



VOL. II.—No 9.]

NEW YORK, OCTOBER 26, 1888.

[WHOLE NUMBER, 35.]

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**UNDOUBTEDLY THE KING OF THE REAR-DRIVERS.**

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

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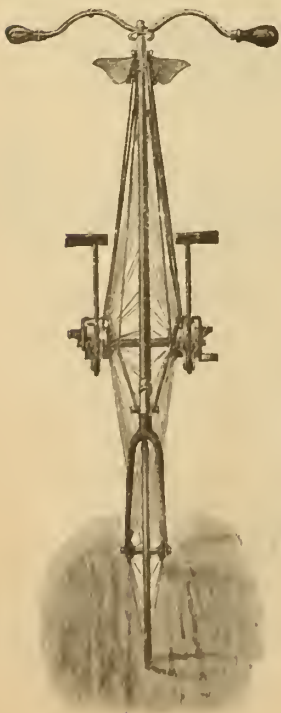
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54-inch Expert Columbia; nickeled.....	90 00
54-inch Humber Racer; new.....	75 00
54-inch Sanspareil Lt. Roadster.....	60 00
54-inch American Star.....	40 00
54-inch Expert Columbia.....	75 00
54-inch Sanspareil.....	65 00
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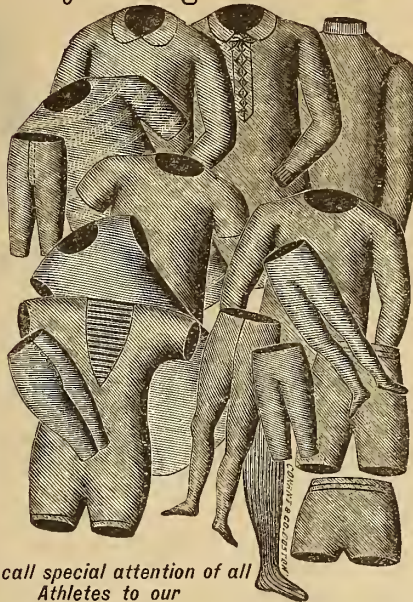
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Send for large illustrated catalog of  
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WE have the most complete Repair Shop in  
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Small Machine Jobbing. Work done at short  
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Buy Your Shoes of

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Near Duane.

THE GREAT LONDON SHOE MAN.

MY SPECIALTY FOR THE SUMMER IS THE

KANGAROO SHOES.

The Most Durable and Comfortable Shoe Made.

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## THE CITIZEN'S CUP,

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

## New Rapid Light Roadster

On which he last year over the same course made

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

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

## NEW RAPID.

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

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



# THE WHEEL

## — AND —

### CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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23 Park Row,

P. O. Box 444,

New York.

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

The death of Fred. Midgley recalls vividly to mind the demise of George Weber, who, like Midgley, was a victim of typhoid. Both were of exceptionally strong physical build, and that both should succumb to the same disease at once creates the impression that perhaps the fact of their continued racing on the path invited the fever which destroyed them. As a matter of fact, typhoid fever has caused the death of many athletes, and it often selects its victims from among men of great muscular development. There are two strength systems, the muscular and the vital, and it may be generalized that when one is large and above normal, the other is small and under the standard. In the same way the muscular system may be developed to such an extent that the vitality suffers, and there is premature decay and little power to resist disease. It is very dangerous to remain long in a high state of training; both the muscular and vital systems must have rest, otherwise they are devitalized. We remember the last few races ridden by both Weber and Midgley. Both remained in a state of training all the year; both competed in too many events, and toward the end of their careers both rode without vim and go, and as if they did not relish their work. It seems unkind to point out the facts, but we have a lesson to teach. A careful trainer will at once ease up the preparation of a horse who shirks his work or moves without spirit. Why, then, are men so cruel to themselves?

The lesson is that bicycle riders should study themselves and develop these two systems equally, though we believe the vital to be much less capable of development than the muscular system. No man should ever develop his muscles to such an extent that his vitality suffers, and no man should exert himself beyond his strength, for every such effort means a heavy draft on the bank of life.

#### MORE ABOUT LOAFING.

We did not intend touching on the screed of the High Priest of "Loafing" in which he endeavors to hall-mark with approval that unsportsmanlike mode of racing, because we felt that the subject was one on which most men had already made up their minds, but as the

Cyclist says that it is waiting with interest for the critics—meaning us (the italics are theirs)—they shall have their opinion. Everyone, who is not a fool, knows that if a rider has to depend on a spurt as his chief point, it is unwise of him to run himself out. Therefore he loafs. Now, for a pot-hunter, that is undoubtedly the wisest course to take. We are entirely with the High Priest of Loafing on that point. Loafing is the pot-hunter's game to a "T," and the only point at issue is whether the pot-hunter with a spurt or the best man for the distance should win the race. This is the nutshell to crack! If the "strong lad" discovered by the High Priest of Loafing can only win when he loafs till the last lap and then sprints home, he is *not the best man at the distance*. The strong lad wins by his own (or the High Priest's) head, not by his heels. In our judgment the man who can ride right through his distance and come in first is the best man and the one who deserves to win from a sportsman's point of view. If the object is merely to win the prize, by all means let men try by any and every means in their power. All we have to say is that trickiness means pots but not sport.—*Wheeling*.

We have never seen *Wheeling* take so absurd a position as in the above statement. As we understand the matter, we presume that the object of a race is to prove that one man is superior to another or others. In our opinion, judgment in a racing man is as great a quality as stamina, speed or strength. It is not necessary that the winner of a race should be "the best man at the distance," but that he should be the best racing man at the distance. A short distance man who saves his strength for the final spurt is a greater racing man than a sprinter who would exhaust himself in the earlier part of the race and have nothing left to finish with.

"Jonah," who is nothing if not a cycling enthusiast, writes touchingly of the decline of the Alphabetical Road Racing Association. "Jonah's" rebuke is well merited, and his appeal eloquent. If the Road Racing Association refuses to exist as a local organization, we heartily indorse "Jonah's" suggestion that its field be enlarged so that other cities may send ambitious scorchers down to do battle with our local men.

#### THE L. A. W. OFFICIAL HANDICAPPER RESIGNS.

Upon learning of the appointment of Mr. C. S. Davol as Chairman of the Racing Board, L. A. W., Mr. F. P. Prial, who had been appointed Official Handicapper by Mr. Gerry Jones, immediately proffered his resignation, to give the new chairman a chance to make his own selection for the post of Official Handicapper. We are glad to learn that this resignation has been accepted, for the good reason that Mr. Davol favors our idea of having more than one handicapper, and it is probable that an official handicapper will be appointed in each section of the country, and perhaps in each State.

#### ELECTION DAY 100-MILE ROAD RACE.

As a finale to Philadelphia's racing season, *The Sporting Life* offers a handsome gold medal to the winner of *The Sporting Life* 100-mile road race, to be held on Election Day, November 6, and herewith invites entries from any amateur wheelman in good standing. Entries will close with the cycling editor of *The Sporting Life*, Philadelphia, at noon of Saturday, November 3. Fee, fifty cents.

The race will be open to any style of machine, and the course will probably be over Montgomery Avenue, from City Line to Ardmore, and return to City Line by way of Lancaster Pike; and starters will be sent off promptly at eleven o'clock from General Wayne Hotel, on Montgomery Avenue.

This course is chosen because it includes the best stretch of road in the vicinity, and will necessitate the smallest number of checkers and timers. Two checkers can keep the score of miles and laps, and it will be impossible for a rider by any means to pass them except by riding over the entire course.

#### UP EAGLE ROCK ON A CRANK.

That proud old crest of earth called Eagle Rock, a calf-cracking and lung-testing spur of the Orange Mountains, has again succumbed to grit and muscle. Many a wheelman in the pride of his strength has stolen to Eagle Rock and attempted to crawl up its winding road, only to fall to earth or sadly dismount, a wiser and weaker man.

For a long time the Rock defied the efforts of doughty cyclists, sending many a man back to its feet with all the go taken out of him. At a time when the Rock had almost commenced to consider itself invincible, a plucky wheelman stole up to his hitherto impregnable summit. He rode a Star wheel, a machine of undisputed hill-climbing qualities. Inspired by this example, other men have since climbed the Rock, but no Ordinary rider has ever been victorious.

#### FIRST TRIAL.

On Sunday last, John W. Schoefer, Brooklyn Bicycle Club, accompanied by Fred. Coningsby, B. B. C., J. F. Borland, B. B. C. and W. H. Schumacher, L. I. W., left New York for the Rock, where they arrived at eleven o'clock, when Schoefer at once proceeded to battle with the hill. The road was exceptionally smooth, but there was a high wind blowing directly in the face of the riders.

Without divesting themselves of any of their outer garments, the quartette started up the hill at a pretty stiff pace. Schoefer had never even seen the hill before, and had no conception of its length and steepness.

The four men kept well together until the stone-crusher was reached, when Schoefer drew away. At the second pole past the stone crusher he gave a terrific thrust which lifted the rear wheel off the ground and gave the rider a sudden header. Schumacher and Borland rode within twenty yards of the spot where Schoefer fell, when they were compelled to dismount. Coningsby, who would as soon ride the hill as eat breakfast, dismounted and joined his companions.

#### SECOND AND SUCCESSFUL TRIAL.

After a short rest a second trial was made, this time at a slower pace. Schoefer, with Coningsby pacing him, got along well the first part of the journey, riding steadily and surely. Past the stone-crusher, Schoefer bent all his energies to his task, puffing like a steam tug and sawing from one side of the road to the other, gaining inch by inch. On the last steep grade a terrific blast struck the rider, almost carrying him out of his saddle. A few more tugs, a little spurt, and the victory was achieved.

Coningsby carefully paced Schoefer all the way, giving him the road from the stone-crusher to the top. Had he rushed away, as he easily might have done on his Victor safety, Schoefer says he would never have gained the top. But Coningsby rode at the side of the road, just keeping a bit in front of Schoefer, and in this way he coached him home. On this journey Coningsby carried all the luggage and outer clothing of the other three.

Schumacher and Borland were both compelled to dismount at the stone where one is commanded to "Prepare to meet thy God," which the salvationists have placed there to reclaim sinful cyclists. It is claimed that this device struck Borland and Schumacher to the heart, and they were so overcome with a rush of religious feelings that they were unable to ride further. They had presence of mind enough, however, to rush on and witness the last part of Schoefer's ride.

Schoefer is nineteen years of age, has been riding about four years, and has a good reputation as a track and road rider. The wheel used was a 51-inch Columbia Light Roadster, with half-length cranks and the saddle placed close up to the neck, as Schoefer uses the wheel for racing. He claims that his effort was successful for the following reasons: Position of saddle, length of crank, condition of road, good pace-making and tangent-spoked wheel, which stood the strain admirably.

Harry Etherington, ex-proprietor of *Wheeling* and well known in American racing circles, has sailed for Melbourne, where he will manage Etherington's Improved Switchback Railway Co., which has recently been floated to the tune of £20,000.



WARWICK

# Warwick Perfection Wheels

CYCLE

HAVE MORE GENU-  
INE IMPROVEMENTS  
THAN ANY WHEELS



ON THE AMERICAN  
OR EUROPEAN MAR-  
KETS.

## ITS ADVANTAGES WILL SELL IT.

### *The Following are Some of its Many Advantages:*

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

MANUFACTURED BY

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

MFG. CO.

SPRINGFIELD,  
MASS.



## WHEEL GOSSIP.

Johnny Stout, fancy rider, is in Missouri. The Boston Bicycle Club has a bowling team. The *Cyclist* entered upon its tenth year October 10.

W. H. Caldwell has gone out of training for the season.

C. S. Luscomb has resigned the captaincy of the Long Island Wheelmen.

The Wakefield (Mass.) Club, will hold their annual reception November 8.

Oxborrow, the English professional, has beaten the kilometre safety record; time, 1m. 37 2-5s.

To fake, or not to fake—  
That's the question.

—Morgan & Co.

The K. C. W. have appointed Messrs. Smith, Schwalbach and Marion as a committee on winter entertainments.

England has a promising scorcher in M. Rae, a sixteen-year-old boy, who has ridden 252 miles in twenty-four hours.

The Scribners report a brisk demand for Stevens' book. It is a splendid volume, and we are glad Stevens' work is bearing fruit.

A number of Kings County Wheelmen took a run to Bay Ridge on Sunday last to the home of President F. W. Loucks, where they were hospitably entertained.

R. J. Dyatt, 935 Eighth Avenue, New York City, advertises for a 52-inch British Challenge, No. 31,249, which was stolen from his residence about Wednesday last.

"Bicycle Bob; or, Who Will Win?" is the title of an English novel, a literary concoction of the "Bloody Bill," "Jack Shepard" order, the hero being a rovin' sort o' blade on wheels.

A splendid tire cement is made by dissolving one part of shellac in ten parts of liquid ammonia. The shellac must be finely powdered, and the strongest ammonia (s.g. 8800) used.—*Ex.*

The 5-mile Peninsula championship, decided at the Wilmington Fair, was won by McDaniel; Pyle, second; Jefferis, third. We placed the men wrong in our report in last week's paper.

Among the notable cycling figures met on the Orange roads is E. J. Starkes, of Newark. Although Starkes has but one shaft, he can pedal along with the best of 'em, and comes out very fine and large on hills. He rides a crank.

