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NEW YORK, NOVEMBER 9, 1888.

[WHOLE NUMBER, 37.]

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The Best Hill-Climbing Crank Machine Ever Produced.

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**GORMULLY & JEFFERY MANUFACTURING CO.,**

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L. A. W. meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one-mile safety and one-mile team race. Toronto, Canada, three-mile road wheel, and one-mile safety race. Rochester, N. Y., one-mile, open to all, track record, 2.44½; three-mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half-mile on record; also, two-mile, 6.45 class.

J. R. Weld, of Medina, writes: "In a club of twenty, eighteen ride Springfield Roadsters, and still we want more."

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Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

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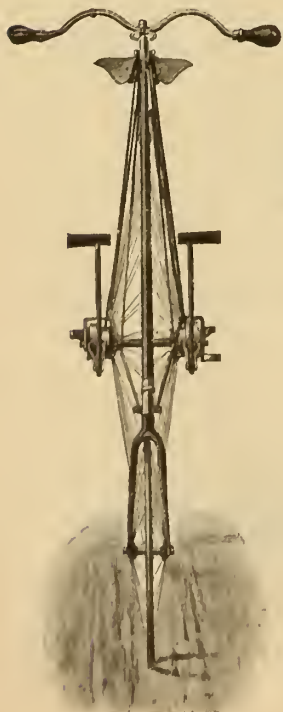
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### V. OUR PRESENT BARGAINS.

42-inch American Sarety (new machine).....	\$70 00
44-inch Ideal; in good order.....	25 00
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52-inch Special Columbia.....	50 00
52-inch Champion Lt. Roadster; not used.....	100 00
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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
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56-inch Club.....	65 00
56-inch Expert Columbia.....	75 00
57-inch British Challenge.....	60 00
58-inch Expert (very cheap).....	75 00

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Victor; 1885 pattern.....	60 00
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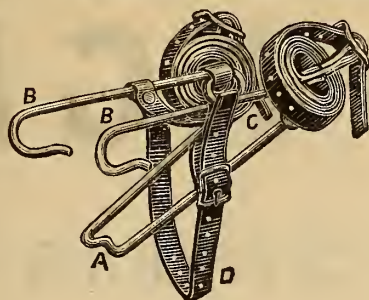
**Note A.**—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

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(Patent applied for.)

"A." Bracket rests on brake spoon. "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.

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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.

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

BENNETT & HALE,  
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NEW HAVEN, CONN.

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

# WON • AGAIN!!

## THE CITIZEN'S CUP,

At Baltimore, October 10, 1888, by the MARYLAND BICYCLE CLUB (second time). Road Race of Ten Miles. Twenty starters. The first man in was H. L. KINGSLAND, riding the same

## New Rapid Light Roadster

On which he last year over the same course made

### **WORLD'S ROAD RECORD.**

This speaks volumes for the machine after one year's hard usage. For speed, hill-climbing and durability no machine equals the

## NEW RAPID.

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### **SPECIAL NOTICE.**

To a limited extent we will accept other good machines in part payment for NEW RAPID BICYCLES, SAFETIES, and QUADRANT TRI-CYCLES and TANDEMS.

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**THE CLARK CYCLE COMPANY,**  
**Baltimore, Md.**

# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

*Published every Friday morning.*

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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 action of Charles H. Luscomb, in scattering broad-cast the circular-letter published below, is subject to much comment, some of it very uncomplimentary; in fact, in certain sections, the letter has caused a perfect howl of objection.

The letter advocates the re-election of Governor Hill, urging, as a reason, the stand taken by him on the Liberty Bill.

A number of letters have passed to and fro on the subject, and we have been asked whether Mr. Luscomb's action is not worthy of public rebuke and private investigation.

The question is difficult of solution, and may be looked at from several standpoints. The Liberty Bill was passed by a Legislature which had a Republican majority, and will have during the next session. By putting the wheelmen on record in favor of Governor Hill, Mr. Luscomb runs the grave risk of antagonizing this Republican majority.

On the other hand, when the Liberty Bill was passed by the Legislature it would never have become a law without the Governor's signature, and heavy pressure was brought to bear to prevent him signing it. The state of affairs was such that the Governor was compelled to place himself on record, and he did so in favor of the wheelmen. The Governor was positively promised the support of the wheelmen at the polls, and not to have come to his aid would have been a renegade act. Now that the bill has passed, it might be very well to ignore Governor Hill's claims on us, but a promise is a promise, and we are glad that it has been kept. Of course we speak irrespective of politics; from a pure mugwumpian, survival-of-the-fittest standpoint.

The minor questions involved may all hinge on personal opinion. We think the letter might have been less stump-speechy; we think that the national body should not have been dragged into a State question; we think that any letter of the kind should have emanated from the chief officer of the State. Whether Chairman Luscomb has political ambitions, and preferred to make capital out of the League, whether he is or is not the Cassius of the great body cycling, it is not for us to decide. Only those who have the honor of his personal acquaintance can settle such ticklish questions.

### LEAGUE OF AMERICAN WHEELMEN.

OFFICE RIGHTS AND PRIVILEGES COMMITTEE,  
280 BROADWAY, NEW YORK, October 23, 1888.

The wheelmen have been obliged to battle for their rights in every part of the country.

Local authorities, both in city and country districts, have passed ordinances forbidding the use of bicycles and tricycles in parks and upon highways, and until the enactment of the "Liberty Bill" wheelmen were upon sufferance in many parts of New York State.

This "Liberty Bill," prohibiting unfair discrimination against wheelmen, was bitterly contested before Governor Hill by the Department of Parks of the City of New York, and by Assistant Corporation Counsel Scott, of that city.

After careful examination of the questions presented, Governor Hill acknowledged and declared the rights of the wheelmen by signing the bill, and it thereupon became law. The battle against the wheel is not yet ended.

Attempt will be made during the next session of the Legislature to repeal the "Liberty Bill" in the interests of the horsemen, and the status of the bicycle in this State may again become subject to that uncertainty which has so embarrassed its progress in the past.

In the matter of the establishment of their rights, wheelmen cannot afford to take chances.

The Governor of this State has declared himself, and is on record as rendering justice to the riders of the wheel and protection to their rights.

In recognition of his past action, when the question has been squarely before him, the wheelmen may safely rely upon a consistent maintenance of the position he has taken.

We must, for the continuance unimpaired of our statute rights already obtained, give our substantial and hearty support to those public officials who have dealt fairly and honestly by us.

Regardless of political questions, and that we may retain in power those who have not been found wanting when the wheelmen have made their demand for recognition, every bicycle and tricycle rider should work actively and earnestly to continue in office the present Governor of New York.

The State Division of the League of American Wheelmen has in contemplation legislation to improve the condition of the roads and highways, and other work of importance to wheelmen, which can only succeed with the favor of an Executive whom we know to be unprejudiced against us.

Governor Hill's record is such that he may be depended upon to give to the wheelmen their just and lawful rights, unmoved by the clamor and influence of those whose hostility to the bicycle leads them continually to attack its devotees.

The undersigned, as Chairman of the National Committee of Rights and Privileges of the League of American Wheelmen, unhesitatingly calls upon the wheelmen of the State of New York, irrespective of party, to cast their ballots at the coming election for the men who have stood by them in the past.

The League secures its rights by a demonstration of its power, influence and unity.

No more fitting opportunity can be presented for a concentration of its members at the polls, and a demonstration of its strength and its loyalty to the brotherhood of the wheel, than to exercise the citizen's suffrage and re-elect the present Governor of the State of New York.

CHARLES H. LUSCOMB,  
Chairman National Committee Rights and Privileges, L. A. W.

H. O. Duncan, the Rudge agent at Paris, France, sends a pertinent communication to the *Cyclist*, of October 24, anent the Stanley show. At this annual show our readers will remember that all the new wheels of the year are exhibited. Mr. Duncan makes the following points: First, manufacturers construct a set of specially designed machines to exhibit at the show, which differ from the ordinary stock in that they are better finished and are on slightly different lines. The result is that the visiting agent orders a stock of wheels of the same pattern as the machines exhibited, and, refusing regular stock, puts the manufacturers to considerable trouble

making up a fresh line of goods to order. Second, that the show is overrun with foreign manufacturers, who, after a few days' inspection, return to their works and introduce any new and improved ideas they may have been taken with. Third, that cyclists who visit the show, on their return to their native towns, decry the wheels in use and the stock on hand at the local dealers', describing it as behind the times, worthless, etc., etc. Mr. Duncan concludes that the trade would not suffer in the least if the Stanley show were discontinued. The moral of Mr. Duncan's communication is that the exhibit of specially finished goods reflects discredit on the standard stock, that a wholesale exhibition of new models creates an unhealthy taste for novelties and makes it more difficult to sell standard wheels. Now that the manufacture of wheels has approached a standard basis, and the mounts of each year are but slight improvements in details on the makes of the past year, it seems bad business policy to harp on the "great improvements" of the spring stock, to advise purchasers to "hold off," etc., all of which deadens trade early in the fall.

By the withdrawal of the Long Island Wheelmen from the League, the club's three representatives, Messrs. Luscomb, Share and Wise, cease to be members of the State Division Board of Officers. Messrs. Share and Luscomb also cease to be members of the national assembly, though we suppose that the following clause will be falsely interpreted in order that Mr. Luscomb may retain his membership in that body, that he may be eligible to the League presidency, for which he intends to run in February. The clause reads as follows:

SEC. 3. Officers and chairmen of standing committees, if not members of the national assembly when chosen, shall be members of that body during their term of office.

It will be readily noted that chairmen of standing committees, if not members of the national assembly when chosen, shall be members of that body during their term of office; but Mr. Luscomb was a member of that body when chosen as Chairman of the Rights and Privileges Committee, and by no truthful application of the clause can Mr. Luscomb retain his membership. We have no doubt but that the maker of the constitution, Mr. Luscomb never intended that any person not a member of a State board should hold a committee appointment. If the clause is so interpreted that Mr. Luscomb will retain his membership in the national assembly, our readers may look out for the appointment of Mr. Share as a standing committee chairman, in order that he also may return to the national assembly. Of course we have no personal interest in the matter, further than that the League constitution is properly administered.

