpike, which has been repaired during the past year and now furnishing most excellent riding. While these routes above mentioned are favorites, one must not think that we are confined to this district alone, for to the south we have pretty good riding along the Island Road to Darby, Chester and Wilmington, runs quite popular with the wheelmen in the southern section of the city, but not enjoyed very often by riders from other sections on account of the very disagreeable fact that several miles of Belgians and cobbles have to be traveled.

Crossing the river, we have runs from Camden to Moorestown and Gloucester, and to the north to Burlington and Trenton, the ride from Camden to Burlington being an exceptionally fine one, passing over a fine gravel road and presenting many fine stretches of side path riding.

The district probably least explored by Philadelphia wheelmen is north from the suburbs of the city, Germantown and Chestnut Hill, although some remarkably fine riding can be found in this section. If we push on through Chestnut Hill to Fort Washington we strike good roads all the way to Allentown, some fifty-five miles from home, while if we care to push on some eighteen miles further over fine roads we reach Easton. Going in another direction from Chestnut Hill, we can leave going down the Pike and striking Gowan Avenue to township line, turning to the right to Willow Grove Pike to Willow Grove, thence to the right

to Doylestown, with slight exceptions all good riding, and for a change returning via Montgomery Square and Conshohocken.

But enough of these various runs. Let us take a look at the cycling interests in Philadelphia. Several years ago, when cycling first started with us, the wheelmen at large had a hard road to hoe in order to obtain entrance to our park. But after much persuasion on the part of several enthusiastic wheelmen entrance was obtained under certain conditions. But what were they? Merely permission to ride before 8 A. M. as far as Lincoln Monument, a little over a quarter of a mile from the entrance. But now, thanks mainly to our Vice Consul, Mr. W. S. Tucker, all the roads are open to wheelmen. At that time there were only two clubs in the city, though we now have nine, with a membership of some 600 or more, divided about as follows: Philadelphia, 100; Germantown, 35; Pennsylvania, 165; Tioga, 40; Century, 120; South End, 50; University, 25; Frankford, 35; Mount Vernon, 40; established, I believe, in the order above mentioned. Besides this we, of course, have our quota of the unattached, and some one estimates the riders in Philadelphia at some 3,000; probably too high a number, but we can only blame our streets that the number is not double or triple that set down. During the past year, nevertheless, the increase has been remarkable, largely due, I think, to the introduction of the safety wheel bringing in many who have never ridden from timidity, and also some well past middle age.

Philadelphia has had her quota of prominent wheelmen, among whose names I now recollect (all of whom will be recalled not only by all Philadelphia riders, but also by many outside), such as Joe Pennell, Eugene M. Aaron, H. Blakiston, W. S. Tucker, C. A. Roberts, A. H. McOwen, George Gideon, Abraham Powell, George N. Osborn, H. B. Hart, Charles L. Harvey, Frank W. Kohler, and many others.

In track racing we have been slow, for, although we have some good men among us, the choice seemed to be for scorching and road racing, and a number of the American amateur road records are held by the residents of our city, both on bicycle and tricycle.

A word for the trade: Mr. H. B. Hart, our worthy pioneer cycling agent, probably holds the bulk of the trade in Philadelphia, and is well deserving of the same; he is congenial and well liked by every one. He is ever willing to do all in his power to help in time of need, and is a man of sterling business qualities. Mr. Kirk Brown and Messrs. Edw. K. Tryon, Jr. & Co. are also doing very well in the bicycle line, and both houses deserve thanks for their kind treatment to all wheelmen. Messrs. B. & D. Craycroft, a new house in the line, also hope to build up a good trade, and from their present start have good reason to expect success, and I wish it to them all.

A word in closing for the new cycle association, formed of delegates from all the different clubs, under the title of "The Associated Cycling Clubs of Philadelphia," for the purpose of advancing the cycling interests and protection of wheelmen when necessary. They have already done some good work towards securing better paved streets, and are looking forward to several other points which we trust will bear fruit in the near future. But I have already taken up more space than I judge is allotted me, and in closing will only say I thank those who have had the patience to read these lines, and for those who have given up in despair, I congratulate them.

WESTFIELD.

NOTES FROM THE CITY OF BROTHERLY LOVE.

What's the matter with the Hudson County Wheelmen? Well, if you could hear the sentiments expressed by the Pennsylvania Bicycle Club members, you would go away with the impression that nuffin was de matter; and neither would you wonder at it could you have been present at the Pennsylvania Club House on Wednesday evening, the 22d, when Dr. Johnson and Messrs. Merseles, Nichols and Kerr visited the city and presented the club with a large steel engraving of the "Chariot Race."

The picture is magnificently framed in a carved oak frame, while on the top of the frame is a very handsome silver scroll bearing the inscription:

HUDSON COUNTY WHEELMEN,
JUNE 9 AND 10, 1888.
PENNSYLVANIA BICYCLE CLUB.

The picture was presented in commemoration of the visit to Philadelphia on the above date. The presentation was made in a very neat speech by Dr. E. W. Johnson, President of the H. C. W., and accepted on behalf of the Pennsylvania Club by President George T. Laing, after which speeches were made by Mr. Merseles, Mr. McKinstrey and Captain Supplee.

A party of Wilmington riders visited the city on Sunday last, having ridden up in the morning. They expect to enter a team for the 100-mile road race, as well as at the Buffalo tournament. The team consists of Captain S. Wallis Merrihew, F. M. Dampman, F. McDaniels and E. Elliott. Dampman is one of the fastest men on the road in this section, and it would not surprise us to see him pull in pretty near front. Merrihew is riding in good form, and stands a very good chance of pulling up with the first few.

Kirk Brown has the promises of the managers of \$250 for prizes, and also has permission to have the State Fair track fixed up, and so has decided to hold the races on Monday, September 10. One of the most interesting races should be between Wells and Middleton on the tandem tricycle, and Hill and McCloskey on their new tandem bicycle.

The greatest piece of news in a cycling fact comes from John A. Wells. He has forsaken the Star machine and vows he will never ride one again. He says he wants a machine that he can control on down grades better than he can a Star with a busted brake. Looks as if he was in earnest from his success on Eagle Rock with a Rambler.

Mr. L. E. Beitler, of the Century Club, is working hard in political circles at present; consequently he is seldom seen on the road.

The race to be held by the Tioga Athletic Association promises to be quite a success, as quite a number of parties have already signified their intention of entering. George Gideon and Abe Powell, the vets, are going to ride a Psycho tandem against Hill and McCloskey. For the mile championship a racing wheel is offered as a prize. This should create some good entries.

Captain Bradley, of the South End Wheelmen, took quite a serious fall recently, cutting his face quite seriously and necessitating an application of needle and thread in the way of eight stitches in his forehead.

After a number of unsuccessful attempts to reach Media, spoiled each time by rain, the plan was carried out on Sunday, the 26th, by some thirteen members from Pennsy. The road was in miserable condition, and the hills both ways seemed to be all up grade.

The party touring up through Pike County when last heard from were drying out after the severe storms last Tuesday. Frank Kohler was hiding behind a time table looking up the next train, while the Deacon was hiding his modesty behind a sheet and gazing intently at his well-soaked apparel sizzling before the fire. Hall was figuring on the possibility of the restorative powers of the Seven Sutherland Sisters' hair restorer, while the balance of the party had reached that state of "what's the use of kicking?" No good crying over spilled milk or wet clothes. They expect to return by Sunday, September 2, when look out for fish and girl stories.

WESTFIELD.

JERSEY CITY.

Messrs. Johnson, Kerr, Benedict and De Camp will doubtless ride "goats" in the near future.

Baggot, Gubelman, Day and Bowman, of the H. C. W., will enter races at the N. J. A. C. grounds at Bergen Point on Labor Day. We should scoop several prizes with that quartette.

I happened to be in Philadelphia last week, and took occasion to call on the Pennsylvania Bicycle Club. You always find those boys the same fun-loving crowd. And then there's Dallet.

By the way, the Hudson Counties hope to have the "Penns" return their visit about

September 15 and 16. Captain Supplee promises to have a representative number accept the invitation, while the H. C. W. will endeavor to make them happy on that occasion.

A day or two ago a party of a dozen members of the H. C. W. took a run to South Beach. The roads were fine, but somewhat dusty. Everything was fine, even Captain Baggot's new uniform. A party of about fifteen members of a local boat club were also there, accompanied by a banjo and violin. The oarsmen treated the wheelmen to a number of choruses, while, on behalf of the H. C. W., Doc Johnson sang "The Night I Stuffed a Pig," accompanied by a little "fever and ague" music on the violin. Doc Benedict recited "The Prussian Dentist," beginning:

"The roses are red, the violets blue,
Where you see three balls, you'll find a Jew."

The services of a local "Sarony" were secured, and a photograph taken seated on a bench, one end of which was resting on the limb of a tree and the lower end braced against a stump. The picture resembled a Jersey City horse car when the conductor insists on seating eleven passengers on each side.

In the *Bicycling World* of August 17, "Caviler" makes the following remarks: "True it is that large clubs of purely cycling element have seen their most prosperous days. The members have not faded away and blown into thin air. They are still to be seen as individuals skimming over the road as of yore. Club runs do not seem to take, and, though such men as Kendall and Perkins make strenuous efforts to get the club members out in force, the effort seems to be futile. They prefer to go it alone, or in twos or threes." The italics are mine. The question must arise in the mind of the enthusiastic wheelman, Is this true? The object of the Blank Bicycle Club is to promote cycling as a pastime. What is the proper way or ways to promote cycling? What benefit would an unattached derive from joining a cycling club, outside the use of the club house, if it is not largely for the enjoyment of club runs? Take a man living in Brooklyn, for instance, where there are a number of wheeling clubs. While on his wheel, he is passed by thirty or forty members of the Blank Bicycle Club on a run "around the block." He might on another day go around the block alone or accompanied by a friend, but there is not the same enjoyment in it for the unattached, and he makes application for membership in one of the cycling clubs, really having in mind at the time the pleasure he expects will come from his attendance on club runs.

I know of a once prosperous bicycle club (now defunct), the former members of which attribute the cause of their death to too much social element in the club, and not enough cycling enthusiasm. You will generally find that new members in the clubs are ever ready to attend club runs, while the older members approach "old foginess" by speaking disparagingly of such excursions; or even, if they remain silent, the tenacity with which they refuse to attend them when called speaks volumes. My own opinion is that one well-attended club run will do more toward converting non-cyclers to the ranks—more for the cause of cycling in general—than having the same number going out "singly, or in twos or threes." By all means, whoop up the club runs.

COASTER.

PENNSYLVANIA L. A. W. DIVISION ELECTIONS.

CHIEF CONSUL.

Geo. A. Jessup, Scranton.....305 votes.

VICE CONSUL.

W. R. Tucker, Philadelphia.....306 votes.

REPRESENTATIVES.

1. G. N. Osborne, Philadelphia....303 votes.
2. Kirk Brown, Philadelphia.....302 "
3. I. L. Murray, Sewickley.....304 "
4. J. B. Kaercher, Pittsburg.....302 "
5. Ira A. Dayton, Williamsport....298 "
6. S. A. Boyle, Harrisburg.....304 "
7. J. G. Carpenter, Wilkesbarre....302 "
8. D. K. Trimmer, York.....304 "
9. K. W. Terry, New Castle.....303 "
10. E. L. Russell, Blossburg.....303 "
11. W. S. Winterstein, Bethlehem. 286 "
12. John J. Van Nort, Scranton.....301 "

Total number of votes cast.....306.

AWHEEL INTO PICKWICK LAND.

A well worn road is this. Many are they who on wheels or other contrivances have gone before. But courage, good heart, fix lance in rest, mayhap some wild flower is yet ungathered. Delight, another week of labor done, to leave the turmoil of the city, to change for jostling crowds the quiet of a Kentish lane, for close courts and sultry streets the free expanse of open common.

Thus onward, passing groups of country folk trudging along with capacious baskets anon to be filled, at the expense of much thought and whispered conference, with necessities for the coming week. We glide by a quiet stream that works a paper mill. On the bank sits an old man, rod in hand, a picture of smiling contentment; and further yet, where the sweet scent of fresh hay fills all the air, and children's laughter as they frolic midst it breaks not unpleasantly the evening stillness.

Over Dartford heath to Dartford town we ride. Here the old main road from London to Rochester is struck, the road the Pickwick Club bowled along, that footsore little David Copperfield limped, and that Dickens himself must have very often traveled. Things are rather too lively on Saturday evenings at Dartford to induce one to tarry, so after a glance at the old "Bull Inn," in front of which Watt Tyler began his exciting but brief public career, the hill out of town is climbed, a hill made familiar to some of my readers by one of those artistic treats Mr. J. Pennell has given us in his wife's charming book, "A Canterbury Pilgrimage." The sketch, as are all his, is or rather was perfectly true to nature—I mean, of course, as regards the houses, etc.—for whether he performed the heroic feat of riding that tandem up alone is a point on which, not being there at the time, I do not care to commit myself; but, alas, since their historic ride certain ugly monstrosities have risen on the hill, a horror to all such gentle pilgrims.

In the good company of the Pennells I will leave my readers till Gravesend is reached, for truly it is an uninteresting bit of road, quite a dreary stretch were it not for the occasional glimpses of old father Thames, now one broad sheet of fire, now softly golden with weird hazes that would have puzzled a Turner as the setting sun kisses his heaving bosom. But after Gravesend and its shrimp are fairly left behind, the country becomes pleasant again, and there, yonder, is the wood-crowned top of Gad's Hill—Gad's Hill, the home of Dickens, an old square brick house nearly covered with creepers and backed by a small, thick wood. A plain, solid-looking house, it has even been called ugly, but who could stand and make cold-blooded criticisms on the place? for Dickens has lived there, gathered his treasures in the old house, added to it here, improved it there, as English people do to their homes, worked there, died there, and the past presence of the great heart and ardent soul has beautified the very bricks.

Up the hill we shall presently look down and see the lights of Rochester peep out one by one. Dickens as a boy often came to stand outside this gate and dream boyish day dreams of how he would have this house when he became a man; how the dream came true, and how he lived here in honor that he could scarcely even have dreamed of. Who knows not that?

On the opposite side of the road, in a plantation, used to stand the house in which he wrote much. There he was working away at the "Mystery of Edwin Drood" on the day of his death. Across this bit of road, the last bit of English road that Dickens ever trod—sacred bit of road—he staggered home to die, and the "master hand," as Bret Harte called him, could give the hungry world no more. Next to the plantation stands the "John Falstaff" inn, which will recall to those familiar with Shakespeare the adventures of the "great hill of flesh" on this spot.

Of course, I put up at the "Bull Inn" at Rochester, the house which Mr. Jingle, with his brown paper parcel (the heavy luggage he said had been sent on by water) recommended to the Pickwickian party in these words: "Good house, nice beds"—a statement I can very heartily indorse—and amused myself in the coffee-room after supper, looking through the visitors' book, crowded with American names, curiously enough, the very last being Mr. and Mrs. Bloss, of Rochester, New York. They keep it up pretty late in Rochester High Street on Saturday nights, and that conviviality which

Mr. Pickwick remarked upon was unpleasantly in evidence, only soldiers were not in this case the culprits. It was at the "White Hart," opposite (bearing date 1390), once a goodly inn, but now degenerated into a common beer shop, that the disturbers of my rest made the welkin ring. This is the house that chatty Pepys favored when he came to Rochester. It must have been a very different place then.

Next morning began somberly with a drizzle, so that when I "leant over the balustrades of Rochester Bridge, contemplating nature and waiting for breakfast," *a la* Mr. Pickwick, things did not look quite so gay as when that illustrious man saw them; and the actual bridge was gone, another less picturesque having taken its place. But the ruined walls still stand there, and the green ivy still clings mournfully round the battlements. Behind them rises the ancient castle, its towers roofless, and the massive walls crumbling away. And the same heavy but picturesque boats glide slowly down the stream as when Dickens fixed them fast forever in the fifth chapter of his immortal book.

After a breakfast with three latter-day Jingles, who were like the original only in the nature of their profession, a start was made to explore the town. Old, quaint and narrow is the High Street, the street where the Pickwickian party gave that remarkable equestrian exhibition when they started for Dingley Dell, on which occasion, it will be remembered, after Mr. Winkle had learned the right side to mount, his horse drifted up the street, his tail pointing to one side and his head the other, to the undisguised astonishment of Mr. Snodgrass. Very little changed is the street since then; quaint, low-ceilinged shops, squeezed-up entrances to courts, and straight, old, formal-looking red-brick houses meet one at every step, whilst the Town Hall (time of James I.) and Eastgate House (time of Elizabeth) gives it a still older flavor. At the back of the High Street is the cathedral; "earthy smell—little Saxon doors," to quote Mr. Jingle again. Not much of a cathedral; looking best from the outside, but even there patchy and mixed, as if it had seen rough times.

Round it gather the usual old, out-of-the-world buildings that are wont to hang onto cathedrals, and what is more rare, a nice public garden, with downy lawn and pleasant trees. Looking out onto this garden is another interesting building known as Restoration House, Charles II. having lodged there when he returned from his involuntary European tour. Like most Rochester houses, it is built of red brick, and the wind and storm of years have scooped deep holes in them; but the house, as a whole, is in a remarkably good state of preservation. Mr. Outram Tristram, writing about Rochester, after telling us that this very house is described by Dickens in "Great Expectations," continues thus: "On the occasion of his last visit to Rochester, June 6, 1870, he was seen leaning on the fence in front of the house, gazing at it, rapt, intent, as if drawing inspiration from its clustering chimneys, its storied walls, so rich with memories of the past. It was anticipated, it was hoped, that the next chapter of 'Edwin Drood' would bear the fruits of this reverie. The next chapter was never written."

A walk up to fort-covered, barrack-built and altogether military Chatham Heights, seeing the Royal Marines parade for church. "Long officer left-wheeled them, right-wheeled them, told them to stand at ease, when they all stood in the most uncomfortable position they could think of; and finally, when he had made himself quite hoarse (*mem.*, ho(a)rse marine), handed them over with a salute to short officer, who marched off at their head as if he had done it all himself. After a glance at the Medway below, crowded with craft, and at distant Rochester, in the haze a confused mass of buildings, back to the "Bull" for the great treat of the day—namely, to be shown over the grand old house.

To one who, like the writer, has been born and bred in an atmosphere redolent of Pickwick, till, like Don Quixote to the peasantry of Spain, the great man has become a living reality—nay, more, a personal friend—a visit to the "Bull" partakes almost of the character of a devotional act.

"The Bull," apart from all associations of Dickens and his creations, would still be a place well worthy of a visit, for except that the stables have been swept away, it remains a complete and excellent sample of an old coaching

inn. The street front is extensive but unpretentious. A roomy archway admits the visitor to the house and stables. In the cool retreat which this archway forms, joints and poultry hang. To the right is the commercial room; on the left, the staircase, coffee-room, bar and a glass case filled with luscious triumphs of the cook. We walk up the staircase, down which the impudent Mr. Jingle conducted Mrs. Budger; the walls are covered with curious old pictures collected by the former proprietor, and reaching the first landing we see before us the recess in the passage where the outraged Dr. Slammer stood choking with wrath, waiting for Jingle's return to the ball-room. The ball-room is at the end of the passage on our left. We enter, and find it just as described, a long room; and there are the chandeliers, protected at the time of our visit by coverings, and looking like belles in curl papers; and there is the gallery at the entrance end of the room where the wretched musicians were placed to stew, "confined in an elevated den," as the master hand writes it. All are there, except the crimson-covered benches and the Bulders and Clubbers and Snipes.

Back to the recess in the passage, where a copy of that pathetic picture, "The Empty Chair at Gads' Hill" hangs, and through a small door. Here we find ourselves in a narrow passage, and get mixed up with several little staircases that charge into each other in a most confusing manner. On the left of this is room seventeen (forgive the prosy recital of an enthusiast), the bedroom Dickens used when he stayed here. It is a small, snug room, away from the noise of the street, and contains a cane chair, from the sale at Gad's Hill. Opposite room number three was his sitting room, looking out on to Rochester High Street; an old, worn, easy chair, with leather straps for arms, was his favorite seat. Sitting in that chair, one felt, somehow, more than ever in touch with him. Many a bright fancy and noble thought has doubtless been cradled in that most comfortable of easy chairs. The next room, number four, will also in the future have a history to be proud of (?), as Free Lance slept there. Up a few stairs we find number nineteen, Mr. Tupman's room, also looking out on the street, and in the corner a small door leading into Mr. Winkle's room, where his clothes were abstracted from to array Jingle (who casually hinted at fourteen coats coming by water) for the ball, the incident that led up to the duel. I noticed that the chambermaid, when we were in Mr. Winkle's room, bolted the dividing door, as if to prevent any such pranks in the future, for it is not necessary to go through Tupman's room to leave Winkle's. They have a curious cast-iron bed in one of the rooms, with unique designs like carved wood. Wellington has slept in it. So on we went, into room after room, endeared by fiction or hallowed by fact, along corridors and queer old staircases, till the maid woke me from the dream of the past in which I had followed her, by saying: "I think I have shown you all, sir," when I strolled out into the now sunny street, and still in a dazed condition, sought the castle garden, there to ruminate alone. The present Mr. Charles Dickens is a frequent visitor to the house his father immortalized, and as if all this was not enough honor to be crowded into one building, it is in addition the headquarters of the C. T. C. The castle is a fine ruin. The tower itself is 112 feet high, and as it is built on a mound, a grand view can be had from the top of the Medway, the country beyond, and red-roofed Rochester below. The cathedral also looks best from this vantage point, and away on the hills at the back of the town Fort Pitt can be discovered, where the wretched Winkle went to fight Slammer. One thing I noticed particularly in the castle was a well in the centre and a shaft right up to the top of the tower, with an aperture at every floor to pull the bucket through, and yet the modern builders flaunt their water laid on every floor as a modern and original luxury. The castle simply swarms with beautiful pigeons belonging to the town. They must do a lot of harm to the ruin.

