

The Wheel

P.O. Box 444.
N.Y. CYCLING TRADE REVIEW 23 PAT BROW
N.Y.

VOL. III.—No 22.]

NEW YORK, JULY 26, 1889.

[WHOLE NUMBER, 74.]

ABOUT THE ONLY WAY THAT YOU CAN BREAK OUR WHEELS.



PROPRIETOR OF BICYCLE AGENCY (to newly engaged assistant): Great Heavens, Pat! What in the world are you trying to do?

PAT: Sure an' a long-ligged djude bees afther bringin' this machane in here an' sayin' as how he wants a break on it roight away, an' there was no wan here, so Oi was afther accommodatin' av him.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

80 PAGE CATALOGUE ON APPLICATION.

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.

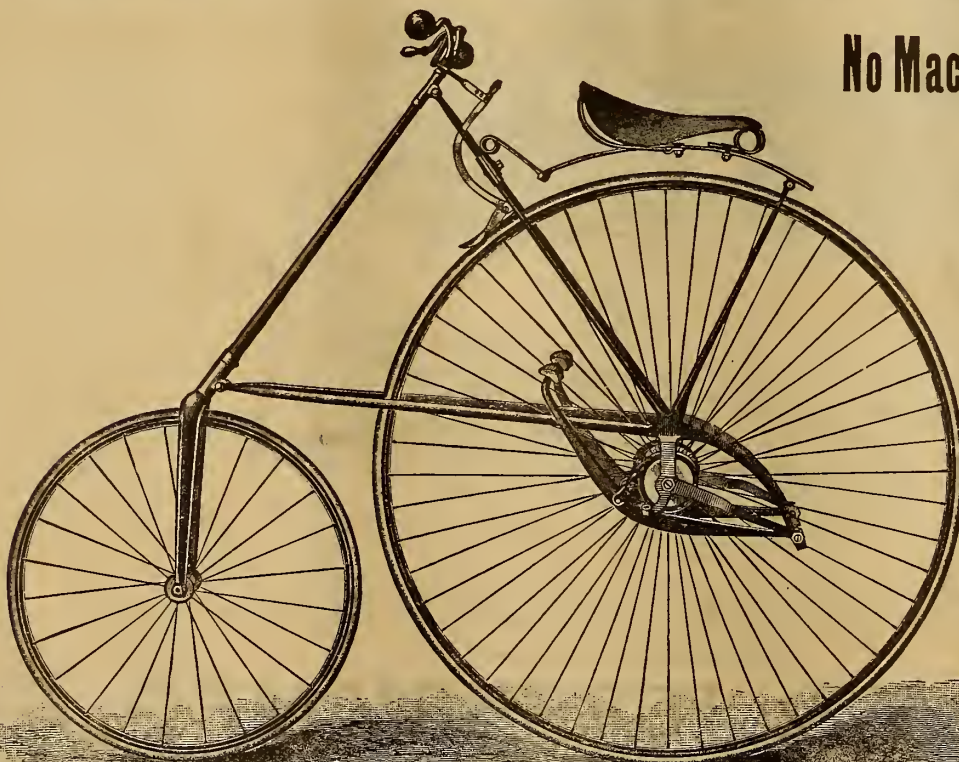
Easiest Running Wheel

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.

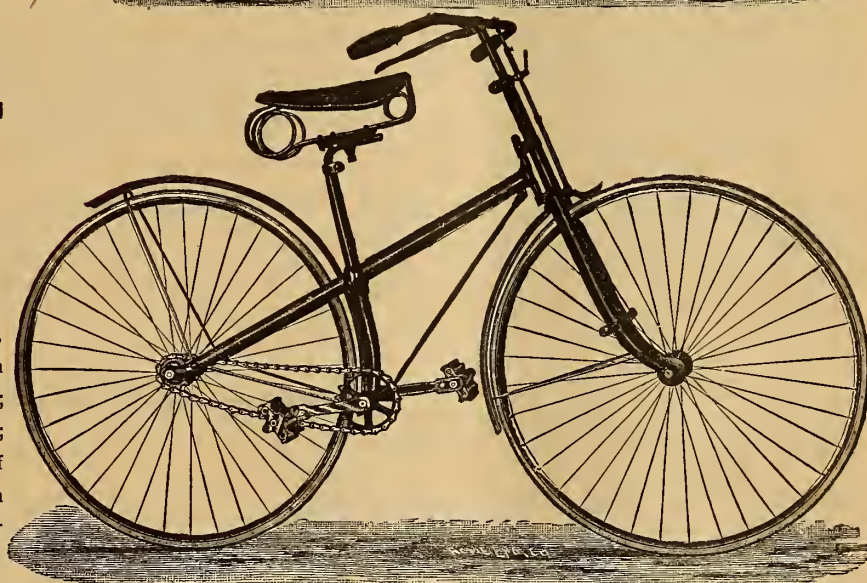


The National Safety.

Price, with Ball Bearings to Wheels, \$75

“ “ “ all round, **90**

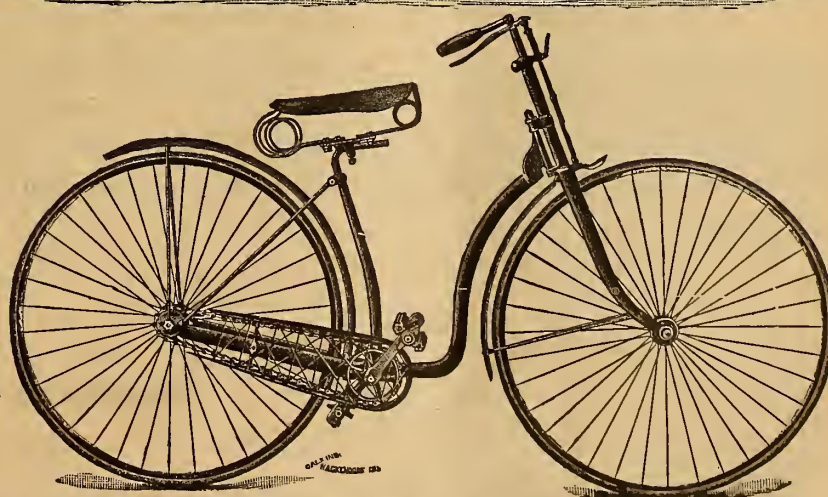
A First-Class Safety at a Reasonable Price. Rear wheel, 30 inches, geared to 54; 30 inch steering wheel; $\frac{7}{8}$ -inch crescent steel rims and $\frac{7}{8}$ inch best quality rubber tires; direct spokes, of special drawn steel wire of best quality; cranks adjustable from $5\frac{1}{2}$ to $6\frac{1}{2}$ 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.

Some People think that THE EAGLE cannot climb a hill, but
 The Eagle took First Prize at the Hill-climbing
 Contest at the Meet of the L. A. W.,
 Bridgeport, Conn., July 8.

SACRAMENTO, CAL., June 14, 1889.

THE EAGLE BICYCLE MFG. CO., Stamford, Conn.

GENTLEMEN :

I have been riding my Eagle now for a little over six weeks, and am better pleased with it every time I ride it. Those who were so loud at first in criticising the wheel, and who claimed that I would never be able to climb a hill with it, and that the wheel was not at all practical, have all had to "pull in their sails," as I have ridden through sand and up hills where a good many of our riders, both of ordinary and safeties, have had to dismount. I have also learned to ride one wheel for a distance of two hundred yards, and with only two days' practice, and I think that in the course of a week or so I will be able to ride one wheel any distance I wish on a good road.

To-morrow I expect to make the run from Sacramento to Stockton and return, a distance of 102 miles. This trip has only been made by three riders, though many have attempted it and failed ; and if I succeed, which I have no doubt I will, it will be a good advertisement for the Eagle.

Yours very truly,

H. G. TOLL.

SACRAMENTO, CAL., June 28, 1889.

THE EAGLE BICYCLE MFG. CO., Stamford, Conn.

GENTLEMEN :

I made the run of which I spoke without any trouble, and am more pleased with the Eagle than ever. My actual riding time was ten hours, which, taking the roads into consideration, was very good. I found the Eagle to be the easiest running wheel I ever rode. I was in no condition for the ride, having been ill and unable to ride my wheel until two days before I started ; and yet I made the trip without any difficulty, and my muscles did not bother me in the least, which is good proof to my mind that the motion of the legs, as used on the Eagle, is much less tiresome than that used on the ordinary.

Yours truly,

H. G. TOLL

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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All copy should be received by Monday.
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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 WHEEL," ONCE A MOUTHFUL, NOW A MEAL.

That is the terse verdict of a prominent wheelman.

Brother Prial, of that able cycling paper THE WHEEL, usually so correct in his published facts on cycling subjects, etc.—*Nashville American*.

COULD NOT AFFORD TO MISS IT.

"Could not afford to miss the paper that gives the best and latest wheel news."—Elbert Von Wagoner, Guilford, Conn.

NOTHING, IF NOT ENTERPRISING.

THE WHEEL is nothing if not enterprising. A full report of the Hagerstown Meet appeared in its columns a week in advance of any other wheel paper, and it reached its subscribers only a day behind its regular time.—*Nashville American*.

THE case of ex-Officer Kelly, who, while intoxicated, deliberately drove his horse upon Mr. Beasley, will no doubt be of considerable benefit to the cause of cycling. The escape of the cyclist was almost miraculous, and at the moment of his rage there is no doubt that the officer had every intention of killing him. The lesson of the past has been that you cannot convince the various forms of road-hog by logic that the cyclist has some rights which he is bound to respect. You have to convince him through his pocket, or with a club or a jail. It is a matter of congratulation that Mr. Beasley understands his duty to cycling, and that he has the intelligence and the will to push his case and make an example of this newest form of road-hog. The man was paid to protect the people. He was utterly incompetent, could scarcely write, was entirely lacking in judgment and, worst of all, was one of those importations who have "got the pull," and are ready to become Aldermen, before their ship gets half way across the pond. *Wheeling* recently pointed out that there was as much intolerance of cyclists to-day as ever there was, and we can endorse the statement from the American standpoint. In fact, there is scarcely a cyclist living in a large city who has not suffered at the hands of the hod-carrier, the tough, the drunk and the fat-witted human hogs who go out on the roads in vehicles. Often it is a sneer, and again it is a deliberate attempt to annihilate. And to reply is profitless. It is impossible to get the best of a man whose mind is too dull to grasp whatever hot-shot you may send back at him, and all one can do is to "boil within." An appeal to

the police is as fruitless. The average policeman is himself a fair specimen of the tough, and his sympathies are with the louts who insult one, and appeal to him is received with lofty disdain or ill-concealed sneer. Here now is a case which may be made to serve to good purpose. It will be conducted in good fashion and sentiment will be out of the question. If it is possible to jail the man, he will be jailed, as an example to people of his class. Cyclists all over the country will appreciate Mr. Beasley's expense of time and money to protect the sport he loves.

THE invitation to hold the '89 meet of the N. Y. State Division, L. A. W. in New York and Brooklyn, is quite the proper thing. New York cyclists have been charged with a lack of enthusiasm and public spirit, and the charge is just in appearance if not in fact. The New York clubs have continued to increase in membership and to add to their club-house facilities, yet their club life has never been shown to the world. New York cyclists attend other meets and are the recipients of courtesy and hospitality which they never have an opportunity to repay. But the Fall meet, if the invitation is accepted, will give us an excellent chance to pay off old scores and to show the cyclists of the State and country that there is nothing rotten in Denmark.

AND THEREBY HANGS A TALE.

THE WHEEL, whenever it wants an illustration, has a reproduction made from the English papers, and very poor ones they are at that. As long as this paper has been established it has never published an original illustration in its reading columns.—*Wheelmen's Gazette*.

This is a sample of the petty lies which are constantly being published in the *Wheelmen's Gazette*, which neither deserves nor commands success. In THE WHEEL of August 30, 1887, we published a portrait of Edwin Oliver. The cut was sent to Mr. Oliver, and is resurrected as "original" in the *Wheelmen's Gazette* for May, 1889, page 66. In the *Wheelmen's Gazette* for July, page 103, appears cuts of a Milwaukee bicycle agency and its enterprising proprietor. These cuts were offered to us sometime ago, but we quoted the usual advertising rates, and they turn up in the July *Gazette* as original. In the July *Gazette*, page 105, appears a cut of a racing man on an ordinary labeled "A. C. Banker," but it is not a picture of Banker. On the same page appears a cut labeled "On the Homestretch, Half-mile Dash." Four men are shown on ordinaries. Now, on the homestretch Wilhelm led on a Star, and besides there is no grand stand at the curve on the Hagerstown grounds, so that we can only presume that the drawing was made in Indianapolis, not at Hagerstown. This is original. On page 106 is a cut labeled "One-mile L. A. W. Championship," showing the start. Six men are shown on ordinaries. As a matter of fact there were seven starters. The small stand shown in the picture does not exist, and was put in to "fill." More originality. Facts and mule-kicks are stubborn things.

NEW YORK STATE DIVISION MEET.

A second meeting was held at the Hotel Hamblin, on Monday evening, to further discuss the advisability of inviting the State Division to hold its annual meet in New York and Brooklyn. The men present were: M. L. Bridgman, K. C. W.; A. B. Barkman, B. B. C.; C. A. Sheehan, M. B. C.; J. R. Miller, R. W.; C. W. Newbourg, P. W.; J. S. Voorhees, R. W.; W. B. King, C. B. C.; J. W. Shaw and F. B. Prial, N. Y. B. C.

Mr. Bridgman occupied the chair, Mr. Prial acted as temporary secretary. The minutes of the previous meeting and several communications received by the secretary were read. Messrs. Furst and Alden, of the L. I. W., wrote strongly in favor of holding the meet, as did J. W. Sheehan, Manhattan B. C.

It was unanimously decided to invite the Division to hold the Fall Meet here on Sept. 13 and 14.

The following programme, presented by Mr. Prial, will probably be carried out if the invite is accepted:

FRIDAY.

Morning.—Reception of visitors.
Afternoon.—Runs, Park, Yonkers, etc.
Night.—Theatre party, New York City.

SATURDAY.

Morning.—Parade in Central Park.
Afternoon.—Run to Brooklyn and Prospect Park.
" —Run to Coney Island.
" —Supper at Coney Island.
" —Concert at Gilmore's Amphitheatre.

SUNDAY.

Informal runs to Yonkers, Tarrytown, The Oranges and points on Long Island.

The following Committee were elected to manage the meet: M. L. Bridgman, Chairman; A. B. Barkman, I. W. Shaw, J. C. Gulick and W. H. De Graaf.

MARYLAND DIVISION NOMINATIONS.

A VOTE OF CENSURE ON THE "BICYCLING WORLD."

At a meeting of the Nominating Committee of the Maryland Division L. A. W. held on the night of the nominations were as follows: Chief Consul, Albert Mott, Baltimore; Vice-Consul, Geo. F. Updegraff, Hagerstown; Secretary-Treasurer, G. W. H. Carr, Baltimore; four representatives, R. P. Hayden, Baltimore; C. L. Mitchell, Baltimore; C. E. Fink, Westminster; J. H. Covington, Easton; all unanimous.

The meeting then adjourned as a Nominating Committee and re-assembled to pass the following resolution:

"Resolved, That the account of the tenth annual meet of the L. A. W. published in the *Bicycling World* of July 12, 1889, is untruthful and a scandalous libel on the members attending that gathering, and calculated to do the organization harm in giving a false impression of the membership at large.

"It is also resolved that we call upon President Luscomb and the Executive Committee to terminate the contract with the *Bicycling World* as the 'official organ' of an organization it appears to be doing its utmost to disrupt."

At this meeting there were present delegates from all city clubs except one, also from Hagerstown; and it is safe to say that every club in the State will take similar action at the next, or special, meeting.

2642.

KELLY INDICTED.

Officer Kelly, who drove his horse over Lester W. Beasley, has been indicted and will be tried before the Grand Jury in September. The hearing was held at Fort Hamilton on Monday evening at 7:30. Mr. Michael Furst represented Mr. Beasley. The officer was taken from the Raymond Street Jail, where he has been confined since the accident, being unable to obtain bail, to the court room. After hearing the case the Judge indicted him to appear before the Grand Jury in September, and he was released under bond. He has been suspended by the Park Commissioners pending the issue of the trial.