The Pope Manufacturing Company will make a ladies' bicycle and a tandem safety bicycle. Wm. Read & Sons will make ladies' and gentlemen's safeties and a tandem safety bicycle. The Overman Wheel Company will make a stiffer spring fork on '89 wheels. The Warwick Cycle Company will make a safety suitable for either lady or gentleman, and will make a tandem safety. The Springfield Bicycle Company will have a rear driver on the market, and the H. B. Smith Machine Company will push their rear driver, already shown this year.

A three-day road sculling tournament will be held at the Elite Rink, Philadelphia, on November 16, 17 and 18.

WARWICK

# Warwick Perfection Wheels

CYCLE

HAVE MORE GENU-  
INE IMPROVEMENTS  
THAN ANY WHEELS



ON THE AMERICAN  
OR EUROPEAN MAR-  
KETS.

## ITS ADVANTAGES WILL SELL IT.

### *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.

MFG. CO.

SPRINGFIELD,  
MASS.

## DALLAS, TEXAS.

The third annual tournament of the Dallas Wheel Club took place at Dallas, Texas, on Thursday and Friday, October 11 and 12, in connection with the Texas State Fair and Dallas Exposition. On the morning of the 11th, the wheelmen (a large number of whom were visitors from all over the State), took part in the opening street parade of the Fair, after which they repaired to the Fair grounds, where the management have constructed an eighth-mile bicycle track. The day was very fine with very little breeze, but the track was very heavy, the surface being dry and sandy, and consequently we had slow time. The first race was a 1-mile novice, four entries, A. C. Eidlebach, S. I. Cade, E. W. Hope and W. M. Wheeler; won by Eidlebach; time, 5m. 3s., on a 53-inch American Light Champion wheel. The next race, half-mile hands off, was won by Hugh J. Blakeney in 3m. 30s.; O. P. Haney, second; Eidlebach, third; there were only three entries. A half-mile club race was postponed on account of most of the club racing men being sick or out of condition. There were four entries for a 1-mile open race, T. Monaghan, A. C. Eidlebach, J. E. Edwards and S. I. Cade; Eidlebach won this race also, surprising the local men by beating Monaghan, who is "one of their finest," by four seconds; time, 4m. 27½s. This finished the bicycle races for the day.

The second day opened with rather a stiff breeze and the track heavier than before. First race, a 2-mile State championship; entries, T. M. Monaghan, L. Andruss, A. C. Eidlebach and S. I. Cade, was hotly contested; Eidlebach, first; time, 10m. 2½s.; Monaghan, second, 10m. 4s.; Andruss, third, 10m. 9s. Mr. Eidlebach takes the State championship which has been heretofore kept in Dallas to Flaton, but the Dallas boys say that Monaghan will have it back after the next races. An eighth-mile slow race, five entries, O. P. Haney, Geo. Bounds, E. W. Hope, W. R. James and L. Andruss; Andruss won; time, 6m. 8s.; E. W. Hope, second, 6m. 1½s. Third event was a fancy riding contest, the honors of which were awarded to H. J. Blakeney, and even before entering the ring they were generally conceded to him. His pedal mounts and vaults were good, as were his balancing feats on the wheel.

Fourth race, 1-mile handicap, entries, L. Andruss, T. L. Monaghan, A. C. Eidlebach, was a very close race, won by Monaghan in 4m. 21s.; Eidlebach, 4m. 28s.; Andruss, 4m. 31s. The consolation race was won by S. I. Cade, who rode a 58-inch wheel; Geo. Bounds, second; W. M. Wheeler, third.

The officials were W. S. Bird, Leon Dalton, W. T. King and E. Williams, and everything went off smoothly. None of the local men were in training at all, and Eidlebach was suffering from a bruised knee.

LE ROY.

♦♦♦

## RHODE ISLAND TO HAVE A DECISION ON THE STATUS OF CYCLES.

The case of William M. Leavitt vs. Patrick Collins, the former a bicycle rider and the latter an expressman, whose respective contrivances for locomotion came into collision last summer to the temporary physical damage of Leavitt, and the bringing of Collins into court, where he was fined \$5 and costs, the past week, has now reached a stage of interest to the State Division and the League in general. Before Collin's sentence can be executed the cycle must be adjudged a vehicle in Rhode Island, as it has already been accorded that proud position in other States. The Judge of the District Court and the Judge of the Common Pleas Court, to which the case was appealed, both allowed the prosecution to claim that the cycle was a vehicle for the purpose of continuing the case without delay, and now the Supreme Court is appealed to for a formal decision to settle the matter for all time. As far as this case is concerned, that occasion has not before been found for such a decision is added evidence to demonstrate the fact that in Rhode Island the cyclist has had from the first a very comfortable time of it; he has met with little or no opposition or annoyance except an occasional conflict with parties of no more consequence than Collins,

and it is creditable alike to the fair-mindedness of the fraternity of simon-pure horsemen and to the generally decent and conservative behavior of the cycle riders themselves hereabouts.

On the conclusion of the case in the Common Pleas Court, which was a criminal case prosecuted by the State, Chief Consul Davol came to the city and saw City Solicitor Nicholas Van Slyck, who sustained for the prosecution. Consul Davol had a pocketful of decisions and precedents bearing on the question which he turned over to Colonel Van Slyck. The latter was very cordial and expressed himself as much interested in the case. While it is not unlikely that the Supreme Court would come to a decision favorable to the wheelmen without any influencing precedents, as the first State authority that gave judgment did, Colonel Van Slyck and the Chief Consul agreed that it was just as well to cover the whole ground for the wheelmen's side.

Now that the case *per se* is closed in the courts it assumes an importance entirely apart from the episode and is of interest to League members far and wide, and the Chief Consul and Rights and Privileges Committee have promptly stepped in to push the matter to its inevitable conclusion.

Under the statute the "driver of a carriage or other vehicle" who willfully neglects to drive to the right, under the circumstances of the Leavitt-Collins case, and of violation of which statute Collins was found guilty, "shall be fined \$5 and shall be liable for all damages sustained in consequence" of such neglect.—*Providence Journal*.

♦♦♦

## RIVERSIDE WHEELMEN NOTES.

The R. W.'s had a club run to Mount Vernon last week, starting from the club house at 9 A. M., but as we reached Mount Vernon long before noon, we decided to go on to White Plains, where we met Treasurer De Graaf, of the Harlems. We were accompanied by Mr. and Mrs. Cossett, the latter, on a Salvo safety, riding the entire distance.

Our annual photograph was taken October 28, one in front of the club house and the other on our favorite spot on the Riverside Drive.

Next year our members will keep a record of road riding, the inducement being several medals to be given to those making a certain number of miles.

Reception at West End Hall, in 125th Street, on Thursday evening, December 13. CAP.

♦♦♦

## NEW YORK BICYCLE CLUB.

Nisbett's 25-pound Demon goat is the newest thing in wheels. The wheel is too light for American roads, but skims over the park surfaces like a bird.

We are pleased to report that the members will not be compelled to organize knitting circles, quilting bees and awfternoon teas to break the dreadful monotony. Any one of these dreadful fates at one time stared the club in the face, but at the last monthly meeting, after a deal of parliamentary hog-swashing, the anti-card men were routed by the card men, and now the play goes merrily on.

The billiard tables produce a good revenue.

The interior decoration of the club house is gradually progressing, and the rooms are looking prettier every day. The club restaurant is now in running order and is well patronized by the members.

Val. Miller is very much interested in his ordinary tandem bicycle, which he will put on the market in a short time.

Ten applications on the bulletin board.

E. Stuart Sumner, President of the Pequonock Wheel Club, of Bridgeport, visited the club on Wednesday, and was much surprised at the beauty of the club house.

The annual 15-mile club handicap, set for Election Day, was abandoned, the club consoling itself for this loss by having a photograph of itself taken, the members grouping in front of the club house.

At the November monthly meeting the club's delegates to the N. Y. and N. J. T. R. R. A. were instructed to offer a motion at the next meeting of the Association to disband, and should the motion not prevail the delegates are further instructed to withdraw from the Association.

## DUCKER IS NOT AFRAID.

BUFFALO, N. Y., November 6, 1888.

Editor THE WHEEL:

Dear Sir—By the issue of THE WHEEL for November 2, Senator Morgan says that he is in possession of certain letters which, if published, would blast my reputation forever. In reply to the paragraph in question, and the request of Mr. Morgan for permission to publish the letters, I have this to say: That I do not wish to enter into any controversy with the Senator on his merits as compared with mine, for on crooked work I will take second place in the race with him and give up before I reach the tape. The attempt of the Senator to pose as the cycling God of Virtue, by painting (or trying to) others black, savors too much of a certain man in olden times by the name of Adam. I only wished to defend the honesty of the officials at the Buffalo meeting from the attacks of one who has gulled the public, by his own confession, for years.

As to the letters in question, I wish that they would be forwarded to the Editor of THE WHEEL, and if there is one word in all of my letters to the Senator that offers, accepts, aids, or in any way suggests one dishonest contest on the path, I wish THE WHEEL to give them to the public, for I think that any one that will put up such jobs as Morgan has should be held up to the public light, and on this score I ask no favors or quarter; spare me not. I will go further, and if the editor can find a letter that does not appear in the true interest of the sport, then let it come to the light. Furthermore, I challenge Morgan to produce a letter written to any one wherein I ever proposed, hinted, or wished to have a fixed race of any sort, or any racing man that I have asked by word of mouth to race other than a fair and square race. Having given Morgan every chance to show that I ever favored a faked or dishonest race, if I have omitted to give him all that he needs, then, Mr. Editor, I will gladly accept any amendment to the above that will give Mr. Morgan a chance to paint me black, in order to prove that he ever had or possessed any virtue when a chance to bleed the public offered itself.

HENRY E. DUCKER.

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## PATENTS.

[Reported especially for THE WHEEL AND CYCLING TRADE REVIEW by C. A. Snow & Co., patent attorneys, Washington, D. C.]

Geo. J. Chapman, Tottenham, England. Velocipede.

Jas. S. Copeland, Hartford, Conn. Velocipede.

J. W. Hall, London, England. Velocipede.

E. G. Latta, Friendship, N. Y. Velocipede.

All bearing date of October 30.

Gideon Haynes, Jr., Hingham, Mass. Handle bar for velocipedes.

Herbert S. Owen, Washington, D. C. Bicycle.

Emmit G. Latta, Friendship, N. Y. Velocipede.

Frank Armstrong and N. W. Vandegrift, Bridgeport, Conn. Wrench.

All bearing date of November 6.

