

# The Ideal

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N.Y. CYCLING TRADE REVIEW 23 PARK ROW  
N.Y.

Vol. III.—No 26.]

NEW YORK, AUGUST 23, 1889.

[WHOLE NUMBER, 78.]

## THE AMERICAN IDEAL RAMBLER

has demonstrated its intrinsic worth this season, in that it is the only small rear driver that keeps away from the repair shop.

It is mainly constructed of weldless steel tubing and sheet steel, and has ball bearings to both wheels in the standard finish.

It has proven an excellent mount for ladies not weighing over 125 lbs.

Its price, \$65.00, stamps it as the best value on the market.

Balls can be added to crank axle, pedals and head if desired.

We can now fill orders for this wheel with a reasonable degree of promptness.

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## GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

80 PAGE CATALOGUE ON APPLICATION.

MERWIN, HULBERT & CO., New York Agents.



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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.

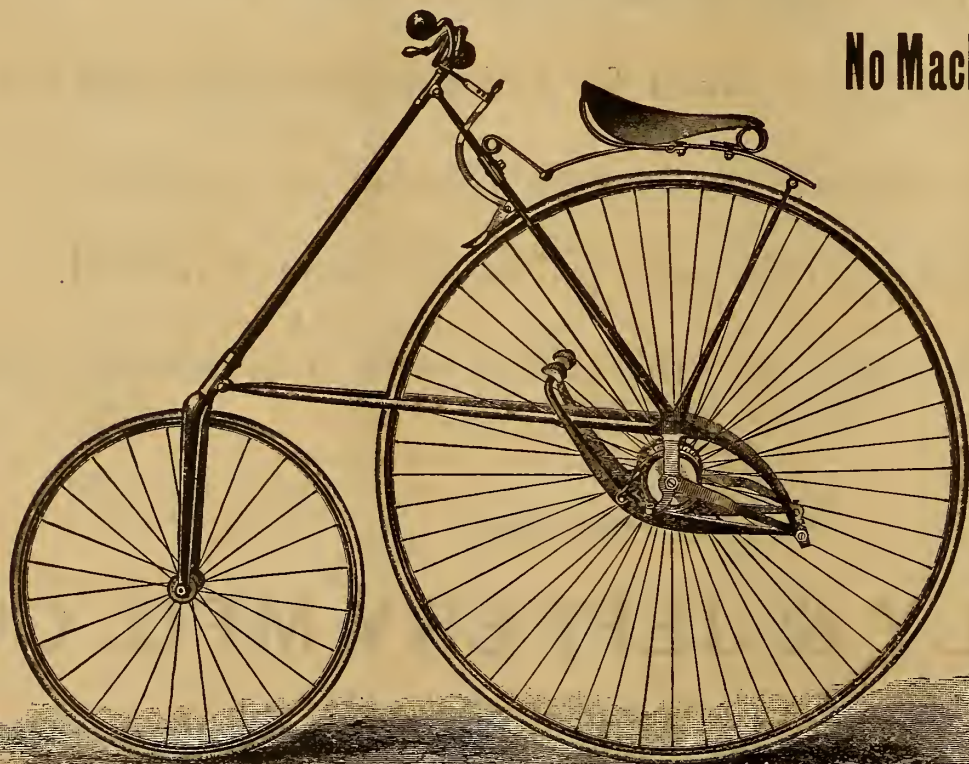
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AND

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.

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



# WARWICK PERFECTION SAFETY.

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

WEIGHT, 48 lbs.

PRICE, \$135.

