

HAGERSTOWN, 1889.



Vol. III.—No. 18.]

NEW YORK, JUNE 28, 1889.

[WHOLE NUMBER, 70.]

There has been a good deal said about

THE IRVINGTON-MILLBURN ROAD RACE.

We haven't said much, didn't know we had a wheel in it, in fact.

We understand there were a good many specially constructed and very light bicycles in the race, but it remained for one of our ordinary

LIGHT CHAMPIONS,

under Bensinger, to win the

TIME CUP.

The only other wheel of our make in the competition finished second.

Funny how things turn out, isn't it?

Decoration Day was certainly our plum. We took first place in the Pullman race, you know, with seventy starters.

Don't you want our catalogue? We like to mail it.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest American Manufacturers.

MERWIN, HULBERT & CO., New York Agents.

Not so Bad for the Star.

Can any Machine beat this Record for 1889?

Three-Mile L. A. W. Championship, May 30th,

J. PHIL. PERCIVAL, Los Angeles, Cal.

One-Mile State Championship, May 30th,

W. S. WING, Los Angeles, Cal.

Five-Mile State Championship, May 30th,

W. S. WING, Los Angeles, Cal.

The Star holds the Records, on the Pacific Coast, from one mile to five miles.

Half-Mile L. A. W. Championship, June 4th,

COLIE BELL, Ottawa, Kan.

Ten-Mile L. A. W. Championship, June 4th,

COLIE BELL, Ottawa, Kan.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.

Easiest Running Wheel

AND

Best Hill Climbing Machine

EVER PRODUCED.

We Challenge Honest Criticism.

In this Machine we have combined ALL the advantages of a low wheel and the speed of the high one.

Send for Catalogue of

Star Bicycles.

H. B. SMITH MACHINE CO., Smithville, N. J.



WARWICK PERFECTION SAFETY.

A large number of cyclists
who have seen it say it is
the finest Rear-Driver
ever shown in New
York City.

WEIGHT, 48 lbs.

PRICE, \$135.

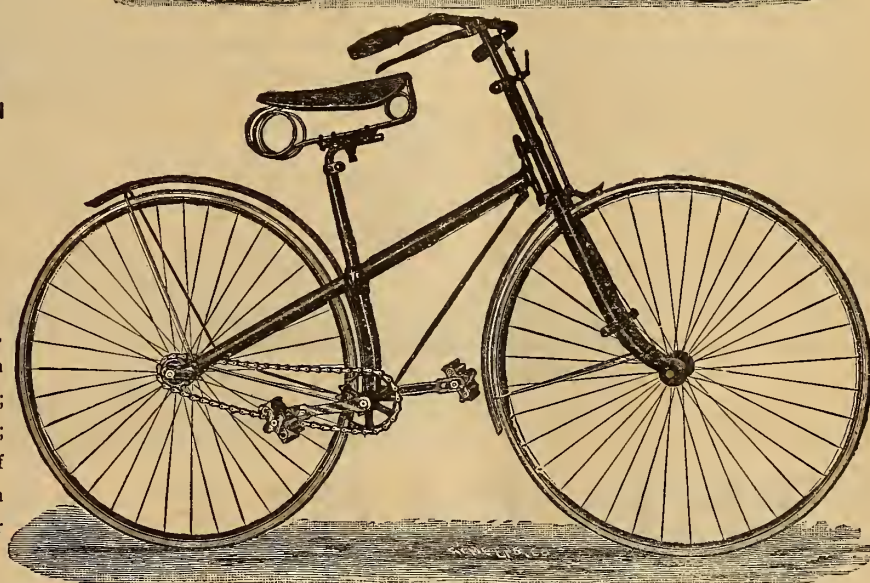
CALL AND SEE IT.

The National Safety.

Price, with Ball Bearings to Wheels, \$75

“ “ “ all round, **90**

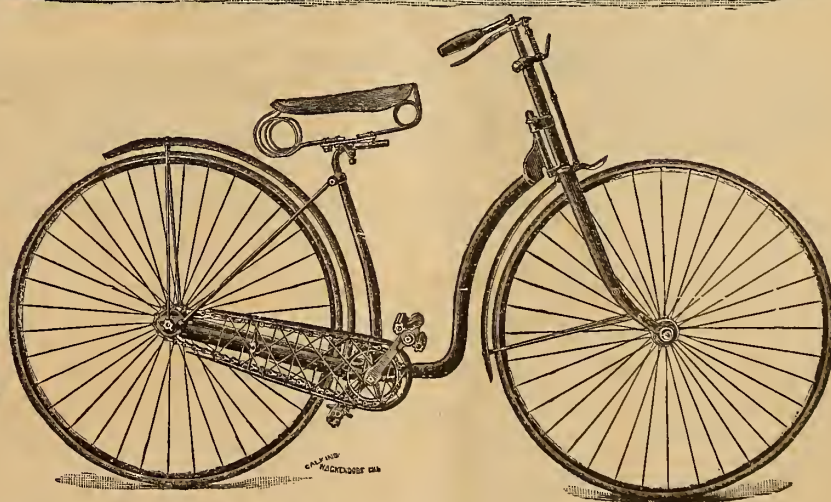
A First-Class Safety at a Reasonable Price. Rear wheel, 30 inches, geared to 54; 30 inch steering wheel; $\frac{7}{8}$ -inch crescent steel rims and $\frac{7}{8}$ inch best quality rubber tires; direct spokes, of special drawn steel wire of best quality; cranks adjustable from $5\frac{1}{2}$ to $6\frac{1}{2}$ inch throw; chains of special patent; vulcanite handle-grips; wheels fitted with ball bearings; adjustable suspension saddle, with coiled rear and front springs. Spade handle if desired.



The National Ladies' Safety.

Price, with Ball Bearings to both Wheels, \$75

“ “ “ all over, **90**



WILLIAM HALPIN & CO.,

No. 13 MURRAY STREET,

P. O. Box 2225.

NEW YORK.

Full Line of "Warwicks." Full Line of "Clubs." Large Stock of "American" Cycles.

Agents wanted in every City and Town in New York State.

SECOND-HAND WHEELS.



THE EAGLE IS SPEEDY.

10 Miles in 38 Minutes.

THE BEST PREVIOUS RECORD BEATEN BY FIVE MINUTES.

The Cabin John Road Record is now held by WM. T. ROBERTSON and the EAGLE BICYCLE.

From the Washington Post, June 24, 1889.

A QUICK RUN TO CABIN JOHN.

Yesterday William T. Robertson on his Eagle bicycle lowered the record of forty-three minutes made on July 4, 1887, by Percy Sevfferbe, starting from Ninth and G Streets and ending at Cabin John, making the distance ten miles. Robertson started at 11:21 A. M., reaching Cabin John thirty-eight minutes after, beating the record by five minutes. Timers, Messrs. Smiley and Sickle. He now holds the record both to and from Cabin John, making the latter trip in forty-two minutes in 1884. He says he intends to lower this record also.

THE EAGLE BICYCLE MFG. CO.,

Stamford, Conn.

CATALOGUE FREE.

APPLY FOR THE AGENCY.

THE WHEEL

— AND —

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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

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Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

The editor desires to say that all historical material, that is, matters of record used in this paper, were compiled so hastily that inaccuracies will probably be noted. The material here published is taken from some notes which the editor is making for the compilation of a handbook of the sport, to be published in the near future.

THE development of the cycle is an interesting study; we say "development," for it was a growth rather than a discovery, though most cyclists invest Lallement with an inventive genius he did not possess. The first form of cycle or aid to locomotion was due to the characteristic indolence of a German, Baron Von Drais landscape gardener to the Duke of Baden. The Baron invented the "Draisine" or "Dandy Horse," in 1816, at Mannheim on-the-Rhine. On this wheel he made his rounds in the discharge of his official duties. It supported the weight of the body, the rider's feet touching the ground. Having been conceived in Germany, it took three other nations to develop the cycle—England, France and America. The Baron showed his "Draisine" at Paris in 1816, but no patents were obtained until 1828. For nearly forty years no advance was made, but important improvements were made in 1865 by Mareschal, Woiron and Leconde, who applied foot-crank to three-wheeled velocipedes. In the same year Lallement, who had seen the crank applied to the three-wheeler, applied it to the two-wheeler, and thus laid the foundation of the modern bicycle. Thus the credit given to Lallement has four other claimants.

Lallement was an employee of Michaux & Co., Parisian manufacturers, and this firm made "bone-shakers" and supplied the French craze, which lasted until 1869, when it died the death.

In England the history of the sport commences with an exhibition of the "Draisine" in 1816, followed by an improvement by Johnson—1818—and another improvement by Gompertz—1821. There the march to perfection rested until Lallement's "bone-shaker" appeared. The English being more mechanical than the French, went to work on Lallement's type and

built up the trade from 1870 to the present day, starting with a "bone-shaker" and ending with the modern bicycle.

In America the sport commences with an exhibition of the "Draisine" in 1819, and a patent for an improvement in the same year by W. K. Clarkson, record of which is lost. The wheel is heard of no more until Lallement arrives at New Haven in 1866, makes a couple of bone-shakers and exhibits them. The "bone-shaker" craze lasted through '68 and '69, being as brief as it was violent. Then for almost a decade the cycle is lost sight of until 1876, when David Stanton, an English racing man, brought over an English bicycle. This bicycle was a growth of Lallement's bone-shaker, which had been vastly improved in '68—a large front wheel and small rear wheel by L. F. A. Riviere, of England; a rubber tire by C. K. Bradford, of America and anti-friction bearings by E. A. Gilman, of England. In 1877, Mr. Alfred D. Chandler, of Boston, imported and rode, and induced Messrs. Weston, Cunningham, Heath, Dalton and others to ride. Then the sport went rapidly ahead. In this one year two firms commenced to import—Cunningham & Co. and the Pope Manufacturing Company. The Cunningham Company were intimates of the first riders and imported to supply their trade. The Pope Company came to import through Mr. John Harrington, who had a wheel made and taught Colonel Pope to ride. In the same year a bicycling paper was established. In the next year clubs were formed and manufacturers turned out American wheels. In 1880 the formation of a League was possible; then the sport advanced in leaps and bounds.

THE *Journal of Commerce* of Monday last devotes a column to street pavements under the title of "More Job Pavements." Mr. Stone is evidently on strange ground. His screed against the introduction of asphalt pavements in New York is churlishness itself; it is merely assertive, and possibly libelous, as may be gleaned from its heading, which is at once a trial and conviction of the Commissioners of Public Works.

Mr. Stone arrays abuse against expert testimony, denouncing as bribe-takers the scientists who have given opinions in favor of asphalt, accuses the New York dailies of wanting to put up jobs, and reflects on the integrity of the city officials. As a species of wind-up, Mr. Stone accuses Professor Newbury, who recently published an opinion on pavements, as being "young," always the cry of the pessimistical fossil.

A NUMBER of wheelmen at Hagerstown will see THE WHEEL for the first time. We only ask them to look carefully over the paper, feeling assured that they can best determine whether it is worth a dollar a year. We want you all to subscribe. We think we are publishing the best wheeling paper in the country, and every time we get a subscription we know that some wheelman or some wheelwoman thinks the same thing. There is matter in its columns for all—the tourist, the racing man and the members of the trade. Agents should keep the paper on file, and know what is going on about them. We cover all fields, from Maine to California; we have space enough to devote a line to Tommy's investment of his surplus in a receptacle for oil, because we know that Dickey and Bobby want to know what Tommy is doing; we have also space enough to devote several pages to this Hagerstown Meet.

PICKINGS FROM THE LEAGUE PROGRAMME.

GOOD THINGS IN STORE.

The tenth annual Meet of the L. A. W., as has repeatedly been stated in THE WHEEL, will be held in Hagerstown, Md., on the 2d, 3d and 4th of July.

The official programme, a very handsomely printed thirty-six page pamphlet, has been issued and distributed among the fifteen thousand or more League members in the U. S. Following are interesting extracts from its contents:

THE CURTAIN RISES.

"Blue mountains east and west enfold
 A vale of waving green and gold,"

and midway between, where the foot of the beautiful Cumberland Valley rests upon the head of the famous Shenandoah, nestling like a gem on the fair bosom of a courtly dame, lies Hagerstown—the queenly mountain city, swaying her sceptre over hundreds of miles of the finest wheeling district the sun ever kissed. Southward a few miles, like a blue ribbon dividing the North and the South, flows the historic Potomac; eastward are the famed South Mountains, and westward the beautiful Blue Ridge. Within easy wheeling distances are the battlefields of Antietam and South Mountain, and Pen-Mar, the picturesque. Six miles north to the Pennsylvania line, and six miles south to the valley of Virginia. With over twenty miles roller-made streets and eight "sand-papered" pikes, this is verily the cyclist's "Land of Promise," and "Canaan's Land" looked no fairer to eager Israelitish hearts than does this to the weary wheelmen. Turn hither, touring ones, and abide with us, if but for a little while, that we may rejoice together and make merry with many wheels. The keys of the city will dangle from your belts and walls await their coloring of crimson. We propose to make this, the Tenth Annual Meet of the L. A. W., "a thing of beauty and a joy—" till the next one. Welcome to the tribes of the wheel—the Safety-ite, the Crank-ite, the Lever-ite. Come hither and we will "take you in."

RECEPTION.

Visitors coming by rail or road will be met at the various depots and at designated points and escorted to headquarters.

Wheels will be received and stored by the Committee. The Hotel Hamilton will be the headquarters, where guests should report immediately upon arrival, register and receive badge admitting them to entertainments and general fellowship.

Hagerstown may be justly termed the "City of Hotels." The Hamilton, Baldwin City and Franklin are hostleries that would honor and ornament any city. In addition, the Hagerstown Female Seminary will be open as a Summer Hotel, and will offer elegant accommodations.

ENTERTAINMENT.

Tuesday, July 2.—The forenoon will be devoted to receiving guests, business meeting, and "go-as-you-please" riding. In the evening a run will be made to Williamsport, where the time will be spent in sight-seeing, on the Potomac, etc. Huge bonfires on the banks of the river will add to a unique scene. Distance, six miles.

Wednesday, July 3.—Runs to Pen-Mar, Antietam, National Cemetery, South Mountain, etc. An excursion train will leave Hagerstown in the afternoon for Pen-Mar and Blue Mountain House, returning at night with those who went by wheel. This magnificent summer resort, on the topmost peak of the picturesque "Blue Ridge," is too widely celebrated to require a description here. Elegant orchestra and dancing.

Thursday July 4.—Formal reception and address of welcome at 9:30 A. M. Parade at 10 A. M. Immediately after the parade refreshments will be served and the usual photograph taken. Races at 2:30 P. M. In the evening a grand pyrotechnic display, national open-air smoker and military band concert will be given in a beautiful suburban grove.

Further entertainment will be bulletined at League headquarters, Hotel Hamilton, other hotels and club-house.

PARADE.

Parade will form at South Potomac Street and start from the club-house at 10 o'clock

A. M., Thursday, July 4. Captains of clubs and unattached wheelmen will report to headquarters at 8.30 and be assigned position in line.

RACES.

With a fine half-mile track, especially prepared for fast time, together with a most attractive list of events, an occasion not to be surpassed this season will be presented to the racing fraternity. The following L. A. W. National Championships have been located here, *i. e.*, one-mile ordinary, one-mile safety, one-mile tricycle. These will be run off in connection with a number of interesting events, all amateur. Entries closed June 25.

BAY RIDGE.

AT HAGERSTOWN.

HOTELS.—Hamilton (Headquarters), \$2; Baldwin, \$2; City, \$1.50; Franklin, \$1.25 per day.

Report at Hamilton at committee headquarters, register and receive badges, etc.

PROGRAMME, JULY 2.

3 P. M. Run to Williamsport, 6 miles; bath in Potomac.

JULY 3.

9 A. M. Run to Antietam, National Cemetery. 3 P. M. Excursion train to Pen-Mar.

3 P. M. Run to Waynesboro, to Pen-Mar, and return by excursion train.

JULY 4.

10 A. M. Parade.
2:30 P. M. Races.

TABLE OF DISTANCES.

	Miles.
Hagerstown to Sharpsburg.....	14
Sharpsburg to Boonsboro.....	6
Boonsboro to Hagerstown.....	11
Hagerstown to Williamsport.....	6
Williamsport to Cearfoss.....	7
Hagerstown to Cearfoss.....	4½
Cearfoss to Greencastle.....	6½
Greencastle to Waynesboro.....	9
Waynesboro to Hagerstown.....	13¾
Waynesboro to Pen-Mar.....	4
Hagerstown to Smithsburg.....	8
Hagerstown to Leitersburg.....	6
Hagerstown to Waynesboro.....	5¾
Hagerstown to Clearspring.....	11
Hagerstown to Smoketown.....	6
Hagerstown to Middletown.....	5

A FEW DONT'S.

Don't stay up all night.
Don't try to be in several places at once.
Don't fail to be "chummy" with every one after introduction.
Don't fail to make yourself known to every good fellow you meet.
Don't fail to look your best on parade.

We are all here; the same old people—that is, almost the same. We all fought at the battle of Bay Ridge—the assault on the grubbery—last June, and we were in line at the attack on that St. Louis brewery.

In the evening, after supper, you will find the crowd in the vestibule of the League Hotel. They have ridden all day, washed up, eaten heartily and feel chatty. There is the "League" gang, the "trade" gang, the "press" gang, the Washington "crowd," the Baltimore "crowd," the Philadelphia "crowd" and the Boston "crowd."

YOU WILL KNOW THEM WHEN YOU SEE THEM.

Luscomb: Sharp-featured, swarthy, medium-sized, deep-voiced, full of the dignity of office. He will tell you a story.

Mott: Nice little man, hair slightly grayish, kindly-natured, bright, brainy and busy; is a grand-pa.

Brewster: Neat, sharp-faced, gold-spectacled, cynical, witty, adept at repartee; no flims on Brewster. He looks toward you and he likewise bows.

Bidwell: Medium-sized, light-haired, freshly-complexioned, humorous, quiet, smokes much, thinks more, talks little. Has been dodging "Doc" Emery.

Emery: Well-knit in figure, earnest-faced, eloquent, silver-toned, emphatic and dogmatic. Has been chasing Bidwell with an axe and Priol with a club. First question he asked was, "Have you seen 'Mike' Atwater?" Look out for his speech on League uniforms.

Bassett: Massive-featured, beetle-browed, self-contained, not to be hurried, full of statistics; takes pepper and salt in his coffee—sometimes.

Clark: "Sam" Clark—little, but oh, my!—long head, sees much; Lord High Jinks of the P. W. and B.

Le Cato: "Ned"—right near Clark—quiet, brainy, pillar in Maryland Club; to know him is to love him; thoughtful, never makes positive assertions—simply talks, and you always agree with him; chief usher in P. W. and B.

Atwater: Solidly built, fresh-faced, clear-headed; old townsman of "Jim" Dunn, of Massillon.

Oliver: Tall, well proportioned, talks better than well, sings well, bugles well, High Muck-a-Muck-a-Muck in P. W. and B.

Howard: Belongs to the Boston "gang," represents Boston *Globe*, writes much, small, pale, nervous, moustache twister, always going somewhere to regain his health.

Brown: "Doc" Brown, small, gray uniform, quiet, effective, great roads improvement fiend and one of New Jersey's favorite wheelmen.

Butler: "Doc," of Buffalo, professional looking, Sunday school superintendent, though you wouldn't guess it, may have a very fine and large beard and may not, as he is a lightning-change torsorial artist, pulls with the "gang" is up in codes and laws and talks to the point in executive session. Ask him if he knows a man named Bull.

De Graaf: One of the best fellows in town; he is liable to appear clean-shaven as a clergyman, though he sometimes disguises himself in a flowing, auburn beard; hard-

headed, large-hearted, live-and-let-live sort of man, business man, likes a good time and had it at Baltimore. That young lady he had on the tandem bike is Miss De Graaf; sister, oh, no, daughter.

Kirkpatrick: "Kirk," smiling, shelved but still in the swim, quiet, like a man who has held high office should be, big business man, one of the brightest men in the League.

Dunn: "Jim" Dunn, big man in Massillon in business and politics, tall, blonde moustached, serious faced, reserved, remarkable judgment; is one of the statesmen of the League, a wise counsellor, above slates and jobs; should be next President L. A. W.

Van Nort: Of Pennsylvania, sharp, auburn-haired, chipper, eye-glassed; the kind of man one doesn't want to jump on.

Gormully: Strong-featured, furtive-eyed; drops leading questions, listens much, thinks more; rich, enterprising, public-spirited; up in music and art; odd in some things; generous, if you know the combination. Mr Gormully will smoke good cigars, talk to all the agents, listen to all the inventors and retire bored at the funny things he hears and sees. Near him may be Mr. Jeffery, inventor, soberly clad and not so well known to wheelmen as his partner.

Overman: "C. R.," always on the road; small, but far bigger than his size; neat, the pink of courtesy; talks wheel in the finest language one ever heard. His parlor will be decorated with flowers, and you will find it the prettiest place in Hagerstown.

Purvis-Bruce: Small, curly-haired; Scotch-English accent; full of White Flyer, Ripley Road, Scotch Highlands; clever with the tongue, more clever with the pen.

No dirty linen to wash, no slate to make, no midnight sessions.

Don't try to own the town; if you must raise Cain, don't publish it from the house-tops.

HAGERSTOWN NOTES.

A few more days and the Meet of '89 will be in full blast with a gathering of cyclists larger than ever before known in the history of the League, and as the intervening time grows short, the prospects of a thorough success become more and more assured.

Chief Consul Mott has designated Messrs. C. E. and F. S. Heard and John Bauer, of the Hagerstown Club, as the official buglers.

Entries continue to come at a lively rate, there being ten received in one mail on Saturday.

The track has been put in first-class condition, under the efficient superintendency of Vice-Consul Updegraff.

The club championship has been declared off and a tandem safety race substituted, to meet the demand for a race of that class. The entries number over sixty, including all the crack flyers of the country. Gormully & Jeffery have engaged rooms at the Hamilton.

Eisenbrandt Bros. will be quartered in a large room on Potomac Street, with a full line of Columbias, and also sundries of all kinds.

Billy West, of the Clark Cycle Co., is here arranging a very attractive display for his house.

Among the latest to secure quarters are thirty of the Century Wheelmen of Philadelphia.

Pennsylvania will send her "clans" to the number of 700, with the prospect of more.

The Germantown, Pa., Wheel Club will tour the entire distance, arriving here Monday, July 1.

Come one, come all, and Maryland shall once more take pleasure in extending the right hand of fellowship to her guests, The League of American Wheelmen.

HAGERSTOWN.

SPECIAL TRAIN SERVICE TO THE L. A. W. MEET AT HAGERSTOWN, MD., VIA B. & O. R. R.

The Baltimore & Ohio Railroad will provide special cars, which leave New York at 11 A. M. Monday, July 1, arriving at Hagerstown, Md., 8:30 P. M. same day. This train will pass through the cities of Philadelphia, Baltimore and Washington to Hagerstown without change. The fare going will be \$7.75, and, to those who provide themselves with a certificate, the return fare will be \$2 59, or \$10.34 for the round trip. When purchasing your ticket at the depot foot of Liberty Street, New York, or at the company's office, 415 Broadway, New York, request the ticket agent to give you a properly filled up certificate; this certificate and \$2 59 presented to the ticket agent at Hagerstown will entitle you to return ticket.

If you intend to go to the tenth annual meet of the L. A. W. make your arrangements at once with Charles Newbourg, 415 Broadway, New York, who has tickets, certificates and all information relative to the trip; he will also arrange for any parties who would like to see the cities of Washington, Baltimore or Philadelphia, returning. If it is not convenient to go on the special train, take the 12 o'clock midnight train Monday, arriving at Hagerstown next day noon.

The Century Wheelmen, of Philadelphia, are experiencing a lot of trouble from the actions of a maliciously inclined person, who makes a practice of borrowing the property of members without permission, and sometimes returning it in a damaged condition, at other times not returning it at all. The latest to suffer at this vandal's hands is Philip Roseraw, who has had a new and valuable machine badly injured. It is rumored that extraordinary means are to be taken to find out who did the injury, and if he be a member of the club his resignation will be requested.

WHEEL GOSSIP.

"You publish the best paper I know of." L. D. Aylett, Birmingham, Ala.

Mr. Chas. F. Stevens, cycle agent, of Elmira, N. Y., was in town on Monday.

Willie Walcott, of the Orange Wanderers, climbed Corry Hill on a Star, last Sunday.

A new Victor Safety has just been delivered to Mr. J. W. Spalding, who is about to take up wheeling.

The Kings County Wheelmen are running their race meet to-day and to-morrow at Washington Park. Be sure you attend.

Mr. Lynch, representing the Lynch Mfg. Co., of Madison, Wisconsin, was in town last Tuesday. This company manufactures a bicycle lock.

New men should not fail to examine the New Mail Safeties and Ordinaries before making a selection. The New Mails are of the highest grade.

The present six-days' race in England between cyclists and Wallace Ross and George Buear, on road-sculling machines, was easily won by the oarsmen.

We see by a recent issue of the *Coventry Journal* that the Psycho Safety captured all first prizes, and two second prizes, at the meet during which the West of France Championship race was run.

Don't humiliate me by printing my batch in that darn pee-wee type, that reminds one of the Lord's Prayer on a three-cent piece. Give us the old original pica, as most of our boys use glasses. COASTER.

A party will leave the Century Wheelmen's house at Philadelphia, June 30, with the intention of riding to Hagerstown via Gettysburg. The distance is 155 miles, and roads are said to be very good.

D. H. Lewis, one of the pluckiest riders in Buffalo, and one who wheeled from Erie to Buffalo on Decoration Day, took a bad fall on the Utica Street Hill last Sunday. His face was badly cut up and wrists sprained, and for ten minutes he was senseless.

The Bishop of Chester, England, is as ardent a cyclist as a theologian, and while presiding at a meeting of English wheelmen recently, declared that nothing in the shape of exercise had ever been introduced that approached wheeling in its benefits to the masses.

A slight fire Thursday evening in the show-window of Chas. Schwalbach's store in Brooklyn scorched a few goods, and the remainder were well wet down by the contents of an ice-water tank. A Babcock Extinguisher was sent around, but its services were not needed.

W. G. Schack, W. G. Brogan and C. W. Holland, of Buffalo, accomplished a difficult feat last week. They climbed Lewiston Hill from the hotel to the Rome, Watertown and Ogdensburg road. This is the first time on record that this hill has been climbed, it is said.

Mr. F. R. Birdsall, of the Nashville (Tenn.) *American*, is doing all in his power to advance the interests of cycling in that State, and his efforts should meet with appreciation by the wheelmen there. The recent Tennessee L. A. W. meet and tour so successfully carried out is earnest of the work done by the promoters. Tennessee is not blessed with the most smooth or level of roads, and touring a wheel in that State means plenty of muscular exertion.

A MARVEL OF BEAUTY AND SWIFT AS A BIRD.

The Warwick Perfection Safety Bicycle has arrived, and is now on exhibition in the window of Humphrey's dry goods store, Wall Street, Kingston. Mr. Louis Hoysradt, one of the best bicycle riders in this city, having given the wheel a thorough trial, has this to say of it: "It is the best and handsomest machine I have ever ridden." All who who have seen it pronounce it the handsomest wheel in the market. It can be ridden by either lady or gentleman—Kingston *Daily Freeman*.

Several members of the Lynn Cycle Club made a run to Concord, June 23, and partook of a "biled dinner" in that historic old town. J. Harry Shuman ate so heartily of the famous New England dish that his machine broke down. The boys were disappointed at not meeting the Portland Wheelmen, whom they rode out there to see. A number of the members of the Portland Bicycle Club were the guests of the Massachusetts and Somerville Clubs, and a run to Concord was arranged. Through some misunderstanding the Massachusetts Wheelmen took the visitors to Natick and dined at Bailey's Hotel. The Somerville Club went to Concord, and thus the two clubs failed to connect. A dinner had been ordered for the party at a restaurant, and when the hungry wheelmen sat down to the table the menu spread before them contained but one course—a fragrant boiled dinner, with heaps of cabbage.

TENNESSEE'S "TOUR."

The "four-days' tour" was completed in twelve hours. But of an entry of nearly a dozen, only seven faced the starter Wednesday morning. These moved off from the club-rooms, however, hopeful that Jupiter Pluvius had about exhausted his water supply, and that the wet spell of a week or more had been finally broken. Their hopes, however (and their clothes as well) were greatly dampened when they reached Nolansville, where they had to seek shelter from a heavy rain-storm. After the rain subsided they resumed their journey to Eagleville, but the road was so muddy and some portions of it so bad on account of having been recently laid with rock, that a council of war was held, and it was decided to abandon the idea of attempting to continue the journey. After dinner all of the party except J. C. Combs, Norman Smith and Frank Newson returned by the same route, while the gentlemen named wheeled from there to Murfreesboro, where they arrived just in time to catch the train for home, arriving here about 6 P. M., an hour after the others. They made the eighteen miles, from Eagleville to Murfreesboro, in an hour and three-quarters, all mounted on safeties. Jesse Sparks, Jr., of Murfreesboro, wheeled to Shelbyville to join the party there, but on account of the unavoidable change in the programme he missed them, and had the pleasure of his own company there and back.—Nashville *American*.



THE OVERMAN WHEEL CO.

OF

BOSTON AND CHICOPEE FALLS, MASS.

HAVE BEEN MAKING

VICTOR BICYCLES

for a number of years, and have been paying attention to it. It would be deplorable indeed if years of experience and endeavor were spent in this or any other line without the achievement of distinct success. The question of the success of the Victors is best answered by their riders. At the places where wheelmen "most do congregate," ask the men who know things about wheels how *Victor Bicycles* run, climb, coast.

Then go and order a *Victor* and ride the *Best Wheel on Earth!*

A. G. SPALDING & BROS.,

Special Agents,

NEW YORK AND CHICAGO.



OVERMAN WHEEL CO.,

BOSTON, MASS.

NOTICE.

To Manufacturers and Agents.

LOUIS GLASEL & CO.,

COVENTRY, ENGLAND.

The Continental Cycles.

CHEAPEST AND BEST IN THE MARKET.

Safety No. 1, £9 - \$45.

BALLS THROUGHOUT, BEST MATERIAL.

WORKMANSHIP GUARANTEED.

L. GLASEL & CO.

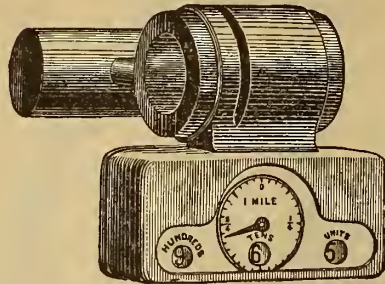
All rough and finished parts also supplied at Rock-Bottom Prices.

Chains, Hubs, Pedals, Tires, Stampings, Lamps, Cement, Forks, Tubes, Rims, etc., all cheap for cash.

List free to Manufacturers' Agents. Prompt and best attention guaranteed.

All the Accepted Road Records

PATENTED FEB. 15, 1887.



Ordinary Bicycle, - \$10.00
 Safety Bicycle, - - 11.00

were
 measured
 with,
 and
 thousands
 of
 the best
 wheelmen
 use
 only, the

THE

Butcher Spoke Cyclometer

FOR

ORDINARY BICYCLES.*Not suitable for Safeties.*

Sent free by mail on receipt of

PRICE, - - - - \$5.00

Butcher Cyclometer.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,338 Washington Street,
BOSTON, MASS.

Mention this paper.

HOLMES & CO.,

No. 109 KINGSTON STREET, BOSTON.

—Manufacturers.—

We Call Special Attention to a New Feature in JERSEY SHIRTS for Gymnasts and Athletes.

No. 887.

\$5.00.

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\$4.50.