No visit to Pickwickland would be complete without a run up to the "Leather Bottle" at Cobham (not the Cobham of the Ripley Road), where the dejected Tupman retreated from a cold world. Mr. Pickwick and party very wisely prefaced the search for their friend by a good dinner at the "Bull," and I felt in duty bound to follow such an illustrious example. The sun poured down on the narrow lane to

Cobham, and as it was up hill nearly all the way, it proved to be a very warm ride; even when I reached the deep and shady wood of which Dickens speaks, it was still warm, but altogether beautiful. Gad's Hill lay on the right; a view of the back of the house was to be had at one point. Presently the open park and ancient Hall were reached. The deer were cropping the fresh grass as if they had never left off from the time when this charming spot called forth that eloquent burst of admiration from Mr. Pickwick. This is Cobham Hall—it might be justly called a palace—the beautiful property of Earl Darnley. Dickens knew it well, and it is pleasant to remember how the noble owner provided his gifted neighbor with a private key, that he might wander in the park whenever sweet fancy led him. And thus to Cobham village, a small collection of diminutive cottages and a good-looking church, and the little "Leather Bottle" inn, out of which rushes a bright young fellow wearing the twenty-four hours gold medal of the Pickwick Bicycle Club. He turns out to be captain of the good ship "Leather Bottle," and a very good captain, too. He is all animation at meeting a brother of the wheel. "Do come in and have a wash—see my visitors' book; all sorts of swells come here. Americans? Bless you, yes. Why, when a ship stops at Gravesend they come over four carriage loads at a time. Miss Mary Anderson came here; sent her photo. Being a bachelor, you know, I appreciate that." Running on like this, he took me over the house, never deserving more than at the present time the description of clean and commodious that Dickens gave it. We went into the parlor where Mr. Tupman was discovered sitting down to roast fowl, etc., and looking like anything but a would-be suicide. It is a low room, with heavy beams across it, and the walls are still covered with curious pictures, some being pen-and-ink copies of Cruikshank's illustrations of Dickens' works; and there hangs the portrait mentioned of the accomplished and beautiful American lady, Miss Mary Anderson. A chair in this room is venerated as being the one that Dickens was wont to use. "Sit down in it," said my cheery conductor, "if you wish to receive inspiration." I thanked him and sat down, expressing a doubt, however, as to whether such inspiration could be knocked into a wooden head by means of a wooden chair.

I trust my friends have, in some faint measure, at least, shared with me the pleasures of our wheel into Pickwickland. FREE LANCE.

ALONG THE CONNECTICUT.

TO THE EDITOR OF THE WHEEL:

Dear Sir—The roads along the west bank of the Connecticut, from Northampton to Hartford—say forty-two miles—are now in excellent condition; and I recommend them to any lover of fine scenery who is planning an autumn tour.

On Saturday last I wheeled from West Springfield to Hartford and Cheshire (fifty-six miles), 5:30 A. M. to 7 P. M., with a three hours' halt at New Britain, to "talk book." Yesterday morning, I took a three hours' spin of eighteen miles to West Haven, in season to breakfast at 8:30 with a friend, in whose company I spent the day; and to-day I put in the final forty miles of the trip—5:30 A. M. to 3:30 P. M.—ending at Stamford, where I took train for New York. As I never yet entrusted "No. 234 Jr." to car or steamboat, I deposited it with "Stamson," to hold until I get time to join it again, and ride to New York.

Near Bridgeport I met two tourists who had wheeled from Lancaster, Pa., and were bound for Boston. Eight miles after leaving them I found a chain and lock which some bicyclist had dropped in the road. If the loser happens to see this note, I will gladly restore his property, and at the same time mail to him "Newspaper Notices and Subscribers' Opinions," a book of 150 pages designed to describe and advertise "X.M. Miles on a Bi." I am also ready to mail it to any man who did not lose a chain, if he will send me a request by postal card.

KARL KRON.

THE UNIVERSITY BUILDING, WASHINGTON SQUARE, N. Y., August 27.

Cyclists visiting at Buffalo should look out for the small space at the Exposition occupied by the Warwick Cycle Manufacturing Company, of Springfield, Mass. They will show but one bicycle, but that one will be worth inspection.

THE RED-HEADED GIRL AND THE LADIES' BICYCLE.

There is a young man in New York named Jones. Everybody knows Jones, and a letter addressed: "Mr. Jones, New York" or "Mr. Jones, U. S. A.," will reach him all right.

He is of interest to wheelmen just now because he has a tandem bicycle for sale at an extremely low figure—a ladies' tandem. I met him in Union Square the other day and he begged me in pathetic tones to take it off his hands.

"Oh, I don't want it," I said. "What d'you think I want with a ladies' tandem bicycle?" The fact is he seemed so eager to get rid of it that I grew suspicious.

"I'll tell you what I'll do with you," he continued. "In addition to the bill of sale, I'll give you pointers, which, if carefully followed, will furnish you material for a brilliant society novel, in less than a fortnight."

"Why, what are you talking about?" said I. "A novel; I don't—"

"Yes, a novel, and a dandy, too; based on my own experience," said he, eagerly. "And I'll give you a guarantee that if you follow my instructions, and round out and polish up the results a little, your reputation as a novelist'll be ringin' round the world afore the summer's over."

This was a tempting proposition surely; so, handing him a dollar cigar, I invited him over to my boudoirs to explain. He gasped a little as I ushered him into the crimson room, but iced champagne soon put him at his ease and freed his tongue. Ten minutes later, under the melting influence of the Pom Sec, he had his heels on the centre-table and wanted to use my hat for a spittoon.

"All right," said I, "anything you like; but go ahead about the tandem."

"Ah yes, I'd almost forgot the tandem," said he; "that's so—the tandem; blast it! yes," and here Jones shook his head thoughtfully.

"You see it was this way," he went on. "About a month ago I'd never seen a ladies' bicycle, nor a tandem, though I'd often heard of 'em, and had seen pictures of 'em in THE WHEEL. I owned a 52-inch ordinary, and used to take a spin pretty much every evenin' in Central Park. Three weeks ago last Friday, about dusk, I was whiskin' round by the—the—I can't think of it, but you know—"

"Oh, certainly," said I, "everybody knows where that is—but, go ahead."

"Well," continued he, "to come to the point, I had the honor of rescuin' a young lady. First time I ever did such a thing in my life, though, I assure you."

"Come now!" said I, "never before?"

"No, honor bright," he persisted. "And she was a red-headed young lady with a peaches-and-milk complexion. She was joggin' along in the gloamin' in an English T-cart, when the pony shied at the bicycle stealin' up behind, and bolted. Of course I flew to the rescue. Puttin' on one of my old-time spurts, I dashed into the rear of the flyin' vehicle and took a header that landed me inside. As soon as I seized the reins from her nerveless hands, the young lady fainted—ahem!—in my arms." (Here Jones halted a moment to blush and to clear his throat.)

"Well," said I, "this is growing interesting; go ahead."

"P'raps you won't believe me if I tell you," said he, modestly.

"Why not?" I urged; "go on."

"I soon stopped the pony," continued he, "but the fair driver's head still lay limp and reposeful on my shoulder, and the only way I could keep her from fallin' off the seat was to put my arm about her waist."

"Tthi—tthi—tthi! Whatever did the people think of you?"

"That's the worst of it," said Jones; "there wasn't a soul in sight, and it was growin' quite dusk; so dusky that I had to peer right close into the young lady's face to see whether she was comin' round. And—I didn't think unconscious folks could smile, did you?"

"No," I admitted, "I think not."

"She did, though, all the same; and when I peered still closer to make sure she hadn't come round, blame me if she didn't smile again, and all this time she was deader'n a doll. I shook her to try and resuscitate her, and she actually opened her eyes a little and smiled. Still, she remained unconscious—funny, wasn't it?"

"At length she sat up, as natural and wide-awake as if she hadn't been unconscious at all;

and to cap all, she seemed half inclined to be angry. It isn't natural for folks to get mad for bein' saved, is it?"

"I think not," I admitted frankly. "Sure you didn't take advantage of the poor young lady's unconsciousness to steal a kiss, or didn't use your supporting arm more than the exigencies of the case demanded?"

"Me!" said Jones. "Good gracious, I hope you don't think me capable of—"

"No, no. But didn't you mention to her after the revival the curious phenomena of the smiles from an unconscious person?"

"I did," returned Jones; "and she gave me such a look, and said she thought I must be romancin'. Finally, she thanked me for rescuin' her from a horrible fate, and asked me to call—again."

"Call again?" Why, how do you make that out?"

"I couldn't make it out; but that's what she said, anyway, with an emphasis on the 'again.'"

"Of course, I called. Her mother and the old gentleman thanked me warmly for having spared them the horrors of heirlessness, as she was their only child. As for the young lady herself, come to see her by the soft, mellow light of a chandelier, she was the most bewitchin' little puss of a girl you ever saw. Her name was Belinda. I never fell in love with a girl so rapid and so helplessly afore in all me life."

"She said she was happy to be the heroine of the same adventure in which I was the hero, and that I might call her 'Linda, if I liked, without the Be. This was the first time in my life I had ever been called a hero, and the way she said it and smiled made me float right up off the chair."

"Well, I called and called, and on Monday, a week ago, I took her to the Casino to see 'Nadjy.' I had begun to feel, by this time, almost like one of the family. She seemed greatly interested in cycling, said she always did admire wheelmen, and—so, at least, I thought—hinted gently that she would like to become a wheel-woman herself. At any rate, I took the hint to heart, but said nothing, intending to give her a pleasant surprise."

"I sold my ordinary for \$50, at a sacrifice; pawned my watch for \$20, borrowed \$10 more, and paid the \$80 on a tandem bike, givin' notes and a mortgage on it for the balance. I wrestled with it and wrestled with it, with sister Maude for a dummy, until I could manœuvre it all right without tippin' sister Maude over; then, with a jubilant heart, called on Belinda the evening after we had seen 'Nadjy.'"

"She looked radiantly happy that evenin', and more bewitchin', I think, than ever. I don't remember whether my feet touched the carpet or not as I walked into the parlor; to the best of my recollection, however, I walked through the air. After a while Belinda made room for me on the sofa, and asked me to read poetry to her—Browning's."

"'Linda,' said I, as I sat down, 'I have somethin' to ask you—somethin' I have had on my mind for some time, and have been eager to say before.'"

"'Yes, Willie,' she murmured softly, and laid her hand in mine."

"'Don't turn your face away,' I said. 'I hope you won't say no.' She didn't turn her back, however, nor make any reply, but I could see her little ear turn pink. I thought she was blushin' because I held her hand, and so dropped it gently."

"'Will you take a ride with me in Central Park to-morrow evenin' on a tandem bicycle?' I asked."

"She drew back, surprised-like."

"'A tan—what?' said she."

"'—dem bicycle,' said I."

"'A bi-cycle!' said she, her face turnin' as red as her hair. 'A bi-cycle! You horrid wretch! You think you're funny, don't you? Oh, you horrid monster! Help! Papa! Help!' she shrieked. Then she fainted away as she had done in the T-cart, only she fell away from me this time."

"Well, the old gentleman came scurryin' in, 'What have you done, you villian?' he howled. At his heels came the mother, and behind her trotted the wretched little Scotch terrier that had antagonized me from the beginnin'."

"Belinda soon came round."

"'What is it, my poor darlin' child?' said her mother. 'What's he done? What did he say?'"

"'Wanted me to ride a bi-cycle! Oh, papa!—mamma!' she sobbed, hysterically."

"'A three-wheeler?' asked the old gentleman. "'N-n-o,' sobbed Belinda; 'a t-two—a b-bi-cycle.'"

"'A two-wheeler!' screamed her mother. 'Oh, my poor darlin'!—You horrid monster!' (meanin', of course, me)."

"It was the worst circus I ever struck. Belinda fainted again; her mother shrieked at me; the old gentleman raved and swore he'd have my life. I tried to explain, but they wouldn't listen. The terrier slipped round and nipped me viciously on the leg. I was badly rattled as it was; I lost my head now entirely, and kicked the terrier through a big mirror."

"'He'll murder us all!' the old lady now shrieked. 'Murder! Murder! Police!'"

"The old gentleman seized me by the collar, and with the assistance of his boot and what was left of the terrier, hustled me to the door and dropped me out."

Poor Jones! A tear trickled down his nose and fell with a thud on the carpet as he concluded, and begged me to make known that he had for sale at a bargain a ladies' tandem bicycle. Who wants to buy it?

THOMAS STEVENS.

INTERESTING HISTORICAL SPOTS NEAR BUFFALO.

It is by no means remarkable that Buffalo, situated as it is upon beautiful Lake Erie, and at the head of a historic river, should afford an excellent rendezvous for the bicyclist, and should be chosen as the best place in America for holding a world's bicycle tournament. The wheel of the bicycle is like that of the kaleidoscope; one has only to turn it and new beauties reveal themselves. As the wheelman is a man of multifarious interests, he is attracted alike by the beautiful in nature, the romantic in history and the unique in commerce.

From the wide choice of routes offered him when he visits Buffalo next September, let us suppose that he chooses the one along the shore of the Niagara. The start, perhaps, is at Ferry Street, the route for the present being Niagara Street. The broad blue river is hurrying on at his left, the poplar-bordered shore of Canada lies beyond, the sky is cloudless, a gentle breeze sweeps the lake and everything gives promise of a day of perfect pleasure.

Before the wheel has made many turns the rider is brought in sight of the oldest house in Buffalo, at present occupied by the Hon. Lewis F. Allen, the veteran agriculturalist. This is one of those quaint old mansions whose history forms a link between the present and the past. La Fayette once visited here. During the war of 1812 the house was the residence of General Peter Porter, and when on November 11, 1812, the American works in this vicinity were bombarded by the British across the river, a shot struck the upper part of the Porter mansion, and a moment later a huge ball came crashing through the roof while the General was at his dinner.

A few minutes' ride brings the wheelman to Lower Black Rock, where Scajaquada Creek empties into the river. This is another spot made famous by the war of 1812. On July 11, 1813, the British troops rowed across the river and made a desperate attack upon the force at Black Rock. The Americans broke and fled, hardly stopping to look back till the village of Buffalo was reached. Thither rode Peter Porter, with a fierce determination in his handsome face. He rallied the American troops, led them back to the scene of action, and hurled his entire force upon the enemy. Baffled and beaten, the British rushed to their boats. Nine of their number lay dead on the field; nearly twenty were made prisoners; many more were lost in the retreat, and, worst of all, their fearless leader, Cecil Bisshopp, was mortally wounded.

Again, on December 30, 1813, British troops made their appearance at Black Rock. This time they were more successful. The Americans met them at the mouth of Scajaquada Creek, but were almost immediately put to flight, so great was the difference in numbers between the two forces. The British then hastened down Niagara Street to the village of Buffalo, which they pillaged and burned, leaving only about a dozen houses untouched.

Still other memories cluster around this historic spot. Here, in 1818, the first steamboat on the lakes was built. The timber for her hull was

cut in this vicinity, but the engines were brought all the way from Albany on huge broad-wheeled wagons drawn by eight horses. The boat was a small "side-wheeler," of about 240 tons burthen, and named the Walk-in-the-Water. Steam whistles were the invention of a later time, and the Walk-in-the-Water was provided with a four-pound cannon to take the place of such a contrivance. Her engines were not sufficiently powerful to drive her against the swift current of the river, so other means were resorted to for starting her on her voyage. Sixteen yoke of oxen, humorously termed "the horned breeze," towed her up the rapids to the lake. This was repeated every sailing day. Captain Job Fish, an associate of Robert Fulton, was in command.

The wheelman, remounting his bicycle, soon finds himself at the great International Bridge, and a few minutes later is well on his way into the country. Between the road and the river is the Erie Canal—the "Grand Canal" of half a century ago. On the 26th of October, 1825, a strange procession passed along this water-course. It was headed by the Seneca Chief, the first boat on the canal, with Governor Clinton and other notables on board. The six gray horses that drew the barge were decked with the gayest trappings, and the boat itself was fairly covered with bunting. Next came the gallant Noah's Ark, with two Indian boys, a pair of deer, eagles, a bear, and a number of wild birds on board to represent the Great West, now opened to commerce. Other boats followed in the train. At the towns and villages along the canal celebrations of every kind were held, and when at last the little fleet reached New York a keg of water brought from Lake Erie was poured into New York Bay—a ceremony quite as romantic, when one pauses to consider all it implied, as the ancient celebration of the marriage of Venice to the Adriatic.

The wheelman, with the miles slipping easily under him, soon reaches the town of Tonawanda, the second lumber port of the world, surpassed by Chicago alone. Opposite Tonawanda is a beautiful island called by the same musical name. Here are the remains of an Indian mound excavated by Mr. E. G. Squier, who found there human bones, fragments of pottery and a few other Indian relics, which were probably deposited by the Neuter Nation of Indians. There are several trees of great age growing near the top of the mound, and these fully attest its antiquity.

A fine old mansion, where Daniel Webster was a frequent guest, is another interesting feature of the island. The house was built in 1835 by Mr. Stephen White, made notorious by the famous murder case in which Daniel Webster took so prominent a part. The woodwork was brought, completed, from Boston. The walls were two feet thick. Marble mantels were brought from Italy. People from Buffalo organized excursion parties to visit the new mansion, so great was the interest excited.

On Grand Island, opposite Tonawanda, was the site of Major Noah's proposed City of Refuge for the Jews. Had fond hopes been realized, the marble domes and towers of a magnificent city would now add their splendor to the beauty of nature. Noah had gone so far as to draw the plans of the public buildings of "Ararat," and the drawings can now be seen at the rooms of the Buffalo Historical Society. The wheelman has seen much, and learned much, yet he is now only eleven miles from Buffalo.—*Journal*.

BOSTON AND ALBANY RAILROAD RATES ON BICYCLES.

Through the efforts of Mr. Henry E. Ducker, the B. & A. R. R. has issued the following order, which will be appreciated by all cyclists:

BOSTON, MASS., August 15, 1888.

Upon receipt of this, Rule No. 9, Book of Rules and Regulations No. 5 for the Government of train and station baggagemen, relative to the transportation of bicycles, will be changed to read as follows: "Bicycles will be received and forwarded in baggage cars at the rate of twenty-five cents each for distances of twenty-five miles or less, and for longer distances at the rate of one-half-cent per mile." The clause relative to tricycles will still remain in force.

Have it understood with the passenger that bicycles are taken at their own risk.

Approved.

A. S. HANSON, J. C. LEVIN,
General Passenger Agent, General Baggage Agent.

FROM NEW YORK TO BUFFALO.

Chief Consul has arranged with West Shore Railroad for increased sleeping service and special baggage cars on trains leaving foot of Jay Street at 5:40 P. M., and foot of Forty-second Street, North River, at 6 P. M., on September 1, 2 and 3.

Wheels will be carried free. Excursion tickets, New York to Buffalo, with admission to fair added, \$9. Good until September 15. Berths each way, \$2. Remove pedals from bicycles before offering at baggage car.

CALIFORNIA ELECTION RETURNS.

Chief Consul, Edwin Mohrig, San Francisco. Vice Consul, J. Phil Percival, Los Angeles. Secretary-Treasurer, Alexander S. Ireland, Oakland.

Representatives, George H. Frost, Pasadena; C. C. Moore, Stockton; Thomas L. Hill, San Francisco.

Representatives from League clubs: San Francisco Bicycle Club, J. M. Curragh; Outing Cycling Club, S. F. Booth, Jr.; Bay City Wheelmen, J. J. Bliss and C. C. Moore, of San Francisco.

POINTS—SAFETIES—LADIES' BICYCLES.

TO THE EDITOR OF THE WHEEL:

Dear Sir—That cycling has become one of the most healthy and popular amusements that the world has known is a statement of fact which has been so repeatedly made that it will probably impress wheelmen as *fatiguing*. It is to be presumed, however, that your valued publication is read by other than acknowledged lovers of "biking" and I make the assertion for their information and, perhaps, ultimate benefit.

After satisfying oneself as to the best mount, and purchasing, hiring or *borrowing* one, it is a simple matter to learn to ride. There is nothing left then but for the rider to revel in a sport the love for which rapidly increases in *geometrical progression*. This question of "mounts" is becoming a very serious one for the experienced as well as for the inexperienced rider. I have yet to see the cyclist whose wheel is not *par excellence*. (Certainly complimentary to the various manufacturers). This gives rise to a discussion perhaps not second in importance to the severely mooted L. A. W. Constitution, and the universal query is, which will be the wheel of the future—the high or the low? As a rider of the former who has *tested* the hill-climbing qualities of the latter pretty thoroughly, I think I am not alone in my tendency toward the "safety." This tendency will unquestionably become more universal on account of the appearance of the ladies' bike—a wheel, by the way, destined to become extremely popular and revolutionize the opinions in regard to the ordinary and safety. Why? The answer is simple. Picture yourself riding with a charming lady companion. She, gliding along on one of those dainty wheels—you, towering above on a "regular!" Not very sociable, and it will never do. The only sane conclusion is that the high wheel must go.

