

# The Wheel

P.O. Box 444.  
N.Y.

and

CYCLING TRADE REVIEW

23 PATBROW  
N.Y.

VOL. II.—No. 4.]

NEW YORK, SEPTEMBER 21, 1888.

[WHOLE NUMBER, 30.]

## A LETTER THAT NEEDS NO COMMENT.

DETROIT, MICH., AUGUST 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

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

Yours truly,

C. H. SMITH.

## ALL CRANK RECORDS PULVERIZED

by John A. Wells on an ordinary

### AMERICAN RAMBLER

taken out of stock.

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

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York Avenue, Jersey City, N. J.; Geo. J. Pforr, 64 Washington Street, Chicago; Herman Kneisel, 97 Webster Street, Jersey City, N. J.; E. C. Wells, 365 Broad Street, Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

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

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.

Catalogue on application.



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



ON WHAT?

**A SPRINGFIELD ROADSTER,**

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

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

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

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

YOU MAY DRAW YOUR OWN INFERENCE.

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

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

**Chas. Schwalbach,**  
 PROSPECT PARK PLAZA, = = = BROOKLYN.

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**Bicycles.**

**COLUMBIA**  
**Tricycles.**

**CLUB**  
**Safeties.**

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

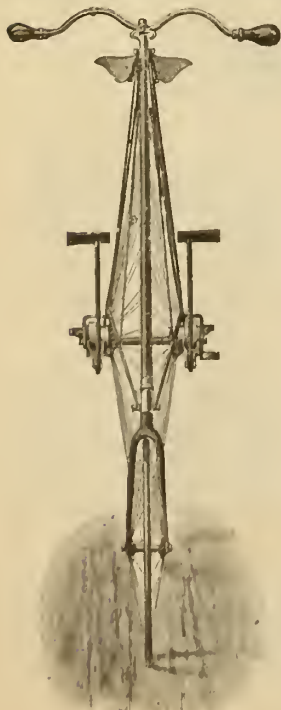
ALL REPAIRING DONE ON THE PREMISES.

NO WORK GIVEN OUT.

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

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**THE BEST ALL-AROUND BICYCLE MADE.**



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**H. B. SMITH MACHINE CO.,**

New York Salesrooms,  
 115 LIBERTY STREET.

SMITHVILLE, N. J.



# POINTS

RELATING TO

## Second-hand Wheels,

SOLD BY

HART

## Cycle Company,

No. 811 ARCH STREET,

Philadelphia, Pa.

### I.

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

### II.

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

### III.

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

### IV.

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

### V.

## OUR PRESENT BARGAINS.

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

## TRICYCLES.

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

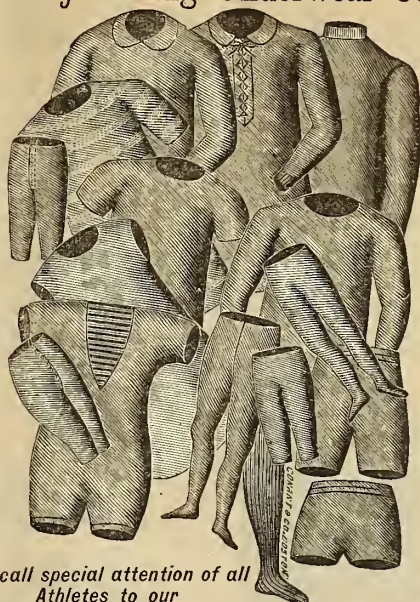
**Note A.**—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

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

**HART CYCLE CO.,**

No. 811 Arch St., Philadelphia, Pa.

## Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

## JERSEY-FITTING GARMENTS.

Each garment in above cut we make in three different qualities.

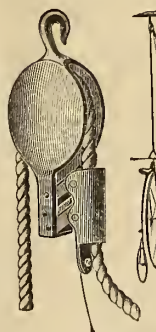


**Jersey-Fitting Supporter.**—This Supporter is in use by Bicycle Riders, Baseball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and Hip. Send for Illustrated Catalogue and Price List.

MANUFACTURED BY  
**HOLMES & CO.,**  
17 Kingston St.,  
Boston, Mass.  
Please mention this paper.

## BICYCLE HOIST.

(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary.

Send for circular.

Discount to Dealers.

**LINCOLN HOLLAND & CO.,**  
Worcester, Mass.

## Petroleum VASELINE, Jelly.

Grand Medal at the Philadelphia Exposition.  
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Highest Award at London Medical Congress.

Used and approved by the leading Physicians of Europe and America.

The most valuable remedy known for the external treatment of Wounds, Burns, Sores, Cuts, Skin Diseases, Rheumatism, Hemorrhoids, Catarrh, Chills, Sunburns, and for every purpose where a liniment is needed. Also when taken internally for Coughs, Colds, Sore Throat, Croup, Diphtheria, Dysentery, etc.

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

**Chesebrough Manufacturing Co.**  
NEW YORK.

## Bargains in Second-hand Wheels

WRITE

**EISENBRANDT BROS.,**

121 E. Baltimore Street, BALTIMORE, MD.  
STATE SIZE OF WHEEL WANTED, AND THEY CAN SUPPLY YOU AT YOUR OWN PRICE.

## BARGAINS!

### SECOND-HAND

## Bicycles and Tricycles.

We make a Specialty of taking Old Mounts in Part Payment for New Victors, New Rapids, New Mails, Stars and Springfield Roadsters.

### KEY TO DESCRIPTION.

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

**BEARINGS.**—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

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

No. Size.	Name	Cost.	Price.	Finish.	Bearings.	Condition.
285 51	Special Star,	\$120.00	\$70.00	4	Ball	4
286 44	Special Facile,	123.00	60.00	4	1	4
298 39	Otto,	35.00	18.00	5	4	2
306 51	Special Star,	135.00	80.00	3	Ball	2
334 —	Columbia 3 trk. Trike,	166.00	65.00	4	2	2
343 52	New Rapid Roadster,	147.50	131.00	3	1	1
350 52	N. Rapid Lt. Rdstr.,	137.50	112.00	4	1	1
365 48	Columbia Expert,	122.50	81.00	3	1	2
376 54	Special Club,	135.00	78.00	3	1	1
377 56	Victor Roadster,	132.50	82.00	4	1	1
386 42	Victor Junior,	55.00	55.00	4	3	1
389 42	Am. Pony Star,	85.00	50.00	4	Plain	5
390 —	Beeston Hbr. Tdm.,	260.00	115.00	4	2	4
391 55	Col. Lt. Roadster,	145.00	95.00	4	1	2
394 48	Columbia Expert,	122.50	60.00	4	2	2
397 —	Col. 2-track trike,	165.00	90.00	4	1	2
403 —	Quadrant, No. 8,	185.00	125.00	4	1	1
410 52	Columbia Expert,	122.50	80.00	4	1	2
411 50	British Challenge,	147.00	70.00	6	1	1
416 56	American Club,	135.00	52.00	4	2	2
417 52	Columbia Expert,	132.50	65.00	3	2	1
418 54	Columbia Expert,	140.00	90.00	1	1	2
421 52	New Rapid Rdstr.,	132.50	132.50	4	1	1
422 53	Col. Light Rdstr.,	127.50	90.00	4	1	1
425 —	Quadrant No. 8,	185.00	170.00	4	1	1
427 56	Premier,	140.00	50.00	3	1	2
429 54	Victor Roadster,	130.00	90.00	4	1	2
430 —	New Rapid Safety,	135.00	135.00	4	1	1
431 55	Rudge Light Rdstr.,	141.25	64.00	4	2	4
433 —	Ladies' Quad. No. 14,	175.00	175.00	4	1	1
434 50	New Mail,	127.50	80.00	4	1	1
435 52	Special Club,	160.00	160.00	1	1	1
436 —	Kan. Safety (36x54)	140.00	75.00	4	1	1
438 51	Special Star,	160.00	85.00	3	Ball	2
439 —	Quad. No. 15 (Tdm.),	250.00	250.00	4	1	1
440 —	Columbia Veloce,	135.00	110.00	4	1	1
441 54	Columbia Expert,	125.00	65.00	4	2	1
443 38	Horsman,	35.00	14.00	5	4	2
444 56	Columbia Expert,	127.50	78.00	4	2	2
445 48	Rudge Lt. Rdstr.,	132.50	85.00	4	1	1
446 54	Columbia Expert,	135.00	85.00	1	1	1
447 52	N. Rapid Lt. Rdstr.,	137.50	95.00	4	1	2
448 —	Columbia 2-track trike (Ladies' Special),	185.00	80.00	4	1	1
450 56	Victor Lt. Roadster,	142.50	120.00	3	1	1
451 50	Victor Roadster,	125.00	67.00	4	1	2
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
458 —	Springfield Roadster,	75.00	55.00	4	Plain	2
459 —	English Rover Safety,	135.00	83.00	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	55.00	4	Ball	4
463 —	Victor Safety,	130.00	115.00	4	1	1
464 54	Am. Rudge,	110.00	60.00	4	1	4
465 —	Rudge Bicycleette,	135.00	115.00	4	1	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



# QUADRANT.

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

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



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

## QUADRANT TANDEM No. 15.

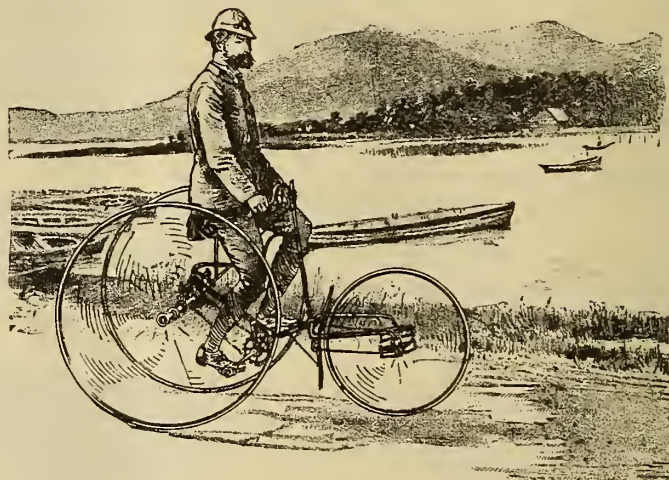
WINNER OF THE TWO-MILE OPEN HANDICAP AT THE  
L. A. W. MEET RACES, BALTIMORE, JUNE 19, 1888.

THE FASTEST AND BEST HILL-CLIMBING TANDEM  
EVER BUILT.

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

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

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



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

## QUADRANT TRICYCLE No. 8. For Gentlemen Only.

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

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

## QUADRANT TRICYCLE No. 14. For Ladies.

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

SEND FOR DESCRIPTIVE CATALOGUE, FREE.

RELIABLE AGENTS WANTED.

# The Clark Cycle Company,

2 and 4 Hanover Street, Baltimore, Md.

WASHINGTON BRANCH, 908 PENNSYLVANIA AVE.



# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

Subscription Price, - - - \$1.00 a year.  
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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444,

New York.

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

## IN CYCLING CENTRES.

### BROOKLYN.

Local interest seems lately to have switched off from fast road riding to long distance records. Each of the three largest clubs has, on various conditions, offered a medal for the member covering the greatest number of miles in a year. In the Kings County Wheelmen the medal was presented by Mr. Charles Schwalbach. In the Long Island Wheelmen, President Huggins donated one for competition among his club mates, while the riders of the Brooklyn Bicycle Club are striving for the medals offered by the club through its road officers. Until recently a record of 800 miles for one month has been considered excellent, but rivalry among club mates and clubs has stimulated those competing, and the record for monthly riding has gradually crept to astonishing figures. In this respect the L. I. W. and the K. C. W. seem to have eclipsed the reputation of the B. B. C. for road riding. In the latter club the greatest monthly mileage reported by any one member has been between 700 and 800 miles, and is credited to Mr. Fuller. When Mr. Murphy, of the K. C. W., rolled up something over 1,200 miles the thing became interesting. Within a few weeks we hear that Mr. Nisbett, of the New York Bicycle Club, rode 1,500 miles in one month, and that Mr. Wise, of the Long Island Wheelmen, pressed the latter record very closely with 1,437 miles for August. These performances seemed to have challenged the grit and perseverance of Mr. Murphy, and he has started in this month to bring the honor once more to the K. C. W. On the 15th inst. he had ridden about 800 miles, at which rate he bids fair to show his little wheel to the generally accepted local record of 1,500 miles before October 1 ushers in the finest riding month of the year.

Yes, it does seem as if the interest in road racing were waning, and that that phase of the sport is losing its grip. Usually at this time of the year the coming road race on Election Day is the all-absorbing topic, preparations for the event are under way, and even the racers are picked out by knowing ones. But now it is at a complete stagnation, and the only special local news regarding it is the statement in last week's WHEEL that the Brooklyns would not enter a team—a statement which is only conducive to a continuation of the present feeling. Of course the K. C. W. will be ready to defend their title, but even among their racing blood a feeling of apathy exists, and unless the Hudson County Wheelmen come to time it looks as

though there might be no race. But rather than have the original objects of the Association defeated in that way, we would not be surprised to see the Brooklyns come in at the last moment and the Elizabeth Wheelmen change their resolution not to enter a team. Let us hope it may be so, for it would be a pity to lose this inspiring and exciting event, simply because this may be an "off" year in the road racing talent.