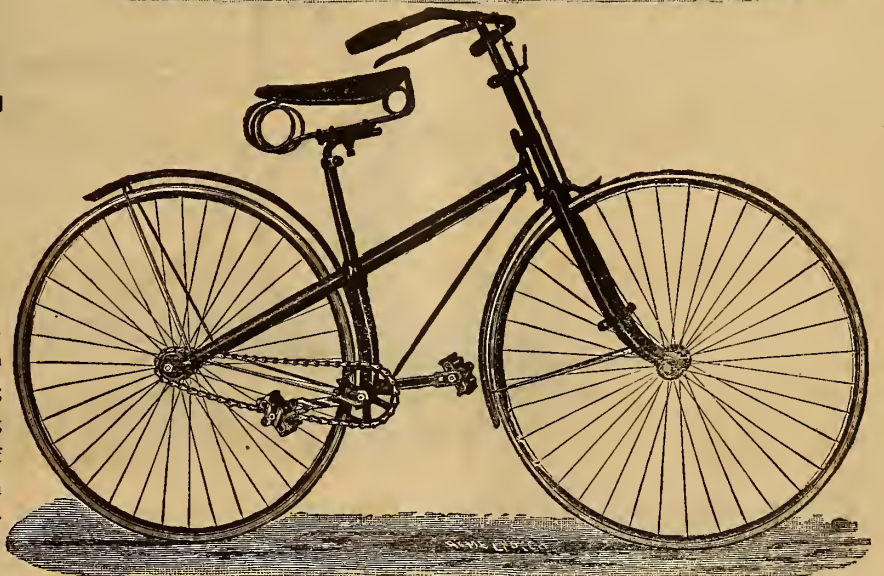


**CALL AND SEE IT.**

## The National Safety.

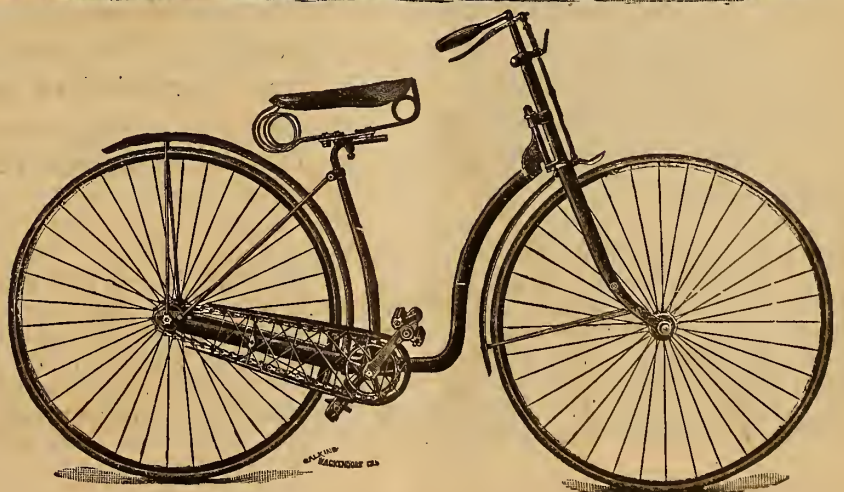
**Price, with Ball Bearings to Wheels, \$75**  
" " " all round, **90**

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



## The National Ladies' Safety.

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



# WILLIAM HALPIN & CO.,

**No. 13 MURRAY STREET,**

P. O. Box 2225.

**NEW YORK.**

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

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

## SECOND-HAND WHEELS.





THE proof of the pudding is in the eating, and the proof of our claims for the **Eagle** is in the practical experience on the road of riders of our wheel.

We claim the **Eagle** to be the best all around machine in the market.

The lightest running, and the fastest and safest coasting.

A machine that can be ridden over every kind of road, good, bad and indifferent, through sand, and up and down hills, with the minimum amount of fatigue and the greatest comfort to the rider.

The following letter from one of the best known wheelmen of the country is a sample of our testimonials :

NEWPORT, R. I., July 7th, 1889.

EAGLE BICYCLE MFG. CO., STAMFORD, CONN.

DEAR SIR:—I rode my **EAGLE** on Sunday, July 7th, to Fall River, then to New Bedford and returned the same way. On the way back I rode from Fall River to Newport, 18 miles, by moonlight, in 1 hour and 45 minutes. I only made one dismount in the 18 miles, and any one that has ridden over the road by daylight will know that the road is not one of the best. As it was a cloudy night, the moon did not do me very much good and I had to ride by guess. The best time I have heard of being made on this road before was 1 hour and 52 minutes. That was made by myself last fall, in daylight, on a 39-inch Star. The **EAGLE** is the only machine I have succeeded in riding over that road at night, as I have walked 10 out of the 18 miles twice with other machines, and one of them was a Safety.

Yours truly,

WM. VAN WAGONER, R. I. Champion.

SEND FOR CATALOGUE.

AGENTS WANTED.