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It is announced that H. D. Corey has resigned his position with the Pope Manufacturing Company, and will no longer be known in cycle trade circles, his entire attention in future being devoted to business matters connected with the affairs of his father, lately deceased. Mr. Corey, for the past five years, has been a notable figure in cycling life, not only in local circles, but throughout the country. After demonstrating his ability as a first-class man, both on the path and road, Mr. Corey became connected with Messrs. Stoddard, Lovering & Co., and managed their cycle department for three years, making several trips to England in the interest of the Rudge. For the past year he has represented the Pope Manufacturing Company. Mr. Corey was but little past his majority when he was placed at the head of Stoddard, Lovering & Co.'s business, and he was justly reputed as a shrewd, active and enterprising man. He was more successful than any other man in the trade in advertising himself in connection with the Rudge. We wish him an emphatic success in his new field, and trust that he will not altogether be lost to cycling.

## THE RACE PATH.

### FIXTURES.

Nov. 8—Harvard College annual road race.  
 Nov. 8—Wakefield Bicycle Club's reception, Wakefield, Mass.  
 Nov. 21-22-23—Tournament at Columbus, Ga.  
 Nov. 24—One and two mile bicycle handicaps at 23d Regiment Armory, Brooklyn. Entries close November 17 with F. E. Steele, P. O. Box 1151, New York City.  
 Nov. 28—New Haven Bicycle Club's reception and entertainment, at New Haven Opera House.  
 Nov. 29—Races at Opelika, Ala.  
 Nov. 29—Prospect Harriers' 10-mile bicycle handicap. Entries close November 22 with G. E. Painter, 332 First Street, Brooklyn.  
 Dec. 13—Riverside Wheelmen's reception at West End Hall, 125th Street, New York City.  
 Dec. 17—Chelsea, Mass., Cycle Club's reception.  
 Dec. 17—Twelfth Regiment Games at Armory, Ninth Avenue and Sixty-second Street, New York. Two-mile handicap. Entries close December 8 with C. J. Leach, P. O. Box 3201, New York.  
 Feb. 8, 1889—Entertainment and reception of Manhattan Bicycle Club, at Lexington Avenue Opera House, New York City.

### BERKELEY ATHLETIC CLUB TOURNAMENT.

After two postponements the Berkeley Athletic Club's bicycle tournament came off on Election Day at Berkeley Oval. Berkeley Oval, which has been carefully described in these columns, is the new athletic headquarters of the Berkeley Athletic Club, situate at Morris Dock. It is the most completely appointed and picturesque athletic enclosure in this country. The track is a quarter-mile path, twenty feet wide, with raised corners. With age it will rank with the fast path at Cleveland. It will be rebuilt with a different top dressing, and the corners will be raised at least two feet more.

The Berkeley Athletic Club, with its new grounds and its superb building in Forty-fourth Street, offers great advantages to cyclists. The tournament just held was an experiment, the principal object being to determine what interest the cyclists of New York would take in the new track. To their credit be it said that they turned up in force and were very much present all the afternoon. The New York, Manhattan, Harlem, Citizen, L. I. W. and C. C. N. Y. clubs were well represented. A number of the "old guard" and a fair sprinkling of the "cycling celebrity" were present.

#### THE RUN TO THE OVAL.

The run to the Oval was under the command of Captain McFadden, N. Y. B. C., who led thirty-five men of his own club. After them came the Manhattan Club, with thirty-two men, Captain J. W. Sheehan, and the College of the City of New York Bicycle Club, five men. The route was from Seventy-second Street and West End Avenue, at 1.30 P. M., up Riverside Drive to One Hundred and Tenth Street, to Seventh Avenue, to One Hundred and Twenty-fourth Street, where the main body was joined by twenty-five Harlem Wheelmen—which included some ladies, by the way—under command of Captain Parker. From 124th Street the route was up over McComb's Dam Bridge and direct to the Oval. The run was a great success, the clubs making a very fine appearance.

#### AT THE OVAL.

At the Oval everything had been made ready. The weather was beautiful for out-door sport—a last farewell breath of Indian summer. The cyclists stacked their wheels along the outer rail on the north side of the track and then lined the rails along the finish. A few hundred people occupied seats on the stands. On the low stone wall on the east side of the grounds a large crowd gathered, both afoot and in vehicles, and saw the races without charge.

The track was loose and quickly cut up, the officials were new to their business, and, though the meet was run off in good time considering the number of events, there was a lack of snap. The police were dilatory and the field was not kept clear. The club management, not wishing to give offence, were rather lenient. The conduct of the meet was in the hands of the Berkeley Athletic Club and the field officers.

#### FIELD OFFICERS.

Referee, Dr. N. M. Beckwith, Citizens' B. C.; Judges, E. J. Shriver, New York B. C., Jno. M. Warwick, Manhattan B. C., Howard A. Green-

man, Brooklyn B. C., F. A. Egan, New York B. C.; Umpires, W. R. Pitman, New York B. C., and A. M. Sweet, New Jersey A. C.; Timekeepers, W. H. DeGraaf, Harlem Wheelmen, Wendell Baker, Berkeley A. C.; Clerk of Course, Joseph McFadden, New York B. C.; Assistant Clerk of Course, C. A. Sheehan, Manhattan B. C.; Starter, W. D. Edwards, Harlem Wheelmen; Scorers, I. M. Shaw, New York B. C., P. M. Harris, New York B. C.

#### SUMMARY OF EVENTS.

**ONE-MILE BICYCLE HANDICAP.**—J. W. Schoefer, Brooklyn B. C., 90 yards, 2m. 53 3-5s.; J. H. Hanson, New York B. C., 130 yards, second by a few lengths; F. B. Monell, L. I. W., 150 yards, third by a yard. There were thirty-six entries in this race, of whom over one-half started. The starts ranged from Windle, at scratch, to Findley, at 170 yards. On the second lap, owing to the carelessness of some rider, who, it is impossible to say, about twelve men went down in a heap, the result being a few bruises and scratches and a number of dilapidated wheels. The men were bunching nicely, and the race promised great results before the fall occurred. Schoefer rode a great race, and the spurt between Monell and Hanson was exciting. Windle, scratch, and Halsted, fifty yards, rode faint-hearted, and were never in the race. Findley, from his long mark, made a brave bid for victory, but was nipped on the home-stretch. Among the men who fell were Caldwell, 90; Bowman, 95; Brown, 95; Baggot, 100; Wise, 110; Class, 155; and Samson, 160.

**ONE-MILE BICYCLE NOVICES.**—First heat: C. B. Lockwood, Yonkers, 3m. 32 2-5s.; F. C. McCormack, New York, second. Second heat: F. J. Gubelman, New Jersey A. C., 3m. 26s.; W. H. Hall, New York, second. Final heat: Gubelman, 3m. 25s.; Lockwood, second; Hall, third.

**ONE-MILE BICYCLE INTERSCHOLASTIC.**—L. L. Clark, 3m. 42 1-5s.; J. J. Low, Jr., second.

**ONE-HALF MILE BICYCLE SCRATCH.**—W. Windle, Berkeley Athletic Club, 1m. 25s.; E. I. Halsted, N. Y. A. C., second; Kenneth Brown, Harvard College, third. Halsted stuck to Windle's rear wheel for the first quarter, after which the champion sailed away and won easily, Halsted sitting up on the home-stretch. Brown continued to lose ground from the start, and was distanced.

**ONE-MILE BICYCLE ROVER TYPE WHEELS SCRATCH.**—R. H. Davis, Harvard College, 3m. 24s.; E. I. Halsted, N. Y. A. C., second; W. G. F. Class, B. B. C., third. Davis had no difficulty in winning, Halsted being out of condition and not used to the safety.

**TWO-MILE BICYCLE INTERCOLLEGIATE SCRATCH.**—Kenneth Brown, Harvard, 6m. 49 4-5s.; R. H. Davis, Harvard, second by a length; W. B. Greenleaf, Harvard, third by two lengths. Brown made a masterly spurt on the home-stretch and passed Davis, to whom the race had been conceded.

**ONE-MILE TRICYCLE HANDICAP.**—R. H. Davis, Harvard, scratch, 3m. 45s.; S. B. Bowman, N. J. A. C., 90 yards, second; E. I. Halsted, N. Y. A. C., 90 yards, third. Halsted had a "Surprise," and was not familiar with the steering; Bowman had a roadster, Davis a racing wheel.

**TWO-MILE BICYCLE HANDICAP.**—First Heat: W. Windle, Berkeley Athletic Club, scratch, 6m. 25 2-5s.; F. G. Brown, K. C. W., 150 yards, second; W. H. Caldwell, N. J. A. C., 135 yards, third. Second Heat: S. B. Bowman, N. J. A. C., 155 yards, 6m. 40 2-5s.; J. H. Hanson, N. Y. B. C., 225 yards, second; O. W. Swift, Danbury, Conn., 225 yards, third. Final Heat: Windle, 6m. 18 1-5s.; Bowman second by several lengths; Caldwell third by several lengths. The final heat of this race was run in the dark. On the home-stretch burst Caldwell's handlebar struck W. D. Edwards in the mouth, badly bruising his lip. Caldwell himself was thrown and badly hurt.

**ONE-MILE BICYCLE CONSOLATION HANDICAP.**—F. G. Brown, K. C. W., scratch, 3m. 10s.; E. P. Baggot, N. J. A. C., scratch, second by a few lengths; W. F. Findley, N. Y. B. C., 70 yards, third by a few lengths.

There were 125 entries.

The cyclists turned out in force and the club will no doubt give a grand meet in the spring. Had the meet been held on any other than Election Day, a much larger number of wheelmen would have been present.

The accident to Caldwell in the 2-mile handicap was peculiarly unfortunate. We learn that no ribs were broken, as was first feared, but that Caldwell is badly strained. He will be about in a few days.

The spurt of Kenneth Brown in the 2-mile intercollegiate was the finest piece of head-work of the day.

Davis, Kenneth Brown and Greenleaf have joined the Berkeley Athletic Club.

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#### RACING BOARD ASSIGNMENTS.

Members of the Racing Board have had assigned to them by Chairman Davol the following territory:

Colonel George Sanderson, Scranton, Pa., in charge of New York, New Jersey, Pennsylvania and Delaware.

George S. Atwater, 1206 Pennsylvania Avenue, Washington, D. C., in charge of Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee and Kentucky.

George Collister, care Davis, Hunt & Co., Cleveland, O., in charge of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota and Iowa.