The case against the officer is a strong one. Several people who witnessed his assault kindly gave their names to Mr. Beasley. Mr. Cooper, a real estate agent of Brooklyn, who, with his wife, witnessed the accident, delayed his vacation in order to be present at the hearing. At the trial an attempt will be made to show that the officer was too drunk to control his horse, that he was drunk when he reported at the station, and that the written charge he presented was the work of a man in a maudlin condition.

A VALUABLE INVENTION.

PRINCIPALLY DESIGNED FOR THE LADIES.

A vast assistance to feminine safety riding should be the automatic standing gear, patented by Mr. Watkins, which altogether does away with the present difficulties of mounting and dismounting, of which many women complain as the hardest part of learning to ride a bicycle. This invention consists of two metal rods, which, projecting from the axle of the front wheel, support the machine in an upright position, enabling the rider to mount without the usual effort and exertion. Once comfortably and leisurely seated—an important point where feminine draperies have to be humored—the brake handle is pulled up, and immediately let go, with the effect of raising the support from the ground, the machine being, at the same time, started in the usual manner. When a halt is called, the machine is slowed up as much as possible, and the supports pressed down with the foot. As the wheels stop, a slight backward jerk of the handles secures the support in its position, and the rider is enabled to dismount with that unhurried ease and grace which should be the true aim of all womanly riding. This simple and ingenious invention seems most decidedly the right thing in the right place, and though my own experience of it is at present confined to a sketch which lies before me as I write, I am assured of its advantages by a valued correspondent, who has given it an exhaustive trial, and who speaks in high terms of its merits. It will be of especial value to women who are just learning to ride the safety, and who object strongly, as a rule, to the feeling of insecurity attending their first attempt at mounting. Dismounting, as I have always remarked is an affair characterized with the most absolute simplicity.—Violet Lorne, in *Bicycling News*.

The following programme will be run off at Schwalbach's entertainment at the Brooklyn Casino on August 13: One-mile bicycle, scratch; one-mile handicap; half-mile race, and a short race; exhibition of fancy bicycle riding by Eddie Schwalbach, and a drill team of eight men.

Two interesting races came off on the grounds of the Montreal Amateur Athletic Association, Cote St. Antoine, near Montreal, Can., July 18. They were weekly handicaps, and resulted as follows: Half-mile—W. H. C. Musten, scratch, first, in 1m. 26s.; E. Pickard, 15s. start, second, in 1m. 26½s.; A. B. Kingan, 10s., third, in 1m. 27s. One mile—W. H. C. Musten, scratch, first, in 3m. 55s.; A. B. Kingan, 13s., second, 3m. 20s.; E. Adams, 13s., third, 3m. 21s.

FIXTURES.

- July 27, 1889.—One-mile and 25-mile Tricycle and 5-mile Bicycle N. C. U. Championships at Paddington, Eng., track.
- August 3, 1889.—Queens Athletic Club Grounds, at 4:30 P. M., 1-mile Handicap. Entries close, July 31, with Thos. Lloyd, Queens, N. Y.
- August 5, 1889.—At Interstate Fair Grounds, Trenton, N. J.: 2-mile Bicycle Handicap and 2-mile Bicycle New Jersey State Championship. Entries close July 29th, with W. V. Blake, 146 Monmouth Street, Trenton, N. J. Entry fee, 50 cents.
- August 8, 9, 10, 1889.—Annual Meet of Massachusetts Division L. A. W., at Cottage City.
- August 10, 1889.—Races at Cottage City. Entries close August 8, with C. S. Davol Hotel Naumkeag, Cottage City.
- August 10, 1889.—Bicycle Races of Massachusetts Division L. A. W. at Cottage City, Martha's Vineyard.
- August 10, 1889.—Mercury Wheel Club's Outing, at Flushing, L. I.
- August 14, 1889.—Walton's Wheelmen's Race Meet and Road Race, at Richfield Springs, N. Y. Entries close with Fred Bronner.
- August 15, 1889.—Race Meet of Lockport, N. Y., Wheelmen.
- August 24, 1889.—Fifty-mile Bicycle and 1-mile Dwarf N. C. U. Championships at Paddington, Eng.
- August, 1889.—Scranton Club's Tour, Scranton, Pa., to Utica, Springfield, New York, Catskills, Delaware Water Gap. Address, B. P. Connolly, Secretary.
- August 31, 1889.—Monster Run of Brooklyn Wheelmen to Hotel Massapequa.
- September 2, 1889.—Albany Wheelmen's Tournament.
- September 2-3, 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.
- September 3, 1889.—Hartford Wheel Club's 20-mile Road Race.
- September 7, 1889.—A. A. U. Games at Brooklyn A. A. grounds; 1-mile Handicap. Entries close September 1, with James E. Sullivan, 73 Park Row, New York City. Fee, 50 cents.
- September 7, 1889.—One-mile Bicycle A. A. U. Championship at Brooklyn Athletic Association Grounds. Entries close September 1 with J. E. Sullivan, 73 Park Row, New York City.
- September 13, 1889.—Springfield Bicycle Club's 50-mile Local Road Race and 50-mile Open Road Race, over the Springfield-Hartford course.
- September 13, 1889.—At Springfield, 50-mile Road Race, open to local riders only, and 50-mile Road Race, open. Entry fee, \$5, returnable to first, second and third men. Entries close September 1.
- September 14, 1889.—Y. M. C. A. Games; 3-mile Handicap. Fee, 50 cents. Entries close September 7, with George Pool, 150th Street, Harlem River.
- September 20, 1889.—Michigan Division L. A. W. Meet at Ypsilanti, Mich.
- September 21, 1889.—Michigan Division Meet races at Detroit, Mich.
- October 23-29, 1889.—Race Meet at Macon, Ga.

EUROPEAN CYCLING FIXTURES.

Germany.—September 15; Hanover, September 8; Cologne, August 12; Chemnitz, September 8; Frankfurt-on-the-Main, September 1; Mannheim, September 8; Crefeld, September 8. Hamburg.—Altona, September 22; Bochum, August 25; Magdeburg, September 8. Denmark.—Copenhagen International Meeting, August 18.

EAST HARTFORD RACE MEET.

The annual meet of this club was held on Monday at the club's quarter-mile track. The original date of the meet was Saturday last, but it rained until almost noon, compelling a postponement. The two Murphy boys of the K. C. W. were quite successful. They went up on Saturday and remained until Monday as a guest of Mr. H. E. Bidwell. F. P. Priol also came up from New York to retrace the races, but was unable to remain until Monday. The crowd was only fairly large. Music was furnished by the East Hartford Brass Band.

The officers of the races were: Referee, Joseph Goodman; Judges, C. B. Riply, W. M. Francis and E. P. Groesbeck; Umpires, Morgan Johnson and Robert E. Olmstead; Starter, E. O. Goodwin; Scorers, J. O. Goodwin and H. D. Olmstead; Timers, L. S. Forbes and A. G. Grundler; Clerk of Course, George B. Forbes.

One-half mile novice.—H. G. Cornell, Hartford, 1st; T. W. Laiman, Hartford, 2d; time, 1:48½.

One-mile East Hartford championship.—W. L. James, 1st; C. L. Snow, distanced; time, 3:21½.

One-half mile handicap.—Heat 1.—F. A. Bearse, Springfield, 15 yds., 1st; time, 1:35. Heat 2.—H. G. Cornell, Hartford, 10 yds., 1st; time, 1:30. Heat 3.—C. M. Murphy, K. C. W., 5 yds., 1st; time, 1:31½. F. T. Reid, Hartford, 2d. Heat 4.—W. F. Murphy, scratch, 1st; time, 1:27. Final Heat—Cornell, 1st; W. F. Murphy, 2d; C. M. Murphy, 3d; time, 1:30½.

Two-mile handicap.—C. M. Murphy, 12 yds., 1st; W. F. Murphy, 10 yds., 2d; Culver and Wakefield, Springfield, 0; Foster and Smart, Hartford, 0; Dauchy, West Winsted, 0.

One-mile, 3:20 class.—C. M. Murphy, 1st; H. C. Wakefield, 2d; time, 3:16.

One-mile open scratch race, time limit, 3:15.—Ludwig Foster, 1st; W. F. Murphy, 0; George Smart, 0. The men loafed; did not equal the time limit, and the referee decided no race.

One-mile, 3:30 class.—Cornell, 3:27; Culver, 2d; Bearse, 0; Wilkinson, 0; Millett, 0.

One and one-half mile lap race.—W. F. Murphy, 1st; Foster, 2d; Wakefield, 3d; time, 4:54¾. Wakefield led at the mile in 3:15.

Relay race, two and a half miles.—Three clubs participated as follows: Hartford Wheel Club, represented by Foster, Reid, Cudworth, Laiman and Cornell. East Hartford Wheel Club, represented by Terrill, Snow, James, Richmond and Bidwell. Springfield Athletic Association, represented by Culver, Grimes, Bearse, Wilkinson and Wakefield. The Hartford Wheel Club won in 8:39, with Springfield second and East Hartford about a yard behind Springfield.

One-mile consolation.—Smart, of Hartford, 3:28.

THE LANCASTER CLUB'S MEET.

In running their annual meet the Lancaster Club had much to battle with. They were compelled to postpone twice, and on the last day the weather was so bad that but a handful of spectators were present. Yet the club had the finest races ever held in Lancaster, and it is to be hoped that they will not be discouraged, but give another first class meet in the fall.

Officers:—Referee, C. H. Obrieter, Philadelphia; Judges, Dr. J. M. Yeagley, Samuel B. Downey and John A. Burger; Timers, Dr. Walter Boardman, Dr. T. H. Nathorst and John E. Snyder, Clerk of Course, D. F. Grove; Scorer, H. M. Griel; Starter, H. M. Eichley; Umpires, George U. Best, M. B. Hirsh, John Traggesser and Grabbil Shaeffer.

FIRST DAY, JULY 18.

The weather was warm, with a fair breeze. The attendance numbered about 800, not so many as was expected. Wilhelm did excellent work, winning three races. The competitors found excellent accommodations in two tents erected near the starting point. Music was furnished by the Iroquois band.

ONE-HALF MILE CLUB, NOVICES.—Alvin Reist, first; J. S. Musser, second; J. F. Griel, third. Time, 1m. 29½s.

ONE-MILE NOVICES, OPEN.—Z. Loffland, Wilmington, first; J. S. Musser, Columbia, Pa., second; W. H. Reifsnnyder, Pottstown, third; Samuel Musser, Reading, 0; Alvin Reist, Lancaster, 0; S. Breneman, Lancaster, 0. Time, 3m. 9s.

ONE-MILE, BOYS UNDER SIXTEEN.—Dawson Fornival, Columbia, first; Chas. Kuhl, Lancaster, second; A. B. Groff, East Petersburg, third; C. Malone, Lancaster, 0. Time, 3m. 35½s.

TWO-MILE BICYCLE, LANCASTER COUNTY CHAMPIONSHIP.—George F. Kohler, Millersville, first; D. H. Miller, Lancaster, second; S. E. Arnold, Columbia, third; E. R. Griel and Alvin Reist, Lancaster, 0; W. S. Oberlin and J. J. McLaughlin, 0; time, 6m. 39¾s.

ONE-MILE BICYCLE, FLYING START.—The race was run in half-mile heats and the heat was a mile race. First heat: W. F. Class, New York, first; J. W. Schoefer, New York, second, W. W. Taxis, Philadelphia, third; Geo. M. Gregg, Wilmington, 0; S. Mosser, Reading, 0; time, 1m. 24½s. Second heat: W. I. Wilhelm, Reading, first; M. Kilmer, Reading, second; B. F. McDaniel, Wilmington, third; R. J. Powell, Burlington, N. J., 0; time, 1m. 25s. Final heat: Wilhelm, first; Schoefer, second; Taxis, third; time, 3m. 4s.

TWO-MILE SAFETY BICYCLE.—W. I. Wilhelm, first; W. W. Taxis, second; W. B. Riegel, Reading, third; J. A. Allgaier, Reading, 0; W. J. Grubb, Pottstown, 0; B. F. McDaniel, Wilmington, 0; H. D. Lembach, Denver, 0; time, 6m. 33½s.

THREE-MILE LAP RACE.—J. W. Schoefer, 19 points; Geo. F. Kohler, Millersville, 10 points; George M. Gregg, 5 points; R. J. Powell, 0; B. F. McDaniel, 0; S. Mosser, 0; Taxis, 0; Kilmer, 0; time, 10m. 5½s.

ONE-HALF MILE BICYCLE, STATE CHAMPIONSHIP.—W. I. Wilhelm, first; W. W. Taxis, second; D. H. Miller, third; J. S. Mosser, 0; W. J. Grubb, 0; A. Reist, 0; G. F. Kohler, 0; time, 1m. 23s.

THE PARADE.

In the evening the wheelmen's parade took place. About seventy-five riders were in line, captained by John Miller. The pace makers were George Walton and Harry Eichler. Almost all the wheelmen carried lanterns and were cheered all along the route. Fireworks were exploded at the American Hotel and at the *Intelligencer* office.

SECOND DAY, JULY 19.

The weather on Friday was beastly and only

a few hundred people were present, making the meet a financial failure despite the fine fields of starters, and the general excellent arrangements. The events resulted as follows:

ONE-HALF MILE BICYCLE, HANDS OFF.—W. W. Taxis, first; Z. Loffland, second; J. W. Schoefer, third; B. F. McDaniel, fourth. Time, 1m. 35s.

TWO-MILE BICYCLE CLUB HANDICAP.—Geo. F. Kohler, 100 yards, first; Alvin Reist, 130 yards, second; Jacob F. Griel, 180 yards, third. Time, 6m. 22 1-2s.

ONE-MILE BICYCLE L. A. W. STATE CHAMPIONSHIP.—W. I. Wilhelm, first; W. W. Taxis, second; Geo. F. Kohler, third; Alvin Reist, 0; John J. McLaughlin, Columbia, 0; D. F. Miller, 0. Time, 2m. 58 1-4s.

ONE-MILE SAFETY BICYCLE CLUB CHAMPIONSHIP.—Edward R. Griel, first; D. R. Rose, second; D. H. Miller, third. Time, 3m. 20 1-4s.

THREE-MILE CLUB TEAM RACE.—Berkeley Athletic, A. B. Rich, J. W. Schoefer and W. F. Class, 89 points, first; Warren Athletic Club, Frank Dampman, B. F. McDaniel and Z. Loffland, 71 points, second; Pennsylvania Wheel Club, M. Killmer, 2 points, third. Time, 9m. 45 1-4s.

ONE-MILE TANDEM BICYCLE.—J. W. Schoefer and W. F. Class, first; D. R. Rose and J. Rudy, second; Frank Dampman and B. F. McDaniel did not finish. Time, 3m. 1 1-4s.

ONE-MILE SAFETY CONSOLATION.—B. F. McDaniel, first; Jos. A. Allgaier, second. Time, 3m. 16 1-2s. This race was for those who contested in former safety races and failed to win a prize.

TWO-MILE BICYCLE, OPEN.—A. B. Rich, first; W. W. Taxis, second; S. Wallis Merrihew, third. Time, 6m. 10s.

ONE-MILE BICYCLE CONSOLATION.—M. Killmer, Reading, first; Samuel Breneman, Lancaster, second. Time, 3m. 38s.

THE COTTAGE CITY MEET.

The dates of the meet are August 8, 9 and 10, but a majority of those who attend the reunion will add a couple of days to their stay at the ocean city. They will leave Boston the afternoon previous to the meet and return the following Monday morning. An excellent programme has been arranged by the committee in charge. All the members of the committee have had experience in the management of affairs of this kind, and it is assured that nothing will be neglected which will add to the comfort or pleasure of the wheelmen attending. A pleasant feature is that the Rhode Island Division of the L. A. W. will hold its annual meet at the same time; in fact, the gathering at Cottage City will be a joint meet of the two divisions. It would be difficult to prophesy how many will attend, but the indications are that the attendance will greatly exceed that of former years, when it has varied from 300 to 500.

Members of the committee met at the office of the League Secretary yesterday afternoon, and made up the programme. Messrs. Davol and Howland were present as representatives of the Rhode Island Division, and the others attending were Chief Consul Emery, Dr. W. G. Kendall, Abbott Bassett and C. S. Howard. Following is a summary of their work:

THE PROGRAMME.

August 8—10 A. M., annual business meeting of the Massachusetts Division, L. A. W., in the Town Hall; 3 P. M., exhibition of fancy riding by Willie Windle; 8 P. M., Japanese lantern parade; committee in charge, C. S. Howard and W. W. Stall.