No. 887—We have sold the New York and Chicago Base Ball Clubs, Detroit, Washington, Indianapolis, Pittsburg, Cincinnati, All-America, Des Moines, besides several Amateur clubs.

No. 884.

\$4.00.

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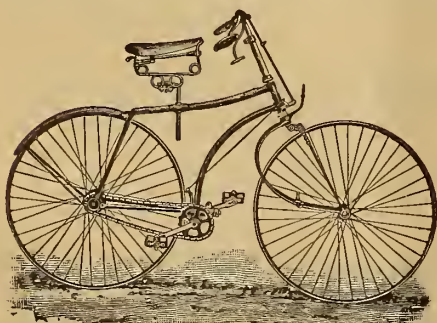
\$3.50.



No. 868—Not only keeps the shirt down in place, but acts as a supporter. BICYCLE RIDERS, TRY THEM.

No. 884—Bathers and Gymnasts wear these shirts either over or under tights. TRY THEM.

No. 859—These Garments are patented, and all imitators will please let them alone. BATHERS, BASE BALL CLUBS, GYMNASTS, TRY THEM. Send Stamp for Catalogue.

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KING OF THE SAFETIES.

A. G. Spalding & Bros.,

SPECIAL AGENTS,

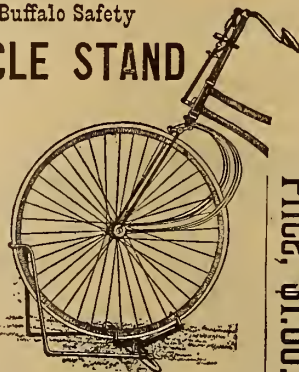
NEW YORK AND CHICAGO.

FOR YOUR SAFETY.

The Buffalo Safety

BICYCLE STAND

Firm, Strong, Portable.



Price, \$1.00.

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The Trade Supplied.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps.	League Regulation.....	\$1.25
	League Regulation.....	2.00
Shirts.	No. XX Fine Cheviot for hot-weather wear.....	1.00
Stockings.	Our celebrated Linen Sole Stocking, League color.....	1.00
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Shoes.	Our new L. A. W. Kangaroo Shoe, hand-made, light, strong, elastic.....	5.00
	No. 1, Canvas, leather trimmings.....	3.50

Sent post-paid on receipt of price.

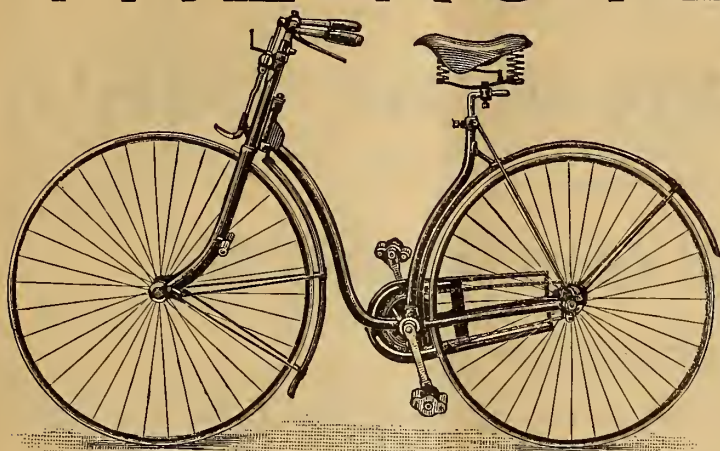
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A. G. Spalding & Bros.,

241 Broadway, New York;

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THE ROVER SAFETY



World's Record, half mile---1 min.
9 2-5 sec.,

On the Road, beating all track records.

The first Safety to accomplish
over 21 miles in the hour.

Both of these records were accomplished by
S. G. Whittaker, of Chicago.

For price list containing particulars of Rational Rover, Ladies' Rover, New Light Rover, Popular and Universal Rovers, and including press notices and testimonials for 1889, apply to

J. K. STARLEY & CO. (late Starley & Sutton), Meteor Works,
West Orchard, Coventry, England, or

The John Wilkinson Co., - - Chicago.

NEW MAIL

From F. D. ELWELL,
Champion of Pacific Coast.

SAN FRANCISCO, CAL.,
February 19, 1889.

DEAR SIR:

I desire to express my appreciation of the 56-inch New Mail bicycle purchased four months ago.

The great rigidity and easy steering of the Trigwell Ball Head is a pleasant relief after years of experience with the ordinary cone.

Since receiving the New Mail I have won from scratch all races in which I have competed, and am more than pleased with its easy running qualities. I truly believe it is the best all-round bicycle manufactured.

F. D. ELWELL,
Champion Cal. Div. L. A. W., 1888.



SPECIALTIES.

WITH TRIGWELL BALL HEAD.

The advantages of Trigwell's Ball Head to the Ordinary is even surpassed in its application to a Safety (in fact it seems Specially Designed for a Safety), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady, and obviates sensitive steering, which fault all Safeties have had.

SPRING FRONT FORK,

preventing vibration—very easy and out of sight.

REAR AXLEBAND BRAKE

the place for a brake—not fouled with mud as when near the tire.

Has PERFECTLY STRAIGHT FRONT FORK, giving steadiness of running to front wheel.

Has TANGENT SPOKES, half-nicketed to intersections, giving a very handsome appearance.

Has STRENGTHENED BASE HOLLOW RIM.

Has KEYSTONE SADDLE, very easy, and specially fitted for a Safety, as it has no side or rocking motion, which is fatal to steadiness on a Safety.

Approved by R. H. Davis, the Champion Safety rider, and others, as the Best.

STEEL FORGINGS throughout.
DON'T buy a Safety or Ordinary until sending for our Catalogue.

SEND FOR CATALOGUE.

SEE THESE WHEELS.

SEND FOR CATALOGUE.

MANUFACTURERS,

WILLIAM READ & SONS,

107 Washington St., Boston.

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ART CALENDAR FOR 1889.

Beautifully illustrated from original designs by François Noije.

Twelve Illustrations appropriate to the Seasons, on separate bristol boards, handsomely bound with ribbon.

A REAL, USEFUL WORK OF ART SUITABLE FOR PARLOR, LIBRARY OR OFFICE,

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CAPITAL CYCLE CO., Washington, D. C.

SCHOVERLING, DALY & GALES,
302 Broadway, New York,

AGENTS FOR THE

NEW MAIL CYCLES.

THE NEW MAIL SAFETY A GREAT SUCCESS.

BEST HILL CLIMBER AND BEST COASTER.

DON'T BUY A SAFETY OR ORDINARY BEFORE SENDING FOR OUR CATALOGUE. FREE.

New Wheels of All Makes!

A CHOICE ASSORTMENT OF SECOND-HAND MACHINES.

Be Sure to Send for Bargain List. Sent Free!



CYCLING ACCESSORIES!

N. Y. B. CO'S OILS AND ENAMELS!!

RENTING! REPAIRING!! NICKELING!!!

Agents Victors, Stars, New Rapids, Quadrants, Swifts, Eagles, etc., etc.

Old Mounts Taken in Part Payment for New!

NEW YORK BICYCLE COMPANY,

4 & 6 East 60th Street, N. Y. C., Fifth Avenue entrance to Central Park.

Bicycle Enamel

We manufacture the
BEST JET BLACK ENAMEL

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SAMPLE CAN BY MAIL, - 65c.

The trade should write for prices.
It is a good seller and gives perfect satisfaction.

Send for our large catalogue of Bi
cycles, Lawn Tennis, Base Balls,
Fishing Tackle, Nets,
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THE JOHN WILKINSON CO.

HOME SCHOOL FOR GIRLS

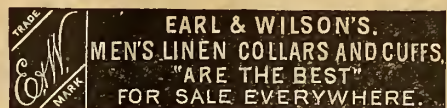
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142 Grove St., Plainfield, N. J.

Fall term opens September 19th. Pupils fitted for any
college. For particulars address

MISS A. E. POMEROY.

Summer pupils taken ten weeks from July 1st.

**LONG ISLAND CYCLE CO.,**

1150 Fulton Street,

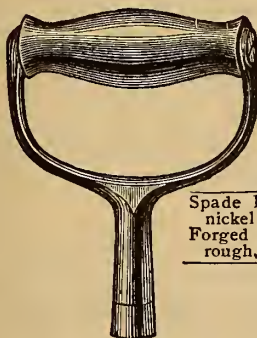
BROOKLYN, N. Y.

JOHN BERRY, - - Manager.

Cycles and Accessories.

Best makes of Wheels to Rent.

HIGH GRADE REPAIRING A SPECIALTY.



ELASTIC TIP CO., MANUFACTURERS
OF

Bicycle Handles of Every Description.

BICYCLE TIRES, PEDAL RUBBERS, Etc.

Spade Handles complete, full nickel.....	\$2.50 per pair.	Spade Grips, Vulcanite, any style \$.50 per pair.
Forged Steel Spades in the rough, with bolts and grips..	2.00 " "	Soft Rubber Handles, Pear shape	1.50 " "
		Tire Cement.....	.25 " box.
		Electric Tape.....	.25 " roll.

Mould Work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,

Send for wholesale price-list of Bicycle Tires, Etc.

Cor. Cornhill & Washington Sts., BOSTON, MASS.

Weldless Steel Tubes,

COLD DRAWN,
SMOOTH INSIDE AND OUTSIDE,

FOR CYCLES.

Imported and kept in stock by

JOHN S. LENG'S SON & CO.,

4 Fletcher Street, NEW YORK.

ENAMEL

Specially Constructed Oven on Premises.

EXPERIENCED WORKMEN.

NO DELAYS.

CYCLES RE-NICKELED

AND RE-ENAMELED.

FINISH EQUALS THE BEST.

ESTIMATES FURNISHED.

GEO. R. BIDWELL,

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Near 8th Avenue,

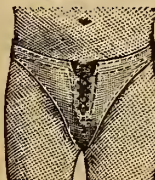
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IMPORTANT!

Instruction in BICYCLE RIDING, SAFETY
and ORDINARY. Lessons Private. Special
Hours by Appointment. Send to above for
circular.

EVERY WHEELMAN AND ATHLETE SHOULD WEAR ONE.

Call's No. 5 Supporters (jock straps) with elastic back, lace front and adjustable back straps. A sure fit. Bicyclists who know the value of a light, easy and durable supporter, which opens back and front, will see the great advantage of this supporter. There is nothing in the back to interfere with the saddle, and no chance of chafing the wearer. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, \$1.00. No. 7, with hose supporter attached to sides (no pocket), \$1.00. No. 8, with pockets and hose supporter, \$1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.



FRONT VIEW

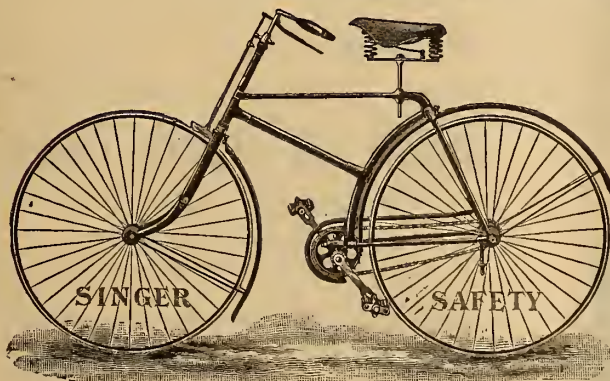


BACK VIEW

S. B. CALL, 358 Main St., Springfield, Mass.

SINGER CYCLES.

Over 60,000 in Use.



Specification.—30 inch wheels speeded to 57 in. (or 54 in.), patent spring wired tires ($\frac{7}{8}$ in. to back wheel, $\frac{3}{4}$ in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, etc. Enameled, and with parts plated.

Price, \$135.00.

W. S. Doane climbed Corey Hill, the 19th inst., three times in succession without a dismount, on a "Singer" Safety, geared to 57 inches, regular stock machine, $6\frac{1}{2}$ inch cranks, thus beating his own performance of last week. W. W. Stall, G. M. Worden and Asa Windle, witnessed the feat. A strong head wind was blowing at the time of the ascent.—From Bi. W. & L. A. W. Bulletin, May 24, 1889.

Buy the Best.

A FULL LINE OF SINGER CYCLES NOW IN STOCK.

GILBERT A. LITCHHULT,

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SINGER'S CYCLES,
Gormully & Jeffery Bicycles and Tricycles,
Boys' Safety Bicycles.

REPAIRING A SPECIALTY.

RENTING, TEACHING, STORING, LOCKERS.

Second-Hand Wheels Bought, Sold and Taken in Exchange for New Mounts.

Call and Examine my Stock Before Purchasing Elsewhere.

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Open Evenings.

The Cycler and Tourist,

An Illustrated Monthly Magazine, devoted to out-door recreation, adventure and travel. Only \$1 a year. Address The Cycler and Tourist Pub. Co., Stamford, Conn.

ENAMEL AND TIRE CEMENT.

Best in the Market.

PUT UP IN BOTTLES AND BOXES FOR THE TRADE.

Write for Prices.

W. I. WILHELM, Reading, Pa.

MARTIN RUDY, CYCLE DEALER,
LANCASTER, PA.

Send for catalogue of Cycles. I sell them all, and it will pay you to deal with me. A full line of Sundries always on hand. Difficult Repairing a Specialty, ten years' experience. Broken Backbones, Hollow Forks, Hollow Handle Bars, etc., repaired without showing the joints, and guaranteed to be as good and strong as new.

HOLMES & CO.,
BOSTON, MASS.

FULL PANTS.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam being a selvedged edge, is small and flat and will not rip. *Buttoned in Front, same as Pantaloon, without Certain Objections.*

826. H'vy Rib, d'bl. seat, straps and pocket, \$4 50

828. H'vy Rib, imp'd d'bl. seat, strap & " 4 50

627. Plain Stitch, heavy and pocket, 4 50

Silk, " " \$10 00 to \$15 00

JERSEY-FITTING STOCKING.

3-3. Full Fashioned, Narrowed at ankle, in black, navy, League brown, grey-mixed and any other color, \$1.50

3-1. Black, navy, grey-mixed, \$1.25.

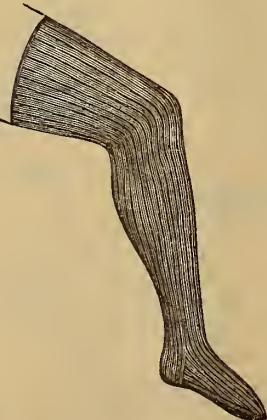
1-1. Black, navy, grey-mixed, \$1.00.

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass



SUNDRIES! SUNDRIES!!

All Bicycle riders must have Sundries; they also must have a new machine now and then. If your old mount needs repairing, or you want to trade it for a new one, call over and see

HOWARD A. SMITH & CO.,
NEWARK, N. J.,

Two Blocks from the M. & E. Depot, Corner Broad and Bridge Streets.

STORE AND RIDING HALL OPEN EVENINGS.

Improved 5-inch Acme Steel Wrench.

FOR POCKET AND BICYCLE USE.

THE STRONGEST AND BEST.

Made of Best Quality Steel.



Weight, 6 1-2 oz.

NICKED AND BRIGHT FINISHED.

EVERY WRENCH WARRANTED.

For sale by all cycle manufacturers and dealers.

CAPITOL MFG. CO., Chicago, Ill.

Bicycle and Athletic Goods.

THE KINGSTON KNITTING CO.,
OF BOSTON, MASS.,

Manufacturer for the Trade and Clubs.

The most beautiful line of ATHLETIC GOODS made, and in the latest colors, in Plain, Striped and Mixed Cloths, in WORSTED, WOOL and Jersey spun COTTON, for Bicycle Riders; Gymnasium, Baseball, Football and Lawn Tennis Suits; Rowing and Yachting Outfits, Hosiery, Caps, etc.—all from our special weaving, and for styles, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, FULL BODY TIGHTS, TRUNKS and SUPPORTERS are unsurpassed for good taste, comfort and easy fitting. Many novelties in PLAIN and RIBBED suits and sweaters.

Our prices are very reasonable. Address

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

CORRESPONDENCE SOLICITED.

Second-Hand
BICYCLES and TRICYCLES.

New York Bicycle Co.,

Nos. 4 and 6 East 60th Street.

We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Malls, and for cycles of all other good makes.

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. "7" Spokes nickeled, balance enameled.

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.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn. "7" Has new tires, finish and bearings excellent. "8" Tires somewhat cut, finish somewhat marred, bearings in very good order. "9" Good, durable machine, considerably used, but in very fair condition.

No.	Size.	Name.	Cost.	Price.	Fin.	Bigs.	Chin.
506	54	British Challenge,	140 00	50 00	7	2	5
513	—	Humber Tandem,	250 00	115 00	4	2	5
522	48	Columbia Mustang,	85 00	25 00	4	2	6
523	56	American Club,	135 00	50 00	4	2	5
534	52	Dictator,	130 00	45 00	4	2	3
535	48	Special Star,	135 00	100 00	4	Ball	1
537	51	Rudge Lt. Roadster,	136 25	100 00	4	1	2
539	51	New Mail,	128 75	75 00	4	1	1
544	—	S. S. S. Tandem,	250 00	180 00	4	1	1
553	52	Singer Matchless,	130 00	65 00	4	1	2
558	—	Col. Lt. Rdstr. T'ke.,	160 00	125 00	4	1	1
567	52	Columbia Expert,	122 50	55 00	3	1	4
572	—	Columbia Tandem,	250 00	150 00	4	1	3
574	50	Columbia Expert,	130 00	80 00	1	2	2
576	54	Victor Roadster,	130 00	78 00	4	1	2
577	54	Columbia Expert,	125 00	60 00	4	2	2
580	52	N. R. Roadster,	132 50	115 00	4	1	1
586	53	Columbia Lt. Rdstr.	127 50	78 00	4	1	2
592	—	New Rapid Safety,	135 00	80 00	4	1	5
596	46	Victor Junior,	50 00	50 00	4	3	1
597	48	Otto Special,	60 00	35 00	5	4	2
598	52	Columbia Expert,	132 50	85 00	3	1	1
600	54	Columbia Expert,	135 00	100 00	1	1	1
601	—	Col. Lt. Rdstr. Tricycle,	160 00	125 00	4	1	1
602	48	Special Star,	137 00	75 00	4	Ball	2
604	52	Columbia Expert,	132 50	90 00	7	1	2
605	56	Columbia Expert,	127 50	90 00	4	1	2
612	52	Premier,	125 00	55 00	1	2	6
613	48	Columbia Expert,	125 00	70 00	3	1	7
615	48	Special Star,	125 00	65 00	4	Ball	2
616	52	Special Club,	125 00	45 00	4	2	6
617	44	Columbia Standard,	80 00	25 00	4	4	6
619	54	Columbia Expert,	135 00	100 00	1	1	1
620	51	Semi Racer Star,	120 00	40 00	4	Ball	4
621	34	Otto	30 00	10 00	5	4	3
627	44	Columbia Standard,	80 00	25 00	1	4	3
628	50	British Challenge,	130 00	30 00	4	4	4
630	—	Premier Tandem Safety,	200 00	170 00	4	1	1
631	48	Columbia Semi-Rdstr,	75 00	45 00	4	3	3
632	40	Otto,	35 00	15 00	5	4	4
634	54	Special Club,	135 00	67 00	3	2	2
635	50	Springfield Roadster,	75 00	45 00	4	Plain	6
636	48	Apollo Lt. Roadster,	135 00	75 00	3	1	1
637	—	New Rapid Safety,	135 00	80 00	4	1	6
638	54	English,	140 00	50 00	3	2	6
639	—	Columbia Veloce Safety,	135 00	105 00	4	1	1
640	54	American Rudge,	110 00	45 00	4	2	6
641	50	Springfield Roadster,	90 00	55 00	3	Plain	5
642	50	New Rapid Roadster,	130 00	75 00	4	1	3
643	54	American Sanspareil,	135 00	45 00	1	2	3
644	52	Columbia Expert,	132 50	65 00	1	2	3
645	52	Columbia Expert,	132 50	50 00	3	1	6
646	48	Special Star,	137 50	95 00	3	Ball	2
647	51	Columbia Lt. Rdstr,	135 00	85 00	4	1	1
648	54	Columbia Expert,	125 00	85 00	4	1	1
649	52	Victor Lt. Roadster,	137 50	85 00	3	1	3
650	54	Columbia Expert,	135 00	100 00	4	1	1

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

NEW YORK BICYCLE CO.

Nos. 4 and 6 East 60th St.

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co.'s "Star" Wheels.

FIXTURES.

- June 28, 29, 1889.—Kings County Wheelmen's Annual Meet at Washington Park, Brooklyn. Entries close June 21. Address Wm. F. Murphy, 1,255 Bedford Avenue.
- June 29, 1889.—Handicap Road Race of Milwaukee Wheelmen, over Wauwatosa course. Entries close June 24.
- June 29, 1889.—One Mile Bicycle Handicap at Field Meeting of Pittsburgh Cricket Club, Brushton Station. Entries close June 26, with A. MacPherson, 61 Fourth Avenue, Pittsburgh, Pa.
- June 30, 1889.—Massachusetts Union Run to Massapoag House, Sharon. Address Capt A. W. Robinson, 33 Winter Street, Boston.
- July 1, 2, 1889.—C. W. A. Annual Meet at St. Catharines, Ontario.
- July 2, 3, 4, 1889.—League Meet at Hagerstown, Md.
- July 3 and 4, 1889.—Missouri Division L. A. W. Meet at Sedalia, Mo. Races on second day. Entries for handicaps close June 25; for open events June 27. Both to be made to Fred. E. Hoffman, Sedalia, Mo. No entry fee.
- July 4, 1889.—L. A. W. Race Meet, at Hagerstown, Md. Entries close June 26, with Harry B. Irwin, 34 West Franklin Street, Hagerstown, Md.
- July 4, 1889.—Two-mile Bicycle Handicap at Washington Park, Fifth Avenue, Brooklyn. Entries close June 26, with F. G. Webb, Treasurer. Prospect Harriers' Race, run under L. A. W. rules.
- July 4, 1889.—Race Meet at Brownsville, Pa.
- July 4, 1889.—Illinois Division, L. A. W. Meet, at Ottawa.
- July 4, 1889.—Tournament held by Lancaster (Pa.) Bicycle Club. Entries close July 1 with H. F. Griel, Lancaster.
- July 4, 1889.—Fort Schuyler Wheelmen, Utica, N. Y., 50-mile Road Race.
- July 4, 1889.—Second Annual Tournament of Fort Dayton Wheelmen, at Herkimer, N. Y. Entries to be made with C. F. Giesey, Secretary.
- July 4, 1889.—Fifth Annual Tournament of Berkshire Co. Wheelmen, at Pittsfield, Mass.
- July 4, 1889.—One-mile Club Championship Race of N. J. A. C., at Athletic Grounds, N. J.
- July 8, 1889.—Connecticut Division L. A. W. Meet at Bridgeport, Conn.
- July 17, 1889.—Two-mile Bicycle Race at Caledonian Games, Minneapolis, Minn.
- July 20, 1889.—One-mile and 25-mile Bicycle and 5-mile Tricycle N. C. U. championships at Paddington, Eng., track.
- July 25, 1889.—At Minneapolis, Twenty-five Mile Road Race for Championship of Minnesota. Entries close July 20 with Will. Monarch, Secretary-Treasurer, Minneapolis Bicycle Club. Entry fee, \$1.
- July 27, 1889.—One-mile and 25-mile Tricycle and 5-mile Bicycle N. C. U. Championships at Paddington, Eng., track.
- August 24, 1889.—Fifty-mile Bicycle and 1-mile Dwarf N. C. U. Championships at Paddington, Eng.
- September 4-5, 1889.—Amateur Race Meet of the Hartford Wheel Club, at Hartford, Conn. Entries to be made with W. M. Francis, Secretary, P. O. Box 745.
- October 23-29, 1889.—Race Meet at Macon, Ga.

EUROPEAN CYCLING FIXTURES.

Austro-Hungary.—Prague (Smichow) June 29 and 30.

Germany.—Berlin, July 21, September 15; Hanover, September 8; Cologne, June 30, August 12; Chemnitz, September 8; Frankfurt-on-the-Maine, September 7; Mannheim, September 8; Crefeld, September 8. Hamburg.—Altona, September 22; Boobum, August 25; Magdeburg, June 30, September 8. Denmark.—Copenhagen International Meeting, August 18.

RACES ON JULY 4 AT HERKIMER, N. Y.

We acknowledge the receipt of an oddly-designed yet attractive programme gotten out by the Fort Dayton Wheelmen and announcing the list of events to be run off, on July 4, at Herkimer, N. Y. Both the cover and the "greeting" inside are unique. On the former two lavender-plumaged and wide-awake looking owls stare at the spectator and perch on a limb so lofty that it cuts athwart the crescent moon. We would gladly reprint the "greeting" in full did space permit, but must content ourselves with two short paragraphs:

"Come and we will try to please you. If we fail we will never ask you more. Come early. Stay as long as you please. Win all the prizes you can, and go home when you choose. Only come!"

"An answer will tickle us to death."

Local wheelmen had better risk this sad calamity. Cast an eye over the valuable prizes and have a "go" for them. Medals and badges have been discarded and articles of real value and merit chosen in their stead. Following is a list of events, in regular order:

Road race, seven miles; half-mile novice, '89 riders; half-mile club race; one-mile handicap, open; one-mile tandem bicycle; one-mile, Herkimer Co.; one-mile team race, three in each team; half-mile Safety, Rover type; one-mile club handicap; fancy riding competition, ten minutes limit; three-mile lap race, six laps; half-mile unicycle; one-mile time limit; half-mile consolation.

Entries close at 12 m. on July 2, with Geo. W. Nellis, Jr., Herkimer, N. Y. An illuminated parade is to be held on evening of July 3. To quote once more from the greeting: "The road race is remarkable for the fact that it stretches over just seven miles, has seven hills (vouched for by seven liars), seven turns, seven incidents, takes thirty-seven minutes to run it and calls for seven prizes." S-eventually we will print the result.

In the account in THE WHEEL of June 21 of the Harvard Handicap Road Race, ridden June 15, Greenleaf's and Davis' times were made to read 28m. 3/4s. and 28m. 1/2s. This should have been five minutes faster, or 23m. 3/4s. and 23m. 1/2s. This correction makes a little better showing for the scratch men, and they will please excuse us for the unintentional error.

LOUISIANA CLUB'S ROAD RACE.

The Louisiana Cycling Club decided its fifth contest for the Batson trophy June 23. The distance was twenty miles, and the starters L. J. Frederic, M. C. Grevot, M. S. Graham, R. G. Betts, F. B. Walshe and B. W. Cason, Jr. The twenty miles were made up of one short lap of 1.20 miles and four others of 4.70 miles each. The course was of asphalt, and the weather decidedly sultry. Sealed handicaps were also tried on this occasion.

The following table gives the race in detail:

1.20.	5.90.	10.60.	15.30.	20.
M. S.	M. S.	M. S.	M. S.	H. M. S.
Graham...4-04	1-20 59	2-38 45 1-5	1-56 22	1-1 15 27
Betts...2-4 01	2-20 59	1-38 45	2-56 22 3-5	2-1 15 27 1-5
Frederic...5-4 06	4-21 48	4-39 50	3-58 33	3-1 19 07
Grevot...3-4 02	3-21 37	3-39 46	Withdrawn.	
Walshe...6-4 34	6-23 59	5-45 09	Withdrawn.	
Cason...1-4 00	5-21 48 1-5	Withdrawn.		

Officers of contest—C. M. Fairchild, H. C. Christy, E. M. Graham.

The race between Graham and Betts was very close, not over a yard separating them at any time, and their finishing spurt was hot and exciting, and though Graham got his wheel across the line a scant foot to the good, he failed to make up but a fraction of a second of the handicap allowed Betts; consequently the race and medal go to the latter.

When the envelope containing the handicaps was opened it showed the following allowances: Graham, scratch; Frederic, 1m. 15s.; Betts and Grevot, 3m. 15s.; Walshe and Cason, 7m. 15s.

A QUICK RUN TO CABIN JOHN.

Yesterday William T. Robertson, on his Eagle bicycle, lowered the record of forty-three minutes made on July 4, 1887, by Percy Seyffler, starting from Ninth and G-Streets and ending at Cabin John, making the distance ten miles. Robertson started at 11:21 A. M., reaching Cabin John thirty-eight minutes after, beating the record by five minutes. Timers, Messrs. Smiley and Sickle. He now holds the record both to and from Cabin John, making the latter trip in forty-two minutes in 1884.

Borland made his last appearance on the path at the K. C. W. Meet.

The Allegheny Cyclers, Pittsburg, have secured accommodations for sixteen at the Baldwin House, Hagerstown.

Rich and Schumacher have joined the Berkeley Club. Rich has settled in New York as a permanent residence place.

R. J. McCreedy broke the mile tricycle record of Ireland at the recent championship meeting in Dublin. His time was 2m. 44 2/5s.

A. G. Buchanan won the amateur 25-mile championship of New Zealand recently. His time, 1h. 35m. 17s., is the best on record for that country.

Hempstead, L. I., June 22, one-mile handicap on grass course: N. F. Waters, scratch, 5m. 10s.; W. Hamlet, Hempstead A. C., 75 yds, 2d; A. L. Stoutenburgh, Queens B. C., 90, 3d.

At Amateur A. U. sports, June 15, at Detroit, Mich.: Two-mile bicycle race—A. E. Lumsden, U. A. C., first, in 6m. 14s.; G. E. Lane, D. A. C., second, by a quarter mile; J. D. Lamont, Detroit B. C., third.

At a meeting of the Commissioners of Public Works, held at the Mayor's office last Thursday, it was decided to pave all residence streets of New York with asphalt and the heavily-traveled streets with Belgian block.

It is expected that fully fifteen members of the Pittsburg Cyclers will attend the League Meet. This is of the club membership proper, and does not include a number of unattached that have expressed a wish to join the club in their excursion.

Y. M. C. A. Race—One and a half-mile handicap, decided at Y. M. C. A. Grounds, Mott Haven, N. Y. City, June 22. Howard P. Wier, 50 yards, 5m. 27 4/5s.; J. H. Hanson 20 yards, second, by several lengths; H. L. Powers, scratch, third, by a few inches. Wier is but sixteen years of age.

RACING BOARD SUSPENSIONS.

For violating clause 3 of Rule F, at Rome, N. Y., on May 30, the following are suspended till July 12, viz: A. H. Dobson, Harold Marguisee and John C. Robins, of Utica; R. S. Judd, J. P. Becker and T. C. Yehle, of Syracuse.

CHAS. S. DAVOL,
Chairman Racing Board, L. A. W.

Following is the programme for the Brownsville races, which take place Thursday, July 4, under the auspices of the Brownsville (Pa.) Cycle Club. Entries close with E. S. Michener on July 2. Races to commence at 2:30 o'clock: Half-mile novice; 1-mile open; 1/2-mile, 135 class; 1-mile lap race; 1/2-mile handicap, for boys under fifteen years; 2-mile L. A. W. State Champion; 1-mile, 320 class; 1-mile handicap; 1/2-mile, horse vs. bicycle.

KINGS COUNTY WHEELMEN RACE MEET.

The K. C. W. lantern parade, Thursday night, was a great success. The first day of the Race Meet, Friday, was favored with good weather. The attendance was very small. Summary of events: One-mile races, K. C. W.—Bensinger 1, Stevens 2; 3m. 10 3/5s. One-mile handicap—Hesse, 55 yds, 1st; W. F. Murphy, 45, 2d; Clarke, 65, 3d; 3m. 1 1/5s. Two-mile handicap—Zimmerman, 105 yds, 1st; C. M. Murphy, 95, 2d; Bensinger, 125, 3d; 6m. 17 2/5s. Two-mile safety handicap—W. Murphy, 70 yds, 1st; W. Newman, 150, 2d; 7m. 21s. Five-mile K. C. W. championship—W. F. Murphy, 17m. 29 1/5s.; Jones 2d. Steves 3d. Complete report in next issue.