W. M. Brewster, 309 Olive Street, St. Louis, Mo., in charge of Missouri, Kansas, Nebraska, Colorado, California and Oregon.

H. H. Hodgson, New Orleans, La., in charge of Louisiana, Mississippi, Alabama, Arkansas, Texas and Nevada.

The Chairman will have charge of the district embracing the New England States.

Parties having business with the Board will communicate through the members in charge of the districts in which they reside.

CHAS. S. DAVOL, *Chairman*.

WARREN, R. I., October 25, 1888.

Says *Wheeling* of the Rowe-Temple-Morgan swindle:

Just about the time that our Coventry contemporaries took up W. J. Morgan and his team, and praised them sky-high, affording them free advertisement even to the extent of the London representative taking Morgan down to Ripley on his cosmopolitan tandem, *Wheeling* got to know something. A world's champion called upon us and let us considerably behind the scenes. We learnt, and without giving names, mentioned in *Wheeling* at the time, that a proposal for a match had been made in which a famous English rider could "win or lose" as he pleased. We learnt a good many other things about the same time, and very thankfully allowed the Coventry papers to "boom" Morgan and his men as much as they pleased. Just as the *Cyclist* is two years behind us in recognizing the necessity for a Racing Board, so it has been fully nine months behind in this matter, and its London representative will probably have read the *Sporting Life* telegram with mingled feelings, and regret that in his enthusiasm and desire to fill the abhorred vacuum of his front seat, he did not listen to certain good advice tendered to him.

The whole affair is most regrettable, and we should imagine will keep Morgan and Temple in their own country for some time. There is a great deal of gush seeing the light just at present concerning another American professional, the hero of the biggest swindle yet worked in American cycling history, and, if much more of it appears, we shall feel constrained to publish some reprint.

It is all very well for *Wheeling* to write in this strain at this time of the day. It is to the credit of the American press that the swindle was laid bare for the benefit of the public, and that the swindlers were denounced in vigorous language; yet, though it is stated by the professionals themselves that their career abroad was a series of bunco exhibitions, the English cycling press either did not discover the frauds, or if so, it maintained a discreet silence.

It is generally supposed that honor exists even amongst thieves, but it would seem that the same could not be said of some American cyclists. Rowe asserts that he was caused to sign this document by fear of foul play, and that at the time of appending his signature he had no intention of keeping it. Woodside also appears to have turned upon the astute Senator, charging him with "crookedness," and further stating that hippodroming was the order of the day when the "Amurrican" team were in England. Ye English, ye English, how are ye gullible! All the time, too, when the English press were never tired of asserting that when the Yanks got up they got up to win. Well, well, if all this be true, Senator Morgan and his team will never again reap a golden harvest in England.—*The Cyclist*.

FRIEDBURG BROS., GEN'S FURNISHING.—Under the above title will the poetically named Ralph Temple go into business in Chicago.

## TWICE UP EAGLE ROCK ON AN ORDINARY.

Last Sunday, November 4, about 3:30 P. M., J. V. L. Pierson, of the Bloomfield (N. J.) Cyclers, succeeded in climbing Eagle Rock Hill on a 52-inch Light Champion, 5¼-inch cranks, twice in succession and without dismounting.

Pierson did not care about time, but rode at a fair pace. The feat was witnessed by Captain M. L. Bridgman and J. P. Stevens, Kings Co. Wheelmen; Captain J. W. Sheehan, J. R. Post, Jr., C. A. Sheehan, W. H. Putney and Washington Ritter, Manhattan Bt. Club; and J. M. Campbell, Paul G. Kean, W. W. Besson and G. A. Kohler, unattached.

## ONE-HUNDRED MILE ROAD RACE.

The event in Philadelphia cycling life on Election Day was the *Sporting Life's* 100-mile road race. The course measured seven miles, the headquarters being at the General Wayne Hotel.

Four prizes were offered in the race, the first a large silver bowl, handsomely ornamented and oxidized, presented by the *Sporting Life*; the second a silver cup, presented by the Pope Manufacturing Company, and the third and fourth prizes were presented by the Overman Wheel Company and the Pope Manufacturing Company.

The weather in the morning was very threatening, but by the time the men started it was clear. The course was in splendid condition. Eleven men started, but the contest was between Frank M. Dampman, of Honeybrook, Pa., and B. F. McDaniel, of Wilmington. Both men kept together until about the fiftieth mile, when Dampman drew ahead about a half mile.

At this point L. A. Hill started to pace McDaniel, and in one lap, seven miles, he brought him up to Dampman's little wheel, where he stuck.

Near the finish Dampman lost his pedal and fell, but, by a remarkable effort, sprang back into the saddle and managed to catch McDaniel, who had rushed past him, and beat him home by a second. Dampman's time was 7h. 20m. 17s.; McDaniel's time, 7h. 20m. 18s. The course was not surveyed by a cyclometer, measure being taken. The race was hot from start to finish, and the two leaders were badly used up. Both rode Victor light roadsters.

John A. Wells started on a tricycle to break the 50-mile road record, but succumbed before doing anything remarkable.

[Our correspondent's story is not as complete as we would wish. The last part of his letter, which we have revised, is strangely interjected with "Raahs for Harrison," "hics," "suppers," "defeated candidates," "soup," etc. We can only guess that our correspondent plunged heavily on Indiana Ben.—ED.]

## THE RECORD MONTH'S MILEAGE.

W. F. MURPHY, K. C. W., 1,700 MILES.

The rivalry between W. F. Murphy, of the Kings County Wheelmen, holder of the Long Island month's road mileage, and G. M. Nisbett, of the New York Bicycle Club, holder of the largest month's record in New York City, has been gradually advancing the month's record, until Mr. Murphy finally climaxed with an October record of 1,700 miles, completely overshadowing Mr. Nisbett's record by some 200 miles.

In his ride Murphy was greatly aided by his club men, and by many Brooklyn riders, by whom he is well known for the reason that he is habitually on the road. Murphy rode every day in the month, with the exception of the 12th, 19th, 23d and 29th. Most of the riding was done in Prospect Park, with not a few trips to Bath, Fort Hamilton and Coney Island. During the twenty-seven days it was fair on twenty and raining on seven. The roads were good on thirteen, fair on three, heavy on five and muddy on six. Mr. Murphy made five journeys of 100 miles or over, the largest ride being 127 miles, on October 4. The daily average was 62 26-27 miles. Below is the total number of miles ridden each day. The ride was accomplished on a New Mail.

1, 100; 2, 72; 3, 50; 4, 127; 5, 75; 6, 47; 7, 109½; 8, 69; 9, 35; 10, 86; 11, 104; 12, 0; 13, 54½; 14, 117; 15, 68; 16, 12; 17, 35; 18, 35; 19, 0; 20, 26; 21, 50; 22, 66; 23, 0; 24, 43; 25, 67; 26, 51; 27, 17; 28, 30½; 29, 0; 30, 38½; 31, 65.

## REMARKABLE RIDE ON A TANDEM BICYCLE.

On Sunday last the Banker brothers, of Pittsburgh, Pa., made an attempt to beat their mile tandem bicycle road record—viz., 2m. 41 4-5s.—made several days ago. The weather was very fit, and a large number of cyclists rode to the Forbes Street course to witness the trial. Before trying the record the Bankers each took a warming-up mile on their Rover safeties, and, after resting a few minutes, mounted their tandem. The trial was made from a standing start, and the Bankers kept up their almost perfect pedaling throughout the mile, finishing in 2m. 38s., which is better than the path record and the fastest time ever accomplished on the road.

The mile course has been regularly surveyed. It has also been measured by Lakin and Butcher cyclometers and by counting the revolutions of a wheel. For ninety yards from the start there is a rise of ten to twelve feet. There are three high planes on the course which average a rise of ten to twelve feet, one of which, near the finish, has a rise of twelve feet in 150 yards. The surface, which is poor asphaltum, is rough and cracked.

We have received the following document from the timers of the Banker brothers' mile:

PITTSBURG, PA., November 6, 1888.

We hereby certify that on Sunday, November 4, 1888, W. D. Banker and A. C. Banker rode a tandem safety bicycle over the Forbes Street road, Pittsburgh, Pa., one mile in two minutes thirty seconds, making the start from a push-off.

C. F. SEIDELL,  
J. H. GLONINGER, } Timers.  
E. J. COLE.

## KINGS COUNTY WHEELMEN'S ROAD HANDICAP.

This active Brooklyn club invaded the Oranges on Election Day, for the purpose of deciding their 25-mile club handicap. Dinner was taken at the Mansion House at eleven, after which the men adjourned to the Irvington-Milburn course. There were thirteen starters, with H. J. Hall, Jr., on scratch. C. F. Murphy, with 28m. start, won, his actual time being 1h. 39m.; J. Bensinger, second. The fastest time was made by T. J. Hall, Jr.—viz., 1h. 35m.

In the evening some half-hundred of the men visited the Amphion, in Brooklyn, where they witnessed Dixey cavort gracefully through "Adonis." The delicate little Annie Somerville was present, and on her village-maiden bosom wore the K. C. W. monogram. The theatre party was not so great a success as was anticipated, on account of a lack of enthusiasm, the absence of which no one could account for. The boys wound up the evening at Dillard's.

## ELIZABETH WHEELMEN'S ROAD HANDICAP.

The 10-mile road handicap of this club was decided over the Irvington-Milburn course on Election Day. The handicaps of the starters were:

L. B. Bonnett, 4m.; F. C. Gilbert, 5m.; A. T. Downer, 5m.; J. F. Decker, 5m.; N. H. White, 9m.; H. McNiece, 10m.; E. A. Faulks, 10m.; T. A. Doc, 10m.

W. H. Caldwell, who occupied the mark of honor—scratch—did not start, on account of his engagements at the Berkeley tournament.

Gilbert spurred ahead a half-mile from home and won; McNiece, second; L. B. Bonnett, third. The actual times of the men were: L. B. Bonnett, 39m. 45s.; Gilbert, 40m.; Downer, 41m.; Decker, 41m. 30s.

P. A. Nix made some remarkable times on his 24-hour record ride. The first 14½ miles were ridden in 50 minutes. At one point of the ride, Nix, imagining that he was on the wrong road, rode back some distance before he found out that he was on the right one. After riding considerably over 100 miles, Nix was run into by one of his pacemakers and heavily thrown, striking on his right temple and badly bruising it. At 216 miles Nix was refreshed with a cake dipped in port wine. The last 82 miles were ridden in 5h. 55m. Nix's 24-hour record—298¼ miles—is one of the most authentic ever placed on the slate.