In strolling along the Riverside drive last Sunday morning, I met two of the most graceful lady bicyclists that I have ever seen—the face of one being readily recognized as that of a popular New York actress. The sight was not only pretty and fascinating, but—alas!—expensive as well, for I, then and there, mentally resolved that my next gift to—no matter whom—should be a *ladies' bicycle*. Please observe the moral herein.

Now that the members of the fair sex have made a start, let every wheelman take an interest in providing himself with a gentler and more agreeable partner than he has been in the habit of having. Who can tell what the result may be? Let the bachelor tremble. S.

NEW YORK, August 28.

TWO HUNDRED AND NINETY-THREE MILES IN TWENTY-FOUR HOURS.

C. Hill, of the Finchley Harriers, made the above remarkable record, within two miles of S. P. Mills' record, on August 10. The machine used was a 46-inch Grand Faule, which Mr. Hill has been riding but a month. Mr. Hill actually rode 294½ miles in 24h. 5m. He will shortly attempt to ride 300 miles in twenty-four hours, which is his ambition.

WHEEL GOSSIP.

Mr. A. H. Overman was present at the recent Harrogate "camp."

W. F. Miller, Brooklyn Bicycle Club, is off on a trip to Europe.

A "Union" run will be a feature with the Boston Club on Labor Day.

Harper's Weekly of last week contained an illustration of the Buffalo track.

Mr. Fithers, of Fither's Hotel, Sharon Springs, N. Y., will give special attention to wheelmen.

A. Pellant, an English cyclist, has reduced the 50-mile bicycle road record to 3h. 14m. 6 2-5s.

It is reported that Kennedy-Childe will "stump" this fall for Cleveland and Thurman.

Abbott Bassett, Scrutineer, is ye good old B's latest title. He assumes it when scrutinizing the ballots.

John A. Wells has cast his optics on Murder Lane Hill, near Sewickley, Pa. He will shortly have a go at the hill.

Several members of the Orange Wanderers made a trip to Greenwood Lake and back on Saturday and Sunday.

A. K. Stewart, "Alley" the St. Louis boys call him, has been stopping over at Gotham a few days on his way to Buffalo.

Mons. Louis Suberbie, editor of *Le Monde Sportif*, is a very tall man, rides a sixty-six ordinary and can stretch a seventy.

At Orange, U. S. A., John Wells won the mountain-climbing contest on bicycles. Distance, 1½ miles. Time, 9m. 32 2-5s.—*The Cyclist*.

W. F. Murphy, K. C. W., is after Nisbett's July record of 1,600 miles. Mr. Murphy will try to beat this record during the month of September.

Mr. Gerry Jones, Chairman of the Racing Board, is so engrossed in business that he will probably be able to devote but little time or energy to the League.

A rider touring on Long Island writes that in a 60-mile run he met the following wheels: One New Rapid, one Coventry, three Columbia Light Roadsters and seven Expert Columbias.—*Adv.*

DID YOU, SMITH?

Will THE WHEEL inquire if Smith, of Detroit, did not wheel to the Photographers' Convention at Cincinnati, in July, 1884?—*Louisville, Ky., Commercial*.

Senator Morgan wears as a watch charm a £5 English piece of the time of Charles I., presented to him by Mr. George W. Atkinson, athletic editor of the *Sporting Life*, of London. The piece is now valued at £20 on account of the date.

HOWELL AND WOOD AT TWENTY MILES.

Howell and W. Wood met at Leicester August 11 in a 20-mile match race. Howell just managed to win by ten yards in the excellent time of 60m. 49s.; last mile, 2m. 38s.; last quarter, 34 2-5s.

It is rumored that a bicycle club was organized in Chattanooga, Tenn., about three weeks ago, and that on the very night of the organization one of the members ran into a small boy, breaking the boy's neck and killing him instantly, besides fracturing his own (wheelman's) skull.

Knapp has ridden twenty miles not only in an hour, which of itself would have been hailed as remarkable two years ago, but has ridden forty miles in two hours and fifty miles in two and a half hours. Who will give us sixty in three, eighty in four and one hundred in five hours?

The Ohio Division, L. A. W., per C. W. Keplinger and Frank C. Meyer committee, have issued a neat handbook in pamphlet form containing the officers of the League, the officers of the State, the League constitution, the State constitution and by-laws and list of local consuls and League hotels.

The Allegheny County Bicycle Club, Allegheny, Pa., has arranged for a three days' meeting during the county centennial in September. The purses will be large, and among the events will be professional and amateur

races. Special prizes will be given for amateur running, leaping and jumping contests.

RIVERSIDE WHEELMEN.—Several members of this club left New York at 3 P. M. last Saturday for a run to Nyack. On Sunday they were joined by another party, who left the club house at 4 A. M. Both parties wheeled back to Gotham together. Mr. John Wood, of the Harlem Bicycle Company, has joined this club.

A FAST GIRL.

Miss Masters, a tricyclienne of Paignton, is so fast—on a machine, of course, we mean—that the local bicyclists disappear down side roads for fear of being "taken on" and beaten whenever she appears in sight. That Mrs. Smith would defeat her, we think, but the Paignton-ites do not.

The "experiment" of working convicts on the public roads is to be given a trial in Adams County, Miss., and if it proves successful the other counties of the State will "go and do likewise." The last Legislature of Mississippi amended the road law so as to permit this move. There are only three or four dozen wheelmen in Mississippi.

Grand Marshal Bidwell's staff in the Buffalo parade is composed largely of very prominent League men. Mr. Ducker, curiously enough and very innocently, announces that the Grand Marshal has got all the royalty in the cycling line on his staff. At Baltimore we heard something about the aristocracy, but now it is royalty. What next?

A party is being made up for the purpose of chartering a special car from Boston to Buffalo if a sufficient number is obtained to fill a car. The cost will be less than regular sleeping-car rates, with all the advantages of a private car. Any person desirous of joining this party should communicate at once with Dr. W. H. Emery, 1177 Tremont Street, Boston. It is intended to start Monday, September 3.

WHEELMEN PURSUED BY COYOTES.

SALIDA, COL., August 13.—Eugene Kreider and Harry Hickman, two of our local wheelmen, returned this afternoon from a bicycle trip to Del Norte and Monte Vista. They started from Salida Saturday morning, taking the train as far as Round Hill; from thence to Del Norte and back. They wheeled a distance of 180 miles. They made the distance between Del Norte and Saguache, fifty-two miles, in four hours, allowing forty minutes for stops. On the return trip, late on Sunday night, while crossing an eighteen-mile stretch of desert, they were pursued by coyotes.—*Denver Republican*.

MINNESOTA ELECTION.

On Monday, August 13, the ballots were opened at Winona for the annual election of officers of Minnesota Division of the League of American Wheelmen. The ballots were counted by Secretary A. W. Laird, and the inspectors selected John I. Willson and W. H. Elmer. The voting resulted in the election of the following officers for the ensuing year: Chief Consul, F. M. Slosson, of Minneapolis; Vice-Consul, C. A. Roach, of St. Paul; Representative, A. M. Wells, of Redwood Falls, and Secretary and Treasurer, A. W. Laird, of Winona. The officers elected are all new men, with the exception of Allison W. Laird, of Minneapolis, who was re-elected.

Every voluntary organization is a law unto itself. It can make and unmake laws at its pleasure. We fail to see, therefore, the point of *The Wheel's* argument when it declares the new constitution to be "unconstitutional."—*Bicycling World*.

There is undoubtedly a deal of condensed erudition in the above. Will *Bicycling World* please cogitate over these queries: Is there, or can there be such a thing as an involuntary organization? Is not every organization voluntary? A man is a member of a club, a coterie, a country and of society by his own volition. Considering these United States as a voluntary organization and governed by a constitution, are there not many things which would be unconstitutional? We use this word in a different sense than our esteemed *Bicycling World* seems to grasp. By unconstitutional we mean anything that interferes with a man's personal rights; with a corporation's private interests; it means anything that deprives of certain fundamental rights. Thus the attempt of the New York State Legislature to compel "L" roads to reduce their fare to five cents was unconstitutional; the Chinese immigration clause is held to be unconstitutional by many thinkers. D'ye understand?

HERE AND THERE IN NEW JERSEY.

The long-talked-of and long-looked-for "safety boom" has got here at last. Oh, yes, sure! Why, one of our local dealers has sold no less than three safeties, two of them being ladies' machines, within the last two weeks. It is a positive fact that until the last few weeks the safety type of machine received the cold shoulder in all parts of New Jersey, and nowhere was the shoulder any more cold than through the magnificent riding district of the "Juicy Oranges" and in Newark. Now, however, dealers report that safeties and rear-drivers in particular, are receiving a great deal of attention from all around, and although no big sales are anticipated for the remainder of this season, they will all be prepared for a heavy trade in 1889.

The first ladies' safety bicycle to be exhibited in Newark was a Royal Salvo, which was shown by Howard A. Smith & Co. The firm have since sold two of these machines to the Misses Nellie and Nettie Mulford, of South Broad Street. The machines have given perfect satisfaction to the young ladies and are kept in daily use by them. It will not be a great many moons before the majority of our lady riders will use the light and graceful two-wheeler rather than the trike, with its forty or more pounds of superfluous weight. Now that the ice has been broken, so to speak, there is no telling when or where the "boom" will stop.

The annual 5-mile road race for the championship of Union County will be held on September 20 or 21, the exact date to be decided upon later. The affair is open to all riders living in the county, and the citizens of Westfield contribute three medals—one gold, one silver, and one bronze—for the first, second and third men in. The race is under the immediate auspices of the live Union County Wheelmen.

I understand Ed R. Collins has some hope of winning the Union County road championship, though what earthly reason he has for thinking that he can ride against Caldwell is more than anyone knows but himself. Now, Ed, don't let anyone mislead you! If you start you will undoubtedly be the first man to finish, but the trouble will be that you will only ride a couple of miles before you finish. I'll go you a cigar that you don't come in better than third man if you ride the whole distance (five miles); another that you don't finish the five miles; one that you don't "stay" for four miles; another that you don't finish three miles, and still "once more," that you won't start in the race. Don't back water, Ed; take all the odds, and I'll go you another (a two-fer) that I win them all.

Men are to be set at work to-morrow (Thursday) putting the Roseville track in shape for the coming Division race meet. The track has been sadly neglected for a year or more, but a little hard work will soon restore it to its former excellent condition.

Chauncey L. S. Walker, whom we claim to be the "veteran" of New Jersey, started out from Oraton Hall at 3:30 on Saturday afternoon, and before dark had covered about thirty miles, going as far as Caldwell, and riding here and there on various roads en route. He rides a 42-inch pony Star.

A certain young Star rider of Newark started out to accompany a party of ladies on a run on Sunday, and it is stated (on the dead q. t., of course) that, after the ladies had succeeded with but little trouble in pedaling to the top of one of the hills en route, they turned around to look for the c. y. S. r., and just caught sight of him in the act of gathering himself out of the dust—at the foot of the hill. When the ladies go out again they will have to set a slow pace on the level to suit their escort, and it would not be a bad plan to carry along a stout piece of rope to tow him up the hills.

While at the State Camp, at Sea Girt, last week the writer noticed quite a number of wheelmen spinning here and there over the parade ground. The majority of them rode three-wheelers. The roads and side-paths in all that section of New Jersey are simply perfection for wheeling, in dry weather, but when it's anything but dry, "steer clear."

Howard A. Smith and L. J. Hardham, of Newark, expect to go to the Buffalo meet.

Mr. Bassett, of the Passaic County Wheeling and Athletic Association, who was so severely injured on Eagle Rock a few weeks ago, is coming around in fine shape.

The residents of Irvington and Milburn are beginning to talk over the election day road race of the "Alphabetical Association," although it is over two months off as yet. The residents along the course take as lively an interest in these contests as do the cyclers. The road is in good shape just now, and it is curious that none of the clubs use it to any great extent.

The riders of Deckertown, of whom there are a respectable number, are about organizing a bicycle club. Slowly but surely they are falling into the ranks.

I have heard nothing of any election of officers by the newly-organized bicycle club in Paterson, but presume that the list will be published in due time.

Why were not all members of the New Jersey Division furnished with tickets previous to recent election of officers?

Cyclers riding through Summer Avenue, Verona Avenue, Taylor Street, Parkhurst Street and Clinton Avenue, Newark, after dark are cautioned to keep a sharp lookout for openings or soft spots, as gas pipes are now being or have been recently laid in those thoroughfares.

PASSAIC, N. J.

Previous to 1886, wheeling attracted little attention in Passaic, although a club was formed during the summer of '84, with about a dozen members. It soon disbanded, however, owing to a lack of interest.

During the spring of 1886, wheeling took a sudden boom, and the old club, known as the Passaic County Wheelmen, reorganized with twelve members, and cycling was boomed for all it was worth. At the fall meeting the club had a membership of twenty-five. On January 7, 1888, it had a membership of thirty-eight, when the club again disbanded and reorganized under the name of the Passaic County Wheeling and Athletic Association, in order to enlarge its membership so as to warrant the building of a general club house, for which plans have been drawn up and approved and contract placed.

There are from eighty to ninety riders in the city, including the members of the club. The riding district embraces Paterson, Little Falls, Pompton, the Oranges and Newark, all of which are reached by good macadamized roads and side paths, except the latter, which is rather hard to reach, as we are compelled to ride over about two miles of rough and sandy roads. The roads in the vicinity of Passaic are being constantly improved, and the principal ones are being macadamized as fast as money can be raised.

The future outlook for wheeling is indeed very bright, and should not be at all surprised to see the number of wheelmen nearly doubled during the season of '89.

The ladies of Passaic have not taken to the cycle as yet, but several of them are discussing among themselves as to whether they should prefer a bicycle or tricycle, and I have no doubt but what the spring of '89 will see several of the fair sex riding about town mounted on either one or the other.

A. E. S.

"BICYCLING WORLD'S" HUNDRED-MILE ROAD RACE.

ENTRIES RECEIVED TO DATE.

George M. Nisbett, New York.
George F. Kahler, Millersville, Pa.
Fred A. Eldred, Springfield, Mass.
Frank M. Dampman, Honey Brook, Pa.
Robert T. McLaren, Adams, Mass.
P. M. Harris, New York.
Val H. Muller, New York.
Robert Gerwing, Denver, Col.
Roy S. Blowers, Westfield, N. Y.
George McIntyre, Erie, Pa.
Frank McDaniels, Wilmington, Del.
Clarence A. Elliott, Wilmington, Del.
S. Wallis Merrihew, Wilmington, Del.

BROOKLYN WHEELMEN AND THE LEAGUE.

TO THE EDITOR OF THE WHEEL:

I desire, in a friendly spirit, to take exception to your statement in last week's WHEEL—i. e., that secession is impracticable. You give as reasons that the League is the parent body. You might appropriately add that the "sins of the parent shall be visited upon the child." At the same time, you favor remaining in the League and forming a local organization as well. I claim this proposition to be impracticable. While the clubs of my district are all presumably in a flourishing condition, can they afford to support two Leagues, pay two rates of dues, and so on? Most decidedly not. I deny that we are children of the League. Does the League take the struggling club, in the first years of its existence, by the hand and put it on a paying basis so that it may devote its surplus revenue to the League? Certainly not. The child (?) must do its own struggling, and when it becomes full grown, strong and healthy, why, then, perchance, the League adopts it (providing it is financially able to pay its way).

The idea of a League was a grand conception and grandly carried out, but in the last few years its degeneration has been slow but sure—till to-day we have an organization dominated by politics and the welfare of its members neglected. We are treated at each recurring election to petty struggles and inefficient rendering of the election laws—every precaution which would secure a fair representative vote being seemingly avoided.

But there, I am allowing my indignation caused by recent events to lead me into an attack upon the League as a whole, which I do not intend nor wish to do. But there can be no disloyalty in wishing to improve the condition of wheelmen in the district. How can we better accomplish this than by forming a local organization to further such projects as may tend to advance cycling? What does the League do for me, that such an organization could not do? Nothing. What could this same organization do that the League cannot? The answer (which should reach every Brooklyn wheelman's heart) is, build a cinder path to Jamaica.

There are between five and six hundred wheelmen in Brooklyn members of the League, paying annually into the League treasury six hundred dollars, to be spent how? This money judiciously spent at home would secure manifold advantages. Sentiment is very pretty, but it don't pay. We must progress, not deteriorate. New ideas must prevail and sentiment be laid one side. Practical results succeed, not visionary promises. Let wheelmen see direct benefits accruing from their money and you will hold their interest; otherwise we are disrupted on a rock of our own making. Patient waiting becomes a forlorn hope, and we spring from our insecure footing to a new sphere of action. I think the time is ripe for such a change, and hope when we stand on the threshold of a new year to welcome the birth of a local organization embracing all the clubs of this city, fostering fraternal feelings and seeking the greatest good for the greatest number.

Yours fraternally,

H. E. RAYMOND,

L. A. W., 8,368.

ECK, CROCKER AND KNAPP HOME AGAIN.

Messrs. Eck, Crocker and Knapp arrived on Sunday morning on the Etruria, and left on Monday for Buffalo. Whitaker left the team and is yet abroad. Eck reports that Howell is positively not coming over.

This issue of THE WHEEL, which is the largest cycling paper ever published in this country, is from the press of Mr. F. V. Strauss, 120 Walker Street, New York, who has been printing THE WHEEL since March last. The paper is a model of the highest typographical skill, and we recommend Mr. Strauss to the trade.

CYCLING IN THE ORANGES.

THE DEVELOPMENT OF THE SPORT—CLUB LIFE—
THE MOST POPULAR RUNS.

It is but a few weeks since one of the most experienced riders in New Jersey remarked in substance: "It is the greatest puzzle of my life why everybody in the Oranges does not ride a wheel. You have every possible advantage; a good macadam road before every door, and nearly a hundred miles of splendid streets; the people are favorably disposed toward wheelmen; there is every incentive to adopt the use of the wheel, and after all the growth of cycling there is not rapid, considering the advantages offered. What is the reason?"

Every Orange wheelman will have to admit the truth of this statement if he considers the situation for but a moment. Look at the natural advantages! Nearly everyone lives on a good macadamized street, or at least within a stone's throw of one. The cyclist keeps his wheel at home; he can mount at a moment's notice and ride in any direction. Hills are easily avoided, so that even the most indolent can enjoy the exercise with the minimum of exertion. Evening riding is always safe and practicable, owing to good surface and lighted streets. The people generally look with favor upon wheelmen and treat them courteously. Every convenience and advantage is at hand, and yet cycling has not developed with the rapidity that a comparison of Orange with less favored districts would naturally lead one to expect.

To attribute this condition of affairs to a single cause would be decidedly erroneous, and it may be seriously questioned whether it would be well to attempt to analyze all the reasons for the existing state of affairs. There are wheelmen in the town who lay emphasis upon personal reasons; there are others who think that insufficient efforts to develop the sport have been made, and there are still others who claim that the great natural advantages tend to make wheelmen indolent fair-weather riders, careless of interesting others in the sport. While all three reasons may be in a measure true, I think that the second and third have much to do with the matter.

Passing immediately to the second reason, the question naturally arises, "What has been done in the Oranges to develop interest in the sport?" I am compelled to answer that compared with what might be done very little has been accomplished. It is now nearly ten years since L. H. Johnson and J. W. Smith began to ride, and yet to-day, in a population of 30,000 in the four Oranges, it is very doubtful if 200 riders can be found.

In what may be called the American system, as soon as much interest is manifested in any object a club is formed to maintain and further it. It was in 1880, I think, that the first club was formed in Orange. The Wanderers were an offshoot of the older Essex club, but they did not prove very stable, and the organization so far lapsed that they reorganized in 1884, with about fifteen members. In the summer of 1885 they had some twenty-five members, and in 1887, after absorbing a new club, the East Orange Wheelmen, nearly sixty. In the latter part of 1887 the club suffered from internal troubles and about twenty-five members withdrew. New members have since been taken in, so that to-day the membership is perhaps fifty.

The club has always contained many good and enthusiastic riders, but very few have been zealous in making proselytes. In this respect the club has been a true exponent of the riders of the section. The only attempts they have made to arouse popular interest in the wheel that I can now recall, were a rink entertainment and two race meets, but only the first of these two was a very marked success. I cite these facts, not by way of criticisms of the club, but they show how prevalent the spirit of doing-little-for-the-sport is in the district.

But after all, perhaps the failure to display much energy is due to the third reason—the indolent spirit arising from the enjoyment of exceptional advantages. To this is usually attributed the dullness of club life, the meagreness of club association and the poorness of club runs. It is notorious the world over that the easy accomplishment of an end makes men indifferent to attaining it. So, in cycling, the strongest,

most enthusiastic clubs and the best riders are found, very frequently, where the enjoyment of the pastime is by no means easy. In the Oranges there are no obstacles to be overcome, and no dangers to be feared which can best be met by an organized body. Hence comes the frequent question, "Of what use is a club?"

For myself, I believe that a club organization is a good thing, even if it is not necessary as a means to secure the rights of wheelmen. Organization always impresses outsiders as a sign of strength. By means of it outsiders are the more readily interested in cycling; interest in riding is increased among the members; emulation is aroused, and divergent interests are unified.