The Harvard Bicycle Club annual fall handicap road race will be held November 8. Seventeen entries have already been sent in, and an interesting contest is expected. The committee in charge are trying to find a good course that shall end at or near Harvard Square, in order that more students may witness the finish.

Mr. J. P. Hail, of Albany, Oregon, has enjoyed a four-hundred mile trip through Southern Oregon, to Coos Bay and return. He crossed the Coast Range Mountains twice, and traveled one hundred and fifty miles over a rough mountain trail, over which no bicycle had ever passed. The machine ridden was a Columbia Light Roadster.

Four Kings County Wheelmen came over to Central Park on Sunday last to examine the road. They declare that New Yorkers scarcely appreciate what fine roads they have in the Park, and they found it impossible to resist a scorch around "the Circle," where Murphy, the K. C. W. big mileage man, ran up against Nisbett, the great mile hunter of Gotham.

A. S. Hill, with the Boston agency of the Coventry Machinists' Company, will shortly make a flying trip to England. This time last year the Coventry people thought seriously of winding up the affairs of their American house, but this year, under the management of Messrs. Stevens & Hill, a much larger business has been done, and the firm look for still more prosperity in '89.

## NO PATRONAGE FOR WHEEL CROOKS.

This disgraceful affair will do more harm to the sport of wheeling than can be overcome in many a year. What is the cure? We have it in our own hands, and it is easily administered. Do not patronize the gentry. Let race managers refuse to put professional events on their lists, and every lover of the wheel stay away from sports where they will be present, and they will die a natural death.—*Sporting Life.*

It is rumored that the Massachusetts Bicycle Club will shortly disband, owing to the lack of interest in the club's welfare. About twenty members of the club will join the new Boston Athletic Club, and this will further weaken the Massachusetts Club.

**CYCLING FOR THE BLIND.**—Mr. John M. Cook has presented an eight-in-hand cycle to a college for the blind at Upper Norwood, England. The eight-in-hand is arranged for the girls of the institution to ride. Two four-in-hands and a tandem will enable the boys to take exercise and recreation. This is a new use for the cycle.

A committee of the Elizabeth Wheelmen are working up a theatre party. It is proposed to hire a section of some New York or Newark theatre.

Eleven entries have been received for the Election Day road race.

Electric lights have just been introduced into the club house.

The members will have a hare and hounds chase to-morrow, leaving the club house at 2:30 P. M.

## FIFTY-MILE TANDEM SAFETY ROAD RECORD.

On October 9 Messrs. Albane and Tingey, two English riders, rode fifty miles in 2h. 59m. 38 3-5s., which is record for the tandem safety and less than two minutes slower than the single safety record. Had it not been for a couple of broken spokes which necessitated a delay for repairs, the record would have been placed somewhat below the ordinary and safety road records. The wheel ridden was a 49-lb. Ivel safety.

Rev. J. Benson Hamilton, pastor of the Simpson Methodist Church, of Brooklyn, is a bicycle rider. The Rev. Mr. Hamilton gives promise of a more than ordinarily successful career in the ministry, his church being crowded every Sunday to listen to practical sermons, which are almost an ideal blending of religion, common sense and toleration. A man of Dr. Hamilton's make-up can do more real religious work than an army of very straight-laced, "solemncolly" professors of religion.

The Harvard Bicycle Club has challenged the Institute of Technology Bicycle Club to a team road race, to occur about November 11. The choice of course, distance and number of men a side is left to the challenged club. Harvard has Davis, '91; Bailey, '91; Brown, '91; and Greenleaf, '92 (who has just come from Chicago, where he was on the Fort Dearborn C. C. racing team), and should be able to turn out a very strong team. The Tech. has men with records of 2m. 50s. and upward, besides a lot of road scorchers, and if the race comes off an exciting contest should result.

The Prospect Harriers will give their annual fall athletic and burlesque games on Thanksgiving Day at their new grounds, Washington Park, Brooklyn. Among the open events will be a 2-mile bicycle handicap. A medley race, in which a bicyclist, J. H. Mellor, will ride four miles, while a runner travels three and a walker two. Valuable gold and silver medals will be given to first and second respectively in the athletic events, while the usual prizes will be given in the burlesque events.

Entries close the Saturday before Thanksgiving with the Secretary, Geo. E. Paynter, 332 First Street, Brooklyn.

The New York Club has ten men up for election to membership. The club restaurant will be in full running order by Election Day. The club is now the largest in the city, has the best location and the finest house, and cannot fail of success. Considerable dissatisfaction has been caused by the House Committee, who have decided that no card playing would be allowed on the premises, although there is a committee room which would make an excellent card room. In a club house for young men, we can see no objection to a small, low-limit game, when the playing is in a private room, so that neither temptation nor scandal is offered to those who do not play.

## THREE HUNDRED MILES PER HOUR.

Three hundred miles an hour is the proposed speed for the electric postal railroad of the future. An experimental line has been erected at Laurel, twenty miles from Baltimore. A compromise between the pneumatic tube and the ordinary railroad carries a miniature train of two cars, solely for mails and light parcels, without

any attendance. The road has three rails, one above the car for carrying the current, and two below which carry the cars. The cars are built of sheet-iron and are two feet square and twenty-one feet long. Speed will be regulated and power or brakes applied by electricity solely. If the experiment at Laurel succeeds, it is stated that similar roads will be laid between Baltimore and Washington and elsewhere.

On Tuesday last the New York City Board of Aldermen adopted a resolution over the Mayor's veto directing the Commissioner of Public Works to lay a noiseless pavement on Fifteenth Street from Irving Place to Fourth Avenue. The new Amberg Theatre will be benefited by this pavement. The Board also ordered the same pavement laid in Thirty-fifth Street from Fifth to Sixth Avenue, beside the New York Club house. Following this up, Alderman Storm introduced a resolution directing that the carriageway of Madison Avenue, from Fifty-ninth to Eighty-sixth Street, be set with the same noiseless pavement, and when this went over under the rule, a pending resolution to lay a similar pavement from Thirty-second to Fifty-ninth Street was adopted.

After abusing Synyer all the racing year, Geo. Lacy Hillier gushes over him as follows since he has beaten Hillier's pet, F. J. Osmond:

"There is one thing which compensates metropolitan cyclists for Synyer's defeat of 'Freddy' Osmond, and that is a closer knowledge of Synyer himself. Synyer has fairly won the heart of everybody who made his acquaintance. A more genuine fellow, and one freer of bombast, it would be impossible to meet. Synyer and the unassuming 'Freddy' making love to each other last Sunday was a sight to be remembered. In accordance with our present custom, we must dedicate some lines to Synyer:

'Gentle in personage,  
Conduct and equipage:  
Noble by heritage,  
Generous and free.'

—Carey.

'Methought thy very gait did prophesy  
A royal nobleness.'

—Shakespeare.

'Oh, he was all made up of love and charms'  
—Addison."

## WHEEL ACTIVITY IN PROVIDENCE, R. I.

"Last week was a lively one, socially, for the Rhode Island Wheelmen. Monday night the ladies, the 'honorary members,' were the hostesses and entertained the club men delightfully. On Wednesday night a club and ladies' run was called over a short route, and on return to the club house there was supper and an evening of sociability. Messrs. C. H. Hathaway and F. H. Donle had charge of affairs at the club house and the evening was a pleasant one. A piano was procured, and it will be kept in the club rooms for similar occasions during the winter. The club run was highly enjoyable to the three ladies and two gentlemen who participated in it, the rest of the club hesitating to venture out into the mud. As it happened, though, the roads just out of the city streets were prime, and the five had a mighty nice time of it, while the rest of the party awaited them at the rooms. Eighteen 'stags' set out on the run to Pleasant Bluff Friday night. Only nine returned. It rained like another flood before the Bluff House was reached, and the nine who rode home through the storm aren't dry yet."—*Herald.*

Miss Pauline Hall, of the "Erminie" Company, says that she has never been so well as since she learned to ride. The exercise keeps her flesh hard and good in color, and improves her lung power wonderfully. Her first ride on the road was fifteen miles long and her longest thirty miles. On the road she wears a soft woolen fabric of slate color. The skirt is cut fairly full, ankle high in length, and square. The only trimming is narrow silver braid at the bottom of skirt and on the bodice. The skirt is lined with red flannel, and by this method the rider dispenses with the customary loose skirts that so impede the necessary freedom of the limbs so essential in cycle riding. The bodice is cut so that it is an easy fit; the collar is large and turns down somewhat after the sailor style; under this a silk handkerchief is loosely knotted. The sleeves are cut with plenty of room, and the cuffs turn back about three inches. A very little drapery is used at the back, just enough to break the very plain effect at the juncture of skirt and bodice. The hose are woolen, shoes canvas, with low heels and rubber soles. Miss Hall rides a Royal Salvo safety wheel, specially built for ladies' use. It is kept in fine condition, and when not in use she keeps it in her parlor.



## NEWS FROM CYCLING CENTRES.

### NOTES FROM THE CITY OF BROTHERLY LOVE.

On Sunday, October 21, Phillip Fontaine, Captain Citizens' Bicycle Club, with John B. Fischer, First Lieutenant, and Dr. Roy, of the same club, paid a visit to the Pennsylvania Bicycle Club. Quite a number of the boys were on hand to welcome the visitors, and take a run with them. The start was made about 10 A. M., running out on the Pike as far as Paoli, where lunch was secured and some time spent in cracking jokes, etc., when a start for home was made, and thence to the city, when, after a supper, the visitors were sent on their way homeward. Wish there had been more in the party, and trust next time Captain Fontaine visits Philadelphia he will have a larger contingent.

Mr. Cooper, of Trenton, was also with the Pennsylvania Club on Sunday, and took in the run with the party. Unfortunately, while coasting Devon Hill he took a header, but first landed on his feet, so suffered no ill consequences.

Very few wheelmen took extended trips on Sunday last on account of the heavy winds blowing from the west. The wind seemed to come from Chicago, starting at the rate of about 10 miles an hour there and increasing about 10 miles every 100 it traveled. Please keep your breezes in bound; we don't like them.

Well, Brother Prial, you have given us some news from Jersey City, with the announcement of Mr. Theo. F. Merseles' coming "tie up." I always thought he was a very unhappy bachelor, and now I see why his lean, haggard looks; why his thoughts seemed always distant; why his eyes seemed to turn towards Jersey shores when he was away; but now I see the why and wherefore. Well, we all join you in wishing all joy and happiness possible. I would add that if Brother Merseles thinks I am hard with him in any of above remarks, just recall the sweet words he used in regard to my appetite on a recent visit to New York, and he will forgive my trying to get square with him when his back is turned—no, I will change that, when he is on his wedding trip.

The Pennsylvania 5-mile handicap race was run on Saturday, October 20, and I have made a "bull" in guessing, as Fuller came in third, instead of winning, as prophesied in my last, although his chances were good until he ran into Al. Kohler, both riders taking a bad spill; but they pluckily remounted and finished third and fifth. The race was finished as follows: J. H. Draper, half-lap handicap, first; D. A. Longaker, one lap, second; J. G. Fuller, scratch, third; C. L. Leisen, one lap, fourth; Al. Kohler, one lap, fifth; Jno. A. Welis, one lap, sixth; and L. J. McCloskey and W. W. Randall, each with two laps, finishing seventh and eighth. The track was very soft, and this, with a heavy wind, prevented any good time being made, Draper finishing in 22m. 25s. After the races all present were invited to the club house to witness the distribution of prizes. Appropriate prizes were given to the first and second men, while comical prizes were given to the balance of those who finished.

J. G. Semple has made a bet, on the election, of a dinner for fifteen men, with our worthy host, Mr. Shank, at Paoli, cider included. Poor Shank, if he loses! For some one counted the glasses of cider Semple drank on Sunday last, and estimates it at two and a half gallons. For my part, I think one or two good-sized glasses were missed, so it would probably be more nearly correct if it were put down at three gallons.

Both Fernelton and Mayer are complaining of the weather thus hindering them in their training, but both men being in good condition, an interesting race is promised for the 28th, with Mayer as the favorite.

WESTFIELD.

A vegetarian cycle club has been started in England.

At the Yale athletic sports, held at New Haven on Saturday last, F. A. Clark, '91, won the 2-mile bicycle race; time, 6m. 33 1-5s.; W. W. Weare, '90, second.

### BANQUETING WILHELM.

One of the most notable events in the history of the Reading Bicycle Club was the complimentary banquet given to Reading's champion wheelman, Mr. W. I. Wilhelm, at the Five-Mile House last Friday evening. For a long time the members of the club had been desirous of expressing in some public manner their appreciation of Mr. Wilhelm's part in advancing and popularizing their favorite pastime in Reading, and to acknowledge the honor he had reflected upon the club in his many successful contests with wheelmen in this and other States. This finally took the shape of a banquet, and under the auspices of Messrs. John Crawford, Charles G. Willson and Frank Heilman, who constituted the committee of arrangements, the matter took shape. Mr. Wilhelm was kept in ignorance of it until yesterday, and was much surprised when the project was unfolded shortly before it was time to leave for the scene of the festivities. The members of the club and their guests went out in busses, and sat down to the table, which was set in the ball room of the hotel shortly after ten o'clock. The table presented a magnificent appearance, and in contrast with decorations formed a fine picture. In the centre was the large solid silver cup won by the club in a team race at Lancaster, and at either end were two large cakes, one of which had lettering on the icing, "In honor of W. I. Wilhelm, October 19, 1888," and upon the other was an etching in sugar of a wheelman with his wheel. Previously to sitting down to table John Crawford and Morris Diener took photographs of it by magnesium flash light.