August 9—9 A. M., excursion to Nantucket, returning at 3 P. M.; committee, W. H. Emery and C. E. Wing; 4 P. M., exhibitions of fancy riding and a run to East Chop and New York landing; 8 P. M., band concert and "bluffing."

August 10—10 A. M., annual parade of the divisions; 2 P. M., races about the circle. The events will consist of 1-mile ordinary bicycle race, 1-mile safety bicycle race, ½-mile bicycle race, ½-mile boys' velocipede race, and 1-mile ordinary bicycle race for the championship of the meet. The three first-named events will be open to all members of the L. A. W. The championship race will be limited to members of the Massachusetts and Rhode Island Divisions. Gold and silver medals will be awarded in each event. Entrance fee, 50 cents for each event, except boys' race, for which no charge will be made. Entries close August 8, with C. S. Davol, Hotel Naumkeag, Cottage City. Committee, C. S. Davol, W. G. Kendall and Abbott Bassett; 4 P. M., bass-ball game between crack cycling players and local talent.

Division headquarters will be at the Sea View Annex, which will be devoted wholly to the wheelmen. League members will register there on their arrival, and receive a badge which will entitle them to all the privileges of the meet. It is intended that this meet shall be exclusively for the benefit of League members. There are certain cyclists who endeavor to enjoy the advantages of League membership without paying for it. Such parsimonious individuals are to be severely excluded on this occasion. Special rates will be made by the Old Colony Railroad, and liberal reductions from regular prices have been secured from all the principal hotels on the island.

The Martha's Vineyard Club will contribute to the entertainment of the visiting wheelmen, but for various reasons it has been decided not to give the usual ball this year. The lantern parade will prove a unique feature, and to stimulate friendly rivalry, suitable prizes will be awarded those who make the most effective display.

Special cars for the free transportation of wheels will be attached to the train leaving Boston at 4 P. M., August 7, and also on the train which connects with the 6:30 A. M. boat from Cottage City the following Monday morning.—*Boston Herald.*



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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."

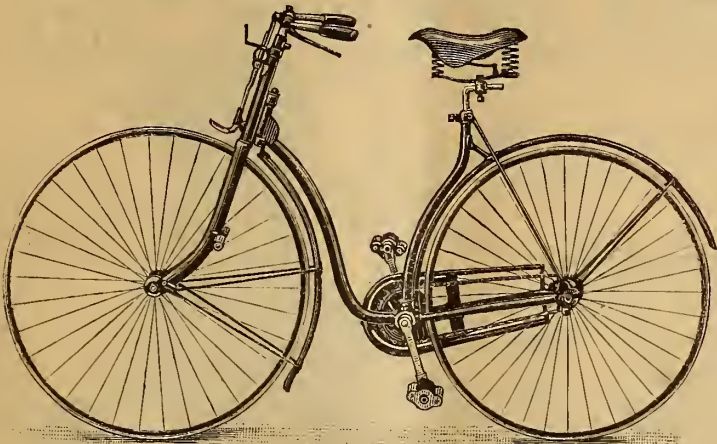
The most practical Lady's Wheel on the market.

"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."

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

Both of these records were accomplished by
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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.

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MANUFACTURERS,

WILLIAM READ & SONS,

107 Washington St., Boston.

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 AXLE BAND 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-nicked 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.

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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.

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828. H'y 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.

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FOR POCKET AND BICYCLE USE.

THE STRONGEST AND BEST.

Made of Best Quality Steel.



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Preference given to those with most wide-spread acquaintance among makers.

All replies to be in GERMAN, and addressed to

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Care of this Paper.

We call special attention to our new circular for the coming season. We have added

Holmes & Co. BATHING JERSEY SUITS

READERS IN VICINITY OF BOSTON CALL & EXAMINE.

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several new things to our list, which we trust the trade will appreciate.

Jersey-Fitting Garments

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League Color, Gray Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try it.

Price, \$1.00.

Will send by mail on receipt of price.

Send size of Waist and Hip.

Holmes' Thigh Stocking.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that it is the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made of cotton, and comes up and fastens around the waist same as tights, and holds the stockings where they belong.

Price, \$2.50; without Supporter, \$1.50.

Send us your order for either of these, with color, size of foot and inside length from bottom of foot to crotch, and post-office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them and we will refund amount paid for them. Address,

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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.



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.

*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.

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WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

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Catalogue now ready.

THE ELWELL TOURISTS IN FRANCE.

Somebody—I have forgotten who (was it Thomas Hood?)—once wrote:

"Never go to France
Unless you know the lingo;
For if you do, like me,
You will repent, by jingo!"

Had he been one of a party of thirty young and frisky Americans during his sojourn in this land of sweet simplicity and smiles, those lines of very poor advice would surely never have dropped from his pen. Far from being an inconvenience, ignorance of the language proves a never-ending source of fun and laughter. Enough French can be picked up in two or three days to inquire the way about and produce a good meal, and this is all that is absolutely necessary. The rest is all play, and it is wonderful how fast one learns. The idea of being kept out of France and apart from its joys, its scenery, its cathedrals, its blue sky and its Paris because you do not "parlez Français" is preposterous.

There is enough pleasure to be had in a single day in almost any part of France to make up for a year of "guessing" at the language. You may be sure that what little the party has learned has been attended by some curious situations. One of our members—from the City of Big-footed Girls—had the laugh turned on him a day or two ago. Two Frenchmen rode with us from Fontainebleau to Sens to show us the way and point out places of interest. They went back on the following morning, and the Chicago member managed to make them understand that they had been very kind and that he had enjoyed their company. Elated at his success so far, he extended his hand for a parting shake, and instead of "Bon jour," he exclaimed heartily, "Combien?" (how much.) Our Adonis also found himself "dans la potage."

We had scarcely been two days in France when we hauled up one dusty morning at a café in a wayside village. Adonis seated himself at a table with three others, and they decided, after mature deliberation, to have some sandwiches. Of this they notified the waiter. "Oui," said that worthy, counting up the party, "quatre sandwiches?" "Cat sandwiches be—," roared Adonis, his mind full of fried frogs' legs, eels, horse-steaks, etc. "Come on out, fellows; I believe we'll get poisoned before we get through this blooming country, anyway!"

The only "Hig" was very much taken with a porcelain menu at lunch one noon, and resolved to ask the table-maid for it. He talked to her for half an hour in Portland High School French, at the end of which time she said she understood him perfectly, and, disappearing, she returned and presented him with a raw onion on a plate!

I remember, too, when we rode into Rouen a comical situation. Jack and I were some little way ahead of the others. We were getting pretty well into the city, and not seeing our hotel anywhere we dismounted to hold council. A bright-looking Frenchman stood beside us, waiting for a tram, and I advised Jack to ask him the direction we should take, and added a few remarks in regard to the gentleman's whiskers. Jack said the man did not look as though he knew enough to ache when he was in pain, but guessed he would ask him. "Monsieur, pardonnez moi," began Jack; "ou est la—ou est le—la Hotel Dauphin?" Imagine our chagrin when he calmly returned, in excellent English, "My fr'nd, if you will tell me in English what you want I'll try to help you!"

It seems hardly possible that the party has drawn a line with their rubber tires across the entire republic of France, but such is the case, for to-morrow we cross the line and ride into Geneva, or Genève as it is called here. If anyone cares to see just how it has been done let him draw a line on the map of France running through the following places and he will have our route complete: Dieppe, Rouen, St. Germain, Paris (stick a pin here), Fontainebleau, Sens, Tonnerre, Montbard, Dijon, Dole, Poligny, Morez and Geneva. These are the places in which we stayed one night or more. Our journey in France has been as much of a success as were our tours in Ireland and England, although in an entirely different way. There has been a great deal less of cannon-firing, hand-shaking and banqueting than in the former countries, but it was not because we were any the less welcome. There are but few clubs in France, no large ones, excepting the U. V. F., and none at all so wealthy but what the entertainment of thirty hungry and thirsty Americans would have wrecked its coffers.

The French are not particularly fond of physical exercise, or the sport would certainly grow a great deal faster than it does, for never was a country so exactly fitted to the wants of cyclists as this one. The road surfaces are perfect throughout, the weather mild and steady, the girls are pretty and the scenery (especially in the west and south) exceptionally fine. Needs a cyclist much else? I throw not. The French cyclists will not, at all events, lodge against us, as an Irish paper did, the imbecile complaint that we "are not fast on the road," for we have "killed and buried" all the cyclists who have volunteered to act as guides since we have been in the country. At Sens the "guides," accompanied by one or two of the party, who waited for them out of courtesy, rolled into town three hours later than the main body, completely fagged by the gigantic mileage of the day—forty-six miles.

I have not worked off one-half of my enthusiasm over these roads! It is not simply in and about the cities, but go where you will! In the country anywhere—in the meanest, most poverty-stricken little village—the surface is as hard and smooth as a billiard table, and kept as neatly cleaned and repaired as a ball-room floor. If there is one person upon whose ashes we have called down all the blessings of Heaven, it is Napoleon, who made these marvelous highways. Away up in the heart of the Jura Mountains (where these lines are being written), the road surface is equal to any in the world. If anyone can imagine fifty or sixty miles of Pennsylvania Avenue, taken out of Washington and twisted two or three times around Pike's Peak, they would have some idea of what a day's run in the Juras must be. The ascent is nowhere so steep as to be unridable, and the scenery just beggars description. The wooded ravines, gorges and valleys are magnificent, and now and then may be caught a glimpse of the surrounding country, which almost forces you to believe you are looking down upon a chart, so plainly can be seen the rivers and white roads, twisting here and there for miles.

The hundred-mile fever has raged amongst the boys ever since landing at Dieppe, and last week broke out on six of the party, past all cure. The day's run on Wednesday was from Sens to Tonnerre, a distance of fifty-four miles, with

lunch at Joigny, twenty miles from Sens, at 11 o'clock. The morning run had been what the boys call a "joke"—they got there before they knew it—and lunch was no sooner over than some one suggested going back to Sens and starting over again, making ninety-four for the day. Some looked doubtfully at the hot sun, and others spoke discouragingly of a head-wind which had started, but nothing daunted, six of the party started out at this late hour (11:45). By 3:30 they were at Joigny again, having added forty more to their first twenty miles, and at 8:15 they rode up to the hotel at Tonnerre, with thirty-four more to their credit. The total now being but ninety-four, they mounted again, rode six miles back and returned, making a total of 106 miles at 10:30. They were lustily cheered, and carried into the smoking-room on the shoulders of those who afterward wished they had started with them. The "centurians" are Messrs. Kirk, White, Shannon, Brinsmade, Schneider and Levy. They took the journey easily, and were no more fatigued than if they had been only half the distance.

On Thursday we listened intently, and imagined we heard from our native shores the various sounds relative to the proper celebration of "the glorious Fourth"—the snapping of the infantile torpedoes and paper-cap pistols, the explosion of the toy cannon and subsequent cry of "Ma-a-ma, Boo-hoo!"; the mixing of "red lemo," and the hard breathing of cyclists sweltering up a long hill on some club run. We saw, in imagination, the gayly-dressed crowds at the beaches, the picnics in the woods, the military parades and the country cousin come to town to spend the day. This and much more we heard and saw, and we—did we?—yes, we did—we wished that for that single day alone, and no more, we might be transported each to his own home, to celebrate the day in good old American style. This being impossible, we made what we could out of it over here in France. We bought red, white and blue sashes and wore them at our waists; we decorated our machines with our native colors, and with the stars and stripes flying from the head of the machine we surprised ("surprised" is mild) the natives between Montbard and Dijon not a little. To better fix the day in their memory, two members indulged in a spill while coasting at full speed. Fortunately they bear no worse memento of the day than a lame arm and a bruised chin, respectively. Much impromptu fun was had at dinner in the evening at Dijon. The "management" set up two delicacies, purely American, which we have not tasted since leaving England, namely, ice cream and lemonade, and the "Ohs" and "Ahs" heard when these were produced testified to the grip which they have upon the heart (or rather stomach) of every good citizen of the United States, be he from the North or South, Yankee or cowboy. Papa declared the lemonade to be punch, but if so, it was very much of the "shadow soup" order. Following this were speeches by different members. Beal gave a short review of the history of France and her famous generals, from Cæsar to Napoleon, and then proceeded to show how infinitesimal were their works compared with those of the great Gen. Elwell, who is now pushing his troops through France, a-wheel. The remainder of the night and part of the next morning were made hideous with national and college songs.

On Saturday we ran to Poligny. Poligny sounds first-rate. We all thought we had heard of Poligny, and had our minds made up that it was quite a large pleasure resort, and that we should have lots of sport there. Imagine, then, our disgust at finding it to be a veritable hamlet of scarce two thousand inhabitants, and our accommodations the worst without exception that we have had on the trip. Our dinner was horrible, and I can assure you we passed a wretched night. My very pen runs red ink as I write of the horrors of it, for on retiring we made a discovery causing "each particular hair to stand on end," etc. Our beautiful downy corn-husk mattresses and luxurious brown cotton sheets were just swarming with—yes, it is a historical fact and I will record it—with the celebrated American bedbug! Great, large, hungry fellows and each provided with a lantern and pair of shears! We looked at each other. "How far is it to the next stopping place?" asked Hig, dolefully. "Thirty-three miles, and it's a dark night." To make a long story short, we slept that night with our boots on. Jack reposed gracefully in a chair, woke up a hundred times, and got a stiff neck. Of the rest of us each carefully shook a blanket, spread it on the floor, and, with our baggage for a pillow, endeavored to fall into the arms of Morpheus. As usual, the writer of these lines was in hard luck. I think the insects must have been "stuck on my shape." At all events, when morning broke it was discovered that I had borne the brunt of the enemy's attack. I am happy to say that this was our first, and probably our last, real hand-to-hand conflict with this species of vermin.

At the hotel at Dole, when we arrived, we found the proprietor of a rival establishment awaiting the arrival of Papa Elwell with a very red face. In his hand he held a bill, and in his wake stood a lawyer, two constables and four gens d'armes. It seems that through somebody's mistake, meals and lodging for our party had been engaged at two different hotels, the proprietors of which, owing to this cause, were about to do mortal combat. It cost our management 100 francs to preserve peace in the village.

The boys are all strong and hearty, and are going well. They are one and all as brown as a nut. Next to getting well tanned, the most popular fad is to raise a beard of some description, and many a shadowy pair of "galways," "chinks" and "muzzles" can be seen, with here and there a promise of what will eventually be a full beard. The appearance of the party on the road is striking but not handsome. They wear just what they please and not any too much of it. Their stockings are continually coming down, and they wear anything on their heads, from a grape-box to a bird-cage. Our British cousins with their immaculate suits would surely cut us dead, but we are as jolly, happy, careless a lot of fellows as you will often see. Our last week in France has been full of enjoyment and a great success, and it is not without a feeling of regret that we shall to-morrow run into Switzerland, and leave behind a country that has given us so much to see and so much to enjoy.

TAM O'SHANTER.

The New York daily papers of last week report a serious accident to a carriage driven in Central Park, the horse having been frightened by a baby carriage. So it appears that the cycle and the horse have now struck up a friendship and that it is these bold, bad baby carriages that frighten the festive equine. We would respectfully call the attention of ex-Commissioner Crimmins to this fact. A bill for the "abolishment of baby carriages" would not be a bad go at Albany this fall.

COASTING EIGHT MILES.

THE SENSATION OF FALLING DOWN A DEEP, DARK HOLE—TWO ROVERS BOLT A CLUB RUN AND GO OFF WITH THE ENEMY—WHO WOULDN'T BE A WHEELMAN?

Tradition has it that late in the fall of 1887, after the season was over with Landlord Seymour of the Summit House, Greylock Mountain, Mass., two Star riders toiled laboriously up the hillside, raised a memorial karn on the roof of A. W. Locke's log house, and made the descent before the twilight shadows fell. In substantiation of this story strangers are shown the men and the mountain. It was left to the North Adams Wanderers, however, to make the first club run to the spot.