K. C. W. NOTES.

The tenth anniversary of the Brooklyn Bicycle Club and the formal opening of their new house took place on Friday evening, the 21st. By nine o'clock the club parlors were filled to overflowing, and then the usual programme for such occasions was gone through with. After the guests had been most heartily welcomed, and the more prominent visitors had expressed the feelings of all in their praise of the new home of their hosts, and their gratification at being able to be present on such an occasion, Mr. Torrey (you know Torrey) told us, in the musical metre of Hiawatha, of "Merry Men Who Ride a Cycle." This mirth-provoking effort was received with hearty and well deserved applause. Later, refreshments were served in the lower part of the house, and then the party broke up into groups, listened to the orchestra and chatted about coming events in general, and the L. A. W. meet in particular. Everyone was there, from the executive officers of the League and Union to the limit men in the local handicaps, and all had a word of praise for the new home of their entertainers. One feels more at home in 62 Hanson Place than in the more commodious quarters of the boys in gray and brown on Bedford Avenue. This is partly due to the style of the house, but in far greater part to the fact that every B. Bi. C. man appears to be a PERFECT HOST. Truly the Brooklyn are the premier entertainers, as well as cyclers, of this, the "City of Churches, Club-houses and Cobbles."

The Kings County race meet is now the topic. The largest and best list of entries ever received. In the flat races, such men as Dohm, Downs, Skillman and Barr will be on hand, and those interested in running will be entertained by the best exponents of the (art?) in the country.

The conditions of the race for the "Schwalbach cup" have been changed. The man who wins on Friday will hold the cup permanently. This is much better, and is very much approved of by the winner, Mr. ———.

The Pope Mfg. Co. have presented a cup for the 2-mile handicap to be run on Saturday. The winner of this event will have a prize worth showing.

Among the gentlemen who will attract considerable attention at the K. C. W. meet will be Mr. F. W. Loucks, our ex-President. Mr. Loucks has been some months in California in the search for health, and judging from appearances he did not look in vain. He will be gladly welcomed home by his many friends among the wheelmen.

The wind prevented the attempt of the two Halls to do record over the Millburn course on Saturday. Wait till an open race, boys, and then have a go. These records made on the quiet never receive much credence. The public like to see performances, not hear about them.

Brown, Hess, Murphy and Steves will represent the King's Counties in the team race. All are training hard for the event, and show marked improvement in form. If they do not win they will at least give a good account of themselves.

Bensinger is booked for the club novice race, and I think should win.

The K. C. W. lantern parade will start, weather permitting, at 9 o'clock sharp on Thursday evening, from the club-house, Bedford Avenue and Brevoort Place. Preparations have been made to accommodate more wheelmen than ever before. One of the features of the evening will be the appearance of the Long Island Wheelmen in line. This will be the first parade ever attended by the L. I. W. On the return from the fountain the musical and literary talent of the club will furnish entertainment in the parlors, after which refreshments will be served, and those who so desire can attend the promenade concert on the "Brevoort Estate." Wheelmen in uniform admitted free after 10 P. M. "Music by Twenty-third Regiment Band."

The picnic run was a great success. What with boating, swimming, etc., the time passed so quickly that the call to mount and start for Brooklyn was received with regret by all. The general demand is another, and that at an early date. Mr. Marion brought back a plough as a souvenir of the trip. When appropriately embellished it will decorate the billiard-room.

Guess again Reitsnyder. RAM LAL.
Brooklyn, June 27, 1889.

SAN FRANCISCO.

The Bay City Wheelmen-Oak Leaf Wheelmen Race Meet, to be held at Stockton on July 4, gives promise of much sport and some new coast records. No claim has as yet been made for the records made at the League Meet at Los Angeles on May 30.

The semi-annual election of officers of the Bay City Wheelmen resulted as follows: President, R. M. Thompson; Vice-President, F. W. Pierson; Treasurer, W. D. Sheldon; Secretary, A. D. Allen; Captain, J. G. Cox; First Lieutenant, F. E. Richardson; Second Lieutenant, L. G. Hodgkins.

George Nash, the trick rider, has been exhibiting here for some time. The riders are divided in their opinions as to whether he or Maltby is the better performer.

There has been more touring out here this year than any previous year. Some of the riders have gone over nearly every road within a hundred miles of this city.

While on a visit recently to a country town near here, I had an opportunity of studying cycling in perhaps its best guise, that of utility. The country rider apparently does not think it necessary to dress for the occasion, but rides in whatever apparel he finds himself. His trips to the post-office, express office and to the beach for a swim are all of such short distances that he does not feel cumbered with clothes that a city rider would think it a hardship to ride in. Even the assistant minister, a manly gentleman, may frequently be seen on his 54-inch Victor, taking a quiet ride through town, clothed in the sober black cloth of his calling.

One gentleman of 65 summers seems to extract much pleasure from his tricycle, and he may often be seen explaining the mechanism to some elderly friend. He usually leaves him mystified by lifting the wheels and sending them spinning in opposite directions.

The pleasantest evening of my visit was spent at the guest of the Social Club, composed of ten young men. The meeting was held two miles from town, and as the majority of the members were bicycle riders, they went to the meeting on their wheels. The president was late, but the members lost no time and singing and music was soon commenced. After the lapse of some time a wheel was heard on the gravelled drive and the president's arrival was noted. When he entered the room inquiries were at once made as to the cause of his tardiness. Between his efforts to regain his breath, he explained how a driver "took him on" for a sprint some distance up the road, and he had ridden a mile past the house before gaining a decisive victory. The fact was then developed that one of the unwritten laws of the club is that any driver challenging a member to a race must be accommodated and beaten. Later in the evening the president reclined on the sofa à la Little Lord Fauntleroy, and between songs quoted Shakespeare from a ponderous volume before him. The members are quite musical, playing among them the violin, mandolin, guitar, piano and flute. The ride home by moonlight was most enjoyable. The unwritten law of allowing no driver to pass them on the road was enforced on the return journey by the cycling members "taking on" their less favored friends in buggies and beating them. The only serious business of the meeting was the selection of the next meeting place, and knowing the excellent cake made by a certain kind lady, they did not hesitate to vote to hold the next singing festival at her house and honored me with an invitation to attend. Yours, CALIFORNIA.

San Francisco, June 19.

WASHINGTON, D. C.

About two weeks ago the members of the L. A. W. residing in the District of Columbia were awakened to knowledge of the existence of a Chief Consul and other League officers by receiving a notice to the effect that a League run had been called for Sunday, June 16. The run was called to start from Washington Circle at 9 A. M., which most of the boys took for granted to mean 10 o'clock. By quarter-past the party began to get restless, and numerous were the inquiries as to the whereabouts of our Chief Consul. After waiting in vain a while longer the boys got uneasy. Then it was learned that Vice-Consul Demaray was present, and he was urged to lead the procession. He chose Mr. Borden, of the Capital Club, to assist him, and they led the line. At first the pace was easy, but after a while it was increased, and a number, unable to keep up, withdrew. There was a charming lack of discipline or attempt to have an orderly appearance, and for half an hour after the first men reached the bridge the stragglers came rolling in. Dinner was had by a number of the boys, and they straggled back, with even less uniformity of pace than on the way out.

It is hoped that another such run will be called, and that some one will be delegated to marshal the attendants. But few club men were present, and a number of those who were in a attendance were not L. A. W. members.

WASHINGTON.

RIVERSIDE NOTES.

The R. W.'s will be represented in the K. C. W. team-race by Messrs. E. A. Powers, F. R. Miller, Jos. Judge and H. C. Bryant. Pres. Jas. L. Miller, brother of Fred. R. Miller, is developing into quite a racer, and will ride his first race next Saturday. Messrs. F. R. Miller and Cossett rode to Peekskill on June 23 and visited friends at the State camp.

The runs for July are: July 4, Long Branch and vicinity; July 7, Yonkers; July 14, Englewood; July 21, South Oyster Bay; July 28, Tarrytown.

The R. W.'s had a very enjoyable run to Coney Island on June 16. Twenty-seven members took part, and enjoyed a refreshing bath at the beach. On the way down we met the H. C. W., who went to the same place.

The R. W.'s now have eighty members. Mr. F. Menge has ridden over 2,000 miles this year. The club have decided to adopt a new uniform, and will have same in about a month. B. A. P.

The Louisiana Cycling Club, ever active, has been at work for the past six weeks on a club-house project, and has at last about perfected plans that will locate them in a house of their own somewhere in the Garden District. This club's century run, which was to have started June 15, has been deferred until next month.

TACOMA, WASHINGTON.

For the past week cycling has been quiet, and consequently we of the far Northwest cannot contribute any very interesting items to the columns of your most excellent paper. It is indeed a "chestnut" to allude to the delightful weather we are now enjoying, and which will keep "steady company" with us for some time to come. Our evenings are especially adapted to cycling, as we suffer none of the many disadvantages experienced in the Eastern cities in connection with night-riding, principal mention being made of the cool evenings and the long twilight.

The lady contingent of cyclists are making rapid strides to the goal of perfection—in fact, some of them have already evinced a strong desire to accompany their escorts on a run outside the city limits, and more thoroughly enjoy riding over suburban roads.

We are all much surprised to hear of the suspension of Willie Windle, and hope he will soon be reinstated. I hope he will be exonerated and again eligible to represent America on the English path. We do not claim that he is invincible, but that he can make the best of them ride their prettiest to defeat him.

The committee in charge of the proposed race meet have done nothing the past week in the furtherance of this project, mostly on account of the great interest taken by all the business men in the Seattle sufferers. I hope, however, that satisfactory arrangements can be made and the first annual race meet be a grand success, as it surely would have been, without doubt, had not the Seattle conflagration absorbed so much of our attention.

At the annual picnic of the railroad employees a most interesting programme was run off. The games included flat races, hurdle races, jumping contests, races for girls and married women, and many other interesting features. The bicycle race was won by Prince Wells, with Burton Manning second, by two feet, and the third man distanced. The distance was about a quarter of a mile, over rough ground and turf full of holes, and the time was comparatively slow. As Wells approached the judge's stand and asked the time the referee and others showed considerable surprise, and said they were of the opinion that the riders were *simply practising*. However, the winner and second man received their respective prizes, and were duly applauded. The wheelmen then chose partners for the prize dance, and Mr. Manning again came to the front by his superiority in the "mazy" waltz.

Prince Wells won the hearts of several of the girls, "he is so cute, you know." Oh! that Prince would enlighten us poor mortals how he captivates so many fair ones.

The street pavement agitation has struck our "City of Destiny," and we are living in hope that our councilmen will take immediate action upon the matter. Cedar blocks and asphalt have the preference, and I hope the latter will be accepted, not only because it is better for cycling, but on account of its being the better pavement. For the steep hills, asphalt must take a back seat, as its smoothness precludes a good foothold for horses. For the avenues, all of which are perfectly level and wide, the cedar block will not prove as durable as asphalt, and will prove to be more expensive in the long run.

If the wheelmen of Tacoma and Seattle could exchange some of our best roads for the A. 1 turnpikes of the Eastern cities we would like to enter a team of from six to ten men in the next handicap road race that takes place on the Irvington-Milburn course. In Tacoma we have some excellent stock, and with a track or perfectly smooth road to practice spurts on, we could put our men in very fast form. We hear much of the Irvington road and the Lancaster pike in Philadelphia, and actually covet them. Probably "time will tell," and in the dim future we may claim, at least, a short stretch of road on which to make creditable performances, if but merely to show our Eastern cousins that we can ride a little bit.

June 19, 1889.

SNOHOMISH.

NEWARK.

All the names, from Newark, of those who went on the "Century" were credited from the Essex B. Club. We just want to say that Messrs. Rummell, Russell, Scudder, C. S. and W. C. Swain were representatives of the Atlanta Wheelmen. F. L. Brock's name was omitted, though he was also a starter from the same club.

Mr. C. L. S. Walker, of the Atlanta Wheelmen, has ridden over 2,000 miles since January 1, 1889. He rides a 45-inch Pony Star, is out on all kinds of roads and in every kind of weather. Mr. Walker has just passed his 57th birthday, but acts just as young and jolly as any of the boys in the club.

Frank Brock is entered in the 1-mile handicap bicycle race and C. A. Woodruff in the 75-yard dash (running) of the K. C. W. meet.

John Herman, the well-known gent's furnisher on Market Street, is among the applicants for membership to the Atlanta Wheelmen.

President Miller of the Atlanta Wheelmen has just returned from a short vacation at Ocean Grove. His principal amusements while there were bathing and writing poetry.

Twenty-five men have been booked for the lantern parade, Thursday, 27th inst., at Brooklyn. Meeting at Military Park the route will be down Broad to Market, to Pennsylvania R. R. Depot to take 6:33 train.

"Doc" Crane has a new wheel. This time it is a Warwick Perfection. "Doc" was anxious to enter in the K. C. W. races, but thought it best not to show so early in the season what a racer he was.

Quite a number of the boys contemplate joining the H. C. W. on their run, Sunday (30th) to Pompton. We have been over that road, and know it is a good one "Good luck to you, boys." SPARK.

Newark, June 26, 1889.

The Indiana Bicycle Company have just placed on the market a \$25 diamond-framed safety; weight, 50 lbs.; geared 51 to 64 inches.

A meeting of the League of the First and Second District Consuls will be held shortly after the League Meet, to discuss the feasibility of holding the New York State '89 Meet in New York and Brooklyn.

MARGUERITE'S LETTER.

A few weeks ago I noticed an inquiry from your Troy correspondent "Ornh Oba" relative to the superiority of the bicycle over the tricycle for the use of ladies on ordinary country roads. Now, as I have taken a long-talked-of and much-wished-for trip to Portsmouth, I am going to write how I found the roads with my safety. I mentioned in a previous letter how often I had desired to visit the above place, but was told by friends it was not to be "did" on a three-track machine.

Truer words were never spoken, for the twenty-six miles between Newburyport, Mass., and Portsmouth, N. H., are not only ordinary country roads; they are *extra-ordinary*, as you will see later.

For two weeks previous to the 17th we had been talking up and planning this trip. The original itinerary was: Start 7 A. M. for Portsmouth on Saturday, the 15th; boating on the river Sunday, the 16th; return home Monday, the 17th. This was decidedly the best programme, and especially when Captain D. was to be the "commander-in-chief." We were sadly disappointed to miss part of it, owing to inability to start before Sunday. We decided to make the best of it, however, and the final arrangements were made, three friends, members of the M. C. C., including one lady on a safety tandem with her brother, starting on Saturday, as did also the Captain with two other riders. Time of departure in the two cases was different, but all joined in Newburyport for dinner. "Mac" and his wife with my brother and I to start Sunday morning at 4 A. M., reach Newburyport for breakfast and Portsmouth for dinner; return with others on Monday.

In consequence of our mother rising at 3 A. M. and routing us out, we were soon seated at the table, deep in the pleasant mysteries of a hot breakfast.

The morning was beautiful, not a cloud to be seen, and while at this time it was delightfully cool, the day gave promise of being a "roaster" later on.

We had packed and strapped on our bundles the night before, so 3:50 A. M. found us and our safeties all in readiness. Besides our bundles, my brother and I each had a large (very large) shade hat tied on the front handle-bar for future use. On reaching country districts we would doff our small caps and put on our "fly-aways." On previous tours, when wearing the small white cap, we have always returned with faces and necks "brown as berries," and while on the road would participate in the lively sensation of being slowly cremated. A large hat alone for summer riding does not find much favor in my eyes, for while I admire its sun-shielding qualities, should the wind rise suddenly, that settles it; no more comfort for the wearer during the ride.

The school clock in Maplewood struck four and we anxiously scanned the vicinity for a flying safety tandem. We waited and waited, but the "blue-suits" were still missing. Until 4:30 we did not complain, but after that time, seeing the best part of the day (for riding) slowly disappear and our sixty-four miles before dinner not started, we commenced to rain blessings (?) upon the "Mac's" devoted heads.

Again the chimes, this time for five o'clock, and we now decided to start, leaving "Mac" to catch up with us, if not on the road, at breakfast in Newburyport. It certainly was warmer than an hour previous, for before I had ridden three miles I packed a handkerchief inside my collar to try and preserve some part of the laundry finish, if only on the outer edges. The hour we had lost was worth two further on in the day, but no use "crying over spilt milk" and while enjoying every minute of the present with our machines gliding along in great shape, we felt that only the company of "Mac" and his wife were needed to complete our happiness.

Up the turnpike through Cliftondale and Saugus, straight through Lynn along Ocean Street, the prettiest avenue of all. Spectators were few and far between; here and there we would see a girl or boy accompanied by either the useful milk can or the festive jar of Boston baked beans. Reaching Salem we found the people all going to church, some of them gazing in holy horror at us, probably me in particular. Over Beverly Bridge and through North Beverly, in the latter place taking the sidewalks with perfect freedom, there being few early strollers and perfectly awful roads. In crossing a gutter the brazing of the attachment for holding the seat-post on my safety gave way, slightly tipping the saddle forward. This handicapped me greatly, as at every jolt I slipped forward on the saddle, subjecting my hands and arms to a constant strain. It felt like learning to ride all over again, and though riding over eighty miles with it in this condition, I rode no easier at the end than at the beginning. The mishap also made it a shorter reach for me, and since I ride with the post up the full extent no alteration could be made.

While we were intent on this examination the tardy T. B. rode up, having reached and left our house at 5:15. "Mac" will never dare to say a word for some time to come in regard to broken promises, and that hour and a quarter will cover a good many five and ten minute late-marks on our side. Before they joined us we had made several stoppages for water, etc. (no soda at this uncivilized time of day), but now we pushed right on through Wenham and Hamilton. Ipswich was reached, where I found that in my case every vestige of the hot breakfast was entirely exhausted. "Mac" was in the same box, but after a reviving drink from a neighboring pump we flew on to Rowley—at the well stopping for an impromptu lunch, which I had thoughtfully (from previous experience) tied inside "Will's" hat. Did ever anything taste so sweet? and with cool water, the only available lubricant, we felt very much refreshed.

Five miles more and we were in Newburyport, making a bee-line for the Wolfe Tavern, one of the nicest hotels on our list. A late breakfast, an hour's rest and 11:30 found us on our wheels bound for Portsmouth. After crossing the chain bridge outside Amesbury the roads were frightfully sandy, and six-inch side-paths were taken with gladness. At the top of a rocky hill the heating sun reminded us of our big hats, which we donned at once—after admiring their picturesque shapes and proportions. But who cared, so long as they shaded our aristocratic features? Certainly not we. The fun with the roads now commenced, at least convincing me that the tricycle has no home in that direction.

About this time we began to see our dinner vanishing in the distance, knowing that with these roads we could not reach our destination anywhere near 2 P. M. As it was Sunday no stores of any kind were open, and not even a tooth-pick could be bought for love or money. Plenty of water, but water without even the dry bread we voted as no good. The food question was the dark side of the picture, and as I had been almost starved once, cannot say

that I relished the thoughts of a similar visitation the same day. The bright side was riding—paths covered with grass we eat all the same to us; we had only to glance at the roads to be satisfied. We hurried through Hampton, sampling the sidewalks, as usual, and left the people we met almost speechless with surprise. They had evidently never seen any lady cyclist before, and I am unable to state which created the most comment—the wheels, hats or wheelists, but it is safe to say that the total was sufficiently large. Some of the people we found very genial and home-like, especially at one house, where we had a large pitcher of milk, which they would not allow us to pay for. This was all the lunch we had from 10 A. M. to 6 P. M., with bad roads in the bargain.

We had two or three dog episodes, but nothing alarming, and at one place I took a charming tumble into a wayside brook. The road was all sand and had no hard side-paths whatever, while this particular spot was bounded by a two-foot banking. We all took the extreme edge, and the others who were in front came through all right, but my wheel swerved through the saddle-post's still further weakening, and over I went. Part of my dress, my foot with half my handle-bar and bundle (luckily the latter was covered with rubber) received the benefit of the spring-bath, but the warm weather soon dried the whole business and then I let my more fortunate but less sympathetic friends laugh as much as they pleased.

About 4 o'clock we reached the "Rockingham," one of the finest hotels this side of New York. We certainly made no record, only in the fun we had; after we found our dinner gone, we saw no necessity for haste. We found all our friends out, part having gone up the river and part on a wheel trip to Kittery, Me., just across the line.

Our rooms assigned, we departed, to be seen no more for awhile. The others soon returned and what incidents and experiences we each had to relate! I believe they had the most exciting, notwithstanding our lost dinner. About four miles from Portsmouth, on Saturday night, they had struck a full sized thunder-storm and were obliged to seek shelter in a farm-house near by. After the rain gave over they continued their trip, but three of the party, finding the roads in an almost impassable condition, gave it up as a bad job when two miles out. Hiring a team and a buggy, they completed the ride on four instead of two wheels. The rest of the party had to climb a stone-wall and carry their machines on the top at a particularly bad spot. We had noticed the place in our ride, and though it had dried considerably, the right-hand side still gave evidence, of the struggle.

We did not need to be asked twice in regard to supper, and oh! how we enjoyed it. After supper we took a four-mile ride around Portsmouth.

The next morning we awoke to find a well developed rain-storm in progress, and the roads in a very sticky condition. At 11 A. M. the down-pour stopped for the time being, so our contingent, with Captain D., decided to start for home and take the roads as we found them. Two of the party had started an hour previous in the rain, and the "four-wheel" party departed on the 11:05 train to Newburyport. The time flew on; bundles were not packed and all ready until 11:30. I shall not attempt to describe the roads, lest the air should turn "blue." At a small grocery-shop we refreshed on bottles of tonic and dozens of cream vanillas. We returned by a different route, which in dry weather must be vastly superior to our road of the previous day.

After again missing our dinner and being caught in two showers we reached Newburyport. We didn't mind the dinner that day; all the stores were open.

Stopping a minute at the hotel to hear how our friends had fared we pushed on again. When two and a half miles out, on reaching the top of a hill, the bolt in my machine broke, letting the whole saddle, seat-post, attachment and all drop with a thud. I felt thankful that it had not occurred when coasting, or the ending might have been different. There was no remedy but for me to walk back and "train" it home, my brother and Mr. D. doing the same, while "Mac" and his wife continued on their way. Leaving my safety to the tender mercies of the express, we left on the 5:40 train, reaching home in due time. The "Mac's" on their Columbia had an extra hard ride after leaving us, since twice the amount of rain had fallen nearer home, though really I envied them finishing the trip in true cycling style. They certainly deserve credit for pushing through the whole distance, while we viewed the muddy roads from a car window. To take the train on a cycling trip does not suit me, but in this case it was impossible to avoid it.

Nevertheless we had a grand, good time, and expect to make the trip again when we have another ladies' safety for my sister's use and the weather is more settled. My safety was repaired within three days, and is now much stronger (because improved) than when new. "MARGUERITE."

No one has done more for cycling than Charles E. Pratt, who was the literary cyclist of his time, a man of splendid foresight, with a legal and practical mind. There may have been cyclists as well informed as "Charlie" Pratt, but certainly none had such command of the pen as he, and while they may have had much knowledge, he was enabled to spread his. He conceived the League, and largely projected and directed its policy; his contributed papers on the sport were valuable to beginners, and to his persistence and legal abilities were largely due the early legal decisions classing the cycle as a vehicle. Mr. Pratt now occupies a spacious private desk at the Pope Mfg. Co.'s place at Boston. He is counsellor to the firm, as well as a large stockholder.

Ram Lal and Atol describe the Brooklyn's house-warming on Friday last. A house warm it was; Friday night being about the warmest of the year. The Brooklyn's fittingly celebrated their anniversary by moving to their new house, which will be the most comfortable wheel house in Brooklyn. The parlors were filled with cyclists in full evening dress; the halls were crowded, the stairs filled, while a number who found the lower part of the house too crowded, took a breath of air on the door-step, toyed with the billiard balls, or smoked in the reading-room. The entertainment was perfect. The speeches of Mr. Fox, Mr. Bridgman and Mr. Koop were bright and to the point; the supper was temptingly and prettily served, and conversation was facilitated by smoke and music. The mantel of the front parlor was handsomely decorated with a piece of cut flowers. Mr. Raymond very cleverly arranged a window in the basement, making it to look like a miniature conservatory. The hits of the evening were Sam Torrey's book, which cleverly hit off all the men in the club, giving their weak and their strong points, and the presentation to Mr. Raymond of a set of resolutions, engrossed, setting forth in well-deserved lines what he had done for the club. About two hundred cyclists were present.

A FEW BACK NUMBERS.

I hardly think the editor of THE WHEEL thoroughly appreciates the embarrassing position he places me in when he requests me to furnish him with some recollections of the earlier days of cycling. A few years ago I wouldn't so much have minded it, because then there were but very few ladies connected with the sport, and in consequence there were but few feminine readers of the wheel papers, while now, with the great number of fair wheelwomen interested in the wheel and its literature, it is an entirely different thing; and when I sit down here and write these reminiscences of long ago, and sign my name in full to them, I at once go on record, over my own signature, as being considerably older than I care about acknowledging before a jury of the fair readers of THE WHEEL. Not that I am afraid to plead guilty to being on the verge of becoming an antique, but—well, never mind why—but it don't improve my chances for getting married if I go on this way advertising in the public print what an old bachelor I really am.

It is always an "old timer's" privilege to declare that "things are not what they used to be," and I don't propose to sacrifice any of the privileges of my already confessed antiquity by declaring any different. It depends upon just how I feel whether I think the difference above noted, between the past and the present, is for the better or for the worse. At times I think they are an improvement and again I think they do not compare with the past, but the fact remains a certainty, however, that I personally had more fun in the bygone days of wheeling than I have now, though I guess what my friends tell me in explanation of this must be true, and that is that I was a great deal younger then than now, and it is I who have changed for the worse, not cycling. If I keep on this way, though, I won't begin my story till the space allotted me has been used in writing about myself, and that isn't what either the editor or I want, so here goes:

They talk about their bicycle clubs to-day, and say to me that we never had anything in the old days of cycling to compare with them, but they only make me laugh. It is true we didn't have magnificent club-houses of our own, nor clubs with one or two hundred members to inhabit them; there wasn't but one or two hundred of us all told, and we thought ourselves a pretty big club when we had six or seven members. But with all their boasted superiority of the clubs of to-day, I can show them one that existed in the earlier days of wheeling that for exclusiveness and unanimity of thought and action surpasses anything of the kind existing to-day. The club I speak of was the Lone Star Bicycle Club, and was organized, I think, along in '79 or '80. It was so deucedly exclusive and select that the entire membership and board of officers was condensed into one individual. How's that for an exclusive organization? This membership and board of officers had another peculiarity that has never been seen before or since, and that was that it was neither amateur nor was it professional. Now, this club owed its organization, exclusiveness and peculiar non-amateur and non-professional organization to an attempt to declare Will. R. Pitman, the then greatest rider of the wheel in America, a professional, but Willie wouldn't become a professional, and as the powers that were said he shouldn't be an amateur, he found himself placed in a position where he couldn't join any club, so he just organized the Lone Star Club, elected himself member and officer thereof, irrevocably closed the membership, and then went in to fight those who said he wasn't and shouldn't be an amateur. Well, the Lone Star Club flourished, it never became any smaller nor any larger, it remained always very select, never had any quarrels among its members or officers, and at last, when its most prominent member and officer, Mr. Will. R. Pittman, won his fight before the N. A. A. A., and was declared by them to have always been an amateur, it quietly ceased to exist, having performed its mission, and it now stands in cycling history as the most peculiar and select wheel club that has ever existed.

When I went through the wheelroom of one of our large clubs the other day and saw the handles upon the various wheels there my mind went back to the day when our cycling Solomons declared that the only proper handle for a bicycle-bar was a billiard ball, and forthwith most of us broke ourselves through buying

ivory billiard balls and having them attached to our handle-bars for handles. We were strong believers in ball-bearings those days, and this just shows you how far we were ahead of to-day in those days. Where can you find me a wheel now that's got ball-bearing handle-bars? Saddles, too, have changed, but I don't know as I ride any more comfortably on these new-fangled super-spring affairs, with their bifurcation and suspensions, than I did on an old Lamplugh & Brown saddle, consisting only of an iron frame covered with pigskin, stuffed with a little hair—yes, with a very little hair at that. Seated in this same saddle, and swinging along on a Harrington cradle-spring, we "old-timers" had equally as much comfort then as we get now, and I don't believe that any modern saddle-spring is any more comfortable than this same cradle-spring was. Uniforms! Well, we were a little bit go-as-you-please, perhaps, in regard to them, with a slight tendency towards the fashion set by Joseph in his famous selection of the ulster of many colors, but then, you know, we used to think that when a man rode a wheel it was his duty to look as picturesque in his dress as possible, as he was so constantly being admired and envied by the onlookers. I guess most of us came up to the full requirements of the picturesque part of the performance, too. How the "old timer" would have looked down—of course, he couldn't have looked up—at the miserable little dwarf wheels of to-day. Why, in those days no man could you find who it would be possible for you to have convinced that he should ride a wheel smaller in size than a 54-inch. No, sir; we all wanted to ride just as big machines as it was possible for us to, by any means, propel, and to accomplish this, I have known cork soles of over an inch in thickness to be attached to the rider's shoes to enable him to reach the pedals at all. This was what might have been termed a sort of over-reaching ambition, as it were. Corduroy breeches, with chamois-skin seats, were thought to be just the proper thing for riding in, and if any of the readers of this don't think that we earned the pleasures of cycling those days by the sweat of our bodies just let them encase themselves in a corduroy riding suit, reinforced with leather, and then, in a brimless polo-cap, take a fifty or sixty mile run, mounted upon a machine weighing maybe sixty pounds and equipped with 12-inch handle-bars and cone bearings, and if they got back home outside of an ambulance I will be somewhat mistaken.

Every wheelman when he met another wheelman on the road was personally acquainted with him, or if he wasn't he was greatly astonished at not being so, and went at once to inquire who the new rider was. It's different, very different now; a man is lucky in the large clubs if he knows all of his own club mates, let alone the riders he meets upon the road. I can't say that I think this change is any pleasanter for me; it shows how the sport has grown perhaps, but it is not near so pleasant as the old state of affairs.

Did we race then? Well, I rather think we did. I won't soon forget the first time a mile was ridden on an out-door track in three minutes. Victor C. Place propelled a 54-inch Howard bicycle, weighing nearly fifty-six pounds, that distance within the time above mentioned at Buffalo, and the land at once resounded with his praise, and great was the wonder expressed at so marvelous a performance. Of course these figures don't compare with the present records, but let the riders, of to-day, without any knowledge of training and upon a soft trotting track, drive that same wheel a mile in three minutes, as Place did, and then let them laugh at the performance. If no one laughs till this is done, there won't be many wheelmen in America to-day who will be able to laugh, I tell you. About measuring race tracks for wheel races, now there was a question we just did let ourselves out on in the days gone by. Some argued that the same measurement that existed on a trotting track, *i. e.* thirty-six inches from the pole, should be the point at which the track should be measured, while others wanted the inner edge of the track or pole itself to be the line of measurement, claiming that that was the line on which a bicycle was ridden, and consequently its distance should be computed upon it. Finally after tons of paper and the Lord only knows how much oratory and argument had been wasted over the matter, eighteen inches from a fixed curb was accepted as standard. FRANK A. EGAN.

PATH RECORDS

FOR
Ordinaries, Safeties, Tandem Safeties and Tricycles.

AMERICAN AMATEUR.

ORDINARY.