It may be, however, that the new Union has absorbed all available attention from our wheelmen. Certain it is that its projectors are meeting with success on all sides. One wheelman of Hempstead rode into Brooklyn for the express purpose of applying for membership, and if his action reflects the feeling outside of Brooklyn the Union will exactly fill the wants for which it was designed. The club members, too, have been at work among their fellows. The members of the Long Island Wheelmen interested in the movement have secured the signatures of fifty-seven names for immediate membership, which entitles those members to elect two of their number to the Executive Board of the Union. In fact, they have already met and elected as such Messrs. Wise and Halsey. If the promoters of the Union would desire evidence to substantiate the oft-repeated assertions made by them that it is not an office-seeking movement, but a movement looking to results solely, they have but to point to the fact that these two representatives sent in by those affiliated to the L. I. W. have in no way been identified with the formation of the Union, save, in common with many others, in expressing their unqualified approval of the idea.

Although those at work in the Brooklyn Club and the Kings County Wheelmen have not been officially heard from, it is more than likely that they, too, will soon hand in lists, entitling each to representation on the Executive Committee, and with these six representatives, and perhaps one each from the members of the Universal Cycling Club and the Prospect Wheelmen, the Union will shortly don its working clothes and begin to justify its claims for support.

H. G.

BROOKLYN, September 18, 1888.

### NEW ORLEANS.

The hottest, bitterest ten-day fight that has ever upset the wheel world of this locality was ended on the evening of the 4th inst. by the election of Harry W. Fairfax as Secretary-Treasurer of the Louisiana Division, L. A. W., by a vote of 18 against 16 for the opposing candidate, R. G. Betts. The fight and meeting was a memorable one, and deserves to be recorded in detail, but when I think of certain bits of sharp practice that decided the fates against us—on the losing side, you know—my blood tingles, and I find myself unable to wield the cool, impartial pen becoming a newsgather, so that it seems best that I should say but little. This much, however—the particulars will keep, and, if necessity requires it, the true inwardness of several little matters can, and will, be made public, and in print it will make some awfully interesting reading for somebody.

W. H. Renaud, who was to oppose Fairfax, could not make the run, and Betts was substituted at the eleventh hour. Chief Consul Hodgson was also unanimously re-elected at the meeting of the 4th, but for once that office was not a drop in the bucket as compared to the Secretary-Treasurership.

Our race meet on the 28th promises well. Being complimentary, a big crowd is assured, and with a large field of starters also certain, it needs but fair weather to insure complete success.

C. H. Fenner and N. H. Mootly, two Louisiana Cycling Club men, tackle the New-Orleans-to-Baton-Rouge trip, leaving here Sunday next, 16th. They will do the hundred-and-how-many miles leisurely, and will get there if the mud isn't too deep. Just now the dirt roads are in pretty poor shape, and far from being fit for touring.

Bl.

The Rhode Island Wheelmen will hold a lantern parade on the evening of the 25th inst., the date of the Division meet at Providence. All clubs or individuals who intend to take part in the parade should address Captain J. L. Spears, Providence Bank Building, Providence, R. I.

### CHICAGO.

The Lincoln Cycling Club are all aglow just now over their opening promenade concert and reception, which is on the cards for next Tuesday evening. The programme will consist of a concert by Rosenbecker's orchestra from 8:30 to 9:30, followed by dancing until 12. The refreshments will be on a very elaborate scale, and the building and lawn will be handsomely illuminated. The boys intend that their opening of the social season shall be a marker long to be remembered, and of a character not easily surpassed. Not less than \$200 will cover expenses. Every Tuesday night from now on will be devoted to some kind of general amusement, and two nights a month will be set aside for the ladies. Altogether this club is hustling, and expects to keep up the excitement and the boys together all winter.

The following Friday evening will see the opening reception of our ancient and honorable Chicago Bicycle Club, at Jackson Park, where these inimitable entertainers will no doubt do themselves proud in their efforts to make life enjoyable to Chicagoans generally. The programmes are not yet out, but I presume it will be the usual dancing and refreshments. The road book recently published by this club is a neat and comprehensive affair, and should meet with a large and ready sale, as it is well worth the price asked, fifty cents. The Chicagos and Lincolns will shortly play a pool tournament for some suitable prize.

Rumor has had the floor for some time in regard to a consolidation of the Chicagos, Fort Dearborns and the Lincolns, presumably at the instigation of the former. I can say nothing definite at this writing, as to the ultimate result of the pending negotiations, though I do deem the scheme not improbable of accomplishment. How would a bicycle club with a membership of one thousand strong strike you, Mr. Editor, with three separate club houses? "Well, I say," as J. O. B. used to put it.

The Illinois Cyclers are booming, as usual, and will to-morrow endeavor to start thirty or forty fellows on a century, and very likely most of them will finish. Chief Consul Davis will be in command and set a pace that many of us cannot stand. The claim of these lads that they are the riding club of the city goes. Riggs and Maas will shortly try to do 250 miles in twenty-four hours, which I understand Bowbeer will at once try and eclipse. Maas, Riggs and Bowbeer will try and make Milwaukee to-morrow, a nasty run of some ninety miles. Ladies are on the club bulletin for Monday nights henceforth.

There is nothing especially new with the Fort Dearborns, excepting that the club is to be congratulated that it induced Charlie Sieg to retain the Captaincy, for a better man in that capacity does not reside in these parts. He can push his Springfield Roadster around the Cheltenham track to the tune of 3:04, and is always on hand for anything and everything.

I have been unable to make a census of the rest of our local clubs, which I am told will foot up in the neighborhood of sixteen. They are of all kinds, classes and distinctions, but have not yet come prominently to the fore.

This year has been the banner year for the trade, most members of which have doubled last year's business. The rear drivers, which seem to have torn things up in the Eastern cities, have not yet become epidemic here, though quite a number have been sold. The upright is the favorite still among cyclers, who confine most of their riding to the city. Don't think we don't read the papers, for we do; but with seventy-five miles of boulevard before our doors, and not a hill within twelve miles, surely the graceful, airy and easily handled upright is the machine for all time. The Gormully & Jeffery Mfg. Co., in opening a retail department, advanced the interests of their Champion and Rambler very materially, and secured their share of the fastidious club trade thereby. The Columbia people report an unprecedented business, while the Spaldings have disposed of a good many Victor safeties. Surbridge & House and Roe have, I imagine, done fairly well, while Stokes, with his Springfield Roadster, seems complacent over his first season in the business. The larger portion of the selling, however, has gone to the Popes and G. & J.



WARWICK

CYCLE

# WANTED!

## RELIABLE AGENTS

IN THE  
PRINCIPAL CITIES OF THE U. S. A.  
FOR THE SALE OF THE

# WARWICK PERFECTION WHEELS

WHICH HAVE MORE GENUINE IMPROVEMENTS  
THAN

Any Wheels on the American or European Markets.

**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.



Mr. R. P. Gormully is an expert angler, and has but just returned from the Province of Quebec, where, with his brother, a celebrated Canadian barrister, he roughed it for about a month. He comes back well browned up, having killed plenty of the fish and game for which that Province is noted.

I think the Buffalo exhibits will at last convince the manufacturers that it is useless to go to that expense in this country. Unlike England, the trade here is so small that the different home productions are represented almost everywhere, so the wheelman is tolerably familiar with every novelty on the market before the season is well under way; and, too, it has been practically demonstrated that Americans much prefer to patronize their local agent, who in most instances is at the same time their friend, rather than allow the makers to put his commissions in their pockets. When competition gets as lively here as on the other side and agents go unprotected, so it becomes a question of who can offer the largest discount, then, and then only, will it pay the manufacturer to make displays.

I hear that Bob Ehlert, who figured so prominently in the McCurdy fiascoes, has returned to Chicago from South America. VERAX.

CHICAGO, September 15, 1888.

## JOTTINGS FROM JERSEY STATE.

BY THE STROLLER.

NEWARK.

With the advent of cooler weather the interest in cycling has revived, and the runs of the several clubs in this vicinity will again be well attended. The Essex Bicycle Club had no runs during July or August, owing to the extreme heat and the absence of most of the members on their vacations. On Saturday (15) the season was opened by a run to Milburn, many of the members participating. The membership of the club is thirty. Popularly known as "Old Essex," this is one of the pioneers of cycling; has been in existence since May, 1879, is the third oldest club in the L. A. W., and is in a flourishing financial condition. The following schedule of runs has been arranged for the remainder of the season: September—22, 4 P. M., Stone House Plains; 29, 4 P. M., South Orange and Irvington; October—6, 4 P. M., Avondale; 13, 4 P. M., Roselle; 20, 4 P. M., Rahway; 27, 4 P. M., Montclair; November—3, 4 P. M., Montrose; 6, 9 A. M., Caldwell and Parsippany, to Morris Plains Asylum, thence to Morristown for dinner, returning via Madison.

ELIZABETH.

The Elizabeth Wheelmen took moonlight runs on Monday and Wednesday nights, and will take another outing to-morrow (Friday) night, their destination being Orange, where they will take part in the lantern parade.

J. F. Decker, Arthur Downer and White started last Monday week for a wheel-trip to Boston. White rides a Star and Downer and Decker, Victors. They rode to New York via Newark, crossing over to Brooklyn. From there they pedaled across Long Island to Shelter Island, where they took a steamer for Providence, and from there rode to Boston, through Rhode Island and the eastern part of Massachusetts. When last heard from they were in the best of health and spirits and having a high, ge-lorious old time.

The lantern parade of the Elizabeth Wheelmen will probably be held about the 13th or 15th of October. The committee is working hard to insure a successful affair.

President George C. Pennell, of the Elizabeth Wheelmen, is home from his summer's outing at Ocean Beach. He is looking "immense," and has just finished his third thousand of miles.

The Captain of the Elizabeth Wheelmen is anxious for members to send in back records.

W. H. Caldwell will ride for the State championship. Gilbert will ride in the 1/4-mile dash. G. C. Pennell and D. B. Bonnet will ride in the 1-mile tandem trike, as will Kluge and Baggot.

The Pennsylvania Bicycle Club is expected to arrive in Newark via the Pennsylvania Railroad on Saturday. They will be met at the depot by a delegation of local and Hudson County Wheelmen. An informal reception will be tendered them at the Continental Hotel. A special

meeting was held at the club rooms of the Hudson County Wheelmen on Wednesday evening to complete arrangements for the entertainment of the Pennsylvania boys.

## SAN FRANCISCO.

TO THE EDITOR OF THE WHEEL:

Matters in the wheeling line are in the usual condition for this time of the year—that is, the country roads are rather dusty, and the riders find more pleasure on the fine roads of our Park.

The Bay City Wheelmen will have another of their picnic runs to San Mateo next Sunday. I would recommend some of the Eastern clubs to try one of these runs. Select a nice place near the railroad giving a ride of twenty or thirty miles. Send the lunch by express, and have some one to receive and prepare it for the people who go on the run. The expense is not great, and if you can select a place where bathing facilities are to be had, do so, and you will be surprised at the amount of pleasure you will derive from it. We usually have our picnics at San Mateo, twenty-two miles from this city. D. W. Donnelly, a member of the club, lives there. He takes the boxes of lunch to the ground selected, and with the assistance of S. H. Knapp, Jr., formerly a member of the Harlem Wheelmen, and other club members who leave the city before the club run, lunch is soon prepared and all is ready for the hungry road riders when they arrive. The lunch is arranged in a grove of trees just by a beautiful natural bathing place. The boys first have their swim, and are then ready for lunch, which tastes far better than if procured at a hotel.

The Los Angeles boys intend to make a hard fight to secure the next Division meet for Los Angeles. As we understand it, they are already up in arms, and will come before the next general meeting with a large prospectus and a substantial guaranty. There seems to be a difference of opinion among the riders of Northern and Central California as to where the next meet will be held, but Southern California is unanimous, and that is a great deal in its favor.

The Bay City Wheelmen's Club celebrated its fourth birthday on Saturday evening, September 1, with one of its celebrated "smokers." The new parlor was taxed to its utmost to receive the members and guests, among whom were several wheelmen from San Mateo, San Jose, Alameda and Oakland. The evening was spent until 10 P. M. with cards, donkey game, music, declamation and singing, after which all hands made a voracious attack on eatables and some of Uncle Robert's punch. Festivities of various kinds reigned until 2 A. M.

This energetic club now commences its fifth year of success. Its record is one it is proud of. It has fairly held and maintained from its first existence its right to the title, "Masters of the Road and Path." It holds in its club rooms every trophy ever offered in open competition for road racing. Each year it has produced its championship winners as follows: 1884, Fred Russ Cook; 1885, Fred Russ Cook, W. G. Davis and S. F. Booth, Jr.; 1886, Frank D. Elwell; 1887, Charles E. Adcock, and again in 1888 comes the sure winner, Frank D. Elwell. In records, it covers all that have been made on the road, from individual times to its club century run, and on the track it holds the lion's share.

The eighth bicycle hop of the Bay City Wheelmen will be held Friday evening, September 28, at Odd Fellow's Hall. It is the intention of the Committee of Arrangements to eclipse, if possible, all previous affairs given by this club.

The Golden Gate Fair Association gave three very fine prizes for a 2-mile handicap bicycle race at their meeting. The handicaps were hardly liberal enough, as Davis was among his men at one mile and was beaten, simply because he was out of condition. Seven started. The limit was at 120 yards. The first half mile was reached by L. Sears, with Davis closing up and disposing of his men one after the other, so that at the end of the first mile he was fourth and only fifty yards behind. On the second mile, on reaching the one and a half mile post Sears still led, while Ireland and Davis were "head and head," and only twenty yards behind. Around the turn and down the stretch for "home," both Ireland and Davis passed the leader, and a pretty struggle ensued between them, but Ire-

land spurred in the last twenty yards and beat Davis to the wire by about a foot. R. W. Turner, of the B. C. W., was third, and Sears, of Oakland, fourth and last, as the other contestants had dropped out and quit. Time, 6m. 20 1/2s.