The sun was one hour past the meridian when we started. It was a perfect day for a ride, cool and cloudy, with but slight indications of rain. We make the first two miles with scarcely a dismount. Then the grade increases and we are obliged to walk and push our wheels. The roadside is lined with raspberries, and very soon so are the wheelmen. We meet berry pickers of all kinds and descriptions with pails filled with the luscious fruit; parties of campers who have spent the night on the mountain and pleasure seekers in carriages who have been contented with an hour or so. The road becomes steeper and the view more entrancing, and our wheels never seemed so heavy before. It is a steady uphill push now, with only an occasional quarter of a mile of riding, and the condition of the roads is somewhat startling. The unusually frequent rains of early summer have washed the loose mountain earth from the road-bed, leaving the broken rock exposed. The water bars were seemingly never before so ugly looking, while the springs which necessitate their existence have worn soggy gulleys of mud above them. We are certain that we could not coast such a place in the dark. But you don't know what you can do till you try.

The summit gained, and Mrs. Seymour's excellent maid disposed of, we drink in the beauty of the scene from the tower. It is a new experience for one member of the party, and doubly enjoyable to the rest on that account. But the scene has been so often and ably pictured that we pass it here.

The sun goes under a cloud, and the wind whistling through a flannel shirt is an uncomfortable reminder of the altitude we have reached, so we prepare for the descent. Brakes are examined, pedals are raised and everything made secure. The clock in Drury's tower is striking seven and we are off—the American Rambler, New Mail and Pony Star. Down the hillside with the speed of the wind; stumps of trees and rocks fly behind us in one unbroken, indistinguishable line! Now we pass the one-mile post and the water tank, bump a water bar, lickety-bang whizz over rocks and gulleys, mud, roots and gravel; now we are on hard ground and sliding like fiends through the twilight! It is the very ecstasy of excitement. A broken brake would hurl us down a sheer descent of 2,000 feet. Down through mud and over jounces till crash! the leader strikes a villainous water bar near the three-mile post. A second of tremulous uncertainty and the wheel clears it, to be brought to a sudden halt on a slight up-grade two hundred feet away. The rider dismounts to see how the rest take it. Down the hill comes Patton like an avenging demon. He sees the danger and circles round it, though not without receiving a terrible jar. Affhouser is close behind, and, ignorant of his danger, strikes the obstruction fairly in the centre. Wheel and rider are hurled into air as though sprung from a catapult, and land together in a bed of soft mud. By actual measurement they have traveled twenty-three feet without touching the ground. It is a miracle that Tony's bones are not broken. As for his wheel, curvature of the spine doesn't begin to express the condition of its "front bone." What is to be done? We have covered three miles and consumed eight minutes, but are six miles from home, with a busted wheel. Close beside the wreck two birch trees have been growing together for years for this very occasion. The bone is disconnected and, after considerable effort, jammed back into shape. But it has grown as dark as Egypt. It is no longer possible to pick out a passageway between rocks and roots. We must trust to our brakes and luck to carry us in safety. The trees close around us and shut out all light. There is no longer any sensation of grades. It is like falling down a deep, dark hole and striking the sides as you go down. Patton has the lead. "Look out, Mabbett!" he shouts, and the next instant two wheels and a water bar are in collision and two riders are sprawling on opposite sides of the road. Out through the toll-gate and down toward Braytonville! We have harder roads again, but they are treacherous in the extreme. Not till we reach the old sawmill near the foot of the hill do we dare relinquish entirely our hold on the brakes, which are by this time smoking hot.

The descent was made in less time than it takes to tell it, but it was an experience of a lifetime, to say nothing of a victory for the safety type of wheel. And yet there are gillies who believe that an ordinary can be driven where a rear driver will go.

L. A. W. 22,664.

—North Adams Express.

NEW ORLEANS.

The sixth and final race of the Louisiana Cycling Club's series for the Batson medal was decided on Sunday, July 14, over a 2½-mile course, and resulted in an easy win for R. G. Betts, his only competitor, L. J. Frederic, riding a safety, with which he was too unfamiliar to make much of a showing. No time taken.

The first race for the Hill 5-mile medal was also contested on the same date, and H. L. Cary scored a signal victory over A. M. Hill and H. C. Christy, the latter not finishing. Time, 16m. 34s.

The medal becomes the permanent property of Frederic, he being the only entry to ride in every race of the series and scoring the greatest number of points.

The La Div. L. A. W. holds meeting July 23. Chief Consul and Secretary-Treasurer will be elected. Hodgson for the former and Geo. Russ for the latter position will probably be the nominees, though there are others to hear from.

N. C. Fowler, Jr., who gets up all the Pope Mfg. Co's ingenious advertising schemes, is vacating at Pittsfield, Mass.

WHEEL GOSSIP

There will be a race meet at Reading to-morrow.

W. M. Brewster will attend the Cottage City Meet.

The Reading Bicycle Club will hold its race meet to-morrow.

Mr. Michael Furst has gone to Saratoga for a two weeks' vacation.

Bicycle makers will use the new Thompson electric welding process.

McCredy's tour through Scotland will last from August 8th to the 20th.

Chief Consul Mott is whooping up improved street pavements in Baltimore.

The Pennsylvania Club is arranging for a trip to Dingman's Ferry in August.

W. D. Banker is teaching three ladies to ride safeties at Old City Hall Riding School.

The South End Wheelmen, of Philadelphia, will hold a ten-mile road race August 17.

Some of the English makers should sell the Shah of Persia a score of ladies' bicycles.

Messrs. Hesse, Brown and Hall will reside at Bergen Point this summer and train at the N. J. A. C. track.

Mr. E. E. Curry, Captain Washington Cycle Club, has been in town a few days on a pleasure trip.

The Rutherford Wheelmen, who reorganized in April, now have twenty-five members.

O. F. Woodruff, of the Louisville Cycle Club, set up a supper for his club-mates after the July meeting.

A number of wheelmen in New York and Brooklyn are anxious to have a road race held on Election Day.

The title of a late novel is "A Ride on a Cyclone." Cyclone would be an excellent name for a rakish "safe."

KENTUCKY NOMINATIONS.

Chief Consul, A. J. Lamb; Secretary-Treasurer, S. E. Johnson, both of Louisville.

While at Washington we saw a Psycho reposing its graceful lines against the wall of the White House. Great is Owen.

Fred. Merrill, the dealer at Portland, Oregon, believes that the tricycle he longs for was stolen by a woman. This is refreshing.

The Harrogate Meet, the great annual gathering of cyclists in England, will extend from August 2 to 7. There will be races on two days.

"Bluffing" is one of the features of the Cottage City Meet. Abbott Bassett is said to be the greatest bluffer of them all. Guess what it is.

The Overman Wheel Company has donated a Victor bicycle as a prize for the winner of the fifty-mile road race at Springfield in September.

The Pennsylvania Club will hold its annual five-mile road race on Lancaster Pike August 3. Draper and Hill will be prominent among the contestants.

Miss Rummill, of Buffalo, has ridden 1,500 miles this year. Recently, in company with Miss Prince, she rode to Niagara Falls and back, a distance of fifty miles.

A contemporary writes of "female bicycle racing and masculine bicycle racing." We are left to conjecture whether our e. c. refers to men and women or codfish.

The Boston Herald of Sunday, July 21, illustrates the quarries of Cohasset, Mass., from which is obtained fine crushed stone specially advantageous in building roads.

We are wondering why any note of Ralph Temple's should be given space in a cycling paper. He and his confreres gave the sport a hard blow and are entitled to no recognition whatever.

The Hagerstown Globe compliments THE WHEEL on its report of the League meet, mentioning its interesting style and accuracy. The Globe republishes a column of THE WHEEL's report.

Chas. S. Luscomb is no longer Brooklyn Park Commissioner. During his term of office he was of much service to wheelmen, and it is hoped that they will again have a representative in the Park Board.

Editor Prial is running on an independent ticket for New York representative of the League. He should be elected, for few are so well equipped to satisfactorily fill such a position.—*Boston Herald*.

The Scranton Bicycle Club's tour, outlined in THE WHEEL of July 10, should be a great success, so excellent is the route chosen. Those who wish to join the Scranton party should address B. P. Connolly, Secretary.

HARRY HODGSON RE-ELECTED.

The Louisiana Division L. A. W. have re-elected Harry Hodgson as Chief Consul. John Dodge has been elected Secretary-Treasurer of the Division. We congratulate Harry, who is the best man the Division could select.

When Osmond went ahead in the ten-mile race for the Brixton cup, *Wheeling* says he just "snorked" past Ilston, etc. In this country we say "shot," "stole" or "sneaked," but "snorked" is a very good word—a sort of Rivesish word.

F. C. Frese and C. S. Merrill, of Waltham, Mass., had a 12½ mile run on bicycles Monday evening, over the course through West Newton, for the Y. M. C. A. silver cup. Frese came in the victor in 48m. 25s. This is the second time that he has won the cup, the first time being on July 4.

HESSE BREAKS THE QUEENS BICYCLE TRACK RECORD.

On Saturday last, F. B. Hesse, K. C. W. reduced the Queen's track record to 2m. 57.3-5s. The previous record was 2m. 59.4-5s., held by E. P. Baggett. Hesse rode a 35 lb. wheel. The half was covered in 1m. 26s.; F. G. Brown afterwards made a trial in 3m. 24-5s.

A WORD TO THE WISE.

There is one point on which we would warn too fond parents who are in the habit of carrying very young children strapped on their cycles, and that is that the cerebral excitement thereby set up is injurious in case of extreme youth.—*Wheeling*.

CALIFORNIA NOMINATIONS.

Chief Consul, R. M. Thompson, San Francisco; Vice-Consul, J. Phil. Percival, Los Angeles; Sec.-Treas., W. D. Sheldon, San Francisco; Representatives, C. C. Moore, Stockton, Dr. J. W. Gibson, San Francisco, Cal., and A. C. McKenney.

RUTHERFORD, N. J., NOTES.

F. N. Burgess, Captain of the Rutherford Wheelmen, left here at 10 A. M. Friday, to ride to Newburgh by way of Tuxedo. He arrived in Newburgh at 6 P. M., in time to catch the train for New York. His total riding distance was about sixty miles.

The *Wheelmen's Gazette* attempts to make game of the fact that we recently sent a copy of THE WHEEL to every student in Vassar College. Unfortunately the *Gazette* spells Vassar "Vasser," converting its attempt at wit into stupidity. And, by the way, the *Gazette* in our opinion, is not clean enough to be admitted to Vassar.

THE ORIGINALITY OF "THE WHEELMEN'S GAZETTE."

Say, by the way, did you see my beautiful picture in *Wheelmen's Gazette*, that picture of the winner of half-mile dash? They even raised a moustache for me and put me on a crank wheel. I guess the artist had too much of "Annie's" juice on board.

Yours truly,
W. J. WILHELM.

R. R. Leeds, of Rutherford, N. J., a member of the Rutherford Wheelmen, rode from that place to Yonkers Wednesday morning, to visit relatives on Prospect Street; distance by cycle, twenty-five miles. In the evening he was the welcome guest of the Yonkers Bicycle Club, at their house, 24 Hawthorne Avenue, seven members being on hand to entertain him.

CYCLISTS CELEBRATE AT LAPEER, MICH.

One of the features of Lapeer's "Fourth" was the bicycle riders. They had a position in the parade and attracted much attention. In the afternoon, races were held. Among the cyclists of Lapeer are Elmer Decker, A. Walterhouse, A. Yorker, F. Yorker, Chas. Smith, P. Marhlheus, Bert Giles and S. Marfius.

Mr. J. W. Jenks, of the American Economic Association, has advanced an important point in favor of good roads. He asserts that in the Western wheat countries, where wheat is hauled eighteen and twenty miles, the cost of carriage eats up the profit. Mr. Jenks asserts that in the land west of Lake Michigan it does not pay to grow wheat at any distance greater than twenty miles from rail or water.

A CONTINUAL RISE.

First Bicyclist—Did you ever ride through the State of Vermont?

Second Bicyclist—Yes; went through there last season.

First Bicyclist—How was it? Did you find much rising ground?

Second Bicyclist—Yes, lots of it. It came up and struck me about six hundred times.—*Lawrence American*.

It is interesting to note that in the Bath Road Club 25-mile handicap, decided July 3, six men beat 1h. 34m., and four men beat 1h. 30m. The three fastest times were: 1h. 27m. 12s.; 1h. 27m. 14s. and 1h. 29m. 20s. These times surpass anything ever accomplished over the Irvington-Milburn course, but we think that on a course equal to the Bath Road, the men who beat 1h. 34m. over the New Jersey course could, if mounted on racing safeties, equal the work of the Englishmen.

The annual event of Singer & Co.'s Coventry employees is the annual picnic, the third of which was held July 6. At two, the party, numbering 350 cyclists, started for headquarters, paraded the principal streets, rode to Deer Park, were photographed, and then rode to Stoneleigh Park. There were twenty lady riders, one of them, Miss Star ey, being mounted on a Psycho safety. Arrived at Stoneleigh, the party lunched *à la picnic*, listened to the music of the band, danced, enjoyed athletic games and then had a lantern parade home.

The independent ticket which has been sent out by the representatives of the L. A. W., with the name of F. P. Prial as the representative of the New York Bicycle Club, instead of S. B. Watts, Jr., of the same club, has met with the approval of all the League members, and there is not the slightest doubt about his election. It is rather odd that Mr. Watts' name was put on the list, as he has only recently taken up wheeling, and knows almost nothing in regard to League affairs, so that it is thought that the choice of Frank Prial was an excellent one.—*The Sun*.

On Saturday, July 20, at 3 P. M., Westervelt Haywood and Ed. Hutton, members of the Rutherford Wheelmen (Hutton is also a member of the K. C. W.), started from here to ride to Trenton. They stopped at Metuchen over night, after Hutton had taken a bad fall and discovered that he had lost his pocket-book, containing about thirty dollars and his commutation ticket. Leaving Metuchen the next morning, they arrived in Trenton about noon, when their cyclometer registered about sixty-five miles. Leaving there by the afternoon train, they arrived in New York about 6 P. M.

Tam O'Shanter winds up the Elwell tourists' ride through France in his letter to THE WHEEL. The boys no doubt had a great time in France, notwithstanding their ignorance of the native tongue. "Tam" simply raves over the roads and rightly points out that it is a pity that Frenchmen do not care more for physical exercise. The Elwell party celebrated the "Fourth" in humble but patriotic fashion, had a midnight scuffle with the great American bed-bug, assisted at the making of a "Century," paid 10c francs to keep out of jail, and at last accounts were running largely to beads.

T. L. Wilson states that aluminum can now be made for \$6 per pound. The price of steel is 18 cents per pound. Aluminum is one-third the weight of steel, and an aluminum cycle would weigh twelve pounds. This would make the cost of the raw material about \$100. The difficulty at the present time is to work the material. A number of milling concerns are experimenting, but none will guarantee to work the material into shape. The process of getting it is gradually lessening the cost of production and in time it will no doubt be used in part in the construction of cycles.

At the Hagerstown race meet a telegram was received from the Reading Bicycle Club protesting W. J. Wilhelm, and claiming that he was not an amateur. The telegram was sent with the evident intention of annoying Wilhelm, it being supposed that the race meet committee would debar him from the meet. No attention was paid to the telegram, however. We have written the president of the Reading Bicycle Club, giving him ample opportunity to place the responsibility of the telegram where it belongs, but he has not replied, and the thing goes on record as the dirtiest piece of business ever credited to a bicycle club. Wilhelm is one of the most gentlemanly fellows on the path, and an ornament to it, by the way.

POINTS OF INTEREST IN NEW JERSEY.

The cyclists in the vicinity of Sea Girt, Manasquan, Brielle, Union and Point Pleasant are particularly well blessed in the way of good riding, providing the weather is tolerably dry. In case of a big rain, however, the red clay rolls up on the tires in a beautiful quantity, and makes riding anything but a delight. The roads for the most part are of hard dirt, the major part of which is red clay. The side-paths are fine, as good and as frequently met with, in fact, as in any part of Jersey. One may ride for twenty-four hours at a stretch without being compelled to leave the saddle and trundle his wheel on account of poor riding. And the scenery in this part of the country is well worth viewing.

NEW CLUB AT WOONSOCKET, R. I.

For some time it has been felt by a large number of bicycle riders in the new city of Woonsocket that an association could be formed whereby meets could be planned and runs set going, to the advancement of the wheel riders hereabouts. To this end a meeting was held Thursday evening, and an association formed with twenty-five members, to be called the Woonsocket Wheelmen Association. The following officers were chosen: President, Fred L. Cleveland; Vice-President, Edmund K. Darling; Secretary, George F. Higgins; Treasurer, Eugene Getchell; Captain, Granville S. Conant; First Lieutenant, William Miller; Second Lieutenant, Francello Jillson; Bugler, Benjamin W. Washburn.