MS. H. M. S.	NAME.	DATE.
1/4.. 35 1-5..	W. A. Rowe	Nov. 5, '85
1/2.. 1.12 4-5..	"	Oct. 19, '85
3/4.. 1.55 1-5..	"	Oct. 26, '85
1.. 2.35 2-5..	"	Oct. 23, '85
2.. 5.21 3-5..	"	"
3.. 8.07 2-5..	"	Oct. 19, '85
4.. 11.11 4-5..	"	"
5.. 14.07 2-5..	"	"
6.. 16.55 3-5..	"	"
7.. 19.47 2-5..	"	"
8.. 22.41 4-5..	"	"
9.. 25.41 2-5..	"	"
10.. 28.37 4-5..	"	"
11.. 31.37 1-5..	"	"
12.. 34.32 3-5..	"	"
13.. 37.24 3-5..	"	"
14.. 40.25 ..	"	"
15.. 43.26 1-5..	"	"
16.. 46.27 2-5..	"	"
17.. 49.25 ..	"	"
18.. 52.25 1-5..	"	"
19.. 55.22 2-5..	"	"
20.. 58.20 ..	"	"
21.. 1.06.25 2-5..	F. F. Ives	Oct. 9, '85
22.. 1.09.50 ..	"	"
23.. 1.13.02 ..	"	"
24.. 1.16.04 4-5..	"	"
25.. 1.19.06 3-5..	"	"

26-50 MILES—S. G. WHITTAKER, Nov. 26, '85	M. H. M. S.	M. H. M. S.	M. H. M. S.
26 1.24.55	34 1.53.30	42 2.23.54	50 2.55.38
27 1.28.30	35 1.57.19	43 2.27.49	
28 1.31.57	36 2.01.00	44 2.31.35	
29 1.35.26	37 2.04.45	45 2.35.26	
30 1.39.00	38 2.08.22	46 2.39.01	
31 1.42.29	39 2.12.08	47 2.42.31	
32 1.46.05	40 2.15.44	48 2.46.05	
33 1.49.45	41 2.19.59	49 2.51.50	
	50 2.55.38		

51 TO 62 MILES—F. F. IVES, Oct. 10, '85.	M. H. M. S.	M. H. M. S.	M. H. M. S.
51 3.07.47 1-5	55 3.23.13 2-5	59 3.39 21 3-5	
52 3.11.32 2-5	56 3.27.03 3-5	60	
53 3.15.26 2-5	57 3.31.22 1-5	61	
54 3.19.21 ..	58 3.35.29 ..	62	

63 TO 92 MILES—GEO. HENDEE, Nov. 11, '85.	M. H. M. S.	M. H. M. S.	M. H. M. S.
63 3.56.32 1-5	73 4.38.01 1-5	83 5.16.43 1-5	
64 4.02.59 3-5	74 4.41.35 3-5	84 5.20.45 2-5	
65 4.06.28 3-5	75 4.45.07 4-5	85 5.24.41 ..	
66 4.09.58 3-5	76 4.48.48 1-5	86 5.28.23 1-5	
67 4.13.32 ..	77 4.52.31 1-5	87 5.32.01 3-5	
68 4.17.12 3-5	78 4.56.11 ..	88 5.35.50 1-5	
69 4.21.26 3-5	79 5.00.05 ..	89 5.39.55 2-5	
70 4.25.27 1-5	80 5.04.17 2-5	90 5.43.57 ..	
71 4.31.03 ..	81 5.08.25 3-5	91 5.47.58 2-5	
72 4.34.30 3-5	82 5.12.33 2-5	92 5.52.24 3-5	

93 TO 100 MILES—F. F. IVES, Oct. 10, '85.	M. H. M. S.	M. H. M. S.	M. H. M. S.
93 5.57.41 2-5	96 6.09.32 2-5	99 6.21.50 ..	
94 6.01.47 4-5	97 6.13.39 4-5	100 6.25.30 ..	
95 6.05.44 3-5	98 6.17.42 4-5		

SAFETY.

M. H. M. S.	NAME.	DATE.
1/4.. 0.41 4-5..	A. P. Englehart	Sept. 9, '85
1/2.. 1.24 3-5..	A. P. Englehart	Sept. 10, '85
3/4.. 2.07 ..	A. P. Englehart	"
1.. 2.46 ..	R. H. Davis	Sept. 14, '88
2.. 4.46 3-5..	A. P. Englehart	Sept. 10, '85
3.. 8.35 4-5..	A. P. Englehart	Sept. 10, '85
4.. 12.55 ..	A. P. Englehart	Sept. 3, '85
5.. 16.04 ..	A. P. Englehart	Sept. 3, '85

TANDEM SAFETY.

M. H. M. S.	NAME.	DATE.
1/4.. 45 1-5..	C. H. Miller	Sept. 17, '84
1/2.. 1.32 ..	F. R. Brown	Sept. 18, '86
3/4.. 2.22 3-5..	C. H. Miller	Sept. 18, '86
1.. 2.44 1-2..	F. R. Brown	Sept. 14, '88
2.. 6.00 4-5..	A. E. & M. Bailey	May 11, '89
3.. 10.14 1-5..	C. H. Miller	Sept. 17, '84

TRICYCLE.

M. H. M. S.	NAME.	DATE.
1/4.. 42 ..	G. M. Hendee	Nov. 4, '85
1/2.. 1.21 4-5..	G. M. Hendee	Nov. 4, '85
3/4.. 2.10 2-5..	R. Cripps	Sept. 10, '85
1.. 2.53 4-5..	R. Cripps	Sept. 10, '85
2.. 6.03 4-5..	P. Furnival	Sept. 9, '85
3.. 9.08 2-5..	"	"
4.. 12.15 1-5..	"	"
5.. 15.18 3-5..	"	"
6-10 MILES—A. G. POWELL, Aug. 27, '85.	M. H. M. S.	M. H. M. S.
6 22.43 ..	8 30.32 1-5	10 38.05 2-5
7 26.43 ..	9 34.26 2-5	

ENGLISH AMATEUR.

ORDINARY.

MS. H. M. S.	NAME.	DATE.
1/4.. 37 ..	F. J. Osmond	May 18, '89
1/2.. 1.14 ..	Osmond	Sept. 12, '88
3/4.. 1.53 4-5..	F. J. Osmond	Sept. 12, '88
1.. 2.31 4-5..	W. A. Illston	May 21, '89
2.. 5.12 2-5..	F. J. Osmond	Sept. 8, '87
3.. 8.14 2-5..	F. J. Osmond	Sept. 8, '87
4.. 11.05 2-5..	"	"
5.. 13.55 ..	"	"
6.. 16.40 2-5..	"	"
7.. 19.33 4-5..	"	"
8.. 22.26 1-5..	"	"
9.. 25.16 4-5..	"	"
10.. 28.04 3-5..	"	"
11.. 32.07 3-5..	P. Furnival	Sept. 22, '87
12.. 35.04 2-5..	"	"
13.. 38.02 4-5..	"	"
14.. 41.03 1-5..	"	"
15.. 43.59 2-5..	"	"
16.. 46.55 1-5..	"	"
17.. 49.55 1-5..	M. V. Cassal	"
18.. 52.53 2-5..	P. Furnival	"
19.. 55.50 1-5..	"	"
20.. 58.50 2-5..	"	"
21.. 1.01.59 1-5..	"	"
22.. 1.04.51 1-5..	"	"
23.. 1.07.51 2-5..	"	"
24.. 1.10.52 ..	"	"
25.. 1.13.49 3-5..	"	"

26 TO 36 MILES—J. H. ADAMS, Aug. 22, '88.	M. H. M. S.	M. H. M. S.	M. H. M. S.
26 1.20.49 3-5	30 1.33.47 2-5	34 1.47.14 3-5	
27 1.24.04 4-5	31 1.37.12 2-5	35 1.50.30 4-5	
28 1.27.18 1-5	32 1.40.34 ..	36 1.53.55 3-5	
29 1.30.31 2-5	33 1.43.51 ..		

37 TO 50 MILES—CHAS. POTTER, Sept. 24, '87.	M. H. M. S.	M. H. M. S.	M. H. M. S.
37 1.57.16 ..	42 2.13.54 1-5	47 2.30.51 3-5	
38 2.00.37 2-5	43 2.17.15 1-5	48 2.34.05 2-5	
39 2.03.56 2-5	44 2.20.37 3-5	49 2.37.22 3-5	
40 2.07.16 1-5	45 2.24.01 ..	50 2.40.32 2-5	
41 2.10.35 2-5	46 2.27.20 2-5		

51 TO 55 MILES—J. H. ADAMS, Aug. 22, '88.	M. H. M. S.	M. H. M. S.	M. H. M. S.
51 2.47.21 3-5	53 2.54.47 ..	55 3.02.33 4-5	
52 2.51.04 1-5	54 2.58.38 2-5		

56 TO 100 MILES—F. R. FRY, July 27, '83.	M. H. M. S.	M. H. M. S.	M. H. M. S.
56 3.14.30 ..	71 4.06.51 ..	86 5.00.49 ..	
57 3.18.03 ..	72 4.10.21 ..	87 5.04.28 ..	
58 3.21.32 ..	73 4.13.54 ..	88 5.08.10 ..	
59 3.25.01 ..	74 4.17.31 ..	89 5.11.34 ..	
60 3.28.30 ..	75 4.21.12 ..	90 5.15.02 ..	
61 3.32.07 ..	76 4.24.45 ..	91 5.19.37 1-2	
62 3.35.35 ..	77 4.28.10 ..	92 5.22.03 ..	
63 3.39.01 ..	78 4.31.38 ..	93 5.25.21 ..	
64 3.42.28 ..	79 4.35.03 ..	94 5.28.47 2-5	
65 3.45.55 ..	80 4.38.22 ..	95 5.32.18 ..	
66 3.49.20 ..	81 4.42.04 ..	96 5.36.11 ..	
67 3.52.45 ..	82 4.45.35 ..	97 5.40.23 ..	
68 3.56.12 ..	83 4.49.02 ..	98 5.43.21 ..	
69 3.59.50 ..	84 4.52.30 ..	99 5.47.00 ..	
70 4.03.17 ..	85 4.56.31 ..	100 5.50.05 2-5	

SAFETY.

M. H. M. S.	NAME.	DATE.
1/4.. 0.37 3-5..	W. C. Jones	May 18, '89
1/2.. 1.16 1-5..	W. C. Jones	May 18, '89
3/4.. 1.53 4-5..	F. J. Osmond	Sept. 19, '87
1.. 2.37 ..	C. W. Schafer	Sept. 4, '89
2 TO 21 MILES—H. E. LAURIE, Aug. 31, '88.	M. H. M. S.	M. H. M. S.
2 5.31 3-5 ..	9 25.21 1-5	16 45.37 2-5
3 8.20 2-5 ..	10 28.13 1-5	17 48.28 2-5
4 11.08 3-5 ..	11 31.04 1-5	18 51.25 1-5
5 13.58 4-5 ..	12 33.59 1-5	19 54.10 ..
6 16.48 3-5 ..	13 36.52 4-5	20 56.58 2-5
7 19.42 2-5 ..	14 39.49 ..	21 59.41 4-5
8 22.32 1-5 ..	15 42.42 2-5	

TRICYCLE.

M. H. M. S.	NAME.	DATE.
1/4.. 39 4-5..	E. H. Sanson	Aug. 31, 1888
1/2.. 1.17 3-5..	E. H. Sanson	Aug. 31, 1888
3/4.. 2.02 ..	G. Gatehouse	July 8, 1887
1.. 2.41 3-5..	G. Gatehouse	July 8, 1887
2 TO 8 MILES—G. GATEHOUSE, Aug. 26, '86.	M. H. M. S.	M. H. M. S.
2 5.37 2-5 ..	4 11.26 4-5	6 17.25 3-5
3 8.30 4-5 ..	5 14.27 3-5	7 20.16 4-5
	8 23.15 4-5	

9 TO 19 MILES—J. B. KING, June 13, '88.	M. H. M. S.	M. H. M. S.	M. H. M. S.
9 26.16 3-5	13 38.07 2-5	17 50.15 2-5	
10 29.10 2-5	14 41.09 1-5	18 53.16 1-5	
11 32.09 2-5	15 44.17 1-5	19 56.14 4-5	
12 35.06 2-5	16 47.15 2-5		
20 59.10 3-5	G. Gatehouse	Aug. 26, 1886	

21 TO 25 MILES—S. F. EDGE, June 18, '88.	M. H. M. S.	M. H. M. S.	M. H. M. S.
21 1.03.14 4-5	23 1.09.28 4-5	25 1.15.44 3-5	
22 1.06.21 2-5	24 1.12.38 ..		

AMERICAN PROFESSIONAL.

ORDINARY.

MS. H. M. S.	NAME.	DATE.
1/4.. 36 2-5..	G. M. Hendee	July 5, '86
1/2.. 1.13 2-5..	"	"
3/4.. 1.50 1-5..	W. A. Rowe	Oct. 22, '86
1.. 2.29 4-5..	"	"
2.. 5.11 ..	"	Oct. 14, '86
3.. 7.48 4-5..	"	"
4.. 10.41 2-5..	"	Oct. 25, '86
5.. 13.23 4-5..	"	"
6.. 16.12 3-5..	"	"
7.. 18.59 ..	"	"
8.. 21.41 2-5..	"	"
9.. 24.26 2-5..	"	"
10.. 27.07 1-5..	"	"
11.. 29.51 3-5..	"	"
12.. 32.35 ..	"	"
13.. 35.18 2-5..	"	"
14.. 38.01 2-5..	"	"
15.. 40.41 2-5..	"	"
16.. 43.26 4-5..	"	"
17.. 46.14 4-5..	"	"
18.. 48.58 ..	"	"
19.. 51.40 1-5..	"	"
20.. 54.25 2-5..	"	"
21.. 57.07 3-5..	"	"
22.. 59.46 ..	"	"
23.. 1.08.22 3-5..	W. M. Woodside	Nov. 5, '86
24.. 1.11.24 4-5..	"	"
25.. 1.14.23 1-5..	F. F. Ives	Oct. 9, '86

26-50 MILES—F. F. IVES, Oct. 9, '86.	M. H. M. S.	M. H. M. S.	M. H. M. S.
26 1.17.27 ..	34 1.41.00 ..	42 2.06.48 ..	
27 1.20.16 1-5	35 1.44.05 4-5	43 2.10.04 ..	
28 1.23.13 1-5	36 1.47.18 1-5	44 2.13.25 4-5	
29 1.26.11 3-5	37 1.50.34 4-5	45 2.16.42 2-5	
30 1.29.07 4-5	38 1.53.47 2-5	46 2.19.56 1-5	
31 1.32.05 3-5	39 1.57.01 ..	47 2.23.23 ..	
32 1.35.03 2-5	40 2.00.17 2-5	48 2.26.44 2-5	
33 1.38.01 1-5	41 2.03.30 3-5	49 2.30.14 4-5	
	50 2.33.54 ..		

51 MILES—F. E. DINGLEY, Sept. 22, '87.	S. P. HOLLINGSWORTH, Oct. 5, '87.
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52-65 MILES—S. P. HOLLINGSWORTH, Oct. 5, '87.	M. H. M. S.	M. H. M. S.	M. H. M. S.
52 2.47.03 4-5	57 3.05.05 4-5	62 3.23.00 ..	
53 2.50.50 ..	58 3.08.34 1-5	63 3.26.36 ..	
54 2.54.27 3-5	59 3.12.09 1-5	64 3.30.24 3-5	
55 2.57.59 2-5	60 3.15.54 ..	65 3.34.11 1-5	
56 3.01.32 4-5	61 3.19.27 ..		

66-100 MILES—F. E. DINGLEY, Sept. 22, '87.				
M.	H. M. S.	M.	H. M. S.	M. H. M. S.
66	3.37 47	---	77	4.17 21

67	3.41.33	2-5	78	4.20.55
				4-5
68	3.45.11	4-5	79	4.27.35
				5-9
69	3.48.44	3-5	80	4.32.01
				5-5
70	3.48.11	---	81	4.33.13

SKIP THIS PAGE,

For you might learn something of interest to League members who will be having a H. O. Time at

HAGERSTOWN.

THAT'S WHAT THEY ARE GOING TO HAVE.

CHIEF CONSUL MOTT,

of Maryland, says so, and it *must* be true. He has been trying to club this fact into your heads for a few months. See our advertisements in the L. A. W. Meet programme, THE WHEEL, "The Bicycling World" and "The Wheelmen's Gazette"; also the "Cycler and Tourist," and read them. (That's what we write them for). Colonel Pope, and Colonel Overman, and Lieut.-Colonel Gormully, and Captain Jeffery are going to tell you their story, but we want you to read OURS. Brigadier-General Aitch Dee Corey and the Right Hon'ble Algernon Kennedy-Childe will have their song and dance, and Sterling Elliot will talk about his Andrew Jackson wheel (Old Hickory, you know), but when it comes right down to the fine points of the case, what IS the matter with

"The White Flyer."

IT IS ALL RIGHT.

We have a catalogue printed in this number, so you had better sit down and read it in case you might not have another chance to do so, and thus be eternally left. We do not believe in sensational advertising. In our advertising we do nothing commonplace. The papers in which we advertise reach the cream of buyers. Who else do you care to reach? "*Dagonet*," of the "Referee" (London, Eng.), writes :

"Having good wares and not advertising them is like winking at a pretty girl in the dark. You know what you are doing but she does not." (For "you" read "makers"; for the "pretty girl" read the "cycling public.")

The cycling public (judging by the basketful of letters received in this morning's mail) seems to be like certain pretty girls we have known (ahem!)—they are fast "catching on."

We do not intend to speak at length upon the merits of our "White Flyer" Safety Bicycle, but when we modestly claim that for the "scorcher" or the business rider (who potters down to his office in the morning and potters back in the evening) it has no equal. There never was a bicycle, in this or any other country, finished in such exquisite style as the "White Flyer." If you have not our catalogue

Why Don't You Send for it?

It is mailed free to your address.

Agents wanted in every town in America. Advertisement solicitors will please send rates that will bear comparison to J. PURVIS-BRUCE, White Cycle Co., Westboro, Mass.

N. B.—Advertisement solicitors who call and tell us of a "soft, soft thing" with ridiculously high rates need not tarry long. It only takes us thirty seconds to put on our heavy boots. They have four pounds and ten ounces of Scotch nails in the soles. We yearn to try them on thin lavender pants. Our bull-dog is working up a good appetite, and when he does get turned loose on the enemy he will eat cloth and all.

CYPHER CABLEGRAM AND TELEGRAM ADDRESS

“CYCLE” - WESTBORO, MASS.

THE WHITE FLYER CYCLES.

“The OUTSIDE of a BICYCLE is the best thing for the INSIDE of a MAN” (Do not take this statement for granted, but prove it for yourself.)

COMPILED BY “JACK.”

If you are too well posted or to ignorant to learn, hand this catalogue (with our compliments) to some wide-awake fellow who knows a thing or two. He may profit by the perusal. Blessed is he who knows nothing, for he has nothing to learn.

“Time is money.”

Do not waste time in trying to solve “Pigs in Clover Puzzles.”

You will spend fifteen minutes more profitably by reading this catalogue. Then hand it to your cycling friends.

THE WHITE CYCLE CO.,
OF WESTBORO, MASSACHUSETTS,

U. S. A.

DIRECTIONS

TO BUYERS AND AGENTS

Terms, net cash with order. With EVERY ORDER give full shipping instructions. Freight or express charges always to be paid by the purchaser.

Correspondence *must* be sent plainly addressed to The White Cycle Company of Westboro, and not to individuals.

Our responsibility in the matter of delivery of goods *ceases* when the goods have been delivered at post-office, express offices, or freight depots. C. O. D. orders from outside of New England must be accompanied by money enough to pay express charges both ways, in case the goods are not accepted. Our stock in our Boston store is for local trade only. Orders from Agents will be shipped direct from our factory at Westboro, Mass., on the Boston & Albany Railroad, — thirty-two miles from Boston.

Our prices are invariable, and no discounts are allowed except to regular agents.

We warrant the White Cycles to be free from imperfections in material or manufacture, and agree to make good, at store or factory, at any time within a year, any *defects* in them not caused by use, misuse, or neglect. If such defects are found, all defective parts must be sent to us for examination before any claim is allowed. This warrant does not apply to nickel-plating, though no care or expense is spared to make it the best.

No goods should be shipped to us without first obtaining instructions from our office at Westboro, Mass.

TO THE CYCLING PUBLIC. GREETING:

The White Cycle Company, of Westboro, Mass., in making their initial bow to the practical wheeling public, do so with the comfortable consciousness that they have something which will amply reward the investigation of all in search of health upon wheels.

In presenting their catalogue of White Cycles to the public, it gives them great pleasure to say that the "White Flyer" Safety Bicycle is something *new*, and unlike many novelties in the cycling line (now either, or fast becoming, obsolete). The White Cycle Company, of Westboro, have received the endorsement of some of the most noted wheel mechanics and practical cycling authorities, when they say that they have got something *good*. That is what the practical road-riding American cyclist has been crying for all along, and the White Cycle Company are now prepared to give it to him.

The White Cycle Company have noted the rise and fall of many poorly-made and unmechanical absurdities, and when they decided to embark in the cycle business, they did so in a calm spirit, assured of the superior nature of the machine which they intended to place upon the market. They did not go into the cycle business of high-grade cycle construction for "a year, or a day," but to "*stay*," and appreciated the necessity of doing so handicapped in no way, but fully equipped with the finest plant, the best material, and no lack of financial backing or skillful workmen. Everything is the best that mechanical experts, supplied with the necessary funds, could purchase in the market. They realized from the bitter experience of other manufacturers, that cheap rattle-trap machinery and poor material could result in but one thing,—cheap (?) rattle-trap cycles which would cost much money (in the long run), and would give abominable results, disastrous alike to manufacturer and purchaser.

They appreciated the fact that they had a class of gentlemen-sportsmen to deal with, who by reason of their "press," are constantly educated as to what is what. Knowing that they have

WRITE ALL ORDERS PLAINLY



The "White Flyer" Safety Bicycle.

(Rated free on board the train at Westboro, Mass., with TOOL-BAG, WRENCH, SPRING-TOP OILER and SCREW-DRIVER. Weight, 50 pounds. Put it on the scales and test it.

\$135.00.

AGENTS WANTED. WRITE FOR TERMS.

men of intelligence to deal with, they have started out to make the highest grade bicycle in any market, both as regards fit and finish of interiors and bearing surfaces, as well as an exterior of the *highest possible* finish, results which can only be accomplished by using the best of machinery, the best of material, and the most intelligent mechanical assistance on the part of the employes of the Company.

A visit to the model factory of the White Cycle Company, of Westboro, Mass., thirty-two miles (by road and rail) on the Boston & Albany Railroad, will convert the most jaundiced mind to the fact that we have got what we claim to have, and the visitor has only to use his eyes to corroborate our assertions and claims in every way.

"Honesty is the best policy"—in the beginning and in the end. In their perfectly lighted and ventilated factory, which, with the plant, was built for cycle construction at a very great cost, and occupied *solely* by the White Cycle Company, you will find all the material, machinery and mechanical skill *essential* to finely-fitted, honestly-constructed, accurate and *absolutely* interchangeable work. You will also find experts on hand *super*-ing the various processes of manufacture, who are responsible for the accuracy of *every* nut, screw, bearing, chain-link, etc., which leaves the workmen's hands.

The White Cycle Company have no enemies in the trade; they pay their bills and treat their employes and patrons squarely, yet they start with much opposition from older firms. Realizing this, they are confident that their keynote to *success* will be touched by *excelling* all competitors in material and workmanship, and by enabling riders to economically utilize such natural power as is possessed by the *average human being* in the propulsion of the cycle.

Try our machine (give it a fair trial), learn it (it is easier to learn than any other bicycle), and you will find that up and down grade, on a good surface, and on an indifferent one, the "White Flyer" is a "corker." Quality of work is our gauge of a mechanic's capability, not quantity; and to avoid "cheap and unsatisfactory" work, we avoid "cheap and inexperienced" workmen. You say that they have got something *new*. "Yes, they have, and it is going to make its mark in both the English and American markets. What was good enough for

the *old foggy* cyclist is *not* good enough for you, in this age of improvement."

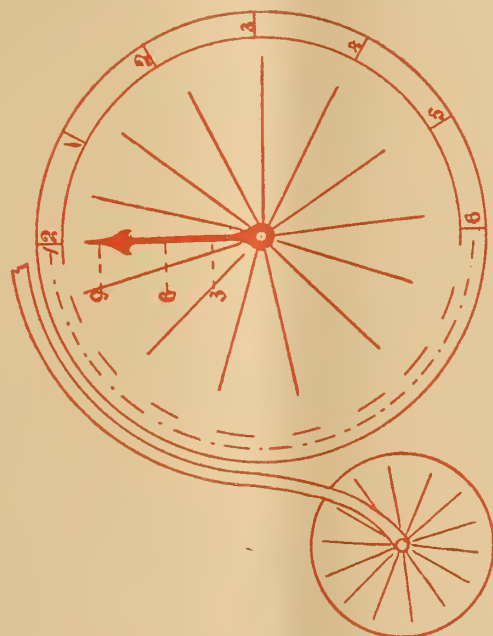
If you are too well posted to learn anything new which will be of benefit to you, you will please hand this catalogue to some wide-awake cyclist, with our compliments,—to some nineteenth century chap, who has his eyes open to a good thing, and is not too proud to learn. If he (mounted on a "White Flyer") passes you on the road at a nice lively gait, while you are bent double over your "Crock," and panting like a young robin, do not blame us. We advised you, and you would not listen to us—you neglected to read our catalogue—that was all. This catalogue is compiled by a well-known cyclist, who has spent much time and money on cycles, and has had all kinds of experience in riding them; embarking on them and falling "overboard" on all sorts of surfaces, and at all kinds of paces, from a scorch to a dignified ministerial gait. Sometimes this was done gracefully, sometimes upon all fours and both sides simultaneously.

The advantages we claim over other existing types of the cycle are set forth in the remarks which follow this preamble. Hoping that we may have the pleasure of suiting the rapidly-growing legion of American wheelmen with our "White Flyer," which never grows weary, we are, gentlemen, Most respectfully,

THE WHITE CYCLE COMPANY,
OF WESTBORO, MASS.

RATES WHICH WILL BEAR COMPARISON

TO ADVERTISING AGENTS:—SEND IN ADVERTISING



Take a good look at this. You *know* you have some time to spare. We shall suppose that we have before us an "ordinary" crank bicycle, and that (for ease of illustration) the front wheel has been marked off like the face of a clock, and the crank indicated by a clock-hand or indicator. Well, if you will but look, you will see what "dead centres" mean. When the hand (or crank) is at twelve o'clock, it is on "dead centre"; when it is at one o'clock, the dead centre has been overcome. When the crank is at three o'clock, the greatest amount of power or maximum of crank leverage is attained. When the crank is at six o'clock it is again on dead centre, and all the way from six o'clock to twelve, absolutely *no* power can possibly be utilized by the rider upon *that* pedal, unless his feet were in some way attached (*a la* Jack Keen) to the pedals, so that an upward pull might be effected. This would be dangerous, and a muscular effort of this nature would be very exhausting.

The figures 3, 6 and 9 are added to give a rider an idea of the leverage of cranks. Thus, a three-inch crank means three inches of leverage: a six-inch crank, six inches of leverage, and a nine-inch crank, nine inches of leverage.

This is as good an illustration as any of what we have had to contend with in crank machines — *dead centres*.

WHITE CYCLE COMPANY, WESTBORO, MASS.

ADVANTAGES CLAIMED FOR THE WHITE FLYER SAFETY.

- 1st. Greater speed, with the same amount of muscular expenditure than can be attained by any system of crank or lever motive power on the cycling market of today.
- 2d. A motion more natural than a rotary motion.
- 3d. It is almost impossible to slip a pedal; and if this is done through awkwardness or carelessness, there is no dangerous result attending it.
- 4th. The motion is calculated to suit the majority of cyclers, and not the few, who on account of their peculiar "build" ride one kind of a machine much better than another.
- 5th. The motion may be learned by a novice much sooner than any other existing motion. This fact will be appreciated by those who anticipate great difficulty in learning to ride a crank wheel.
- 6th. It is more comfortable to "coast" on, and more easily steered on down grades than the ordinary rear driver (with foot-rests on the front fork), as the feet do not require to be removed from the pedals, but are stopped *at will* and used at foot-rests. Being connected with the driving-wheel, steering is rendered easy to the novice. It will *out-coast* any other machine. Try it. That's all we have to say on this question.
- 7th. It is better finished inside and outside than any wheel on any market.
- 8th. Less friction than a chain-driven, Rover type safety (there are no cogs on this safety), the chain passing over hardened steel pulleys.
- 9th. There are no "dead centres." Those who use this expression in regard to crank bicycles, with imperfect understanding of its meaning, need do so no longer, if they will take a good look at the accompanying "cut."

TO MR. J. PURVIS-BRUCE,

A BRIEF DESCRIPTION OF THE

“WHITE FLYER.”

This season we place upon the American market a safety bicycle, which, unlike the majority of alleged “safety” bicycles, is safe.

We do not make a cycle for ladies’ use this season. We do not believe in machines *adapted to both sexes*, for, like most “general utility” tools, they are not *very* good for any one purpose. Our machine does *one thing well* — carries riders of the masculine persuasion fast and safely, and that’s about as much as any *one* machine can be expected to do.

The **WHEELS** are each of thirty inches in diameter, and the rear driving wheel is geared to sixty inches. The **RIMS** are the “Warwick Perfection” (anent which comment is superfluous), the front rim taking a tire of three-fourths of an inch, and the rear wheel a tire of seven-eighths of an inch.

The **TIRES** are the very finest of Para rubber. The **SPOKES** are tangential, of the finest obtainable material. The hubs are graceful in outline, and of the very best of steel.

The **BEARINGS** of the machine are **ROLLERS**, and the adjustment of the points so delicate that the bearings are positively dust-proof. The bearings will, without adjustment or touching (except, of course, occasional oiling), wear as long as the machine itself. Some people may say, “Why do you not put in ball-bearings?” Well, simply, my friends, because it is an *absolute impossibility* to make a perfectly accurate sphere of steel. There is not a ball-bearing in the market that has a roll of balls in its bearing-case with *anything like* uniformity. Micrometer and sensitive scale tests have proved this, and *one* ball in a bearing-case, varying the one-thousandth part of an inch from its fellows, will raise the devil with the running of the bearing. A roller-bearing *can* be turned with positive accuracy, so that variations of even the four-thousandth part of an inch would unsuit it for the bearing-cases which are placed on the White Flyer.

UNIQUE METHODS OF ADVERTISING

And *why was the old roller-bearing discarded?* Simply because it was an imperfect absurdity, which twisted and jammed, and was a source of annoyance and mistrust and danger to the rider of twelve years ago. As soon as the ball-bearing was invented, “the trade” discarded the *then imperfect* roller-bearing, and used the ball-bearing instead. But if you put properly hardened steel rollers in a case where there is *no room* to twist, they will “out-coast old coaster himself.” You can easily prove this on the road. We don’t need to howl about a thing which we can prove.

The front wheel of a White Flyer fitted with their perfected (and *perfect*) roller-bearing, ran fourteen minutes and ten and two-fifths seconds — not by computation, but by the watch — and any one of them will do it, as the most perfect system of interchangeability is insisted upon by the White Cycle Company.

The **TUBING** is the finest obtainable Credenda steel tubing. We do away with brazings as much as possible, and gain strength thereby. The *Mud-guard* is put on “to stay” or to detach easily, and is not musical, there being no “rattling accompaniment.” We believe that this is a luxury which most riders are willing to deny themselves, — a noisy mud-guard.

The **SADDLE-POST** is a hollow steel tube, and is light and strong, and adjustable to suit the requirements of a tall or short rider.

The **SADDLE** is the unexcelled “Keystone” saddle. The *saddle-spring* is *sufficiently* pliable for comfort on the roughest of roads, and admits of a proper spring, fore and aft. We do not believe in saddles such as are on the market, built on the mole-tray or mouse-trap plan, which are so springy that they *absorb about half* the power which should be transmitted *direct* to the point where the driving-wheel comes in contact with the ground. When you lay out muscular effort you like to *feel* the wheel move forward, not to feel the saddle-spring double up. In our machine you have an *adequate return* for all muscular expenditure.