Mr. Wilhelm sat at the head of the table, with Mr. Crawford on his right and Charles Graeff, President of the club, on his left. When all had been seated, Mr. Graeff made a short address, explaining the object of the occasion, after which all fell to and went through the eight courses of the banquet by comfortable and easy stages. There were no toasts, but plenty of speeches. They were all short, impromptu and forcible, and every one at the table made several, but as no one felt called upon to listen to any one else they in no wise interfered with the general enjoyment. It was near midnight when they left the somewhat depleted table. Afterward, an hour or two was spent in music and song, and the party came home in the early morning, having spent a most delightful evening, and full of confidence in the ability of the club to outstride the Wilmington or any other team that might be pitted against them.

Following is a list of those who were present at the banquet: John Crawford, Charles G. Willson, Frank Heilman, Lingel Douglas, Harry Boyer, Morris Diener, Charles Hendel, William Essick, Wm. Schrader, Harry Crecelius, George Green, Charles Kline, Harry Wilhelm, Jacob Loeb, Charles Brown, Walter Essick, R. R. Eckert, James Roland, George F. Kohler, Millersville; William Fogelman, A. E. Keepert, W. B. Koch, Charles Dundore, Jacob Schmidt, H. M. Albright, Murray Kilmer, Charles Graeff, John R. Phillippi, W. H. Wilhelm, Sr., T. C. Zimmerman, and John B. Dampman.—*Reading Herald*.

### SUNDAY WHEELING AT THE HUB.

Sunday was the first fine Sunday that wheelmen have had for the past month, consequently they turned out in full force, all the club runs being exceptionally well attended. About twenty members of the Somerville Cycle Club went to Salem. On the outward journey the cyclists were entertained by "Scorcher" Jacobs, of the Malden Club, trying to beat a mysterious individual mounted on a safety in hill-climbing contests. Jacobs succumbed to the stranger, but finally, while mounting the long hill on this side of Salem, succeeded in passing the safety. On the arrival at Salem, Captain Blackmer and ten of the Medford men were met. All the wheelmen adjourned to the dining rooms of the Essex House. After dinner the Somerville cyclists rode to Peabody, where they met the associate members, and were handsomely entertained by the Owl Club of that place. Mr. Hilliard, of the Cycle Club, took several views of a group of both clubs.

The Roxbury Bicycle Club, under command of Captain John Lowell, ran to Cobb's Tavern. On the outward journey a stop was made at the foot of Blue Hill, and the party mounted it on

foot. The Cambridge Club took a trip to Lexington. There it was greeted by a number of the Cambridgeport Cycle Club. The clubs took dinner together.

The longest run made yesterday by any club was by members of the Chelsea Cycle Club, who started early in the morning and wheeled to Newburyport and return, a distance of about 95 or 100 miles.—*Herald*.

### WHY NOT AN OPEN ROAD RACING ASSOCIATION?

DEAR WHEEL:

You brought me an unwelcome surprise this week in the announcement of the temporary trance—perhaps even the demise—of our beloved Alphabetical Road Racing Association. The offspring of fifteen fond parents, its birth was certainly full of promise. A sturdy infant from the very first, it soon developed into a vigorous adult, the equal of which the road-racing world never saw. And now they tell me, at the very zenith of its fame, that it may be allowed to yield up its honored ghost, for the lack of its parental support, and that nothing is to be left of it but the glorious memory of its fame and its nursing cup, held by its gallant papa—K. C. W. If, after five gallant attempts for supremacy by the rival papas, the conclusion has been reached that perseverance has ceased to be a virtue, and that K. C. W. must be suffered to hold the emblem of parental priority, it is certainly a lamentable one and unworthy of the muscle and grit of our wheelmen hereabouts. Is there no longer any glory in an honorable defeat, if the fight has been waged nobly? Have Hudson County, Brooklyn, Elizabeth, and all the good men and true who have battled for the cup, added no stars of glory to their banners because they have been only plucky losers instead of plucky winners? Have Kluge, Bradley, Baggot, Caldwell and Stenken not brought enough glory to their respective standards to warrant a continuation of the fight? Will not new men come forth to wrest the laurels from the old? For shame! you wheelmen of New York and Brooklyn and Jersey, to let an association die, which has produced the greatest contests of wheels the world has ever seen, and which has so developed the road-riding enthusiasm and ability of our metropolitan wheelmen that their supremacy is an axiom.

But if you still persist in throwing up the sponge as far as competition with the champions is concerned, then why not let our brothers in other sections have a try for the cup? The trophy belongs to the Association forever. The K. C. W. have gained no permanent title to it; simply a right to hold it until it is wrested from them in honorable battle, and so on with subsequent winners *ad infinitum*. Even in the absence of competitors from our own ranks (Heaven forbid this!) assuredly our brother clubs throughout the country will be only too glad of an opportunity to have a try for so famous and elegant a trophy. But how shall we let them in? That is easily answered. Either extend our membership and form a national association, or retain our present organization and throw the entries open to all clubs, charging an entrance fee. In both cases the qualifications for eligibility in teams should be a bona-fide membership for three months previous to the race, and a bona-fide residence for a like period within a radius of twenty-five miles of the headquarters of the club represented. Let us hear from the wheelmen on this, and I am sure that the gallant Kings County holders will last of all object to a continuation of these grand semi-annual races on any practicable basis.

JONAH.

CHAMPIONSHIP OF QUEENS, L. 1.—The competition for the Queens, L. 1., championship will end with the last day of this month. The race is open to cyclists resident within a mile of the Queen's track. The following times have already been made, with flying start: C. H. Alliger, Queens A. A. C., 1m. 38 1-5s.; G. T. Boyce, Creedmoor, L. 1., 1m. 43 3-5s.; J. M. Kissam, Queens A. A. C., 1m. 45s.; R. A. Kissam, Queens, L. 1., 1m. 45 4-5s.; Len. Doughty, Jr., Creedmoor, L. 1., 1m. 54 4-5s.; John F. Klien, Queens A. A. C., 1m. 58 1/2s.



## THE RACE PATH.

### FIXTURES.

Oct. 29-30—Tournament at Richmond, Va. Address L. B. Enslow, P. O. Box 372, Richmond.

Oct. 27.—Grand bicycle tournament, Berkeley Athletic Club, at Morris Dock, New York City.

#### PROGRAMME.

One-mile bicycle novices, scratch.  
One-mile bicycle interscholastic, scratch.  
Two-mile bicycle intercollegiate, scratch.  
One-mile bicycle, Rover type, scratch.  
Half-mile bicycle, scratch.  
One-mile bicycle, handicap.  
Two-mile bicycle, handicap.  
One-mile tricycle, handicap.  
One-mile consolation, handicap.

Nov. 6—Rutherford Wheelmen's race meet, 1-mile open handicap. Entries close Oct. 23, Box 82, Rutherford, N. J.

Nov. 6—Outing Athletic Club's one and two mile handicaps, at Brooklyn A. A. Grounds, De Kalb and Classon Avenues, Brooklyn. Entries close October 30 with W. H. Robertson, 296 Broadway, New York City.

Nov. 8—Harvard College annual road race.

Nov. 8—Wakefield Bicycle Club's reception, Wakefield, Mass.

Nov. 21-22-23—Tournament at Columbus, Ga.

Nov. 28—New Haven Bicycle Club's reception and entertainment, at New Haven Opera House.

Nov. 29—Races at Opelika, Ala.

Nov. 29—Prospect Harriers' 10-mile bicycle handicap. Entries close November 22 with G. E. Painter, 332 First Street, Brooklyn.

Dec. 17—Twelfth Regiment Games at Armory, Ninth Avenue and Sixty-second Street, New York. Two-mile handicap. Entries close December 8 with C. J. Leach, P. O. Box 3201, New York.

Feb. 8, 1889—Entertainment and reception of Manhattan Bicycle Club, at Lexington Avenue Opera House, New York City.

## BERKELEY ATHLETIC CLUB TOURNAMENT.

#### ORDER OF PROGRAMME.

One-mile Bicycle Handicap, first trial heats.  
One-mile Bicycle Novices.  
One-mile Bicycle Interscholastic.  
Half-mile Bicycle Scratch.  
One-mile Bicycle Rover type.  
One-mile Bicycle Handicap, final heat.  
Two-mile Bicycle Intercollegiate.  
One-mile Tricycle Handicap.  
Two-mile Bicycle Handicap.  
One-mile Bicycle Consolation Handicap.

#### THE ENTRIES.

There are 116 entries, the largest field being in the mile handicap, in which there are thirty-three entries. Among the men who will ride are W. W. Windle, the invincible amateur, who is now in town and will positively ride; R. H. Davis, Harvard College, the safety champion and record holder; E. I. Halsted, New York's fastest man at the present time; Kenneth Brown and W. B. Greenleaf, the fast Harvard men; F. A. Clark, Yale's best man on the wheel; H. J. Hall, Jr., the K. C. W.'s fast man; W. H. Caldwell, Sid Bowman and Ed Baggot, the big three of the N. Y. A. C., with Pendleton and Gubelman, of the same club; Messrs. Schoeffer, Murphy, Wise, Brown, Monell, Class, Coningsby, Borland, Alden, Jones, representing Brooklyn; J. W. Powers, Jr., and J. H. Hanson, representing the M. A. C.; Gloninger, of Pittsburgh; Samson, of Nyack; Van Benschoten, of Poughkeepsie; Van Sicken and Burgess, of Rutherford, N. J.; Lockwood, of Yonkers; Browaski, of Newark; Swift, of Danbury, Conn., and a number of others.

#### SPECIAL TRAINS.

The races will be started promptly at 2:30 P.M. A special train will leave the Grand Central Depot, Forty-second Street and Fourth Avenue, at 2 o'clock, reaching the grounds at 2:17. A number of regular trains run from the Grand Central Depot during the afternoon. Admission to grounds, including excursion railroad fare, seventy cents.

Take Sixth or Ninth Avenue "L" train to 155th Street, from which point trains will leave on the New York and Northern Railroad at 2, 2:10 and 2:20 P.M.; six minutes to grounds. Tickets, including fare from 155th Street to the grounds and return, sixty cents. Tickets on sale at New York and Northern Railroad depot, at terminus of "L" road.

The grounds may also be reached awheel as follows: Up Seventh Avenue to Macomb's Dam bridge, and directly up Central Avenue a short distance, when, on left side of road, a sign will be seen, reading: "Berkeley Oval, 5 minutes' drive." This road will bring direct to the grounds.

Brooklyn cyclists with wheels may reach the Grand Central Depot by ferry from Broadway, Brooklyn, to Twenty-third Street, New York City, thence across to Fourth Avenue and up Fourth Avenue to depot.

### THE BANKER BROTHERS' FAST MILE.

Messrs. A. C. and W. D. Banker, of Pittsburg, whose splendid form on the tandem was so much admired at Buffalo, rode a mile in 2m. 41 4-5s. on Sunday, October 21. The course, a mile on Forbes Street, Pittsburg, was somewhat rough and a strong wind blew against the riders. Two watches made the time 2m. 41 3-5s. and the third 2m. 41 4-5s. The Banker brothers will make an attempt to ride in 2m. 35s. on the first favorable day.

### CYCLE RACES AT DANVERS, MASS.

The Danvers Cycle Club races were run Saturday afternoon last on a heavy track. The results:

Mile Novice.—J. Ogden, of Middletown, 3m. 4s.

Half-mile, Club Challenge, two in three.—M. W. Robson, of Salem.

Mile Tandem Tricycle.—R. H. Robson and mate of Salem, 4m. 50s.

Mile Handicap.—E. A. Bailey, of Somerville (scratch), 3m. 37s.

Mile Tricycle.—R. H. Robson, of Salem, 5m. 15s.

Two-mile.—E. A. Bailey, 8m. 15s.

Mile County Championship.—H. Robson, of Salem, 4m. 14s.

Referee, W. S. Atwell, of Boston.

### THE WAY TO DEVELOP STAMINA.

#### AN ENGLISH ROAD RIDER'S METHOD.

In an interview with a representative of *Wheeling*, M. A. Holbein, the crack English road rider, speaking of his physical development, describes his athletic training as follows:

"I walk every day," said Mr. Holbein. "I believe strongly in walking as a means of bringing the body into proper training for a trial of endurance, and before my recent long ride I walked thirty-six miles a day for six weeks!"

"How long have you been a safety rider?" was our next inquiry.

"About four months only; but I have all my life been an athlete in other branches of sport, and have always had a special taste for feats of endurance."

"Have you been very successful?"

"Well, I have tried too many things in one season—running, walking and swimming—to be always a winner. In fact, I have found by experience that an athlete, like a musician, cannot excel unless he confines himself to one thing, or, at any rate, as regards the athlete, to one sport in one season."

"You are always more or less in training if you believe so in walking?" we ventured to suggest, gazing quietly down at the easy-fitting boots.