# THE EAGLE BICYCLE MFG. CO.,

## Stamford, Conn.



# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.  
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Single Copies, - - - 5 Cents.

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All copy should be received by Monday.  
Telegraphic news received till Wednesday noon.

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 *Providence Journal* sensibly points out the advantages enjoyed by cyclists at Roger Williams Park, and draws attention to the fact that these privileges are jeopardized by the darn-fool wheelmen—the things in plush tights who ride on the walks, contrary to law, knocking down babies and frightening old ladies and nurse girls by seeing how near they can come without hitting them. Wheelmen should realize, and that very forcibly, that their worst enemies are to be found among their own ranks. It may be accepted as a fact that the deep-rooted feeling against wheeling, among educated people as well as among the uncultivated, is founded on something more than mere prejudice, though that is the basis of the anti-cycling feeling. We should despise and cut dead the fellow who rides up and down some popular drive in tights and sleeveless jerseys. There is also the smart Aleck on wheels who cuts across in front of horses' heads, to the discomfiture of horse and driver. Let us combine and jump upon the "jays" of the wheel world.

IN another column will be found an article taken from the *Cyclist*, in which the idea of holding international championships is advocated. Our Racing Board should consult with European authorities with a view to arranging international championship contests.

THE editor of this paper is decidedly pleased over his election as a Representative of the New York State Division, and he is grateful to the gentlemen who nominated him and to those who voted for him. For the office he cares not a whit, but for the principle, everything. He ran for office merely to show the astounding absurdity of the assertion, that the "trade" should have no part in cycling legislation. When Mr. Shriver raised that objection, he not only committed himself to snobbery, but he aimed at a fellow club-man, and at one who had always been his advocate and friend. The election of the writer was a triumph for independence, and he hopes it will serve as an example to other men who may become tired of dictation.

SOME three months since the New York daily papers detailed, at great length and with much vividness of portrayal, the sufferings of the convicts in Sing Sing, who have been idle for nearly two years. The effects of this idleness were carefully noted and recorded. It was shown that sickness was on the increase, that some of the men were in a state bordering on imbecility, and that almost all were in a sort of miserable stupor. We commented on and republished the various reports at the time. The three days' wonder passed, however, and the editors of the great dailies, busied with world's fairs, divorce, murder and sea-shore gossip, have found no time to discuss the problem of Convict Labor. It is a fruitful theme, and we hope the papers will take it up again until a solution is found. We believe that the convicts should be employed to build and repair the roads.

FROM all over the country come papers containing references to the late Purvis-Bruce. In addition to these tributes to dear, old "Jack," we have received many personal letters expressing deep regret at the untimely death of one who was liked and loved far better than he knew. If "Jack" could know what a kind impression he had made in our little cycling world, it would please him right well.

AT a meeting of the Board of Estimate and Apportionment of New York, held last Monday, it was settled that the Commissioner of Public Works is unquestionably in favor of the use of asphalt pavements wherever it is found practicable. The smooth pavement is favored, not only for residence streets, but also for the business portion of the city. The Grand Boulevard, the principal cycling artery of New York, will be paved with asphalt as an opening wedge, and several blocks of asphalt will be laid on Park Avenue over the present granite pavement. This is an experiment to discover whether the Belgian block pavement will make a good foundation for the asphalt, in which case it will be introduced as rapidly as the appropriation will permit. The opening wedge having been entered, the work may be expected to proceed rapidly. It was a hard battle, but the victory was correspondingly great.

WE wonder whether these "anti-trade" cyclists would not keep quiet if they knew that some four years ago, when the League had not enough money to pay for a postage-stamp, that it was saved from bankruptcy by Colonel Pope. W. V. Gilman was Treasurer at the time and Fred. Jenkins was Secretary. Frank Egan, seeing inevitable ruin for the League, had blanks printed—printed gratis by Fred. Jenkins, by the way. Jenkins and Egan each contributed \$10, and among the New York State Board of Officers the magnificent sum of \$30 was subscribed. Mr. Egan then called on Colonel Pope, and the Colonel at once gave him \$50, and added that if he wanted more he need only name the amount. These same anti-trade cyclists are invited to peruse the official report of the Road's Improvement Committee, from which they will learn that Colonel Pope offered to pay the whole expense of issuing fifteen thousand roads improvement pamphlets, and finally paid \$350 toward its publication, the Barber Asphalt Co. contributing \$100 and the Baltimore International Pavement Co. \$50.