HOW TO SHUT OFF THE PESTS.

An Elmira cycle repairer, who also is interested in the wheel trade, has a repairer who has been pestered more or less with certain ones who frequent the shop, asking all sorts of questions about wheels that may be in for repairs or adjustment, and to answer these inquiries in as easy a manner as possible, and also to get some amusement out of it, gently touches the inquirer on the arm or shoulder and points up on the wall, where may be seen the following:

Whose machine is that?

What is it here for?

What is the matter with it?

How did he do it?

Did he take a header?

Did it hurt him much?

Where was he?

How did he get home?

Then the fellow tumbles and turns red in the face or else acknowledges it good.

DR. JOHNSON'S TOUR.

"Doc" Johnson, of the Hudson County Wheelmen, is going to take a month's enjoyment. The Doc says he is tired of putting off enjoyment until that time when he can float aimlessly along on the top of the gentle zephyr. He can't spare a month from business, but he is going to take it all the same. The Doc is truly a philosopher. He will leave this evening (Friday) on the Fall River Line and commence his ride at Newport on Saturday morning. His route will be as follows: Newport to Providence, Boston, Malden, Lynn, Salem, Newburyport, Portsmouth, Biddeford. From Biddeford he expects to visit some of the beaches, as York, Old Orchard, etc., which give splendid riding at low tide. The route leads from Old Orchard beach to Portland, Lewiston, Augusta, Fairfield, Waterville, Pittsfield, Bangor, Bucksport, Ellsworth and to Bar Harbor, near which the Doctor has a cottage, at which his family are at present. One of the features of the trip will be a yachting and fishing excursion.

Last Monday evening, while riding with his wife along the concourse towards Belmont Avenue, in the West Park, Mr. Charles Harvey, of the Pennsylvania Bicycle Club was run down and injured by a horse and buggy. His machine was very much damaged, but Mr. Harvey, fortunately, escaped with slight injuries to one foot and one arm. Both Mr. and Mrs. Harvey were mounted on safety bicycles, and Mrs. Harvey was riding some little distance ahead of her husband, when a colt, driven by Mr. Smith Rogers, of 1200 North Forty first street, came up behind them, and, frightening at a bicyclist coming from the opposite direction, the animal shied over on to Mr. Harvey, throwing him to the ground and trampling both him and his machine under his feet. After a few seconds of extreme danger the unlucky wheelman was extricated. He escaped material injury, but his machine was made a wreck, the frightened equine having trampled both wheels and drawn one wheel of the buggy across them. The affair was purely an accident, and Mr. Harvey states there was no malice on the part of the driver of the vehicle.—*Philadelphia Sunday Item*.

THE DUPLEX MULTIPLICATION CRANK.

Did you ever meet the mechanical crank, who is going to revolutionize cycling with his invention of a four-hundred pound tricycle, with wheels as high as John Wanamaker's ambition, and as big as the public debt? It (the tricycle, not the crank) is usually driven by hand, and is going to travel thirty miles an hour, nevertheless. Has he ever built one? Oh, no! It is not necessary to build the machine in order to test its value; any one can see from the drawings that it will work, and, besides, he is a "first-class mechanic," and knows more about cycling to begin with than you will to end with. The machine is bound to go; all you have to do is to move that lever by a slight pressure of the hand and the wheels will make one hundred and sixty revolutions a minute. Has he ever ridden a bicycle? No, and never expects to. There is where you show your ignorance by supposing that it is necessary to ride in order to learn anything about the art. He has looked at a bicycle and has several young friends who ride them, and it is his opinion that the only thing necessary to make cycling as common as swearing is for him to lend it the help of his mighty intellect. This crank is becoming a very common bird just now, and something should be done to suppress him. What's the League good for, anyhow?—*Philadelphia Item*.

CONNECTICUTINGS.

The majority of Stamford wheelmen feel like keeping their hats in the air most of the time, now, and shouting "Hooray!!!" with a good many exclamations points thrown in among their dulcet (?) notes, for an Avling & Porter fifteen-ton steam road roller is actually here on a two weeks' trial trip, and will be fired up this week, we expect. If any really energetic and well-meaning roller ever had its hands full—that is, had an opportunity to show its metal—this one has, for there are just acres of unclaimed land on our streets that is only a weariness and a vexation of spirit.

The town is building a new jail, which we hope will be used as a cooler for all who oppose the much-needed street making. This last word is well put, as we have none worth the name, and some will have to be "made."

THE WHEEL'S late item in reference to Darien wheelmen was a little oversketched, as we have heard of no club there, and there are nearer five than fifteen cyclers. Darien is one of the sleepy hamlets that we usually pass through the edge of, so as not to disturb its quiet; even the bees drone more softly within its gates, and the feathered songsters pipe in more subdued strains inside its borders.

In proof that every one is disgusted and wrought up to desperation at the condition of our streets (we will put it that way anyhow), Cycler Lewis, the druggist, has recently lost a couple of hundred dollars from the eccentricity (?) of a clerk. The latter is in durance, however, and will no doubt have a warm weather hair cut and a new suit of clothes.

We trained across the Jersey flats to "Brimville," one day last week, and saw Editor Wells among other great and good men. They gave it out that cycling there was three times as booming as it was last season, and that they were happy in consequence. *Vive la good cause!*

Mr. President Mable, of the Long Island Wheelmen, is spending July at the historic "Old Oak," Coscob, four miles west of Stamford, and it has been our pleasure to ride with him occasionally while the days have been going by. We wheeled to Bridgeport and return with him on the occasion of the Division Meet. That word "return" means considerable when roads are in such a state as we found them, and under a July sun that was very much in evidence. We were the only ones from this section who did not return by rail.

It should be noted that the N. Y., N. H. & H. road does not carry cycles free of charge, as some of the papers said, but the same old story holds good—50 cents for each fifty miles or less.

STAMSON.

MARYLAND.

The Chief Consul has notified the presidents of the Baltimore, Maryland and Crescent Clubs to hold elections for delegations to the Division Board of Officers by or before August 15. These clubs are entitled to one delegate for the first twenty League members, and one for each additional fifty League members on the rolls on July 1, 1889. The names and addresses of those elected should be forwarded to the Chief Consul promptly.

A letter from President Luscomb has been received here which contains some severe strictures on J. Purvis-Bruce, "Jack," and his recent publication in the *Bulletin*, and intimates that the matter will be laid before the Executive Committee of the League.

The Crescent Club will have an excursion to Tolchester on Friday, July 26. A number of races will add interest to the occasion.

The Chief Consul has sent the following letter to Mayor Latrobe in regard to the bad condition of the Pimlico Road:

Dear Sir—The Park Heights, or Pimlico Road, is in an extremely bad condition. The road-bed is now little more than a series of gutters, and the inequalities of the surface and the presence of large boulders make riding on it, especially at night, a real danger to life, limb and property. This has long been a favorite road for pleasure riding, besides accommodating a large business traffic. Cannot something be done in the way of repairing it? At least 5,000 cyclers and perhaps as many more drivers are interested in this road, and I have received many solicitations to call your attention to it. A rough estimate makes the cost of thorough repairs to be not over \$3,000. It is urged by many that in the September festivities in this city, this road will be used more than any other in the vicinity, and that early action in the matter is desirable for that reason. Very respectfully, your obedient servant,

ALBERT MOTT.

NEWARK.

On Thursday, 18th inst., thirty-one Atalanta Wheelmen and guests started for Bergen Point to enjoy the elegant supper and clam bake that had been prepared for them. From report we should judge that these gallant thirty-one did full justice to the bountiful spread. All reached home safely, no headers (until next A. M.) by any. Oh, yes, we almost forgot to say that the one on that thirty-one stands for S. G. Whittaker.

Our visit to the H. C. W. is one long to be remembered, and we can say heartily we all had a "bang-up time," reaching home safely and seasonably.

The house committee have been doing wonders in the way of furnishing the A. W. house. This can only be seen to be appreciated. Come and see us, boys.

Frank Brock, of the Atalantas, while going at a three-minute gait around the park on his new Psycho safety, had a drunken man step in front of him. Both took glorious tumbles, the "drunk" getting the worst of it. Almost immediately the cry was to put the bicycles out of the park. We saw the whole affair and can swear that Brock tried to get out of the way and avoid a collision.

The safety craze has just commenced in the A. W.'s. We have seven low wheels now.

The question has been asked by several, "What prevents the Atalantas having a race meet?" That's just what we want to know.

A lantern parade, under the management of the Atalantas, is to take place next month. Captain Drabble is busy perfecting the arrangements.

SPARK.

Newark, N. J., July 24, 1884.

BUFFALO.

It is a fact to be regretted that Buffalo, with about fifty lady riders, can claim but four members who belong to the L. A. W. Surely the fair sex should realize that the League will extend to them the benefits which are accorded their lords (?) or future masters (?) perhaps.

It is amusing to hear some of the stories told about the persistency with which the average woman objects to the wheel. It is also amusing to hear of the manner in which they often change their minds and become ardent devotees of the silent steed. A friend of mine related an incident to me the other day which illustrates the point very finely. He has been keeping company with a young lady for several years. Not long since she accepted a position in a downtown business house as a copyist. The indoor work severely told upon her. The young man tried by every possible means to persuade her to take a tandem ride but she refused. One evening a party of young friends stopped at her home, all being out for a ride on tandems. There was also a vacant seat for her, and, after a great deal of urging, she decided to try it. The next day she saw the young man and declared to him that it was the "loveliest" and most delightful ride she had ever taken, and that when she reached home after the ride she was not one bit tired and felt like a new person. She has almost decided to purchase a lady's bicycle.

Buffalo now has nine wheeling clubs and about 2,500 wheelmen. The clubs are as follows, and were formed in the order given: Buffalos, Zigzags, Women's Wheel Club, Mystics, Wanderers, Ladies' Bicycle Club, Columbias and Koxes.

Since the State Division Meet will not be held here the local wheelmen are very enthusiastic over securing the meet for Niagara Falls. This place would be a splendid locality—plenty of attractions, a good track, an excellent hill for a climbing contest, and Buffalo but twenty miles away. It is proposed to have the meet the first week in September, and then the wheelmen could visit the International Fair here, which commences on September 3 and continues for ten days.

The Ramblers are arranging an illuminated parade for the first week in August. All wheelmen will be invited to take part, and it will be the cycling event of the season. The Ramblers have definitely decided that they will hold no tournament this year, but expect to come to the front with something great for 1890.

It is to be hoped that a race will be arranged over the fine 100-mile course from Buffalo to Erie. Karl Kron and Thomas Stevens pronounced this course to be the finest straightaway for that distance in this country.

A one-mile safety, one-mile ordinary, and one mile for road wheels are the races arranged for Saturday in connection with the Scottish games.

E. N. Bowen has eleven hickory wheels, which he uses for renting purposes.

The *Courier* has commenced to devote considerable attention to cycling.

Zo.

ELIZABETH.

Club matters are rather quiet at present, owing to the fact that most of our members are out of town on vacations, and those who remain prefer to sit under their "vine and fig tree" and keep cool.

There are several important questions on hand which club members are beginning to discuss—viz., the land question and the enlargement of our present club-house. The land on which the club-house stands is leased by the club, and although the lease has several years to run, yet the members think that they might better settle the question now, as property is increasing in value every day. The club will have to pay more for the land if the question is put off much longer.

The other question—viz., the enlarging of the house, will come up for consideration this winter. The conservative element object to increasing the debt; the other members claim that if we had a gymnasium, bowling alleys, etc., that a large associate membership could be obtained, on the plan of the K. C. W. Something will be done, you may rest assured, as the present officers are pushers and are bent on making the E. W. the leading club in the State.

Since President Pennell has taken the Columbia agency for Elizabeth the other manufacturers seem to have aroused themselves. We now have Springfield Roadster, Eagle and Premier agents here, and are threatened with more.

We are having a large increase in the number of new riders here, but unfortunately they are of the "long pants, derby hat" contingent, and are not, as a rule, desirable for club members.

A word about the new road law is not out of place here. It shows the skeptical what the L. A. W., backed by the large cycling clubs of the State, can do. The new road bill recently passed by the Legislature was framed by a prominent L. A. W. member living near Elizabeth, introduced by Senator Miller, who is a firm friend of the wheelmen, and was actively supported by the State representatives in our vicinity. The *Elizabeth Journal* was one of the most active supporters of the bill. Mr. Aug. Crane, its business manager, is a prominent member of the E. W.

The E. W. will pay a visit to Coney Island this Saturday without wheels or uniforms. They will take the P. R. R. to New York, and the Iron Steamboats from Pier 1, returning home at an early (7) hour. The treasurer has invested the contents of the club treasury in red paint and brushes, and the boys anticipate a jolly time.

Our friend "Coaster" has evidently not recovered from the stroke of paralysis which struck him when we left our new club yell at the H. C. W. entertainment, as he has mixed the cause of our lateness up with something else.

COMET.

ON THE ENGLISH PATH.

At Crystal Palace July 6 some excellent work was done. The mile safety handicap was won by Burns, 130 yards, in 2m. 35.3-58. The mile ordinary was won by Weatherley, 130 yards; time, 2m. 34.4-58. Weatherley won easily. Burns also won the 2-mile safety scratch race; time, 5m. 48.1-58. The 10-mile scratch bicycle race for the Buxton Cup was a grand contest, F. J. Osmond defeating F. P. Wood and W. Illston; time, 31m. 75. The cup, which is valued at fifty guineas, is now Osmond's property.

At Leicester July 6 A. H. Robb, scratch, won the professional mile handicap in 2m. 36.4-55; Jack Lee, 35 yards, second; Howell, scratch, fourth.

ST. LOUIS.

LUMSDEN VS. BARNARD.

Bob Garden has issued a formal challenge to Barnard for a race with Lumsden on the track, distance one-half mile to ten miles, for a trophy valued at not less than \$500. Although there has been a good deal of ill-advised boasting concerning Barnard's abilities, it was not thought that it would be heard as far away as Chicago, and the challenge was entirely unexpected. Opinion is divided as to the advisability of accepting it. The more conservative argue that Barnard has not had enough experience on the track to warrant him in trying conclusions with a thoroughly seasoned racer like Lumsden, and they favor waiting until next year, or until such time as they can ascertain just how much speed and endurance Barnard has. The other side, and they are by far the more numerous, say that he has already demonstrated, in his practice and in the races at Sedalia, that he has both speed and endurance in sufficient quantities to enable him to give any amateur in the country a good race, and, furthermore, that a race with Lumsden, even though the latter should win, would do more toward bringing him out as a racer and equipping him with the experience he needs than a year's racing with local riders would do. The races of the track association take place in August, and if the match is made it will be run off at that meeting. As an attraction, it will eclipse the Stone match. If no match is made Lumsden will doubtless enter the open events. He seems bound to have some fun with this new candidate for racing honors and he won't be denied. Good judges are of opinion that he can give Barnard twenty-five yards in a mile and a beating.

The bicycle championships of the Western Amateur Athletic Association will be run off at our meeting, and an effort is being made to get a League championship for the same time. The directors held a meeting last week and perfected the preliminary arrangements. Liberal prizes will be hung up, and every inducement offered for the racing men throughout the country to compete. Here is a golden opportunity for Banker, Crist, Rich, Lumsden and others to meet on neutral ground and settle this question of amateur supremacy. The track will be in good condition, and the weather here is always delightful at that time of the year.

The following item, clipped from one of the local dailies last week, will be read with interest by the many friends of the quondam cycling scribe of the *Post-Dispatch*:

"W. E. Hicks' name appears in the report of the Paris conference of single tax men as American secretary. Mr. Hicks has been active in the movement which brought about the conference, and his St. Louis friends are congratulating themselves with the thought that this city has furnished the cause so brilliant and enthusiastic a representative. On his return to America and St. Louis the Single Tax League will give him a most hearty welcome."