SAN FRANCISCO CLUB'S RACE MEET.

The race meet of the San Francisco Bicycle Club, yesterday, was not a success from a sporting point of view. There were few entries, and a person who knew the riders could pick the winner of every race. Davis would not start in the 5-mile L. A. W. championship, giving as a reason that he was not in condition, but the riders present said it was because he did not wish to be beaten by Ireland. The latter rode over the distance alone, a sorry spectacle, surely, for a championship such as the five miles; but it was not the winner's fault. The safety race was the only genuine contest, and was won by C. P. Fonda—a most popular rider, by the way.

The 2-mile handicap was one of the funniest affairs I ever saw. The starters were Wheaton, scratch; Favor, 165 yards, and Austin, 180 yards. The latter wore a red racing shirt, a pair of spectacles, a ruddy face, and a smile that obscured the whole landscape; he rode sitting up straight, and when he passed the stand the first time everybody in it was convulsed with laughter, which was repeated each time he passed. He got second place, and rode much better than was expected of him. The racing men, with but three exceptions, rode practically untrained. We look forward with interest to the visit of "Senator" Morgan's team.

Yours,

CALIFORNIA.

SAN FRANCISCO, September 11, 1888.

## SUNDAY CYCLING AT THE HUB.

On Sunday last a larger number of wheelmen were out than on any other Sunday this season. Early in the morning a delegation from the Massachusetts Club, consisting of Captain Lou Peck, E. B. Pillsbury, President Amory and Secretary Ryder, went to the wharf of the Portland Steamship Company and met Secretary Chase, Dr. Dow, the newly elected Chief Consul of Maine; Messrs. Hannaford, Merrill, Dow, Simonds, Ayer, Brown and Sawyer, who were to be their guests for the day. About 9 o'clock, the Massachusetts boys and their guests mounted their wheels and rode over the best roads of Dedham and Milton to the Blue Hills, where a halt was called. The party, leaving their machines at the base of Blue Hill, mounted it on foot. Then a start was made for the Massapoag Lake House at Sharon, where dinner was had. Here were met a large number of the Cambridge Bicycle Club, under command of Captain Perkins. They had started from the classic shades of Harvard for Sharon, where they were to meet the several members of the Rhode Island Wheelmen who came to Boston by road to attend the run abroad of the Rhode Island Division. A few minutes before 12 o'clock, a number of wheelmen were seen coming down the road amid a cloud of dust, and Captain Perkins formed his men in "company front," and when the Rhode Island Wheelmen, escorted by the Columbia Club, of North Attleboro, rode by, they gave them a "salute," which was returned by Captain Spiers and his men. Eleven unattached riders accompanied the Providence boys from Providence to Sharon, and then took a train for home. After dinner the party adjourned to the front lawn, where Captain Peck took several photographs of them. Then the start for home was made, all the Boston boys going in one party. Upon their arrival in Boston, the Massachusetts boys escorted the Portland delegation to the Portland boat.

Sharon seemed to be the gathering point for wheelmen yesterday. The register at the Massapoag House bore the names of fifty-two of them, while the one at Cobb's Tavern also bore a large number. Besides the above-mentioned visitors to Boston, Captain Robinson and his Rovers had one in the shape of Mr. C. W. Walker, of Staten Island. They started out with him and had a run to Waltham. There they took boats and rowed up the Charles River, disembarking a few miles above Waltham, where a picnic lunch was served. A goodly number of the Jamaica Plain Cycle Club rode to Bailey's, at South Natick, and after dinner they also took a sail up the Charles. One of the features of the day was the "smokers' run," given



by the Somerville Club. The club had a pleasant run to Middlesex Fells. The Springfield Roadster Club rode to Nahant, while the Roxbury Club went to Medford. Throughout the day the course of the Eastern Road Club's 25-mile road race was gone over by a number of wheelmen, among whom was Superintendent of Markers Doane, who desired to find the most favorable places for markers, members of the Dorchester Bicycle, Chelsea Cycle and the Cambridgeport Clubs.—*Boston Herald*.

### TO FORM A LOCAL ORGANIZATION AT HUNTINGDON, PA.

The following circular letter has been issued by the Juniata Wheelmen:

HEADQUARTERS OF JUNIATA WHEELMEN, )  
HUNTINGDON, PA., Sept. 1, 1888.

Dear Sir—The recent meet of the Juniata Wheelmen, at Huntingdon, having proved such a success the committee of the above organization have decided to ascertain the feelings of each individual wheelman of the Juniata Valley, as to the advisability of forming a permanent association, with headquarters at Huntingdon, with a view to the holding of occasional meets, during the riding season, at local points throughout the valley, and thus increase the interest of the wheel. The idea would be for the wheelmen in each vicinity to organize themselves as a club, under the style and title of the Juniata Wheelmen, of ———, and then appoint a representative to the General Council, with power to vote at the regular business meetings. The annual dues for club membership would be arranged by each individual body, but the Secretary and Treasurer of the parent body in Huntingdon would be empowered to levy a per capita tax of fifty cents per member annually in order to defray the expenses of conducting the business of the association.

The first meet having been held in Huntingdon it would be in order for the succeeding meet of the season to be held in some other centre, which would have to be decided by a general vote, sent through the mail by each individual member, and an official casting up of votes would be held, the result being made known to each club, and arrangements made from headquarters to complete the details.

The Executive Committee, in Huntingdon, have found that for the purposes of their local organization an entrance fee of fifty cents, with annual dues placed at one dollar, provides them with funds sufficient to carry on their project. Of course in localities where the number of wheelmen are not so large as it is in Huntingdon, different arrangements would suggest themselves to each local club. For instance, Lewiston, with thirteen members, would necessarily require a larger sum than \$1.50 per head if it were anxious to sustain its local significance and at the same time pay its per capita tax of fifty cents per member to the parent organization. Our idea in setting forth these suggestions is the outcome of many inquiries we have received from gentlemen who took part in our recent venture. We desire, if possible, to complete an organization which shall have for its object the providing of a centre in each locality, throughout the Juniata Valley, where every visiting wheelman can be sure of finding "a local habitation and a home."

In localities where the number of riders are not sufficiently large to form a local club arrangements will be made for such riders to become members of the parent organization in Huntingdon. In conclusion, it need hardly be pointed out how important it is that the riders of a community should be organized as a general body. The recent annual meet of the League of American Wheelmen held at Baltimore fully demonstrated the truth of this assertion. In an instance such as this, or say the Tournament at Buffalo, which takes place this month, if the Juniata Wheelmen Association decided to take part, it might reasonably be expected, should this idea of a general organization become a fact, that out of our total strength we could muster a sufficient number of riders to appear as strong a club, if not the strongest, of any in the parade.

With this object in view the favor of your prompt suggestions and advice is most respectfully solicited. Yours truly,

W. M. TEHAN, President.

D. S. DRAKE, Sec. and Treas.

### EASTERN ROAD CLUB ROAD RACE.

A well-attended meeting of the Eastern Road Club was held last Friday evening at the office of Captain George A. Perkins, Pemberton Square, Boston. The preliminary arrangements for the 25-mile road race were completed, and the following course was decided upon: Start at Faneuil House, Brighton, Chestnut Hill Avenue to and through reservoir, between basins, and direct, *via* Beacon Street; right, through Newton Centre, past great sign-boards and through Newton Lower Falls to Wellesley Hills; left, Wellesley Avenue and Great Plain Avenue to Needham Centre; left, Highland Avenue, Needham, Winchester and Centre Streets, nearly to Newton Centre; right, Parker Street; left, Dedham Street; left, Brookline Street; left, Hammond Street; right, Beacon Street, to reservoir; between basins, and make one and a half turns around the upper basin, finishing within about thirty yards of "rendezvous." The following officers were appointed, subject to their acceptance: Officers of the Course—Captain George A. Perkins, E. B. Pillsbury and President Forbes; Judges—Jack Seward, Dr. Marshall and President Amory, of the Massachusetts Bicycle Club; Referee—Captain Lon Peck; Starter—W. G. Kendall; Timekeepers—E. Meyers, J. C. Kerrison; Clerk of Course—Frank Wilson; Superintendent of Checkers—W. S. Doane.

It was reported that Captain Kendall had decided on the following course: Starting from Faneuil House, Brighton, Chestnut Hill Avenue to reservoir, pass through gate, around upper driveway between the basins, Beacon Street to junction with Washington Street at the great sign-boards near Newton Lower Falls, turn to right and follow Washington Street through West Newton, Newtonville, and over the hill to Brighton opposite the Faneuil House, turn to right up Chestnut Hill Avenue to reservoir, going through the gate, turn to right around both basins, finishing at the reservoir. The 25-mile race will be started at 2:30 P. M., and the supplementary one directly after.

Much interest is manifested by the clubs which have entered or will enter teams for the 25-mile road race. The Chelsea Cycle Club has not as yet decided upon a team, as none of its fast riders have ridden any this season. The team will probably be Woodman, McCune, and either Beazley or Phemister. The Dorchester Club is the only one of the three clubs that has decided upon a team. It is composed of Captain Benson, Clark and McCombie, and they have been doing good training already. The Cambridge Club team will undoubtedly be composed of Frank Cannon, Ed Himeon and Charles Fay.

### ANOTHER FINE RIDE ON THE "GEARED FACILE."

On Saturday, September 1, Mr. C. Hill, of the Finchley Harriers, made a grand effort to beat the 24-hour record, and would almost certainly have succeeded but for an unfortunate accident towards the close of the ride. He was started from Hitchin by Mr. A. J. Wilson at midnight on Friday, accompanied by Messrs. Green and Haffenden, Hill riding the same 46-inch "G. F." which has already carried him so well in his several long rides. He reached Holbeach (82 miles) at 6:10, and proceeded over vile roads to Spalding and Boston, in company with Mr. P. L. Renouf, reaching Holbeach (131 miles) on the return journey at 10:00. He then followed the North Road route (24 hours), reaching Narboro' (159 miles) at 12:18, in company with Mr. Barmore, a pacemaker. Returning *via* Long Sutton, Wisbech (191 miles) was reached at 3:00, and Lynn (203 miles) at 4:10. He thus covered rather more than 200 miles in the first 16 hours, a fine performance, which has probably not been equaled more than once before. At this point the 300 miles in 24 hours seemed certain to be done, but a strong westerly wind made the return to Wisbech very hard going, and the pace became slower. However, Peterborough, 236 miles, was reached at 7:20, the rider thus having 60 miles to do in 4h. 40m. to beat record. Here he was taken in hand by Messrs. Elvin and Mills, the latter generously doing his best to help Hill to beat his own record, a sportsmanlike proceeding which is to be commended. Notwithstanding the strong headwind, a 14-mile pace was kept up, and the chances of beating record, and even of reaching

300 miles before midnight, were increasing every minute, when about two miles from Buckden, Barmore ran into a horse attached to a cart drawn partly across the road, and fell heavily, cutting his chin badly, and, colliding with Hill, threw him to the ground. Hill, though unhurt, was badly shaken and winded, and on reaching Buckden abandoned the ride. He reached Buckden at nine o'clock, having covered 257 miles in 21 hours. A pace of 13 miles an hour to the finish would have given him record, which would almost certainly have been his but for this unfortunate *contretemps*.—*The Cyclist*.

### NEW YORK BICYCLE CLUB'S AUGUST MILEAGE.

Name.	August.	Total to 1st Sept.	24 Hrs. Days.	No. of
G. M. Nisbett.....	1219	5039	126	119
W. E. Findley.....	600	2815	132	138
H. M. Farr.....	629	2637	...	...
E. del Genovese..	547	1744	81	62
J. M. McFadden...	229	1355	...	70
J. M. Andreini...	451	1341	...	108
I. M. Shaw.....	406	1250	145	60
W. F. Pendleton...	532	1250	...	...
J. H. Hanson.....	235	1025	...	63
C. vom Dorp.....	173	986	...	78
E. J. Shipsey.....	...	878	...	...
E. J. Shriver.....	248	822	...	34
W. de Goicouria...	232	778	...	31
48 other members..	3356	14078	...	...
	8857	35998		

### MASSACHUSETTS DIVISION BOARD MEET.

The annual meeting of the Board of Officers of the Massachusetts Div., L. A. W., was held at Young's Hotel, Boston, last Saturday evening. Chief Consul Hayes presided, and among the representatives present were Messrs. Kendall, Emery, Bassett, Robinson, Seward, Grimes, Perkins, Moulthrop and Gaston. Mr. Robinson was appointed Secretary *pro tem*, in the absence of Secretary Lawton. On motion of Mr. Bassett, \$100 was appropriated for the expenses of the Chief Consul's office, and a like sum for the Secretary's expenses. The following committee was appointed to look after the erection of guide boards on the highways: W. H. Emery, George Perkins and Irving H. Kennedy.

Delegates to the National Board were appointed as follows: W. G. Kendall, J. B. Seward, A. W. Robinson, Sanford Lawton and C. S. Howard. The Chief and Vice Consul will also go as delegates.

The following standing committees were appointed to serve during the ensuing year:

Rules and Regulations—W. H. Emery, Roxbury; C. S. Howard, Boston; E. B. Coleman, Cambridge.

Rights and Privileges—J. S. Dean, Boston; W. S. Slocum, Newton; G. A. Perkins, Cambridge.