When a ship is towed astern of a tug, they use a *stiff* hawser, not a flexible *rubber rope*, as they wish to pull that ship into port. We use a spring which does not absorb power, therefore we calculate to get there. We put no “*spring arrangement*” on our front fork, for we do not believe in such things; we have tried both, you know. We are not proud, and like to be able to steer our wheel to a hair’s-breadth on the road, and keep our feet on the

SOLICITED; AND IF UTILIZED

WHITE CYCLE COMPANY, OF WESTBORO, MASS.

our own design, and is neater and better finished than any other chain on the market. As there are no sprocket wheels to run over, it is made narrower than other chains, being thus, *higher* and neater.

The **SWING-FRAME** is made of the very finest material, and as it folds back toward the rear wheel, it cannot be broken by a large stone on a rough road, as in the case of a rotary safety pedal. It does not hang *as near the road-surface* as does the pedal on rotary motion safety bicycles.

The **FORKS** and all the tubing are round in section, of the best Credeuda steel. We make them *round*, as fittings can thus be made with greater accuracy than with oval or flat tubes, and better and stronger brazings can be effected. You can "turn" a round tube *more perfectly* than any other shape.

The **PEDALS** are so adjusted that they can be stopped in any position, and by equal pressure of both feet they become foot-rests. The length of the stroke can be varied; pushing one pedal down raises the other a corresponding distance. There are *no springs* used to draw the pedals back to the starting-point; the weight of the one pedal, when it is pressed down, raises the other one. A very good point in this machine is that any person affected by a *stiff knee*, or one whose leg has been injured, so as to make one *shorter than the other*, can, by adjusting the pedal and driving-chain, suit the peculiar conditions. The swing or guide frame hanging from the backbone, on which the pedals move up and down, can be thrust while the rider is in motion to almost any angle. Thus, *if he wishes a vertical tread*, the frame can be swung so that the pedals come well under the saddle. If, on the contrary, the rider wishes to change the position, and get *more of the thrust stroke* which uses the thigh muscles (as in a rotary motion crank safety), this can instantly be done by swinging the frame toward the front wheel. This ability to *vary the stroke* will rest the rider, who, if he rides an ordinary crank safety, may often weary of the monotony of a never-changing motion, and yet, by the peculiar construction of his machine, he is unable to change it. With the White Flyer this is different.

When the driving pedal is on top of the guide-frame, and in the beginning of a stroke, the construction is such that the rider has more leverage than at any other point in the whole stroke. The leverage lessens as the pedal moves down, and as the legs straighten

WRITE YOUR NAME AND ADDRESS LEGIBLY.

WHITE CYCLE COMPANY, OF WESTBORO, MASS.

pedals while rushing a down grade. You can do this with a rigid and stiff front fork. With a spring fork, never. The *Brake* is not put on for ornament, and though it is a marvel of elegance in the matter of outline and finish, still you can *actually stop your wheel with it*, and you do not (when you apply it) bend the brake-handle up to the handle-bar, either. It is fashioned after the plunger pattern. The *Steering-head* is of the good old reliable cone-bearing type improved by us, so that you can tighten it up so that there is no side play, and yet it moves with perfect freedom. We have *tried* ball-bearing heads and "fired" them. (They made us "so weary," you know.)

We are getting dreadfully practical and matter-of-fact in our old age. We used to experiment in ball-heads and spring forks, but our bill for repairs was excessive. We are not so extravagant as we used to be.

In our **STEERING-HEAD** we have got something undoubtedly fine. It has long been admitted that the cone-head was the finest steering-head for cycles, if it could be made so that when it was *sufficiently tight* it would not *bind*, and yet *sufficiently loose* to *move easily without rattling*. We have at last solved this bane of cone-bearing heads, by introducing an "*automatic adjustable*" cone-head. If you will ride your "crock" in a blistering hot day, you will find that the cone-head will *work loose*; if you take it out in a cold day, you will notice that the head works *tightly*. Why? Simply because the *heat expanded* the outer case of the head, while *cold weather contracted it*, and the inner neck-pin was comparatively unaffected by heat or cold.

We have met and answered this difficulty, and now have it under control, by introducing a rubber washer of such construction, that it is *unaffected by oil*, which allows the head to be screwed down tight, and yet to move easily; which allows the steering-head to move as easily on a cold day as on a warm one, and never to rattle, even under the influence of the blistering glare of an Arizona sun. This thing must be seen and used to be appreciated. One of the big American makers will recognize in this a thing which he tried to buy, but we managed to get there ahead of him.

The **HANDLES** are hard rubber and peculiarly cool and comfortable to the grip, and rather longer than the ordinary handle, permitting a greater variety of hand-position. The **CHAIN** is one of

PAID FOR AT PROPORTIONATE RATES.

out, thus equalizing the force to be exerted necessary to drive the machine.

It is the *business man's wheel par excellence*, and the "scorcher" will find in it a machine "after his own heart." As we desire to cater to the tastes of men who know, from actual experience, what looks best and is most serviceable in the way of enamel, we have decided to enamel the machine in such portions where nickelpating has been found to be a failure. We put nickel on such portions of the White Flyer as will give it the most workmanlike and artistic finish and appearance.

Our cycle factory at Westboro, Mass., was built expressly for the construction of the highest possible grade of cycles, according to the instructions and plans of practical cycle manufacturing authorities. It is owned and occupied entirely by The White Cycle Company, and none but practical men who are authorities in their special line, are employed by the Company. We employ no professional riders to create records of more or less accuracy, and believe that the mission of the cycle is to be a fast and safe *vehicle*, rather than an acrobat's plaything. It is safe to say that there is *no cycle manufactory on earth* so well appointed, and none which has better facilities for making absolutely accurate work.

If you have time and inclination, drop down and see the factory. It is open to every one; you can be shown through and believe for yourself. We have nothing to hide, and nothing to be ashamed of. We have the *model factory of the world*, and we will gladly travel a long way to see a better one. We will always be pleased to inspect designs in relation to cycles, and should they prove good, practical ideas, we are prepared to pay well for the patent rights.

The White Cycle Company start out handicapped in no way. They have plenty of funds and everything requisite for the manufacture of high-grade cycles.

The cut is a fair representation of the machine. The motion is not awkward or ugly, as in the case of several of the unmechanical abortions which have been a waste of material and a hindrance to enjoyable cycling in this country.

Mr. Frederick White is the inventor of this machine, and has spent much time in perfecting it. He is the same gentleman who climbed Corey Hill on a tricycle weighing one hundred pounds, of his own construction, in '85, when that hill had been ridden but once

AND IF YOU WRITE A POOR HAND, PRINT IT.

that year on a light tricycle. Much could be said for the machine, but the experience of actual riding this season will be better praise than all the newspaper advertising.

Mr. J. Purvis-Bruce, of the famous English "scorching" club, "The Ripley Road Club," is with the Company, and will go among the boys with the new "goat." He will meet his many old friends and make new ones. The White Cycle Company's factory is at Westboro, thirty-two miles from Boston, on the Boston and Albany road. The road from Boston to Westboro is very good. Those intending to visit the factory had better come by way of Boston Common, out Beacon Street to Newton Lower Falls, then by Wellesley, Natick and South Framingham. Here you can either take the *shortest* road by way of Framingham and Ashland to Westboro, or by way of Southboro to Westboro, which is two miles longer, but a better road. If you come out some Saturday, bring your pipe with you. You will find "Jack" there, unless he is in New Orleans, or Montana, or some other place. "Look out for the White cycles."

CORRESPONDENCE SOLICITED AND PROMPTLY
ATTENDED TO.

THE STARS OF THE RACE PATH.

- 2.29 4-5—Rowe.
2.30* —Furnival, August 24, '86.
2.30 1/4 —Rowe, August 11, '87.
2.30 2-5—Busst, October 15, '88.
2.31 —Hendee, September 19, '86.
2.31 2-5—Howell, September 29, '85.
2.31 4-5—Osmond, September 12, '88.
" Whittaker, September 29, '88.
2.32 2-5—Synyer, May 21, '88.
2.32 2-5—Furnival, August 23, '86.
2.32 3-5—Wood, September 15, '86.
2.33 —Wood, September 9, '86.
2.33 —Engleheart, June 13, '88.
2.33 4-5—Robb, September 12, '88.
2.34 2-5—Osmond, May 21, '88.
2.34 2-5—Woodside, September 19, '86.
2.34 3-5—Illston, May 21, '89.
2.34 3-5—Crist, May 21, '88.
2.34 4-5—Speechley, July 3, '86.
2.35 —Hendee, September 15, '86.
2.35 1-5—Hendee, June 10, '87.
" Osmond, May 21, '88.
" Howell, June 20, '87.
2.35 2-5—Howell, September 23, '85.
2.35 2-5—Rowe, October 23, '85.
" Rowe, September 24, '86.
" Rowe, August 14, '86.
" Hendee, July 5, '86.
2.35 3-5—Wood, September 8, '85.
" Rowe, July 4, '87.
2.35 4-5—Furnival, August 21, '86.
" Hendee, September 24, '86.
2.36 —Rowe, August 12, '87.
2.36 —Woodside, September 15, '86.
2.36 2-5—Rowe, October 17, '85.
" Rhodes, August 27, '86.
2.36 1/2 —Rowe, July 4, '87.
2.36 4-5—Osmond, May 21, '88.
" Osmond, August 12, '87.
2.37 —Woodside, September 24, '86.
2.37 1-5—Shaefer, May 4, '89.
2.37 1-5—Rowe, October 13, '86.
2.37 1-5—Schaefer, May 4, '89.
2.37 2-5—Rowe, June 19, '86.
2.37 4-5—Laurie, August 31, '88.
2.37 4-5—Hendee, June 6, '85.
2.38 —Synyer, May 21, '88.
2.38 —Rowe, October 23, '85.
2.38 —Lees, July, '86.
2.38 —Rowe, September 14, '86.
2.38 2-5—Rhodes, August 23, '86.
2.38 2-5—Hendee, September 25, '86.
2.38 2-5—Dwyer, '86.
2.38 2-5—Rowe, September 25, '86.
2.38 2-5—Brewerton, May 21, '88.
2.38 2-5—Frazier, October 19, '86.
2.38 2-5—Duncan, June 7, '87.
2.38 3-5—W. C. Thompson, May 17, '89.
2.38 3/4 —Hendee, September 8, '86.
2.38 4-5—Osmond, August 12, '87.
2.39 —Sellers, September 9, '84.
2.39 —Prince, September 17, '84.
2.39 —J. Illston, May 21, '88.
2.39 —Engleheart, June 23, '87.
2.39 2-5—James, September 25, '86.
" Oxborrow, September 12, '86.
2.39 2-5—Howell, July 7, '86.
2.39 2-5—Medinger, August 25, '87.
2.39 2-5—Webber, July 9, '85.
2.39 3-5—M. Webber, July 9, '85.
2.39 4-5—Hendee, June 8, '85.
2.39 4-5—Mayes, July, '86.
2.40 —Foster, August 10, '87.
" De Blois, August 24, '87.
" Engleheart, July 19, '87.
" Woodside, September 26, '86.
" Woodside, August 27, '86.
" Rowe, June 19, '86.
2.40 2-5—Rich, September 30, '86.
" Rowe, October 12, '86.
2.40 3-5 —Howell, August 18 '83.
2.40 4-5—Kluge, September 14, '86.
" Howell, July 7, '86.
2.41 —Woodside, September 15, '86.
" Wood, October 1, '85.
" Dolph, September 9, '84.
" Rowe, September 10, '85.
2.41 1-5—Whittaker, September 11, '88.
" Crocker, September 25, '86.
" Rowe, September 10, '85.
2.41 1/4 —Ives, September 9, '86.
2.41 2-5—Laurie, August 31, '88.
" Hendee, September 26, '81.
" Kluge, September 8, '85.
" Wood, September 26, '86.
2.41 1/2 —Percy Stone, September 9, '86.
2.41 3-5—Ives, September 26, '86.
" Cortis, June 7, '82.
2.41 4-5—Whittaker, August 20, '87.
" Crist, May 21, '88.
2.42 —English, September 10, '84.
" Rich, September 30, '86.
" Rowe, August 13, '87.
" Rhodes, September 15, '86.
" Engleheart, August 21, '86.
" Woodside, August 27, '86.
" Adams, September 8, '85.
2.42 1-5—Foster, May 24, '87.
" Knapp, September 8, '85.
2.42 2-5—De Blois, August 25, '87.
2.42 1/2 —De Blois, September 9, '86.
2.42 1/2 —Rich, August 11, '87.
2.42 3-5—Robinson, May 21, '88.
2.42 4-5—Rowe, September 10, '85.
2.43 —Illston, July, '86.
" Weber, June 19, '86.
" Osmond, July 4, '87.
" Howell, June 17, '87.
" Kluge, September 23, '85.
" Windle, June 19, '88.
" Howell, September 25, '85.
2.43 1-5—Woodside, September 26, '86.
" Rowe, September 26, '86.
2.43 2-5—Furnival, June 27, '86.
" Osmond, June 23, '87.
" Whittaker, September 29, '88.
2.43 1/2 —Foster, June 19, '88.
2.43 4-5—Rhodes, September 26, '86.
2.44 —Hendee, July 3, '85.
" Rowe, July 4, '86.
" Illston, June 27, '86.
" Hendee, September 15, '86.
" Wilhelm, July 2, '85.
2.44 1-5—Illston, May 1, '86.
" Ives, August 27, '86.
" Prince, September 15, '86.
" Wood, September 16, '86.
" Temple, May 23, '88.
" Temple, August 9, '87.
2.44 2-5—Weber, July 3, '85.
" Crocker, September 15, '86.
" Neilson, September 16, '86.
" Rich, July 3, '85.
2.44 1/2 —English, September 3, '85.
" Neilson, October 16, '85.
" Prince, October 16, '85.
2.44 3-5—Illston, July 4, '85.
2.44 4-5—Rowe, October 9, '85.
2.45 —Moore, June 15, '82.
" Engleheart, June 29, '86.
2.45 1-5—Furnival, September 9, '85.
2.45 3-5—Hendee, September 18, '84.
" W. A. Illston, June 13, '85.
" Woodside, October 23, '85.
" Webber, July 4, '85.
" F. Wood, August 4, '84.
" Hendee, September 18, '84.
" Hamilton, June 6, '85.
" Sellers, June 14, '84.
2.45 1/2 —Crist, June 19, '87.
" Rowe, May 30, '87.
2.45 4-5—Frazier, October 19, '86.
" Wood, September 30, '86.
" Illston, May 30, '87.
" Illston, May 2, '86.
" Webber, July 2, '85.
" Renton, September 8, '85.
" Burnham, September 3, '85.
2.46 —Davis, September 14, '88.
" Speechley, June 14, '84.
" Howell, August 6, '85.
" Hendee, June 11, '86.
" Furnival, June 27, '86.
" Woodside, September 17, '86.
" Weber, September 17, '84.
" Brooks, September 18, '84.
" Hersey, September 8, '85.
2.46 1-5—Furnival, September 10, '85.
2.46 2-5—Neilson, August 28, '86.
" Woodside, October 2, '86.
2.46 1/2 —Rich, September 9, '86.
" Neilson, September 17, '85.
2.46 3-5—Keith-Falconer, May 26, '80.
2.46 4-5—Lamb, June 13, '84.
" Speechley, June 27, '86.
" Neilson, September 17, '86.
" Stenken, July 4, '87.
" De Blois, August 5, '87.
" Garnett, May 21, '88.
2.47 —Rowe, September 3, '85.
" Illston, September 9, '85.
" Kluge, September 8, '85.
" Rowe, May 31, '86.
" Gatehouse, August 21, '86.
" Allard, May 23, '88.
" Howell, May 30, '87.
" Wing, May 30, '89.
2.47 1-5—Furnival, June 27, '86.
" Rich, August 13, '87.
" Rowe, September 3, '85.
" Mecredy, July, '86.
2.47 1/4 —Lamb, July 4, '87.
2.47 2-5—Fenlon, June 27, '86.
" Moore, June 15, '86.
2.47 1/2 —Kavanaugh, August 27, '86.
2.47 3-5—Hendee, October 1, '86.
2.47 4-5—Rowe, September 15, '86.
" Rich, September 25, '86.
2.48 —Harding, June 27, '86.
" Davies, September 4, '86.
" Rich, August 28, '86.
" Howell, June 12, '87.
2.48 1-5—Illston, June 11, '87.
" Illston, September 10, '85.
" Furnival, September 8, '85.
" Hollingsworth, September 4, '86.
" Hendee, October 2, '86.
2.48 1/4 —De Blois, July 8, '87.
2.48 2-5—Rich, September 24, '86.
" Rowe, October 2, '86.
" Hillier, September 25, '84.
2.48 3-5—Foster, September 24, '86.
2.49 —Barber, September 10, '85.
2.49 1-5—Kluge, August 27, '86.
2.49 1/4 —Parsons, September 9, '84.
2.49 2-5—Howell, September 9, '85.
" Mayes, May, '86.
" Howell, October 1, '85.
" Howell, October 2, '85.
2.49 1/2 —Howell, October 1, '85.
2.49 3-5—Kavanaugh, August 28, '86.
" Gaskell, September 15, '86.
" Crist, September 24, '86.
" Stenken, August 20, '87.
2.49 4-5—Illston, June 27, '86.
" G. Illston, June 8, '85.
" Wood, September 9, '85.
" Cook, September 10, '85.
* Not accepted by Records Committee, on account of a technicality.

"FIRSTS."

The first bicycle rider in this country was Alfred D. Chandler, now an eminent Boston lawyer, July, 1877.
The first bicycle made in this country—1877—cost \$13, and weighed anywhere between a hundred-weight and a ton.
The first racing wheel owned in the country was an Eclipse racer, 27 lbs., sold by John Keen to C. K. Billings, of New Haven.
The League was organized at Newport, May 31, 1880. The idea of a League was conceived by Charles E. Pratt and the call for the meeting was issued by C. K. Munroe, then Captain of the New York Bicycle Club.
The first remarkable ride was W. R. Pitman's tour from Boston to Haverhill, 42-23 miles, in 5h. 40m.
The first amateur race was run at Lynn, Mass., July 4, 1878, and was won by W. R. Pitman.
A. T. Lane, of Montreal, brought the first bicycle into Canada, 1874.
The first Brooklyn rider was Mr. H. Koop, Jr., now deceased. The second was W. F. Gullen, now a member of the Brooklyn Bicycle Club. The wheel is still in existence.
The first decision on the status of a cycle was given March 25, 1879, in England.
Central Park, New York, was first invaded against the law July 1, 1881, by S. Conant Foster, W. M. Wright and H. H. Walker.
The League gained its first legal victory, 1880.
The first American decision defining the cycle as a carriage was given May 20, 1877.
The first wheels imported were "Harvards," by Cunningham & Co., November, 1877.
The Pope Manufacturing Company's first shipment of wheels were "Duplex Excelsiors," January, 1878.
The first number of an American cycle journal was published December 22, 1877.
The Boston Club was the first wheel organization, February, 1878.
The first bicycle made, a "boneshaker," was exhibited at the Paris Exposition, 1865. Lallement exhibited wheel of same type at New Haven, 1866.

AN OSCILLATING SINGLE BALL-BEARING PEDAL.

It may be noticed that the pedal as now used by our many riders has received little or no attention in the way of improvements as compared to other members of the world-wide cycle. The saddle has had many fluctuations in the way of improvements, as well as the wheel and its many parts. The bearing also comes in for its share in the study. In this, however, as in an old saying, which applies very well, "that the first shall be last and the last first," the *Æolus* bearing is one of the first improvements in that line, and has not only held its own over other bearings now upon the market, but is to-day the most universally adopted and used.

The rubbers also may be mentioned as coming in for a share of attention, but these members remain about the same, except perhaps that which is used for the pedal. This last member has been made in many forms and much study put upon it. First came the round exterior with cone bearings. Then one with a square cone or exterior, to prevent turning over. Then Hancock's patent corrugated rubber was put upon the market with most deserved success. This make, owing to the hardness of the rubber, was found to possess one or two features which remained to be improved upon. Hence the patent square exterior, and some with concave sides. All of these, it may be remarked, would wear flat and smooth by the rider's foot, caused for the most part by the shoe oscillating horizontally as the rider works his limp pedal and machine. It has been thought that this might be improved and render the pedalling of the rider more easy and natural. It will be readily seen by a moment's study that the three joints in a person's limb do not work in the same vertical plane, but more in accord with a warped service. The lateral motion of the knee when in action causes the foot to move about one-eighth to three-eighths of an inch horizontally on the pedal rubbers during one revolution of the pedal, causing an unsteady footing and a wear. Although a very small feature, yet for a perfect machine and pedal this point may possibly be improved so as to give better results, especially in racing. Mr. Fred. D. Owen, of Washington, D. C., Capital Bicycle Club, has invented and perfected an oscillating pedal which will give the desired results, and save a few pounds of weight to the machine.

This pedal is constructed upon a conical shaft (which is attached to the crank) and a one ball-bearing box, together with a band of thin elastic steel securely fastened to the bearing, and serrated at the fore and aft edges to engage the rider's foot.

By its construction, it will be seen from the cut above that any tendency of the foot to oscillate sideways is at once met and governed by the elastic steel frame, and brought back instantly to its normal condition as soon as the twist is removed, and *vice versa*. This oscillation of the foot and pedal is uniform and regular with each stroke of the lines and cranks, and always around the bearing box as a centre.

Still one more feature will be seen in the above design. This elasticity in the steel strap, formed as it is like a figure 8, projects out beyond the ridged part of the bearing, so that, should the machine fall over upon the ground or have a collision of any kind, the axle or crank, or both, are shielded, as it were, by this elastic member and spared much unnecessary damage, a feature which may be as desirable as the other when the cost of repairs is considered. This form is specially desirable in racing, where the regular rat-trap is used, as it possesses all the desirable qualities of the older forms, and is somewhat lighter in weight, making, it is claimed by experienced riders, sufficient reason for its favorable consideration and notice.

Enoch Townsend, of Saco, accomplished the feat on Sunday last of riding from Boston to Portland on a bicycle in a single day. He started seven miles west of Boston at 5 A. M. and arrived in Portland at 8 o'clock that night. He rode on horseback from Portland to Saco, experienced no mishap on the way, and was in good condition when he arrived at his destination.

The Massachusetts Division of the L. A. W., augmented by the Providence Bicycle Club, will hold its annual meet at Cottage City August 8, 9 and 10. There will be races and excursions. The Martha's Vineyard Association will tender the visitors many courtesies. Three hundred men are expected.

A SELECTED LIST OF PATENTS.

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

L. J. Atwood, Waterbury, Conn.; Lamp holder.

W. H. Kitto, Plymouth, England; Velocipede.

H. S. Henry, Stonington, Conn.; Wrench.

All bearing date of June 18, 1889.

J. Davidson, Guelph, Canada; Safety lamp.

J. Knous, Hartford, Conn.; Velocipede saddle and supporting device.

W. H. Bevinger, Middletown, Ohio; Hip belt.

All bearing date of June 25, 1889.

A very pretty wedding occurred at Christ Church, Cambridge, Thursday evening, the contracting parties being Mr. A. Douglass Salkeld, of the Massachusetts Bicycle Club, and Miss Winnifred W. Cobb. Among the numerous gifts was a handsome piano lamp from friends of the Massachusetts Club.

Mrs. M. E. Seales recently issued invitations to the marriage of her daughter, Miss Iola B. Seales, to Mr. Percy Stone, all of St. Louis. The ceremony was performed at Christ Church Cathedral, on Tuesday evening, June 25.

George W. Childs says that the Telford roads around Wootton, Pa., were laid at the instance of Gen. U. S. Grant, who thought the bad roads the only drawback to the place.

Three New York men rode to Peekskill on Sunday to visit the Seventh Regiment in camp. They returned by train and reported the roads as very bad from Tarrytown up. Three other members of the club rode to Coney Island.

A party of "Brooklyns" will go down to the Massapequa House, on Long Island, on Sunday.

Mr. Barkman and eleven other members of the Brooklyn Club had a delightful trip last Saturday and Sunday. Leaving on the 2.30 P. M. boat Mary Powell, they spent the night at Poughkeepsie. In the morning they rode down to Fishkill Landing, crossed over to Newburg and rode to Highland Mills, taking train from latter place for home. At Mr. Franklin Harper's house, near Newburg, they were hospitably treated by the Messrs. Harper, and at Highland Mills, Mr. Henry Hall, Jr., gave them such a good time that they remained at his house all the afternoon.

St. Nicholas Avenue, from 125th to 155th Street, is as smooth as a race path.

It is rumored that three large Western agents will combine forces and manufacture for next year's trade.

The Pope Mfg. Co. issue a neat little pamphlet, vest-pocket size, containing many flattering testimonials of the worth of the World Typewriter. It is gotten up in scrap-book style, after the idea of the collection of favorable testimonials concerning the Columbia wheels, issued some time since. The idea shows much originality in the advertising department of the Pope Co.

SOLD HIS WHEEL AT ONCE.

The following letter fully explains itself. In the classic language of the English cycling press, "Comment is needless":

"EDITOR THE WHEEL:

"Do please stop my ad. Wheel was sold right away, and I can't sell it again. No question as to THE WHEEL being a good advertising medium, L. P. THAYER, West Randolph, Vt., June 24."

"Jack" Post, Manhattan B. C., is a "sight," the result of a bad header.

The Des Moines Wheel Club has a membership of twenty. A movement is on foot among the members to hold a bicycle race on the Fourth of July.

Mr. E. W. Pope and Messrs. Pattison and Hickok, of the Pope Mfg. Co., will be at the League Meet.

A two-mile bicycle handicap will be held at Washington Park on July 4 at the Prospect Harriers' games.

The number of lady bicyclists in Buffalo has reached nearly sixty. Many of them are fast becoming experts.

President Bates was the first cyclist who wrote on roads improvement.

C. E. Whitten, dealer at Lynn, Mass., had a Columbia two-track tricycle stolen on Tuesday last.

SPALDING'S NEW YORK HOUSE.

Mr. Walter Spalding will sail for Europe on July 14 for a well earned rest. Mr. Spalding personally superintends the New York house, which we believe now surpasses the parent house at Chicago in income. The New York house, originally occupying the ground floor of 241 Broadway, has extended up two stories and grown down into the basement and cellar. Even this was not enough space, and the enormous stock the firm carries has overflowed into the cellars and sub-cellars of the adjoining buildings. We recently made a trip through the Spalding holdings, accompanied by A. B. Barkman and a tallow candle. Had the "dip" gone out we should doubtless be still prowling about the subterranean alleyways between cases of sporting goods. Besides the New York plant there are suggestions of lumber yards and base-ball bat factories, where any number of bats a minute are turned out. And there is still another addition to be noted, for the Spaldings buy up many specialties and practically control manufacturing plant from Maine to California. The manager of this plant is a splendidly-proportioned man, over six feet tall, swarthy, with an intense face, heavily moustached. The voice harmonizes with the man, deep and reverberating, but slightly harsh, or husky, as if the air passages had felt the all-destroying New York climate. The protruding forehead and sharp, impatient eye-glance bespeak the qualities of the successful man of affairs. The right-hand man of the concern, and a member of the firm, we believe, is Mr. Curtis, a massive, clean-shaven, alert, actor-looking kind of man. An important man in the concern is Mr. Frank White, a slightish blonde man, full of oil and honey and the milk of human kindness. He is the complement of Messrs. Spalding and Curtis; they think, he acts. If they decide to buy-up a forest and turn it into base-ball bats, Mr. White is on the spot instant and does the buying. The business is subdivided into departments and the heads of each are held responsible.



REMEMBER

You Cannot Afford

TO BE WITHOUT

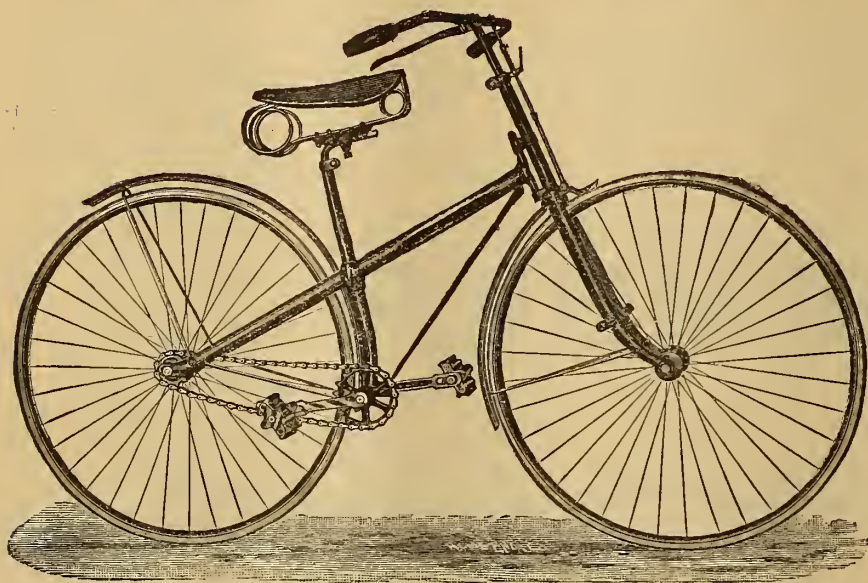
The Wheel and Cycling Trade Review,

THEREFORE

Subscribe at once. One Dollar per year.

Post Office Address, Box 444, N. Y. City.

THE NATIONAL SAFETY.



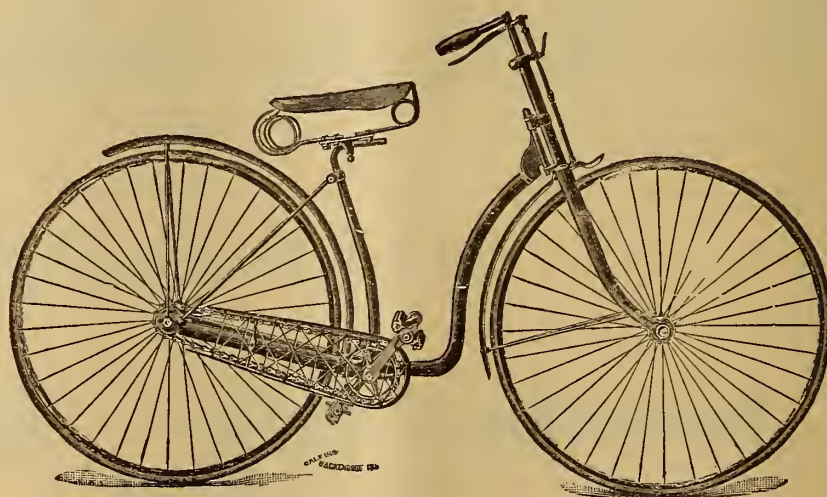
Price, with Ball Bearings to Wheels, **\$75**
 “ “ “ all round, **90**

A First-Class Safety at a Reasonable Price. Rear wheel, 30 inches, geared to 54; 30 inch steering wheel; $\frac{7}{8}$ -inch crescent steel rims and $\frac{7}{8}$ inch best quality rubber tires; direct spokes, of special drawn steel wire of best quality; cranks adjustable from $5\frac{1}{2}$ to $6\frac{1}{2}$ inch throw; chains of special patent; vulcanite handle-grips; wheels fitted with ball bearings; adjustable suspension saddle, with coiled rear and front springs. Spade handle, if desired.

The National Ladies' Safety.

Price, with Ball Bearings to both Wheels, **\$75**
 “ “ “ all over, **90**

This Wheel is of the same general style as the men's wheel, except for the loop frame.



WILLIAM HALPIN & CO.,

NO. 13 MURRAY STREET,

P. O. Box 2225.

NEW YORK.