It is somewhat curious that with all the fine roads there have been so few attempts at record-breaking, though, with road records at their present figures, no one not long and thoroughly trained would think of attempting it. But there are no local records and no attempts made to create any, except a few club records of the Wanderers, and the very excellent performance of Mr. and Mrs. Johnson, of 150 miles in twenty-four hours on a tandem. No one seems to care to establish a record, and consequently there are none to break. Certain newspaper correspondents have reported runs which would be record (and stay record) if the times could be made, but the figures given are usually impossibilities, or else the distances are ridiculously incorrect. Here, too, are hills of all grades and lengths, but wheelmen usually shun them. There are splendid opportunities for competitions, but none of them are embraced. There is only too, too much of the butterfly spirit.

As to runs, it is so easy to cover any distance up to ten or even fifteen miles, without going out of town, that many persons very rarely do otherwise. The run to Montclair and return is about ten miles and is very pleasant. The rider should go over by Harrison Avenue and return through Watsessing and Harrison Streets. To Caldwell and return is about seventeen miles, and, as the hills are heavy, is rather hard work, but it certainly pays for the exertion. Pine Brook is some two miles beyond Caldwell and is also pleasant. By continuing on this route, Morristown can be reached and a round trip of forty-four miles made back to Orange, returning through Madison, Summit and Milburn. A good run is to Little Falls and return, some eighteen miles; another, through Paterson and Passaic, is about thirty.

Turning south from Orange, it is fourteen miles to Milburn and return, twelve to Irvington and sixteen to Elizabeth. An innumerable number of runs might be mentioned, but those indicated are the ones most commonly taken.

For the past four years the Humber tandem has been one of the favorite wheels, and to its merits can be traced the riding of many ladies. The riding of the ladies, however, is by no means confined to the tandem, many of them using tricycles as well. In one year Mrs. Smith has ridden 2,600 miles; Mrs. Porter, 2,300, and Mrs. Douglas, 2,250. Probably no three ladies elsewhere have ever aggregated 7,150 miles.

The only fast men in town are L. H. Johnson and Harry Wolcott. The former is at his best on a tricycle or tandem; the latter has as yet hardly proved just what he can do. I believe there is no one else who does more than a commonplace 4m. gait, though there are plenty who could easily develop speed if they were not too indolent.

Much could be done for cycling interests if a little spirit of healthy rivalry was introduced by the formation of another club, or the organization of a cycling division in the Athletic Club. The Athletic Club now controls the Roseville track, and could foster an interest in its use, but those in authority in the club do not seem to take much interest in the cycling members.

I have been inclined to criticize because criticism is sometimes beneficial. In spite of drawbacks, the sport is growing. The advance can be traced in different ways, but most this year in the number of middle-aged men who have purchased Rover type safeties. There is not, however, the growth that there ought to be in this or in other directions, and it is certain that there has been a considerable falling off in the riding done by the ladies. This ought not to be. Those who realize the benefits assured by the use of the wheel ought to see to it that interest is aroused and maintained, and that every step taken is taken in advance.

5,678.

SAN FRANCISCO.

A 2-mile handicap bicycle race, sanctioned by and under the direction of the Division Racing Board, will be contested at the Oakland Trotting Track on Friday, August 31, at 1 o'clock, for prizes offered by the Golden Gate District Fair Association. Three prizes will be awarded, of the value of \$50, \$30 and \$20 each respectively.

The new Board of Officers will hold its first meeting early in September, elect delegates to the National Board of Officers, on the basis of one delegate for each 200 members, and select the standing committees of the Division.

Its work for the next year should be in the direction of disseminating information for the benefit of touring wheelmen by the publication of a new road book, with a series of maps plainly showing the routes described. But it will find its broadest field of labor, and one in which the most important and enduring results are to be gained, in the effort to awaken an interest in behalf of the improvement of public highways.

It is a great undertaking, and results will come slowly, but the wheelmen may rely on the sympathy, and ultimately the co-operation of all classes of persons, for there is not a community, town, locality or neighborhood but can appreciate the very evident advantages of good roadways.

Those who have seen the excellent work performed on the county roads last spring by the inmates of the San Francisco House of Correction, must certainly favor the further employment of this class of labor for such purposes. At Folsom a large force of convicts is at present employed in the construction of a canal, which is to be of great value to the State. It has been found difficult to provide employment for the inmates of the penitentiaries that would not bring the State, as a manufacturer, into competition with free labor. Then let these men be put at work on the public highways.

With the rights of wheelmen now secured, the League throughout the country is taking up the agitation in behalf of improved roads. We in California have not the advantages of the more populous sections of the Eastern States, where the power of the League is more concentrated and its influence more marked; but constant, intelligently directed agitation cannot fail in time to accomplish something.—*Chronicle*.

GEORGIA.

It may interest Northern tourists to know that in a day's ride from Atlanta, roads innocent of the pressure of a rubber tire can be traveled. Wondering natives will stare and exclaim, at every farm house; frightened children will scatter like a covey of birds at the sight of a bicycle. It is not strange, then, that the "Critters" should take to the woods at the wheelman's silent approach, held by the shouting road-hog, who swears at the disappearing cyclist with clenched fists and dilating eyes, as he untangles the old mule and resumes his journey. This state of things is not the rule, however, except in distant districts, where only the hardened and venturesome tourist travels. Up-hill and down is the rule in Central and Northern Georgia.

Good roads three or four days after a rain are impossible. Coasting is the feature of a tour here, with that exciting uncertainty as to what is at the bottom—usually a sand bank, which is the very thing to take a harmless header in.

We are fast developing into a cycling community. Last summer the great Fairburn Road Race, with twenty entries. Nineteen miles of the sandy and hilly course lay along the line of the West Pt. Railroad. Two thousand Atlanta people, on a moving grand stand of twenty open cars, witnessed the race. Then we had the great Piedmont Exposition races last fall, at which we had Rowe, Crist, Windle, and all the good ones, distributing an even thousand dollars among them in prizes. We will have races at the Augusta Exposition, the Rome Exposition, and the Columbus (Ga.) Exposition this fall.

The great Buffalo meet is the talk here. We are all hoping and wishing Billy Rowe success in his coming races, and look to see him do the Englishmen and regain his laurels. Our State records stand as follows: One-mile, T. L. Ingram, 3m. 1s.; 2-mile, Homer Reed, 5m. 53s.; 5-mile, Homer Reed, 15m. 20s. H. R.

ODDS AND ENDS.

The Rhode Island Wheelmen, of Providence, held a ladies' run on Wednesday.

A meeting of the Louisville Cycle Club was held last Thursday night, at which Dr. H. B. Tileston was elected President; G. E. Johnson, Vice-President; W. E. Castle, Secretary-Treasurer; A. J. Lamb, Captain; Chas. Crush, First Lieutenant; Phil Allison, Second Lieutenant; C. G. Lucas, Bugler; and O. F. Woodruff, Club Liar.

The Woodstock A. A. A. have presented W. A. Rowe with a gold-headed cane, as a mark of their appreciation of him.

A. B. Rich will not ride at Buffalo, on account of business reasons.

Members of the Charlestown Rovers, Lynn B. C. and Chelsea Ramblers rode to Nahant on Sunday.

At a special meeting of the Zigzag Bicycle Club, of Buffalo, held on Friday evening, it was decided to place \$100 worth of new furniture in their rooms before the grand fair. Three new members were elected, William Mead, Harry Shoemaker and Frank Parsons. The club will be uniformed with white caps for the parade. The new silk banner which they will carry was presented to the club by Mrs. A. A. Berrick and Miss Sadie Berrick, to whom a vote of thanks was returned. This club was organized in April, has a membership of forty, and is rapidly growing.

Luggage Carrier Smith writes us that he will run a special freight car of "carriers" over from Detroit to Buffalo.

THE PSYCHOS.

The Capital Cycle Company, of Washington, D. C., which, we believe, stands for that pleasant personality which is called Bert Owen, reports great success during the past season with the Psycho Tandem Safety and Ladies' Safety, which are manufactured on the other side by Messrs. Starley & Bros. The Psycho Tandem is a gracefully-lined wheel, weighing seventy-four pounds. The ladies' wheel weighs but thirty-two pounds. Mr. G. R. Bidwell, of New York, reports that he had several calls for these wheels during the past season, and that they seemed to give eminent satisfaction.

The American bicycle check is the latest in the line of bicycle padlocks. We have examined it, and can report it as having several excellent points.

The New York Bicycle Company, besides handling all new wheels of standard manufacture, carry a full line cycling accessories. Their oils and enamels are put up expressly for them, and parties may be sure of getting a satisfactory article at a very reasonable price. See their list of machines in this paper.

L. H. Johnson and his daughter will ride a tandem safety bike at Buffalo.

THE POPE MFG. CO. WILL BUILD A TANDEM SAFETY FOR 1889.

We are informed on reliable authority that the Pope Mfg. Co. will bring out a tandem safety bicycle for 1889.

The League Consuls at Hudson and Stockport, N. Y., have done excellent work by the election of League boards in their districts. The boards point out danger, give directions and distances between points.

Messrs. Buckley, Wells, Blake, Gulick, King, Hills and Fontaine have been touring among the Berkshire Hills.

Jesse Powers is not in training this fall. Jesse has taken up rowing, and reports satisfactory arm, back and chest development. Rowing is an excellent exercise in connection with cycling.

There is an Irving Halsted at Poughkeepsie, N. Y. If he is as good a fellow as New York's "Irv," Poughkeepsie is fortunate.

Messrs. Kennedy and Roberts, of the Pittsfield Bicycle Club, escorted Mr. and Mrs. Elliott Mason from Pittsfield to Chatham, on their recent tandem tour in the Berkshires.

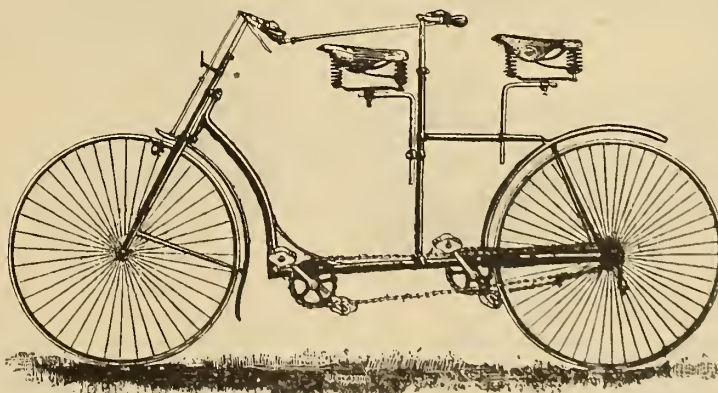


EDWIN OLIVER.

We present an excellent likeness of Mr. Edwin Oliver, President of the Lincoln Cycling Club, of Chicago. Mr. Oliver is one of the "old guard," having commenced riding in New York in the early days, when the cyclist was regarded by the hoodlum simply as an object on which to vent his pugnacity. In company with Berry Sanford, Frank Egan, Fred Browne and a number of others, many of whom are now out of cycling, many a pleasant run was enjoyed. Mr. Oliver was one of the organizers of the Citizens' Club, and was prominent in its club life. In connection with Mr. Frederick Jenkins, he published THE WHEEL when it was the official organ, and also published the *Amateur Athlete*.

Mr. Oliver left New York in 1885 to take a position as advertising manager on an Albany paper, and later went to Chicago and became connected with the Gormully & Jeffery Manufacturing Company, with which firm he yet remains, as general manager and confidential man.

Mr. Oliver rapidly became prominent in Chicago cycling life, and organized the Lincoln Club, the second largest and the most active in Chicago. Mr. Oliver is well read, conversational, and has stored away in his head-piece many of the facts which a traveled and observing man may gather.



PREMIER TANDEM SAFETY.

IMPORTER: L. H. JOHNSON, ORANGE, N. J.

On a recent Saturday afternoon, we had the pleasure of scorching three miles on a Premier Tandem in company with Mr. L. H. Johnson. The wheel was driven from Eagle Rock to Mr. Johnson's store on Main Street, Orange, at a fifteen-mile-an-hour gait, and this over bumpy roads and over crossings. The wheel rushed past everything on the road at an astonishing pace, and with so little exertion on the part of the writer that he accused Mr. J. of doing more than his half of the work.

The Premier Safety weighs eighty-five pounds, and costs \$200; ball pedals, \$10 extra. There is no jarring of the front rider, and either a gentleman or lady can ride on the front seat

with equal pleasure, the lady mounting and dismounting while the machine is at rest.

Tell me not in mournful numbers
Life is but an empty dream,

But select some such cheerful numbers as 650 (the celebrated crowquill), or 290 and 291. These are the best for artistic penmanship, and they are manufactured of course by Messrs. Joseph Gillott & Sons, of 91 John Street, New York. Other numbers of these famous pens, most suitable for various purposes are, for fine writing, Nos. 303, 604, and Ladies' 170; for broad writing, Nos. 294, 389, and Stub Point, 849; for general writing, Nos. 404, 332, 390, and 604.

The Smith Machine Co. have a new Rover type safety ready for the market. The wheels are 30-32, geared to 62-64 inches. It will be propelled by the Star lever motion, with a slight modification. A representative of THE WHEEL saw Chickering surmount a hill on this new wheel which is unsurmountable with a regular Star.

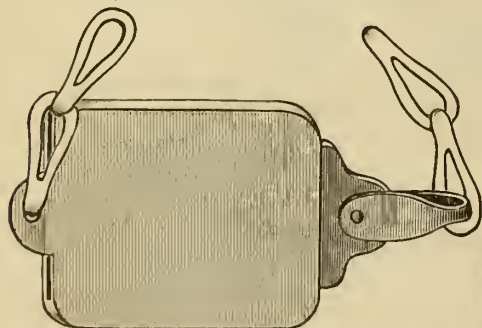
John H. Wells made an attempt on the Roseville track yesterday afternoon to establish a tricycle record for twenty miles, riding a Quadrant racing tricycle weighing about thirty-four pounds. The track was in such bad shape that he gave up the attempt on the fifth mile, his time being 3m. 50s., 7m. 25s., 10m. 6s., 15m. 8s., 19m. 23s.

Messrs. Kennedy-Childe, of Hartford, and A. K. Stewart—"Alley"—a St. Louis wheelman and one of the proprietors of the St. Louis *Spectator*—were in Gotham this week.

A series of cycle races is to be held on the Danvers, Mass., track on Labor Day, for which \$200 in prizes is offered. Entries must be made with Hugh Robson, Boston Street, Salem, Mass.

The Great American Small Boy has invented a new amusement, and true to the instinct of total depravity which is distinctive of the perfectly healthy small boy, he has flavored his newest fad with personal suffering. The small boy is never so happy as when causing some one pain. He is never so happy as when he has attached the noisy but not artistic tomato can to the tail of the inoffensive cur; he joys if he can "sick" a cat and a dog; he revels at two cats over a line, and the harder the taffied paper sticks to freckly-faced Sammy Smith, the greater his measure of delight. The latest victim of the small boy's propensity is Mr. Huselton, of the Universal Cycle Club. Mr. Huselton was perambulating an Orange road. He met a small boy. Small boy asked him to "please ride over my hat, mister," the hat lying in the middle of the road. Now, Mr. Huselton is a very obliging fellow, and although he could not quite see the point, he went at the hat. Result, bad header; small boy in distance with hat in hand; stone in middle of road. Small boy, of course, with Newtonish absence of mind, saw stone in road, and not thinking of removing it, covered it with his hat that Huselton's tire might not be cut.

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6	54	Humber Lt Roadster, new, B. P.	145 00	90 00
8	56	Humber Lt Roadster, new; B. P.	147 50	90 00
10	50 1/2	Humber Racer, B. P.	140 00	45 00
11	57 1/2	Humber Racer, B. P.	140 00	45 00
12	58	Humber Racer, B. P.	140 00	45 00
13	30	Ideal, new.	25 00	18 00
17	44	Ideal, new.	45 00	36 00
27	56	Premier, Hollow Forks, Balls all around, C. Hbars, nickel, ex Rims	142 50	58 50
30	58	Expert Columbia, '85 pattern, C. Hbars.	135 00	45 00
31	58	Expert Columbia, '85 pattern, full nickel, C. Hbars.	145 00	58 50
37	50	American Club, nickel ex Rims	150 00	67 50
40	48	American Club, Balls all round, Lillibridge saddle, nickel ex Rims.	145 00	54 00
43	54	American Club, nickel ex Rims.	155 00	67 50
44	54	American Club, Balls all round, nickel ex Rims.	150 00	67 50
45	52	Duplex, Hollow Forks, balls to both, full enameled.	125 00	40 50
50	50	Spalding.	150 00	54 00
50a	50	Yale, nickel B. B. and Forks, Double Grip Handles, Balls both.	140 00	63 00
58	40	Humber Cripper Tricycle, brand new, latest pattern.	180 00	160 00
59	40	Humber Cripper Tricycle, good as new, latest pattern.	180 00	135 00
61	40	Humber Racing Tricycle, weight 48 lbs., elegant road machine.	180 00	67 50
62	36	Humber Racing Cripper, weight 38 lbs.; do for light road use.	180 00	81 00
64	44	Traveler Tricycle, for gentlemen only.	180 00	67 50
65	48	Victor Tricycle, 1886 pattern.	125 00	58 50
66	50	Columbia 3-Track Tricycle.	160 00	45 00
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77	34	Gendron, new.	19 00	9 00
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87	54	Victor, 1886 pattern, fine order, nickel backbone and forks.	140 00	76 50
94	53	Columbia Light Roadster, 1886 pattern.	147 50	67 50
97	50	Light Rudge, nickel B. B. and Forks, Ball Pedal.	145 00	54 00
98	52	American Rudge.	110 00	58 50
99	56	Light Rudge, Ball Pedal.	147 50	67 50
102	52	Harvard, nickel B. B. and Forks, Balls both, Hollow Forks, new Tires, Lillibridge Saddle.	147 50	54 00
105	54	American Club, nickel, except rims, C. Hbars, Ball pedals.	147 50	67 50
106	54	Coventry Champion, Hollow Forks, Balls to front, new tires	115 00	45 00
107	56	British Challenge, nickel except Rims, Balls to both, Dropped Bars.	147 50	58 50
108	60	Coventry National, nickel, except Rims, Balls all round, Hol Rims	160 00	40 50
111	50	Standard Columbia, old style, good, strong machine.	90 00	30 00
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114	50	Humber Light Roadster, fine order, Ball pedals.	140 00	70 00
115	50	Sparkbrook, splendid order, Ball pedals	175 00	80 00
118	55	Light Rudge, Ball pedals, nickel except wheels, Lillib saddle.	147 50	60 00
119	56	Expert Columbia, Fish saddle, C. Hbars, Spade handles, A. I.	145 00	70 00
120	44	Humber Tandem, Crypto-Dynamic, 2-speed gear, fine order	325 00	160 00
121	50	Expert Columbia, 1886 pattern, B. P. nickled with enameled wheels.	135 00	75 00
122	45	Special Star, Balls to front, Spade handles, hollow levers, equal new	120 00	80 00
123	32	Rover Safety, Ball pedals, good order	135 00	75 00
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No.	Size.	Make, Finish, etc.	Size.	Price.
125	48	Standard Columbia, good running order.	87 50	25 00
126	42	Ideal, latest pattern, good as new.	45 00	25 00
127	52	Victor, 1885 pattern, Lillib saddle	127 50	67 50

Every machine on this list is warranted sound and in perfect riding order. Machines will be shipped C. O. D., by freight or express, with privilege of examination on receipt of an amount sufficient to cover transportation charges, which amount will be credited on the price of the machine.

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458	54	Expert	Ball	Enamel	70 00
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489	54	Harvard	Ball	Enamel	30 00
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520	54	Brit. Champion	Ball	Enamel	95 00
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522	50	Brit. Champion	Ball	Enamel	90 00
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545	50	Expert	Ball	Enamel	70 00
547	48	Special Star	Ball	Enamel	90 00
553	46	Otto	Ball	Enamel	35 00
557	54	Royal Mail	Ball	Nickel	90 00
558	44	Premier	Ball	Enamel	35 00
559	56	Expert	Ball	Enamel	70 00
560	42	Special Star	Ball	2-3 Nickel	85 00
561	51	Standard Columbia	Cones	Enamel	75 00
562	54	Standard Columbia	Cones	2-3 Nickel	55 00
563	54	Expert	Ball	Enamel	75 00
564	52	Expert	Ball	2-3 Nickel	65 00
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GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

There will be several bicycle races at the picnic in aid of Fr. Ford's Working Boys' Home, which is to be held at Beacon Park on Labor Day, and this will afford an excellent chance to young Lyons, Porter, Alexander and Mackie to try their relative speeds.

The Eastern Road Club will hold their race on Saturday, September 22.

The Touring Board has fixed the date for the second annual autumn run of the Rhode Island Division of the League, Monday, September 17. Train arrangements and the selection of a route have yet to be made, but, as last September, Boston will be the point of departure, and it is likely that the run will be charted along the North Shore, with a loop for the ladies and any who may not care to cover the whole trip.

THE WHEEL and *American Athlete* jump upon the new L. A. W. Constitution with both feet. It appears to be on a par with some other gems (?) of League legislation.—*Lynn Item*.

Howell is badly out of form and is not expected over for the Buffalo tournament. Howell always is at his best in the spring of the year.