The conduct of some selfish, irresponsible wheelmen in riding the side paths in Forest Park has caused complaints to be filed with the Park Commissioner, and that functionary has served notice on the police to arrest any rider using the walks. To this extent he is all right, and will have the cordial support of all law-abiding wheelmen, but he is all wrong when he goes on to declare that if he hears of any more cases of horrid frightening at bicycles he will rule them (the bicycles) out of the park altogether. If we are to consider as a precedent the experience of the New York wheelmen in fighting similar regulations made by the Central Park Commissioners, he has a perfect legal right to enforce just such a rule, but it is not at all likely that he will proceed to such extreme measures unless forced to it by the aggravating conduct of the riders themselves. That there is a class of wheelmen who abuse the privileges of the park is too apparent to admit of any denial, and if the League officials here would only take the bull by the horns, or, to speak more explicitly, the bull-headed riders by the neck, and do a little prosecuting on their own account, it would soon put a stop to the lawlessness complained of, and put the respectable, law-abiding wheelmen on a solid basis with the municipal authorities, as well as the citizens generally. We have never had our rights abridged in St. Louis in any way, and if we wish this state of affairs to continue we must be careful to confine ourselves to our rights, and pattern our conduct with due regard to the rights of others. If we undertake to assume privileges to which we are not entitled, in defiance of the regulations, we will soon be brought up with a suddenness that will be surprising to a few, at any rate. Forest Park is purely a driving park; there are not half a dozen walks altogether in it, and the surface of these is generally not as good as the roads. Their use, therefore, by wheelmen can only be attributed to stubborn selfishness, and when one is found so utterly unreasonable as to use them, in violation of the park rules, it ought to be considered the bounden duty of every frequenter of the park, whether a wheelman or otherwise, to turn the offender over to the police and see to it that he is punished. It would not take more than one or two convictions to correct that trouble.

The reorganization of the Cycle Club is progressing favorably and will soon be completed. There were about a dozen to twenty members of the old club who did not bring it any credit, and these will have to walk the plank. Lucas will be the president of the new club.

THURIEL.

RACE MEET AND ROAD RACE AT RICHFIELD SPRINGS.

The first annual meet and tournament of the Waiontha Club, of Richfield Springs, was held in August, 1888. It was a success, and conspicuous for the elegance of the prizes given. Richfield is a noted summer resort, and her hotel proprietors generously donated several of the more costly prizes notably the Earlington and Spring House cups, and the Darrow House set.

Somewhat gratified with last year's success, the members will hold a meet on Wednesday, August 14, and committees have been nominated.

Among the events will be a fifty or hundred mile road-race, on a course leading around Lake Canadagay; the distance is twelve miles, and the finish, in either instance, will be made on the track where the tournament occurs. The course is a noted one for smoothness and level grade. At the time of the year chosen the course is in its best condition, and when so, it cannot be equaled in this country. Further particulars will be given by the Secretary, Fred. Bronner, Richfield Spa, N. Y.

SAN FRANCISCO.

The joint meet of the Bay City Wheelmen of this city and the Oak Leaf Wheelmen of Stockton, which took place at the latter city on the 4th was an unqualified success. A large party of the Bay City Wheelmen left this city on the afternoon of the 3d and they soon owned the train. A number of them rode in the engine while more went out on top of the baggage car. If their enjoyment was measured by the soot and dust they accumulated then they must have had a good time. Some of the boys produced their cameras and took flash-light pictures of the riders on the train. Stockton was reached at dusk and the railway platform was crowded with riders, a number having gone up some days before, and there being a large party of local riders there. After a wash and supper the boys made their appearance on the street and found many acquaintances of former meets. As the night was very warm they did not go far from the hotel. The morning of the 4th was ushered in by the usual firing of cannon and ringing of bells, and the streets were filled with riders quite early.

The boat from San Francisco brought up a number who could not get away on the train. The wheelmen formed for the parade in front of the Stockton boys' club-house, and rode to the street where the military was making ready to march. There were nearly 200 wheelmen in line and they made a fine appearance, adding much to the parade. The boys regretted that there was not a slow race on the programme for the afternoon, as the practice they secured in the morning would have made such an event interesting and there would surely have been a record entry.

A visit to and a spin on the track in the morning showed it to be in perfect condition. It is a quarter-mile, shaped like the letter "D," and the corners are so well shaped and banked that they are not noticed at all; the only fault to be found is that the finishing straight is not quite long enough, being only 75 yards.

As early as one o'clock people began to arrive at the track, and when the first race was called the grounds presented an animated appearance. A large proportion of the audience was composed of ladies, and they made the grand stand bright with their light summer dresses.

The officers of the day were: Referee, R. M. Welch; Judges, Dr. Curragh, C. C. Moore, F. B. Richardson; Timers, E. Mohrig, W. M. McKee, Ed. Adams; Umpires, Edw. Toie, Burt Moore; Clerks of the Course, F. W. Pierson, E. Bartholomew; Scorers, C. A. Elliott, Dan Weaver; Starter, W. E. Thompson.

When racing commenced the day was very warm, the thermometer showing 95° in the shade.

The one-mile novice was won by T. H. Doane, B. C. W., Al. Col, G. C. W., 2d; time, 3 minutes. Also started S. E. Mastick, Oberlin (Ohio) B. C., W. R. Sipsett, G. C. W., W. H. T. Durant, unattached. Mastick led at a good pace for two and a half laps, when Doane took the lead and was never headed, winning by several yards, Col a good second.

The second race was a quarter-mile dash, and was won by J. E. Hickinbotham, O. L. W., C. W. Hammer, B. C. W., 2d; time, 41 1-5 seconds. Also started T. W. Gilmore, B. C. W., and F. E. Southworth, O. L. W. Gilmore drew the pole, but Hammer had secured it before a hundred yards was ridden and led until the straight for the tape was reached, when Hickinbotham drew up and passed him, winning by a yard.

The two-mile State championship was won by W. G. Davis, S. F. B. C., F. E. Southworth, 2d; time, 6.43. Also started R. W. Turner, B. C. W. Turner set a hot pace in the first lap, but he was not in condition he let up after that and rode second. Neither Davis nor Southworth would make the pace fast, which accounts for the slow time. At the bell Davis drew out, and going on won easily.

The one-mile safety State championship was the best race of the day, and was won by W. A. Shockley, Bay City Wheelmen, S. Plummer, B. C. W., 2d; time, 2.59 1-5, a new coast record. Also started A. L. Wulff, O. L. W., C. B. Lakeman, U. of C., C. P. Fonda, S. F. B. C., C. N. Sangton, B. C. W. The riders were in a bunch for two laps, when Lakeman and Fonda collided and fell, bringing Langton over with them. Shockley took the lead a lap from home, and although Plummer made a great effort he lacked finish, and was beaten by two yards. Shockley's riding was a surprise to everybody, as on April 30 he had no speed at all, and although his practice was closely watched he did not seem to be improving very much. He was formerly a member of the Mass. Bi. C. His win was a popular one.

The only fall of the day was in the safety (?) race.

The 1/2-mile handicap was won by Al. Col, G. C. W., 75 yards; C. W. Hammer, B. C. W., 40 yards, second. Time, 1m. 20 3-5s. Also started, W. G. Davis, scratch; J. E. Hickinbotham, 25 yards; T. W. Gilmore, 50 yards; W. H. T. Durant, 70 yards; S. C. Bloch, 75 yards. The scratch man was getting up rapidly, but stopped at 300 yards and went into the dressing-room and fainted from the effects of the heat. Hickinbotham was riding strongly and might have won, when he quit—a bad habit he has. The finish was close.

The 3-mile handicap was won by F. E. Southworth, G. C. W., scratch; L. G. Hodgkins, B. C. W., second. Time, 9m. 20s. Also started, T. H. Doane, 150 yards; W. R. Lipset, 200 yards, and S. C. Mastick, 200 yards. Lipset's saddle worked loose and he had to retire; Doane quit at two miles, and Mastick was lapped.

The 2-mile safety handicap was spoiled by the unexpected form displayed by Shockley, as he had been allowed a handicap in this race based on his previous performances. Wulff, one of the scratch men, refused to ride even after Shockley had signified his intention of going back to scratch. Langton, who had 100 yards, had been shaken up in the championship and did not ride. Consequently Shockley and C. B. Lakeman started from scratch. The promise of an extra medal for record did not induce them to ride fast, and the first mile took nearly 3m. 27s.; after this Shockley took the lead, and, riding very strongly, won in 6m. 25s., which is another coast record.

The last race of the day was the 1-mile scratch, and was won by W. G. Davis; J. E. Hickinbotham, second. Time, 3m. 11s. Also started, C. W. Hammer. Had Hammer and Hickinbotham made the pace severe they might have used Davis up, but as it was they let him set an easy pace until the last lap, when Hickinbotham took the lead and nearly won, Davis passing him just before the tape.

The races all through furnished good sport, and more records would have been beaten if some of the riders could have been induced to make the pace fast when they had no chance to win.

In the evening the wheelmen had an exhibition and dance at the pavilion. The Bay City Wheelmen drill corps of twelve members gave a splendid drill, doing all the dif-

ficult stands and intricate movements without a break. E. W. Adams, of the Bay City Wheelmen, gave an acceptable exhibition of fancy riding, and was followed by eight members of the Oak Leaf Wheelmen in a demon drill. The electric lights were put out, and the riders, clad in red, with horns, etc., went through many movements, the hall being illuminated with red fire and the band playing weird music. Dancing was indulged in until an early hour in the morning. The return trip in the train was as enjoyable as the journey up to Stockton. All sorts of jokes were played on the persons who wanted a few hours' sleep. The meet just filled the vacancy caused by the League meeting being held at Los Angeles, and gave many an opportunity to see friends who only attend the large meets.

July 6.
[This letter was crowded out of last week's WHEEL-Ed.]

CHICAGO.

The subject now uppermost in wheelmen's minds is the proposed lantern and bell ordinance which will very likely be passed at the next meeting of the council. The general opinion is expressed in two words—a shame—and I understand if passed the boys will make life miserable for residents along the boulevards until it is repealed. Numerous headlights, gigantic gong bells and other instruments of torture are now in process of construction in the various club house repair shops, to be sprung on the unsuspecting public as soon as the ordinance is passed.

I was handed a petition yesterday, which I very gladly signed, for the reinstatement of L. D. (Birdie) Munger. It will without any question receive the support of 95 out of every 100 Chicago wheelmen, who earnestly hope to see the racing board take favorable action. Birdie had the honor of being one of the first to introduce ladies' bicycles in Chicago, and now claims that we have very close to five hundred lady-riders. I think that is putting the figure a little high, and that three hundred would come somewhat nearer the mark.

Speaking of lady riders reminds me that there is a prospect of several accompanying the Chicago Club tour from Indianapolis to Cincinnati during the latter part of August.

The C. C. C. are again building castles in the air—excuse me, boys, I mean a club house at Jackson Park. The scheme is a good one, and if carried through would surely double the membership in a very short time, as the location is first class for the numerous boulevard riders and upper twelve picnics. How it will suit the newly-organized N. T.'s is an open question. Being a member of both organizations I will state that the objects of the N. T. Club are somewhat similar to the famous P. W. B's.

The Lincolns are in camp at Powers Lake, and two members of the club who returned last evening, report a (as Jack says) H. O. T. It is rumored that Harvey (Oakes) Pounds, the heavy weight champion rider and fisherman of the party, on Sunday last (it may have been Saturday) caught 200 perch, some of which measured at least three inches.

The Illinois have rented a cottage at Geneva Lake and are as usual having a good time, at least when they can keep their minds off of the sad fact that Bob Ehler (a munter?) has jined the Aolans.

Munger has discovered another lady flyer, who at a private trial last week rode a quarter in 42 1-5 seconds on a fifty-four pound machine, and who swears by her Rambler that she will be the first lady to ride inside of three minutes, but for speed I will for a time at least pin my faith on Miss Grace Lloyd, as I have on several occasions had plenty to do to keep in the dust from her rear wheel for a short distance.

The Illinois have accepted the Chicago's challenge for a team race, calling for five men and a distance of five miles, but object to the Cheltenham track, as the Chicago team sleep there. From the names in the C. C. C. team, Lumsden, Van Sicken, Winship, Greenleaf and Geo. Thorne, I am of the opinion that they mean business and will be found not sleeping on any track that is selected. What's the matter with making it a five mile road race?

Will say for my flyer, Lumsden, that he stands ready and willing to meet any of the Eastern or St. Louis sprinters at any time.

BROOKLYN NEWS.

Many and various were the runs taken by members of the B. B. C. last Sunday. Bradley and Sheffield rode through to Babylon and back, and Fuller and Cole to Massapequa and return, and all reported the Long Island roads in fine condition all the way.

Hornbostel and E. Koop took in the Roslyn run, while the Sunday morning run to Bath, which is becoming a stereotyped weekly run for the Brooklyn, was largely attended.

Melvin, Knowles and Sackett rode from Newark to Plainfield and were not over pleased with the condition of those Jersey roads.

Cobblestone Hill is scarcely recognizable now, as it is completely torn up, and loads of stone and other material are piled along its heretofore weary length. The Cyclists' Union deserve considerable credit for the influence which they have brought to bear on the repairing of that famous hill.

Several members of the Long Islands made century runs on the Island last Sunday.

The case of Beasley against the Park policeman has been set down for the September Court Calendar, when the policeman will be brought before the Grand Jury, indicted for assault in the first degree. The policeman has been liberated under one thousand dollars bail. It is to be hoped that a fitting example will be made of this species of the roadhog, and that our parks will be more free in future from this lately developed antipathy toward wheelmen by the Park police force.

W. G. Class, B. B. C., while competing in a race at Lancaster, Pa., last week, was thrown violently from his wheel by a collision with a dog that ran across the track. No bones were broken, but he received a severe shaking up, the effects of which still cling to him.

Warner, of the same club, also had an accident last Sunday in South Orange, taking a header and striking his hand on a sharp stone with such force as to cut a bad gash in his hand, which had to be sewn up by a surgeon.

A monster combination run to Massapequa, L. I., composed of members of the Kings Co. Wheelmen and the Brooklyn Bicycle Club, will take place on Saturday, August 31. Captain Marion of the K. C. W. and Captain Meeter,

B. B. C., are making arrangements to assure those participating an unusually pleasant time. It is proposed to arrive in time for supper Saturday night, attend a specially arranged hop in the evening, remain over night, and on Sunday morning take a sail and a swim, returning after dinner on their wheels to Brooklyn.

Brooklyn, July 23, 1889.

ATOL.

K. C. W. NOTES.

Messrs. Marion and Bensinger intend taking a vacation trip through a part of the country, that for beauty and variety of scenery, is not to be surpassed. Wheeling from New York to Lake George, and Lake Champlain, via Albany, they will then journey on through Vermont and New Hampshire to the "White Mountains," a distance of more than 450 miles. Then changing their mode of travel, they will go down the St. Lawrence to Ogdensburg and the "Thousand Islands," where a few days will be spent in sight seeing, etc., and when the wheels are again mounted, the boys will be fresh for the trip to Buffalo and the Falls. Here the train will be taken later for home, and one of the finest outings on record will draw to a close.

Bridgman is once more with us, and looks much improved by his trip, and more anxious than ever to work.

On Sunday, the 21st inst., F. F. Brown, F. B. Hesse and H. J. Hall, Jr., New Jersey Athletic Club, F. F. Storm, Jr., Kings Co., and myself, journeyed to Queens to see what could be done with the one mile record of the local track.

We took train to Jamaica, and a pleasant drive of a half hour brought us to what is possibly the finest little six-lap track in the State. The cordia reception we received from Mr. Lloyd, the proprietor of the track, made us at once feel at home. F. B. Hesse was chosen to try and lower E. P. Baggett's time of 2m. 59 4-5s. Brown acted as starter, while Mr. Lloyd and Harry Hall held the watches. At the crack of the pistol "Ferd" was off—20s. for the first lap, and riding easy, 20s. for the next and 30s. for the third, or 1m. 28s. for the half mile; still he goes easy, though a little slower, doing but 31s and 31 1/2s. for the fourth and fifth; but then the whistle goes, and the boys shout, and—well, Ferd responded to the tune of 27s. for his last lap, and so finished in 2m. 57 1/2s. Mr. Lloyd's watch read 2m. 57 3-5s., and as that was the slowest time, it was decided on as official. So the Queens' Amateur Athletic Club's track record for the mile stands to the credit of F. B. Hesse, N. J. A. C. Time, 2m. 57 3-5s.

Brown then borrowed Hesse's wheel and clothes, and ran the mile off in 3m. 2 3-5s., another good performance for a strange wheel and strange shoes.

The Murphy boys are ever at it. Two firsts and a second for Chas., and four seconds for "Miles," is the result of the trip to East Hartford.

Brown leaves on Friday for Cape May, where he intends to pass the next two weeks. As a racer will constitute part of his baggage, it is fair to presume that the natives, and fish, will be treated to some phenomenal spurts, when the ebb tide will permit of wheeling on the beach.