"Oh, yes, I am always that. For instance, when I was in business in Manchester I used to get up early and walk two miles to Worsley, and bathe in the Duke of Bridgewater's canal there. You know it?"

"Yes," we replied, thinking of our old Upper Broughton days, and our daily tramps to 33 Dickington Street in 1862.

"Ah, well," continued Mr. Holbein, "after bathing I used to walk two miles home again; then breakfast, and walk four miles to business. I was in a German shipping house and I had two hours for dinner, during which time I generally walked eight miles. Then I would walk home—four miles—have tea, and after that turn out and run for three hours without stopping. I found that this kind of training gave me great staying power, but not pace, and it was only over a heavy wet grass course that I could run to win."

"Then you believe in training for pace or training for endurance quite separately?"

"Yes," replied the modern road Hercules, "I do. It is easier to train for pace, because it does not take so much time. Comparisons between amateurs and professionals prove this. An amateur is frequently as fast as a professional, but when it comes to endurance the professional is generally to the front, and simply because he has no business to attend to and can give up his whole time to training."

"What is your next great feat to be, Mr. Holbein?"

"Well, Mr. Nairn, I intend to beat that Brighton coach record on a Premier safety, and single-handed. I start one day next week. Powell will time me, and I hope that *Wheeling* will be represented, so that no doubt as to the times shall exist."

*Wheeling*—"We shall be there."

"By the by, what do you think of that Brighton and back ride? Is it merely a 'stroll over' for a good man, as the Coventry wisecracks have suggested?"

"Certainly not," promptly replied the fastest road rider (to date) in England. "It can be done, and the coach beaten single-handed, and I mean to do it."

### TRAINING.

How to train is not a matter of interest only to those who are about to race, but, in a greater or less degree, to every person who rides a cycle, because if the body be "fit" the work is lighter, and the way to get the body "fit" is found by a modified degree of training. Unfortunately, occasionally, persons who have got a few men "fit" for racing by following a system which they found suited themselves, consider themselves fitted at once to write a book on training. It is not every successful racer who has medical science to back up his own personal experience as had Cortis; and even he was greater as a racer than as a man of medical science. We are now threatened with a work on training by an individual whose professional medical knowledge is simply *nil*, and whose only excuse for the production of such a work can be "pieces," or rather the want of them. Turning from books written to sell, to those which combine salability with a sound basis of information written by qualified men, it is pleasant to draw attention to a genuine work on training, which is at once pleasant and profitable reading, not only for the athletic, or even the common or touring cyclist, but for every intelligent person who wants to know the "why and wherefore" of the causes which from time to time benefit or disturb that great and wonderful thing, the human body. Dr. Henry Hoole has recently issued a book entitled "The Science and Art of Training: a Handbook for Athletes," to which we have previously briefly alluded, which deals very extensively, not only with the subject of training, but, scientifically, with the entire fabric of human life and the food which keeps the body in working order. The uses and abuses of tea, for instance, are very forcibly dealt with, and the subject-matter will, when perused, carry home its truth to many a one who, unthinkingly, considers that because tea is un-alcoholic it is necessarily harmless as a beverage at all times and under all circumstances. The exclusion of all fat as an article of diet by some trainers is also severely dealt with. The use and abuse of alcohol are also subjects on which Dr. Hoole writes, in a spirit which must find supporters from all except rabid teetotalers. "On account of the profound mental and physical degradation of those who habitually consume too much of this potent agent, no article of diet has attracted more attention than alcohol. Its advocates would elevate it to the dignity of a food proper, while its detractors would degrade it to the level of a poisonous drug." In the same liberal spirit, Dr. Hoole deals with smoking. He says: "Smoking is indulged in so widely, both by the young and the old, and in many cases with marked benefit to the mind and body, that it is an open question whether tobacco ought not to be included among the condiments; at all events its action for good or for evil deserves notice."

It is generally well known that an abstinence from liquids reduces weight, but Dr. Hoole points out that as every organ of the body, and particularly the muscles, depend for their efficient action on a certain degree of moisture, the blood cannot act in its double function as a distributor of nutriment and a remover of waste



materials unless it is kept at its right density. The amount of work done by laboring men on bread and cheese must have been remarked by every thinking person, but, as Dr. Hoole points out, the nutriment of cheese is just double that of meat, provided—and here the rub comes in—the person who eats the cheese possesses the peculiar stomach power (acquired in the case of laboring men by hereditary and early practice) of digesting cheese as a meal, *per se*, and not merely as the finisher of a meal of other and more toothsome and various viands. These points, apart from the actual question of training—with which, however, they are eminently connected—form amongst others most interesting reading in the work of Dr. Hoole, which we commend to our readers.—*Wheeling*.

The mile match race between Osmond and Synyer, one "the best handicap rider in England," the other the mile bicycle champion of England, created extraordinary interest in racing circles abroad. The result of the race, Synyer's victory by several lengths, was published in last week's paper; the details have just arrived. In the first trial, both men commenced spurring a half lap from home, when Synyer sprung a spoke, and Osmond generously pulled up. Synyer, who rides a 59-inch wheel, started again, mounted on a 57½-inch. The last lap spurt is thus described by *Wheeling*:

"At the second attempt, the same tactics were pursued to the same place, or perhaps a lap and two-fifths from home. The crowd roared as one man when Osmond shot up alongside his rival, and for an instant showed half a machine's length in front, but Synyer never let him get clear, and they passed the bell locked together. Desperately, and worthily of his high repute, did Osmond strive to clear his man, but fully half a lap from home he was well beaten to the eye of an expert, for Synyer was able to answer his every spurt with ease, and soon after he drew clear, and came away a gallant winner."

The last lap was run in 38 4-5s., one-fifth of a second outside of grass record. *Wheeling* says of Synyer's victory:

"We should like to crow, but we do not quite enter into the savage old spirit which prompted the *Vo. Factis*! No! we will only chortle. We must chortle even if we are not akin to jabberwocks, because on a strange machine, and on grass, Herbert Synyer has made an example of Frederic J. Osmond, which set at rest forever the question of which is the real champion of 1888. We have protested with the warmth we could infuse into cold type that the exaltation of F. J. Osmond at the expense of the man who ran away from him in the mile championship was unfair, unsportsmanlike, and utterly injudicious. We have maintained throughout that the amateur champion was a better man than the splendid handicap rider, and have ridiculed the bombast which assumed that Osmond could give Synyer 60 yards in the mile, and if we chortle now, we do not do so in any unkind spirit towards the defeated lad, but simply because his downfall is an exemplification of the folly of any man boasting when putting on his armor instead of waiting till he takes it off. We are aware that Osmond does his big talk by deputy, but we have not forgotten his proposal that Synyer should receive a start from him at Coventry."

## THE MANAGEMENT OF RACE MEETS.

TO THE EDITOR OF THE WHEEL:

In conjunction with your suggestions regarding a race meet programme, I wish to present my ideas with reference to this question in connection with arranging the races. In the first place, I claim that a handicap race, of any description, fails in every instance to create any enthusiasm among the audience, outside of the friends of the wheelmen and their wheels. Two-thirds of the spectators at a large race meeting would know nothing of the records of the different contestants, would not know whether the given time for the race referred to the man half way around the track at the start or the man at scratch, and could not but assert that if applied to the man with two or three hundred yards start it was a farce of the most ridiculous, and had no meaning. A man who can't get to the tape even up with another man better put in a little more time on a home trainer, or start with men to whom he is equal, and in such races as he belongs. There must be very little glory in winning a race against a man who can give you 25 per cent. of the distance and make you ride for all you are worth to "get there." The spectators certainly don't go wild over the contest, and say, "Well, who couldn't have won that kind of a race!"

I would suggest having nothing but scratch events, with the contestants classified and entered in only such races as will warrant them in starting at the tape. If you want a hare-and-hound chase so advertise it, but don't call it a race. Let there be short heat races, and a "go" from the start. L. M. R.

CHICAGO, Ill., October 2, 1888.

## JERSEY CITY.

The first smoker of the Hudson County Wheelmen took place on Monday evening last, and was a complete success, about forty-five members being present. Good jokes, good music, refreshments and, first, last and all the time, *smoke*, made this smoker one long to be remembered.

Messrs. Stout and Meyers delighted all with their banjo and zither solos and duets. G. L. Bettcher rendered some very fine selections in German dialect as only Bettcher can. President Johnson entertained all by some well executed sleight-of-hand tricks and humorous anecdotes. The "Wandering Jew," as rendered by Dr. Benedict, was a complete surprise to all, as well as himself. The club quartette, Merseles, Eldridge, Bettcher and Kerr, proved that the Hudson County Wheelmen has talent of no mean order.

The folding doors on being thrown open disclosed well-filled tables, on which were spread all the delicacies of the season—a great surprise to all present, who did ample justice to choice viands donated by the members' wives and sisters. The committee had prepared souvenirs of the occasion in the shape of pipes, three feet long, each decorated with the club colors, on which were printed "H. C. W., First Smoker, October 22, 1888, H. C. W."

The smoker was voted a success, and the committee deserve great credit for their endeavor, and the members look forward with pleasure for the next smoker, which will take place at an early date.

Before this reaches your readers Mr. Theodore F. Merseles, Jr., will have joined the ranks of the benedicts. The marriage took place Wednesday, the 24th, at the residence of the bride's parents. On account of a recent death in the family the ceremony was private. The happy couple are now on their extended wedding tour, which will include many of the Western cities. They will visit Columbus, O., Logan's Point, Ind., Chicago, Ill., Cleveland, O., and many other places before their return. Merseles, we all wish for you the brightest and happiest future, and do congratulate you.

ANTI-COASTER.

## A PROFESSIONAL CYCLIST'S ESCAPEDE.

Two soldiers at Jefferson Barracks, St. Louis, under arrest for desertion, escaped Saturday night, after fatally assaulting Sentries Kennedy and Welch. The deserters were Thomas F. Lynch and a recruit named McCurdy. Sentry Kennedy was cut down with an axe, in the hands of Lynch, while McCurdy beat Welch into insensibility with the butt of a revolver he had taken away from the first sentry.

Alfred A. McCurdy, the well-known Star bicycle rider, formerly of Lynn, is a recent recruit at Jefferson Barracks, and some of his acquaintances are fearful that he is the party named to the murderous assault. McCurdy made a remarkable twenty-four hour record, but those personally acquainted with him always believed that he never rode the distance claimed, and that he got the best of the officials at certain parts of the course not under surveillance.

At the close of last season McCurdy went West, where he faked a match race with Stillman G. Whitaker, himself a slippery Dick, selling out his own backer, Tom Roe, of Chicago, who lost several thousand dollars on the race. After a few months spent in the West, where he was unable to make any money, McCurdy enlisted at Jefferson Barracks.

The penalty for the crime, if the victim dies, is death, either by hanging or shooting. In any case McCurdy is in a terrible position, the penalty for desertion being severe, with an additional sentence for assault.

## HARLEM WHEELMEN NOTES.

Glad to hear from you, bowlers of the Hudson Co.; we will be with you about December 1. After the middle of November our bowling team will be in condition to bowl match games. We would like to hear from all the bicycle clubs, having bowling teams, in reference to forming a league.

Captain Parker has called a club run for Elec-

tion Day, and would like all who can to assemble at the club house at 10 A. M.

This winter all members will be invited to participate in a handicap continuous pool tournament, with generous handicaps to encourage the weaker players.

Two weeks ago Sunday we passed our Captain and Treasurer on Mr. De Graaf's new tandem safety bicycle, enjoying a spin in the Park. This wheel runs very easily, and among its many good points is that a new rider can, in company with an experienced wheelman, learn how to ride in a very short time, with no danger of falls. R-LEM.

## THE "CITS" WELCOME "SIM" FORD.

On Friday evening, October 19, the Citizens' Bicycle Club tendered a dinner to their fellow-member, Mr. Simeon Ford, at Seighortner's, on Lafayette Place, New York City. Mr. Ford, who has been abroad, was, like "Our Chauncey," met by a committee from his club and escorted to the banquet hall. Covers were laid for thirty-three, and "the old guard" turned out in force.

Mr. George T. Wilson, as toast master, welcomed Mr. Ford home in an exceedingly neat and humorous speech. Music was furnished by the vocal talent of the club, and was greatly enjoyed by all present. One of the speakers, Mr. W. C. Lewis, of Boston, Mass., after some very witty remarks, wound up with the following, which was rapturously received:

TO S. F.

We have met and we have missed you,  
Since in parting last we kissed you  
In our minds;  
We have wept and we have snorted,  
And of grief we have supported  
Several kinds.

For to know that we were sundered  
By the ocean several hundred  
Miles across,  
Caused us woe akin to madness,  
And we, with an awful sadness,  
Mourned our loss.

We have felt far, far from sprightly,  
And our pillows have been nightly  
Wet with tears;  
As by dint of much hard blinking,  
We, in fancy, saw you drinking  
German beers.

And we thought of other dangers;  
Thought of you beset by strangers  
Full of guile;  
And our minds to you would wander,  
As we wondered if you'd squander  
All your pile.

But we bore it, bore it bravely;  
Though it racked our bosoms gravely,  
Now 'tis past.  
And with joy we see your features  
Beaming on your fellow-creatures,  
Home at last.

Here amid familiar faces,  
Still retaining all your graces,  
You're the link  
That this chain has needed sadly;  
So, to you, Sim, we'll most gladly  
Fill and drink.