Dieter's Ice-Cream, Branch, 1150 Fulton Street, near Franklin Avenue, Brooklyn. Best Cream in the city. Fifty cents per quart, twenty-five cents per pint.

Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant, café and ice-cream parlor on Main Street is a favorite resort with wheelmen in the Oranges. Dinner is served in the café, and special attention is paid to the comfort of wheelmen.

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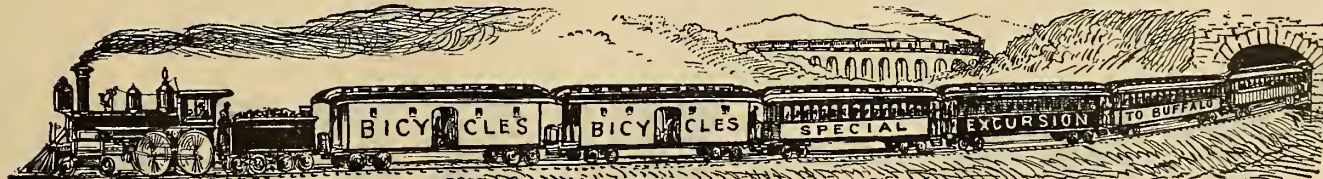
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While our story faithfully portrays the many incidents to occur at Buffalo, September 4-8, should you miss seeing the same you will be haunted by remorse and regret the remainder of your life.

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OUR TRAVELS.

BY "SENATOR" MORGAN.

It was just eighteen months ago when the three individuals now so well known as the "American bicycle team" set their faces toward the old world, and, on leaving America's shores, not a few predicted all kinds of disasters to the merry crew—Woodside, Temple and Morgan—for their temerity in attacking the British lion in his lair. They attacked him, however, vigorously and successfully, as the cycling racing historian will have to admit in many places in his story of path and glory, and the success of Ralph Temple will go thundering down the cycling ages as possibly the most phenomenal year's record of any professional or amateur. Temple was entirely unknown to the cycling world at the time he landed on British soil, yet we find him in three months a champion of champions, defeating every English rider of note and the winner of over sixty first prizes, the majority of them from scratch in handicaps from some hundred English professionals. In May, 1887, he was on the 100-yard start mark, and three weeks later he was on scratch with Howell, being the only two scratch men in England.

The tour of the team opened in Dublin in April, 1887. Then crossing to Scotland they competed in races in Glasgow, Edinburgh and Aberdeen, making sad havoc among the Scotchmen. In May, the following month, England was visited, and the team had the honor of competing in the Jubilee three days' tournament, and received complimentary seats at the famous banquet given by Mr. Cathcart at Alexandra Palace, the task of responding to the toast "America" falling to the team's manager. A most successful season in England and Wales followed, the team visiting every important town, and the successes of the American team (or the "Yankees," as they were called) was soon the topic of sporting England, for if there is one thing an Englishman admires it is muscle, no matter what nationality the peer belongs to. The American team concluded their 1887 outdoor season in September, and in October inaugurated the six days' tournaments in Edinburgh, London, Newcastle, Birmingham, etc.

In London the attendance was enormous, 20,000 people being present in Royal Agricultural Hall the last night. In Edinburgh the last night some thousands were unable to obtain admission, and the Edinburgh Chief of Police shut the admission doors three times to prevent overcrowding, warning Manager Morgan that he would hold him responsible in case of accidents. It was estimated over 15,000 were packed in the mammoth Waverly Market.

In Newcastle-on-Tyne the six days was quite as much a success, and the manager had to advertise double prices of admission the last night to check the crowds who would have packed the building completely. The spring of this year saw an addition to the team in W. A. Rowe, who met Howell and Wood and was getting into something like his old form when he rode to victory against W. Wood and rode into a careless spectator at the same time, receiving a broken bone which necessitated his return to America. Temple did good work in England, and another visit to Ireland this June was made, when Temple and Woodside made short work of the Englishmen who opposed them there, Temple winning all three races amid the enthusiastic cheers of an excited Dublin crowd. "To Berlin" was the next move, and the most important tournament ever given on the Continent was held in Berlin, the joint enterprise of the Berlin Racing Association and the American team. The death of the German Emperor Frederick occurred while the team was in Berlin, and they attended the funeral. This sad event brought the team's German tour to a close, and, after a brief tour of pleasure, they arrived in Holland, holding profitable tournaments in conjunction with Dutch clubs in Amsterdam, Rotterdam, etc. The return of the team to England, to finish their tour prior to sailing for America, took place in July, and August will be memorable for the fact of Ralph Temple winning the half mile, ten and twenty miles world's championships, beating not only Howell four times in succession, but also the Woods (Fred and William), Lees, English, and the Americans Crocker, Knapp, Whittaker, etc. This was a brilliant winding up for the team, who sailed for America on the steamship Aurania from Liverpool August 10.

W. M. Woodside, the senior member of the American team, inherited quite a fortune while abroad from his late and lamented father, William Woodside, J. P., Colerain, and, although enthusiastic as ever over cycling, only races now for the pleasure and excitement attendant to the sport. Morgan declares that this year is his last in racing, and will probably accept a position with a rising manufacturer next year. The team have left behind them a reputation in Great Britain that will last for some years, and it is to be hoped that all who follow in their footsteps will not for a moment forget that America expects much from them, and that their duty is at all times to keep the American colors to the front if possible.

MINNEAPOLIS.

The ballots of the Minnesota Division were canvassed on the 13th inst., and the result was the election of the following board of officers: Chief Consul, T. M. Slosson, Minneapolis; Vice Consul, C. H. Roach, St. Paul; Secretary-Treasurer, H. W. Laird, Winona; Representative, H. M. Welles, Redwood Falls—all new men, except the Secretary-Treasurer, who has held the office two years previously. No other nominations were made, and the election was practically unanimous. Owing to his increasing business requiring all his time, Mr. Heath, our former worthy Chief Consul, early announced that he could not accept a re-election, or he would have been continued in office without dissent.

The great need of this division is increased membership, and it is to be hoped that the new officers will inspire the present members with so much enthusiasm for work that our numbers may be increased four or five fold. There is plenty of material in the State and hard work will bring them into the fold.

Local cycling affairs have been very quiet for some time past, if not longer. The only stir has been the preparations of the Minneapolis Bicycle Club for their first annual racing meet, which was held Saturday, August 25. Preliminary to this, as a means of arousing interest, a lantern parade was given on the previous evening, in which about 175 wheelmen participated, with wheels decorated with from two to ten lanterns and other devices of various and attractive design, preceded by a platoon of mounted police and a band. The procession moved through some of the principal streets, viewed and admired by thousands of spectators thronging the sidewalks and adjacent buildings. The races were held on the track just completed for the Minnehaha Driving Park Association. The track, being new and in constant use for training horses for races to occur the coming week, was not in the best condition for bicycle racing, though considerable work had been done to make it as good as possible for that purpose.

All the entries, with one exception, were local men, not more than six or seven of whom had raced before, consequently a detailed account of the races would be of comparatively little interest outside of local circles. The only professional event was between Grant Bell and F. E. Dingley, one mile, best two out of three. In the first heat, both went at a good pace, Bell winning in 2m. 54½s.; Dingley, 2m. 56s. In the second, Dingley waited for Bell to make pace, which Bell declined to do, consequently progress was slow for the first quarter. On the back stretch both rode fast, the wind being in their backs, but on the home Dingley slowed up and Bell won in 3m. 26s., Dingley well in sight. As is well known, Dingley makes no pretension to speed, long-distance being his forte. He has had to ride a hundred miles or so before getting in condition to ride fast. The next best time, 3m. 1s., was made by Colie Bell in the one-mile amateur race. Colie is an easy and graceful rider, possessed of good staying powers, as is shown by his winning the five-mile club championship race in 17m. 6½s. immediately after riding a mile safety race in 3m. 18¼s. He is under twenty years of age, and unless he overworks or meets with an accident, will in a few years be heard from well towards the front.

The only race in which there was a close finish was the mile consolation, won by Lund in 3m. 20s. Hunt second, by eighteen inches.

The meet was quite a success; the races were

well managed, one event following another without tedious waits, the spectators were pleased and interested, and a beginning was made from which more important events may develop in the future. DORSON.

CYCLING PROGRESS IN CANADA.

This year, with the exception of one or two cases, no new riders have come out on the path. Fred Foster, who has won all the championships, including the tricycling championship, still reigns the fastest rider in the Dominion. At Woodstock, however, Windle appeared and the pride of Canada drooped a little. The American beat him just by a foot. However, hopes revived when he went to Baltimore, but here he was again beaten. The weather and the long trip must have affected Foster a good deal, and, as one who was with him remarked, "t'was too far South for our Northern constitutions."

Foster has been training at Woodstock for the past few weeks, and on August 18 rode to break the Canadian 5-mile record of 15m. 28s., he making it now stand at 14m. 52s. He has his old trainer, Corcoran, looking after him, and is helped also by riding on the same track as Rowe, who spent two weeks at Woodstock. He is riding fast and will give a good account of himself in September.

Rassico, a Woodstock rider, is also doing good work and will ride a good race in Buffalo. Carmell, Gerrie and Brown are all riding well this season in Ontario. Quebec, however, has developed no new men, and at the League meet, on July 1, at Belleville, were represented only by Messrs. Baird and Robertson. Great things were expected of the latter, but Foster thoroughly convinced him that he could ride although he was beaten twice by Windle.

The race meetings held here have been rather tame, and, although Ottawa, Woodstock, Belleville and Toronto have held meetings, no remarkable time has been made.

The Montreal Club, the oldest in Canada, has developed nothing new, but has managed to make an excellent road record this season. They are still associated with the M. A. A. A. and occupy the rooms of the association.

The Toronto Club has also a good road record but has brought out no new racing men. In old days they held the racing honors, but in the last few years, with the exception of Davis, who has retired, they are behind on the path this year. The club numbers about sixty riders and they occupy a nice set of rooms. Last year they challenged any club to a 50-mile road race, ten men a side, which was picked up by the Wanderers, the other Toronto club, who proved victors by some twenty points.

The Toronto Wanderers Club is the largest in Canada and numbers nearly 200 riders. The only incorporated club in the Dominion, they occupy an elegant club-house. They hold all the Canadian championships offered, through Messrs. Foster and Brown. The club drill team is well known and have captured many prizes. The largest run of the club in attendance numbered 109 riders in uniform, on May 24, 1887, at Woodstock. In Western Canada, the Stratford Club has done well, and the London and Woodstock clubs have proved very successful. The Brantford Club, however, has been noted for its lack of interest, and at the annual meet did not turn out a single rider in parade.

Parades here are dropping out, and the League parade only numbered some 240 riders, of which the Wanderers had some sixty odd; Montreal, thirty; Toronto, twenty; and the balance made up of from one to a dozen riders from other clubs. Last year the parade numbered over 500.

Buffalo will attract many wheelmen, and no doubt two or three score of gray uniformed riders will go over from this city to see their club champion, Foster, ride. "OLD TIMER."

TORONTO, August 27.

On the East Tennessee and Virginia railroad is a bill-of-lading clerk who travels on freights, and when a train is side-tracked at some way station, he jumps out, rides to the next important stopping-place, so that when the train draws into the depot the station-master has everything ready for railroading.

WASHINGTON.

It has often been said that Washington was a paradise for wheelmen, and the remark is certainly as near an approach to the truth as can well be imagined. The first thing that strikes the stranger who arrives here is the large number of bicycle riders to be seen on the streets at all times. You can see them of all kinds and conditions, from the gray-haired business man to the most diminutive youngster. Why, everybody rides, and why shouldn't they? Here we have a city which can boast of more miles of good riding than any city in America; the miles and miles of concrete are before you and if you are not a rider you are indeed unfortunate. In Washington you may stand on, say, Pennsylvania Avenue, about ten minutes past four on any pleasant afternoon, and count hundreds and hundreds of machines passing up and down the broad avenue, and if people who have an idea that the bicycle is only made for boys and young men would only come here they would quickly change their minds. Doctors, lawyers, clergymen, government clerks, business men, and, indeed, some of the men who make our laws, are enthusiastic devotees to the fascinating pleasure, and they all find the exercise beneficial. The advent of the safety bicycle has opened a new field, and a great many men who were afraid to risk the danger of a fall from a high machine are buying the "donkey" machine, and the number of new riders to be seen is really wonderful. But you must not imagine that the excellent streets claim our entire attention, and that we are not aware of the pleasures of a spin "over hill and dale," for I assure you that we who have ridden long enough to get over the first delights of the sport are only too anxious to get away from the concrete occasionally and enjoy a mouthful of country air. Of the "runs" to be found we have a number which for good roads and magnificent scenery will compare favorably with any in the country; but the trouble is they are all short ones. The ride to the famous Cabin John Bridge, over the splendid "conduit" road, is as fine as one could wish for, and, as it follows the Potomac River nearly all the way, the views are magnificent. This is the favorite run for Washington wheelmen, and every Sunday there is a constant stream of wheelmen to be seen riding over this road. The hotel at the bridge is a good one, and the boys frequently make the run before breakfast in order to enjoy one of their splendid meals. Mrs. Bobbinger, the proprietress, is very accommodating and always makes the boys wish that there were more hotels like hers. For a short run, I do not believe there is a more pleasant one in the world than the ride to the celebrated National Soldiers' Home. The drives throughout the Home park are simply perfect, and the wheelman who cannot find roads to suit his particular taste must be a monstrosity. Here you will find beautiful winding roads which are smooth as a floor and just undulating enough to make it pleasant; a few of the grades are a trifle "stiff," but there is not one which cannot be climbed by any fair rider. The Pittsburg delegation to the meet at Baltimore can testify as to the truth of this statement, for if ever a lot of wheelmen were pleased with a "run" that Pittsburg party were the ones. The run down the famous Shenandoah Valley is easily accessible to Washington wheelmen, and a great many of them have made the trip several times. So you see we are not confined to concrete alone.

Of the clubs of Washington so much has been written that it would be useless for me to enlarge upon the subject, for fear that some one would cry "chestnuts," but we have two clubs which deserve mention. The Capital Bicycle Club is one of the oldest cycling organizations in this country. Its membership embraces some of the pioneer riders of America, and they have turned out a number of men who have become famous in the cycling world. Charles Richard Dodge, the well-known writer and ex-editor of *Outing*, is still a member of the club; Wm. E. Crist, the celebrated amateur champion, who has won so many fast races, is also a "Capital" man. They have one of the finest club houses in this country, and their members are justly proud of it. The club have in Captain Demaray one of the best riders and enthusiastic officers, and the club runs have been well attended under his management.

The Washington Cycle Club, although not so old an organization, are not wanting in

the qualities which go to make up a live club. Their club house on Twelfth Street is a model in its way, and is always the headquarters for visiting wheelmen. Their reputation for hospitality is well known, and visitors always find a hearty welcome. They are a League club, and have within their ranks some of the most prominent League officials in the Division. They are well-known locally as a road riding club of no mean ability, and if a record of their mileage had been kept it would present a good showing. They are the only club in the city who admit ladies to honorary membership. This club also has a number of fast racing men, who generally manage to bring home a fair share of the prizes wherever they may happen to go. Talk of changing their quarters has lately been indulged in, and I would not be surprised to see them domiciled in down-town rooms before long.

Washington claims the honor of having the only ladies' bicycle club in the world. It will be remembered that the first ladies' bicycle was brought out in this city early last spring. The advent of this peculiar machine was soon followed by the formation of a ladies' club, and the organization, which at first did not promise much, has gradually developed into a club of about eighty active members. The credit of bringing this club out is due entirely to the efforts of Mrs. Harriett Mills, who was one of the first ladies to master the new machine. After she had learned to ride she immediately recognized the advantage of the bicycle over the cumbersome tricycle, and did all in her power to induce her friends to take up bicycling as a healthful and pleasant exercise. Her untiring efforts in this direction resulted in the formation of the ladies' club. The ladies are fast becoming good riders and a number of them have already made long runs into the country. The club is decided exclusive, inasmuch as they will not allow gentlemen to accompany them upon their club runs; but I have noticed that when they are out in the evening they are not so particular, but will allow a husband, brother or son to ride with them as a protection against the wild, untamed urchin and the fresh darkey, who, I am sorry to say, are no respectors of persons. Since the hot weather commenced the club have not been very active, but as the cool fall weather approaches the ladies are beginning to return from the various summer resorts and the regular weekly runs will be resumed. I am glad to see the ladies taking to the sport, and if ladies generally knew how beneficial it was there would be a great many more healthy looking girls in America than we have to-day.

One advantage that we of Washington have over our less favored brothers is the fact that we can ride nearly every day in the year. The rain may fall in torrents all morning, and in a couple of hours the streets are as dry as a bone. In the winter, when the country around is carpeted with snow, it only remains upon the concrete a short time, except in extreme cold weather, which, happily, we do not very often have in this locality. Last winter, which was considered an unusually cold one, we did not have over three weeks of unridable weather. So you see that the wheelmen have some right to be proud of their city. People come here from all parts of the country who never had an idea of riding a bicycle, and in a short time they "get the fever," and commence riding. Every day new faces are seen among our ranks, and it is estimated that we have from three to four thousand riders.

There is probably no city in the country where there is so much hiring of machines done as here. But the dealers tell me that it is not so common as it was. They say that a great many of their customers, who used to think that a ride on a tricycle was great fun, have deserted the three-wheeler, and have purchased safety bicycles. They also say that there is no money to be made from the rental of machines, as the damage done the machines eats up the profit. One prominent dealer informed me a short time since that he intended to sell out his machines, and drop hiring from his business.

The inventive genius of man may be seen in a bicyclic way here by the strange craft that is ridden upon our streets. One old ducky has a machine which he made out of some old wagon wheels, having rigged up the levers and other parts out of odds and ends. The machine is not ball bearing and has no nickel plate, but the owner rides it about the city as serenely as if it

were a full-nickeled, high-grade machine. A great many of the business houses use tricycles for delivering their wares. Some of them have neat signs advertising their respective trades painted upon the sides of the baskets which are attached to the machines. This makes a cheap, fast and convenient way to get their goods delivered, and it also serves as an advertisement. There is one old fellow who deserves mention. He has an old style Quicksteed tricycle, which has plenty of room on front. Over the frame work he has rigged up a sort of platform, upon which he carries a stock of fruit, peanuts and the like. It is a strange sight to a wheelman to see this ingenious old party riding slowly down the avenue, with his torch blazing high above him, calling his wares to the people on the sidewalk. It is a first-class advertising dodge, and it must pay him. At any rate it ought to, for such a genius deserves encouragement.

This city has never made much of a showing in the League, but I am glad to say that the membership is increasing, and, as the new board of officers are a hard working lot of men, developments in the League tending to a large membership are looked for. Yours,

PSYCHO.

RACING AT BERGEN POINT.

The second heats of the one and two mile bicycle open competitions of the New Jersey Athletic Club were run at Bergen Point last Saturday afternoon. For some unaccountable reason for a second time the flyers from New York and Brooklyn failed to materialize, leaving the contests to the Jersey boys. Under such liberal conditions as a free entry at the post, and with such valuable prizes as are offered—gold ring, with sapphire setting, and gold sleeve buttons, with diamond settings, for first prizes; gold-plated timer and diamond set scarf pin for second, and sterling silver-headed umbrella and cane for third—it seems strange that the efforts of the club to furnish constant bicycle racing meet with no better response. Surely Baggot, Caldwell and Bowman are not flyers of such high degree as to frighten away everything speedy in New York and Brooklyn?

For the 1-mile the starters were W. H. Caldwell and M. F. Pendleton, of the N. J. A. C., and J. E. Day, of the H. C. W. Caldwell was a sure winner, and Pendleton merely started to make pace for him for the first and last laps. Caldwell rode well, and made the record for the track as follows: Quarter, 45s.; half, 1m., 28s.; three-quarters, 2m. 16s.; mile, 3m. 1s.

S. B. Bowman and E. P. Baggot, both of the N. J. A. C., again fought a splendid battle in the 2-mile race. Baggot made pace for two quarter-mile laps in 47½s. and 1m. 34s. Then Bowman went to the fore, and run as follows: Three-quarters, 2m. 23s.; mile, 3m. 11s.; mile and a quarter, 3m. 58s.; mile and a half, 4m. 46s.; mile and three-quarters, 5m. 34s.; two miles, 6m. 17 4/5s., the track record. The race was a grand one throughout. On the last lap Baggot made a determined effort and got up even, but Bowman responded so gamely that he won finally by two yards.

The winning times now stand: Mile, 3m. 6s. and 3m. 1s., both by Caldwell; two miles, 6m. 24½s. and 6m. 17 4/5s., both by Bowman. Another change in the dates for the running of the two remaining heats in each competition has been made. They will be run on Saturdays, September 8 and 22, and not the 8th and 15th, as announced in last week's *WHEEL*, the change having been made so as not to conflict with the New Jersey Division meet at Roseville on the 15th.

Arrangements are now complete for the great all-day carnival of sport on Labor Day. The entries for the athletic sports have been very large, and the mile novice and mile handicap open bicycle races have brought out large fields. The mile race for the club championship promises to be the event of the day, as Baggot, Bowman and Caldwell have proved themselves evenly matched to a remarkable degree.

JONAH.

Rowe tried to beat the Canadian record of a mile in 2m. 42s., at Woodstock, August 20, but failed by 1 2/5s. He rode a quarter mile in 36 2/5s. On the same day Carman distinguished himself. He was second in a mile handicap, and won the open handicap, with 440 yards start, Foster being at scratch.