I am sorry that "Atol" and I should continually be at "cross purposes," but the suggestion of the editor, "of gloves, etc.," is too heroic. I am no student of the "manly art." The Kings Co. Wheelmen have in their constitution a by-law that states, "that a member of K. C. W. cannot at the same time be a member of any other cycle club in the city of B." The fact that if a K. C. W. member joined the Brooklyn as an associate, it would not pass muster with the Kings Co. board, is my opinion, hence my par—

Brooklyn, N. Y., July 25, 1889

RAM LAL.

LANCASTER, PA.

Variety is toothsome to our gross natural appetites, and is said to be the spice of life. Admitting that this is true, it accounts for our soon wearying of sameness, and we sigh for fresh fields and pastures new. And the cyclist also acknowledges that he desires by-and-by, to travel over new routes and to explore hitherto untried pathwys. Be the riding ever so good, he becomes familiar with every hill and hollow, and he knows what is before him, and pretty nearly what he may expect to see.

"The Two" had concluded that their evening ride should be over our best known and oftenest tried seven-mile-run, just because it is the best; but a notion that a change would be preferable led us to take a different course, one a few miles south-easterly, to the banks of the Conestoga. Good macadam with a fair surface, after getting beyond the city limits. In due time we struck the inevitable toll-gate.

Although the sun was still well up in the heavens, the churlish keeper had the bars down. To a polite request to please open and allow us to pass, he replied, "I got nothing to do mit yu." (No toll to collect.) The spunky member of the cycling firm said, "Nevertheless you might be a little accommodating." "I don't kommodate, nobody kommodates me." "Well, the reason for that is easily understood, you're too much of a chucklehead." The cyclers allowed themselves to pass through and rolled speedily away without waiting to hear the tirade of "dutchness" that came sputtering after them.

We soon reached and crossed the bridge over the winding Conestoga, and turning to the right followed the wagon track until we reached Rockford. Dismounting we leaned our trusty wheels against the nicely white-washed stone wall that encloses the grounds, and stretched ourselves upon the green sward that slopes down to the water's edge. Behind us stands Rockford Hall, and from an abundant spring of pure water flows the brook whose voice is heard rippling and gurgling over the stones into the Conestoga, then to the Susquehanna to Chesapeake Bay to the ocean. What a picture of human life! The spring ushers into existence from the brooklet of childhood, to the stream of youth with its pleasures and aspirations, to the larger river of manhood with its cares, struggles and responsibilities, to the bay of rest and retirement in old age, and then into the ocean of eternity. We listened to the singing of the waters, and although this did not happen to be the Tennysonian brooklet, yet the music and the sentiment were the same.

The Pope Manufacturing Co. have issued one of the cleverest advertising devices of the season, in the shape of a base-ball book, compiled by Jacob C. Morse, of the Boston Herald. The book contains enough base-ball information to satiate the biggest crank on record.

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.

CORRECTED LIST OF LINES THAT
CARRY WHEELS FREE.

TO THE MEMBERS OF THE NEW YORK STATE DIVISION:

In the issue of THE WHEEL for June 14, 1889, there was published a list of railroads as being those governed by the resolution published at the same time regarding the free transportation of bicycles. That list was furnished by prominent railroad officials in Buffalo as being a correct list of the roads affected by the resolution. Since the list was published, however, further investigation has revealed the fact that the Trunk Line Association and the Trunk Line Passenger Committee are different organizations and that such resolution was adopted by the latter. I have secured a list of the roads comprising the Trunk Line Passenger Committee, and by direct correspondence with those roads I am able now to say positively that all those roads are now carrying bicycles free when accompanied by owners. The following is a list of said roads:

Grand Trunk Railway.
 New York Central and Hudson River Railroad.
 West Shore Railroad.
 New York, Ontario and Western Railway.
 New York, Lake Erie and Western Railroad.
 Delaware, Lackawanna and Western Railroad.
 Lehigh Valley Railroad.
 Central Railroad of New Jersey.
 Philadelphia and Reading Railroad.
 Pennsylvania Railroad.
 Baltimore and Ohio Railroad.

W. S. BULL, Chief Consul.

Buffalo, July 20, 1889.

HARTFORD WHEEL CLUB'S TOUR-
NAMENT.

CHANGE OF DATES.

September 4 and 5 were the dates assigned for this year's bicycling tournament, at Charter Oak Park, at Hartford. The dates have now been changed to Monday and Tuesday, September 2 and 3. Monday will be Labor Day and a legal holiday. This change will add greatly to the convenience of many who would find it inconvenient to attend the races on a regular working day and will afford out-of-town cycling clubs which had planned to wheel to Hartford on the first day of the meet and attend the races on the second day, the opportunity to make the cycling trips on Sunday and devote the two days following to the festivities.

From all indications the September event will be the most elaborate affair of the kind ever seen in New England. The Connecticut Division of the League will make the tournament the occasion of its annual meet, which will add greatly to its special interest to cyclists.

A programme of the combined features of the tournament will be issued soon and mailed to wheelmen throughout the State.

The handicap races at the Hartford tournament next September promise to be worthy of their name. Official Handicapper Burnham will be present throughout the meet, and instead of handicapping the racers on their past records, he will handicap them on what he considers their ability on the day of the race. One of the principal events will be a one-mile handicap race run in heats. The starters in the final heat will be re-handicapped and given positions according to their records in the preliminary heats.

RACES AT QUEENS.

A one-mile handicap was decided Saturday afternoon last with the following result: First Heat—R. A. Kissam, 60 yards, 3m. 7.4-5s.; George Boyce, 50 yards, 3m. 0s.; R. B. Kimber, 125 yards, third. Second Heat—L. A. Doughty, 100 yards, 3m. 30s.; N. F. Waters, scratch, 3m. 36s. Final Heat—Kissam, 3m. 6.1-2s.; Doughty, 3m. 6.4-5s.; Boyce, close up; N. F. Waters, fourth; won by four feet. Waters rode inside 3m. 9s. The medal was presented by Mr. Lloyd.

VAN WAGONER'S HANDS-OFF MILE.

From information received, we are glad to be able to credit Van Wagoner with a mile in 2m. 48s., on a safety, with hands off. Van Wagoner's hands were tied behind his back. The starter was T. Lahey and the timers B. Smith, G. R. McAuslin, and M. L. Ballou. The track was the Roger Williams horse track.

Howard A. Smith & Co., Newark, N. J., report an unprecedented demand for their safety bundle carriers, both for handle bar and mud guard. *

ALBANY WHEELMEN'S TOURNA-
MENT.

On Monday (Labor Day), September 2, 1889, the Albany (N. Y.) Wheelmen will hold their third outdoor tournament and race meet. The attention of the readers of his paper is therefore called to the Wheelmen's ad., particularly the racing men. The Albany Wheelmen are noted, not only for their hospitality extended visiting cyclists, but for the facilities afforded and the prizes and medals awarded at their race meets.

With a track equal to any of the very best tracks in America, and in many respects their superior, no rider has the advantage of any of his competitors by reason of any fault of the track whatsoever. The track at Ridgefield, where the races are to take place, is indeed a famous one. It was on this path that Burdick, Crist, Stenken, Hall, Edmans and such men, particularly distinguished themselves, in that a majority of them beat their former records.

One of the events especially worthy of mention is the New York State Division 2-mile L. A. W. Championship, the winner of which secures a valuable diamond medal. There are several open events, as a glance at the ad. will show, backed by costly prizes and valuable and elegant medals.

Taking place, as it does, on September 2, just two days previous to the day appointed for the Hartford (Conn.) meet, it will give those en route for Hartford an opportunity of stopping over at the capital city of the Empire State, and not only enable them to view its many beautiful edifices, but will also afford them a chance of competing for some of the costliest prizes and medals ever offered at a race meet, and on a cinder path that has few if any equals. Thus the Albany Wheelmen will by this, their third meet, attempt to eclipse all former race meets held in that vicinity.

NEW HAVEN.

The New Haven Bicycle Club contingent at the Hagerstown Meet enjoyed themselves very much. They fell in with a very pleasant crowd of fellows, and they do not get tired of recalling reminiscences of the meet and of asking "What did the band play?"

This call was also adopted at the Connecticut Division Meet at Bridgeport, July 8, which was the most successful meet ever held in Connecticut. The Bridgeport Club entertained nicely. A large crowd was present. The races were exciting, and our man, Pickett, won the one-mile safety race.

Last Sunday the club wheeled down to Merwin's Point, a very pleasant shore resort, which is quite popular with the boys here, and where we can get a good shore dinner. We go to Stony Creek next Sunday, another pleasant resort near here.

We have several lady riders here, but they do not show themselves on the street much.

One of our members, John Verhoef, is touring in Europe on his wheel, in company with Mr. Parmalee, of New Haven, and two Schenectady, N. Y., gentlemen. Mr. Verhoef's home is in Louisville, Ky. He is attending Yale College here.

ELM CITY.

THE VALUE OF WAGON ROADS.

It is but natural that the subject of transportation should be considered one of paramount importance by the constitution builders of the four Northwestern commonwealths. The progress and development of the four States depend in a large measure upon the character and completeness of the means of transportation, and indications are that the four conventions will have the courage to adopt a common-sense policy in dealing with common carriers. But the constitution builders seem to be entirely oblivious of the fact that the railway is not the only means of transportation. It is true that since the introduction of railways the old time country roads have fallen into innocuous desuetude in this country. Few States have made any adequate provisions for the construction and management of such roads, and the Federal Government never took any active interest in the matter, at least not since 1830, when the railroad era began. Yet the value of good wagon roads is a potent factor in the economic life of a people, especially in a country where the cost of transportation is a matter of vital importance. In a paper appearing in the publications of the American Economic Association, Mr. Jeremiah W. Jenks discusses the subject of wagon roads as an element in the problem of transportation. He asserts that if wheat, in most of the Western wheat States, has to be hauled more than 18 or 20 miles to reach the railroad or water, this land carriage in ordinary years eats up the profit of culture. The assertion may be too sweeping and general, but it contains a great deal of truth. Under the census of 1880 the estimates of the average cost of hauling grain from the farm to the railway stations varied from twenty cents to \$2 for 100 bushels one mile, and it is believed that the average cost was not less than sixty cents per mile. This is an important item in the cost of production and forcibly suggests the economic necessity of a complete system of good wagon roads in districts the chief industry of which is the production of cereals for export. "According to the estimates received"—Mr. Jenks says—"it costs the ordinary farmer more to carry each bushel of wheat a mile than it does the ordinary railroad to carry a ton, and consequently, when we get west of Lake Michigan, it rarely pays to grow wheat more than twenty miles from rail or water." The proposition is too general; but it touches a vital point in the economy of Western wheat producers and is entitled to serious consideration. The constitution builders of the Dakotas, Montana and Washington should not fail to give the subject due attention. It may not be deemed expedient or necessary to insert in the constitutions a clause making detailed provisions for a system of public roads, constructed and managed by the counties with or without the aid and supervision of the State. But the conventions are laying the foundations of the respective commonwealths, and their work will exert a decisive influence on the future development of the States in general. All important matters of public policy naturally receive more or less attention at the hands of the constitution builders, and the subject of wagon roads certainly is of sufficient importance to be entitled to consideration.—Minneapolis Tribune.

Howard A. Smith & Co., Newark, N. J., are teaching more persons how to ride the bicycle at Oraton Hall than ever before at this season of the year. Hall open evenings. *

TACOMA, WASHINGTON.

For the past ten days the weather has been simply perfect and most of the boys have accepted the unusually good opportunities presented. Each afternoon some of the wheelmen sought the seclusion of Lake Steilacoom, and although the temperature in the city was above 80° only one day, still the cool breezes of the lake and the refreshing bathing was sufficient to coax the boys in that direction. This beautiful sheet of water is about 8½ miles south of Tacoma, and just far enough away to make a comfortable run to after business hours and return by 8:30 or later if the moon favors the riders. Another point of interest to the riders is Puyallup, a small place, nine miles from Tacoma. The road is good most of the distance and winds its way through the Indian Reservation for several miles. Until recently the boys objected to riding to Puyallup on account of the two-mile stretch of sand. But a few weeks ago, Charlie Cromwell (direct descendant of Oliver Cromwell), and Harley Hays—the "obstruction fiend"—found a new road, and reported same A. 1. On their recommendation, four of the wheelmen made arrangements for a moonlight run on Friday last [by arrangements, I mean took out accident insurance policies].

The quartette was composed of Mr. Ernest G. Rognon, Captain of the Jeffersonville (Ind.) Bi. Club; Prince Wells, Ed M. McCoy and E. I. Halsted, and a jolly crowd they are. The road to Puyallup is A 1 for day riding, as a fellow can dodge the stones, roots, stumps, etc., etc. But by night I think the same road would be quoted about "Q eleven-teen." As usual, McCoy wanted to kill someone and accordingly made the pace, and how those four ever pulled through without a scratch is more than I can explain. Before reaching Puyallup, a most beautiful sight presented itself, and the people in this vicinity say they never before saw the like of it. To the people of Tacoma and Puyallup the sun had long ago said "good night;" but to the grand old Mt. Tacoma, towering 14,444 feet above us—yet sixty-five miles away—the monarch of the day was just making his adieux, and the summit seemed bathed in sunlight. To make the effect still more gorgeous, the base of the mount was wrapped in heavy clouds, which gave the summit an appearance as if floating. As the thousands of people were gazing intently upon this beautiful scene, the moon gradually rose behind the tip-top of the mount, and in an incredible short space of time appeared as if resting upon the top of the gilded sentinel of the Cascade Mountains. This sight lasted only for a few moments, but it was indelibly printed in the memories of those who saw it, never to be forgotten. To return to our quartette, they reached their destination safely and after doing the town started for home at 10 o'clock. Strange to relate no bad headers were indulged in, although Halsted dropped in a sand hole and got off to see what he had struck, while McCoy tried hard to ride off the side of a bridge and saved his neck by a miracle. Mr. Rognon made many friends while here and his departure was regretted by all who had met him, as he is a jolly good fellow and "every inch a man," not to speak of his ability as a cyclist. The Jeffersonville Bi. Club should be proud of their captain.

On Sunday (15 inst.), Halsted and Prince Wells went to Seattle, and with Dick Agassiz rode through the burnt district, and although six weeks have elapsed since the fire and much clearing up done, nevertheless the work of the flames can be seen in every direction. Large and small tents now stand where large stores, hotels and banks stood only a few weeks since. In going through the ruins, several remains of bicycles were seen twisted and warped to almost unrecognizable shapes. But the indomitable spirit shown by her people will soon put Seattle in shape again, and on a much stronger footing than before. Streets will be made wider and of better surface, and cycling consequently benefited.

July 16, 1889.

SNOHOMISH.

SENSIBLE VIEWS OF TACOMA (W. T.)
AUTHORITIES.

There is some talk of stopping bicycle riding on the sidewalks in Tacoma. This will deprive the young men of the city of the use of the upper streets. Many of the wheelmen use their bicycles as a means of conveyance to and from business and in traveling about town in pursuit of their various vocations. To be deprived of the use of the sidewalks would be the death-knell to cycling, they say, for the streets are too dirty or otherwise unfit for riding. Taking these facts into consideration, Chief Chesney will probably not enforce such a strict law unless it may be on C, Railroad Street, and Pacific Avenue, where bicycling should be prohibited on sidewalks.

"When this subject was brought before ex-Chief Thompson," said a wheelman, "he refused to take action, saying that the upper streets presented almost suicidal conditions, for the dust completely envelopes occupants of carriages and those on horseback and is sufficient to suffocate people. Of course wheelmen must exercise great care when using the walks, particularly when passing pedestrians, and if this is done, what objections can be raised? With the poor street-car system we have to contend with, the young man should be accorded a few privileges, one of which is the use of his bicycle as a means of conveyance."—Tacoma Globe.

The Connecticut Division adopted resolutions expressive of their regard for the late Stephen Terry. Resolutions of the same tenor should have been passed at Hagerstown. The suggestion was made there, once to President Luscomb and again to a Vice Consul.

Howard A. Smith & Co., Newark, N. J., have improved their Graphite for lubricating chains and bearings of bicycles and safeties, until it seems to be perfect. All riders should have a bottle. *

THE NEW PATENT "POMROI" BEARINGS.