Mr. Ford's trip was one of pleasure, and he returns with a set determination of expending his superfluous energy by kicking a "goat."

## APT QUOTATIONS.

*Bicycling News* quotes from the poets, and many of the passages aptly apply to English cyclists. We republish a few of the quotations.

MRS. J. S. SMITH, the Lady Cyclist.

"Fair as a star when only one  
Is shining in the sky." —Wordsworth.

HERBERT SYNVER, 1-mile Bicycle Champion.

"The spider's touch, how exquisitely fine."  
—Lope

"With winged expedition, swift as lightning."  
—Milton

A. E. LANGLEY, Racing Man.

"I turned and tried each corner of the track."  
—Dryden

W. CHATER LEA, Hill-climber.

"He wheel'd his upward flight and soar'd to fame."  
—Dryden

A. NIXON, Record Breaker.

"How beautiful is youth (h). How bright its gleams  
With its illusions, aspirations, dreams!  
In its sublime audacity of faith,  
'Be thou removed,' it to the record saith."  
—Longfellow

F. FREEMAN, Road Scorchers.

"His fancy lay extremely to traveling."  
—L'Estrange  
"Turn thy wild wheel through sunshine, storm and cloud."  
—Tennyson



## BOWLING.

A large number of bicycle clubs promise to place bowling teams in the field this year. A meeting of club representatives should be called and a schedule of games arranged for a trophy. Among the clubs who took great interest in the sport last year were the Harlem Wheelmen, New York Bicycle Club, Long Island Wheelmen, Kings County Wheelmen, Elizabeth Wheelmen and Atlanta Wheelmen of Newark.



E. J. SHRIVER.



J. M. WARWICK.

The New York *World* of Sunday last devoted two columns of matter to the New York clubs, profusely illustrating the article. The cuts were bad generally, but we present those of Messrs. E. J. Shriver, President of the New York Bicycle Club, and J. M. Warwick, President of the Manhattan Bicycle Club, which were the truest photographs of the lot.

### MANHATTAN BICYCLE CLUB.

In view of the strict attention the Berkeley Athletic Club is giving to our sport, and in order to encourage them in the good work, it is the intention of the bicycle clubs to attend their races at Berkeley Oval, Morris Dock, New York City, in a body. Members will please assemble at the club house with their wheels at 1:15 P.M. sharp, Saturday, October 27, 1888, to participate in this short run. Good races and fancy riding are among the events.

At 2 P.M., Sunday, October 28, all members are expected to assemble at the club house in uniform to have their photographs taken. It is hoped that every member will feel it his duty to make this photograph larger and better than our first. A run to a suitable background will follow. After we have been photographed there will be a short run.

The Tour Committee announce the following runs:

November 6 (Election Day)—Roseville and Orange, N. J. Races and large party expected; leave club house 9 A.M. sharp; West Twenty-third Street, 9:55 sharp.

November 11—Brooklyn Riding District, 9:30 A.M.

November 25—Tarrytown, N. Y., 9 A.M.

The regular meeting of the above club will be held at the club house Monday, October 29, at 8 P.M. sharp. The election of a bugler will take place.

A motion will come before the club—"Shall the club resign from the League?" As this is a question of importance members are expected to be present to vote thereon.

J. WM. SHEEHAN, *Captain*.

### NEW YORK BICYCLE CLUB.

There will be a club run to the Berkeley Athletic grounds and race track at Morris Dock, on Harlem River, Saturday, October 27. Leave club house at 1 P.M. sharp. Members are requested to attend this run, as the Berkeley Athletic Club is disposed to be friendly to the wheelmen, and have asked me to invite all the clubs in New York to attend these bicycle races with us.

J. M. McFADDEN, *Captain*.

The Orange Wanderers will hold a twenty-four hour road race over a ten-mile course, starting at 6 P.M., Monday, November 6, and ending at 6 P.M. on Tuesday, Election Day. The start and finish will be at Brick Church Station, opposite the club house.

Worcester, Mass., October 20, 1888.—Y. M. C. A. games, 1-mile bicycle race; D. W. Rolston, 3m. 18 1-58.; James Wilson, Jr., 3m. 18 3-58.

## THE EVOLUTION IN FEMININE CYCLING.

The past eighteen months have witnessed an entirely new departure in the way of feminine cycling—the introduction and favorable reception of ladies' bicycles.

At first the mere idea of such an innovation was received with considerable suspicion, not to say consternation by the general public; and it was pretty confidently expected that the new style of machine would prove, like so many others, a mere eccentricity of invention, which might excite a certain amount of interest for a time, but would no doubt soon vanish from the market, and leave only its recollection behind.

Women, it was commonly remarked, have no occasion whatever for the use of two wheels when three were quite adequate to their needs; and there was a masculinity about the very name of bicycle which made it an unseemly machine for a lady's use. The lady's safety had been tried and approved in America before it ever came into more than individual use in this country; and it was the Stanley Show of last winter which certainly brought it for the first time prominently before the notice of the British cycling public, and began the popularity which it is undoubtedly achieving with a rapid certainty.

At first, of course, the original objections to feminine tricycling were brought up with renewed energy against so horrible an idea as feminine bicycling. It was dangerous, and it was indecorous! Horrible accidents were sure to happen, which would reduce the cycling sisterhood by dozens of helpless cripples, dragging out a wretched existence upon their sofas; and the mere spectacle of a woman on a machine devised expressly for the use of man would have an unseemly effect.

The first sight, however, of the beautiful little safeties, designed expressly for ladies, their U frames brought down low enough to allow of a perfectly graceful fall of skirt draperies, was sufficient to show that they were thoroughly well adapted for their purpose, and that they might be ridden with complete grace and propriety.

A sudden desire began to awake in the feminine mind to ascertain for itself, by personal experience, what were those joys of the two-wheeler which they had so often heard boastfully vaunted as superior, a thousand times, to the more sober delights of the staid tricycle.

Many women began their experiments in this hitherto unexplored field by means of the tandem safeties, now beginning to be so constructed as to admit of a lady rider on the front seat.

This was a sort of compromise. There seemed a certain sense of security in embarking on so novel and perilous an undertaking if there was a man behind to steady the machine; to hold it up in mounting and dismounting, and to bear the responsibility of any overturnings.

In point of fact, the tandem safety is by no means a bad way of learning to ride on two wheels; and may be highly commended to all women who are not sure enough of their nerve or courage to make the initial ventures upon a single bicycle.

No woman should try safety riding until she has, at least, mastered the rudiments of the art cycular by means of the tricycle.

It is an easy enough affair to learn the safety in a very few lessons if one is already well up in the mechanical arts of steering and pedaling—in fact, the balance is then the only fact that remains to be grasped. But if the novice, who has no idea of the merest alphabet of cycling, lets her vaulting ambition carry her at once into the saddle of the safety, she will find herself, if a wiser, at least a sadder woman in the process of acquiring her new art.

Ladies' bicycling began to be taken up in a somewhat hole-and-corner way. Women showed a certain shrinking from the braving of public opinion, which found its refuge in learning the coveted accomplishment under cover of as much mystery and secrecy as if they were practising the first steps in witchcraft, or planning the commission of murder.

Dark rumors were current in certain localities of ladies who were discovered in country lanes at untimely morning hours; or within high-walled gardens, earnestly lending their minds to achieving that difficult and longed-for "balance," and, by-and-bye, the dwellers in those

favoured neighborhoods began to confide to each other that they had actually met a woman on a bicycle on the public road—"not a tricycle, you know, but, upon my soul, a regular two-wheeled affair, if you'll believe me!"

In America, as has just been said, the safeties became popular with wonderful rapidity. There are said to be 150 lady bicyclists in the city of Washington alone; and ladies' bicycle clubs are being formed in many of the large towns throughout the United States.

Probably an equal future is before the ladies' safety on our own shores. Once the mere shock of novelty is worn out, and people have overcome their first feeling of consternation at what is, after all, only the mere idea of unfemininity, there is no reason why the two-wheeled machines should not become quite as popular for ladies' use as the three-wheeler has been for years past.

The actual risk in riding is extremely small. Of course, feminine costume hampers in this, as in most forms of active exercise; but so it does in tricycling, yet no one considers it a sufficient bar to fright the wearer of gowns from the wheel. Flowing draperies of course necessitate more care and caution in the lady safety rider than in a member of the other sex; but if that care be exercised, especially in mounting and dismounting, there is little fear of accident from that cause alone.

The nearness of the pedals to the ground makes a bad fall, under ordinary circumstances, almost out of the question; and should an accident occur from causes independent of the rider's control, she runs actually less danger from being entangled in her machine than she would do upon a bicycle-steering tricycle.

As for its advantages, the safety bicycle is undoubtedly quicker, easier and more delightful riding than the tricycle, and can be used with comfort upon roads which put the three-wheeled machine almost out of the question. This is probably one secret of its success in the United States, where the roads, except in or about the large towns, are generally extremely bad. Personally, I have not found it prove the claim made for it by its inventors, that it is cleaner and freer from the scattering of dirt in wet weather.

It is, of course, in a certain sense a more fatiguing machine to ride than the tricycle, the mental strain of its management being so much greater; and it has one great drawback in the fact of being unable to pause at will in riding without a descent. For touring, or for the use of women past middle age, the safety will never probably prove a dangerous rival to the tricycle; but for swiftness, ease and mere pleasure riding, it certainly has an enormous future before it in feminine favor.—LILLIAN CAMPBELL DAVIDSON, in *C. T. C. Gazette*.

### A LADY'S OPINION ON THE LADIES' SAFETY.

A valued correspondent writes as follows: "Being a rider on the first ladies' safety ('Premier') in this district, it may no doubt interest your many readers to hear of my experiences in learning to ride. In the first place, I arranged with Mr. G. M. Young, the well-known cycle agent, who makes teaching a specialty, and after having two lessons of half an hour each was able to ride. I found the only thing to contend with was the strain on the wrists, but that gradually wore off. Mounting and dismounting I found the most difficult, but having changed the ordinary saddle supplied with machine for one of Lamplugh & Brown's 'Easy' saddles, I find it now quite easy. I think it is only a matter of time before the ladies' safety will become very popular, as the exertion required to drive it compared to a tricycle is very small indeed. The makers ought to study several small details, such as dress guards, suitable saddles, etc., as I had to have one made to prevent my dress from coming in contact with the wheel. With these exceptions the machine runs splendidly. I shall be pleased to answer any questions that your readers may care to ask." I agree with my correspondent that the driving chain might be more securely closed in than is the case in most ladies' safeties, and should be glad to hear whether her guard achieved this point, as well as that of keeping her gown off the wheel. Also, does she not share my experience that it is more difficult to keep one's skirts free from mud than when on the tricycle? —*Bicycle News*.



## "THE WORLD ON WHEELS."

BY J. R. HOGG, NORTH SHIELDS, ENGLAND.

"The man of the future" will be devoid of legs, so we are informed by a Darwinian disciple. Whether the evolution theory warrants such a prediction we are not concerned to inquire, but certain it is that within the recollection of living men the road of iron and the horse of steam has reduced at a stroke, and to an incalculable degree, the labor of the limbs in question. Our fathers' records of a frequent twenty to thirty miles walk, and perhaps a daily walk to and from Sunderland or Newcastle, sound strangely to a generation which considers a tramcar from street to street an indispensable institution. But a greater revolution in the methods of locomotion, greater in many respects than even "London to Edinbro' in Eight Hours," is to be found in what is included in the term "Cycling." It is very little over ten years since the first india-rubber-tired machines were introduced, and the rapid progress in popular favor which the sport has made may fairly be said to be phenomenal. Almost every other branch of athletics dates back hundreds of years. A few weeks ago there was played a game of bowls on the exact spot where three hundred years before the commanders of the fleet of Queen Bess finished their game with the Great Armada in sight. And yet, where the game of bowls is played by the tens, cycling is practised by the thousands. Cricket, football, tennis, and kindred sports have all had the start of cycling by centuries, and it has not only overtaken and passed them, but has left them altogether out of sight. Not only is this the case in our "Tight Little Island," but wherever cycling has been introduced, there it has immediately taken forcible possession, and has given all other competitors to popular favor—notice to quit. It may not be known to all readers of this paper, that one National Club numbering a few scattered cyclists counts over twenty-one thousand members. Now, what is the secret of this marvelous development? It is, we believe, simply in the two-fold character of cycling; it is excellent as a pastime, and, as a sport, cycle racing is unequalled. Herein lies its great advantage over the games to which we have referred. They are games and sports alone, and must be in conjunction with other players. A man cannot well play at cricket by himself, nor even with the assistance of his better half; a man cannot enjoy himself at football alone, he must have both friends and opponents in the game; but a man may mount his machine after the fatigues of business and enjoy the golden eventide in the green country lanes without any sanction other than that of his own inclination. The denizen of the crowded city may, through its aid, slip away in a few minutes to

"Breathe again the breath  
Of the cowslip and primrose sweet,  
With the sky above his head,  
And the grass beneath his feet."