IN reply to many inquiries we would say that a man may sell any prize won in a road race without violation of the Racing Rules. We

have the endorsement of the Chairman of the Racing Board that this opinion is correct.

IF a man wins first place in an open contest he is no longer a novice. If the promoting club fails to deliver his prize, as was the case at a tournament held at Poughkeepsie last year, it does not affect the case.

### TO TRY ASPHALT.

At a meeting of the Board of Estimate and Apportionment held at the City Hall last Monday, the question of pavements was discussed for two hours. A number of prominent real estate men, including Messrs. Eno and Stokes, advocated a new pavement for the Boulevard.

It was finally decided to appropriate \$204,000 to pave the Boulevard with asphalt.

Resolutions were also adopted to pave with asphalt on concrete foundation Lexington avenue, between Forty-second and Fifty-ninth streets, and Broad street, between Wall street and Exchange place.

The proposal to pave a number of streets with asphalt laid on the old pavement was regarded by President Coleman as somewhat in the nature of an experiment. Most of the list of these streets prepared by Commissioner Gilroy was laid over, but it was decided to try the experiment on Park avenue, from Thirty-fourth to Forty-ninth street.

The total cost of the paving ordered at the meeting will be \$661,500, and the issue of \$700,000 of bonds was authorized.

To superintend the expenditure of this money and the million dollars a year for three years authorized by the act, Commissioner Gilroy asked for the authority to pay some additional help out of the paving money. He asked for a force whose salaries would aggregate \$23,000 a year, and a resolution was passed giving them to him. The force is to consist of a consulting engineer at \$5,000, an assistant at \$2,500, two transitmen at \$1,500, two levelers at \$1,200, four rodmen at \$1,000, one draughtsman at \$1,500, two skilled laborers at \$2.50 a day, and four axemen at \$2.50.

The Comptroller also asked to have the appointment of an engineer to inspect the work before making payments on the contracts. He got one, at \$2,500 a year.

### INTERNATIONAL CHAMPIONSHIPS.

From a report received this week from our Australian correspondent, we are notified that the N. C. U. has given its sanction to the Victorian Cyclists' Union to defray the expenses of a team of Australian amateur racing men to visit England and compete in our championships. This brings us to a subject which we mooted a year or two since, and to which we briefly referred to in a recent issue—that is, the official and proper organization of a series of international amateur championships. Now that riders in all the civilized countries of the earth are riding up to championship form, the time is undoubtedly ripe for the elaboration and completion of such a scheme. The fact that the Union has given its consent to the payment of expenses by another Union, shows that it is at least prepared to accept the principle which we proposed when first projecting the scheme. We now take the opportunity of again calling attention to it. We would have a special committee of the Union appointed to confer with the Unions of other countries, and arrange a series of international or world's championships, which should be run once a year in the different countries of the International Union, the order to be decided by lot, or otherwise, and the expenses of the visiting teams to be defrayed by the Unions of their respective countries. We would have either the whole of the proceeds and expenses of the meeting be taken and defrayed by the Union of the country in which the meetings of any one year were held, or else that the home Union take one-half the profits, whilst the remaining moiety be divided amongst the other countries. The meetings should be held at the close of the season, say in September, and each country would, of course, select its team by a careful series of test races, and would pay the expenses of a given and limited number of officials to represent it. By this means we should secure the meeting of the best riders of the world. The interest in the races would naturally be enormous, wherever held, and the test races (which may be the championships of the respective countries, or not, as determined,) would be full of interest and importance, as the successful competitors would not only defeat their opponents and win the championship of their own country, but would thereby secure the right of defending the honor of their nation in foreign lands. We think the difficulties attendant on the working out of such a scheme would not be great, though it would undoubtedly entail a considerable amount of work. We should like to see the Union of this country take the initiative, and we have little doubt but that the ruling associations of other lands would readily fall in with its suggestions.—*The Cyclist*.