Finance—J. F. Adams, Haverhill; A. L. Bowker, Cambridge; A. A. Mosman, Jamaica Plain.

Towing—A. N. Robinson, Charlestown; W. G. Kendall, Boston; J. B. Seward, Chelsea.

Improvement of Highways—C. R. Dodge, Boston; G. H. Perry, Medford; C. W. Foudrinier, Boston.

### VAN SICKLEN'S FALL.

WEST MILLBURY, MASS.,  
September 18, 1888.

TO THE EDITOR OF THE WHEEL:

Dear Sir—In the current number of THE WHEEL I notice a statement, in the item about Van Sicklen, which I wish to correct. I did not nick McCune's rear wheel, and was not within ten feet of McCune in any part of the race. This I can prove by men that were in the race.

McCune and Van Sicklen had taken headers before I passed them, and it would have been impossible for me to have done so if as stated.

You will confer a favor if you will make the above corrections. Yours truly,

WILLIE W. WINDLE.

[We are glad to make the above correction. We based our information on the statement of a gentleman who was helping us report the races. Mr. McCune's father also believed that Windle's and McCune's wheels scraped.—ED.]



# FIXTURES.

Sept. 21-22—New Jersey Division meet and race meet at Roseville, N. J.  
 Sept. 21-22—Grand tournament at Poughkeepsie, N. Y.  
 Sept. 22—Easton Road Club's championship club race at Brighton, Mass.  
 Sept. 22—Detroit Bicycle Club's race meet.  
 Sept. 24-25-26—Pittsburg C. and A. meet.  
 Sept. 25—Rhode Island Division races at Providence, R. I.  
 Sept. 26—Race meet at Brownsville, Pa.  
 Sept. 27—Meet of Pa. Div. Board of Officers at Harrisburg, Pa.  
 Sept. 27-28-29—United Wheelmen's tournament at Kansas City and State Division meet.  
 Sept. 28—New Orleans tournament.  
 Sept. 29—Two-mile handicap, Roseville, N. J. Entries close Sept. 15, with L. C. Fairchild, 15 Halstead Street, East Orange, N. J.  
 Sept. 29—Tioga Cycling Club's race meet at Philadelphia. Entries close Sept. 25, with Isaac Van Deusen, Jr., 2100 Tioga Street, Philadelphia.  
 Sept. 29—Races at Plainfield, N. J.  
 Sept. 29—Races at Queens, L. I.  
 Oct. 3—Maine Division, L. A. W., annual meet at Waterville, Me.  
 Oct. 4—Kansas Div. L. A. W. Board of Officers meet at Topeka.  
 Oct. 4-5-6—Ladies' North Shore tour.  
 Oct. 10-11-12—Tournament at Columbus, Ga.  
 Oct. 11-12—Races at Wilmington, Del. Entries close Oct. 1 with T. D. Brown, Secretary.  
 Oct. 15-20—Six-day, eight hours per day, race at Battery D Armory, Chicago, Ill.  
 Oct. 23-24—Tournament at Richmond, Va. Address L. B. Enslow, P. O. Box 372, Richmond.

# WHEEL GOSSIP.

It is rumored that Chicago parties have leased Madison Square Garden, New York City, for a week in October for the purpose of holding a six days' rowing tricycle contest.

The efforts of the Kings County Wheelmen to make arrangements to hold a race meet at Washington Park have fallen through, as no suitable date could be obtained. The park has a quarter-mile path, which could be made very fast, and a monster meet should be held there in the spring.

Senator Morgan, on behalf of Ralph Temple, has challenged Rowe to a series of three races for \$500 or \$1,000 a side—viz., one, five and ten miles, best two out of three—the first race to take place at Chicago, October 6, the second on some Eastern track, on October 13, and the third, if necessary, on the following Saturday.

A meeting was called at the Long Island Wheelmen's club-house on Saturday evening last to discuss the matter of joining the Cyclists' Union of Long Island. Twenty-six men were present. Mr. George W. Mabie was elected temporary chairman and G. C. Teller temporary secretary. There was much enthusiasm and the names of fifty-seven men were sent in to the Cyclists' Union. The meeting elected G. M. Halsey and L. H. Wise to represent the Long Island Wheelmen on the Executive Committee of the Cyclists' Union.

Allard and Lee sailed for home on the Umbria on Saturday last. Their visit here was brief and disappointing. Since their arrival they have not enjoyed good health, and have never been in even second-class form. They were wise to get back as soon as possible, as engagements on this side seem few and far between.

It is rumored that ex-Captain E. G. Whitney, of the Boston Club, has leased his New Mexican ranch and will return to the City of Culture.

The Charlestown (Mass.) Rovers, whose membership has reached the limit of twenty-five, are commencing to feel too big for their present quarters and are talking new house or larger rooms.

Mr. J. O'Connor, whose card appears in our advertising columns, makes street shoes of the finer grades at reasonable prices.

The Wenck perfumes are found on all well-appointed toilet tables. None but the finest extracts and most delicate flavors are used in their manufacture.

The Harlem Bicycle Co., 284 Lenox Avenue, New York, report that cycling is booming in Harlem this fall, and a large number of bicycles and tricycles are out on hire every fine afternoon.

# THE RACE PATH.

## RACING IN PHILADELPHIA.

Saturday, September 15, a bicycle tournament was held at the State Fair grounds, which not only proved a success financially, but decidedly so in the way of interesting races. The track, a third of a mile, was on account of recent rains very soft in spots, which prevented any very fast time being made. The races were under the management of Mr. Kirk Brown, who was assisted by the following officers: Judges, W. W. Randall, W. D. Supplee and R. C. Swayze; Timers, Jos. H. Lehman, P. S. Collins and A. G. McGlathery; Starter, A. G. Powell; Clerks of the Course, Geo. D. Gideon, Thos. Horn and D. A. Longaker.

The first event was the 1-mile championship of the Pennsylvania Bicycle Club, with E. I. Halsted, S. Wallis Merrihew, C. L. Leisen and W. Chas. Furnelton. This was won by Halsted in 3m. 37 2-5s., with Leisen second in 3m. 40s. Furnelton fell on the last lap, nearly upsetting Leisen.

The second event was the 3-mile championship Pennsylvania Division, L. A. W. Starters—Halsted, Pennsylvania Bicycle Club; J. W. Egolf, Spring City; S. K. Snyder, Reading, and F. M. Dampman, Honeybrook. Snyder took the lead at the start, and made a rattling pace for the first mile, finishing in 3m. 15s., but his effort told on him, as before the race was finished he was distanced, Halsted winning in 10m. 8 2-5s., with Dampman a good second.

The third event, the 1-mile championship of the South End Wheelmen, brought out Charles Wilson, J. J. Bradley, E. I. Kolb, F. E. Bechtold and J. H. Draper. For this race Kolb was the favorite, but Bradley won with ease in 3m. 30s., the favorite finishing in 3m. 31 1-5s.

The fourth event was the quarter-mile dash, with eight starters. Halsted won in great shape in 40s., Merrihew second in 41 1-5s.

Fifth event, mile race, 3.20 class, with fifteen entries, brought out ten starters, with S. Wallis Merrihew, Pennsylvania Bicycle Club, as winner in 3m. 9 2-5s., the best time made during the day; Wm. Tascis second, W. I. Grubb third.

Sixth event, the mile novice, had a large field of entries, but proved a walkover for H. D. Ludwig in 3m. 21s., followed by Clarence Elliott in 3m. 22 2-5s.

Seventh event, one-half mile dash, which was one of the prettiest races of the day, M. J. Bailey, Century Wheelmen, S. Wallis Merrihew and E. I. Halsted, Pennsylvania Bicycle Club; Chas. Wilson, S. E. Wheelmen; Sam Crawford, F. M. Dampman and S. K. Snyder being the starters. Halsted won in the final spurt in 1m. 26 3-5s.; Bailey, 1m. 26 4-5s., and Merrihew a close third.

Eighth event was a walkover for M. J. Bailey for championship of the Century Wheelmen.

Ninth event, 2-mile lap race, was between Halsted, Dampman and Merrihew. Halsted finished first in all the laps excepting the last one, when Dampman succeeded in passing him. Time, 6m. 21 1-5s.; Halsted winner with 18 points, Dampman 12 and Merrihew 7.

Tenth event, match race, one mile, between John A. Wells and Sam Crawford on a tandem tricycle, and L. A. Hill and J. G. Fuller on a tandem bicycle, Hill and Fuller winning as they liked in 3m. 47 2-5s., the tandem bicycle riders making the last half mile in 1m. 25s.

Eleventh event, one mile, 3-minute, was the most exciting contest of the day. Ten starters. At the start, W. I. Grubb, B. Frank McDaniels and J. J. Bradley gained nearly thirty yards, the others all being bunched, with Merrihew and Dampman shut out in the rear. As soon as opportunity offered itself, however, they shot ahead. Merrihew nearly succeeded in catching Grubb, who finished in 3m. 10s.; Merrihew, 3m. 10 1-5s., and Bradley, 3m. 10 2-5s.

Twelfth event was tandem tricycle race, but only one team put in an appearance, John A. Wells and L. A. Hill. Walkover; time not taken.

Thirteenth and final event was inter-club for championship of Philadelphia. Winners of events 1, 3 and 8, Halsted, Bailey and Kolb, who took Bradley's place, Halsted winning easily in 3m. 25 2-5s.; Kolb second, 3m. 20s. Bailey slipped his pedal twice in this race, consequently was a bad third.

After the races were over the prizes were distributed in the main Exhibition Building, and were the finest ever given in Philadelphia.

# JERSEY RACE NOTES.

The third heats of the one and two mile open races of the N. J. A. C. were run at the Bergen Point track last Saturday afternoon. The spectators were much disappointed at the non-appearance of Irving Halsted, who was expected to break up the monotonous monopoly of the prizes being carried off by the club cracks.

For the mile Baggot and Caldwell showed up. The latter, as usual, cut out the pace, making the first two laps in 40s. and 1m. 34 1/2s. In the middle of the third lap Baggot put on a big spurt and rushed three lengths to the front. Caldwell set sail for him in rare style, and had picked up a length when the bell rang. The third lap was done in 41 1/2s., a 2m. 46s. clip, pretty fast for roadsters on a soft cinder track. This distance separated the two until the home-stretch, when Caldwell treated the onlookers to a surprise in the shape of a game spurt, and won by a foot in 2m. 59 4-5s., the last half of which was run in 1m. 25 2-5s.

Baggot also appeared as a starter in the two miles against Bowman. His exertions in the mile told too heavily against him, however, and he only stayed in two laps. J. S. Corbin, of New York, also rode a lap, but was outclassed. Bowman won as he pleased in 3m. 16s. for the mile and 6m. 24 1/2s. for the two.

The record of wins now stands: One mile, Caldwell, 2m. 59 4-5s., 3m. 1s. and 3m. 6s.; two miles, Bowman, 6m. 17 4-5s., 6m. 24 1/2s. and 6m. 24 1/2s. Next Saturday the final heats will be run, and unless these men and times are beaten they will divide between them the cuff buttons, ring, watch, scarf pin, umbrella and cane. Where are all the New York and Brooklyn flyers? Are they dead, or only sleeping?

The N. J. A. C. team for the Division meet will be Baggot, Caldwell, Bowman, Pendleton and Gubelman. These men have also been entered in the one and two mile handicaps at the great meeting of the Orange A. C., at Roseville, on October 6.

In view of the dispute that seems to exist between Schumacher and Caldwell, as to who finished fourth in the mile handicap on Labor Day, the League handicapper will no doubt accommodate the rivals by allowing Schumacher twenty-five yards over Caldwell in the next handicap in which they meet. It speaks well for the handicapping that eight men finished so close together that the order of finish should occasion such dispute.

JONAH.

## CRAWFORDSVILLE, IND., RACE MEET.

The new quarter-mile track was finished a few days before the fair opened, and, with few exceptions, the surface favors fast time. The races were held on the 12th, 13th and 14th, commencing at 2 p. m. The following is a summary of the events of the 12th:

One-mile Novices—Gray, Potato Creek, first; Shobe, of Sinden, second; Cross of Russiaville, third; Finn, of Crawfordsville, fourth. Time, 3m. 41s.

One-mile Club Championship—Lee, first; Willets, second; Alfry, third. Time, 3m. 29s.

The first event on the 13th was the half-mile scratch race, which Lee, of Crawfordsville, won in 1m. 31s.; Gilkey, Crawfordsville, second; Hollingsworth, Russiaville, third; Zimmerman, Indianapolis, fourth.

One-mile State Championship—E. Hulman, Terre Haute, first; A. B. Taylor, Indianapolis, second; T. Lee, Crawfordsville, third. Time, 3m. 13s.

Two-mile Lap Race—Hulman, 70 points; Hollingsworth, 65; Taylor, 61. Time, 6m. 13s.

Friday's programme opened with a 1-mile scratch race, which Willets won in 3m. 32s.; Alfry, second.

Two-mile Club Championship—Alfry, 6m. 42s.; Willets, second.

One-mile Consolation—Gilkey, 3m. 44s.; Alfry, second.

Crawfordsville wheelmen are talking of a 15-mile road race, to be held in October.

Bicycle racing is growing here. The races on Thursday were witnessed by 20,000 people.