Our readers will have often noted in our columns an allusion to these bearings, and the more inquisitive will ere this have visited the patent offices in Chancery Lane and inspected the models shown there. A safety bicycle has been fitted with these patent bearings, and from a recent visit to the inventor we glean the following:

As yet this invention has not been put upon the market, nor is there even any engraving extant; but we will endeavor to give a description.

Taking first a *fixed* axle on which the wheel runs loose, as in a safety bicycle, we find that the axle at its point of contact with the inner part of the wheel hub is grooved at regular intervals, and in each groove is a steel roller, which rollers take the whole of the weight and friction. Not only are the points of friction kept to the edges of these rollers, but the grooves in which the rollers run act as oil receptacles; and no matter how long a Pomroi bearing may lie idle, it has only to be used for the rollers to revolve, and thus release for general use the lubricating fluid. The rollers cannot by any possibility lock or jamb against one another, and whilst with no weight on the wheel they remain quiescent, they are ready the moment weight and friction come to revolve and give ease to the propelling power, be that man, steam or horse.

The basis of Mr. Pomroi's invention is the ordinary parallel axle bearing, which touches the journal or bearing case all round. This parallel bearing he reduces the friction of to a minimum by his system of rollers. Even if these rollers remain quiescent they still lessen friction as compared with the plain bearing, whilst when they do revolve, which they do when the weight is on them, they still more reduce friction.

Our scope is, of course, to deal with the bearing as regards its applicability to cycles alone; but Mr. Pomroi is so confident of the advantages of his bearing that he looks forward to the time when not only carts, carriages, omnibuses, street cars and other vehicles will be fitted with it, but when it will be found on locomotives, engines of all kinds and shafting, for the grooves and rollers can not only be fitted on axles which are rigid, but also *inside* a fixed bearing, through which, as in the case of an ordinary bicycle, a plain axle can run, touching only at its points of friction the aforesaid rollers.

We await the future of the "Pomroi" bearing with interest. Mr. Pomroi is an inventor who has done much, from humane motives, to lessen labor, and we feel sure that in the result of his present invention he looks forward as much to a moral as to a financial reward.

—*Wheeling.*

A SELECTED LIST OF PATENTS.

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

H. Lucas, Birmingham, England; lamp for velocipedes.

H. B. Morrison, Britt, Iowa; wrench.

S. J. Talbot, Milford, N. H.; velocipede sled. All bearing date of July 23, 1889.

Lyman Jenkins, a cyclist of Newark, has had his designs accepted for a new church at Irvington.

Dr. E. Bogman, of Providence, R. I., will be in New York for several weeks. Doctor Bogman will tour to various points of interest around New York.

A 1-mile scratch club race was decided at the N. J. A. C. games, held at Bergen Point on Saturday last. F. G. Brown won in 3m. 7 1-5s; S. B. Bowman, second.

A Hartford physician states that the "curative emanations from asphaltum are quite similar to the beneficial influences of a pine forest, and are of benefit to consumptives."

A 2-mile handicap will be decided at Trenton, N. J., August 5. There will also be a 2-mile scratch race, open to New Jersey wheelmen. Entries close July 29, with W. V. Blake, 146 Monmouth Street, Trenton, N. J.

T. L. Wilson, of the Kin's County Wheelmen, obtained an important patent on July 27 for a dynamo electric machine. The new machine will develop heat, light or power. It is very compact, and can be built at fifty or sixty per cent of the price now paid for constructing dynamos. A company is about to be organized to put Mr. Wilson's machine on the market. He has been working six years to perfect his machine.

A SEVEN-FOOT WHEEL.

The Bangor correspondent of the Brooklyn *Citizen* announces a find in the line of bicycle novelties, as below. We think the claim of its being the largest in the world is a little unfounded, for, if we remember rightly, a wheel of similar build was ridden on the track at Springfield during one of the tournaments there, and that wheel was said to be nine feet high. At any rate, the man perched upon the lofty saddle looked as though on an elephant, and climbing the backbone was like going up a ladder. Excuse us from such heights.

"Jack Simpson, who runs a lodging house and restaurant in that delectable quarter of Bangor known as 'The Devil's Half-acre,' owns a bicycle which he declares is the largest in the world. This wheel is eighty-six inches in diameter, and, leaning against the wall, it occupies nearly the entire space on one side of the little dining room. Simpson is an Englishman, and for many years traveled with circuses and other shows, having been one of the three 'Dacoma Brothers,' famous several years ago for their aerial bicycle performances. They gave exhibitions at the Crystal Palace London, at the Cirque Fernando, Paris, and at other amusement centres in Europe and the United States. The big wheel, which has been a round the world was built at Birmingham, Eng., at a cost of \$350, and, although its diameter is so great, a double system of pedal cranks enables a common cyclist to ride it."

The Pennsylvania Road Book will not be issued for several months, owing to a delay in completing the maps.

WE WILL EXCHANGE

any of the following wheels for Safeties of any good make, and pay the difference in CASH:

1 50-inch Expert Columbia, price	\$45
1 52 " Victor	70
1 52 " "	75
1 52 " Expert Columbia	60
1 54 " "	65
1 55 " Rudge Light Roadster	70
1 55 " Columbia Light Roadster	90

Remember, the above machines are NOT "wrecks," but are all full ball-bearing machines and in FIRST-CLASS CONDITION.

GEO. S. ATWATER & CO.,
1230 Pennsylvania Ave., Washington, D. C.

S. G. Whittaker will leave the employ of the Gormully & Jeffery Manufacturing Co. on August 1.

RACES AT QUEENS.

Mr. Thomas Lloyd, who is indefatigable in promoting the sport of cycle racing, announces that a 1-mile handicap will be run on his track on August 3, at 4:30 P. M. Entries close July 31 with Thomas Lloyd, Queens, N. Y. Mr. Lloyd also offers a gold medal to the rider who makes the best ordinary bicycle record on his track this year.

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.

NO OHEAP TALK BUT PLAIN FACTS.

"I say there is no need of a Safety being any heavier than an Ordinary, if properly made."

\$175 BUYS A PREMIER TANDEM SAFETY. ridden only a few times, acknowledged to be the best Tandem made. \$105 buys the latest Safety imported; diamond frame; ball bearing all round; all steel; no casting; and if you are ready to pay \$135 for a Safety, don't put it out for 50 to 58 lbs. of material, even if it is steel. Steel is cheap, but pay it for less weight, more skill, finer workmanship, less noise, less talk, and a machine, the moment you see it, you will join others, who know, in saying, well, we have struck perfection; and the machine is the "Catford Premier Safety, weighs 38 lbs., stronger than your 58 lb. machine and runs as easy again. Just call and see it. The Premier Cycles are sold by

W. J. NEWMAN,

Cycle dealer, Harvard Square, Cambridge, Mass.

Plenty of new and second-hand Safeties, Ordinaries and Tandems in stock. Call. Open evenings.

LONG ISLAND CYCLE CO.,

1150 Fulton Street,

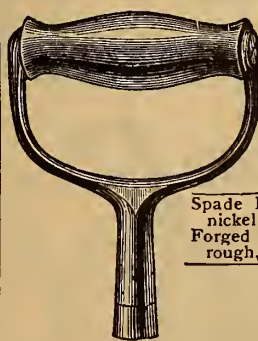
BROOKLYN, N. Y.

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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.
Forged Steel Spades in the rough, with bolts and grips.. 2.00 " "

Spade Grips, Vulcanite, any style \$.50 per pair.
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.



FRONT VIEW

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.

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



BACK VIEW

Bicycle Enamel

We manufacture the
BEST JET BLACK ENAMEL

IN THE

United States.

AMPLE 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,
Seines, etc.

THE JOHN WILKINSON CO.

HARRY D. HEDGER,
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Weldless Steel Tubes,
COLD DRAWN,
SMOOTH INSIDE AND OUTSIDE,
FOR CYCLES.

Imported and kept in stock by

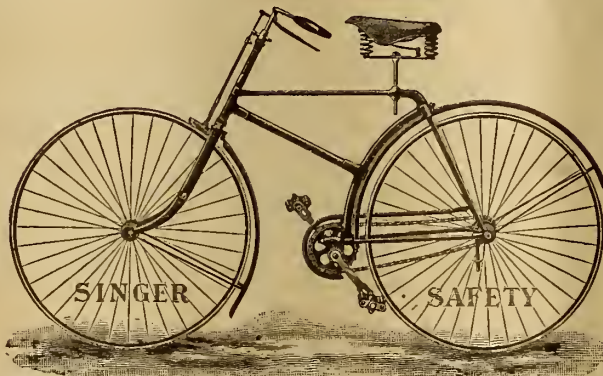
JOHN S. LENG'S SON & CO.,
4 Fletcher Street, NEW YORK.

50-INCH EXPERT COLUMBIA, balls to both wheels,
plain pedals; good order. \$39. Address, Hoehnle,
85 Hudson St., Hoboken, N. J. 7-26

FOR SALE.—A Victor and a Rudge Safety, both in first-
class condition. Address, W. Cooper, 587 Henderson
St., Jersey City, N. J. 8-2

**SINGER CYCLES.**

Over 60,000 in Use.



Specification.—30 inch wheels
spaced to 57 in. (or 54 in.), patent
spring wired tires (7/8 in. to back
wheel, 3/4 in. to front wheel),
SINGER BALL STEERING, ball bear-
ings 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, "Sing-
er" 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 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. Bul-*
letin, May 24, 1889.

Buy the Best.

A FULL LINE OF SINGER CYCLES NOW IN STOCK.

GILBERT A. LITCHHULT,
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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.

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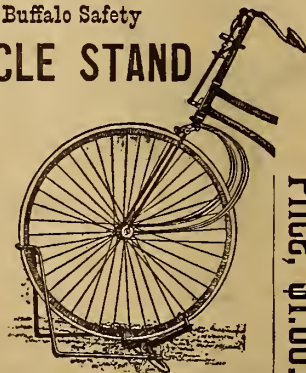
Price \$10 complete, with Chemicals.

A. G. Spalding & Bros.,
NEW YORK AND CHICAGO.

FOR YOUR SAFETY.

The Buffalo Safety
BICYCLE STAND

Firm, Strong, Portable.



A. G. SPALDING & BROS.,

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The Trade Supplied.

A. G. Spalding & Bros.,

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

Caps.	League Regulation.....	\$1.25
Shirts.	League Regulation.....	2.00
	No. XX Fine Cheviot for hot-weather wear.....	1.00
Stockings.	Our celebrated Linen Sole Stocking, League color.....	1.00
	No. X Silk, Edge's League color, white centre, Snake Buckle.....	.50
Belts.	No. XX Worsted Solid, League color, Snake Buckle.....	.40
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.

Send for Catalogue Knit Racing and Training Suits.

A. G. Spalding & Bros.,

241 Broadway, New York;

108 Madison St., Chicago.

"American Rambler" Safety.

NOW ON EXHIBITION IN OUR SALESROOM.

FOR
Lady or Gentleman,
WITHOUT CHANGE.



THE
"IDEAL RAMBLER"
FOR
BOY OR GIRL,
WITHOUT CHANGE.

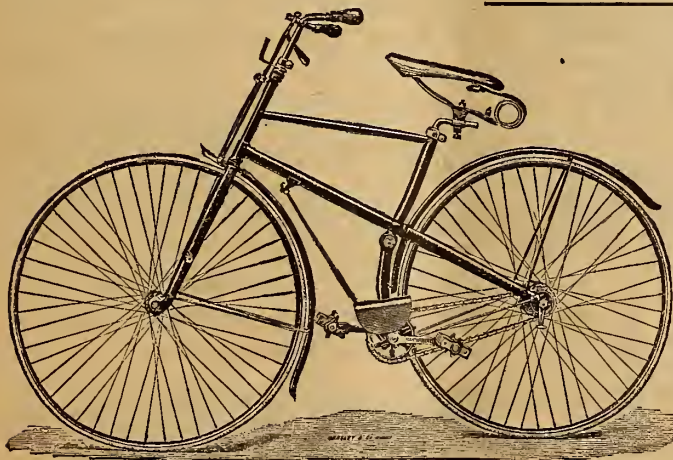
Eastern Agency for GORMULLY & JEFFERY'S Full Line of American Cycles and Sundries.
Eastern Agency for INDIANA BICYCLE MFG. CO.'S BOYS' SAFETY.

MERWIN, HULBERT & CO.,
26 West 23d Street, New York.

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.

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

TO EXCHANGE.—Splendid six-string, closed-head Banjo. Inlaid back and front. In case. Value \$50. For Safety. Call or address, O. S. Dickson, 392 12th St., South Brooklyn. 8-2

FOR SALE.—Veloce Columbia, good condition, for \$90; 56 full-nickel Royal Mail for \$70; a 56 Victor for \$65, both in fine condition; 50 Extraordinary Challenge, balls all round, in good condition, for \$30; 56 Rudge, in good condition, for \$30. Address, Lock Box 75, Wappingers Falls, N. Y. 7-9

FOR SALE.—New Special Star Light Roadster, tangent spokes, 10 per cent. discount. J. Andrae, Milwaukee, Wis., or 31 Lyon St., New Haven, Conn. 7-26

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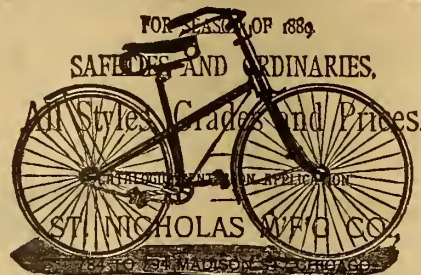
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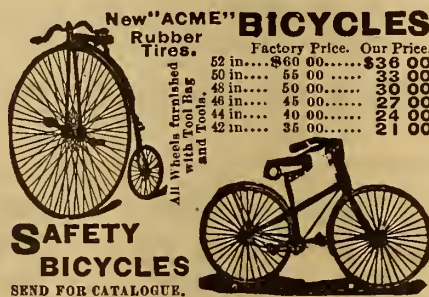
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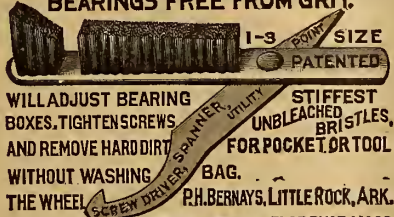
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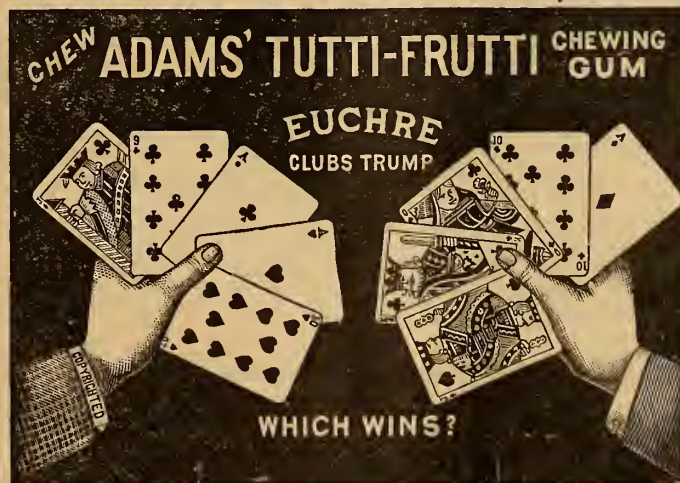
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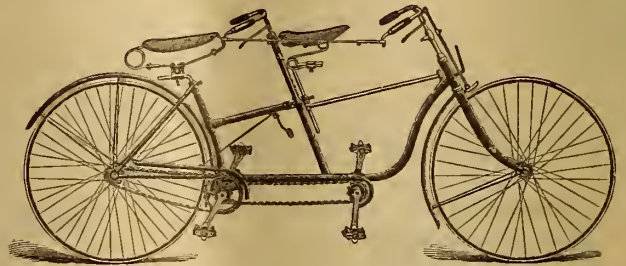
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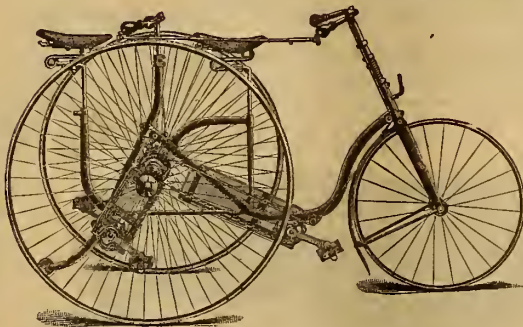
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