CYCLING AT LANCASTER, PA.

In September, 1878, two wheelmen passed through Lancaster, Pa., on the first bicycles ever seen here. They came from the West and rode down the Lancaster Pike to Philadelphia. This gave to Lancastrians the first practical view of the possibilities of bicycling, and gave the original impulse to wheeling in this section.

Among the first wheelmen were W. F. Reynolds, J. L. Stewart, J. C. Wiley, H. C. Brubaker, Dr. Walter Boardman, A. H. Fritchey, and a few others, who began to ride in 1879. In the autumn of the same year the first Lancaster bicycle club was established, with a membership of seven.

A month or two later a series of bicycle and velocipede races were run. The bicycle racers came from Philadelphia, and rode a mile race in heats. The fastest heat was run in the surprising time of 4m. 30s. What a contrast between those old lumbering Standard Columbias and the modern racer with the remarkable record of 2m. 29 4-5s.!

That winter gave birth, at the instance of a local machinist, Geo. Levy, to a veritable prodigy in the shape of a 50-inch bicycle, with flat fellos, rubber belting riveted to it for a tire, gas-pipe backbone, and solid forks bolted to two bridges at the neck, which were always in a chronic state of shake. A gas-fitting T for a neck, with a straight bolt running through it, furnished the steering. The whole was surmounted with a rather prosaic wooden saddle, and was an awful kicker.

In the spring of 1880 a large number of new riders purchased wheels, and cycling obtained a good foothold. The Lancaster Bicycle Club, which had died a natural death during the winter of '79-'80, was reorganized with a membership of fifteen. This institution survived and flourished for several years, holding a race meet in June, 1883, which gave a fresh impetus to the sport. As a natural result, the club received large accessions to its membership. Prosperity, however, proved too much for it, as internal dissensions led to a split in the spring of 1884, and the formation of a rival club, yclept Lancaster County Wheelmen. Both clubs soon fell into a state of "innocuous desuetude," and club life was practically dead from that time until 1886. During all this time, however, the number of individual riders was rapidly increasing. March, '86, witnessed the organization of the present Lancaster Bicycle Club, which laid the foundation for its present prosperous condition by renting club rooms.

On June 9, '88, this club held a large tournament, at which eight races were hotly contested and \$250 worth of prizes given. This tournament netted the club a snug little sum, and gave wheeling a tremendous boom. The club membership rapidly increased and new quarters were rented on the first block of our principal business street (30 East King).

The present spacious rooms are elegantly furnished and fitted up, and boast a new pool table and gymnastic appliances, such as dumb-bells, Indian clubs, boxing gloves, etc. A large meeting-room, wheel-room, bath-room and back verandah furnish accommodations equal to those of any club in the city. The rooms are lighted by electricity and heated by steam. Club membership is forty-five. The officers of the Lancaster Bicycle Club for '88 are: President, G. Fox Kahler; Vice-President, Charles A. Sauber; Secretary-Treasurer, C. Herbert Obreiter; Captain, S. B. Downey; Lieutenant, D. H. Miller; Bugler, Martin Rudy; Color Bearer, J. B. Miller; Club Committee, President, Vice-President, Secretary-Treasurer and Captain; ex-officio, W. S. Gleim.

At present there are about 150 wheelmen in Lancaster City, and probably 200 more scattered throughout the county. All makes and styles of machines are represented, though owing to the stony, hilly character of our roads the Rover type machines now seem to have the call. We have three agencies here and the dealers all report trade excellent, one of them stating that he had sold more than twice as many wheels this season than last. The newspapers and popular sentiment are with us, and everything indicates that next season will bring forth a still larger crop of converts to the wheel. This section of the country has been thoroughly explored and reported in the Pennsylvania, New Jersey and Maryland road book. The roads are fair, rolling to hilly, and have turned out a goodly number of strong road riders and hill climbers, but very few racing men.

ELCVC.

HARTFORD.

The extremely hot weather the past few months has prevented any very noteworthy runs by any of the local clubs, and has cut down the mileage of many of the cyclometer record breakers. It looks as if many of the older riders around here had reached that point when they stop to think twice before starting out on a long, tiresome and hot trip.

Just at present the coming races at Charter Oak Park absorb the cycling mind, and every Sunday morning a large number of wheelmen assemble at the park to watch those training for the races take their practice spins. The track has been in the very best condition this summer, and there should be some record breaking there unless the figures are placed too low at Buffalo.

Harding and Foster are at present the favorites for the State championship, but there are many "dark horses," and there may be some surprises in store for us.

Backus and Pickett, the New Haven Star riders, are reported as doing very well, while Meriden has a new aspirant for track honors in Tucker, who is said to be a great scorcher on the road. F. T. Reed, of Hartford, is practising on the unicycle with a view to lowering the 1-mile unicycle record.

The East Hartford Club has not been doing much during the summer, but they say that as soon as the cool weather begins they are going to have some club meets and scrub races as preparatory work for their fall race meet, which will take place the latter part of September. Their track is being prepared for the races already. Their ball nine has met with very good success, having won the majority of games played. Last Saturday, the 25th, they defeated the Columbia Cycle Club, of Hartford, 16 to 5. Saturday, September 1, they expect to go to Rockville and try conclusions with the nine in that place.

SERDA.

BROOKLYN.

The movement towards local organization has assumed definite shape. On Monday, 27th inst., several wheelmen met at the residence of Mr. J. D. Huggins, at that gentleman's request, to formulate a plan of action. There were present Messrs. J. D. Huggins, G. W. Mabie, M. L. Bridgman, H. E. Raymond, H. Greenman, C. Newbourn, M. Furst, E. A. Bradford, W. J. Clark and L. G. Wilder. After an interesting discussion of the advisability of forming such an association and the feasibility of its proposed objects, the meeting resolved itself into a temporary organization with Mr. J. D. Huggins as Chairman and Mr. H. Greenman as Secretary. A motion to perfect a permanent organization on the lines proposed in the informal discussion prevailing, the way was cleared for definite action, and the business naturally arising under the circumstances was given careful consideration. The sense of the meeting was that the name should be "The Cyclists' Union of Long Island," its objects to promote and protect the interests of wheelmen and improve the highways, its membership to be limited to residents of Long Island, of the age of eighteen years or over, and its dues to be \$1 per year, with no initiation fee. These main features were decided upon conditionally, in order to give those present definite data on which to work, as it was the unanimous sentiment that the thing should be pushed at once. A committee of five was appointed, with H. E. Raymond as Chairman, who will draw up a constitution and by-laws and pursue any other courses necessary to complete the plan of organization, and report at the next meeting to be held on September 8. The evening was marked throughout by a quiet but deep enthusiasm, and the feeling was that they were treading on safe ground. There were two sentiments which were very wisely avoided during the extensive discussions. The clubs themselves were not considered as factors in the probable support to the union, nor were any deprecatory allusions regarding the L. A. W. made. The meeting was called by a cyclist of Long Island, it was attended by cyclists of Long Island, and it is designed that the union shall receive its support from the same. It is not organized to oppose the L. A. W.

While the talk of secession from the League and the formation of the union have been naturally enough associated as cause and effect, the facts in the case disprove this relation. The idea, now inherent in our new-born union, is

an old one. It has been advocated by enthusiastic Brooklyn wheelmen in the past, but without results. Its desirability has always been recognized, but its inception has been gradually brought to an issue. Before the "recent unpleasantness," at a meeting of the committees of the clubs the idea was strongly presented by Mr. H. E. Raymond, and received such strong approval at the time that its ultimate adoption was assured—an adoption hastened, no doubt, by the lost faith in the L. A. W., and in this way only can the relation of the two ideas as cause and effect be claimed. The question of any club leaving the League is purely club property. The union should not and will not interfere in this connection. Its dealings will be with cyclists as individuals, and it will work to enroll the name of every wheelman on Long Island because it believes that it will fill a long felt want; because it believes it can improve roads and paths which are now dangerous or unridable; because it believes that in so doing it will bring us friends where enemies have been; because it believes that it can aid its members promptly, and, recognizing local conditions, wisely; and because it believes it is in accord with a spirit of "fraternity in the wheel" which should pervade Long Island from our own City of Churches to the coast of Montauk Point.

The Committee on Organization, with such well-known men as Raymond, Bradford, Bridgman and Mabie on it, will formulate the ideas of the union in a concise and intelligent manner. Their aim will be to present a plan in which office-seekers can have no place, and which will encourage nothing but conscientious work by these who may ultimately be chosen to guide this union, so auspiciously conceived.

We have started the ball rolling, Mr. Editor. What can stop it now?

H. G.

BROOKLYN, August 28, 1888.

PROVIDENCE.

Cycling has had a big boom in Providence this year, and the class of men who have taken to riding is particularly encouraging to those who believe that the wheel is something more than a plaything. It is estimated that there are upwards of 200 more riders than in 1887, making a total of about 500 wheelmen in this city at the present time. In regard to the trade, Messrs. Whittier & Co., the largest cycle dealers in the State, say that business has been unusually brisk, and they are even now taking orders for various makes. They have disposed of about ninety machines of the Rover type alone, several tandems and tricycles, about forty ordinaries and a large number of second-hand wheels of various kinds.

Mr. Campbell, of Campbell & Co., agents for the Star, New Rapid, etc., reports one of the busiest seasons he has ever had. Has sold a large number of wheels. The new Star Safety, although coming late, has taken well. E. G. Billings has also had a good business in the Gormully & Jeffery wheels, and at the present time has several orders booked for the Rambler.

In regard to clubs, we have a large and flourishing organization in the Rhode Island Wheelmen, which, under command of the genial and popular Captain, J. L. Spiers, has enjoyed a great many runs and meets of various kinds, and by their attractive appearance, gentlemanly conduct and sociability have done a great deal to command respect and advance the cause of cycling in this vicinity. And they are riders, too. Mr. Hudson's record of 1,200 miles for June, Mr. Cook's 1,500 on his tricycle in three months, and Mr. Perkins' century runs are but samples of what the boys are doing.

The first club run was held April 16, and since then there have been a succession of very enjoyable meets and runs. This club also held very successful races at Roger Williams Park in June, and attended the meet of the Mass. & R. I. Division at Martha's Vineyard, where they were declared to be the finest appearing club in line during the parade.

The Social Wheelmen, located in South Providence, is a flourishing club with about thirty members and is under command of Captain Walter Campbell. They have occasional runs and social entertainments.

As for the interest shown in wheeling, we can congratulate ourselves that it was never greater than at present, and if indications do not fail, next season promises to be fully equal.

N. H. G.

FROM PHILADELPHIA TO EASTON, PA.

A right jolly party consisting of some eighteen representatives from the Pennsylvania Bicycle Club started on Saturday afternoon, the 18th, from the city for a trip together as far as Easton, the trip being taken in order to accompany the party going to Dingman's Ferry for a two weeks' vacation as far as the above named city.

Heavy clouds and considerable falling moisture put a damper on everything all Saturday morning, so that the party did not all succeed in getting off together for Trenton, our stopping place over Saturday night. Some took the boat to Bristol and wheeled up the river road to Trenton, while those who attempted to ride the whole distance were overtaken by darkness and compelled to train from Burlington. But all met later at the Trenton House, where our host had provided what "ye cyclist," loves—a good, square meal and a comfortable place to rest one's weary bones.

After skirmishing around town for ice-cream and allowing Street and Fuller time to get a mash on "Number Five," a visit was paid to the Trenton Wheelmen, and from their rooms home and to bed. Within an hour or less all was quiet and every man dreaming of flies and mosquitos. I say every man, though Dallet says there was one exception; he claims Al. Kohler woke him up in the night by sitting up for a second, waving his hands, and with an unearthly yell bounded over him and onto the floor and landed with a thud that not only shook the foundation of the house but also succeeded in rousing Mr. K., who announced to his roommate his awakening with, "Good gad, I thought a railroad train was running over me." Well, after a good sleep, we were disturbed by the early call at 5 A. M., but our peace was restored when at 5:45 we all seated ourselves for a sumptuous breakfast prepared for us by our good host, and by 6:30 we were all ready to start on our day's run under the kind guidance of Mr. White, of the Trenton Wheelmen.

Our route for the day was along the tow-path of the Delaware Lackawana Canal, and it proved a beautiful ride. On one side of us ran the Delaware River, winding in and out between the hills, dotted here and there with small islands, while on our other side the rugged hills rose up in their grandeur and cast their shadows over us most of the day. The tow-path was good in most places, and notwithstanding the number in the party, a pace worthy of a macadam road was kept up, only to be stopped here and there by the sudden spill of some unlucky rider or by the sudden appearance of those sweet, amiable and docile adjuncts to a canal, a team of mules.

Dave Longaker, not to be outdone by any of his fellow riders in the search for experiences, endeavored to see if there were any sharks in the canal, but neglected to disrobe before commencing his downward tour of inspection; consequently upon his return to terra firma we despatched him ahead of the line to settle the dust.

And thus, by pleasant little episodes (pleasant for the other fellow) our trip was enjoyable from the time of our early start until we reached Easton, fifty-two miles, for dinner, "mit appetites like de side of de house."

Here, after resting, the party was obliged to separate. Frank W. Kohler, First Lieutenant of the club, with Chas. T. Harvey, H. L. H. Hall, D. A. Longaker, John G. Fuller, Sam'l Battersby, F. F. Grugan and W. S. Harper off for Pike County, while we poor devils wended our way home for work on Monday A. M.

WESTFIELD.

THE CYCLER WINS.

A SPLIT AGAINST A HORSE-HOG.

LITITZ, PA., August 18, 1888.

TO THE EDITOR OF THE WHEEL:

On June 9, eighteen bicyclists left this place at ten o'clock to attend the tournament at Lancaster, taking the pike, a distance of eight miles. South of the town, a little over a mile, is Kissel Hill, a long, gradual incline, over which many a novice crowed after he first succeeded in climbing to the top. Samuel Reed, of Lime Rock, conducted the party and was the first to coast down the hill, keeping the right hand wagon track to avoid the loose stones at the side. When nearly at the foot he passed

Joseph Baker, a horse dealer from this place, who gave him a cut with his carriage whip across the back, for the reason, as afterwards alleged, that Mr. Reed nearly run into his conveyance. The cyclist jumped off his wheel and the jockey stepped out of his carriage, but the wheelmen rapidly came down hill one after another and Mr. Baker re-entered his carriage and drove off, considering discretion the better part of valor. Mr. Reed was going to pass the matter by, but the wheelmen advised a suit for assault and battery, which was entered, Mr. Baker giving bail for his appearance at court. The case was to come up in August court, but yesterday it was settled by Mr. Baker paying all the costs. Those who were near enough to see said another vehicle could have passed between Baker and the side of the road, and actual measurement gave the distance between Reed's wheel and the telephone pole beyond Baker's carriage as seventeen feet. The assault was as unprovoked as anything could be, and the backing down of the assailant is evidence that he could feel the sweep of justice that was coming to avenge him and cost him dear.

L. A. W. No. 19,138.

BUFFALO.

THE HUNDRED-MILE ROAD RACE.

The 100-mile road race to be run from Erie to Buffalo, September 8, will be one of the greatest events of the meet. On Tuesday E. M. Bowen, of Buffalo, showed the men over the road. Some very pretty arrangements have been made for the race by Manager Ducker, by which outsiders will be enabled to see the start and also watch the racers from a point on the line. On the night of September 7 a train will leave Buffalo for Erie with the racers on board, and also all others who care to go. For outsiders the round trip will cost \$2.50. At 5 A. M., Erie time, on the morning of September 8, the riders will start on their long journey. At Silver Creek the return train will be stopped so as to afford the excursionists a second view of the race. Manager Ducker has made arrangements with three hotels along the line to furnish the men with food without stopping. The riders will take it on their wheels, and eat it as they go along. Broiled chicken, stale bread, lukewarm coffee, cocoa and cocoa leaves are to be furnished. At one point attendants have been appointed to give the men lightning cold baths. Watchers have been appointed at every cross-road and diverging road to keep the men on the right track, and also to guide them around hills. The riders will get to Buffalo about 1 or 2 o'clock in the afternoon. A few miles around the Driving Park track will be necessary to complete the 100-mile run. Local wheelmen have made the time from Erie to Buffalo in 9h. 43m. without much trouble.

THE PARADE.

The grand parade of wheelmen in Buffalo on September 5 will be composed as follows:

Pacemakers.

R. C. Chapin, Buffalo Bicycle Club.

F. E. Dullard, Buffalo Bicycle Club.

Platoon of Mounted Police.

Band.

Chief Marshal.

G. R. Bidwell, Chief Consul of New York.

Adjutant.

C. W. Adams, Buffalo Bicycle Club.

Adjutant's Aids.

R. B. Hoffman, Buffalo Bicycle Club.

J. L. Daniels, Buffalo Bicycle Club.

Chief Marshal's Staff.

First Division.

Marshal.

W. S. Bull, Buffalo Bicycle Club.

Staff.

Ladies and Escorts.

New York State L. A. W. Clubs.

Second Division.

Band.

Marshal.

W. M. Brewster, Treasurer L. A. W., St. Louis,

Missouri.

Staff.

L. A. W. Clubs and members of L. A. W. from

States other than New York.

Canadian Wheelmen.

Third Division.

Band.

Marshal.

H. H. Hodgson, New Orleans, La., Chief Consul Louisiana.

Staff.

Unattached Wheelmen.

Juvenile Wheelmen.

Line will form at 9:30 A. M., Wednesday, September 5, on Linwood Avenue, the right resting on Summer Street. The procession will move at 10 A. M. sharp, over the following route, every foot of the distance (eight miles) being asphalt and park road with the exception of one short block, Linwood Avenue to Ferry, to Maine, to Chippewa, countermarch up Maine to Edward, to Franklin, to Allen, to Delaware, to North, to Richmond, to Massachusetts, to the Front, where a group photograph will be taken on the slope facing the lake. Residents along the route will decorate their residences and lawns. All indications point to the largest parade of wheelmen ever seen in the world. Returns already received from leading clubs throughout the country assure a parade of over 1,000 wheels. Clubs and wheelmen should advise the adjutant at 132 College Street of intention to turn out, in order to be assigned proper position in line.

NOTES AND COMMENTS FROM NEW JERSEY.

BY THE STROLIER.

THE ORANGES.

The dates for the annual meet of the New Jersey Division, L. A. W., have been altered, and it has been finally decided that it shall take place on September 21 and 22 (Friday and Saturday), instead of 14 and 15, as before stated. The ever-lively Orange Wanderers have the affair in hand, and will be the hosts on the occasion. A special meeting of the Wanderers was held on Friday evening, August 24, and details for the entertainment of the visitors and other matters were settled upon. The business meeting will be held in the Park Rink, Orange, on Friday morning at ten o'clock. In the afternoon runs will be arranged to take in all the interesting points. In the evening a Chinese lantern parade will be sprung upon the people of the quiet rural village, and afterward an old-time "smoker," a musical and literary concert and a supper will be in order. On Saturday the annual race meet will be held on the Roseville track. The races will comprise one, two and five mile scratch and handicap events for bikes, tricycle races, safety races and a safety tandem bicycle race, the first of the kind ever seen here. The programme will include three State championships. The committees are as follows: Reception and entertainment, H. W. Smith, C. A. Lindsley, C. S. French, C. W. Freeman and R. S. Prindle; parade and runs, C. A. Lindsley, H. W. Smith, C. W. Freeman, R. S. Prindle, J. M. Gilmour; races, L. H. Johnson, T. N. Gray, C. W. Freeman, F. P. Jewett, J. W. Smith; prizes, J. W. Smith, L. H. Johnson, R. M. Sanger, T. N. Gray, F. P. Jewett, C. S. French.

Contractors Spottiswoode and Lindsley have begun the work of macadamizing Lumber Street and Essex Avenue, Orange. Ridge Street has not been started as yet, as an ordinance in regard to White Street is on the table. If this ordinance to macadamize the latter street is killed the surplus dirt from Ridge Street will be used to round up the former street, but if the ordinance passes the dirt will have to be carted away.

A few short years ago a bicycle on the streets of Newton was as much of a curiosity as a white blackbird, but at the present writing there are about sixty in the town, owned by men or boys. Some of the latter are remarkably skillful and daring riders; some of them have such thorough control of their "masheens," in fact, that they will sometimes stop suddenly when riding rapidly and let their machines go on without them. This has been done repeatedly on some of our hills. As the number of wheelmen increases there is some talk of organizing a bicycle club. If an organization is formed here it will be a lively one and will go in for race meets, hill climbs, tours, etc., at once. This is a fine section of the country for touring, and our local riders are continually flitting between here and Port Jervis.

On Thursday, August 23, a new member of the Hudson County Wheelmen made a determined effort to climb the steep grade of Eagle Rock, and got as far along as the stone crusher. This was his first attempt, his mount being an ordinary. Trying to coast down, using his brake and also back pedaling, he came to grief, taking a header, which broke him up considerably, and also wrecked his machine. They will both be out of the repair shop in short order, however, and then the new member will again tackle the hill.