## RECORD-BREAKING AT LONG EATON.

On Friday evening, August 31, attempts to cut records—both bicycle and tricycle—were made on the bicycle track at Long Eaton, and two riders out of three were successful in their endeavors. There was some wind, but the track was in excellent condition, considering the heavy rains. H. Sansom, of Notts Castle C. C., first essayed to beat the half-mile tricycle record. Herbert Synner and H. Roberts made the pace on a tandem, and taking Sansom along at a fine rate, he was able to cover the first quarter in 39 4-5s., and the full distance in 1m. 17 3-5s. The previous standing records were 40 3-5s. for the quarter, and 1m. 22 3-5s. for the half-mile. H. E. Laurie, upon a safety, and A. L. Bower, of London, upon a tricycle, next turned out with the main object of breaking the 5-mile record, and if the going was satisfactory to attempt to cover twenty-one miles in an hour. F. Lees and H. Roberts were the first to make the pace, but afterwards Herbert Synner, C. E. Taylor, H. Sansom and various riders of lesser note took turns. The pace soon proved too warm for Bower, and being left a long way in the rear he gave up. This must have been very galling, as he has been at Long Eaton for some days awaiting a favorable opportunity to carry out this performance. Laurie, however, kept on, and at two miles was nearly six seconds within the record, and from this point to the finish broke all records, covering the 21 miles in 59m. 41 4-5s. In the hour he did 21 miles 200 yards. The performance is rendered all the more extraordinary from the fact that Laurie is just over seventeen years of age. He commenced racing as an amateur in August, 1887, and from that time to the close of the season he won seven first prizes, a second and a third. Owing to these successes, from a limit man he quickly came back to the scratch, where he now stands. During the present season he has won twenty-one prizes, of which thirteen are firsts, and amongst his performances he carried off the Bath challenge vase for a 5-mile scratch race. Mr. P. Coleman, of the N. C. U., was the time-keeper. The following is the table of Laurie's times with the previous records:

PREVIOUS RECORDS.		LAURIE'S TIME.	
MILES.	M. S.	M. S.	
1.....	2 37 4-5	2 41 2-5	
2.....	5 37	5 31 3-5	
3.....	8 27	8 20 2-5	
4.....	11 47	11 08 3-5	
5.....	14 46 1-5	13 58 4-5	
6.....	17 48 2-5	16 48 3-5	
7.....	20 51	19 42 2-5	
8.....	23 53	22 32 1-5	
9.....	26 54 2-5	25 21 1-5	
10.....	29 55 2-5	28 13 1-5	
11.....	32 52	31 04 1-5	
12.....	35 54	33 59 1-5	
13.....	38 55	36 52 4-5	
14.....	41 51 2-5	39 49	
15.....	44 55	42 42 2-5	
16.....	47 53 2-5	45 37 2-5	
17.....	50 48	48 28 2-5	
18.....	53 44	51 25 1-5	
19.....	56 39	54 10	
20.....	59 27	56 58 2-5	
21.....	—	59 41 4-5	

## RACES AT WILMINGTON, DEL.

In connection with the fair the following events will be held at Wilmington, Del., on Thursday and Friday, October 11 and 12.

### THURSDAY, OCTOBER 11.

One-mile novice; gold medal, value \$10. Second, silver medal, value \$5.

Half-mile Peninsula championship; gold medal, value \$10.

One-mile safety, Rover; pair of rat-trap pedals, value \$10. Second, lantern, value \$5.

One mile, 3 30 class; gold medal, value \$10. Second, lantern, value \$5.

Five-mile Peninsula championship; Association cup, value \$25.

### FRIDAY, OCTOBER 12.

One-mile open; gold medal, value \$20. Second, cyclometer, value \$10.

One-mile, 3:00 class; gold medal, value \$15. Second, lantern, value \$5.

Three-mile lap; gold medal, value \$15. Second, cyclometer, value \$10.

Half-mile open; gold medal, value \$10. Second, Jersey racing suit, value \$5.

Two-mile, 6:20 class; gold medal, value \$15. Second, silver medal, value \$5.

One-mile tandem bicycle, open; gold medals, value \$10 each, to winners.

One-mile consolation; cyclometer, value \$10.

Entries close October 1. Fee, fifty cents for each event. Track, half-mile trotting track, rolled smooth. Address T. D. Brown, Secretary, Wilmington, Del.

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## EAST HARTFORD WHEEL CLUB'S TOURNAMENT.

The annual race meet of this club will be held September 29, at 2 P. M., on the East Hartford bicycle track. Events: 1-mile East Hartford Championship, half-mile handicap in heats, 3-mile handicap, 2-mile novices, 1-mile 3:20 class, 1-mile scratch, 2-mile lap race, 1-mile consolation. Entrance fee, 50 cents for each event, one-half returned to those who finish. Close September 25 with H. E. Bidwell, East Hartford, Conn.

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## WHEEL GOSSIP.

Ralph Temple is at his home in Chicago.

The Eastern Road Club will hold their road races to-morrow over roads near Boston.

There will be races at Wilmington, Del., October 11 and 12, over a half-mile smooth track.

Fred Wood, the English professional, took a severe header, August 31, at Leicester, badly spraining his wrist.

The Club cycles scored several wins at Buffalo, the Marlboro trikes and Swift safeties showing to the front in several hard-fought races.

No entries for the Tioga meet will be received after the 25th. See programme in last week's WHEEL, or address George D. Gideon, 17 North Seventh Street, Philadelphia.

W. E. Crist won the 2-mile Amateur Athletic Union championship at Detroit, on Wednesday afternoon. E. I. Halsted gave Crist a good race all the way. Time, 6m. 49 1-5s.

The Irish 50-mile road bicycle championship was decided at Phoenix Park September 1. H. Russell, safety, finished first, time 3h. 18m. 15s.; S. J. Thackaberry, ordinary, second, time 3h. 19m. 44s.

F. P. Wood, of the Brixton Ramblers, won the 50-mile English bicycle championship, at Jarrow, on September 1. The times were: Five miles, 14m. 39 4-5s.; 10 miles, 30m. 34 1-5s.; 15 miles, 46m. 3 1-5s.; 20 miles, 1h. 2m. 15 2-5s.; 25 miles, 1h. 18m. 57s.; 50 miles, 2h. 55m. 12 3-5s.

The medals for the Orange Athletic Club games, which take place at Roseville October 6, at 3:30 P. M., are on exhibition at Spalding's, and attract much attention. Among the events are a one and two mile bicycle handicap. Entries close September 22, with Leroy C. Fairchild, East Orange, N. J. Fee, \$1 for each event.

E. Oxborrow, on a safety, made an attempt to beat the 20-mile record, September 1, at Coventry. Oxborrow rode 5 miles in 14m. 27 1/2s.; 10 miles, 29m. 25 1/2s.; 15 miles, 44m. 39s.; 20 miles, 59m. 22s., just six seconds outside record, and 20 miles 400 yards in the hour, just 70 yards outside record.

### DETROIT BICYCLE CLUB'S FIELD DAY.

The following events will be held by the Detroit Bicycle Club September 22, at 4 P. M.: Half-mile novices, 1/4-mile dash, 1-mile time race, time 4m.; 1-mile team race between Detroit Juniors and Star Juniors, and 1-mile club handicap.

Woodside is laid up at Buffalo with inflammatory rheumatism. Eck was in New York on Monday, and left for Buffalo to draw the \$1,500 won by his team at the Buffalo tournament. Crocker went to Newton, Mass., where his home is. Knapp has been spending a few days at

Lynn. All the fast professionals and fast amateurs will reconvene at Poughkeepsie on Friday (to-day) and Saturday.

### KANSAS CITY INTER-STATE TOURNAMENT.

The Missouri Division meet and tournament will be held at Kansas City, September 27, 28, 29 and 30. The meet will be inaugurated by a parade to the race track, starting at 2 P. M. The first three days will be devoted to racing, and the last day to runs, etc. All entries must be sent, not later than September 23, to L. S. C. Ladish, 816 Central Street, Kansas City, Mo.

J. H. Adams, the English amateur crack, met with rare success at the Berlin international meet. Adams won the five kilometres—3 1/2 miles—bicycle scratch race, beating Pundt, Emberg and Brambor. Adams' time was 8m. 48s., beating Lehr's record by 1 4-5s. Adams also won the 100 kilometres—62 1/2 miles—bicycle race, breaking all records from ten kilometres upwards. Times—9 3-8 miles, 28m. 49 4-5s.; 15 5-8 miles, 48m. 55 2-5s.; 25 miles, 1h. 19m. 8s.; 50 miles, 2h. 48m. 45s.; 62 1/2 miles, 3m. 58m. 37 4-5s.

### AN ALUMINIUM CYCLE AT LAST.

The Aluminium Company has at last produced an experimental cycle of the highly-vaunted alloy, which may be seen at its premises in St. Mary Axe, E. C. We are anxiously awaiting the report of the sub-committee appointed last spring by the Society of Cyclists to inquire into the suitability of the new alloy for cycle manufacture, and we would venture to suggest to Mr. Briggs that this specimen mount might with advantage be obtained for exhibition on the occasion in question. The Stanley Show authorities should also find a prominent place for an exhibit of such special interest.—*The Cyclist*.

The Queens Amateur Athletic Club, Queens, Long Island, will hold their annual fall meet on Saturday, September 29, at 3 P. M. The events decided on are: Bicycling, one mile for novices, 35-lb. wheels; 1-mile Rover-type safety race (handicap), road wheels; 1-mile heats, for members of the Cyclists' Union of Long Island who have signed as members on or before September 26 (road wheels, 35 lbs.); 2-mile handicap, 35-lb. wheels; consolation race, one mile, for starters and non-winners; also a 220-yard handicap running race. Entries close with Thomas Lloyd, Queens, Queens Co., N. Y., Wednesday, September 26, 1888. Other cycle clubs will probably run off some of their own events on this track the same day.

### THE ENGLISH WISH TO BORROW TEMPLE.

The *Cyclist* comments at length on the Buffalo tournament. Speaking of Temple, the *Cyclist* claims that, "as a racing man, he is English, since America sent him to us a trick rider, and even scorned his prowess when told he had in this country found the trick of speed." The *Cyclist* has certainly worked up an ingenious argument, even at the expense of truth. The Americans looked at Temple's remarkable speed development abroad with wonder and admiration. It is absurd when the *Cyclist* perorates as follows: "We hope Temple, Lee and Allard, for England, will render a good account of themselves." Behind it all we read the sentiment, "Anything to down Billie Rowe," who is such a dyed-in-the-wool Yank that even the *Cyclist* will not claim him as English.

### TOURNAMENT AT COLUMBUS, GA.

In connection with the Georgia State Fair to be held at Columbus next month, a three-days bicycle tournament is to be held, extending over October 10, 11 and 12. The programme includes the following events:

First Day—One-mile amateur, novice; 1-mile amateur, open; 3-mile amateur, handicap; 1-mile professional, open; 2-mile amateur, safety, open; half-mile amateur, open.

Second Day—One-mile amateur, handicap; 5-mile professional, open; quarter-mile amateur, open; trick and fancy riding, amateur, open; 5-mile amateur, Georgia championship; 2-mile amateur, handicap.

Third Day—Ten-mile amateur, Georgia championship; half-mile professional, open; half-mile amateur, handicap; 1-mile bicycle *vs.* trotting horse; 1-mile amateur, ride and run; 1-mile safety, handicap; 1-mile, consolation.



## ROWE AND TEMPLE MATCHED.

ARTICLE I.—NAME AND OBJECTS.

The objects shall be to promote and protect the interests of its members and to improve the highways.

## ARTICLE II.—MEMBERSHIP.

Any resident of Long Island, at least 18 years of age, whose name shall be proposed by one member of the Union, shall be eligible to membership, and shall be declared elected by the Executive Committee upon payment of his dues.

### ARTICLE III.—DUES.

The dues shall be one dollar per year, payable on January 1. Members qualifying after July 1 shall pay fifty cents for the balance of the year. There shall be no initiation fee.

#### ARTICLE IV.—MANAGEMENT.

Whenever twenty or more members of any cycling organization on Long Island shall become members of the Cyclists' Union, they shall be entitled to elect one member of the Executive Committee from their own number. One member of the Executive Committee may also be chosen by the unattached from their own number whenever they shall number twenty or more in the Cyclists' Union.

Whenever either of the above classes shall number fifty or more members in the Cyclists' Union, they shall be entitled to elect one additional member of the Executive Committee.

Members of the Executive Committee shall hold office until the ensuing annual meeting, or until their successors are elected.

## ARTICLE V.—OFFICERS.

The officers of the Cyclists' Union shall be President, Vice-President, Secretary and Treasurer, who shall be elected at the annual meeting of the organization by the members at large from the Executive Committee. No two officers shall be elected from the representatives of any one organization. They shall hold office for one year, or until their successors are elected. Vacancies in office shall be filled by the Executive Committee.

ARTICLE VI.—DUTIES OF OFFICERS.

The President shall preside at all meetings of the Cyclists' Union and of the Executive Committee.

The Vice-President shall discharge all the duties of the President during his absence.

The Secretary shall conduct all correspondence, keep a correct roll of members, and a record of all meetings.

The Treasurer shall collect all dues, shall have charge of the funds and keep a correct account thereof, and make all disbursements approved by the Executive Committee. He shall be prepared to report at every meeting of the Executive Committee, and shall report at the end of each quarter to the members at large, as the Executive Committee may direct.

### ARTICLE VII.—MEETINGS.

The annual meeting of the Cyclists' Union shall be held on the third Monday of December.

A special meeting shall be called by the President at his option, or at the written request of twenty members.

Notices for special meetings must state the objects for which they are called, and no other business shall be acted upon.