Full Line of "Warwicks."

Full Line of "Clubs."

Large Stock of "American" Cycles.

AGENTS WANTED IN EVERY CITY AND TOWN IN THE EAST.

REGULAR AGENTS' DISCOUNTS QUOTED.

SECOND-HAND WHEELS.

Elwell's European Tourists.

FROM DUBLIN TO OXFORD.

EDITOR OF THE WHEEL:

"Awful" is a much-abused adjective. It is tossed about on every lip, applied to this and that, good, bad and indifferent. It seldom finds its right place, but I put it there when I use it to describe that trip across the Irish Sea. It was purely and simply awful. Such pitching and tossing about I never would have believed possible—no, nor such convulsions of the human anatomy, either. The wretched little tub in which we crossed from Dublin to Liverpool (the Longford) was as much at the mercy of the wind and sea as a chip would have been, and our only wonder was that she held together during that memorable night.

WASHED WITH SALT WATER.

Our machines were stored on deck, and the breaking waves dashed completely over the whole business, Quadrants, Singers, Victors, Columbias and all. The flimsy tarpaulin with which they were covered proved but little protection. Two of our number, and two only, were able to sit down to a lunch of cold meat, bread and coffee at nine o'clock, and while we were stowed away four in a room they laughed in ghastly glee, and inquired if we would partake of their fat ham. One youth, in the midst of his agony, wanted to know "why Elwell couldn't have taken us by train instead of on this miserable boat." When morning broke a wan, emaciated, limp and lifeless-looking crowd of men might be seen on deck scrubbing up machines with a remarkable lack of energy.

Ye gods! Can these be Elwell's sturdy cyclists, who crossed the "briny" without missing a meal? The same! But how they are fallen!

FIRST IMPRESSIONS OF ENGLAND.

Arriving at Liverpool we took the ferry for Birkenhead, which, on the way there, took us past a fast fading monument of American enterprise and energy. The Great Eastern, high and dry upon the flats at Birkenhead, is being fast pulled to pieces for old junk. She is not so far gone, however, as to prevent our getting a good idea of her once immense strength and size. The "camera fiends" (of which there are some twelve or thirteen in the party) took a shot at her from all points, probably the last time the good old ship will ever be photographed.

The contrast between Ireland's rainy days and heavy roads and England's sunny skies and perfect highways was certainly delightful, and despite the fact that we had "passed a wretched night," we did the fifteen miles between our landing place and the ancient town of Chester in considerably less than an hour and a half. England's roads certainly justify all that has been said in their praise, and we cannot but appear doubtful when we are assured of "much finer ones in France." We certainly ask no better. For miles and miles we roll over perfect roads without meeting with any grade that can be dignified by the name of a hill. On either side are well-trimmed holly hedges or smooth stone walls with moss-covered tops, between which we simply glide, without any exertion whatever.

LIGHTNESS OF ENGLISH MACHINES.

Small wonder that English makers build rigid machines and do away with all sorts of anti-vibration springs, for they have no need nor use for them. It's easy to see why a machine weighing forty pounds or over is looked askance at, and called an "express wagon" or a "mail-coach." Our English cousins sail along on safeties weighing from twenty-five to thirty-three pounds, and I myself had the pleasure of riding a five-mile stretch to-day on a safety scaling just nineteen and three-quarter pounds, the tires being scarcely the size of a lead-pencil.

FINE RESIDENCES AT CHESTER.

At Chester we found much of interest, including a visit, just outside the city, to the residences of Gladstone (Hawarden Castle) and a person whom the natives call the "Juke" of Westminster (Eaton Hall). There is certainly enough of interest in Chester to keep one very busy for a week or more, but at that rate our trip would last us the rest of our natural lives, and as we have undertaken seeing a great deal in a short space of time we have to be content with a glance and a mental resolution to come again "when our boys get over the falls," and do the place more thoroughly. Our next day's run was to Stafford, fifty miles distant, by the way of Nantwich, where we lunched. We all start in the morning saying, "We will ride together and ride slow, and stop when we please." Do we do it? Yes, for a mile. After that we keep increasing our speed imperceptibly and unconsciously until it gets to ten or eleven miles an hour, when the more moderate ones drop back, and a dozen or so, known as the "Mac Scorcher," and led by "the O'Faed" (A. J. Wilson), on a racing trike, put it through in short order. However, our party is of such dimensions that one can always find plenty of jovial companions at any pace, however fast or slow.

PIG VS. BICYCLE.

On the road to Stafford occurred the amusing episode of a race between a cyclist and a pig. The pig is usually accounted an animal very slow of locomotion, but I can bring evidence to prove that this particular pig was built for speed. He was taking a stroll on the Queen's highway, on this particular afternoon, and was just in search of a good opening in the hedge to crawl through, when up behind him came several cyclists at a fairly good gait. The opening in the hedge did not materialize, and the pig started ahead at a lively gallop, while one of the wheelmen endeavored to pass ahead of him in order not to cause him unnecessary fatigue. The pig thereupon let himself out to full speed, and I am certain that a good half mile of ground was gone over before the cyclist (encouraged meanwhile by laughter and cries of "five to three on the pig") was able to pass his opponent.

PENNELL ON CATHEDRALS.

We lunched at Nantwich, and visited an interesting cathedral of the twelfth century. Cathedrals, however, are much alike, and about the only man in the party who knows enough about them to be able to tell if they are good or bad, is Mr. Joseph Pennell, who, it is alleged, will dismount and enter one, look about a bit and then "Oh, gammon! there's nothing here," and despite the explanation of a curate with a six-pence eye, will mount his machine in disgust. Just outside Stafford we passed the estate of one

of the Meakin brothers, the great crockery-ware manufacturers. Stafford is a manufacturing place whose interesting (?) feature is the bells on the steep e of St. Mary's, which play an air every hour, and run scales on the quarters. The first time it is heard it is amusing, the second time you listen indifferently, the third time it's a bore, and by the time you are trying to compose your nerves to rest, they fairly drive you frantic. We have not been so well pleased for a long while as when we were out of hearing of Stafford's everlasting bells. Birmingham, or "Brum," was our next sleeping place, via Lichfield. At the latter place we had more cathedrals, but this time well worth seeing, as the outside of the Lichfield Cathedral is by far the most elaborate of any of the old cathedrals in England. Here we were met by the two Priest boys, sons of the "Quadrant" manufacturer, and several other Birmingham wheelmen, who informed us that a large body of cyclists were to meet us at Sutton, and escort us to our hotel in "Brum."

MET BY THE BIRMINGHAM BOYS.

We found the Birchfield and several other clubs, to the number of two hundred or more, and in addition four photographers, with their cameras all focused and seats arranged. This was a little more than we had bargained for, as the boys had each and every one, when they saw that diabolical cut of "The American Tourists" in the *Bicycling News* (the result of a photograph of the party in Dublin), registered a solemn vow that not another camera should be pointed at them until they requested it. After being assured that it was not for any newspaper and teasing the operators until their hair turned gray, we were once more permitted to "pursue the even tenor of our way." It is no small task to pilot over two hundred wheelmen through three miles of crowded street, but it was done at last in safety. The dinner given us here by the Birchfield Wheel Club was one of the most thoroughly enjoyable affairs we have yet had. It was done on a large scale, but was perfectly informal, and the laughter and clatter of tongues that went on must of itself have been sufficient guarantee to the Birchfield boys that we were thoroughly enjoying ourselves. The affair was ended at 8:30 by the presentation to us of a very elaborate, illuminated address of welcome by the club. The boys then adjourned, and have since said that they "looked about the town."

MACHINES OVERHAULED.

The Quadrant machines were thoroughly overhauled and fixed up, by men sent by the Quadrant Tricycle Co., whose factory is situated here, and some of the boys availed themselves of the offer Mr. Priest very kindly made, to exchange for another style of machine if they desired. We left Birmingham with a warm feeling of fellowship for the men who had used us in such a hospitable manner, and started on what was to most of us the most interesting day we have yet had. The journey was through Coventry, Kenilworth, Warwick, Stoneleigh, stopping over night in Stratford-on-Avon.

INTERESTING SCENES.

A more intensely interesting day's journey could hardly be imagined. We are in the very centre of England, and of the most celebrated district of it. We are seeing the very same quaint and charming scenery which Stoddard so vividly portrays in his lectures on "Old England," which no one can attend without mentally resolving to "go there some day." We are on the very stage of the theatre where so much of England's history has been played, and I think it quite needless, as well as useless, to try to convey to you any accurate idea of what a grand time we are having.

MONEY WELL INVESTED.

A young friend I left at home would not accompany us on this trip because he could not afford it, but was on the lookout for "a good investment for five or six hundred dollars" at the same time. I told him then that a trip to Europe would yield twenty per cent. interest, but now I want to make it one hundred per cent. There is not a man in the party but what has had his money's worth already, and we have not yet reached London. If anyone is contemplating a trip abroad I want to tell them just here that the way to take it is on a cycle of some sort, if they want to see a nation as it is and the people as they are. By doing so they will travel when and where, and as rapidly or slowly, as they desire. They will have everything their own way, and enjoy better health than they ever did before. Excuse me; I'm getting enthusiastic.

COVENTRY CYCLISTS.

At Stonebridge, seven miles from Coventry, we were met by a crowd of wheelmen on all sorts and conditions of wheels (for Coventry is the wheelman's Mecca), amongst them being a Victoria, from the Singer factory, with seats for eight. Of course, we all had to have a ride on this machine, and I assure you the sport was great. The sight of seven sturdy backs bending in unison in front of you would put strength into the weak-st legs, and we bowled into C. at a good jog, passing on the way the stone which marks the centre of England. We are traveling in distinguished company.

STURMEY'S OPINION OF US.

At Stonebridge we were met by no less a person than Henry Sturme, who, in company with a friend, was riding a Rudge quadric, etc. As we were coming up to this place some one said to him, "Here comes the Americans; what do you think of them?" "Well," said H. S., "they look as tho' they ought to be comfortable, at all events." He alluded to our cycling dress, or rather undress. Hardly a man rides with a coat on, and the majority steam along with sleeves rolled up, and pants unbuttoned at the knee, in striking contrast with our English cousins, who, however hot the day, preserve a neat appearance, their caps nicely adjusted, coats buttoned, shoes shiny, and many with a pair of gloves or a handkerchief in their hand. At Coventry many of the boys went through the Rudge factory, the largest in the world, and very interesting indeed. The boys who are riding Singers either had their machines overhauled at the Singer factory, or exchanged for new wheels of a different style.

ROMANCE AMONG RUINS.

From here we journeyed to Kenilworth and inspected the grand old ruins of Kenilworth Castle, whose every stone conjures up recollections of Queen Elizabeth and her times. After an hour's admiration and romance, we once more pulled our wits together and started for Warwick, where we lunched at the "Warwick Arms," and again got romantic over Warwick, the best preserved castle in England. The camera fiends suffered here. Their Kodaks were rudely snatched from them at the entrance, and on no account would they be allowed to take them within the castle walls. They were forced to be content with taking anew the old picture in the history book of "Warwick Castle from the Bridge." The ride from here on to Strat-

ford-on-Avon is one of the prettiest and most interesting stretches in the day. At Stratford we could not be accommodated at the famous "Red Horse," and had to content ourselves at the Golden Lion, directly opposite.

SHAKESPEARE'S HOME.

Stratford is exceptionally pretty and quaint, and one could linger here a month without suffering from ennui.

We saw the usual lions, and in the afternoon did the thirty-eight miles to Oxford quite easily. At Woodstock, seven miles from Oxford, we were met and paraded into Oxford by over one hundred wheelmen, representing the University and Oxonian Clubs. We were by them shown over Blenheim Castle, the residence of the Duke of Marlborough, who recently married an American lady. I am happy to say that we don't suffer as badly at the hands of the English newspapers as His Grace did at ours, or I am afraid we should be discouraged. The men who met us were most all students at Oxford, and we felt greatly complimented that they should show so much interest in us.

DINED BY OXONIANS.

They also gave us a dinner in their own quarters to-day, which was cosy, informal and extremely palatable. If our wits went wool gathering at Kenilworth and Warwick I can't tell what they did in this grand old place—I won't try. We were called upon in Oxford by another "big gun" amongst cyclists, Mr. G. Lacy Hillier, editor of the *Bicycling News*, dropped in to ask after our health and be introduced. To-morrow night we land in Hampton Court, and the following day in London.

CURIOUS WAYS TO AMERICAN EYES.

Our British cousins are curious chaps. They send you to bed with a candle simply that they may charge you for it. They shave you for three or four cents and black your shoes for nothing, but if you want a cup of coffee with your meals you must pay twelve cents for it. They turn to the right when walking but to the left when driving. They call candy "sweets," pies "tarts," grip-sacks "portmanteaus," horse-cars "trams" and carriages "traps." Funny old England!

TAM O'SHANFER.

CRUSHED AGAIN.

We are not often given to complaint, but have to endure troubles, great and small, with that equanimity so much admired by our friends. There are times, though, when even the trodden worm must turn and feebly attempt to give a reason for presuming to exist. This wail of woe is called forth by the editors of our trans-Atlantic contemporary, *Bicycling News*, delegating the easy task of cutting-up this young and struggling sheet to one "Violet Lorne." This is the way she does it:

"Great indeed is local fame in the eyes, at least, of the local. THE WHEEL has risen up in a burst of virtuous indignation at the crass ignorance displayed by this journal in regard to a certain Amelie Rives, whose somewhat startling remarks upon cycling subjects were commented on not long since. That *Bicycling News* should confess to never having heard of Amelie Rives seems to THE WHEEL a thing incredible. 'We wonder,' it says, with a scathing irony which ought to cut the staff of this paper to the soul, 'if the *Bicycling News* people have ever heard of a woman who called herself George Elliot?' Ah, yes! and they have also heard of the people of Sloum Podger, who confidently expect that young Blabkins, who writes 'such lovely poetry' for the poet's Corner of the *Sloum Podger Market Gazette* will succeed Lord Tennyson as Laureate, if the jealousy of the rest of the nation permits!"

It is it any satisfaction to you, "Violet," you may look upon us with the eye of imagination as clothed in sackcloth and ashes and cowering in the darkest corner of the sanctum sanctorum. Seriously, we think it a little unkind of the editors of the *B. N.* to turn us loose in the arena before "Violet," as it were. We cannot courteously quarrel with a lady, and, although we would cheerfully turn the matter over to our lady contributors, "Marguerite" and "Psyche," we fear they lack the lengthy experience of our fair enemy in England. It may be, and we hope is, that "Violet" merely hits us on general principles, or for lack of other and more valuable material to make "copy" from. But that is mere conjecture. We can only ask to be excused for living and breathing, and hope for more merciful treatment in future.

A party of wheelmen will leave Boston about July 1 for a trip to Halifax by boat and thence to Annapolis by wheel. There is to be a carnival of outdoor sports at Halifax between July 5 and 10, and the tourists mean to be present. The regular fare to Halifax and return is about \$10, and it is hoped to secure a rebate on these prices. Those who desire information about the trip can address Messrs. W. T. Roop, 557 Main Street, or R. B. McLean, 407 Main Street, Cambridgeport.

Two excitingly interesting races were decided at New Orleans on Sunday last. The first, a mile straightaway over St. Charles Avenue, asphalt, had seven starters, and was won by B. M. Sprigg, with H. L. Cary, second, and B. C. Rae, third. There were no timers, no judges, "no nothin'," and wheelmen there rather laughed when the local press announced the time as 2m. 54s., breaking previous local records by 10s.

All they had to go by was the record of a stop-watch carried by one of the contestants in his pocket (!), and guessed at when he finished; 3m. 10s. is apt to stand for some time yet as local record.

The second race was the N. O. B. Club's first handicap contest for the A. M. Hill cup, and had four starters. B. M. Sprigg and H. L. Cary were placed at scratch, and J. W. Dodge and C. H. Fenner given twenty-five seconds start. Distance 2 1/2 miles. Dodge took the lead at once and was never headed, winning in 7m. 17s.; Sprigg, second, in 7m. 27s.

HENDEE ON TRAINING.

Cycling has opened up a new branch of athletics which is becoming more and more popular each year, and the questions are often asked, who is the champion and what is the record? That "record," which has steadily been battled with from the early days of cycling until the present time, is a marvelous piece of human endurance and pluck. Each year some one from out the host of cyclists has been fitter of foot than his predecessors and has hammered the record lower and lower, until now the rate of speed attained seems almost incredible.

This has not been achieved all at once, however, but has been reached, not only by the manufacturers' building lighter and better wheels, and the construction of better tracks, but by study and careful training on the part of the riders themselves.

"CONDITION" THE IMPORTANT THING.

Whenever a great feat has been accomplished, not only in cycling but in all athletic sports, "condition" was the starting point. Little does one think while watching a race, of the many weary hours that have been spent and the self-denial gone through to bring the man into the perfect shape in which we see him.

Training for cycle racing has most certainly opened a new branch of the art, and although no two men can be trained alike, still there are many fundamental rules which can be followed with the best of results.

DISTANCE TO BE RIDDEN.

One of the leading points to be considered is the distance to be raced. Many athletes claim to be good at any and all distances, and, to a certain extent, this is true; but at some point they excel; so in entering upon a course of training lay out your work, and leave no stone unturned to get yourself in the best condition possible.

We train to bring ourselves into that condition from which we can obtain the greatest amount of speed from the least exertion.

WEIGHT TO BE REDUCED.

To gain that end all unnecessary flesh must be removed and the muscles left to act freely and easily. The flesh can be removed in many different ways; most common of which are the shower-bath and the use of a "sweater."

Some persons cannot stand the rigor of the former, and many find the "sweater" a very uncomfortable thing to wear.

Therefore some experimental work must be done. The "sweater" is most generally used, however. The reducing of the flesh should be conducted slowly, as there are chances of weakness following a too sudden falling away of superfluous flesh. Your weight may not decrease, however, in pursuing a course of training, and strange as it may seem, some increase in weight. The flesh that is displaced is more than equalled by the muscle developed.

This does not apply except in rare cases, and many reduce themselves several pounds. The writer has found that one of the best ways to begin a course of training is by taking a good dose of physic and following it up, in the course of a day or two, with another. This gets your system into good working order for the hard work of actual training to follow.

DEVELOP THE CHEST AND ARMS.

There is one point that has been sadly overlooked thus far in the preparation for racing, and that is the development of the upper body. There is no reason why the arms should not be as well developed as the legs.

True, the legs are really the motive power, but the arms and chest impart their share of the power through the means of the handle-bar.

Many times the writer has been questioned regarding training for cycle racing, and when discussing the really small amount of work actually done in comparison with the tremendous preparation of the college student for foot races and other college sports, many have remarked that there was not enough work done. Certainly the cyclist undergoes an entirely different method, as far as exercise is concerned, from any other branch of athletics, the idea being not simply to obtain the greatest amount of strength and endurance, but to combine with these the elasticity and ease of action of the muscles in the quick pedaling necessary to rapid riding. The muscles have to be brought into that state which is at one moment hard as iron and the next soft and pliable. This action has to take place very rapidly when traveling at a high speed. For example, a man with short and knotty muscles, either above or below the knee, never makes a fast rider, simply because his muscles are not capable of the rapid relaxation necessary.

KNACK OF SPURTING.

The art of spurring is a study in itself, and much might be written which would be of practical use to the beginner, but space forbids. A few points alone can be mentioned. The body should be held as still as possible, thus enabling the rider to hold his wheel steady. If this point could be practiced, many a bad spill could be avoided and a greater rate of speed attained. The daily routine of training ought to be such that no fatigue should be felt and you should feel at all times ambitious and confident that you are capable of doing a little more than you ever have done; ambitious to such an extent that when walking quietly along you feel like breaking into a run. This is the point to which training is supposed to bring one. From all facts gathered it is certainly ill-advised to take any other exercise than riding. For example, walking or running to any extent tends to make one "slow." Exercise in the shape of dumb-bells or Indian clubs is certainly a splendid thing before breakfast, but the *track* should be the main point of preparation. The spins should be taken regularly and vary according to the distance in view. For short distance riding, say from one to five miles, the spins should vary from one to three miles, with short sprints now and then. The full distance never should be run but once a week. This should be in the shape of a trial. Thus from week to week you can see the results of your training. It would be wise to keep a complete list of the miles run in practice; this might be valuable for reference.

HOW TO AVOID "STALENESS."

Practicing riding at full speed each time you mount will soon bring you into that condition called "stale." This is a point to be avoided by all means. Once "stale," training might as well be given up for a month and you should confine yourself to road riding. Care and judgment should be used at each mount, considering at each time the weather, condition of the track, and rider. Should the wind be high it would be policy simply to confine yourself to spurring with the wind, thus becoming accustomed to

quick peddling. At each regular spin it would be well to finish strongly, each time increasing the length of the spurt until you have reached your limit. By the limit is meant the exact point from which you can hold your spurt to the very end. This you will find to be of great benefit and it will give you confidence, when, without knowing, you might become hopeless of holding out to the finish.

Human endurance has a limit, but many and many a race has been won by the sheer grit and determination of the rider.

UNADVISABLE TO CHANGE ROUTINE.

The daily routine of the athlete while in training must necessarily be about the same from day to day. His hours must be regular, not only in his exercise but in his hours of repose. Let us suppose, for instance, one is training for short-distance work. He rises at six, has a dry rub-down, a short walk and is ready for breakfast, which might consist of soft boiled eggs, a couple of good wholesome mutton-chops, and dry toast. After breakfast he is at his leisure until the hour of exercise, which may vary from ten until half-past.

He now has another rub-down and dons his practice suit. The spin consists this morning of three miles at a good swinging gait with a rapid finish, which starts the blood into good circulation. Now comes the hard and laborious rub-down.

This is accomplished with a rough towel, which is freely used until the flesh is brought to a rosy tint and all the pores are wide open.

Following this comes the manipulation of the muscles and the application of witch hazel, alcohol, or other like substances, which prevents the muscles from becoming stiff.

POINTS ON DIET.

When the rub-down is completed it is nearly dinner-time. This meal may consist of a great variety of foods, as the old idea of beef and mutton alone has long since been dropped. However, there is nothing better than good mutton, especially if the wind needs improving. In following a diet, simply drop all food that is fattening or does not agree with you. The writer would suggest for dinner light soup, beef or mutton, very little vegetables and a small amount of pudding. A cup of weak tea for breakfast and supper would do no harm, but for dinner it should be dropped. The afternoon exercise should be confined to spurring different distances, increasing to a run of two miles or so, if you are in need of more exercise. This is followed by a rub-down similar to that of the morning. The supper should consist of cold meats, dropped eggs, etc. The evening should be passed quietly, and the rider be in bed by ten or half past.

Many rules might be written, but one of the best guidelines is good common sense, and with a little judgment and experimental work, together with observance of all the regular rules of training, one ought to soon discover the best method to obtain the best results.

"G. H."

TENNESSEE DIVISION MEET.

June 18 was a red-letter day for Tennessee wheelmen. Rain in the morning threatened to spoil the parade, but the clouds were soon dispelled, and the streets rapidly dried up by the sun's heat.

The parade was formed at 3 p. m., and when in motion, covered fully a half mile; the route taken being the same as previously mentioned in our columns.

At the Custom-house a dismount was made and the customary photo taken.

After the parade, a large party took an enjoyable run to Bosley Springs.

Much credit for the success of the parade is due to Chief Consul Wilson, Representative Combs, who had general charge of the Meet, and the Committee on Parade, especially its chairman, Mr. Ed. Palmer, who left nothing undone to make the parade a complete success.

At 7:30 p. m. the State Board of officers of the Division met and conducted routine business, after which the regular annual meeting of the Division was called to order by Chief Consul Wilson. The Chief Consul read his report, which showed a gratifying condition of League matters. The report stated that local consuls had been appointed in every Tennessee town where there were members, including Bristol, Clarksville, Chattanooga, Franklin, Knoxville, Memphis, Murfreesboro, Union City and Nashville, most of whom had done good work in securing renewals and soliciting applications for membership. The Chief Consul emphasized the importance of every member going to work to secure recruits, declaring that upon the work of the members now depends the future success of the Division.

The report of the Secretary-Treasurer was next read, showing a healthful financial condition. The number of league members in the Division was shown to be 120, distributed as follows: Nashville, 41; Memphis, 27; Chattanooga, 17; Clarksville, 16; Knoxville, 13; Franklin, 2; Bristol, 2; Murfreesboro, 1; Union City, 1.

Chief Consul Wilson and Secretary-Treasurer Patch were re-nominated without opposition, although the nominations will not close until July, allowing towns not represented in the meeting last night to make additional nominations.

The question of a road book and map for the State was next brought up and discussed, and the chairman of the committee which already has the matter in hand was urged to give the matter his earliest possible attention. Much data and valuable information is now in possession of this committee, and there is no doubt the book will be published in time for use early next season, at furthest.

On Wednesday morning, the 19th, a party of ten wheelmen, including two Georgia visitors, started on a four days' tour, following the schedule outlined in WHEEL of June 14. They will traverse much country new to wheelmen, and the sight of so many riders at once will be a novel one to people along the road.

A dispatch from St. Catharines, Ont., says: "Mr. Hal. Donly, the Association Secretary, has posted programmes to all members of the Association, and Mr. John Corbin, the Meet Secretary, has posted them to all the United States clubs that are at all likely to be here on July 9. Mr. Corbin is in receipt of quite a number of entries for the races, and all racers should secure an entry blank, fill it out and return as soon as possible, as the time for entering is growing very short. The Rochester, thirty in number, will arrive here on Sunday, June 30. Several of our riders will meet them at the Falls. The prizes are very handsome, and without doubt the finest ever offered at a C. W. A. Meet."

CYCLISTS AND SOME OF THEIR WAYS—SOME OF THEIR FOLLIES AND FALLACIES—BY "JACK."

THE CRANK WHO TALKS NOTHING BUT "BICYCLE"—THE SIDE-WALK CRANK—THE LEAGUE MEMBER CRANK—THE FULL-NICKELED CRANK.

"Joe Howard," of the Boston *Globe*, was about right when he said, "Those bicycle fellows don't care 'nothing for nobody.'" They don't—worse luck. Now, the little chat I am going to have with you is about a fellow whom we all know—the "bicycle crank."

Probably crankiness never takes a more harmless form than this. The bicycle crank, as a rule, is a man who was born with a strawberry mark of a bicycle on his brain; for morning, noon and night the topic is "bicycle." His room is a study for a caricaturist. The walls are covered with "celebrities" Jack Prince and Cortis are slapped up next to one another, and Louise Armand is assigned a place next to gentlemanly M. V. J. Webber. He knows they are celebrities—that's all he knows.

Guiteau was a man who would have made a splendid "bicycle crank." He was just the proper sort of ass to shine in that capacity. I am really tired of this man, who is forever talking bicycle. His mind has got into a rut, and his thinking power is concentrated on a practical recreation which should be treated as a practical recreation only. The man who lays awake nights thinking out "Sun and Planet" ideas for cycles should be shut up where he can't do any harm. There is the cyclist who rides in a full suit of tights on the road (when not engaged in a race); he is generally a proper "cad," and does not know the meaning of the word indecency. "Jay Purist Bruce" was what a talented contributor to this paper termed me.

Now that is only half the truth, for if there is anything which delights my mischievous soul it is to "sneak in" a carefully veiled *double-entendre* in my "copy" to be passed upon by the sleepy editor, whose blue pencil has worn so short that marking is difficult and sharpening it is a bore. (When the editor gets his paper out, and sees the passages I have introduced in a very innocent way, he has been known to declare that I was a regular "mine of phosphates.") I am young, you know, and life is sweet. [The editor takes care not to read Jack's letters. He turns them over to the assistant editor as a mild penance.—Ed.] I like a little *fun* to take off the sharp corners off the prose of this life, but I am anything but a purist.

There is the "sidewalk crank" who comes rushing down the pavement like a juggernaut of old, on his 56-inch roadster, sweeping past the terrified nurse-maid with her precious little charge, sleeping soundly in its nest of wool and lace. He says this is a free country, and doubtless understands by that that he is free to endanger the lives of a multitude against the happiness of other people, that he may gratify his own selfish whim. The sidewalk crank is found as a rule in towns of from 3 to 15,000 inhabitants. He generally wears a corduroy coat and elastic-side congress gaiters, and shows you his League number without a word of warning. There is the *League number crank* who speaks of the "free masonry of the wheel," and tells you "I am number 590,743,298 L. A. W." We always feel that that man is a kind of a microbe anyway, when he numbers himself like a convict or a lunatic. The League number was given as a means of facilitating League work, not as an adjunct to the member's name.

There is the "pace crank" who thinks that when he is riding at ten miles an hour that ground is being covered at the rate of three minutes to the mile, up hill and down dale. He is a harmless kind of fellow and makes a nice pace for a warm day. There is the soda-water crank who tries to make me believe that soda is better to ride on than light ale. Self-esteem oozes out of every pore of this man's body, and you had better leave him alone. He says: "You will go down the mouth of the fathomless pit if you undo the top of a Jake Worth or Pilsener." There is the egg-shake crank who beats an egg until it leaks in a tumbler of milk and acid phosphate, and behaves altogether like a Mormon elder in the busy season. He is a nuisance. About the most tiresome crank is the cyclistometer crank, who gets off every block to read the measurement on the dial. The full-nickeled crank is an ornamental sort of organism, who does not know that nickel is porous and therefore does not keep out "wet" like enamel. He is never slothful but carries all kinds of pigments and polishing pastes in his saddle-bags. There is the crank that rides right over his pedals and believes that his wheel goes easier than when sitting well back. In a safety bicycle the line of the front fork and the line of pedaling should be parallel. In other words, the line of the front fork and the line from the riders' hip joint to the centre of his "foot-travel," which, with a six-inch crank, is over twelve inches in diameter, or about a yard in circumference. There is the "cad crank," who kisses his hand to chambermaids and pretty girls along his line of wheel. He should be "jumped on" with spiked shoes. The disrespectful crank, who shouts in at the open door of the meeting-house on a Sabbath morn, showing his asinine and puerile contempt for Sabbath observers. He is a bigot and a swelled head of the worst description. There is the other crank who goes to the other extreme.

There are all these and many other cranks more or less obnoxious, but we will not mention them all. There is the "coasting crank," the whistle crank, the bugle crank (—him), the military uniform crank—but, hold on. In the words of the prophet, Jeremiah, when he went over to Hoboken to teach the natives how to hack wood, "The woods are full of 'em." The man who really enjoys cycling is the moderate man, who is not a crank and who does not sleep with his bicycle. He is a man who attends to business and uses the cycle as a means of lengthening his days and eking out his boyhood. He is not a man who annoys his friends with bicycle—bicycle—bicycle.

JACK.

Another union run is on the carpet for June 30. The Massachusetts Wheelmen go to dinner at the Massapog House, and the Rhode Islanders will ride to Sharon and join their Bay State brethren. The party from the vicinity of Providence will leave the Rhode Island Wheelmen's quarters, 70 South Main Street, at 7:30 A. M. A glorious outing is assured if the weather is good, and the occasion will be a grand opportunity to give the few Rhode Islanders who haven't experienced it a chance to learn how Massachusetts hospitality is dispensed at Massachusetts hostilities when two or three hundred hungry wheelmen assemble at the dinner call.

JERSEY CITY.

Here we are again. My absence from your columns was not caused by lack of news in the H. C. W. ranks, for on the contrary there has been plenty. Neither have I been "doing a term" on the Island; but my voluminous duties in my endeavor to earn bread and butter for a lot of poor relations caused me to drop the cycling journalistic pen temporarily.

I notice that my friend "Westfield" is also out of sight, crawled back into his shell, so to speak; but I understand he has purchased a tandem bike with a *dress shield* over the front chain, and as he usually sits on the rear seat his time is doubtless well occupied.

Well, Billy, you have my best wishes, for "I've oft been there before many a time"—no, only once.