The question of sidewalk riding is again coming to the front in Trenton. According to the local papers, several offenders have been arrested and fined. "A Tired Wheelman," writing to the Trenton *Advertiser*, claims that the fines are unjust, and also refers to the fact that, while adult cyclists are kept from using the sidewalks, the children of Mayor Magowan are never interfered with by the police, although they are often seen riding tricycles on the sidewalks. "A Tired Wheelman" should remember that adult cyclists are much more able to take care of themselves and machines in the street than children would be, and he should also read up the State laws in regard to the privileges to which vehicles are entitled. If his request to ride "on the sidewalks where there is comparatively little travel" was granted, cyclists would soon claim that it referred to every street in the Union. As far as riding on the sidewalks "where the roads are absolutely unridable" is concerned, he will find that that privilege is allowed by law. His communication in full, as published in the *Advertiser*, is given herewith:

"DEAR SIR: As you and your valuable paper are among the few who do not treat bicycles and bicycling with disfavor and scorn, I would like to use a little of your space in defence of the same. Since the recent runaway accident on East State Street the policemen have been waging an untiring warfare on the cycling people. There have been several cases where persons have been fined, and I consider the fines unjust in the extreme. Now, Mr. Editor, I would like to ask the city officials one question. Would not Mr. Fell's horse have been frightened just as much, if not more, if the wheelman had been in the road instead of on the sidewalk? That is not the real reason why we are being persecuted so much. It is because there is and always has been a strong prejudice against us, which might be becoming in a small town of about the size of Lambertville, but in a city of the size of Trenton, with its parks and growing industries, it is simply small business in the city authorities to drive us so completely to the wall. If the police took as great care to keep houses from being robbed at night as they do to keep us wheelmen off the sidewalk it would do the community at large a great deal more good. But I suppose they think they have got to earn their salary, and they are going to do it as easily as possible. We would not ask to ride on the sidewalk—we would not want to—if the roads were anywhere near decent; but they are not. I have often seen Mayor Magowan's children riding tricycles on the sidewalk, but they are not fined. That's too near home. But most of our fathers have not got positions under the city, and for us there is no redress, except to abandon the sport altogether, and I suppose that is what we shall be compelled to do. Now, gentlemen, why not be reasonable? Why not let us ride on the sidewalks, where there is comparatively little travel, and where the roads are absolutely unridable—like East State Street, for instance, beyond Clinton? We would not ask for anything more. We have no wish to ride on the sidewalk when it is possible to ride in the road. Yours, etc.,

A TIRED WHEELMAN."

Residents and property owners along the line and in the immediate vicinity of Central Avenue, in Orange and East Orange, have sent a document to the Newark Common Council protesting against the granting of a franchise to any company to construct and operate a cable railroad on Central Avenue. A similar document will be presented to the East Orange Township Committee and to the Orange Common Council.

At the special meeting of the Orange Wanderers last week, it was expected that a Captain would be elected to fill the vacancy caused by the resignation from the office of Charles W. Freeman. No election was held, however,

though it is understood that at the next meeting Charles A. Lindsley will be elevated to the position.

E. T. Runyon has resigned his membership in the Elizabeth Wheelmen, and has given up riding.

Mr. Lukens, who was formerly Bugler as well as Secretary of the Elizabeth Wheelmen, has resigned the former position, and Mr. A. Downer has been elected in his stead. The E. W. have been adding to their list of members at each meeting held during the year.

W. Carr, of the E. W., has a new Victor, and can be seen on the boulevard nearly every day.

F. C. Gilbert and Mr. Dawner, of the E. W., made a run to Morristown on Saturday evening, August 18, covering fifty-seven miles. Starting from Elizabeth at 4 P. M., they arrived at Morristown (twenty-five miles) at 6:30. A stop was made here for supper. Leaving Morristown at 7:40, they went to Orange via Valley Road, and a rest was taken on the cool piazza of the Mansion House. From Orange the party went to Newark, and finally reached home at 1 A. M.

Victor Hesse, a Newark rider of the Springfield Roadster, and his fourteen-year-old boy on an Ideal, 36-inch, rode from the State Camp at Sea Girt to Highland Beach on Friday, and returned on the following day. The distance each way is twenty-five miles, and the roads were found to be perfect.

DETROIT.

DETROIT BICYCLE CLUB'S ANNUAL BATH.

Captain Jacobsen has had poor success this season in getting the club out for runs. Seldom would there be more than eight or ten on hand. But the annual bath scheme was a success, thirty men participating. Three were from Flint, Mich., one from Cleveland, and thirty-six from Detroit. We had to go only five miles to discover that the fine Canada roads we tell so much about were fine indeed—so fine that the strong head wind we were pedaling against would lift a good share of the road up to a level with our eyes.

The day was warm, and we found that it was a good four hours' run to the lake. There was the same sport on the journey which all wheelmen enjoy when out together. When Barstow would tell a story every one had to hear it. By the way, our man Barstow is getting to be a good rider. That all-day run of his when he caught the train with just one second and some over to spare, was phenomenal.

When we got to Kingsville, at 12:30, we found a good dinner awaiting us, after which we made a rush for the lake, where we discovered one of the best bathing places on the north shore of Lake Erie. We think that after a man rides his bicycle through the dust a thorough swim does him good. We had a fine bath, and as soon as Holcomb got his stockings on we started homeward. On our return we could not keep together. Several took the cars at Essex Centre, while the rest came stringing into Windsor as late as 8 o'clock. Holcomb and Smith got back first, although there was no scorching done.

Next year the club will extend an invitation to all wheelmen to join them in their now famous annual bath, and we will expect to see at least one hundred with us.

There has not much been done the past week in regard to better pavements, but good things come slow, and we are content to wait.

Judging from the present talk we hear, there will be several ladies mounted on bicycles in Detroit next season.

BE BE.

"THE WHEEL'S" CRUSADE AGAINST RINGOCRACY.

The crusade that *The Wheel* is making against ringocracy in the League is creating quite a stir among League members.

The *ATHLETE* was for so long a time the only paper that dared to expose the methods employed by the wire-pullers who were using the organization for their own benefit and aggrandizement, that it is refreshing to have such an influential paper as *The Wheel* wake up to the actual circumstances of the case.

The most amusing part of the discussion, as

seen in the last issue of *The Wheel*, is the effort of the wily Dr. Emery to disown all knowledge of the existence of a ring in the League.

His query, "Would it not be better if all sunk their personal aggrandizement and work for the common cause?" is very rich coming from such a source.

The able Doctor's effort to tear *The Wheel's* critique to pieces fails utterly in its object, and the Doctor's letter is dissected and laid bare in the same issue in a manner that must make the Bostonian feel that he has temporarily lost his grip on the English language.

The Wheel has got all the truth on its side of the discussion, and we are surprised that a man of the recognized ability of Dr. Emery should not have sufficient foresight to keep out of a discussion in which he is sure to be badly worsted.—*The American Athlete*.

THE LEAGUE CONSTITUTION.

We hunger and thirst for knowledge, not from mere cantankerousness, but just from love of knowing what we are about. Accordingly we humbly ask the official editor of the *Bulletin*, or the Reconstruction Committee, or Dr. Emery, or anybody else, under which constitution the League now lives, moves, and has its being? Usually projects of law have a clause, "this act shall take effect immediately," or "upon its adoption," or so on.

There is no such clause in the new constitution. However, everybody has taken it for granted that it went into effect after that sad mistake of choking off amendment by the votes of absentees from Baltimore. Under that construction of the situation elections for State boards of officers have been held in as many as half a dozen States, certainly, and perhaps more. Elections are strictly limited to between July 15 and August 15, and what will happen if there is any parties to elect in say half the State divisions before August 15, we cannot say and will not now inquire.

The present point is that everybody supposes the new constitution now to be law. In that case the old constitution is of course superseded, dead, defunct, and of no present effect, so to speak. Therefore our love for information leads us to ask by what title the present organization of the League holds its power and emoluments. It derives no claims from the old constitution, for there is no old constitution, and certainly they were never elected under the new constitution. Ought there to be a new election for League officers? Or would a simple motion of validation before the National Assembly presently to be elected suffice?

We hope no one will misunderstand us. We make no attack on the bona fides of the officers, nor of those who elected them. On the contrary, we think some legal way should be found of so tacking the seats of their trousers to their official chairs that there can be no judgment of ouster until the due and timely expiration of their officials terms. We are only engaged in criticising a document which was enacted by proxy votes, against protest. And League members should understand that we enlisted for the war only after free expression of opinion was denied in the official organ. If they really want to know what the independent thought of the League is they must look in these columns, and not in the somewhat too carefully edited sheet which comes to them from Boston.

Speaking of the elections of the State boards of officers, we wonder what they are going to do when they find themselves in office. The official organ's last issue says, "Much of the work that has been heretofore done by the national organization will hereafter come upon the States." We are happy to take our esteemed contemporary's word for it, but will it kindly inform us whether it has yet read its official copy of the new constitution, and, if so, wherein it finds law and warrant for this remarkable statement? Article IV., Section 1, provides that the League shall "direct and decide in all matters not provided for in this constitution." That is to say, all powers and duties not delegated to the State divisions are reserved to the League. The able drafters of this unique constitution, of course, had in mind a confederation after the analogy of the United States when the American colonies formed themselves into the American union. They delegated certain named powers to the federal government, but reserved all powers not named to themselves. The amusing

committee which conceived and—perhaps—executed a confederate government for the League, reversed this safe and familiar scheme. They delegated certain powers to the State divisions, and, as above quoted, reserved all other powers for the national organization. Exactly what powers they did delegate to the State divisions they did not vouchsafe to tell us in any one article. But that is mere error of detail, and we can pick out the delegated powers here and there. They are directed in various sections to organize and elect officers, to hold annual meetings, to elect delegates to the national assembly, and to enact by-laws "not inconsistent with the national constitution." If they attempt to do more than this—the opinion of your esteemed contemporary to the contrary notwithstanding—they usurp powers reserved to the national body. And as matter of principle nothing is better settled than that the national body ought not and cannot divest itself of its powers and duties for the benefit of any other depository of power and duty. The only remedy is to amend the constitution.

E. A. B.

McCurdy, the professional bicycle rider, has joined the regular army, and is quartered at Jefferson Barracks, Mo.

LABOR DAY.

All Day Carnival of Sport

AT THE

N. J. A. C. GROUNDS,

AT

Bergen Point, N. J.

10 A. M.—Athletic and Bicycle Races—200 entries received.

1:30 P. M.—Open four-oared shell, and single, tandem, and hurry-scurry canoe races.

4 P. M.—Base-ball, Champion N. J. A. C. vs. famous Highlands of Philadelphia.

8 P. M.—Illumination of Grounds and Promenade Concert.

Music all day. Caterer on grounds. Trains leave foot Liberty Street at frequent intervals. All way trains stop at N. J. A. C. Grounds. All day admission badges, 75 cents.

AT LAST WE HAVE A

PERFECT LUBRICANT

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Standard Graphite Lubricator,

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IT WILL NOT GUM OR RUN OFF, AND IS PRACTICALLY EVERLASTING.

25 Cents per Bottle. By Mail, 30 Cents.

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Oh, come, fair Columbia, and turn from the crowd
Of political combatants, clamoring loud;
Oh, leave them to bicker and quarrel and jar,
Like the flats and the sharps that they frequently are.

And turn to the instrument perfect, complete,
That heats Time himself, and can never be beat;
For the SOHMER PIANO, as certain as fate,
Is "the ticket" to win, for the year '88!

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From "The Midsummer Puck," 1888.

In the Midsummer number of Puck, a cut of which is published on the back cover, there is a handsome picture descriptive of the present condition of affairs in the political world, and also showing in the most striking manner that although the politicians are fighting amongst themselves, yet the winning ticket for 1888 in the musical world is the Sohmer piano.

In the front of the picture is Columbia being most courteously received by Mr. Hugo Sohmer, who desires to present to her the "Sohmer" piano. By the side of Mr. Sohmer in a group are Josef Kuder on the left, Mr. Charles Fahr in the centre and Mr. George Reichmann at the right, rejoicing over the recognition of the instrument's merits on the part of Columbia representing the people of the United States. Above this is a banner waving the words, "Sohmer & Co." In the background one sees the Capitol, with masses of struggling politicians surrounding Cleveland, Thurman, Harrison and Morton.

But in one thing they all agree, that is the high position and standing of the celebrated Sohmer piano.

POINTS

RELATING TO

Second-hand Wheels,

SOLD BY

HART

Cycle Company,

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Philadelphia, Pa.

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Prices are fixed according to the condition and make of the machine.

II.

Condition.—We repair all second-hand machines before selling, and refinish many, and have sold several thousand, which have given entire satisfaction.

III.

Guarantee.—We warrant all our second-hand machines to be free from defects, except such as are caused by wear and which are apparent.

IV.

Lists.—We publish frequent price lists, fully describing our entire stock of second-hand machines, and mail them free to applicants. As the stock constantly changes, it is advisable for intending purchasers to obtain these lists, as issued, until they are supplied with a machine.

V.

OUR PRESENT BARGAINS.

42-inch American Safety (new machine)....	\$70 00
44-inch Ideal; in good order.....	25 00
46-inch Otto Special; in good order.....	35 00
46-inch Facile; nearly new; 1887 pattern.....	75 00
48-inch Harvard; ball bearings; newly finished.....	55 00
48-inch Expert Columbia; 1888 pattern.....	100 00
50-inch Victor; nearly new; 1887 pattern.....	80 00
51-inch American Star.....	50 00
52-inch Special Columbia.....	50 00
52-inch Champion Lt. Roadster; not used.....	100 00
52-inch Apollo; scarcely used.....	90 00
52-inch Expert Columbia; full nickel; 1887 pattern.....	95 00
54-inch English make; ball bearings.....	50 00
54-inch Expert Columbia; nickeled.....	90 00
54-inch Humber Racer; new.....	75 00
54-inch Sanspareil Lt. Roadster.....	60 00
54-inch American Star.....	40 00
54-inch Expert Columbia.....	75 00
54-inch Sanspareil.....	65 00
55-inch Rudge Lt. Roadster.....	75 00
55-inch Columbia Lt. Roadster.....	90 00
56-inch D. H. F. Premier.....	75 00
56-inch Club.....	65 00
56-inch Expert Columbia.....	75 00
57-inch British Challenge.....	60 00
58-inch Expert (very cheap).....	75 00

TRICYCLES.

Victor; 1885 pattern.....	60 00
Humber Tandem; nearly new.....	150 00
Columbia Two Track; nearly new.....	100 00

Note A.—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

Note B.—Any bicycle or tricycle will be sent C. O. D. to any address, with privilege of examination, on receipt with the order of a sum sufficient to pay transportation charges.

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The **SWIFT SAFETY** HOLDS THE SAFETY CHAMPIONSHIP OF THE
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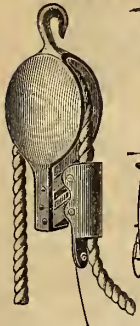
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Repairing and Nickel Plating a Specialty.

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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.

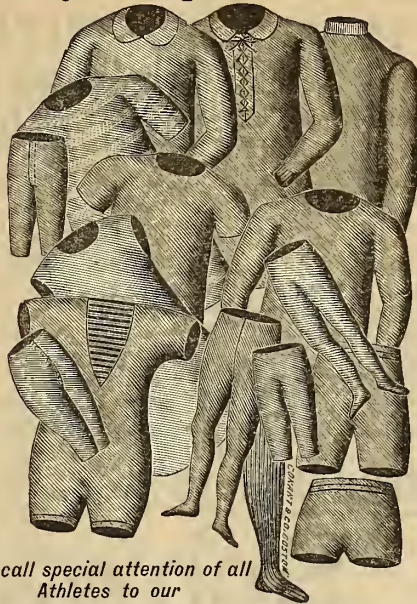
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No.	Size.	MAKE.	BEARINGS.	FINISH.	PRICE.
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4	50	Expert, with lamp.....	Ball.....	Enamel...	110 00
5	54	Expert, with lamp and cyclometer.....	Ball.....	Enamel...	110 00
6	56	Expert, with lamp.....	Ball.....	Enamel...	75 00
7	48	Standard, with lamp and stand.....	Ball.....	Enamel...	50 00
8	52	Sanspareil.....	Ball.....	Nickel....	60 00
9	52	Special Columbia.....	Ball.....	Nickel....	40 00
10	50	Victor.....	Ball.....	Enamel...	100 00
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13	56	Royal Mail.....	Ball.....	Nickel....	85 00
14	50	Otto.....	Ball.....	Nickel....	65 00
15	52	American Club.....	Ball.....	Enamel...	65 00
16		Rudge Rotary Tandem Bicycle.....	Ball.....	Enamel...	125 00

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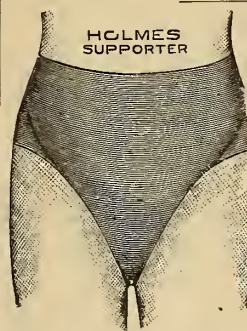
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The most valuable remedy known for the external treatment of Wounds, Burns, Sores, Cuts, Skin Diseases, Rheumatism, Hemorrhoids, Catarrh, Chilblains, Sunburns, and for every purpose where a liniment is needed.

Also when taken internally for Coughs, Colds, Sore Throat, Croup, Diphtheria, Dysentery, etc.

In order that there may be no excuse for buying imitations of our goods, we put up genuine Vaseline in one, two and five ounce glass bottles.

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STATE SIZE OF WHEEL WANTED, AND THEY CAN SUPPLY YOU AT YOUR OWN PRICE.

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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. "5" Balls to front, cone to rear, ball pedals.

CONDITIONS.—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearing A1. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings excellent. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No.	Size.	Name	Cost.	Price.	Finish.	Bearings.	Condition.
285	51	Special Star,	\$120.00	\$70.00	4	Ball	4
286	44	Special Facile,	123.00	60.00	4	1	4
208	39	Otto,	35.00	18.00	5	4	2
306	51	Special Star,	135.00	80.00	3	Ball	2
334	—	Columbia 3 trk. Trike,	166.00	65.00	4	2	2
343	52	New Rapid Roadster,	147.50	134.00	3	1	1
350	52	N. Rapid Lt. Rdstr.,	137.50	112.00	4	1	1
363	50	Columbia Expert,	135.00	75.00	1	2	2
364	56	Columbia Expert,	142.50	100.00	1	1	1
365	48	Columbia Expert,	122.50	84.00	3	1	1
376	54	Special Club,	135.00	78.00	3	1	2
377	56	Victor Roadster,	132.50	82.00	4	1	1
385	54	Columbia Expert,	140.00	75.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	3	1
389	42	Am. Pony Star,	85.00	50.00	4	Plain	5
390	—	Beeston Hbr. Tdm.,	260.00	115.00	4	2	4
391	55	Col. Lt. Roadster,	145.00	95.00	4	1	1
394	48	Columbia Expert,	122.50	60.00	4	2	2
397	—	Col. 2-track trike,	165.00	90.00	4	1	2
403	—	Quadrant, No. 8,	185.00	125.00	4	1	4
409	50	Columbia Expert,	130.00	100.00	4	1	1
410	52	Columbia Expert,	122.50	80.00	4	1	2
411	56	British Challenge,	147.00	70.00	6	1	2
415	52	Columbia Expert,	132.50	80.00	1	2	1
416	56	American Club,	135.00	52.00	4	2	4
417	52	Columbia Expert,	132.50	75.00	3	2	2
418	54	Columbia Expert,	140.00	90.00	1	1	1
421	52	New Rapid Rdstr.,	132.50	132.50	4	1	1
422	53	Col. Light Rdstr.,	127.50	90.00	4	1	2
423	52	Columbia Expert,	122.50	100.00	3	1	1
425	—	Quadrant No. 8,	185.00	170.00	4	1	1
427	56	Premier,	140.00	50.00	3	1	2
428	50	New Mail,	127.50	105.00	4	1	1
429	54	Victor Roadster,	130.00	90.00	4	1	2
430	—	New Rapid Safety,	135.00	135.00	4	1	1
431	55	Rudge Light Rdstr.,	141.25	60.00	4	2	4
433	—	Ladies' Quad. No. 14,	175.00	175.00	4	1	1
434	50	New Mail,	127.50	80.00	4	1	1
435	52	Special Club,	160.00	140.00	1	1	1
436	—	Kan. Safety (36x54)	140.00	75.00	4	1	1
437	55	Columbia Lt. Rdstr.,	140.00	95.00	3	1	1
438	51	Special Star,	160.00	85.00	3	Ball	2
439	—	Quad. No. 15 (Tdm.),	250.00	250.00	4	1	1
440	—	Columbia Veloce,	135.00	110.00	4	1	1
441	54	Columbia Expert,	125.00	65.00	4	2	1
443	42	Horsman,	35.00	16.00	5	4	2
444	56	Columbia Expert,	127.50	78.00	4	2	2
445	48	Rudge Lt. Rdster,	132.50	85.00	4	1	1
446	54	Columbia Expert,	135.00	85.00	1	1	1
447	52	N. Rapid Lt. Rdstr.,	137.50	95.00	4	1	2
448	—	Columbia 2-track trike (Ladies' Special),	185.00	80.00	4	1	1
449	—	Springfield Roadster,	100.00	78.00	4	Ball	1
450	56	Victor Lt. Roadster,	142.50	120.00	3	1	1
451	50	Victor Roadster,	125.00	67.00	4	1	2
453	54	Columbia Expert,	135.00	100.00	3	1	1
454	—	Victor Safety,	135.00	115.00	1	1	1
455	—	Genuine Hbr. Tdm.,	250.00	150.00	4	2	1
457	52	Volunteer Columbia,	102.50	80.00			

All Machines Guaranteed Sound.

Upon receipt of \$5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Wheels Bought, Sold and Exchanged.