ARTICLE VIII.—QUORUM.

Twenty-five members shall constitute a quorum at all meetings of the Cyclists' Union.

ARTICLE IX.—AMENDMENTS.

This Constitution may be amended by a two-thirds vote of the members present at any meeting of the Cyclists' Union, providing two weeks' notice shall have been given to each member of the intention to amend.

## MEMBERSHIP BLANK.

The undersigned desire to be enrolled members of this organization, and will cheerfully support the movement when called upon to do so.

ADDRESS.

H. E. RAYMOND.

118 Lafayette Avenue, Brooklyn.

A meeting between F. L. Alley, backer of Billy Rowe, and "Senator" W. J. Morgan was held at the office of the *Bicycling World* September 20. After waiting some time for an answer to the telegram sent by Mr. Morgan to Temple yesterday, the gentlemen proceeded to business. Some discussion took place, when the following articles were signed and witnessed:

Articles of agreement entered into this 20th day of September, 1888, at the *Bicycling World* office, Boston, Mass., by and between William A. Rowe, of Lynn, Mass., and Ralph Temple, of Chicago, Ill., witnesseth. The above parties agree to contest one, five and ten mile bicycle races, on best and best bicycles, for \$1,000—\$500 a side—and the bicycle championship of the world, the winner of any two out of three races to win stakes and title. The first race to take place in Lynn, Mass., Saturday, the 6th day of October, 1888. The second race to take place in Hartford, Conn., or Springfield, Mass., the 10th day of October, and the third race at either Hartford, Lynn or Springfield October 13, 1888. In case a mutual understanding as to the place of the third and final race cannot be arrived at, it is agreed to leave the naming of the place to the referee. One hundred dollars a side is now deposited with the editor of the *Lynn Item*, who shall be preliminary stakeholder. The second deposit of \$200 to be posted on or before Friday, September 28. The final deposit of \$200 to be made on or before October 5, 1888. S. S. Merrill, of Lynn, has been selected as final stakeholder and referee, his decision to be final, without recourse to courts of law. Each party to be allowed two umpires. The start of the races to be from a push-off, and by report of pistol, Wolverhampton rules to govern. Any point not covered by these articles shall be left to the referee for decision. Either party failing to obey the above agreement to forfeit all money down, the races, and the title to the championship of the world.

W. J. MORGAN,  
For Ralph Temple.  
F. L. ALLEY,  
For William A. Rowe.

Witness :

C. W. FOURDRINIER.

*Bicycling World.*

J. C. KERRISON,

*Boston Herald.*

Boston, September 20, 1888.

The meeting was very harmonious, both gentlemen being willing to concede one point or another to the other side in order to make a match. The first race will be run at Lynn on October 6, and the distance will be five miles. Directly after signing the articles of agreement, "Senator" Morgan received a telegram from Temple saying: "Have first race in Chicago," but the "Senator" stated that as he had signed the articles he would stick to the agreement. Mr. Morgan telegraphed Temple to come to Boston and train for the match. He will put up at the Faneuil House, and train on the reservoir road until a few days before the race, when he and his backer, with Woodside and Corcoran, will go to Lynn. Rowe and his backer will go to Poughkeepsie, N. Y., to-night, and then to Pittsburg, Pa., returning to Boston in about a week, when Rowe will go into active training.

A novel race took place September 13 between a horse and a bicycle, from Silver City, N. M., to Denver, fifty miles. The course was over a rough mountain road and long stretches of sand. The wager was for \$200 and fifty head of cattle a side. Kennedy, a professional bicyclist from Denver, Col., who holds the all-around championship of the State of Colorado, rode the bicycle. The course was decidedly in favor of the horse, as the bicycle could not make any time in the sand. They started from Silver City at 6 a. m. The horse won the race. Time, 3h. 40m. The bicycle time was 4h. 50m. \*About \$10,000 changed hands in Denver.

Our San Francisco correspondent gives us a sketch of the picnic runs held at San Mateo, twenty-two miles from San Francisco. These picnic runs should be very popular in season.

"Traveler," an American cyclist, seems to have sent us something out of the usual run on English roads and English wheeling. We commend his paper, "On English Roads."



## ON ENGLISH ROADS.

Why didn't I buy an ordinary or a safety outright as soon as I had inspected the bicycle shops in Liverpool or Manchester? If I had, I should have got a safety. I heard of nothing but safety—safety from morning till dewy eve. Whenever I entered a shop and incautiously alluded to the possibility of my riding an upright, I was told, with an air of superiority that made me very tired, that "everybody rides safeties here. They won't have an ordinary, you know. They are quite out of style, the old machines are."

I candidly confess I was about to give up the ordinary, and purchase a safety. But one day I had occasion to take a run on the railway into the country. On the way we ran parallel with and close to a fine road, which, from the bicycles I saw on it, I judged was a popular thoroughfare for the two wheelers. The road was shut in by a high wall on one side and a hedge on the other, or by walls and hedges alternately. That set me thinking, and when I returned to Liverpool I had a special charge all loaded and primed for the most "superior" of the agents. I went straight to his shop.

"Pretty roads you have in England?" I said.

"Quite charming."

"Lovely hedges on every side?"

"Oh, yes. They are very picturesque, are they not?"

"Quite right," I said; "but I suppose the hedges are only here and there?"

"Oh, no; they border nearly every road in the United Kingdom."

Here I pulled the trigger. "If that is the case, and I should judge the hedges are about a yard and a half high, be so kind as to tell me how much of the country one can see on a safety between these hedges?"

His superiority left him, but only temporarily. He caught his breath, and came back like this: "You can see more than you can watching the big wheel of an ordinary to keep it off the stones."

"Look here," I replied; "I'll bet the price of a machine I can ride from here to Warrington (eighteen miles) and back, and never touch my hands to the bars. Talk about stones, there are none here."

That settled him—he had nothing more to say. I went to the other shops with my new ammunition, and made them all hedge on their first opinions. Then I purchased an ordinary. When it was being got ready I asked for a brake to be put on. "You don't need any," I was told by the dealer. "Why not? Haven't you any hills?" "Yes, but none that you cannot easily pedal down." When I told him I proposed to throw my legs over and let 'er go if the road should be good, he expressed great astonishment that one should do such a thing. When a little later I told him to take off the step, as I shouldn't need it, he was quite ready to say that he "would be blowed" if he knew what I was up to.

In all my discussions at the shops and with other wheelmen, I did not meet one who in candor did not admit that the "hedge" objection was a good one, and that for one going through the country for the first and last time with a desire to see somewhat more of the scenery than the road ahead of him, the ordinary is the machine to use. After riding something like 300 miles on English roads, I can say that one can conceive of no greater monotony than to be doomed to ride alone on a safety on an English road—in front the long stretch of white road, on each side overtopping wall or hedge; beyond the hedges the sound of busy harvesters, the rumble of the mowing or the reaping machine, the laughter perchance of happy maidens in the meadows, all these sounds may come to him, but only like the music from viewless harps that ring through the chamber of dreams. I was much struck by this real, not fancied, isolation of a safety rider as I was riding near Coventry. I had picked up a tourist on a safety, and we were bowling merrily along. The road was perfect, as all the roads are thereabouts, but on each side was the impenetrable hedge. Beyond them was some of the prettiest scenery that ever enchanted the eye. In the distance were the three tall spires of Coventry Tennyson speaks of in the opening lines of the poem, "Lady Godiva." On each side the country rose and dipped in waves of green with crests of noble forests. All the expanse was cut up into squares, tri-

angles and curious figures by the hedges that seemed to run here and there and everywhere. That is the way it looked to me. I hardly think it did for my companion, for he broke in upon my reverie and took my eyes and mind off the beautiful vista by exclaiming from the dusty depths below: "If you see anything over the hedges of any special interest just let me know, please." It seemed to me that the ride would have been more enjoyable to both of us if he had been on a tall machine; I know it certainly would have been for me. It is impossible to go into raptures over scenery when you are with a blind man. My companion was not blind, but then—well, he couldn't see, that was all. Any American who wants to see England from the top of a bicycle had better to do considerable thinking before yielding to the persistent cries of "safety."

I have said that Englishmen are not practical riders. By that I mean that they do not seem to have brought out the powers of the wheel. You may observe this first in Liverpool, where, as stated, even the good riding down-town tempts to little use of bicycles on the business streets. As soon as you get on the road you will see this fact more plainly illustrated. You will come to a long line of wheelmen. As they dash by, you will notice that but one or two riders have on knickerbockers. The rest wear long trousers, either tied around with an elastic band (a good thing, by the way, to check the circulation of blood), or with the long hose drawn over them, as pants are stowed away in boot tops. The idea of riders going out for a ride with long trousers on did not commend to me the common sense of men who are supposed to have tested thoroughly all the beauties and pleasures of riding. Time and time again I met fellows on the road with "longs" on; in fact, it seemed to me that there was some sort of taboo in operation against the comfortable "shorts."

TRAVELER.

[CONCLUDED NEXT WEEK.]

## ODDS AND ENDS.

An extraordinary accident happened to a Finchley tricyclist near Willesden the other night. He was riding home with a friend at an easy pace, when a fine collie dog, out for an evening run with its master, came tearing down the road toward the cyclists at top speed, just missing the driving wheel of the leader. The dog, with its head down, struck the front wheel of the second man's Cripper, tore the tire off, pitched the rider over the handles and split its own skull open, dying instantly. The owner was inclined to blame the cyclist, but that was obviously absurd, as it was the dog that ran into the wheelman, not the wheelman into the dog.—*Bicycling News*.

Papa Weston, the father of cycling in America, and who made himself more famous by his able defence of the sociable a few years ago, took his first ride on a tandem last Sunday. His companion was F. W. Hatch, a well-known Boston cyclist. Mr. Weston, relying upon the experience of Mr. Hatch, decided to coast down Davy Tucker's Hill, in Milton. The tandem went all right until half way down the hill, when it came in contact with a large stone, which tipped the tandem over, sending the riders in different directions. Mr. Weston's hand was severely cut, and the tandem had to be carried home in a team. Papa Weston declares that he will never mount a tandem again, but will stick to the old sociable.—*Boston Herald*.

Willie Windle writes us that he was in no way contributory to Van Sicklen's fall. This is Willie's first letter to the press, and we gladly give it publicity.

### THE TIOGA MEET.

Manager George Gideon writes that a large number of fast amateurs have already entered for the Tioga race meet, which will be held at Philadelphia—Westmoreland Station on the Pennsylvania Railroad, and Twenty-second Street Station on the Philadelphia and Reading—on Saturday, September 29. There is a long list of events on the cards, and the sport will be worth a good day's journey.

Crist, Kingsland, Banker brothers, Halsted, Dampman, Merrihew, McDaniel and many other fast men will be seen at the Tioga meet.

Henry F. Campbell, a Providence wheelman, on Saturday last made five consecutive ascents

of College Hill, the previous record being four ascents.

London *Punch*, in its issue of August 29, contains the following joke: "Tri. before you bi." The comic papers are always getting off such new things!

### A PRE-ADAMITE DANDY-HORSE.

A veritable eye-opener in the shape of an antiquated specimen of cycle has recently been unearthed by some inquiring Scotchman, which should prove of considerable interest to the present day makers of the steelsteed. The machine referred to, which is now delighting large numbers of riders and others who have inspected it in its place in the Glasgow Exhibition, consists of a bone-shaker or dandy-horse of pre-adamite construction, and which yet contains in its amusingly crude and elementary workmanship the elements, both as regards the design and general principle, of the most modern safety bicycle. Although put together in the most clumsy manner and built with huge pieces of iron and timber, it is nevertheless a rear-driving machine. Two equal sized wooden wheels are connected by a gigantic beam on which the rider sits, the back wheel is fixed and driven by two levers, while the front is loose and steered with handles exactly as is the modern safety. Some unknown genius, generations before his time, must have wasted valuable talents, and been well laughed at, in all probability, as well, for his pains in producing this marvel of ingenuity, and we can well imagine him trying in vain to convince a skeptical public of its merits. It is said that during the recent visit of the Queen to the exhibition, Prince Henry of Battenburg was greatly smitten with the old mount, and it is further related that as he was ordering a brush from Messrs. Hinde Brothers to be made out of the teeth of a kangaroo he had himself shot, he was overheard to express a wish to have the antediluvian velocipede up to Balmoral to practice on.—*Wheeling*.

### WHITEWASHING PROFESSIONALS.

The League of American Wheelmen has reinstated as an amateur G. M. Hendee, amongst others. It becomes a question with us whether the amateur law can be considered to be applied here, and how far the N. C. U. will be justified in upholding the agreement. There has been some talk, based upon how stable a foundation we do not know, of the reinstatement of L. E. Myers, the running man, but we do not think for one moment that the A. A. A. would acquiesce in such an absurdity. Once a professional always a professional, and the reinstatement of L. E. Myers would not be one whit more absurd in our view than is the reinstatement as an amateur of George M. Hendee, who fairly, squarely and like a man cast aside all Ducker's promateur buncombe and made himself a professional cyclist. Mr. Hendee may never race again, but he is reinstated by the L. A. W., and can take part in any amateur contest, and there is nothing to stop his riding a cycle as an amateur. Already an American journal has hinted that it will be W. A. Rowe's turn next, and when Rowe is once again an amateur (American sample), why not Temple and Woodside and Morgan? If these "amateurs" take it into their heads to visit England once again, the N. C. U.'s course is clear. It will have to persuade Dick Howell, Fred Wood, Jack Lee, F. W. Allard and one or two other professors to permit it to "reinstate" them, and whilst the race-giving clubs return the entries of the American "amateurs" the newly-baked English "amateurs" will doubtless accommodate them—men and money ready at the "Amateur's Head," and no more paper talk wanted. The Union must gravely consider this question, and it is one upon which the A. A. A. might well be consulted, for should any effort be made to whitewash Myers the two English associations will be in exactly the same position. The reinstatement of Mr. Hendee is *un fait accompli*. Mr. L. E. Myers may be an amateur again by this time.—*Bicycling News*.