It must be admitted that if these advantages were secured at the cost of a great amount of labor, the drawback would be considerable, but the very reverse is the case. The art of propelling either a bicycle or a tricycle over a moderately decent road is in itself an enjoyable, easy and exhilarating sensation. We do not, of course, refer to the lunatics who attempt to ruin their health in riding the most outrageous distances in a limited time, and who measure their enjoyment by the fatigue and labor they cause themselves to undergo. There are foolish men in all classes, and the "scorching" mania is the measure of folly in the cyclist. But the men who dash along the roads at a breakneck pace, bathing themselves in perspiration, are fortunately few in comparison to the number who use the wheel in a rational way, and who may be seen by the hundreds, of every size and age, any summer night in our midst. It is interesting to contemplate to what this constant addition to the great army of cyclists will lead. We are inclined to believe that when machines are cheapened, as by the sure and certain efforts of competition they must be, then the young man who does not ride a bicycle will be about as rare as the young man who can neither read nor write.

We have referred as yet only to the recreative aspect of cycling, and for many reasons it is the light in which we prefer to view it, but as one of the proprietors of the cycling grounds we may be permitted to make an observation or two on

cycling as sport. There can be no doubt but that the British are a sport-loving people. From the prince to the peasant the games and sports of the day have in every age excited the liveliest interest and enthusiasm. We doubt not but that a few individuals have always existed who have been deterred by the barriers of bigotry from commingling with their fellows in these games, but fortunately they are few indeed in comparison to the great majority of the public who recognize in the outdoor sports and pastimes of our youth one great cause of the hardihood, stamina and pluck of the British race. Far be it from us to deny that there are drawbacks to it, but in the fact of a number of men competing in an honest and straightforward manner for a certain prize, there can be nothing to censure, but everything to commend. It has been objected that in connection with the sport an element of gambling has been introduced, and we take it to be no answer to that objection that the parties who are loudest in their objections are guilty of gambling to any extent when the money is applied to purposes which they favor. Two blacks can never make a white, and gambling is wrong, whether it takes place at athletic sports or church bazaars. But gambling is not an indispensable adjunct to athletic sports; indeed in many respects it is the worst enemy of honest sport. The most that can be laid to the charge of the particular sport we are considering is this—that it offers a temptation to gamble. But it does not require much discernment to see that the same objection holds good in a greater or less degree to thousands of harmless and indeed most beneficial competitions of every shape and every department of social and commercial life. A man who is so inclined has not far to see his temptation to gamble, and should he find that temptation at an athletic gala, the projectors of the gala are no more responsible for the act of such a man than a jeweler who exhibits his goods in a lawful manner in his own window is responsible for the temptation which overtakes the thief. We admit that in each case precautionary measures must be taken. The jeweler must have his shop secure, and the managers of the gala must do their best to prevent the evils in question, but just as locks and bars are not insurmountable barriers to a thief, so no power in existence can prevent two men making a private bet, whether it be for a penny or a thousand pounds.

—Exchange.

## WHEELING BETTER THAN POLITICS.

[BY KARL KRON.]

Considered as a scheme for getting rid of malaria, and storing up a supply of strength sufficient for the production of this book, my forty days of walking large with the wheel proved eminently successful. It convinced me, too, that the love of touring, like any other genuine and healthy enjoyment, is really insatiable. It grows by what it feeds on. The man who has a hearty liking for it is always bound to want more. He is like the Scotchman's dog that could never get enough of fighting. "I go through the woods and hunting-grounds one day, and I rise up in the morning and go through them the next day—I walk large," said the Indian; and it seems to me that I, in similar spirit, could never really tire of wheeling large.

I care too much for comfort to sacrifice it in traversing deserts and dangerous countries merely for the sake of conquering them, while innumerable pleasanter regions are waiting to be explored; and I am not adventurous enough to risk my life in search of strange sensations and unique experiences, as Thomas Stevens did in Asia; but I sympathize entirely with the spirit of Stevens, which enables him to take pleasure in the process of buckling a bicycle belt round the world; and I have no hope of higher happiness in the future than that which would attach to wheeling large in foreign but friendly lands, should fortune ever thus allow me to push Number 234. Jr., across such "fresh fields and pastures new."

If this ambition seems contemptible to the man whose nature shows no strain of the noble savage, let him modestly remember that the savage, in turn, looks with the sincerest contempt on the ambitions and amusements of the highly civilized. To the men of my own age and generation who have not fairly taken in

hand the political management of this continent (though the superfluously lagging veterans who were *not* "in de wah" have as yet failed to get a grip on that truth), let me say that the exploration of the continent's roads seems exactly as creditable. I wish them great good luck in their little game called "politics;" but it seems to me that most of the players make it a very little game. "I know their tricks and their manners," and I am not impressed at all with the notion that any special dignity or grandeur attaches to their performance. My game called wheeling seems quite as respectable a one for an elderly man to seek his amusement in; and if they laugh at this idea, let them remember that "he laughs best who laughs last."

I do not affect to despise any kind of human activity which is engaged in sincerely; I only insist that the value of each kind, as regards the individual, is purely relative, dependent entirely upon his own special mental centre, or personal point of view. "Of the many precious immunities that belong to humble station, there are none," as Hamerton says, "more valuable than the freedom from false amusements. Any hard work, however uncongenial, has the qualities of a mental tonic, for you see a sort of result; whilst a false pleasure leaves no result but the extreme fatigue that attends it—a kind of fatigue quite exceptional in its nature, and the most disagreeable that is known to man."

And so, when some conventional ambition or ceremonious splendor is pointed out for my approval, I exclaim: "It is very good—it is beautiful; but I—I walk large." Or perhaps I sing, in paraphrase of George Arnold's verses.

"A harmless fellow, wasting useless days.

Am I: I love my comfort and my leisure;

Let those who wish them toil for gold and praise;

To me, this whirling wheel brings more of pleasure.

So, here upon it let me ride at ease,

While solemn voices of the Past are calling,

Mingled with rustling whispers in the trees,

And pleasant sounds of water idly falling.

Praise, if you will, 'the man of higher aims'!

I ask but leave to smell the flowers, and listen

To lisping birds, or watch the sunset's flames

On the broad river's surface glow and glisten.

Yes, let me go: I care no longer now

For fame, for fortune, or for empty praises;

Rather than wear a crown upon my brow

I'd ride forever here among these daisies.

So you who wish for fame, good friend, pass by;

With you I surely cannot think to quarrel;

Give me peace, health, this wheel whereon I fly,

And spare me both the labor and the laurel!

—*Wheelmen's Gazette.*

THE WHEEL of October 19 contained 22,600 words of reading matter, approximately; the *Bicycling World*, 14,500. The *Bicycling World* of October 19 contained an editorial on the great Morgan swindle; notes from Boston, New York, Philadelphia, St. Louis, Chicago, Syracuse; one and three-quarter columns on the professional imbroglio; one-third column on the Baltimore road race; a column of news notes and a description of the Warwick cycles, which, by the way, appeared in THE WHEEL May 29. THE WHEEL of October 19 contained four editorials—on the local road-racing association, on the prospects for the second-hand wheel business next year, and on Mismanager Morgan's misrepresentations in the *Cyclist*. Besides this were letters from Jersey City, Brooklyn, Philadelphia, Chicago and San Francisco; four columns of notes and comments; reports of races at Richmond, Va., Wilmington, Del., New York City, Philadelphia, Rutherford, N. J., and Fairfield, Me.; over two pages on the great Morgan swindle; nearly two columns, illustrated, on the Baltimore road race; official notices of the Cyclists' Union of Long Island; a list of the latest patents; Synner's defeat of Osmond; Morgan's screed on the Buffalo tournament, and a number of other notes too numerous to recapitulate.

Mr. Ducker writes us at length, thanking us for reproducing and denouncing Mismanager Morgan's letters to the *Cyclist*, wherein Ducker was held up for the amusement of the English on the point of Morgan's vituperative pen. Morgan's angry scrawl was not intended for American eyes, and by republishing it we uncloaked this master of blarney.

Two handicap bicycle events will be held at the Brooklyn Athletic Club grounds on November 6. For entry blanks address W. H. Robertson, 296 Broadway, New York City.



## ON THE ROAD.

### A "CENTURY" UNDER DIFFICULTIES.

On last Saturday night, about ten o'clock, four wheelmen, models of cleanliness as to uniforms and machines, might have been seen emerging from the Long Island Wheelmen's club house, on Bedford Avenue, Brooklyn, accompanied by the well wishes of their club mates, to the number of a score, and the "good-bys" of several would-be facetious ones. The four departing cyclists were L. H. Wise, L. F. Ballard, F. M. Tunison and C. C. Alden, and the purpose of their journey was to make a century on the following day. The trials and tribulations of these guileless individuals, as told by them, seem worthy of narration and of subsequent framing.

The four courted sleep at Pettitt's Hotel, at Jamaica, until 5:15 A. M., when a start was made in the romantic but nevertheless deceptive moonlight—particularly deceptive, as our friend Alden can testify after taking an initiative header just outside of Jamaica. Riding by moonlight on the plank road, splashing at intervals through fathoms of mud and water, with hands half frozen in the chilly night air, failed in some degree to conjure to their minds visions quite as delightful as portrayed in the "vision of the wheelman."

Gradually the moonlight waned and the daylight grew stronger, until just before Garden City came in sight the sun became visible. It was here that a fresh breeze began to give them delight by making their work even more light, and as they sailed down the magnificent stretch of road between Garden City and Hempstead they congratulated each other on living; if any thought of the return trip crossed their minds they did not give it vent, but there was no dissension when one deluded follower of Professor Wiggins prophesied that the wind would gradually die away by noon. Although they had intended breakfasting at Amityville, they changed their plans when they arrived there at 7:30, and pushed on to Babylon, reaching there at eight o'clock.

After leaving Hempstead the wind had gradually increased in force, and, though not directly in their favor, helped them on considerably. They had ridden thirty miles in 2½ hours, and looked forward to an easy completion of the one hundred with the greatest of ease. Some eight miles beyond Hempstead a mixture of mud and water obliged them to make a detour through the woods, during the course of which that species of annoyance best known as "pitchforks" became attached to them by thousands. The party drawing up at the Sherman House, at Babylon, were far unlike the four natty individuals of the night before, particularly Tunison, who had left a deep imprint of his mighty foot in a mass of mud and water in consequence of a slide fall.

Just after leaving Babylon, at 8:45, Alden, while trying to locate a friend's house somewhere along the road behind him, tried to uproot a tree many years his senior, with disastrous results to the outfit of the uprooter, as thereafter the small wheel of his machine seemed inclined to run along on the opposite side of the road, to say nothing of various and sundry bruises upon his person. A short stop, however, sufficed to bend the rear fork back into position and render the machine once more rideable. A few miles further Ballard indulged in an unfortunate fall, scraping the skin off his forehead and several pickets off the fence and giving him a very severe shock. Thanks to a friendly pill maker encountered on the way back the cut was bathed in a liniment which turned the adjacent cuticle a dark brown and made his appearance still more delightful.

The sandy hill one mile west of Patchogue was reached at 10:40, and a double trip around a two-mile circuit to make up the requisite number of miles gave them the first taste of what the run back was destined to become. The wind had increased to a gale, and had veered a few points, enough to be dead against them. It would require a volume to fitly describe the forty-four miles gathered in one by one in the teeth of such a wind on the way back to Jamaica. They had ridden from Babylon to Patchogue in one hour and fifty minutes, and the return was made in two hours and a half. About half way back Palmedo, of the L. I. W., was met, and, as was found by the register of the Sherman House,

he too was essaying a century. What the wind did with him is unknown to us at present writing.

At Babylon, the party, though mightily weary, managed to dispose of a hearty dinner, in view of what still lay before them. Ballard, however, was still suffering from the effects of his fall, and much against his will decided to train back from Babylon. There is not much doubt before Brooklyn was reached the other three admitted many times over that Ballard was imbued with the wisdom of Solomon himself in making that decision. They left Babylon at 1:45, in no ways rested, but knowing that Jamaica was still a long ways off, and that it would be dark at six. Across the level country the wind swept with almost resistless force, making level paths ride like steep hills and little inclines like stone walls. It was a veritable tug-of-war, with one's opponent worsted time and again, but ever coming up to the scratch again more and more vigorous. With noses rubbing on their tires, the three pedaled as they never pedaled before or ever want to again, and inch by inch they managed to push ahead. Hempstead was reached at about 3:30, and the boys indulged in pepper-sauce and oysters in a vain search after strength. The road between Garden City and Hempstead lay just as hard and smooth as in the morning, yet against that appalling wind the steepest hill would not have been worse. So great was the force of the wind that the front wheels of the machines would slip and turn rather than make headway against it.

Near Hyde Park it became a physical impossibility to go further, and all three with one accord took the railroad track to the station, and the 5:20 train to Brooklyn, with Wise's cyclometer registering 94 miles as the sum total of the day. At Jamaica Topping and Davies were found on the train, after having wrestled with the wind from Far Rockaway. When the club house was reached a score of club men were found in waiting to receive the century makers and offer them congratulations upon getting through. Alas, wheels and wheelmen were far from returning in their pristine nattiness or spirits, and it was a question which had suffered the more from the experience, their feelings or their clothes. To complete the hundred miles, seven or eight miles were ridden on Bedford Avenue, and the three were only too glad to separate and call the thing done—and well done.