## WHEEL GOSSIP.

The Elizabeth Wheelmen have introduced electric light into their club house.

P. A. Nix has ridden 298½ miles on the road in twenty four hours, mounted on a Geared Facile.

Senator Morgan was in New York on Saturday, and left in the evening for the Richmond tournament.

Willie Windle has joined the Berkeley Athletic Club, being elected to membership on Wednesday.

Davis, of Harvard College, is reported as doing quarters in 32s. on his safety at Chestnut Hill Reservoir.

Advices from Lynn confirm the rumor that Rowe will never race again; at least, that is his idea at present.

The Hartford Wheel Club has forwarded "Doc" Kendall a vote of thanks for his efficient service as judge at their race meet. This is something new.

The Outing Athletic Club, of Brooklyn, has kindly omitted the cycle events on its programme, to avoid a conflict with the Berkeley Athletic Club tournament.

S. G. Whittaker and Jack Lees contested a 10-mile race, on safety bicycles, at Coventry, on October 21, Whittaker winning by a yard in 30m. 31 2-5s.; last quarter, 35 2-5s.

Hal Greenwood has at last received the medal won in the hill-climbing contest against Wells. The *St. Louis Spectator* states that the praise we lavished on its beauty was well deserved.

Holbein and Haffenden have been suspended by the N. C. U., pending investigation, on the charge of having "faked" road records. Holbein's 100-mile road record is questioned.

Cycling in Detroit, Mich., is showing a healthy growth. The boys have concluded that they want a club house, and money is being subscribed for a building fund. The boys intend to lose no time in carrying out their ideas.

HUNDRED-MILE TRICYCLE ROAD RECORD.—G. P. Mills made a successful attempt to beat the 100-mile road record on October 23, over the great North road. Mills rode 50 miles in 3h. 12m. 50s., and 100 miles in 6h. 58m. 54s., beating E. Hale's record, made in September, 1887, by 12m. 12s.

Messrs. Humber & Co. advertise an extraordinary performance by a boy fourteen and a half years of age on one of their machines—viz., Charles Ingram Petersen—who rode 28¼ Danish miles, equaling 140 English miles, on the road in 11h. 52m., the ride being from Copenhagen to Koesor and back.

The friends of Miss Maggie Kirkwood, of Maplewood, very properly claim for her the best record of any lady tricyclist in New England. She has pushed her tricycle over 1,800 miles of road during 1888, and she has an ambitious sister who has rolled up a score of 1,100 miles during the same time. Miss Kirkwood's record is taken from a cyclometer, and is, therefore, likely to be more correct than those estimated by map measurements.—*Boston Globe*.

Three of the Chicago cycle clubs, the Fort Dearborns, the Owls and the Chicagos, have combined under the name of the Chicago Cycling Club, which, with a membership of 250 and valuable club properties and connections, at once assumes a commanding position among Western cycling organizations, and will perhaps bear comparison with any cycle club in this country. The example of these clubs might well be followed in many cycling communities.

The *Sporting Life*, of London, was the first English paper to publish news of the great Rowe-Temple swindle, the news being sent in the form of a cable dispatch. Both the English and Irish cycling papers condemn the fake races, and hint that many of the races run abroad were "bar-nies," as they are dubbed by the transatlantic press. We are puzzled to know why these people who "knew it all" now did not publish the facts at the time of the alleged "takes" abroad.

A German firm is turning out a wheel on the lines of the American Star.

St. Albans, Vt., has a bicycle club, the first ever organized in that city.

The Overman Wheel Company will bring out a light ladies' tricycle for 1889.

The Boston *Herald*, which gives us an intelligent cycle column, prints Preal for Prial.

W. J. Morgan is sarcastically alluded to in the *Referee*, of London, as "Morgan, the Good."

Crystal Palace is suggested as the most convenient place to hold the Stanley show of 1889.

The Kings County Wheelmen will have an informal run in Central Park on Sunday, November 25.

The Banker brothers have reduced the tandem safety mile road record to 2m. 38s.—a great performance.

There is a town in England called Fakenham. Good place of retirement for certain American professional riders.

John M. Stout (the mute), fancy Star rider, was married to Emma Mitchell, Thursday, November 1, 1888, at Ripley, Ill.

The English cycling clubs have already commenced their smoking concerts, cinderellas, and other off-season entertainments.

Willie Windle rode his last race this year at Berkeley on Election Day. Windle is shrewder than most amateurs, and knows just when to stop.

The Buffalo *Illustrated Journal* of October 15 publishes a complete account of the great fair, accompanied by many illustrations of not very good quality, however.

"Bob" Cripps, well remembered by American cyclists who saw the great race meets of '86, is in business in Dublin. "Bob" has become an enthusiastic foot-ballist.

The *Cycle Record* is a neat little pocket edition form of cycle weekly published in London. The issue of October 27 contains a sketch and portrait of S. G. Whittaker.

H. H. Bell, Long Island Wheelmen, who has a few ideas of his own regarding the lines of wheels, has placed a mud-guard on the rear wheel of his safety with good results, the driving gear being much freer from mud, etc.

Mr. Alexander E. Hicks, manager of Humber & Co.'s works, was suddenly stricken with apoplexy, causing his death within five minutes, while making a presentation to his predecessor, in the presence of a number of Humber's employees.

T. E. Fell, of the Long Island Wheelmen, took a severe header on Wednesday on the short hill connecting McComb's Dam Bridge and Seventh Avenue. Fell was riding down from the Berkeley Oval at the time. Fell is a poor name for a wheelman, by the way.

The Kings County Wheelmen, if the present feeling continues, will cease to be a League club after the next regular monthly meeting. The clubs are generally seeing that it is not fair to compel an applicant for membership in a local club to join the national body.

#### PENNSYLVANIA BICYCLE CLUB.

Great sport! Be on hand at the club house on Friday evening, November 9, to enjoy the fun. Cider and doughnuts on the defeated patriots. Will have a good time—don't fail to be there to enjoy it.—THE COMMITTEE.

We wish to call the attention of all cyclists to the fact that many of the editorials which appear in our esteemed contemporary, the *Bicycling World*, are echoes of something that has appeared in THE WHEEL anywhere from one to one hundred weeks previous. We can prove this assertion.

Even Joe Howard—Joe the voluminous and multitudinous, the dictionary-maker—reads THE WHEEL. On our editorial on the behavior of certain riders in Central Park was based Joe's inspired "Wheelmen are a nuisance in Central Park." But Joe is wrong; he means that "some wheelmen in Central Park are a nuisance."

The Amateur Athletic Union will hold an indoor championship meeting at Madison Square Garden, New York City, on Wednesday evening, November 21. Eighteen events are on the programme, and gold, bronze and silver medals will be given to first, second and third in each. Unfortunately, there is no wheel event on the programme.

The next New York State congress shows a Republican gain of one. The new legislature will consist of 75 Republicans and 53 Democrats. The figures are interesting to cyclists, as these two bodies will have the consideration of the roads improvement bill. William F. Sheehan, surnamed "the rising young Democrat of Erie County," who aided considerably in passing the Liberty Bill, has been returned to the Assembly.

From the *Cycle Record and Athletic Review* we republish a review of the season of 1888 in England. The improvements in wheels have been the reduction in the weight of tricycles, the development of the tandem safety bicycle, the perfection of the "rational" ordinary bicycle, and the introduction of the ladies' safety bicycle. The *Record* thinks there is room for a rational bicycle, also that the tandem safety bicycle is capable of development.

The Long Island Wheelmen, at their regular November meeting, decided, by a vote of 51 to 14, to strike out from the club constitution the clause compelling all members of the club to become members of the League. The question of remaining a League club or not excited a great deal of interest. The nature of the question to be discussed was fully stated on the notices of the meeting, and the vote may be considered a very fair representation of the feeling of the club.

On Sunday last, a Bloomfield cyclist, while out on the road on an ordinary, thought to have a go at Eagle Rock, and, much to his surprise, he climbed the hill, returned to the bottom and mounted again to the very summit. It is claimed by the men who have ridden the Rock that if a man can ride it once he can ride it any number of times, so that the merit of this rider's performance is not that he has ridden the Rock twice, but that he rode up it at all. The list of the Rock's conquerors on ordinaries is: Schoefer, Pierson—Next!

In his flight to the South, Senator Morgan stopped long enough in New York to assure us that he had documents in his possession, the publication of which would forever demolish Messrs. Ducker and Woodside. We denied the Senator space to carry on a personal warfare, but Mr. Ducker's letter to us, published elsewhere, places the matter in a new light, and we now invite the Senator to a liberal use of our columns. Mr. Ducker's frank invitation to the Senator to "do your worst," as they have it on the stage, rather places Morgan in an unenviable position, unless he produces those destructive letters.

Sandy Sellars, once England's mile bicycle champion, and at one time holder of the mile record—viz., 2m. 39s., made at Hartford in 1885—recently re-enlisted in the army, but was bought out by a friend. We would suggest to G. Lacy Hillier that, to one of his extensive acquaintance with racing matters, there is opportunity for an interesting article on the history of England's amateur racing cracks. We know that Cortis and Keith-Falconer are dead, that Sandy Sellars has enlisted, that Doodle Robinson shot out of the firmament, leaving a smirched reputation behind, that Alphabet Webber rides no more; why? that English is a professional nonentity.

There is another little trick of the Hill men. It is intended to deceive the 10,000 wheelmen of the State, and is in the form of a flyer apparently issued from 280 Broadway. It is signed "Charles H. Luscomb, Chairman National Committee Rights and Privileges, L. A. W." an anonymous person, according to all accounts, or at any rate not a resident of the State. It is dated October 23, but was not issued till yesterday, when it was thought it could not be refuted. The circular tries to give Governor Hill the credit for the passage of the "Liberty Bill" prohibiting unfair discrimination against wheelmen. It was passed, of course, by a Republican legislature.—*The New York Press*.