The editor of the *Bicycling News* suffers from hallucination. L. E. Myers has not asked for reinstatement, but on the contrary is willing to arrange a match race with any professional pedestrian who will run straight. W. A. Rowe has not sought reinstatement, as far as we know. It is more likely that the American amateur rule will be liberalized than that Woodside, Rowe, Morgan, Temple and others will be reinstated.



# WHEEL GOSSIP.

The Plainfield Bicycle Club will hold a lantern parade September 28.

Fostoria, Ohio, has forty-four wheelmen and a Harrison and Morton bicycle club.

Windle, Crist, Rich and Kluge have entered the Orange Athletic Club's handicaps.

The wheel used by Mr. Hill in his 24-hour road ride—293 miles—was a "Geared Facile."

Johnston, the famous pacer, covered a flying quarter in 29¼s., at Hampden Park, September 14.

The Nashville Bicycle Club's 30-mile handicap road race, open to Tennessee wheelmen, is being held to-day.

Ralph Temple writes: "Your article on 'A Deliberate Foul,' in your issue of September 14, meets with my hearty thanks."

The Board of Officers' meeting of the Pennsylvania Division, L. A. W., will be held at the Lochiel House, Harrisburg, Pa., September 27, at 7:30 P. M.

The Buffalo Exposition closed last Friday night. The newspapers report the managers as highly gratified with the attendance and financial success.

The Kings County Wheelmen will hold a 25-mile handicap road race over the Irvington-Milburn course some time in October, to select members for the inter-club team.

We print elsewhere the constitution of the Cyclists' Union of Long Island. We advise all wheelmen to cut out the membership blank and send in their names and the names of their friends.

There have never been two men more equal in ability than Temple and Rowe. Temple is the best spurter, but cannot stand much punishment. Rowe's spurt fails in the last twenty yards of a race.

The Lincoln Club formally inaugurated its new club house, at 235 La Salle Avenue, Chicago, on Tuesday evening. There was a promenade concert from 8:30 to 9:30, and dancing from 10 to 12.

REMARKABLE SAFETY RIDE.—On September 1, H. A. Laurie, of Worcester, England, rode a Safety 20 miles in 56m. 58 2-5s.; 21 miles, 59m. 48 4-5s., and 21 miles 125 yards in one hour—all world's records.

Mr. L. D. Aylett, a wheelman of Birmingham, Ala., has been traveling North with his wife. He is a strong advocate of roads improvement and has done considerable local work in that direction.

The Prospect Wheelmen, of Brooklyn, held a club run to Coney Island last Sunday. On Sunday, 23d, they ride to Roslyn, starting from Schwalbach's at 7 A. M. A cordial invitation is extended to all wheelmen to join in the run.

N. H. Van Sicklen is slowly recovering from the header taken at Buffalo, and has been removed to his home. Van is still very weak and apathetic, and takes but little interest in what goes on about him. The doctors deny any specific injury, either external or internal, and base the patient's condition on the violent shock and nervous disarrangement.

The Paytuxet Wheelmen held their regular quarterly election last Friday evening. They had a full meeting and a very enthusiastic one. The officers elected were as follows: President, E. F. Bradford; Vice-President, H. E. Smith; Secretary, G. S. Harris; Treasurer, H. G. Lee; Captain, L. D. Burlingame; First Lieutenant, A. C. Burnham; Second Lieutenant, W. H. Waterman. A room committee was appointed, and also a social committee, a new committee, which is expected to do good work.

Mr. A. T. Doe and Mr. J. F. Diemer, two Elizabeth, N. J., wheelmen, spent last week in touring through Rhode Island and Massachusetts. They took the boat from New York to Providence and thence by wheel to North Attleboro, Mass., and then as far west as Uxbridge; from Uxbridge to Boston and then north through Lynn, Swampscott and Marblehead to Salem. They passed through about forty cities, towns and villages, and had a most delightful time, arriving home on Saturday.

The League "Cabinet" has a queer conception of its province. It conceives its duty to be to submit everything that comes up to a sort of filtering process, and then present it to the at-large members in whatever form it deems best. This is a very excellent plan, generally speaking, but there are times when the Cabinet should sit with arms folded and permit itself to be instructed. At Baltimore it had nothing further to do than to sit idly by until the at-large meeting had recorded its opinion, pro. or con., on the proposed amendments.

Speaking of the men who managed the Buffalo Tournament, the Buffalo *Commercial Advertiser* speaks of Henry E. Ducker as follows:

"Then there is manager H. E. Ducker, of the world's bicycle tournament, probably the best posted gentleman on cycling matters in the country; he, too, deserves abundance of praise for the very successful manner in which he has conducted one of the most pleasing and entertaining features of the fair. He may be properly called the 'tireless man'—always full of information and a good word for all. Mr. Ducker is a native of Massachusetts, but has resided in Buffalo for over a year, and the local bicyclists feel that they couldn't keep house without him."

The Lynn Daily *Bee*, in its issue of September 17, perpetrates an outrage on its readers. Under the caption, "Rowe Heads Them All," it presents a two-column cut of three racing men, which is the most abnormal thing we have ever seen. The cut is accompanied by the following statement, all of which is false:

"In his race at Buffalo, Rowe had to defeat single-handed the whole field of riders. They tried tricks never before practised on the track to keep him from winning. One of the riders would spurt at the beginning of the race to wind Rowe, and then at the last quarter, by crowding together, Billy was unable to pass them in some of the races. In the race that Temple fouled Rowe the field was well bunched with Temple on the outside, so far out that Billy could not pass him. The judges saw the trick,

and did justice to Rowe in giving him the race. In the 1-mile championship, Rowe ran away from them at the commencement, keeping far in advance, so no trick could be played. The riders knew well that they could not win by fair means, and therefore they tried foul. Rowe showed his superiority over them all."

An attempt has been made by several cycling papers to make it appear that secret meetings were held in Room 213, of the Carrollton, at Baltimore, and that these meetings were in the interest of what is termed "the ring." It is very true that there were secret meetings in Room 213. Every standing committee that had any business to transact used this room. It is the fate of the Secretary to have his quarters used as a committee room at every gathering of the kind. The Reorganization Committee did meet there, and they did consult with the "Cabinet" concerning the changes proposed in the new constitution. They heard Louisiana and the smaller States, and they made the changes asked for. They even discussed Mr. Shriver's proposed amendments, but the Cabinet was against all of them. Let it be known that the Cabinet is composed of the officers and the chairmen of the standing committees. This body has no power to act, but as it is generally composed of the representative men of the League it is consulted in all important work. Did anybody ever hear of a large organization in which the few did not work while the many shirked? It is an undoubted truth that the workers of the League are not numerous. They may indeed constitute a ring, but if the ring serves the best interests of the League who shall condemn it? That the rank and file have confidence in the leaders of the League is attested by the fact that they are elected each year without contest. The Cabinet idea is a good one. It brings the best men of the League together for consultation. If it results in a "ring" it still can well exist until ring rule proves detrimental to the best interests of the League.—*Bicycling World*.

The attempt made by several cycling papers, by which is meant THE WHEEL, to make it appear that secret meetings were held at the Carrollton Hotel, Baltimore, seems to have been successful, for the Secretary-Editor reports in black and white as follows: "It is true that there were secret meetings in Room 213." The Secretary even states that Mr. Shriver's proposed amendments were discussed, but the "Cabinet" was against all of them." Ah, very true. And so they were discussed—and probably no plan of action was decided upon? The Secretary also admits that there is a "ring." Enough said.

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Where pestilence ever—by night and by day—  
With long, bony fingers is grasping its prey—  
The young and the aged, the pauper, the peer,  
Life can be called but a lottery here.

On where the sun—set in deep amethyst—  
Is seen in its glory, and not through a mist,  
Where frolicking streams gambol on to the seas,  
Where forests of emerald wave to the breeze;  
Where the chirp of the chaffinch, the song of the thrush,  
Thrills through the air from each blossoming bush,  
And the light-hearted lark, springing up from the corn,  
Swells its aerial song as it welcomes the morn.

Oh! sweet to the soul that is chained to a desk,  
To revel in sunshine and scenes picturesque,  
To feel, while our spirits are bounding in glee,  
There's something to live for besides *L. S. D.*;  
O Nature! sweet Nature! thy charms can impart  
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Expanding our sympathies, filling the mind  
With flickering fancies, which linger behind  
And brighten the moments our duties between,  
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—The Cyclist.

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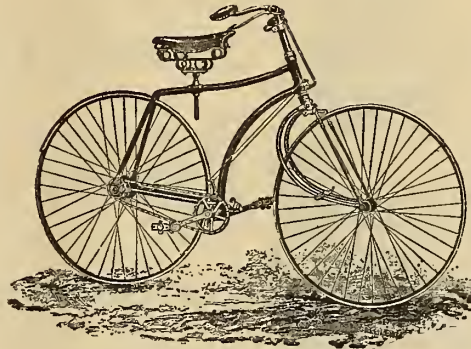
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\$2.50 for Spade Handle; seems small, but we have them just the same, and they are the best ones made Cycle Supply Co., 3 Berkeley Street, Boston.

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 \$80, were \$140. Brand-new Beeston Humber Crippers \$100, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber 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 Humber, 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.

**\$25.00 REWARD**

Will be paid for the return of a New Columbia Veloce, No. 850, which was stolen from W. M. Frisbie Company's store, 16 Crown Street, New Haven, Conn., or for the arrest of the person who gave his name as John Crouse, who checked it to Birmingham, Conn., on the 7:30 P. M. train, September 8, on the N. H. & D. R. R.





## 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.

### PRICE LIST

— OF —

## Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	American Club.....	Ball	Enamel	\$55 00
402	50	American Club.....	Ball	Nickel	60 00
432	48	Expert.....	Ball	Nickel	65 00
435	55	Col. Lgt. Rdstr.....	Ball	Enamel	80 00
438	54	Harvard.....	Ball	Enamel	50 00
458	54	Expert.....	Ball	Enamel	70 00
459	50	Victor.....	Ball	Enamel	75 00
474	54	American Star.....	Plain	Nickel	50 00
479	52	Brit. Challenge.....	Ball	Nickel	70 00
483	56	Expert.....	Ball	Enamel	70 00
486	48	American Star.....	Plain	Nickel	60 00
489	54	Harvard.....	Ball	Enamel	30 00
500	32	Monarch Rover.....	Ball	Enamel	95 00
503	54	Brit. Champion.....	Ball	Enamel	55 00
508	51	Special Star.....	Plain	Enamel	65 00
515	54	Expert.....	Ball	Nickel	80 00
510	48	Sp. Premier.....	Plain	Enamel	40 00
520	54	Brit. Champion.....	Ball	Enamel	95 00
521	52	Brit. Champion.....	Ball	Enamel	90 00
522	50	Brit. Champion.....	Ball	Enamel	90 00
523	54	Am. Club.....	Ball	Enamel	55 00
524	52	Brit. Champion.....	Ball	Enamel	85 00
530	53	Columbia Lt. Rdstr.....	Ball	2-3 Nickel	90 00
531	53	Columbia Lt. Rdstr.....	Ball	2-3 Nickel	95 00
535	38	Facile.....	Ball	Enamel	40 00
544	48	Brit. Champion.....	Ball	Enamel	65 00
545	50	Expert.....	Ball	Enamel	70 00
553	46	Otto.....	Plain	Enamel	35 00
558	44	Premier.....	Plain	Enamel	35 00
559	56	Expert.....	Ball	Enamel	70 00
560	47	Special Star.....	Ball	2-3 Nickel	85 00
561	51	Special Star.....	Cones	Enamel	75 00
563	54	Expert.....	Ball	Enamel	75 00
564	52	Expert.....	Ball	2-3 Nickel	65 00
565	54	Victor.....	Ball	Enamel	65 00
566	53	Col. Lgt. Rdstr.....	Ball	Enamel	85 00
567	51	American Star.....	Plain	Enamel	35 00
569	54	Standard Columbia.....	Plain	Enamel	25 00
570	50	Expert Columbia.....	Ball	Nickel	85 00
571	50	Victor.....	Ball	Enamel	85 00
574	42	Special Star.....	Cones	Enamel	65 00

### TRICYCLES.

301	50	Col. Three-track.....	Ball	Enamel	50 00
496	..	Spkbrk. Crippler.....	Ball	Enamel	90 00
511	..	Victor Tricycle.....	Ball	Enamel	60 00
526	..	Humber Crippler.....	Ball	Enamel	80 00
534	..	Humber Crippler.....	Ball	Enamel	95 00
548	..	Sparkbrook Tandem.....	Ball	Enamel	130 00
550	..	Col. Two-track.....	Ball	Enamel	65 00
554	..	Humber Tandem.....	Ball	Enamel	110 00
555	..	Marlborough C. Tand.....	Ball	Enamel	190 00
556	..	Humber Tandem.....	Ball	Enamel	125 00

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address C. O. D., with the privilege of examination, provided the person ordering remits \$10 as a guarantee for express charges both ways in case machine is not bought.

## HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

Branch Store, Park Street, Orange, N. J.

NEWARK TELEPHONE 673.

ORANGE TELEPHONE 134.



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.

50 State St., Chicago, Ill.



## AT LAST WE HAVE A PERFECT LUBRICANT

IN THE

## Standard Graphite Lubricator,

PREPARED FROM PURE AMERICAN GRAPHITE

Expressly for Ball Bearings and Chains of  
Bicycles and Tricycles.

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

25 Cents per Bottle. By Mail, 30 Cents.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.



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," 1886.

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.



## E. L. COOK & CO'S QUICK DRYING BICYCLE ENAMEL.

This carefully prepared article is manufactured with special reference to the requirements of bicyclists. It is the result of years of study and experiment, and is unquestionably the best. It not only beautifies metal but protects it from damage by rust, acids or alkalis. In putting it upon the market, the manufacturers feel perfectly confident that its merits will be appreciated by the great army of wheelmen.

Price, in 4-ounce, white flint glass bottles, having full directions for use, and packed, one dozen each, in neat dove-tailed cases, \$72.00 per gross, or \$6.00 per dozen, F. O. B. N. Y. Discount to the trade. Price, 50c. per bottle.

E. L. COOK & CO., Manufacturers, 77 WARREN ST., NEW YORK.



WE TAKE

Old Mounts in Part Payment

— FOR —

**VICTORS**

— AT —

LIBERAL ALLOWANCES.

THE BEST WHEEL

WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

THE

**VICTOR**

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

WE SELL

Second-hand Wheels for Owners

— ON —

**COMMISSION,**

GIVING THE BEST CHANCE TO  
UNLOAD QUICKLY.

WE OFFER

THE BIGGEST ASSORTMENT

— OF —

**Second-hand Cycles**

— AT —

MOST REASONABLE PRICES.

MANHATTAN

**WHEEL EXCHANGE.**

WETMORE & CHESTER.

49 CORTLANDT STREET,

NEW YORK CITY.

JOHN C. WETMORE.

W. W. CHESTER.

What Does This Mean?

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

— FOR —

**A SECOND-HAND VICTOR**

THAN FOR ANY OTHER MAKE OF  
WHEEL IN THE SAME  
CONDITION.

*Don't Believe Us,*

But ask those who have  
changed, this year, from  
other makes to

**VICTORS,**

How they run, coast and  
climb, as compared with  
their old mounts.

### READ OUR RULES.

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

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

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

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

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

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

*Men of Moderate Means*

Who cannot afford to pay  
cash for

**VICTORS,**

Can get them on the instal-  
ment plan from us on six  
months' credit at \$5  
advance in price.

### Notice this Week's Reductions.

Our List, September 21, 1888.

- No. 29.—55-in. racer, built for Keen. Wt. 22  
lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with  
nickel wheels. Ball wheels. Price \$55.
- No. 82.—51-in. Am. Star. Nickel except wheels.  
Hyg. saddle. Fine cond. Price \$40.
- No. 129.—48-in Stand. Col. Enam. Price \$35.
- No. 141.—English Premier 3 track, loop frame  
tricycle. Two speed gearing. Cyclom.  
Reduced to \$60.
- No. 153.—54-in. Sanspareil. Ball wheels. En-  
amel. Price \$50.
- No. 155.—50-in. Spalding. New. All balls. Cow-  
horn bars. Only \$90.
- No. 166.—54-in. Victor. Nickel with enamel  
wheels. Fine order. Price \$85.
- No. 167.—55-in. Yale Light Roadster. Enamel.  
All balls. Cowhorn bars. Price \$50.
- No. 171.—51-in. Am. Star. Silent ratchets.  
Nickel bar, rest enamel. Fine cond. Price  
\$50.
- No. 173.—48-in. Rudge L. R. Enameled. Not  
ridden 50 miles. Sacrificed at \$85.

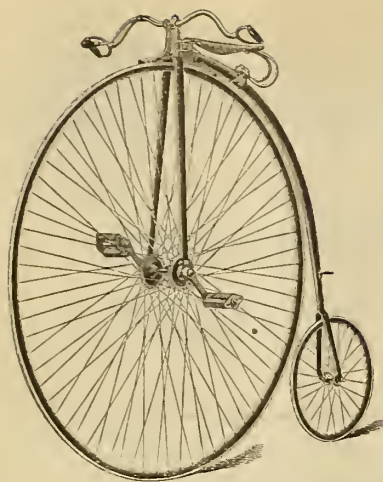
- No. 176.—36-in. boy's wheel. Full nickel. Cow-  
horn bars. Good as new. Price \$30.
- No. 180.—54-in. Stand. Col. Enam. Price \$35.
- No. 181.—Rudge Humber Crippler Tricycle.  
New last season. Prime order. Cost \$180.  
Sacrificed at \$110.
- No. 183.—52-in. Premier. Ball to front wheel.  
Cowhorn bars. Suspension saddle. Enam.  
Price \$50.
- No. 184.—Sparkbrook Crippler Tricycle. New.  
Just out of crate. A chance to save big  
money. Price \$130.
- No. 186.—48-in. Special Star, '86. Nickel with  
enam. rims and bar. Only \$85.
- No. 188.—50-in. Victor L. R. '87. Nickel finish.  
Perfect cond. Cheap at \$100.
- No. 190.—54-in. Rudge. Enam. Cowhorn bars.  
Bell. Price \$60.
- No. 191.—54-in. Expert Col. Enam. All balls.  
Dropped bars and spades. Price \$70.
- No. 195.—54-in. Rudge. Enam. All balls.  
Cowhorn bars. Good as new. Price \$75.
- No. 197.—52-in. Matchless Singer. Almost new.  
All balls. Cowhorn bars and spades. Kirk  
saddle. Price \$90.

- No. 198.—48-in. Stand. Col. Painted. Price  
\$40.
- No. 199.—Humber Crippler Tricycle. Weight,  
47 lbs. Perfect cond. Sacrificed at \$80.
- No. 200.—48-in. Singer Light Roadster. Nickel  
with enam. wheels. All balls. Cowhorn  
bars and spades. Looks like new. Price \$85.
- No. 202.—48-in. Special Star. Nickel with  
enamel wheels. Cheap at \$75.
- No. 204.—50-in. Expert Col. Nickel with enamel  
wheels. All balls. Price \$55.

### THIS WEEK'S BARGAINS.

- No. 205.—51-in. Col. Light Roadster, '88. Nickel  
with enamel wheels. Hardly used. Looks  
likes new. Only \$110.
- No. 207.—48-in. Mustang. Price \$40.
- No. 208.—48-in. Col. Expert. Full nickel. Cow-  
horn bars. Ball wheels. Price \$70.
- No. 209.—52-in. Col. Expert. Full nickel. All  
balls. Fine cond. Price \$75.
- No. 211.—Rover Rear-driving Safety. New.  
Price \$100.
- No. 212.—52-in. Premier. Nickel, with enam.  
rims. Cowhorn bars. Balls to front wheel.  
Price \$60.





# PECK & SNYDER,

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

AGENTS FOR

## THE NEW MAIL 1888.

GREATLY IMPROVED THIS YEAR, MAKING IT A

### Light Roadster of the Highest Grade.

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

## The B. F. Goodrich Co. Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

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

Write for Price List.

NEW YORK WAREHOUSE,  
65 READE STREET.

### EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

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



## MERWIN, HULBERT & CO.,

26 West 23d Street,  
NEW YORK CITY.

AGENTS FOR

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

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

SINGER'S  
SAFETY.



All Ball Bearing,  
\$135.00

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

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

ADVERTISE in our For Sale and Exchange  
Column, and

SELL YOUR OLD WHEEL AT ONCE.

Twenty-five words for Fifteen Cents.

WE WISH TO CALL ATTENTION TO OUR

NEW LINE OF

## NOVELTIES,

Which We are Now Introducing.

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

Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,

1 1/2 Maiden Lane, N. Y.



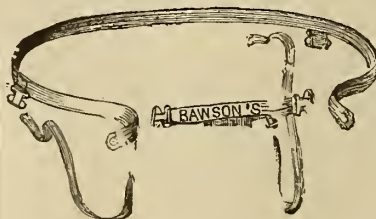
No. 1278.

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



No. 1288.

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

## BICYCLE REPAIRS

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

BENNETT & HALE,  
112 Orange Street,  
NEW HAVEN, CONN.

## COLUMBIA BICYCLES

AND

### TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St

MINNEAPOLIS: 417 Nicollet Ave.

## Buy Your Shoes of T. B. BENNELL,

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

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

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

## LOOK OUT FOR RACE MEET

OF THE

Queens A. A. C.,

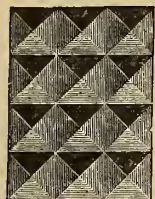
AT

QUEENS, LONG ISLAND, N. Y.  
Thomas Lloyd, Queens, Queens Co., N. Y.





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



RUBBER  
Tennis Soling,  
WHITE, BLACK,  
OR RED.  
Corrugated or Diamond Pat-  
tern for  
TENNIS SHOES.

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

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

PHOTOGRAPHIC \* \*  
INSTRUMENTS,



Apparatus and Supplies,  
591 Broadway, N. Y.

Sole proprietors of the  
Patent Satchel Detec-  
tive, Schmid Detective,  
Fairy, Novel, and Bi-  
cycle Cameras, and sole  
agents for the Celebrated  
Dallmeyer Lenses.

Amateur Outfits in  
great variety from \$9.00 up-  
ward. Send for Catalogue or  
call and examine.

More than Forty Years  
Established in this line  
of business.

**RADWAY'S**  
**READY RELIEF.**

For headache (whether sick or nervous), toothache, neu-  
ralgia, rheumatism, lumbago, pains and weakness in the  
back, spine or kidneys, pains around the liver, pleurisy,  
swelling of the joints and pains of all kinds, the application  
of Radway's Ready Relief will afford immediate ease, and  
its continued use for a few days effect a permanent cure.

INTERNALLY, in a few minutes, cures Cramps, Spasms,  
Sour Stomach, Nausea, Vomiting, Heartburn, Nervous-  
ness, Sleeplessness, Sick Headache, Diarrhoea, Colic,  
Flatulency and all internal pains.

50 cents per bottle. Sold by Druggists.

ASK FOR THE

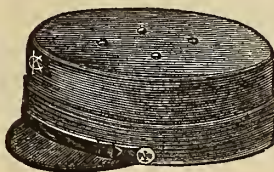
**WENCK**

PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



SMITH'S



Sporting Goods,

LOWEST PRICES

121 FULTON ST

Send for Catalogue.

THE "BEST" BICYCLE LOCK



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

WHITTEN & CO., Providence, R. I.

HARLEM BICYCLE CO.

284 LENOX AVENUE,

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

AGENTS FOR

Victors, Youth's Premiers, Champions,  
Ideals, Clubs, Singers, Spring-  
field Roadsters, Humbers.

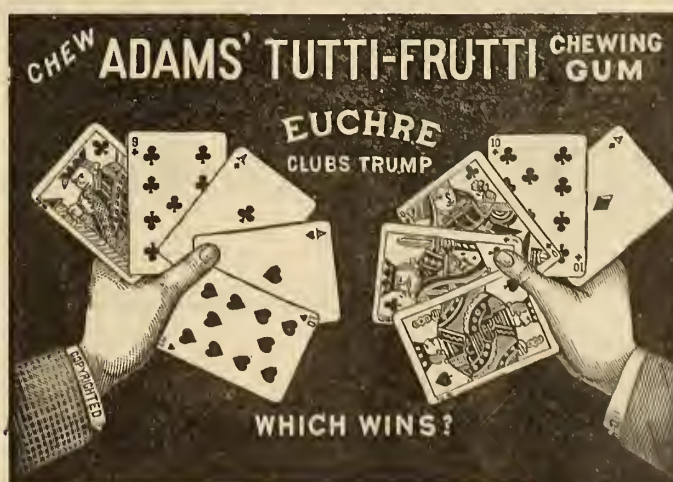
ALSO A FULL LINE OF BOYS' AND GIRLS'  
Bicycles, Tricycles and Velocipedes.

REPAIRS! REPAIRS!

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

Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES  
AND WHEELMEN



ON THE ROAD,  
ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



VICTOR LIGHT ROADSTER  
BICYCLE.

VICTOR LIGHT ROADSTER  
TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

SPALDING'S YOUTH'S BI-  
CYCLE.

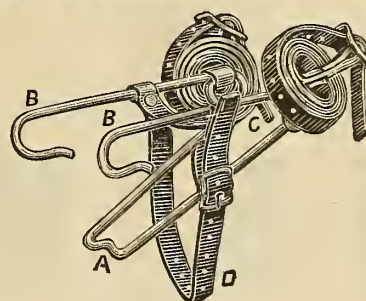
Also a Full Line of  
BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

426 Nicollet Ave., Minneapolis.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

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

C. H. SMITH,

249 Woodward Avenue, Detroit, Mich.

J. O'CONNOR,

Practical Boot and Shoe Maker,  
845 SIXTH AVENUE,

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

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

LAWN TENNIS SHOES A SPECIALTY.



# AT BUFFALO,

— OUT OF —

## 25 Regular Bicycle Races

# 15 WERE WON

— ON —

# COLUMBIAS.

---

THE FAMOUS, STAUNCH, RELIABLE

## Rudge Light Roadster Bicycle,

AN INTERNATIONAL REPUTATION.

---

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

RUDGE CATALOGUE FREE.

---

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

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