### BLIND MEN ON TOUR.

Last Monday, at eleven o'clock, we found ourselves on Holborn Viaduct at the premises of Messrs. Rudge & Co., forming one of a large crowd that had assembled to see a party of students from the Royal Normal Blind College start upon a cycling tour. The idea may at first seem strange, but such is the perfection of Dr. Campbell's training of those afflicted with loss of sight that they are enabled under his tuition to cycle, skate, run, and in fact partake in moderation of most athletic exercises. With a view to see what could be done in the cycling way Dr. Campbell decided to try a short cycling tour, and wisely placed all the arrangements as to machines in the hands of Messrs. Rudge & Co., who built for the party an eight-in-hand.

This machine consists of four tandems joined together, the second man steering. Of course the steerer was a man in full possession of his sight, but the others were all more or less blind. Soon after eleven the machine was brought round to the door of Rudge's depot, and the seven sturdy, healthy, but blind riders took their seats on it whilst a well-known rider took the steering seat, and the rear was brought up by a four-in-hand, on which were three blind students with a steerer, and then the city police obligingly stopped the traffic whilst Thomas, the cycling photographer, took photos. We were much amused at Thomas' calmness. The whole of the traffic was stopped, but Thomas hurried not, but focussed his camera, posed his subjects and took a couple of negatives with calm deliberation, utterly unmindful of the swear words of the omnibus and cab drivers who were delayed to suit his convenience.

The photographs having been taken the signal was given to go, and Rudge's wonderful machine glided on its snake-like way over the Viaduct to Aldersgate Street, on the first stage of its journey to Derby. Dunstable was to be the first sleeping place, and the trip will take three days, returning in two more.

—*Wheeling.*

### TOO MUCH LUXURY.

The decadence of road riding in St. Louis has called forth from Mr. Page, of the *Spectator*, a dissertation on the effect of luxurious club-houses on cyclists. We reproduce it, believing it may be applied to other cycling communities as well as to the St. Louis wheelmen:

"It is the club houses which have wrought this change in the spirit of our dreams. In the old days when the Ramblers had their headquarters around a lamp-post at Nineteenth and Pine, there was a great deal more hard work done than is now done by both our large clubs. But with handsome houses, fine furniture, billiards, tennis courts and all other accessories of our improved condition, the joys of the road are mostly forgotten in the joys of the luxury which may be had without work. I remember that at the last election of the Missouri Club a band of enthusiastic young men worked with all their energy for a complete change in the officers of the club, urging as a prime reason the great importance of making the Missouri a booming, hustling road club, whose mileage account should make other wheelmen open their eyes. Has this enthusiasm panned out? Not much! Three of the most wordy of that heroic band have been transferred from the active to the associate list, and I fear the mileage account will not awaken much consternation anywhere. The club is a fine club, well housed and in financial clover, but the billiard table has more than its proportion of devotees, while the saddles cool for very long spells between rides. I hear that the Cycle Club is affected in the same way, and, I believe, by the same disease—too much luxury. Do I object to club houses? Not at all. They are good things in their way, but what I object to is the tendency to forget the purpose for which they were built and furnished. If it is simply as a social club that they are sustained, then make them in name what they are in reality. Perhaps another fault—and I advance this with much diffidence—is, that we have all tried too hard to elevate into the dignity of one of the most serious things of life a chance circumstance which is, after all, only a recreation, a sport, an agreeable pastime. Instead of leaving it where it belongs, among the pleasures and recreations of life, we take up every sport and try to make of it hard work. We pile upon it the machinery of clubs, red tape, leagues, by-laws, constitutions, boards of officers, meetings, conventions, hurrah, fuss and feathers. We hedge it about with restrictions, we make of it what it never was intended to be, and we offer as an explanation the necessities of protection. Grown men waste their time and wrangle over tweedle-dum and tweedle-dee and then wonder that the dear public doesn't fall on their knees in admiration at them. And then, we go to work and make a profession of the sport, and further befoul the pure breezy atmosphere with the quips and tricks of the jockey; we sell races, we cheat and lie, or allow it to be done, and so build up and "protect" a sport. How would it do to allow sports to protect themselves a little while, for a change?"

A most phenomenal rider is Herbert Laurie, the young English record breaker. Laurie was seventeen years old in June, stands 5ft. 8½ in., and weighs 142 lbs. in training. Laurie commenced racing in August, 1887, scoring seven firsts, one second, and a third in nine races. In February, 1888, Laurie gave up his tricycle for a safety, on which he has won fourteen firsts, six seconds and three thirds. On August 8 Laurie won the mile safety handicap from scratch, riding in 2m. 44.4-58, record for Aston track. On August 31 he beat all world's safety records from two to twenty-one miles, riding 21 miles 125 yards in the hour. The times from eleven to twenty-one miles beat all amateur records for any style of machine. Laurie tried for the mile safety record on September 5, and succeeded in doing 2m. 30.2-58, a world's amateur record for safeties. Laurie rides a Beeston Humber safety geared to 63 inches, weighing 21 pounds, and a Humber tricycle geared to 63 inches, weighing 30 pounds. Laurie states that he has ridden a mile in 2m. 33s. on his safety, and next spring he expects to lower the safety record to 2m. 30s.

The Columbia College games are being held this afternoon at the Manhattan Athletic Club grounds. Among the events is a 2-mile bicycle race.



## QUADRICYCLE ORDER WAGON.



NEWTON, October 9.—The picture tells the story, a rare romance, a novel with a hero—the provision boy—a quadricycle order wagon, such a happy combination of business and profit with relaxation and pleasure as was never seen before. Bless us, but isn't it jolly, though! Imagine that wagon, loaded with choice cuts of meat, fresh vegetables, eggs youthful and innocent of addle. On jumps the boy, sitting astride the narrow saddle; off goes the team, up hill and down, on level road, bearing to happy Newton homes the wholesome dinner which is the very balm and solace of human nature.

Yes, for four months past, a vehicle of which the cut gives a representation has been in the service of W. H. Brackett, a provision dealer in Newton. Unique, isn't it? Who do you suppose conceived the idea? Well, it was Sterling Elliott, of Newton, who has been an inventor since he left the cradle. In fact, it is not known but what he invented a new cry for keeping the household awake nights. Certainly, he claims to have invented the first bicycle when he was thirteen years old, twenty-four years ago, then a child of Michigan. As he is a little sensitive on the subject, his present age will not be announced. Later, he spent seven of the best years of his life in inventing a machine for bookbinding which would tie a square knot. He succeeded, and has the honor of being the only one to win that success. It is a wonderful machine, used now in America and England. "I would give \$500 if I could discover the bicycle I made when a boy," said Mr. Elliott to a *GLOBE* reporter recently. The reporter was just getting ready to start for Michigan when Mr. Elliott said the bicycle had been destroyed. "What put you in mind of this novel order wagon?"

"I first invented the quadricycle; the wagon attached naturally followed."

The wagon body and four wheels are all of wood, with iron and rubber tires and trimmings. The driving wheels are 34 inches in diameter, geared to 52 inches; steering wheels, 24 inches in diameter; length of machine over all, 5 feet 9 inches; length from centre to centre of axles, 32½ inches; track, 29 inches; extreme width, 34 inches; weight, 73 pounds. The wagon box is 20½ inches wide, 28½ inches long and 8 inches deep, and 100 pounds of goods can easily be carried, besides the weight of the rider.

"Why do you use wooden wheels instead of wire?"

"Because they are lighter and more durable. An ordinary tricycle weighs eighty pounds, while this, with four wheels and the wagon, is several pounds less in weight."

"Are not wire wheels less liable to break?"

"No; people forget that the wire wheel is an experiment, and wooden wheels the standard. The New York Natural History Society have at their museum a wooden wheel which was taken by the late Dr. Abbott from the mummy pits at Dashour, near Thebes, and which, according to his estimate, must have been placed there at least 1,000 years before Christ."

"What wood do you use for spokes?"

"Second growth hickory, from North Carolina."

The writer was asked to break one of these light spokes, one end of which was placed in a vise. He did so, and was surprised to find the small bar to consist of what appeared like a multitude of fine steel needles. It takes four months to get the stock sufficiently dry for use.

A call was made at Mr. Brackett's store. He spoke with great enthusiasm of the new vehicle. It served to carry out light orders and saved the use of two horses, his business having at times required seven horses. For expressmen, grocers and others he thought it would work equally well.

The inventor is confident that it will come into general use. He has orders for a half-dozen, to be delivered in the spring.

Mr. Elliott is a keen, bright man, of medium stature, but compactly arranged. He has lived in this vicinity only eight years, as he came to Boston in 1880, and was in business there on Dover Street. He has for a few years past had charge of a manufactory in Newton, where his patents have been worked out and machines constructed.—*Boston Globe*.



JACK LEE.

We give a portrait this week of one of the best men who ever rode a cycle—Jack Lee, of Clay Cross. He was born in 1863, and is consequently twenty-five years of age, and he commenced to ride a bicycle in 1880. He soon became known as a prominent amateur racing man on all classes of machine, the tricycle and the safety being perhaps his most successful

mounts. He rode very well as an amateur, and won no less than 206 prizes—130 firsts, 50 seconds and 26 thirds. His racing visits extended all over the country, and at the end of 1886 his career as an amateur was checked by the action of the N. C. U. During 1887 Lee did no public racing, and at the beginning of the present season he crossed the Rubicon and joined the ranks of the professors. He achieved great success in his new line, having won in his first season no less than 16 firsts, 8 seconds and 10 thirds, among his wins being two out of three matches with F. W. Allard, and a 10-mile match with H. G. Crocker, of Boston.

Lee was always a favorite, and many were sorry when he disappeared from the amateur path. He is a nice, straightforward fellow, always ready to lend a helping hand to young riders; in fact, we rather fancy that if he did not exactly discover Herbert Synner he encouraged him to race. Lee stands five feet, ten inches in height, weighs twelve stone, seven pounds, and is an extremely powerful rider. Since he has joined the professional ranks he has trained much harder than he did as an amateur, and has won quite a number of tricycle and safety races. Lee has always been identified with the Beeston Company, and trains at Long Eaton track. We hope to see him very successful next season. He scored heavily at the Buffalo tournament.—*Bicycling News*.

## "AROUND THE WORLD ON A BICYCLE."

THE WHEEL is pleased to learn that, with the publication of Mr. Stevens' second volume, "Around the World on a Bicycle," quite a brisk demand for the two volumes has sprung up. Although it has been out but a few weeks, Charles Scribner's Sons, the publishers, report sales far exceeding their expectations.

This gratifying result is, no doubt, partly due to the amount of new matter that was reserved from the *Outing* narrative especially for Vol. II., and partly from the fact that the second volume covers the more interesting parts of the journey. Few books of travel have received more flattering criticisms from the press than Stevens' second volume. It has been warmly endorsed by David Kerr, the famous Eastern traveler and correspondent, who was with McGahan in the Khivan campaign, and other competent authorities, as one of the best books of Asiatic travel ever written. Missionary societies are also recommending it to their people, for its accurate description of peoples and countries in the East, and the valuable geographical and ethnological information it contains.

All this is as it should be, for aside from the fact that the Stanley of cycling has accomplished a remarkable enterprise in the fields of travel and literature, from beginning to end the whole feat has been carried out with a conscientiousness that is as admirable as his courage. No better or more efficient missionary could be imagined for cycling than "Around the World on a Bicycle," and the larger it circulates among the public the better. It will teach them that, if we sometimes have to blush for transactions that happen on our race tracks, as tourists we have, very early in our career, accomplished something that gives every wheelman a thrill of pride.

## SPECIAL NOTICE

OF THE

Virginia Exposition Bicycle Meet  
AT RICHMOND, VA.

Owing to the unsettled condition of the weather, the dates of the Third Annual Meet of the Virginia Division, L. A. W., in connection with the great Virginia Exposition, have been changed to October 29 and 30, when the track will be in as perfect condition as any track in the country.

Two Professional Races, sixteen Amateur Races. Prizes, CASH, MEDALS, WATCHES, RACING WHEELS. One fare from any portion of the country pays for a round trip to Richmond during the Exposition.

There never will be such an opportunity to view the great resources of the South and the historical points in and around Richmond. Entry blanks on application. ALEX. H. MEYER,

601 Broad Street, Richmond, Va.



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

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



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

## HIGH GRADE BICYCLES,

for less money, during the season  
of 1888 than any other dealer  
in America.

Send for the most complete Wheel  
Catalogue ever printed.

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

### OUTING ATHLETIC CLUB.

Their first fall meeting will be held November 6, at 2 P. M., on the grounds of the Brooklyn Athletic Association, De Kalb and Classon Avenues, Brooklyn. The events open to all amateurs are: 120-yard, 350-yard, half-mile and 1-mile handicap runs; 440-yard run, open only to Brooklyn dry goods clerks; 220-yard hurdle handicap; one and two mile bicycle handicap; 1-mile handicap walk; running long jump, handicap; running high jump, handicap; putting the shot, handicap. The prizes will consist of cups, guns, opera glasses and other useful articles. Handicapping by W. G. Hegeman, official handicapper. The rules of the A. A. U. will govern the events. The right to reject any entry is reserved. Entrance fee, fifty cents per man for each event. Entries close October 30, to W. H. Robertson, 296 Broadway, New York City.

The New York correspondent of *The Ironmonger* of September 18, sends to his paper an extended review of the Pope Mfg. Co.'s wheels.