The Wanderers, of Toronto, have formed an association, with a capital of \$3,000, divided into

300 shares of \$10 each. The new association propose to lease or build a large house, which they will fit up in the following way: In the basement will be the gymnasium and bowling alley, on the first floor the parlor and reception rooms, on the second floor the billiard room and lunch counters, and on the third floor the baths and lockers. In addition to the club house, the association will control and have the exclusive use of the new one-third mile bicycle track, which will be situated on Stark's grounds. The new association will be maintained in the following manner: On and after March 1 next every member must be the owner of one or more shares of stock, and in case the house is not self-sustaining an assessment per man will be made which shall not exceed \$5, the present yearly fee. One thousand dollars worth of stock has already been subscribed for.

♦♦♦

#### TWENTY-FOUR HOUR ROAD RECORD.

A party of English road riders set out at midnight on the 19th of October for a twenty-four hour ride. P. A. Nix, on a Geared Facile, held the lead all the way, and though once compelled by the thick fog to dismount and assure himself that he was on the right road, he covered 298½ miles in twenty-four hours, beating Mills' record for that time by three miles. Of the other riders, Langridge covered 243; Tingey, 230; Mitchell, 238; Hsley, 228½; Hunter, 200.

♦♦♦

#### CYCLING IN ENGLAND IN 1888.

##### A RETROSPECT OF THE PAST SEASON.

The past season of active cycling—practically brought to a close by the N. C. U. benefit meeting at the Oval on October 6—has been in many respects a notable one. It has been marked by many great improvements in the wheels themselves, though these said improvements have been chiefly directed in three channels—viz., the reduction in weight of tricycles especially, and in a lesser degree, of all other types as well; the partial development of the tandem safety bicycle, and the perfecting of the "rational" ordinary bicycle.

Improvements—principally in matters of detail—have also manifested themselves in the now well-established rear-driving safety, the chief addition to this type being the "ladies' safety," a machine which, while being practically identical with the common R. D. safety, is, by a simple alteration of the framework, made perfectly suitable for the use of our fair friends. To our old-world notions, the idea of a lady on a bicycle seems unacceptable, but prejudice aside, any one who has seen a lady, suitably dressed, on a safety must admit that there is nothing ungraceful or unbecoming in her appearance. And, furthermore, a safety is much easier and lighter to ride than a tricycle, and we are of opinion that our sisters have as much right to the exercise of our fascinating pastime as we ourselves have, and that anything which will lighten the work for their weaker muscles is to be welcomed as a boon. There is undoubtedly a great future before the "ladies' safety."

The reduction in weight of tricycles must for a like reason be hailed with gladness by the fair sex; those of them who are too timid or prejudiced to take to the safety, will now be able to get a mount more suitable to their light weight and strength than was formerly the case. The makers, too, are now discovering that it is not necessary to make ordinary bicycles weighing at least fifty pounds; experience has shown that a "rational" ordinary—i. e., one with a good spring, saddle set well back, powerful brake and large back wheel—can be built strong enough for regular road riding at a weight of about thirty-five pounds to thirty-eight pounds.

The tandem safeties were introduced with a rush at the Stanley show, many of the leading makers exhibiting specimens, nearly all of which were on much the same lines. There is still much room for development in these machines; some fast rides have been accomplished on those now running, and there seems reason to believe that when the designs have been perfected by experience the tandem safety will be a very popular machine.

The past six months have witnessed a large increase in the number of steady road riders; those who use their wheels as a means of recreation and healthy exercise, but who care not for the joys of the dizzy "scorch" or the dogged plugging up Westerham heights. Well, each for himself, say we, and if the hardy youngster finds his chief employment in a pace of seventeen miles an hour, or gradients of 1 in 7, let him enjoy himself; but the sober, easy-going man, let him mount his safety, and ride gently through lanes and lovely country, admiring as he goes, resting when he likes and caring naught for the excitement of racing and competition. Which gets most pleasure we can't say; both enjoy them thoroughly, and both look back on them lovingly, and look forward to renewing them. But there, we started to write a review on the past season, and are instead wandering off into a soliloquy on the manners of our wheelmen.

As a racing season, the past one has been equivocally successful. Many first-class men have been removed from the amateur ranks by the suspensions of the N. C. U. "Makers' amateurism" was their crime, and though many sympathize with them, and think that the merits of the system under which they flourished counter-balanced its demerits, still, they were wittingly breaking the Union rules, and it was imperative—if amateurism were to exist—that they should be suspended. Most of them have accepted their sentence and turned professionals, and though the weeding-out process thinned the ranks of first-class amateurs, new men have sprung up in the vacant places, and have shown themselves the equals, if not, indeed, the superiors, of those that have gone before. Laurie, Synner, S. Williams and others are all comparatively new men, and would trouble many of the suspends to hold them.

Tricycle racing has declined till it is almost a nonentity, but on the other hand, safety bicycle racing has grown and prospered, till now there are almost as many safety riders as ordinary riders; on the metropolitan tracks at any rate. As a record year, it has been simply unparalleled. Almost every path record has, at some period or other during the season, been lowered; the road records have stood better, though more because an extraordinary run of bad luck has attended all attempts on them, than because this year's men are not able to meet them. Hale's 100-mile road record of 6h. 39m., which had stood since 1886, went by the board this autumn, when Holbein covered the distance in 6h. 20m.

The record for single machines for fifty miles, made by Mills last year (2h. 47m.), and the tandem tricycle record for the same distance (2h. 46m.), also made last year by Mills and another, still stand, though Mills and Holbein between them are—with decent luck—fully capable of lowering them considerably. The best time at the same distance for tandem safeties is 2h. 52m., but as this was accomplished under difficulties, and by comparatively second-class men, it will stand a lot of improvement. Without doubt Holbein and Mills are the two best men on the road this year; they are so equal that it is almost impossible to separate them, and the good friendship between them shows that there is no jealousy in their rivalry. Edge, the Anerley flyer, is not far behind, and Lee, Scantlebury, P. C.

Wilson, Tingey, Goulding, Godfrey White, C. A. Smith, and others too numerous to mention, are of a calibre which places them well up in any race which they ride in. The really wonderful performances of Mills, in his rides from Land's End to John O'Groats's, 889 miles, have not yet been beaten, and until the roads on this route improve considerably we don't think they will be.

Turning to another form of road racing—hill-climbing—we find that the best man at the game this year has been Chater Lea, of the North Road Club, who has won every competition that he entered for.

Reverting to path racing, a note of "the best on record" at various distances will be instructive. The fastest time in which a mile has been ridden is, for the bicycle, 2m. 31 4-5s. (Osmond, at the Crystal Palace track); for the tricycle, 2m. 41 3-5s. (Gatehouse, at Long Eaton); the greatest distance covered in the hour on a bicycle is 21 miles 125 yards (Laurie, on a safety bicycle, at Long Eaton), and on a tricycle, 20 miles 480 yards (King, at Long Eaton). The "bests" for 50 miles on bicycle and tricycle, respectively, are about 2h. 40m. and 2h. 50m., but these are not worth much, as there are plenty of men riding now who could beat either handsomely if they chose to try.

In this connection, a glance at the champions (amateur) of the year will not be out of place. We will not go into descriptive detail, as space is valuable, but will content ourselves with a concise statement of the results at various distances on bicycles and tricycles. One-mile bicycle—H. Synner, Notts, 1; Osmond, 2; won in the then fastest time on record, 2m. 32 2-5s. One-mile tricycle—S. F. Edge, Catford, 1; Langley, 2; slow time. Five-mile bicycle—Synner, 1; Kilkelly, 2. Five-mile tricycle—Osmond, 1; Wood, 2; notable for the disgraceful tactics pursued, the first mile of one heat occupying 4m. 56s. Twenty-five-mile bicycle—J. H. Adams, Catford, 1; Synner, 2; won cleverly. Twenty-five-mile tricycle—F. P. Wood, Brixton, 1; Bower, 2; won easily. Records were beaten from 21 to 25 miles, Adcock of the Catford, scoring records from 21 to 24 miles, Wood getting the 25th. All competitors beat old record. Fifty-mile—F. P. Wood, 1; Milthorpe, 2.

Military cycling has of late been largely occupying the attention of the powers that be. Manœuvres and experiments have been conducted at the Bank Holiday evolutions, and on special occasions before H. R. H. the Duke of Cambridge, Lord Wolseley, and others. The result of these experiments has been the formation of cycling battalions in many of our volunteer regiments, and the work done by these battalions has been so satisfactory, that rightly considering that, for scouting or despatch carrying in our own country, or anywhere where good roads abound, the wheelman has the advantage of the horseman. The former can travel farther, raises no dust as he goes, is hidden by an ordinary hedge, and does not require fodder and stabling—a combination of advantages which is worth taking into consideration. Parliament has lately turned its attention to cycling, and it has been decreed that a cycle is a vehicle, and that those using them are entitled to all the rights and privileges on the roads of those using other vehicles.

## AN AMERICAN CYCLIST IN ENGLAND.

### AT STRATFORD-ON-AVON.

At Stratford-on-Avon all her ways are "ways of pleasantness and all her paths are peace"—that is, to the person who visits it with a bicycle. There is not a foot of paving in the quaint, quiet old town. The rattle of wagons is never heard in its smooth streets, and a cycle seems to go of itself. I loafed about Stratford for four days, visiting all the places of interest in and about the village. All the roads leading out of the place for a distance of fifteen miles at least are fine. Any person who can cycle and does not bring a machine to Stratford will regret it the rest of his days. Think of rolling along the banks of the placid Avon, your wheel scarcely trembling beneath you, taking the hills brakes off without a particle of danger and wishing that you could go spinning down the avenues of time like that forever. It is the silent character of cycling that makes it suit so admirably the serenity of the Avon landscape. How rudely jars the crack of the coachman's whip, the clatter of the hoofs and rumble of the vehicle as a carriage containing some sight-seers breaks in upon the slumbrous calm! As the cloud of dust floats away, settling upon the pretty herbage or dulling the glistening brightness of the leaves, you say to yourself that if there is one spot in the world where the silent steed is *en rapport* with nature it is at Stratford. In the crowded thoroughfare, the rush and roar of city life, there may be something incongruous in the silence of the wheel; but within sight of the steeple that rises above the grave of Shakespeare, as you ride wrapped in that purple mantle that lies as softly over the landscape, as the influence of the great poet breathes over the world, you take the hackneyed words "silent steed" again upon your lips and find a new beauty in the sound, "Hello, out sight-seeing?"