At the last regular meeting of the H. C. W., Mayor Cleveland, of Jersey City, was elected an honorary member of the club. The Mayor is a very popular club man in this borough, and as a long programme is being made up in connection with the repaving of our streets, a twenty-mile country road and several other like prizes, it is valuable to the wheelmen to have the Mayor in the ranks.

I accordingly notified the Mayor (on our fancy note paper) of his election to the honorary position and received an autograph reply, from which (without his permission) I quote the following:

"I am under obligations to the Hudson County Wheelmen for their kindness and thoughtfulness, and accept the honor as entirely unmerited on my part. What have I ever done that you should grant me the privilege, without payment of dues, of taking a 'header' from one of your 'wheels'? I am puzzled to know how a wheelman can balance himself after getting his mind confused and his eyes turned in or out by the study of the hieroglyphics at the upper left-hand corner of your envelopes and at the top of your note paper.

Of course, I know that to be a wheelman one must keep perfectly sober, else the wheel will cast him, and it may be that those Greek letters are intended as a gauge or standard, so that if a member has his head clear enough to read them he is all right for a bicycle spin.

"However that may be, if it is understood that no member shall laugh at the comic sight of two hundred and fifteen pounds taking a header, nor look pleased while I am puzzling over those Cinglese-Russian-Greek characters, I will try to become such a member of the club that nobody shall be able to charge that I am either useful or ornamental.

Yours truly, "ORESTES CLEVELAND."

Thus are we enabled to shake hands with Brooklyn in having our Mayor "one of the boys."

I have it on good authority that Dr. H. A. Benedict, of the H. C. W., will be nominated for the office of Vice-Consul of this State. It was announced some time ago that Dr. Carlton Brown and Mr. George C. Pennell, of the Elizabeth Wheelmen, would doubtless be slated for Chief Consul and Secretary-Treasurer, respectively. With three such men to run New Jersey's League affairs I feel safe in predicting that our League membership will soon reach its old notch of 1885-6. When Drs. Brown and Benedict begin their tour how "the teeth will fly." Pennell, you have my sympathy.

Speaking on League affairs, there is lots of missionary work to do in New Jersey, and the officers elected will find that much of their time will have to be sacrificed in order to make a good showing. League hotels will take up fully one-fourth of their time, while the condition of roads and L. A. W. road signs should also have much of their attention. With the appointment of good, live local consuls, however, this labor would be considerably lightened. Something is certainly necessary to be done here to convince non-L. A. W.'s that members of the national organization are enjoying special privileges in this State that wheelmen not of the League are forfeiting. I think Chief Consul Bull, of New York, has struck the key note in his hotel agreement system.

The county road law passed at the last session of our Legislature is already bearing fruit. Union County is ready to spend her \$150,000, while Hudson and Monmouth Counties are considering the route their new country roads will take. With the advent of new boulevards and improved streets will come converts to the wheel, especially in this part of the State. It is therefore necessary that some valuable inducements should be held out to these new men in order that the power of the League shall be felt in New Jersey.

The H. C. W. intend giving an excursion to Boynton Beach (near Woodbridge, N. J.) some time during July. This is principally for the benefit of ladies who have taken a very lively interest in the club affairs during the winter months and assisted the boys greatly with their smokers. A boat has been secured for their exclusive use, and all we want now to make the affair a success is a clear day and a big crowd.

Messrs. W. B. Eldridge and H. F. Morse started on Saturday last on a tour to Massachusetts and up through the Berkshire Hills to Rutland, Vt.

Dr. H. A. Benedict has resigned the office of First Lieutenant and Captain Day has appointed J. L. Robertson to fill the vacancy. G. E. McLaughlin is Second Lieutenant.

I understand that an invitation is to be extended to the Elizabeth (N. J.) Wheelmen and the Atlanta Wheelmen of Newark, to spend an evening with us in the near future.

I am given to understand that the authorities having the matter in charge will send out the "Pa., N. J. and Md. Road Book" as soon as Tommy Stevens arrives at Zanzibar with Explorer Stanley. As this is the first reliable date we have had we should all be truly thankful.

On July 4 Captain Day will take the H. C. W. to Long Branch via the famous Rumson Neck Road.

COASTER.

An earnest effort is at last being made toward improving North Broad street in Philadelphia, and the right sort of men have taken hold of the movement to make it a success. An improved pavement, connecting Germantown Road with the end of the present asphalt, will bring Germantown and Chestnut Hill a half hour nearer to wheelmen and give a bigger boom to wheeling in that vicinity. The outcome of this agitation is sure to be the paving of Broad Street throughout its entire length with improved pavement.

ST. LOUIS.

The Track Association held a meeting on Monday evening, and at one time the proceedings promised to be lively. It appears that there was a meeting of the Board of Directors on Saturday night previous to the second race meeting, at which arrangements were made for the tickets, prizes, etc. The only members present were Brown, Smith and President Andrews—all Missouri clubmen. None of the Cycle club-men were notified, and on the face of things it looked as if they were being ignored. Such, however, was not the case. There was a good deal of carelessness displayed in neglecting to have the notices sent, but it was simply oversight and not intentional. An effort was made to explain the matter, but really there was no explanation to make, and the only thing that could be done was to disavow any intention of overlooking the Cycle Club delegates. President Andrews undoubtedly thought that the secretary had received instructions to call the meeting, but the latter insists that he received no such instructions and did not know that the meeting was to be held. At this meeting it was decided to issue a lot of complimentary tickets to be distributed at the Exchanges, the City Hall and other places. These were not to be given out until late in the afternoon, so as not to interfere with the sale of the regular tickets. The original idea was to distribute these free tickets among the prominent merchants, city officials, etc., and by getting them there once create an interest that would bear fruit at subsequent meetings; but this arrangement was misunderstood, and the tickets were given out indiscriminately. The result was that few of the regular tickets were sold. The majority of the members of the Association doubted the wisdom of this complimentary ticket proceeding. It looked like double dealing to sell one man a ticket and give one or a dozen to his neighbor, and it was finally agreed, under the circumstances, to allow the treasurer to use his discretion in settling with those who had taken tickets to sell.

Mr. Lucas offered a resolution that a manager be elected, who was to have entire charge of the track and the races run thereon, under the supervision of the Board of Directors, and that no orders relating to the track or races be given except through him. This provoked a lively discussion. Mr. Brown insisted that under the articles of incorporation no officers could be elected except those named in the charter—i. e., the five directors. Mr. Lucas and his friends insisted that they could elect, and the proposition that the board appoint the manager was rejected. They wanted the officer elected by the Association and they carried their point. Mr. Brown finally admitting that the officer could be elected if he was called superintendent instead of manager. This was rather a small hole to get out of, but it answered the purpose. Professor Stone was thereupon elected superintendent, and a better choice could not have been made. One interesting fact developed during the meeting was the information that the organization was not incorporated as a stock concern, but merely as an association, and those who subscribed more than \$5, in the belief that they had extra shares of stock, find that they are mistaken and that they have no more voice in the management of affairs than the party with one share, unless they transfer their memberships to persons whose votes they can control. This change was made without any notice to the secretary-treasurer, and he has been giving receipts right along for stock. This is a state of affairs that is liable to cause trouble hereafter, unless the members of the Association are advised of the situation and some concession made to those who have made overpayments. Mr. Brewster resigned as secretary-treasurer and Mr. Child was elected his successor. It was decided to give a tournament some time during August or early in September.

Hai Greenwood has received an acceptance to his challenge for a hill-climbing contest from H. A. Wilson, of Chicago. A thunderbolt out of a clear sky could not have occasioned more surprise than this letter. Chicago is the last place in the world to look for a hill-climbing champion and the letter looks like a "fake." The party, in accepting the challenge, writes that he will ride at any time, at any place and on any kind of a wheel that will be satisfactory to Greenwood. This chap seems to be more easily suited than the average Chicagoan, and this creates additional suspicion as to the genuineness of the letter. However, the opportunity of "getting a fall" out of a Chicago man in a contest on the hills, after our recent disastrous experience on the track, would be hailed with delight in this section, and we are all praying that Mr. Wilson will stiffen his vertebrae and toe the scratch. Possibly we can then recover that dollar that Ingalls won on Lumsden. By the way, Professor Stone tells me that Lumsden has asked for a diamond ring—to be suitably inscribed—in lieu of the three medals that he won, and Stone has agreed to that disposition of the matter. A two-hundred-dollar ring ought to be something quite swell.

"Linneus," in the current issue of the *Bulletin*, charges your correspondent with "boasting that he had an understanding with the editor of the old *Bulletin* to cut out all matter criticising the Missouri Club." In the first place, I have not criticised the Missouri Club; in the second place, I never had any such understanding with the editor of the *Bulletin*; and in the third place, I never said anything of the kind. I entirely agree with him when he says that this State ought to have an Emery or a Bull for Chief Consul. If it had, the first thing they would do would be to summarily stop "Linneus'" officious and offensive interference in the affairs of their office. When he says that Jordan, Greenwood and "myself" are the only ones who are doing any recruiting he is romancing again.

We are going to have a fine time at Sedalia. The boys up there have developed into a lot of hustlers, and all they want is a crowd to entertain. The St. Louis, Kansas City and St. Joseph wheelmen ought to be largely represented, and the indications are that they will be. It has always been a difficult problem to get anything like a large attendance at meetings of this Division, but this one promises to be an exception.

THURIEL.

WOMAN AND THE BICYCLE.

The plucky woman is ahead in the bicycle race. When she entered the lists the men good-naturedly said: "Oh, she'll get tired of this. Bicycling isn't for women and it won't take long for them to find it out." The men started in to call all the women's attempts at a simple and suitable costume "mannish," but how times have changed. Now in all the cities and villages a woman whirls down the street and no attention is given her, while if a man comes riding by on a "U-frame" bicycle everybody hollers: "See the man on his sister's wheel!"—*Des Moines Graphic*.

BROOKLYN NEWS.

The B. B. C. house-warming, which has been much talked of and the invitations for which have been much sought after, was held last Friday night, and voted a glorious success by the three hundred or more cyclists who were present. The handsome new club house was beautifully decorated throughout, and the entertainment in its entirety was carried out to a most successful ending in the wee small hours of Saturday morning. As I saw "Titnam" present, I will not enlarge on the details, as I know they are in good hands, but must congratulate the house committee, Messrs. Raymond, Fuller and Snedeker, on the successful finale with which their untiring efforts were crowned.

The K. C. W. lantern parade will take place before this goes to press, and will probably be a great success, as usual. Almost every wheelman is intending to participate. On the same night there is to be held a promenade concert in the grounds which are almost opposite the K. C. W. club house, and between the lantern parade and the concert it is an open question which will draw the largest crowd on that section of Bedford Avenue.

The B. B. C. sent out two informal runs for last Sunday, which were both quite replete with interesting incidents. One party, composed of Captain Meeteer, Fay, Pouch, Barkman, Borland, Cole, Lewis, Mead, Allen, Quimby, Rogers and Ackerson, left New York on the Mary Powell Saturday afternoon, spending the night in Poughkeepsie, leaving there Sunday morning and riding via Fishkill, Newburgh and Vail's Gate to Highland Mills, where they had dinner. They then spent the afternoon at the handsome country residence of Mr. Hall, who entertained the boys royally during their stay. The party returned to the city by the evening train on the Erie road, and were very enthusiastic in their tales of the good times enjoyed. The other run was composed of five members of the Brooklyn Club, and is well worth recounting, inasmuch as the day was one of accidents and adventures. The start was made from the club house at 8.15 Sunday morning, all five on hand. Just before mounting Masterson, in attempting to tighten a nut, broke the axle pin of his rear wheel. Nothing daunted, he started for the repair shop, while the rest of the party rode on. Wechawken was safely made, the long hill slowly and perspiringly climbed, when *snaf!* another cripple—backbone this time—and Corby turned his face homeward. On the remaining three pressed until within a mile of Hackensack, when Miller, who had been lagging behind, reported ball-bearings broken, and wheel otherwise out of order. This last unfortunate was laid off at Hackensack. The party had been re-enforced in the meantime by two "native" wheelmen, one of whom had been a member of the B. B. C. in days past. Under their guidance the two survivors pedaled on with fear in their hearts, wondering who would break down next. But j y! Englewood, the objective point, was reached without further mishap. There Masterson was found awaiting them, having ridden from Brooklyn after having his wheel repaired, and by taking a direct route, reaching there in advance. Just as they were about to have dinner the Hackensack unfortunate arrived, having dissected his wheel with beneficial results. After dinner a start was made for home, and all would have gone well, but this unlucky party espied the glistening cheeks of the rosy cherry peeping from between the leaves of a tree upon the roadside—evidently public property. A dismount was the result, and four of the wheelmen climbed the tree and proceeded to enjoy the fruit. Directly on a line with the tree, in front of a house, a party of Germans were enjoying their Sunday by picnicking under the trees, and one of their number, who claimed to own the cherry tree, went to his house and, without warning of any kind, returned with a shotgun and deliberately fired upon the men in the tree, drawing blood from Fuller and stinging the remainder of the party. It is needless to state that this outrage will not go unpunished, as steps are now being taken to have the man arrested. Messrs. Fuller, Miller, Corby, Masterson and Raymond, who composed the party, agree that it was the most eventful day in their wheeling career.

At all the large gatherings of wheelmen in Brooklyn lately, considerable comment has been caused by the call given by the Kings County Wheelmen, part of which has been copied from the club call of the Brooklyn Bicycle Club boys. Members of the B. B. C. think the plagiarism rather rough, inasmuch as they are the undoubted originators of the use of the word or syllables "Um-pi-ah" in a club call.

Brooklyn, June 25, 1889.

ATOL.

MINNEAPOLIS, MINN.

Since May 20 it has not rained in the day-time to interfere with wheeling, although we have had showers in the night the past two nights. Twenty-nine consecutive days of good wheeling weather is a pretty good record for this section. The roads were beginning to get somewhat dusty, but the rains we have just had will put them in excellent condition again.

Three or four years ago, there was an attempt made at interesting the ladies here in cycling, but owing to the fact that the roads were not at that time in very good condition for tricycles and the tricycles not very well adapted for ladies' use, but little was accomplished. The ladies who tried soon became tired and gave it up. This spring there is something of a revival. One lady has been riding a safety for several weeks, and on Tuesday last another made her debut on the street after a week's practice in seclusion. Starting from the centre of the city she rode to her home, a distance of nearly three miles, with only two mishaps. This lady was quite an accomplished tricyclist, and with a little more out-door experience will undoubtedly become an expert on the two-wheeler. About three weeks ago the first tandem bicycle came to the city. It is the property of a young married gentleman and is ridden by himself and wife. The wife takes very naturally to the wheel, and already they have no trouble in going anywhere about the city. The husband accompanied me last Sunday morning on a ride on bicycles, around Lake Harriet, a run of 17½ miles, and next Sunday morning the wife is to be one of the party, going with her husband on the tandem. This is quite a beginning in cycling among the ladies, and I hope others will follow the example.

Tom Eck has been here several days endeavoring to make arrangements for his combination of female and male cycling celebrities, to ride a six-day race, but I learned today, did not succeed; I hope he did not, for this city has had a surfeit of cycling fakes, and an exhibition of this kind would certainly do the sport more harm than good.

June 21, 1889.

DARSON.

CINCINNATI.

As I promised to write a letter every week, and am still on the other side of the fence from the bull, I'll try it again. Some interest has been created among THE WHEEL'S readers in this city, and I have heard some threats. Of course, if the bull gets through the fence, I shall have to get up and go. I am glad to read that New York City is to have better pavements, and hope they will stick to asphalt for a material.

Nothing can be meaner to ride on than granite. Here we have some eight miles of asphalt and twenty or more of granite. Outside the city we have beautiful roads and fine scenery for the cyclist to feast his eyes on. If you will allow me, I wish to give friend Hatfield a small ad., by saying that he has opened fine dining rooms on Sixth Street, to be styled the "L. A. W." When any League man strikes this city, he will surely visit Hatfield's. Just ask him to give you, with the other good things, the story of what the bears did at the "Zoo." It's good enough to tell here, but I won't infringe on Hatfield's copyright.

The Cincinnati Club race comes off June 22, and I'll send you full details next week. Weather has been fine lately, and if it stays so to-morrow, every wheelman in the city will be out on the road.

The Athletic Cycle Club will soon have a road race, and I can come to no other conclusion than that Walter Wise and Will Strauss will give the others a hard tussle for the medal. (They are now riding *five miles per hour*.)

Bert Levi had his wheel clean the other day, much to the surprise of his young friends. Frank Rappes goes to Brookville, Ind., the 22d, with the Crescents. Mr. Bennett has a new Columbia Tandem on exhibition, and many are the looks of envy cast on it by the boys. Wait a little while, boys, and you may get a chance to try the machine, as I hear that Chas. Colling is going to buy it.

I was going to tell you how some of the wheelmen climb hills, but this letter is getting long already. All I will say to-day is that most of the climbing is done on the inclined railway and in the club-rooms. More news next week, but for Heaven's sake don't let Hatfield know these letters are written by

SAFETY.

June 21, 1889.

NEW ORLEANS.

LOUISIANA CYCLING CLUB NOTES.

We had a whopping big meeting on Thursday last, and when it was over it looked like the club-house matter was settled. But it wasn't, and now a special meeting is fixed for Saturday night to wrestle with it again.

At Thursday's meeting we took four new ones into the fold, among them Walter Frank, who is "some" at running and jumping and looks like he has in him the making of a medal winner in the bicycle line as well. We also elected to honorary membership New Orleans' first bicyclette, Miss Bell Fairchild, and so soon as their numbers warrant (and I don't think it is very far off, either), I have no doubt that the L. C. Club will welcome the ladies to the active list. A feeling letter of acceptance from our first and oldest honorary, Mr. G. W. Christy, was read, and the well wishes from one who had already rounded out the allotted cycle of life to those but little more than "buckling" to its varied tangents sunk deep, provoking applause and a bright remark from Harris.

Next we had a lively little tilt over the question of dues, which was finally settled by the withdrawal of the provoking motion. While the tilt lasted, however, it was right interesting, and President Renaud for the first time had occasion to display his parliamentary ability and get rattled.

A most unpleasant feature of the evening was the expelling of one whom I least expected would display such a petty spirit regarding the payment of his arrears. I would like to give his name, but he was one of the original eleven and for the sake of old times I suppress it. But unless I miss my guess he and all future "delinquents" who think so lightly of an expulsion will have occasion to rue it. Secretary Graham will furnish the names of all such to the secretaries of the other clubs and ask for an exchange, and if the clubs co-operate as they should, we can from this time on make these fellows swallow a pretty big pill of regret, should they ever wish to try to re-enter the ranks again. A nicely printed list, too, trimmed with deep black ribbon has also been provided, and our "friends'" name gives it a start, and when added to it will prove a right neat parlor ornament.

June 16, 1889.

MARYLAND.

At the regular meeting of the Division board of officers, held on Wednesday, June 19, the election of officers, which, by the new constitution must take place July 15 and August 15, was discussed. It was resolved that nominations be made by a committee as follows: Each club made up or partly composed of League members is to choose one representative on this committee with one additional representative for each twenty-five additional members. These selections must be made known to the Chief Consul not later than July 20. The unattached League members are to be represented on a basis of one committeeman to each twenty-five, such representatives to be designated by the board of officers. The committee so made up must meet and make nominations not later than July 25 (proxies being allowable), and report to the Chief Consul not later than July 25. The election will then follow by mail vote. Harry Patchett, of Easton, and Chas. E. Fink, of Westminster, have been appointed representatives of the unattached members.

LEAGUE MEET NOTES.

There are more than sixty entries for the races. The club championship race has been abandoned and an open mile tandem safety race substituted.

The Chief Consul has designated C. E. Heard, F. S. Heard and John Bauer, of the Hagerstown Bicycle Club, as the official buglers.

Last week Messrs. J. T. Chism, E. F. LeCato, Albert Mott and E. P. Hayden, of the board of officers, Maryland Division, L. A. W., arrived at Hagerstown from Baltimore in the evening and held a conference on the approaching Meet. The Chairmen of the various committees made favorable reports, and Chief Consul Mott complimented the boys on their work.

BAY RIDGE.

NOTES FROM THE CITY OF BROTH-
ERLY LOVE.

Ho, for Hagerstown! This is now the club cry. All the club captains are working hard endeavoring to secure a good attendance, which promises to be certain. Century wheelmen claim they will have forty men on hand. Pennsylvania will in all likelihood put in an appearance with some thirty men, while Philadelphia, Tioga, South End and Mt. Vernon should all turn out with from ten to twenty men each. Two parties are being planned in the Pennsylvania Club. One, under command of the captain, will leave in special train on Monday, July 1, going right through to Hagerstown, while the other party, under command of Lieutenant Leisen, will in all likelihood start down on Friday evening via wheel, spend the 2d, 3d and 4th at Hagerstown and then go on down the Shenandoah Valley to Luray, returning via train. There is also some talk of a party riding home from Hagerstown, this for those who will be unable to start with the first party on June 28. Once more we find proof of the old adage, "Too many cooks spoil the broth." This time in connection with the 100-mile run to Philadelphia. Mr. Clarke endeavored to run things in Philadelphia, or, rather, I should say, made necessary arrangements for meals and accommodations. Besides this he had the A. C. C. working for him. One party would give one order while the other party would endeavor to give other orders. Consequently everything was mixed up and the big dinner arranged for at the Continental proved a decided fizzle. For Sunday following it was through some mistake understood that the Century wheelmen had charge of the run. The captain of the Pennsylvania Club called no run for this day, expecting to join the visitors and show them what runs were to be enjoyed in the vicinity of the city, but as no word was mentioned by those in charge of the entertainment no plans could be made and Pennsylvania was absent. Some comment, I understand, was made in regard to this, but as no slight was intended it is earnestly hoped the inattention will be pardoned.

The Pennsylvania mileage report to June 1 shows up quite well. With thirty-eight men who have reported they show a total of 25,292 3/5. Among the first are B. Frank McDaniels, 1,869; John H. Draper, 1,820; Fred Mears, 1,628 1/2; S. Wallis Merrihew, 1,504; Chas. T. Harrey, 1,501; John B. Young, 1,227 2/5; Geo. D. Firmin, 1,089 3/4; J. P. Simmons, 1,002. Pretty good for so early in the season.

The report was spread abroad on Sunday, the 23d, through the *Sunday Item*, that W. D. Supplee intended resigning his membership in the Pennsylvania Bicycle Club. This gentleman wishes me to most emphatically deny this statement, having no intention of doing so. The only way to account for such a report originating is that his resignation is already in for the captaincy, he finding that his time is too much occupied to allow him to attend to the duties as he feels they should be.

Sunday last all Phoenixville turned out to see the "buzzy-sickels fellers," as one old coon termed them, nineteen men from the Pennsylvania Club having ridden from Philadelphia for dinner. The start was made at 8:40, and Phoenixville reached at 11:45, covering the distance, twenty-seven miles, in a little over three hours. Considering that it was mostly over side roads, I think this a pretty good record. The return home was also made in good time, but it would have been better had ginger-ale and ice-cream stands been passed by. I think this about club record for this section—nineteen men covering fifty-four miles in an ordinary day's run.

WESTFIELD.

PHILADELPHIA.

Hereafter when a bicyclist gets married, that can hardly do for an excuse to give up wheeling, taking for example a few cases of wheelmen with family responsibilities in Philadelphia. A well-known clergyman can be seen almost daily riding through the park on a tandem bicycle, on which he has had three extra seats arranged so as to comfortably accommodate his three children. Sometimes he is accompanied by his wife and the two youngest, while his first-born dutifully follows on a safety. Another Benedict, a well-known member of the Century wheelmen, is often seen airing his family in a truly novel manner; his better half rides a ladies' safety, he glides along on a Star wheel, while their "Pride" is carefully strapped in a wicker-work arrangement, attached to the steering rod of "Papa's" Star bicycle. It looks decidedly shaky, but it seems to go.

The residents of North Broad Street have at last taken the matter into their own hands, and formed an association to see about paving that thoroughfare in a decent manner. No doubt something will be done toward bettering the condition of the street, as in its present condition it is a disgrace to the city.

The failure of Fred. Whitesides to show up in any kind of form at the Odd Fellows' races, a few weeks ago, was a bitter disappointment to his friends. To Whiteside's astonishment it was impossible for him to get up any kind of a spurt, and he could not for the world think what was making his wheel go so hard. For want of a better reason he blamed it on his imagination and the track (which was bad). When the boys got back to the club-house after the races he determined to examine his "bike," when on taking it apart, it was found that every ball on one side of one bearing was broken, naturally making the wheel run very hard. This was rather rough, as it was the first time he had attempted to do any racing on the path, but the wheel is all O. K. now, and those smart people who did all their laughing and blowing at his expense, had better laugh just once more and go around using the words "I" and "me" as long as they have a chance; for unless I am a false prophet, they won't have a chance after this plucky little rider gets through with them.

June 25, 1889.

ARGUS.

Hal Greenwood, of St. Louis, has received and accepted the following challenge: "In answer to your challenge in *Bi-World*, would say that I am willing to contest with you on any hill which you may name. I will also ride any machine which will be satisfactory to you, loser to pay all traveling expenses. In case you decide to accept my challenge my address is W. A. Wilson, No. 81 Bryant Avenue, Chicago. P. S.—Any date you name will be satisfactory.

The Racing Board guillotine is still at work. Every issue of the official paper announces suspensions nowadays, but the early harvest will doubtless make business light for the Board later on in the season, though how long it will take racing men to learn that the Board's battle flag, with "No Monkeying with the Rules" in gold letters on it, is nailed to the masthead is an open question.—*Providence Journal*.

BIRMINGHAM, ALABAMA.

The Birmingham Bicycle Club was ushered into existence on June 17, 1889, with the following officers: M. S. Cann, President; S. Caheen, Senior Captain; W. C. Swem, Junior Captain; Philip Muller, Secretary-Treasurer; Burr Ferguson, Bugler.

A standing committee was appointed, consisting of the above officers, and Messrs. George Warren, Clarence Jackson, A. R. Shaver, P. E. Gregory and Claude Allen. There are about twenty members already enrolled, and the club starts out under very favorable auspices. The majority of the members are enthusiastic wheelmen, and seem thoroughly imbued with the desire to do all that is possible to advance the cause of cycling. The roads around the city are being rapidly improved, and the club hopes to have a good quarter-mile asphalt track before long. Some of the boys will make fast time if they have a place to do any training, notably the bugler, who, though dubbed "the kid" by the Georgia tourists, is a good road-rider for his age, and can scorch with the best of them.

If the cyclists throughout the country could each one see THE WHEEL regularly and be impressed with the most important of all matters to wheelmen—the improvement of roads—and work together to accomplish that one object, it would bring about great results. You may have heard the expression, "in union is strength."

The Georgia tourists, Messrs. Ingram and Persons, passed through here early in the month, and were joined here by two Birmingham wheelmen, who accompanied them as far as Huntsville, Ala., 131 miles. Their route for about 65 miles took them up the valley, where they found good, fair country roads most of the way. The rest of the way was across country, up and down mountains, through a sparsely settled region, "where the whangdoodle mourneth," and the moonshine whiskey is made. At Gadsden, on their route, they were kindly entertained by the local bicyclers, Messrs. Tolson, Fulcher, Hart, Burger, and others. But they "do say" that at Guntersville the hotel keeper charged them so much for dinner, it amounted to highway robbery. It is the only chance the hotel man will ever have at a wheelman, so that is something to be thankful for. And they "do also say" that the next time they go to Huntsville on their wheels, they propose to employ a bodyguard to keep back the crowd of inquisitive, insolent creatures, who probably never saw a wheel before, and made them glad to leave on the first train. Huntsville has beautiful streets and roads, and the wonder is there are no bicycles there.

A man may be pretty good on geography, and not so good on arithmetic, but there is one hilarious party in New York who knows what ten per cent. of \$3,500,000 is; that is, if we can take his word for it, and he has advertised the fact twice.

Who of us does not envy "Our Cyclers Abroad," as the New York *Herald* calls them, being entertained by the Ripley Road Club, and rolling over the gorgeous roads of the "tight little island?" Just out of curiosity, I would like to know the sensation of a man spinning over English roads, who has been accustomed all his bicycling days to the vile country roads we have to put up with in the South. If wheeling is exhilarating here, what can it be there?

AVLETT.

June 21, 1889.

THE BUFFALO RAMBLERS' 100-MILE
RUN.

The great 100-mile club run of the Ramblers' Bicycle Club was made from Erie to Buffalo June 22, and the hustling Ramblers smashed all records by bringing in thirty-four out of thirty-five men and making the run in less time than ever made in a club run in this country before. The boys went to Erie on the steamer Idaho Saturday night, and an early breakfast was given the cyclists on board the boat at 3 o'clock A. M. The start was made from Erie at 4:30. Not a stop was made from Erie to Westfield, a distance of thirty-three miles. At the last named place the second breakfast was taken, and after a short rest riding was resumed. Fredonia was made without a stop, and from Fredonia to Silver Creek, fourteen miles, not a rider dismounted.

Silver Creek Hill is one of the steepest in the country, and it is an exceedingly difficult task to climb it on a wheel. A number of the Ramblers attempted it, but only one succeeded, Charles E. Gates. Gates went up the hill faster than it was ever before mounted. Capt. E. H. Dietzer was next to Mr. Gates; he went to within fifteen feet of the top, but was forced to stop out of sheer exhaustion. Gates was not satisfied with making a hundred miles and after he finished went twelve miles more.

Twelve safeties started in the race and every one came through.

Two accidents marred the pleasure of the trip. One wheel became unmanageable and crashed into another. Before A. L. Georger, C. G. Koester and G. C. Kempke could stop they had taken headers. Georger sprained his wrist, but started again after bandaging it up. He rode from Westfield to this city by steering his wheel with one hand.

The actual riding time was ten hours and fifteen minutes, and the total time occupied in the trip fifteen hours and fifteen minutes. Every hill, except at State Line and Silver Creek, was climbed.

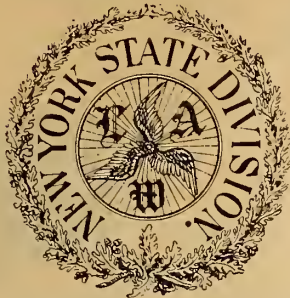
Those who came through were Capt. E. H. Dietzer, First-Lieut. George C. Laub, Second-Lieut. E. H. Dold, Third-Lieut. O. H. Sauerwein, T. J. Maytham, F. W. Heeman, E. R. and A. T. Flack, C. E. Gates, Charles Bamberg, A. F. Georger, George Hummel, H. W. Dawson, C. J. Ritter, Charles Bonney, G. C. Kempke, A. M. Vincent, W. O. Graham, H. J. Dunn, W. S. Clemens, U. Dietzer, A. P. French, G. J. Hager, A. C. Hager, E. A. Vogt, F. E. Klipfel, W. J. Lautz, W. H. Butler, W. G. Shack, S. P. Scheu, Louis Branch, G. J. Buckheit, J. W. Van Velsor, B. C. Jewett.

The pacemakers were George C. Laub and G. H. Sauerwein. Capt. Dietzer has made the trip three times, W. O. Graham twice and George C. Laub thrice. Last year seven Ramblers made the run in nine hours and five minutes.—*Buffalo Morning News*.

At a recent meeting of the Harrisburg Wheel Club a cordial invitation was extended to all wheelmen passing through that city en route to the meet at Hagerstown, to pay them a visit at the club rooms, Third and Market Streets, if convenient to do so.

New York State Division L.A.W.

OFFICIAL ORGAN.



OFFICERS FOR 1889.