FULL LINE

CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

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

**TO THE FRONT AGAIN:
EAGLE ROCK HILL, 12 TIMES WITHOUT A DISMOUNT.**



ON WHAT?

A SPRINGFIELD ROADSTER,

50-inch, Geared equal to a
52-inch Ordinary.

BY WHOM? J. HARRY SHURMAN, of Lynn, Mass. Witnessed by E. H. Banks, N. Y.; L. S. Klotz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver, of Concord, N. H.

WHAT NEXT? STICKNEY HILL, LYNN, MASS. TRY IT. WE GOT THERE.

L. A. W. RUN AT BALTIMORE, JUNE 19, '88.—Out of 150 wheels three only surmounted the hill; two of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.
L. A. W. RACES, BALTIMORE, JUNE 19, '88.—The Springfield Roadster scored three victories: 2-mile Safety, by J. Fred. Midgley; Half-mile Dash and 3-mile Handicap, by W. E. McCune.
J. R. WELD, Jr., MEDINA, N. Y., WRITES: "We believe in the Springfield Roadster out here. In a club of 20 members 16 of them ride your make of wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely Safe, Speedy, the Best Hill-Climber and All-Around Road Wheel ever offered to the Public, at a Moderate Price. Catalogue Free.

SPRINGFIELD BICYCLE MFG. CO., No. 9 Cornhill, Boston, Mass.

Chas. Schwalbach,

PROSPECT PARK PLAZA, = = = BROOKLYN.

NEW MAIL

Bicycles.

COLUMBIA

Tricycles.

CLUB

Safeties.

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

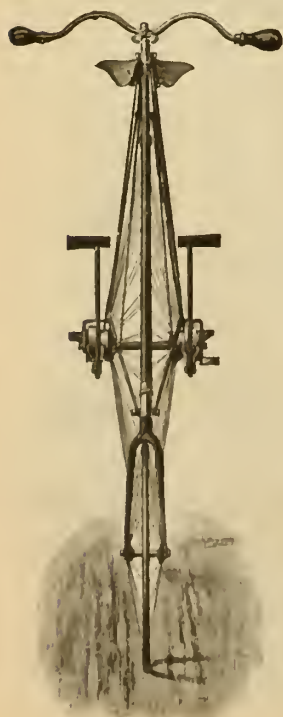
ALL REPAIRING DONE ON THE PREMISES.

NO WORK GIVEN OUT.

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

THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

CATALOGUES FREE. ADDRESS

H. B. SMITH MACHINE CO.,

New York Salesrooms,
115 LIBERTY STREET.

SMITHVILLE, N. J.

WE TAKE

Old Mounts in Part Payment

—FOR—

VICTORS

—AT—

LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

THE

VICTORAnd the wisdom of our choice is
being daily proved to us.

WE SELL

Second-hand Wheels for Owners

—ON—

COMMISSION,GIVING THE BEST CHANCE TO
UNLOAD QUICKLY.

WE OFFER

THE BIGGEST ASSORTMENT

—OF—

Second-hand Cycles

—AT—

MOST REASONABLE PRICES.

MANHATTAN

WHEEL EXCHANGE.

WETMORE & CHESTER.

49 CORTLANDT STREET,

NEW YORK CITY.

JOHN C. WETMORE.

W. W. CHESTER.

What Does This Mean?

We Can Get from \$10 to \$15 More

—FOR—

A SECOND-HAND VICTORTHAN FOR ANY OTHER MAKE OF
WHEEL IN THE SAME
CONDITION.*Don't Believe Us,*But ask those who have
changed, this year, from
other makes to**VICTORS,**How they run, coast and
climb, as compared with
their old mounts.**READ OUR RULES.**No machine placed on our list unless it is in
our hands.Our charge for selling is ten dollars and stor-
age at one dollar per month. No tricycles
handled on commission.A receipt is given for each machine, and we
are responsible in case of loss for the net price
charged. Our stock is fully insured.Our customers are not bound to leave their
machines with us any longer than they may
care, and can remove them by paying freight,
storage and other expenses.In shipping to us freight must be prepaid.
We are not responsible for breakage in transit.Our terms to sellers are strictly cash. Charge
for crating, \$2. New wheels crated free.*Men of Moderate Means*Who cannot afford to pay
cash for**VICTORS,**Can get them on the instal-
ment plan from us on six
months' credit at \$5
advance in price.**Notice this Week's Reductions.**

Our List, August 28, 1888.

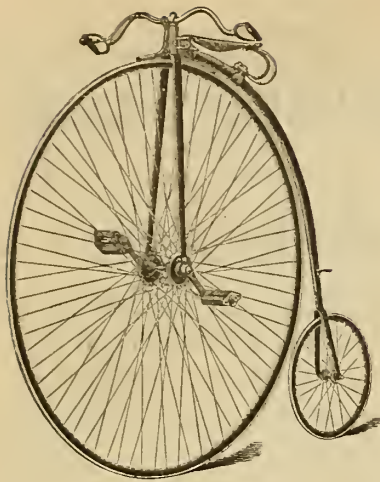
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$55.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$40.
- No. 129.—48-in Stand. Col. Enam. Price \$35.
- No. 141.—English Premier 3 track, loop frame tricycle. Two speed gearing. Cyclom. Reduced to \$60.
- No. 153.—54-in. Sanspareil. Ball wheels. Enamel. Price \$50.
- No. 155.—50-in. Spalding. New. All balls. Cowhorn bars. Only \$90.
- No. 162.—52-in. Spalding. All balls. Enam. Cowhorn bars. Price \$65.
- No. 166.—54-in. Victor. Nickel with enamel wheels. Fine order. Price \$85.
- No. 167.—55-in. Yale Light Roadster. Enamel. All balls. Cowhorn bars. Price \$50.
- No. 171.—51-in. Am. Star. Silent ratchets. Nickel bar, rest enamel. Fine cond. Price \$50.

- No. 173.—48-in. Rudge L. R. Enameled. Not ridden 50 miles. Sacrificed at \$85.
- No. 176.—36-in. boy's wheel. Full nickel. Cowhorn bars. Good as new. Price \$30.
- No. 180.—54-in. Stand. Col. Enam. Price \$35.
- No. 181.—Rudge Humber Cripper Tricycle. New last season. Prime order. Cost \$180. Sacrificed at \$110.
- No. 183.—52-in. Premier. Ball to front wheel. Cowhorn bars. Suspension saddle. Enam. Price \$50.
- No. 184.—Sparkbrook Cripper Tricycle. New. Just out of crate. A chance to save big money. Price \$130.
- No. 186.—48-in. Special Star, '86. Nickel with enam. rims and bar. Only \$85.
- No. 188.—50-in. Victor L. R. '87. Nickel finish. Perfect cond. Cheap at \$100.
- No. 190.—54-in. Rudge. Enam. Cowhorn bars. Bell. Price \$60.
- No. 191.—54-in. Expert Col. Enam. All balls. Dropped bars and spades. Price \$70.
- No. 193.—52-in. Rudge Light Roadster. Enam. All balls. Cowhorn bars. Little used. Price \$70.
- No. 195.—54-in. Rudge. Enam. All balls. Cowhorn bars. Good as new. Price \$75.

- No. 197.—52-in. Matchless Singer. Almost new. All balls. Cowhorn bars and spades. Kirk saddle. Price \$90.
- No. 198.—48-in. Stand. Col. Painted. Price \$40.
- No. 199.—Humber Cripper Tricycle. Weight, 47 lbs. Perfect cond. Sacrificed at \$80.
- No. 200.—48-in. Singer Light Roadster. Nickel with enam. wheels. All balls. Cowhorn bars and spades. Looks like new. Price \$85.
- No. 201.—54-in. Col. Expert. Full nickel. All balls and dropped bars. Prime order. Only \$75.
- No. 202.—48-in. Special Star. Nickel with enamel wheels. Cheap at \$75.

THIS WEEK'S BARGAINS.

- No. 204.—50-in. Expert Col. Nickel with enamel wheels. All balls. Price \$55.
- No. 205.—51-in. Col. Light Roadster, '88. Nickel with enamel wheels. Hardly used. Looks like new. Only \$110.
- No. 206.—44-in. boy's bicycle. Enameled. Dropped bars. Lamp. Price \$30.
- No. 207.—48-in. Mustang. Price \$40.
- No. 208.—48-in. Col. Expert. Full nickel. Cowhorn bars. Ball wheels. Price \$70.
- No. 209.—52-in. Col. Expert. Full nickel. All Balls. Fine cond. Price \$75.



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.

The B. F. Goodrich Co. Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

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

Write for Price List.

NEW YORK WAREHOUSE,
65 READE STREET.

EASY PAYMENTS.

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

MERWIN, HULBERT & CO.,

26 West 23d Street,
NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S
American Champion Bicycle.
American Light Champion Bicycle.
American Challenge Bicycle.
American Ideal Bicycle.
American Ideal Tricycle.
American Challenge Tricycle.
AND SUNDRIES.

1888 Springfield Roadster
Plain bearing, \$75.00 | Ball bearing \$100.00

SINGER'S
SAFETY.



All Ball Bearing
\$135.00

Singer's Bicycles, Tricycles, Safeties and Tandems.
BICYCLE SUITS, STOCKINGS, HATS, SHOES, ETC.

Over 100 new machines on our Bicycle floor, on sample. No second-hand machines.
Call and see our stock before purchasing.

ADVERTISE in our For Sale and Exchange Column, and

SELL YOUR OLD WHEEL AT ONCE.

Twenty-five words for Fifteen Cents.

WE WISH TO CALL ATTENTION TO OUR

NEW LINE OF

NOVELTIES,

Which We are Now Introducing.

The high-class workmanship and finish which has gained for us an enviable reputation in our

Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,
1½ Maiden Lane, N. Y.



No. 1278.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, \$3.50.

Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, 8.00.

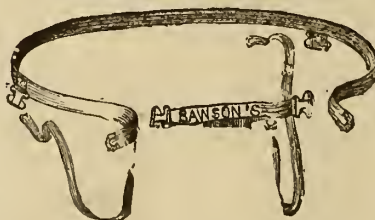


No. 1288.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, \$5.50.

Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, 9.50.

WILL BE SENT POST PAID ON RECEIPT OF PRICE.



A Perfect Fit Guaranteed.
Displacement Impossible.

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

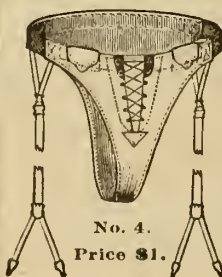
N. B.—“We fill special orders without extra charge.”

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

S. E. G. RAWSON,

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

Mention this advertisement when you order



No. 4.
Price \$1.

For Bicyclists, Gymnasts and
Gymnasiums,
CALL'S IMPROVED

Elastic Sides Supporters
(JOCK STRAP)

With hose or stocking supporter attached, also with pockets for keys or money. No. 1, plain supporter, 50c.; No. 2, with pockets, 75c.; No. 3, with stocking supporter (no pockets), 80c.; No. 4, same as cut, \$1.00. Order by number, and give tight measure top of hips. Post-paid on receipt of price.

S. B. CALL & CO.,
358 Main Street,
Springfield, Mass.

OPIUM

Morphine Habit Cured in 10 to 20 days. No pay till cured.
DR. J. STEPHENS, Lebanon, Ohio.

COLUMBIA BICYCLES

AND

TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316. Roberts St.

MINNEAPOLIS: 417 Nicollet Ave.

Buy Your Shoes of T. B. BENNELL,

304 BROADWAY, Near Duane.
THE GREAT LONDON SHOE MAN.

MY SPECIALTY FOR THE SUMMER IS THE
KANGAROO SHOES,
The Most Durable and Comfortable Shoe Made.

Call and see them and a fine line of BICYCLE SHOES.

CYCLING TOURISTS can avoid soreness and greatly increase pleasure by using the Threelfold Elastic, Self-Adjusting Hinge Cradle or Rocker Saddle.

COPPER CYCLE SADDLERY,

433 Pearl Street,

CLEVELAND, O.



LOOK AROUND BEFORE BUYING.
SEE OUR LISTS.
HART CYCLE CO.,
 No. 811 Arch St., Philadelphia, Pa.



RUBBER
 Tennis Soling,
 WHITE, BLACK,
 OR RED,

Corrugated or Diamond Pat-
 tern for

TENNIS SHOES.

NEW YORK BELTING & PACKING CO.
 15 PARK ROW, N. Y.

E. & H. T. Anthony & Co.
 Manufacturers and Importers of

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INSTRUMENTS,



Apparatus and Supplies,
 591 Broadway, N. Y.

Sole proprietors of the
 Patent Satchel Detective,
 Fair, Novel, and Bi-
 cycle Cameras, and sole
 agents for the Celebrated
 Dallmeyer Lenses.
 Amateur Outfits in
 great variety from \$9.00 up-
 ward. Send for Catalogue or
 call and examine.

More than Forty Years
 Established in this line
 of business.

RADWAY'S READY RELIEF.

For headache (whether sick or nervous), toothache, neu-
 ralgia, rheumatism, lumbago, pains and weakness in the
 back, spine or kidneys, pains around the liver, pleurisy,
 swelling of the joints and pains of all kinds, the application
 of Radway's Ready Relief will afford immediate ease, and
 its continued use for a few days effect a permanent cure.
 INTERNALLY, in a few minutes, cures Cramps, Spasms,
 Sour Stomach, Nausea, Vomiting, Heartburn, Nervous
 ness, Sleeplessness, Sick Headache, Diarrhoea, Colic,
 Flatulency and all internal pains.

50 cents per bottle. Sold by Druggists.

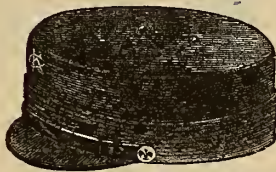
ASK FOR THE

WENCK

PERFUMES AND TAKE NO OTHER.
 Wenck's Opera Bouquet is the latest.



'SMITH'S



Sporting Goods,
 LOWEST PRICES

121 FULTON ST
 Send for Catalogue.

THE "BEST" BICYCLE LOCK



Neat, handy and strong. So constructed that the strain
 comes on wire at right angles to lock, and cannot be pulled
 apart. Price \$1.00.

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, Spring-
 field Roadsters, Humbers.*

ALSO A FULL LINE OF BOYS' AND GIRLS'
 Bicycles, Tricycles and Velocipedes.

REPAIRS! REPAIRS!

Fully Equipped Repair Shop. Work
 Quickly Done. Reasonable Prices.
 Skillful Machinists.

EARL & WILSON
 MEN'S LINEN COLLARS AND CUFFS
 "ARE THE BEST"
 FOR SALE EVERYWHERE.



**VICTOR LIGHT ROADSTER
 BICYCLE.**

**VICTOR LIGHT ROADSTER
 TRICYCLE.**

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

**SPALDING'S YOUTH'S BI-
 CYCLE.**

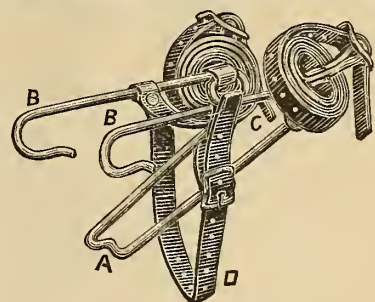
Also a Full Line of
BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

426 Nicollet Ave., Minneapolis.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

"A." Bracket rests on brake spoon. "B." "B" Hooks over
 handle bars. "C." Straps. "D." passes under brake spoon.
 Weight, only 4 ounces. Can be carried in a tool bag.
 Will carry a 10-pound dead-weight and not sag. Send
 stamp for circular. Price by mail, 75 cents. For
 Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH,
 249 Woodward Avenue, Detroit, Mich.

J. O'CONNOR,

Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.

All kinds of Foreign and Domestic Patent Dressings. A
 full assortment of Custom-made Boots and Shoes always
 on hand at Reasonable Prices. Orders of every descrip-
 tion promptly attended to and a perfect fit guaranteed.

LAWN TENNIS SHOES A SPECIALTY.

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES
 AND WHEELMEN



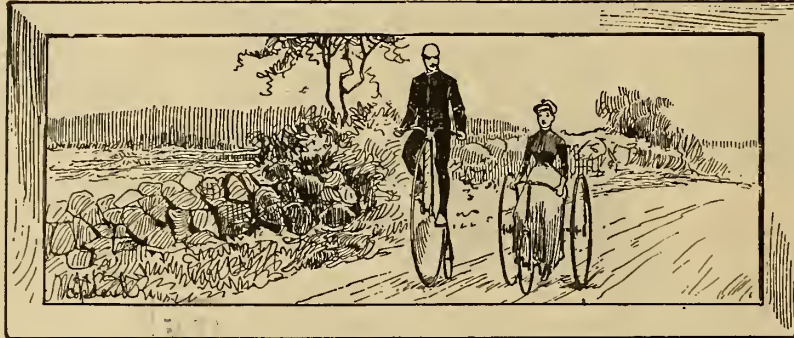
ON THE ROAD,
 ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing
 wheelmen, and it keeps the mouth moist, thus preventing excessive thirst.

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



"Going to buy a new wheel this season?"
"Think of it."

"A Columbia?"

"Certainly."

"Why a Columbia?"

"When I spend
\$100 I want
reputation and
reliability back
of it."

"But there are
other good machines."

"Undoubtedly, but
I KNOW the
Columbias are
all right, and
my hundred
dollar bill takes no chance."



Inspection Solicited. Illustrated Catalogue Free

POPE MFG. CO.

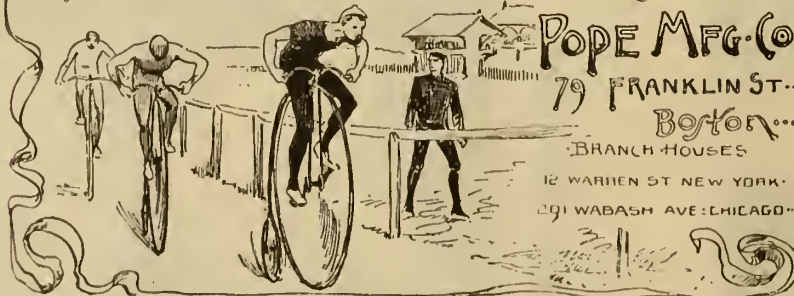
79 FRANKLIN ST.

Boston

BRANCH HOUSES

12 WARREN ST. NEW YORK

291 WABASH AVE. CHICAGO



THE LARGEST BICYCLE SUPPLY HOUSE IN THE UNITED STATES.

Howard A. Smith & Co.

Gentlemen

I used your L & S bundle carrier on my Tour Around the World, and found it very servicable indeed. It is difficult to see how it can be improved upon.

Sincerely yours

Thomas Stevens



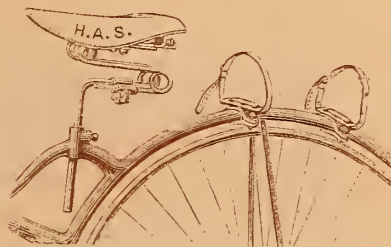
Crank Bundle Carrier



As used on the ordinary.

Price, - \$1.50

SAFETY BUNDLE CARRIER.



As used on the Safeties.

Price, - - - - - \$1.50

GLOVES.



Corded Back, \$1.50

Open or Perforated Backs, \$1.25

Mailing, - 5c.

ADHESIVE TIRE TAPE



Known on both Continents, 20c. per package by mail.



Z & S. SHOULDER STOCKING SUPPORTERS

Are so thoroughly well known that a passing mention is sufficient. Price, 65c. per pair.

BELT SUPPORTERS

Allow for ample adjustment over the hips,

Price, 50c.

HIP SUPPORTERS

To attach to shirt or drawers, with double safety pin,

Price, 35c.

Lighting and Lubricating Oil.



In quart cans, - - 60c.

In pint " - - 35c.

In bottles, - - 25c.

DUPLEX SCREW-DRIVER.



Made from the best cast steel and warranted.

Price, - - - - - 35c.

BOSTON CLUB CAP.



Heavy corded and handsome; made in best manner.

Price, - - - - - \$1.50

Sent by mail, 10c. extra.



BELLS, BELTS, LAMPS, WRENCHES, SADDLES, LOCKS, WHISTLES, SHOES, STOCKINGS, JERSEY SHIRTS AND KNEE PANTS IN GREAT VARIETY.

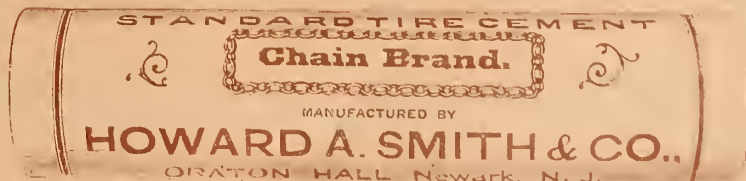


H. A. S. Spoke Grip.



Made from drop-ped steel

Price, - - - 05c



Price, 20c. per stick

HOWARD A. SMITH & CO.,

ORATON HALL,

NEWARK, N. J.

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This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THOS. T. ECKERT, General Manager.

NORVIN GREEN, President.

Ch 32 2 18 21 Collect 0428

Received at 109 State Street, Boston. 1.59a Aug 15 1888

Dated. San Francisco 14

To. Pope Mfg Co
Boston

We think we will want at least
fifty more Veloce Columbias
Osborn & Alexander.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle,

AN INTERNATIONAL REPUTATION.

A few of the new Rudge Landems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.