As my reverie was broken in upon by an American millionaire, a young man of thirty or thirty-two, whose father, a Southern cotton planter, had died but recently and left the son an immense fortune, which he was industriously trying to get rid of with the assistance of cabby, who was charging him frightful sums every day for driving him about the country. I had met him the day before at the church, where he had put \$5 in the plate rather than reach in the other pocket for small coin. I had told him, with the expectation of encountering him on the road that I was good for six miles an hour on my machine if I was feeling well.

He sat behind a spanking team, and the driver, anxious to keep the good opinion of the rich American, would "let them out" on the smallest provocation. The road was wide enough for us both, and as he moved up alongside he called out, condescendingly: "Hello, six-miles-an-hour. How are you coming on? Pretty slow traveling, aint it?"

"Oh, not so very," I said, giving a little harder dig to the pedals.

"Driver," called the rich traveler, "just touch 'em up a little, and show the gentleman what traveling is."

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"Look here," I yelled, as the horses sprang forward, "it isn't fair to leave one of your countrymen like that."

"Oh, we must leave you, my dear fellow," he shouted back, waving his hand and sinking back upon the luxurious cushions.

I called on old Rubberfoot, and he responded nobly. The first thing the millionaire knew I was rubbing his hind wheel, and discharging some very ironical "Ah Theres" into his near ear.

"Faster! Faster!" he called to the driver. For four miles the pace was kept up to about a 10-mile gait; but what is that speed to a wheelman with an easy-running machine, a smooth road, and the reputation of the sport to maintain? Coming to an ascent, I spurred alongside. "Give it to 'em again," the driver was told, but he wasn't killing horses that day, and I moved on ahead, making some remark about "traveling that is traveling."

I mention this incident because it illustrates the stupidity that infests the brains of most of my compatriots over here. They receive with a very patronizing affirmation the information that I am touring the country awheel. They admit "it is very good for seeing the country, but it is too deuced slow. I prefer getting behind a good team."

When I met this American snob on the road I pushed my patriotism aside, and determined to give him a good lesson. That I succeeded I do not doubt, for I didn't see him again, and I learned that he left suddenly that evening, although I am positive he had not seen all the sights.

The first day I was at Stratford was Sunday, and I did considerable pedaling about the place, riding around and around the beautiful Childs fountain and clock, reading the inscriptions from the saddle and taking in the *tout ensemble*. The people are so pious in the dear old town that my riding, I believe, was considered a sacrilege. At least, my landlady told me she had no doubt it was so regarded. Later in the day a safety rider sneaked through the town, but that didn't look so bad. I hardly felt that I had a companion in crime in that dwarf that hardly made a figure against the horizon. In a religious community I should think the safety decidedly preferable, as conspicuousness often makes sin seem doubly bad in the eyes of good people, and many good people saw me that Sabbath day, for just as the evening service commenced I was riding past Trinity Church, in which lies Shakespeare's dust. The soft music that came stealing out over the vine and flower-covered graveyard was too enchanting to withstand, and so I dismounted, slammed my bike against the iron fence and went in. Many were the looks of righteous indignation that were bestowed upon my "shorts" and the wheel; but I survived it all, for within me a still, small voice whispered: "They do such things in Boston, or at least THE WHEEL says so in its 'Sunday Cycling at the Hub.'" Maybe somebody thinks I was a trifle irreligious. Probably I was, from a certain standpoint; but when one's wheel has carried him quickly, safely and joyfully through a strange country, he begins to think it is a good enough thing to go anywhere, and then he forms a little standpoint of his own from which he views the question.

There is a surprise at Stratford that I believe exists for the cyclist alone. In the village of Shottery still remains the cottage in which Shakespeare wooed and won Anne Hathaway. They will tell you that it is a mile and a half from Stratford, and you will get many directions about "bearing to the right and then to the left and then to right," until somebody tells you to follow the best road. You cross the line of the railway in about three minutes' riding and come to a little meadow. There are some houses just behind you and you fancy you are still in Stratford. You cross the open, about two or three squares broad, and then something tells you that you are not in Stratford. You have not been able to note the line where Stratford ended, but everything has changed. The cosmopolitan current that so steadily flows through Stratford has left it clean, so clean that it looks almost new in its brightness. But the place you have so suddenly entered is a succession of little old houses all covered with vines, growing not in trained exactness, but in wild profusion. Possibly here John Howard Payne might have got his inspiration for "Home, Sweet Home," only that the "newly thatched cottage" is a very rare exception to the rule of antiquated roofing.

Great Heavens, but this place is old! you say, as the geese go squawking out of your way, and as if imitating the genius of the poet, the chickens essay a higher flight in avoiding the wheel, and go fluttering off in the bushes with the timidity of partridges. You turn now this way and now that, and all at once, after a pretty curve around an old tumble-down house, you see before you a carriage as modern as your wheel, several ladies getting aboard and saying good-by to an old gray-haired woman who stands at the door in the hedge; some coins fall into her withered hands, and then the carriage moves away and you take its place and stop before Hathaway's cottage, which nestles away half hidden by the vines and trees. Surely you would have passed it if you hadn't seen the other pilgrims. And then you go inside, but what one sees there has been so often told that it would be needless to mention it here. To me this cottage is the prettiest spot in Stratford. Whether it will be so when the pulses of youth grow slow I cannot tell, but the air seems still to have the perfume of lovers' kisses. If love is such a great thing with a common chap like me, one says to himself as he stands where Shakespeare, amorous and tender, once had stood, what must it have been with that great nature? If the kisses I got not long ago from those lips that now are cold will remain warm on my lips through all my life, is it strange to feel that Shakespeare's passion lingers yet about these scenes? I am not a Romeo, and I probably wouldn't think this way if the cottage were not so captivatingly nestlike.

The surprise to the bicyclist I started to tell about some time ago is in this, that the cottage bursts upon him more suddenly than upon anybody else. A mile and a half! Why, it only seems around the corner from the Red Horse Inn that the vision of coziness bursts upon you. To a person walking the distance is long enough to beget anxiety; to a person in a carriage there is so much formality in getting in and getting away from the hotel, so much waiting on the horses and wondering why they don't go faster; but the bicyclist mounts quickly, slides suddenly into Shottery, skims around several corners and is there. No noise, no dust, no ceremony; only a rapid, silent leaving of things behind and an unexpected "getting there." If you can go out, as I did, toward a summer's evening, as the sun is getting low, you will have a vision of sunset beauty that will linger long, recalling Hiawatha and the time that he

Sailed into the fiery sunset,  
Sailed into the mists of evening."

There is a very pretty run of four miles to Charlecote, the magnificent estate where Shakespeare stole the deer and was brought before the ordinary squire. The exact place where this hearing took place is still shown you. This estate lies between the upper and the lower roads from Warwick to Stratford, and is reached by a most bewitching by-road that leads you on through glades and bowers and over pretty little bridges. On bicycle one can traverse all the turns and winding roads about Charlecote and Hampton Lucy. Stratford is a very good place to establish as a headquarters if one wishes to do considerable sight-seeing. To the north lie Warwick and Kenilworth, with their famous castles and romantic legends; near them, beautiful Leamington, and further north still, Coventry—all these places within twenty miles ride of Stratford. To the southwest, fourteen miles, is Evesham, the site of the furious battle in which Prince Edward defeated Simon de Montfort and rescued his father, King Henry III., in 1265. To the east, at a distance of ten miles, is Kineton, near which was fought the battle of Edge Hill. These are some of the most important places, easily accessible in little over an hour's ride on bicycle. Between them are dozens of little hamlets, each of which professes to have a famous history, either martial or Shakespearean, for hereabouts muscle and brain seemed to have wrought with equal zeal. Warwick Castle, for its existing beauties and interesting relics, and Kenilworth, for its sad ruins, are worth seeing, and will take a good day to be thoroughly inspected. These places are all easily reached, as the guide books purchasable at Stratford have excellent maps of the whole of Warwickshire, giving all the rideable roads. This information is extended by the maps, not for the cyclists, but for those who expect to travel by carriage about Stratford. But the cyclist gathers it all in and profits by it.

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**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.
386	42	Victor Junior.	\$55.00	\$55.00	4	3	1
389	42	Am. Pony Star.	85.00	39.00	4	Plain	5
390	—	Beeston Hbr. Tdm.,	260.00	115.00	4	2	4
397	—	Col. 2-track trike,	165.00	85.00	4	1	2
411	56	British Challenge,	147.00	60.00	6	1	2
416	56	American Club,	135.00	52.00	4	2	2
417	52	Columbia Expert,	132.50	65.00	3	2	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
425	—	Quadrant No. 8,	185.00	170.00	4	1	1
429	54	Victor Roadster,	130.00	85.00	4	1	2
430	—	New Rapid Safety,	135.00	120.00	4	1	1
431	55	Rudge Light Rdstr.,	141.25	64.00	4	2	4
433	—	Ladies' Quad. No. 14,	175.00	175.00	4	1	1
435	52	Special Club,	160.00	160.00	1	1	1
438	51	Special Star,	160.00	85.00	3	Ball	2
441	54	Columbia Expert,	125.00	65.00	4	2	2
445	48	Rudge L. Rdstr.	132.50	80.00	4	1	1
446	54	Columbia Expert,	135.00	80.00	1	1	1
447	52	N. Rapid L. Rdstr.,	137.50	95.00	4	1	2
450	56	Victor L. Roadster,	142.50	120.00	3	1	1
454	—	Victor Safety,	135.00	115.00	4	1	1
455	—	Genuine Hbr. Tdm.,	250.00	150.00	4	2	1
457	52	Volunteer Columbia,	102.50	80.00	4	1	1
460	48	Columbia Semi-Rdstr.	75.00	50.00	4	3	2
461	56	New Mail,	142.50	110.00	4	1	1
462	51	Semi-Racer Star,	120.00	50.00	4	Ball	4
463	—	Victor Safety,	135.00	115.00	4	1	1
464	54	Am. Rudge,	110.00	60.00	4	1	2
466	55	Col. Lt. Roadster,	140.00	85.00	3	1	2
467	—	Rudge Hbr. Tdm.,	250.00	175.00	4	1	2
469	—	Kan. Safety (36x54)	140.00	75.00	4	1	1
470	40	Otto Special,	35.00	18.00	5	4	2
471	—	Columbia 3 trk. Trike,	105.00	60.00	4	1	4
472	52	N. Rapid L. Rdstr.,	132.50	112.00	4	1	1
473	54	Columbia Expert,	135.00	90.00	3	1	1
474	50	Universal Club,	125.00	65.00	3	1	1
475	51	Special Star,	120.00	65.00	4	Ball	2
476	51	Special Star,	135.00	80.00	3	Ball	2
477	52	New Rapid Roadster,	142.50	130.00	3	1	1
479	41	Special Facile,	123.00	55.00	4	1	4
480	45	Pony Special Star,	137.50	70.00	4	Ball	1
481	54	Columbia Expert,	135.00	65.00	3	2	2
482	50	English Tourist,	120.00	50.00	5	2	2
483	—	Springfield Roadster,	75.00	60.00	4	Plain	4
484	54	Royal Mail,	135.00	63.00	4	1	4
485	50	British Challenge,	130.00	45.00	3	4	3
486	48	Columbia Expert,	125.00	84.00	3	1	1
487	54	Special Club,	135.00	78.00	3	1	2
488	50	Harvard,	125.00	60.00	4	1	1
489	—	Springfield Roadster,	100.00	75.00	4	Ball	1

#### 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

Dieter's *Table d'Hote*, 50 cents. Served 12 to 8 P. M. Fulton Street, opposite City Hall, Brooklyn.