Chief Consul, W. S. BULL, 754 Main Street, Buffalo, N. Y.
 Vice-Consul, M. L. BRIDGMAN, 1255 Bedford Avenue,
 Brooklyn, N. Y. Secretary-Treasurer, GEO. M. NISBETT,
 50 Wall Street, New York City. Executive and Finance
 Committee, W. S. BULL, M. H. BRIDGMAN, DR. GEORGE E.
 BLACKHAM, Dunkirk, N. Y.

NEW YORK STATE DIVISION—CONSULS AND HOTELS.

LIST No. 4.

PLACE.	CONSUL.	HOTEL.
Albany.....	C. E. White.....	
Beekmanville.....		Beekman House
Gainsville.....		Gainsville
Rosburgh.....		Soule's House
Sing Sing.....	Dr. H. G. Marshall.....	Hotel Keenan
Waterloo.....		Towsley House

W. S. BULL,
 Chief Consul.

BUFFALO, N. Y., June 22, 1889.

ANNUAL MEET OF THE CONNECTICUT DIVISION AT BRIDGEPORT, CONN., MONDAY, JULY 8.

The Division will be entertained by the members of the Bridgeport Wheel Club and the Rambling Wheelmen, who are all working to give the boys a fine time.

An ample store-room for wheels has been secured near the rooms of the Bridgeport Wheel Club and within a block of the depot.

The League hotel is "The Atlantic," opposite the depot, American plan; L. A. W. rates, \$2 and \$2.50 per day.

The programmes as far as completed is given below.

The runs will be over some of the finest roads in Connecticut.

PROGRAMME—SATURDAY, July 6, 6:30 P. M., special concert at Seaside Park, by Wheeler and Wilson Band.

SUNDAY, July 7, 3 P. M., run to Samp Mortar Rock, leaving the rooms of the Rambling Wheelmen; distance about seven miles, over a splendid road.

MONDAY, July 8, 9 A. M., a run will leave the rooms of the Bridgeport Wheel Club for Beardsley's Park, where refreshments will be served, returning by way of East Bridgeport. 10:30 A. M., business meeting of the Division, in the rooms of the Bridgeport Wheel Club. 11 A. M., another run to Beardsley's Park over the same route, starting from the rooms of the Bridgeport Wheel Club. 12 M., parade with mounted band forms on Broad Street, between State and Elm. 2:30 P. M., races at Seaside Park, L. A. W. rules to govern, as follows: One mile ordinary, open; one-half mile ordinary, open; one mile safety, open; three mile ordinary, open; one mile tandem safety, open; one mile ordinary, championship of Bridgeport; hill-climbing contest at Greenfield Hill.

Two prizes will be offered for each event, some of which are very handsome. Entrance fee to each event fifty cents, returnable to starters. Entries close July 5, with P. M. Harris, 18 Bishop Block, Bridgeport, Conn.

A run to Greenfield Hill, where the hill-climbing contest will take place, will start from the track immediately at the close of the races; distance about six miles. On return from this run a stop will be made at the rooms of the Rambling Wheelmen, where a lunch will be served. In the evening a variety of entertainments will be provided.

C. E. MOORE, Chairman, Bridgeport, Conn.

MISSOURI'S COMING MEET AT SEDALIA, MO.

In a recent letter Mr. F. E. Hoffman, Jr., Secretary of the Sedalia Cyclers, briefly outlines some of the many pleasant features that visiting wheelmen may expect. To the list of events given in THE WHEEL, of June 14, one more, a one-mile open, for safeties, should be added:

DEAR SIR—Yours of the 17th inst. received. In reference to our Meet, July 3 and 4, we are making preparations for a grand thing, and you will notice by programme that on the 3d we intend to make a run to McAllister Springs, which is situated twenty-five miles north of this city. It is a famous summer resort and the proprietors have promised us everything in the way of accommodations and amusements. We return to the city by train or a wheel, as the boys may desire, special train leaving Springs at 5:30 P. M. Then at 8:30 we give a "smoker" (programme not out). Grand banquet on the evening of the 4th, and fireworks by the celebrated Sedalia Flambeau Club.

As to our racing we expect to have the flyers here from all over the State, including Percy Stone, from St. Louis. You will notice our prizes are quite extensive and valuable and well worth racing for. We are going to give them a good time or know the reason why.

KENTUCKY'S ANNUAL L. A. W. MEET.

That most enjoyable affair is now a thing of the past, and those taking part have returned home. Louisville boys were heart-broken Saturday, the 15th, on account of the heavy rains, but a train at 4 A. M. Sunday took eleven of the faithful far as Bardstown, where no rain had fallen. From Bardstown to Springfield took five hours' time, and dinner was had at the latter place. The road from Springfield to Perryville is said to be the roughest in Christendom, and took till 4 P. M. to cover. Roads from there to Danville are splendid, and that place was reached at 6 o'clock. Twenty-eight League members answered to the roll-call, including representatives of Covington, Cincinnati, Nicholasville, Richmond, Springfield, Perryville, Danville, Louisville, and also G. C. Clark, Consul of Mississippi, and H. T. Kincaid, of Washington, D. C. The business meeting then followed, and by unanimous vote A. J. Lamb was elected Chief Consul, and G. E. Johnson, Secretary-Treasurer, for the ensuing year, to enter upon the duties of office on September 1, 1889. It was decided to add needed information to the present road map. It was also decided to hold the next regular meet in the city of Louisville on June 23, 1890.

On account of heavy rain the meet broke up Tuesday morning, some riders returning directly by train, while others continued their tour through the State. That it was not all one long coast is evidenced by a startling telegram received from Lexington, which said: "Three dead and others expected to die; roads rocky; tough pull."

G. C. Clark, Chief Consul from Mississippi, came to Louisville especially to take part in this tour, and was a great and welcome acquisition to the party.

One of the youngest men in the crowd was Pap Ruff, of Richmond. Pap is sixty-four years of age, but he is one of the boys just the same. He rode sixty-eight miles, from Richmond to Danville, in eight hours, including stops, and was as fresh at the end of the trip as any one. When coasting down hill, his long, flowing white beard blowing behind his head, gives him the appearance of Old Father Time on a bicycle.

BROOKLYN'S RIDING SCHOOL.

The mammoth building known as the Fifth Avenue Casino, situated at Fifth Avenue and Union Street, Brooklyn, has been secured by Charles Schwalbach, the well-known dealer, and has been converted into a riding academy and instruction rink. The floor has no posts, measures twelve laps to the mile, and is as smooth as well-laid asphalt, having been laid for roller skating. We believe this to be the largest riding school in the country.

It was formally opened Saturday evening, June 22. Exhibitions were given by Professor Snyder on the unicycle, the Star and the buggy wheel. Professor Louis Peoples (instructor) gave an amusing exhibition of how the beginner first mounts and rides. A half-mile bicycle race was contested by Messrs. Bolmer, Miller and Evans, who finished in the order named; time, 2m. 25. Half-mile roller skating race—Dower, first; Carter, second. Time, 2m. 45.

BRING ON YOUR BICYCLE PRODIGES.

Little Eddie Schwalbach (Charlie's oldest) gave an exhibition on the crank, safety and tricycle. This youngster's riding is phenomenal; although only five years old he rides like an old stager. He has ridden some sort of wheel ever since he could walk, and we think he is the youngest prodigy in the country, not excepting California, which claims pre-eminence in bicycle prodigies as well as most of the other good things of this world.

The Casino is open daily from 9 to 12 mornings 1 to 5 afternoons, and 7 to 10 evenings. The morning session is devoted exclusively to instructing ladies, the afternoon and evening sessions being directed more to the sterner sex. Although the venture is new, a large clientele has already been secured, scores are being instructed, and cycling in Brooklyn has received a great boom from the enterprise, and a long-felt want is supplied. We wish the genial Charlie much success. [We are backing Mr. Schwalbach in the prodigy line against all comers.—Ed.]

HARD CASH AT STAKE.

Either "Jack" or Van Wagoner is sure before long to lose the enormous sum of \$10, as the former accepts the latter's offer to ride a mile on a safety inside of three minutes, with both hands tied behind him. Five yards are allowed to start in, that distance not to be included in timing. Course is to be kept clear of dogs, apple-women, policemen, and all other obstacles, and the funeral expenses, if any, are to be borne by Van Wagoner's friends. Of course these whimsical suggestions emanate from Purvis-Bruce, and their rather solemn final clause may cause Van Wagoner to hesitate. He—Van Wagoner—is to be allowed three trials, one a day, in presence of at least five cycling witnesses, and no more than two weeks to elapse between the first and third trials. Not to subject the stake-holder's honesty to too great a test, what is the matter with depositing these amounts with some reliable Safe Deposit Company?

A "COPP R" BEHEADED

Constable Mott, of Cranston, who has for a season or more been the terror of wheelmen by reason of his extraordinary vigilance in pulling up cyclists who ran on the side-path bordering the bad road just beyond the city line on Broad Street, is no longer an officer of the law. The extraordinary vigilance with which he enforced that one little section in the town ordinances finally killed him. Doubtless blame may be charged somewhat to the wheelmen for the ex-officer's pernicious activity, for there has been a lot of boyishness displayed in days past by young riders, who would rather take the side-path than the road just for the fun of teasing Officer Mott, with the result that more conservative men were brought to earth by the officer's hooked stick and hauled up in the District Court when sheer necessity had compelled a walk or a ride in that usually deserted side-path. The Court has always been, evidently enough, in sympathy with the wheelmen, but in the eyes of the law the path was a sidewalk, and so long as the proof of guilt was there and not denied the fines had to follow. Officer Mott, however, has pulled down one or two of the wrong kind of men, and the Town Council was evidently impressed with the conviction that no human official could pay so much attention to one of the town ordinances without slighting some of the others.—*Providence Journal*.

Mr. Charles D. Alexander and Mr. Warren West, both of Portland, Me., accomplished on Sunday last the feat of riding their bicycles from Portland to Boston, arriving in the latter city in the evening. They returned by rail and were at work as usual Monday.

Messrs. Merwin, Hulbert & Co. find the advantages of their fine position increasing daily. This season their trade in bicycles, uniforms and general sporting goods has been larger than ever before.

Any of our Western Massachusetts readers in need of any part of gymnasium outfits and bicyclists' goods, such as full and knee tights, long sleeve and sleeveless Jerseys, shirts, shoes, gaiters and supporters, can do no better than call on S. B. Call, at 358 Main Street, Springfield, Mass.

At Y. M. C. A. Athletic Club Games in Philadelphia, June 22, the 1-mile bicycle race was taken, hands down, by W. W. Taxis, A. C. S. N., in 3m 49s.; Jones, Y. M. C. A., second.

A committee of the Lynn Cycle Club will be intrusted with the management of the bicycle races around Lynn Common, July 4.

Second-Hand Columbia Bicycles.

Second-Hand Star Bicycles.

Safeties, etc., cheap, all sizes.

Enamel, Cement, Sundries of all kinds. The enamel is the best and cheapest in the market.

W. I. WILHELM, Reading, Pa.

GET YOUR BICYCLE

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 BROWN BROS. MFG. CO., CHICAGO,
 LARGEST REPAIR SHOP IN THE WEST.

L. A. W. CARDS.

Handsome League Emblem Cards, finely printed on extra heavy cream-tinted cardboard, with name, number, club and residence,

100 CARDS \$1.00.

The above engraved in the most exquisite styles for

\$2.00 PER 100 CARDS.

Fine Printing and Engraving of Every Description.

SEVING & CO.,

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BICYCLE RACES

AT

LANCASTER, PA.,

ON

JULY 4th, 1889.

All Events under L. A. W. Rules.

THE MILE AND HALF-MILE

State Championship Races

WILL BE CONTESTED.

Races in Morning and Afternoon.

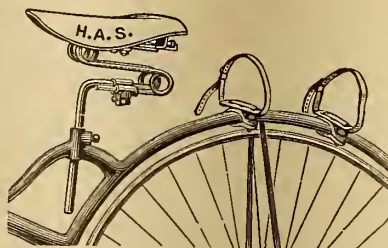
FORTY-TWO FINE PRIZES.

Apply to

H. M. GRIEL, Secretary,

for entry blanks and information.

ALL BICYCLE RIDERS MUST HAVE SUNDRIES



SEND AN ORDER TO

HOWARD A. SMITH & CO.,
NEWARK, N. J.,



And Get What You May Need.

Bundle Carriers.....75, 1.00, 1.25
Tire tape20
Standard gloves.....1.00 & 1.25
Stocking supporters......35, 50 & 65 cts
Stockings.....1.00, 1.25 & 1.50
Bells.....50, 75, 1.00, 1.25, 2.50
Drinking cups40
Standard rubber cement......25
Spoke grips......65
Newark & Boston club caps.....1.25 & 1.50

Newark lamps.....5.00 & 6.50
K. of R. lamps.....5.00 to 7.50
Locks......65, 75, 1.00, 1.25 & 1.50
Whistles......25, 40, 50 cts
Newark enamel......50
Standard oil......25, 35, 60
Standard tire cement......20
Standard graphite......25
Tucker's straps25
Duplex screw drivers......35

SECOND-HAND MACHINES AT BARGAIN PRICES.

THE COVENTRY MACHINISTS' CO., Limited,

239 COLUMBUS AVE., BOSTON, MASS.

SWIFT BY NAME AND SWIFT BY NATURE.



THE SWIFT.



THE LADY'S SWIFT.

The Buffalo Express, May 29, says:

"James S. Hedge of the Buffalo Bicycle Club made the first century run of the year on May 26th. Leaving the club house at 8 A. M., he rode via Seneca Street, Potter's Corners Road, Orchard Park, and Colden to Springville. Here a stop of two hours was made for dinner, and return was made via Boston and Hamburg to the club house, arriving at 6:45 P. M. Starting again at 7 P. M. he pushed on out to Bowmansville and return and rode three times around the meadow, arriving at the club house at 10:25 P. M. Hedge rode a *Swift Safety*, and considering the fact that he did not start out to make a 'century,' and did not think of it until he had ridden about seventy miles, made very good time, his riding time being ten hours and thirty minutes for 105 miles, or an average of ten miles an hour. Four hours and five minutes were used in stops. This is the first time a century run has been made by a rider in this city on a Safety, and it is also the first time a century has been made over this route, there being a great many short steep hills to climb."

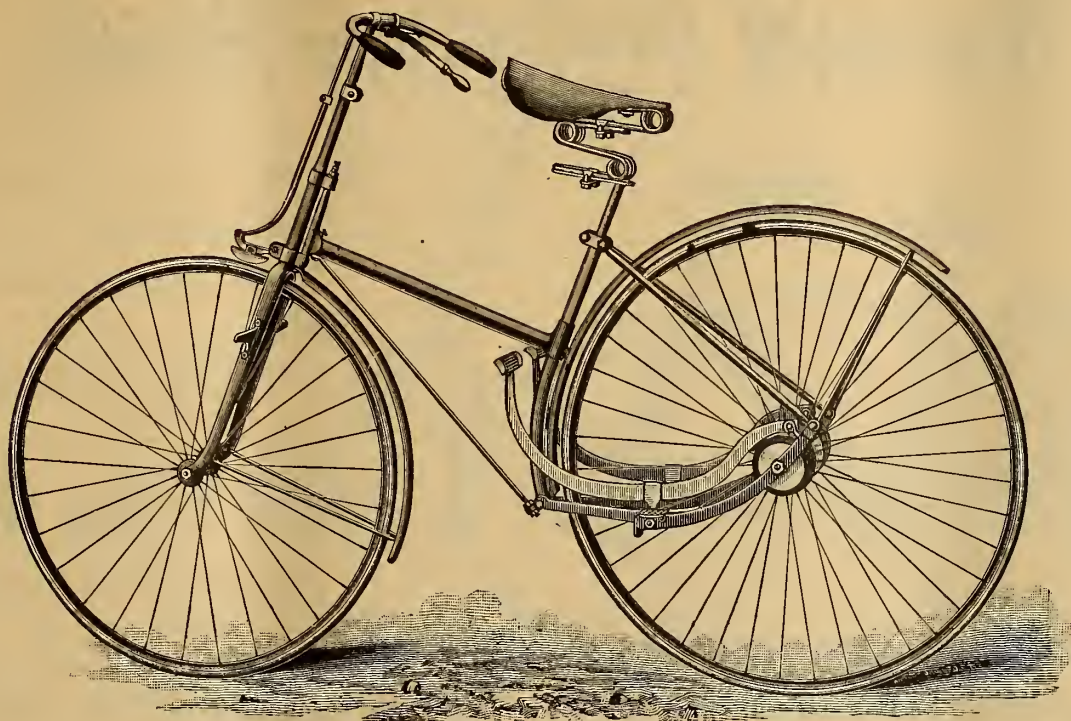
The most practical Lady's Wheel on the market.

"The Wheel's" lady correspondent, Marguerite, says: "A Swift is my choice, which for symmetry and easy running exceeds my expectations, and is a credit to the makers."

NEW YORK AGENTS:

WM. HALPIN & CO., No. 13 Murray Street.

WHAT THEY SAY ABOUT IT.



New Lever Safety.

CUMBERLAND, MD., May 30th, 1889.

H. B. SMITH MACHINE CO.,

I have only been riding The Lever Safety now four weeks to-day; never was on any bicycle before. I can climb any hill that any other machine can climb. Old riders that have been riding for years, I can climb any hill that they can with their Crank Machines. I think it is the best machine yet produced.

J. G. HERMAN.

NORTHAMPTON, MASS., March 28th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—Enclosed find my check, which please place to my credit on account of two Rover Stars just ordered (one by letter, one by wire). It is a great machine; have ridden mine 250 miles and am in love with it.

Respectfully yours,

E. E. DAVIS.

WHEELING, W. VA., March 28th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Dear Sirs—Safety received all right. I find that on the road it is faster, coasts and climbs hills better than the others.

Respectfully,

JACOB W. GRUBB.

MERIDEN, CONN., June 6th, 1889.

THE H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—It is a dandy, speed, hill-climbing, coasting and comfort (The Lever Safety). I have got more speed from it than any other Star, and it does up all the other machines in Meriden.

Yours truly,

EDDY C. BARNES,
537 Broad Street, Meriden, Conn.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—I have given the New Safety a pretty thorough trial and like it very much. Have taken two long trips on it, one 57 miles and the other 61. On the first trip I made a bad sand patch, on which all others failed, and there were eighteen of us. On the last, out of twelve riders, but two made a loose, bad hill—the Safety and a Star.

Yours truly,

H. E. CHUBB,
Cleveland, O.

FOR CATALOGUE AND PRICES ADDRESS,

H. B. SMITH MACHINE CO.,
SMITHVILLE, N. J.

WARWICK

SEND FOR CATALOGUE.

CYCLE

Warwick Perfection Wheels



This Machine is Constructed of Wrought Steel Throughout. NO CASTINGS.
Sensitive Steering Overcome. As Perfect of Control as a Tricycle.

Adjustable for Height and for Steering. Adjustable Footrests. Spring Bearings to
Both Wheels. 30-inch Wheels Geared to 54-inch.



*Have More Genuine Improvements than
Any Other Wheels on the American
or European Markets.*

THE FOLLOWING

ARE

Some of its Many Advantages.

1st.—A **DIRECT ACTION PLUNGER BRAKE** whereby the hand does not have to be removed from the spade handle to apply the brake.

2d.—A **SPRING BEARING AND FRAME TO FRONT WHEEL** whereby concussion and vibration are brought to a minimum.

3d.—ITS **PEDALS** have a perfect vertical adjustment and are perfectly dust proof.

4th.—THE **HANDLE BARS** are made from tapering weldless steel tube, tapered internally so as to give great strength at the part where required—i. e., at or close to the head—and will not break as is the case with other handle bars.

5th.—THE **RIM** is made from one piece of sheet steel, thickened at the bottom where the spokes are connected.

6th.—THE **SPOKES** in case of breakage can be quickly replaced (without sending to factory or repair shop) by removing a nipple, which can be removed from the outside of the rim without taking out the tire.

7th.—THE **RUBBER TIRE** being made the shape of a spherical triangle and covering the edges of the rim, will wear longer and will run with less labor than any other tire now in use, and are **WARRANTED NEVER TO COME OUT**, being secured in the rim by a flexible core, and are stretchless in their circumference.

8th.—THE **BACKBONE** is made from weldless steel tube, being tapered internally, and is four gauges thicker at the part where the greatest strain comes—namely, at the neck or head. Over 5,000 of these backbones were made and sold in England last year.

9th.—THE **FRONT FORKS** are of the same well-known perfection patent, thickened at the part where the greatest strain comes.

10th.—THE **BEARINGS** are vertically adjusted and are warranted perfectly dust proof, and will run several thousand miles without oiling or adjustment.

11th.—THE **SADDLE** is a new departure from the unsightly coil springs used in other saddles. The springs used are India Rubber Buffers, which take up concussion and vibration. The saddle will not stretch in case of its becoming wet, either from perspiration or rain. It has, also, a new side rocking motion, and its ease and comfort can only be appreciated by its use. It can be adjusted to any wheel.

12th.—THE **SPADE HANDLES** are detachable and of a new form, the grips being made to conform to the angle of the rider's body.

13th.—THE **ENAMEL** is of a high grade and polish, and cannot be broken with ordinary use.

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WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

MFG. CO.

SPRINGFIELD,
MASS.

Catalogue now ready.

"American Rambler" Safety.

NOW ON EXHIBITION IN OUR SALESROOM.

FOR

Lady or Gentleman,

WITHOUT CHANGE.



THE

"IDEAL RAMBLER"

FOR

BOY OR GIRL,

WITHOUT CHANGE.

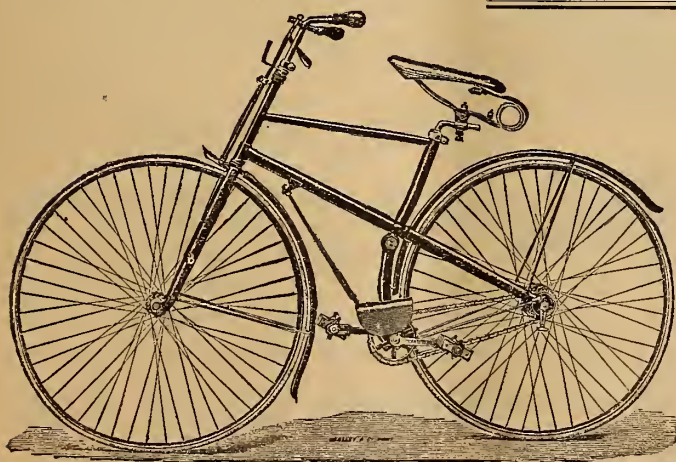
Eastern Agency for GORMULLY & JEFFERY'S Full Line of American Cycles and Sundries.
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AGENTS WANTED IN ALL UNOCCUPIED TERRITORY.

NEW RAPID SAFETY



SIMPLICITY MEANS DURABILITY.

Fewer small parts to work loose, rattle and wear out than on any other high-grade Safety on the market. Weighs 47 pounds, and guaranteed to carry 250-pound rider.

All orders for these Machines filled without delay.

The New Rapid Ladies' Safety

will be on the market about June 25. Look out for this machine. The latest and best in every detail. We are booking orders for them now.

Write for our Catalogue describing the above machines, and the **New Rapid Roadsters** and **Light Roadsters**, **Quadrant**, **Single Tricycles** and **Tandems**, **King of the Road Lamps** and **Sundries**.

THE CLARK CYCLE CO.,

Washington Branch, 908 Pennsylvania Ave.

BALTIMORE, Md.

FOR SALE, EXCHANGE, WANTS.

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

\$10 PER MONTH for 6 months will pay for a 53-inch Special Harvard, in good order; or same can be considered rent and the wheel returned at any time. Address Chester, Room 45, 176 Broadway, New York. 6-28

WANTED—52 or 54 inch Victor or Columbia L. R.—'88 pattern—or a Victor safety; must be cheap. C. B. Crashe, 21 and 23 Rose Street. 6-28

53-inch Columbia L. R.; nickel and enamel; '88 pattern, with hub cyclometer; good as new; \$85. Box 2225. tfc

55-inch Columbia L. R.; nickel and enamel; good order; \$65. Box 2225. tfc

48-inch American Star; good order; looks almost good as new; nickel trimmings; spade handles; for best offer over \$15. F. W. Glover, Sag Harbor, N. Y. 7-5

\$175 will buy a Columbia tandem safety in perfect order; ridden less than 100 miles. Address, for particulars, Lock Box 75, Wappingers Falls, N. Y. 7-5

FOR SALE—54-inch Victor; nearly as good as new; \$60; owner wants safety. W. M. Leavenworth, Plymouth, Conn. 7-5

BEST OFFER over \$100 takes 56-inch New Mail; enameled; spades; all ball-bearings; run 75 miles; good as new; cost \$135. W. I. Taber, Herkimer, N. Y. 7-5

FOR A BARGAIN, one '89 Premier tandem bicycle; almost new; will be sold for \$175 cash; rare chance. Thomas Jefferis, Wilmington, Delaware. 6-28

FOR SALE—A 50-inch nickeled English Premier bicycle; ball bearings all around; cow-horn bars; Fish saddle; King of Road lamp; weight, 39 lbs; guaranteed in perfect condition; trial allowed. Address "Bargain," 37 East Sixty-second Street. 7-5

WANTED—Wheelmen to send 50 cents and receive by return mail one pair Black Cotton Ribbed Bicycle Hose. Cool and nobby for summer wear. Welch & Rogers, Bainbridge, N. Y. tfc

WANTED—A 58 or 60-inch wheel, a 60-inch Expert preferred. Must be in excellent condition and at a reasonable price. Address D. P. D., Closter, N. J. Box 54. 6-28

FOR SALE—54-in Victor, condition fair, 87 pattern, \$65. A new American Rambler, only ridden 150 miles, \$85. Both all balls. H. D. Herman, Delano, Schull Co., Pa. 6-28

WANTED—A 39 or 42-inch Special Star, second-hand, cheap. Will pay cash. Address, giving condition, &c., M. W., Drawer L, Hagerstown, Md. 7-12

\$125.—New Singer Safety for sale, 1889 pattern; never been used; cost \$135. Address "C," P. O. Box 2996, Boston, Mass. 7-12

NEW VICTOR SAFETY FOR SALE.—Latest pattern and never been ridden. Price, \$125; cost \$135. Address "D," P. O. Box 3023, Boston, Mass. 7-12

BICYCLE MACHINIST, disengaged; one who thoroughly understands the repairing of all makes of cycles, and has had long experience in all branches of the business. Address J. Maher, 369 Bridge St., Brooklyn. 7-5

FOR SALE.—52 Expert Columbia; full nickel; not ridden 500 miles; excellent condition. Cost \$137; will sell \$85. Genuine bargain. Address A. Nichols, 64 John Street, N. Y. City. 6-28

LATEST IMPROVED STAR WHEELS, 24x39; ball and roller bearings; used but little, and guaranteed in first-class condition; cost \$125; will sell for \$95 cash. L. P. Thayer, West Randolph, Vt. 6-28

WANTED—Safety, any standard make, in first-class condition; will pay cash or exchange for 48-inch Special Star of latest design, or will sell latter. Address, Finley, 2497 8th Av. 9-4

55-inch Columbia Light Roadster; nickel-plated back-bone and forks; ball bearings; good condition. \$65. C. A., Box 2225 N. Y. tfc

56-inch Harvard; full nickle; ball bearings; very good order; \$60. Box 2225. tfc

56-inch full nickled Expert; all balls; lamp, bell; used only 200 miles, very good order, must sell. \$90. Address P. O. Box 2225, City. tfc

\$60 will buy a second-hand American Club Ordinary; pattern old, but condition good; 51-inch wheel, 27-inch handle-bars, 6-inch cranks; all nickel except rims and spokes; balls all round; new ball pedals; spade handles. Address Edw. J. Shriver, 234 Pearl Street, N. Y. City. tf

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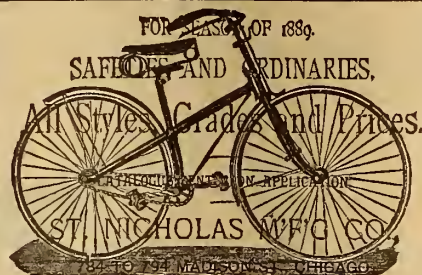
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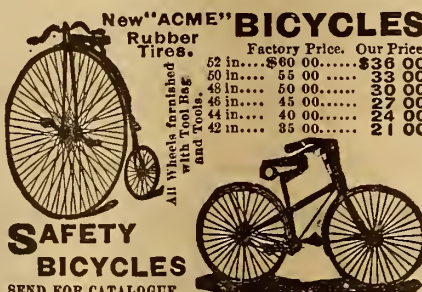
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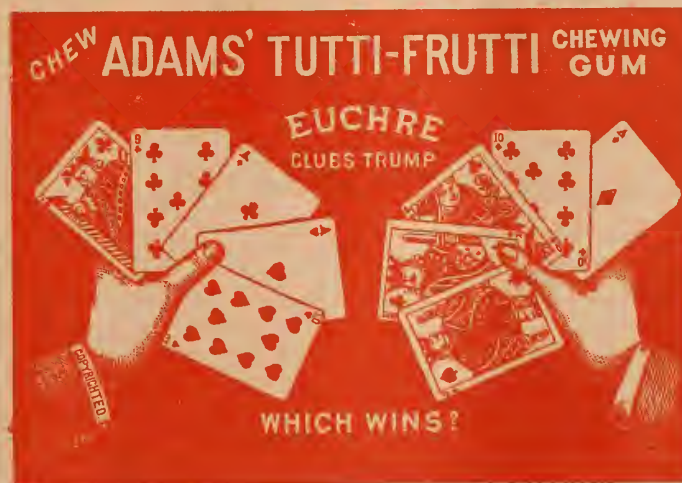
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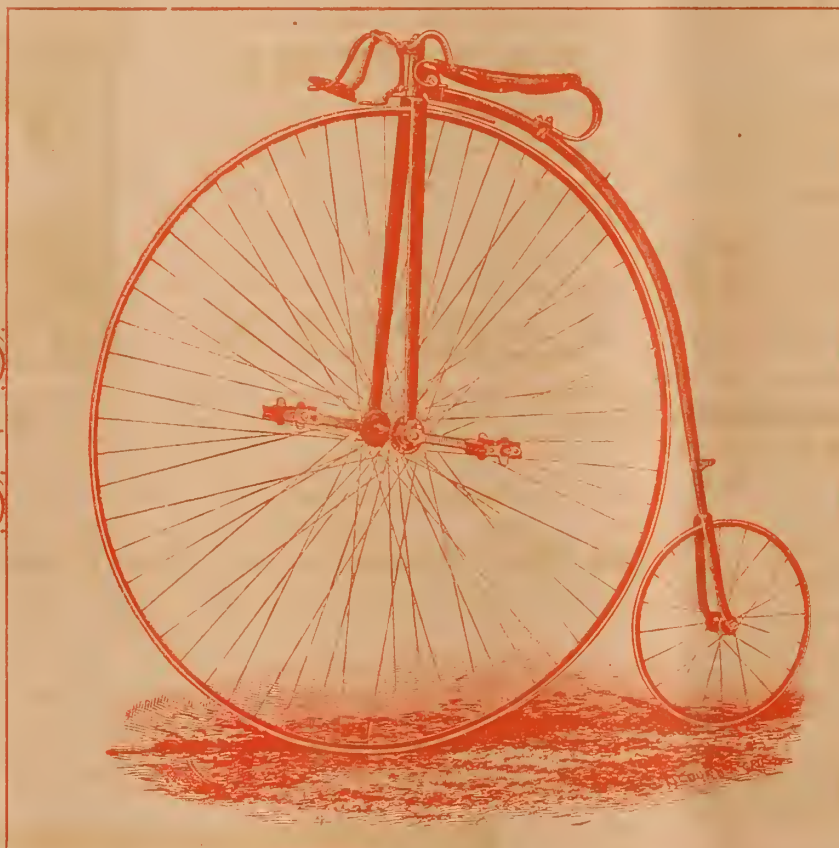
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