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

## 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 Road-  
sters.

#### 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.
386	42	Victor Junior,	\$55.00	\$55.00	4	3	1
389	42	Am. Pony Star,	85.00	39.00	4	Plain	5
390	—	Beeston Hbr. Tdm.,	260.00	115.00	4	2	4
397	—	Col. 2-track trike,	165.00	85.00	4	1	2
411	56	British Challenge,	147.00	60.00	6	1	2
416	56	American Club,	135.00	52.00	4	2	2
417	52	Columbia Expert,	132.50	65.00	3	2	1
421	52	New Rapid Rdstr.,	132.50	132.50	4	1	1
422	53	Col. Light Rdstr.,	127.50	99.00	4	1	2
425	—	Quadrant No. 8,	185.00	170.00	4	1	1
429	54	Victor Roadster,	130.00	85.00	4	1	2
430	—	New Rapid Safety,	135.00	120.00	4	1	1
431	55	Rudge Light Rdstr.,	141.25	69.00	4	2	4
433	—	Ladies' Quad. No. 14,	175.00	175.00	4	1	1
435	52	Special Club,	160.00	160.00	1	1	1
438	51	Special Star,	160.00	85.00	3	Ball	2
441	54	Columbia Expert,	125.00	65.00	4	2	2
445	48	Rudge Lt. Rdster,	132.50	80.00	4	1	1
446	54	Columbia Expert,	135.00	80.00	1	1	1
447	52	N. Rapid Lt. Rdstr.,	137.50	95.00	4	1	2
450	56	Victor Lt. Roadster,	142.50	120.00	3	1	1
454	—	Victor Safety,	135.00	115.00	4	1	1
455	—	Genuine Hbr. Tdm.,	250.00	150.00	4	2	1
457	52	Volunteer Columbia,	102.50	80.00	4	1	1
460	48	Columbia Semi-Rdstr.,	75.00	50.00	4	3	2
461	56	New Mail,	142.50	110.00	4	1	1
462	51	Semi-Racer Star,	120.00	50.00	4	Ball	4
463	—	Victor Safety,	135.00	115.00	4	1	1
464	54	Am. Rudge,	110.00	60.00	4	1	2
466	55	Col. Lt. Roadster,	140.00	85.00	3	1	2
467	—	Rudge Hbr. Tdm.,	250.00	175.00	4	1	2
469	—	Kan. Safety (36x54)	140.00	75.00	4	1	1
470	40	Otto Special,	35.00	18.00	5	4	2
471	—	Columbia 3 trk. Trike,	105.00	60.00	4	1	4
472	52	N. Rapid Lt. Rdstr.,	132.50	112.00	4	1	1
473	54	Columbia Expert,	135.00	90.00	3	1	1
474	50	Universal Club,	125.00	65.00	1	1	1
475	51	Special Star,	120.00	65.00	4	Ball	2
476	51	Special Star,	135.00	80.00	3	Ball	2
477	52	New Rapid Roadster,	142.50	130.00	3	1	1
479	44	Special Facile,	123.00	55.00	4	1	4
480	45	Pony Special Star,	137.50	70.00	4	Ball	1
481	54	Columbia Expert,	135.00	65.00	3	2	2
482	50	English Tourist,	120.00	50.00	5	2	2
483	—	Springfield Roadster,	75.00	60.00	4	Plain	4
484	54	Royal Mail,	135.00	63.00	4	1	4
485	50	British Challenge,	130.00	45.00	3	4	3
486	48	Columbia Expert,	125.00	84.00	3	1	1
487	54	Special Club,	135.00	78.00	3	1	2
488	50	Harvard,	125.00	60.00	3	1	1
489	—	Springfield Roadster,	100.00	75.00	4	Ball	1

#### All Machines Guaranteed Sound.

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

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#### FULL LINE

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

## DEVLIN & CO.,

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

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Caps, Stockings, Etc.

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

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Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

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Manufacturing and Importing Jewelers,  
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No. 1278.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$15.50

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



No. 1388.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$15.50

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

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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.

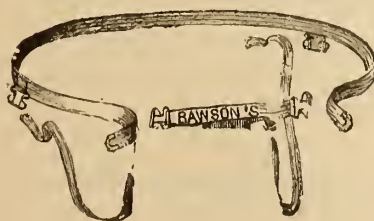
N. B.—"We fill special orders without  
extra charge."

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



A Perfect Fit Guaranteed.  
Displacement Impossible.



## FOR SALE, EXCHANGE, WANTS.

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

WANTED.—A Home Trainer. Address R. W., care THE WHEEL, P. O. Box 441. 11-2

WILL EXCHANGE a 4x5 Camera, with complete outfit (cost \$10) for a lantern to fit on a rear-driving safety. Will sell same for \$6. Address H. D. Leinbach, Denver, Pa. 10-26

WANTED.—A good Boehm Piccolo in exchange for one of several desirable second-hand or new bicycles. Victor R. Pyle, Wilmington, Del. 11-2

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

\$65 buys 50 inch Special Facile; \$54 a 56-inch Ordinary. Good condition. Lamp, bell included. Must sell. Correspondence solicited. Don't wait. F. R. Huntington, Adams, N. Y. 11-2

WANTED.—Second-hand Buffalo home trainer. Address I. J. Young, Bruceville, Ill. 11-29

WANTED.—Star, silent power traps, under 45-inch, enamel. Offer in trade, billiard table (5x8), camera complete, side saddle, breech-loading rifle, breech-loading shotgun. F. M. Carryl, Passaic Bridge, N. J. 11-19

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

FOR SALE.—A No. 1 Safety Bicycle, English make, never used; ball bearings throughout. Price \$100. Address J. L. M., 142 Plane Street, Newark, N. J. 10-19

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

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

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

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

FOR SALE.—54-inch Columbia Expert; very little used; good as new in every way. \$100. N. M., 205 Macon Street, Brooklyn. 11-2

MINER'S PEOPLE'S THEATRE, NEW YORK.

## THEODORA,

THE LION QUEEN.

October 29 to November 3.

## FASHIONABLE CLOTHING.

Reasonable Prices.

ABRAHAM'S & GRUNAUER,  
*Custom Tailors,*

451 SIXTH AVE., NEW YORK.

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

## GYMNASIUM OUTFITS.

My Glove Fitting Gymnasium Shoe. The Finest in the World.

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

W. H. ROBERTSON,  
296 Broadway, New York.



## 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.



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.

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

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

Copyright by SOHMER & CO., 1888.

From "The Midsummer Puck," 1888

## 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.





MANHATTAN WHEEL EXCHANGE,  
49 Cortlandt St.,

N. Y. City, October 23, 1888.

To Our Patrons and the Public:

Having this day sold the business, goodwill and name of the MANHATTAN WHEEL EXCHANGE to the NEW YORK BICYCLE COMPANY, of No. 8 Warren St., N. Y. City, we take great pleasure in urging you to extend to our successors the same patronage and courtesy you have so generously bestowed on us, assuring you that their well-known and earned reputation for fair dealing will guarantee you the same straightforward treatment at their hands which it is our pride to believe you have received at ours. They stand ready to buy outright or sell on commission your old mounts and to exchange them for new wheels on the same liberal terms always offered by us. Wishing our successors the greatest success, and thanking our former customers for the liberality of their patronage, and our friends among the wheelmen for their many generous favors, we remain,

Yours fraternally,

WETMORE & CHESTER.



## THEY COULDN'T HELP IT!

Being mounted on **VICTOR LIGHT ROADSTERS**, Dampman and McDaniel HAD to take first and second in the *Bi. World* 100-mile road race at Buffalo. Five men finished in this great race, and FOUR of these rode **VICTOR LIGHT ROADSTERS**. Why? Because they are the strongest, most reliable and fastest bicycles in the world.

## **OVERMAN WHEEL COMPANY, Makers,**

Catalogue free.

**Boston, Mass.**

## **BICYCLE AND ATHLETIC GOODS.**

**THE KINGSTON KNITTING CO., 27 Kingston St., Boston, Mass.,**

Manufacture for the Trade the most beautiful line of **Bicycle and Athletic Garments** in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high necks and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods and fully trimmed. Knickerbockers in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds **Bicycle Hosiery**, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

CORRESPONDENCE SOLICITED.

**KINGSTON KNITTING CO.**

## Some Letters about "Club" Cycles.

96½ SUMMER STREET, BOSTON, MASS., September 25, 1888.

THE COVENTRY MACHINISTS' CO., LD., Boston, Mass.:

Gents—I think the Marlboro Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new.

Yours,

W. H. RUSSELL.

26 PURCHASE STREET, NEW BEDFORD, MASS.

COVENTRY MACHINISTS' CO., LD.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion. All recognizing its superiority. Its popularity here is an assured fact.

Respectfully yours,

W. J. MILLS.

MECHANICS' AND TRADERS' INSURANCE CO.,

14 CARONDELET STREET, NEW ORLEANS, LA., August 29, 1888.

THE COVENTRY MACHINISTS' CO., LD., Boston, Mass.:

Dear Sirs—Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city. They all had to try it (as a matter of course), and the result is that two of the boys want to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid, the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism.

Yours truly,

W. H. RENAUD, JR.

SEND FOR CATALOGUE TO

## The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON.



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 &amp; PACKING CO.

15 PARK ROW, N. Y.

Branch House, Chicago: W. D. ALLEN &amp; Co., 151 Lake St.

E. &amp; H. T. Anthony &amp; Co.

Manufacturers and Importers of

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INSTRUMENTS,



Apparatus and Supplies,  
591 Broadway, N. Y.

Sole proprietors of the  
Patent Satchel 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 Sprains, Bruises, Backache, Pain in the  
Chest or Sides, Headache, Toothache, or  
any other External Pain, a few applications  
rubbed on by the hand act like magic, causing  
the Pain to instantly stop.

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

50 cents per bottle.

Sold by Druggists.

ASK FOR THE

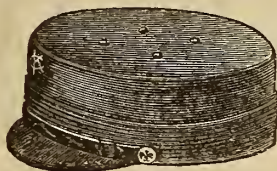
# WENCK

PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



SMITH'S



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 &amp; CO., Providence, R. I.

HARLEM BICYCLE CO.

284 LENOX AVENUE,

(Late Sixth Avenue.)

Between 124th &amp; 125th Streets.

AGENTS FOR

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

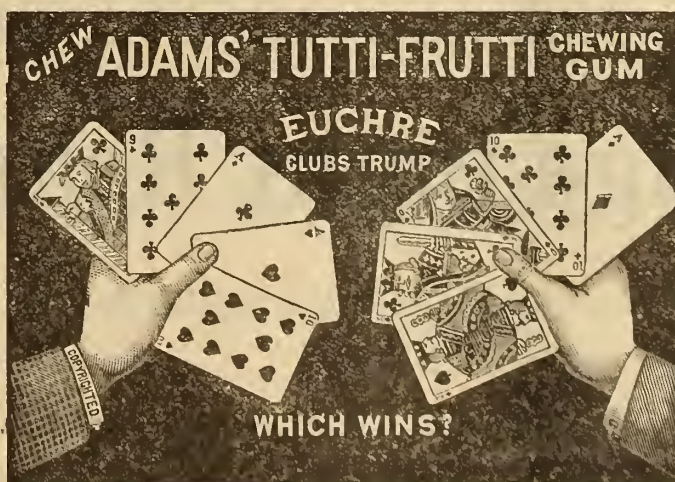
ALSO A FULL LINE OF BOYS' AND GIRLS'  
Bicycles, Tricycles and Velocipedes.

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.

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



VICTOR LIGHT ROADSTER BICYCLE.

VICTOR LIGHT ROADSTER TRICYCLE.

VICTOR SAFETY BICYCLE.

VICTOR JUNIOR BICYCLE.

SPALDING'S YOUTH'S BI-  
CYCLE.

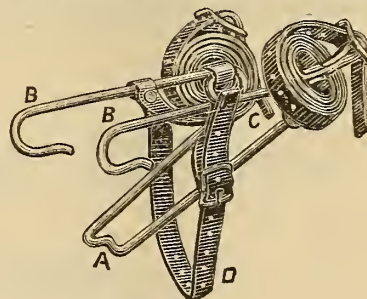
Also a Full Line of  
BICYCLE SUNDRIES

Send for 1888 Catalogue.

FRED'K A. LELAND,

426 Nicollet Ave., Minneapolis.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

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

C. H. SMITH

249 Woodward Avenue, Detroit, Mich.

J. O'CONNOR,

Practical Boot and Shoe Maker,  
845 SIXTH AVENUE,

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

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

LAWN TENNIS SHOES A SPECIALTY.



# New York World.

MONDAY, OCT. 22, 1888.

## Up Eagle Rock Hill on a Bicycle.

One of the most astonishing feats ever yet accomplished on a bicycle was performed by Mr. John Schoefer, of the Brooklyn Bicycle Club. He rode an ordinary crank machine from foot to top of Eagle Rock Hill, near Orange, N. J. The hill is over a mile in length and has a continuous grade of about one foot in ten. Its surface is of macadam. Other bicyclists have succeeded in climbing the hill on "safties," but Mr. Schoefer is the first to succeed in the attempt on an ordinary bicycle. A very strong wind blowing directly down the hill made fast time impossible.

Mr. Schoefer's mount was an ordinary fifty-one inch Columbia Light Roadster, with a racing saddle placed very near the head.

---

## 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.

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

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