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.

**DR. WARNER'S**  
CAMEL HAIR  
HEALTH UNDERWEAR  
FOR MEN WOMEN AND CHILDREN.

Superior to Silk or Wool.  
A Protection against Colds, Neuralgia and Rheumatism.  
SOLD BY LEADING MERCHANTS.  
WARNER BROS., 359 Broadway, New York.



When the Robins Nest Again,  
We shall have demonstrated that  
we have sold more

**HIGH GRADE BICYCLES,**

for less money, during the season  
of 1888 than any other dealer  
in America.  
Send for the most complete *Wheel  
Catalogue* ever printed.

**THE JOHN WILKINSON CO.**  
55 State St., Chicago, Ill.

**GILLOTT'S STEEL PENS ARE THE MOST PERFECT.**

**OFFICIAL TAILORS AND OUTFITTERS**

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

**DEVLIN & CO.,**

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

**Broadway and Warren Street,**

**NEW YORK,**  
MANUFACTURERS OF

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

WE 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

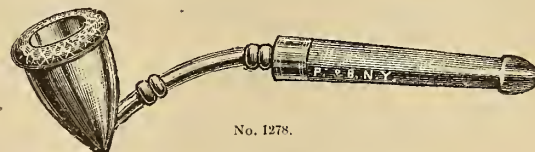
*Medal and Badge Manufacturing Department*

Will be maintained in these Novelties.

**PEDERSEN & BUCKINGHAM,**

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,  
1 1/2 Maiden Lane, N. Y.



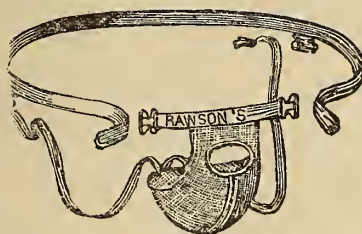
No. 1278.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$3.50  
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, . . . 8.00



No. 1388.

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-AD-  
JUSTING 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

**IT IS A SIGNIFICANT FACT**

That **VICTORS** win more road races than any other machines.

What does it mean? Why, it means that the **VICTORS** are  
of the proper stuff, properly put together, strong, light running and  
thoroughly reliable in every respect. A **VICTOR** will give you  
better service than any other wheel.

**OVERMAN WHEEL CO., Makers,**

**BOSTON, MASS.**

CATALOGUE FREE.

## FOR SALE, EXCHANGE, WANTS.

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

ZOOK, LITITZ, PA., wants to hear from those who want to buy, sell or exchange their wheels for books, stationery, organs or pianos. Wheels, \$10 up. 11-16

FOR SALE.—52-inch full nickeled Expert in fine order. Cheap. W. L. Cort, 220 Water Street, New York City. 11-23

SPECIAL SALE of Youths' Bicycles, 38, 42 and 44-inch, \$30 each, and 46-inch, \$35. ALL NEW. A. G. Spalding & Bros., 241 Broadway, New York City.

BIG BARGAIN.—\$125 cash, genuine Beeston Humber Tandem; specially built, 2-speed gear. This wheel holds the 24-hour American record for lady and gentleman. Wheel cost, new, \$300; is in good condition. Will sell or trade for good Safety Bicycle (lady's wheel preferred). Call or address L. I. W. Club House, 1281 Bedford Avenue, Brooklyn, where wheel may be seen. W. J. C. 11-23

FOR SALE.—50-inch Expert Columbia; full-nickeled, A 1 order. Price, \$70. Address P. O. Box 2372, N. Y. City. 11-9

STOLEN! From 935 Eighth Avenue, New York, about Wednesday, October 17, a 52-inch British Challenge, No. 31,249, enameled. Suitable reward for information leading to recovery. R. J. Dyatt.

TWO BICYCLES FOR TWO DOLLARS.—52-inch Victor Light Roadster, pattern '87, excellent order, not ridden over 300 miles; Victor Safety, '88 pattern, good order. 100 tickets to be sold at \$2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to 1st and 2d National Banks here. A. B. Reid (L. A. W. 3406), Clarion, Pa. 11-26

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

\$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 Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$160, were \$185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. 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 Beeston Humbers. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

STARS.—Two Special Stars for sale cheap; almost new F. E. C., P. O. Box 444.

## SPECIAL STAR

FOR SALE.

For particulars address F. E. C., P. O. Box 444, New York City.

MINER'S PEOPLE'S THEATRE, NEW YORK.

## SHADOWS OF A GREAT CITY.

November 5 to 10.

## A LEGAL WRECK.

November 12 to 18.

## FASHIONABLE CLOTHING.

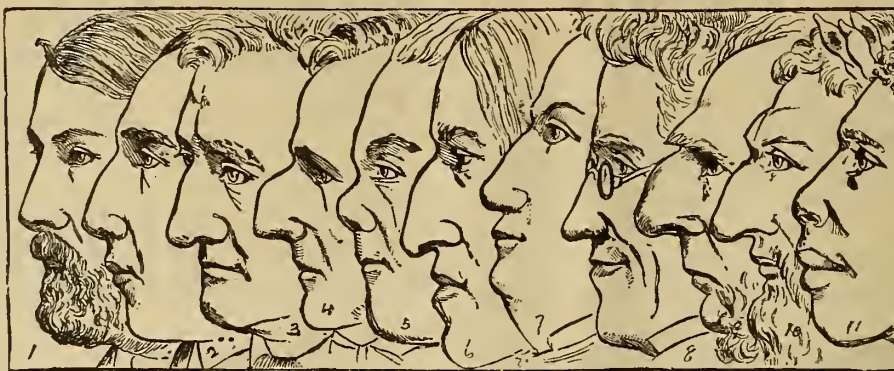
Reasonable Prices.

ABRAHAMS & GRUNAUER,  
*Custom Tailors,*

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A large stock of specially selected foreign and domestic goods always on hand.

## MEN AND WOMEN DIFFER IN CHARACTER.



## IF YOU WANT SOMETHING

To read that will interest you more thoroughly than any book you ever read, and enable you to understand all these "SIGNS OF CHARACTER," and how to read them, send for

## HEADS AND FACES: HOW TO STUDY THEM.

A new Manual of Character Reading for the people. It will show you how to read people as you would a book, and see if they are inclined to be good, upright, honest, true, kind, charitable, loving, joyous, happy and trustworthy people, such as you would like to know, and be intimately associated with.

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We will send it carefully by mail, post paid, on receipt of price, only 40 cents, in paper, or \$1.00 in cloth binding. Address

**FOWLER & WELLS CO., 777 Broadway, New York.**

N.B.—If you will mention THE WHEEL in ordering we will send—FREE—a copy of the "Phrenological Journal" (20c. a number, \$2 a year), a magazine of human nature.



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 beats Time himself, and can never be beat.  
For the SOHMER PIANO, as certain as fate,  
Is "the ticket" to win, for the year '88!

Copyright by SOHMER & Co., 1888.

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.

## KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.

Are unsurpassed for purity and excellence.

Are specially adapted to people of refined taste.

Are composed of only the finest Virginia and Turkish leaf.

WM. S. KIMBALL & CO.

ROCHESTER, N. Y.



LOOK AROUND BEFORE BUYING.

SEE OUR LISTS.

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**RUBBER**  
Tennis Soling,  
WHITE, BLACK,  
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Corrugated or Diamond Pat-  
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**TENNIS SHOES.**

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Sole proprietors of the  
Patent Satchel Detective,  
Schmid Detective,  
Fairy, Novel, and Bi-  
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agents for the Celebrated  
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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 Sprains, Bruises, Backache, Pain in the  
Chest or Sides, Headache, Toothache, or  
any other External Pain, a few applications  
rubbed on by the hand act like magic, causing  
the Pain to instantly stop.

For Congestions, Inflammations, Rheumatism,  
Neuralgia, Lumbago, Sciatica, Pains in the  
Small of the Back, etc., more extended, longer  
continued and repeated applications are neces-  
sary to effect a cure.

50 cents per bottle.

Sold by Druggists.

ASK FOR THE

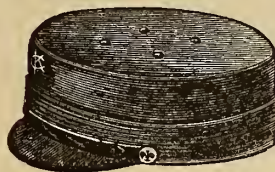
**WENCK**

PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



**SMITH'S**

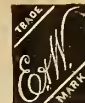


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LOWEST PRICES

121 FULTON ST

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MEN'S LINEN COLLARS AND CUFFS,  
"ARE THE BEST"  
FOR SALE EVERYWHERE.



VICTOR LIGHT ROADSTER  
BICYCLE.

VICTOR LIGHT ROADSTER  
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SPALDING'S YOUTH'S BI-  
CYCLE.

Also a Full Line of  
**BICYCLE SUNDRIES**

Send for 1888 Catalogue.

**FRED'K A. LELAND,**

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My Glove Fitting Gymnasium Shoe. The Finest in the World

I carry and make up to order the finest line of goods in the country. Call or  
send for price list.



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We are giving special attention to instructing Ladies to  
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Gentlemen who want to learn to ride any kind of bicycle  
and cannot come in the day-time will find that in our hall,  
lighted by the electric light, they can ride as well as during  
the day. Competent instructor always in attendance.

**OUR SUNDRIES**

have a world-wide reputation, and we can supply all your  
wants for Fall and Winter riding, Jerseys, Hats, Caps, Gloves,  
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a cyclist needs. Send for catalogue.

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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.

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