### CYCLISTS ON THE SIDEWALKS.

There is one gentleman who should be suppressed—the sidewalk fiend. He is the one who is responsible to a great extent for what little prejudice exists against wheelmen. A bicycle has no right whatever on the sidewalk for the purpose of riding. Its place is the street. There it has in the eyes of the law the same right as other vehicles. In sparsely settled districts, and where it is impossible to ride on the streets there is some excuse for using the sidewalks, exercising great care while doing so to avoid accidents. Of course this exception only applies to the remote suburbs, where few people are to be met on the walks. But in the city it is a different thing, and the full penalty of the law ought to be imposed upon persons disobeying the law. The great body of cyclists are gentlemen and ladies, but unfortunately there are exceptions.—*Chicago Tribune*.

One of the sights of Springfield, Mass., is a little bit of pink and white humanity perched on the bundle-carrier of papa's safety bicycle.



## WHEEL GOSSIP.

A. B. Rich will ride at Albany and Hartford.

The Bay State Club, of Worcester, will hold a meet late in the fall.

WANTED.—Route: New City to Utica. Address care of this office.

The Louisville Bicycle Club, only a year old, has fifty-three members.

Campbell, of Niagara Falls, has developed a remarkably fast last-lap spurt.

An Englishman recently advertised a plot in High Gate Cemetery in exchange for a wheel.

Messrs. Stephens and Bridgman recently took a moonlight ride from the K. C. W. club-house to Patchogue.

Ralph Temple is doing fancy riding in England. Man can't "fake" in fancy riding. Wonder why Temple ever took to it?

Entries close August 29 for the one-mile handicap to be decided at the Brooklyn A. A. grounds on September 7. See Fixtures.

The *Scottish Cyclist* is improving from week to week. Building up a paper is hard work but the Scotchmen are getting there.

The *Athlete* makes a strong editorial plea for the extermination of the road hog, both in vehicles and on cycles, from Prospect Park.

Mr. Garrison, of the Highland House, at Garrisons on the Hudson, is a cyclist. On the hotel paper a cyclist is shown riding in the hotel grounds.

Mr. Warren L. Welch and sister, who went through on a tandem on the Century run, arrived in Hagerstown on Saturday last. On Sunday they left for Luray.

A party of seven wheelmen were arrested at Bath Beach on Sunday last for riding on the foot-path. The Judge, grizzly, gruff, but kind, acquitted the boys with a reprimand.

The Wakefield Club will inaugurate the social season early. A ball is announced for October 11. The club will hold a 25-mile road race in September, and a 10-mile race in October.

Chicago has a "Bicycle Reservoir," where men who ride downtown to business can leave their wheels during the day. In the evening they find them cleaned, oiled and inspected.

The Boston *Herald* of Sunday last publishes two columns of observations on the disgraceful condition of Boston's street pavements, and suggests new and improved systems of pavements.

Twelve hours' bicycle road record.—On July 31, mounted on a "Geared Facile," F. W. Shorland, an English cyclist, rode 50 miles on the road in 2h. 59m. 54s., and completed 160½ miles in 12 hours.

It is pretty generally admitted that Van Wagoner, of Newport, is a good fellow and a true sportsman, and he will be treated all right when he comes down this way, whether he wins or loses.

The C. T. C. will have to settle a libel suit to the tune of £550. It was all because E. R. Shipton did not like one Ned Clarke, and penned that dislike in the dry-as-dust columns of the C. T. C. *Gazette*.

A large number of cyclists within easy reach of Albany will attend the tournament, and will ride over to Hartford on Sunday. The prizes are valuable, the track fast, and a large field of entries should be received.

W. T. Robertson rode from Cabin John Bridge to the Le Droit Building in Washington on August 11. The distance is ten miles, and the time of the ride was 39m., which is record for the course. Robertson rode an Eagle.

H. W. Booth and E. H. Bochner rode from Erie, Pa., to Boston, leaving Erie August 7 and arriving at Boston on the 16th. They averaged 85 miles a day, and on August 9 rode 125 miles, from Hornellsville, N. Y., to Ithaca.

Messrs. Potter and Raymond, Brooklyn B. C., have gone to the Adirondacks. Both are hard workers and need a rest. Mr. Raymond writes that Mr. Potter is such a good shot that he, Raymond, never expects to reach home alive.

THE VIRGINIA DIVISION L. A. W. MEET.—The meet of the Southern Division L. A. W. will be held at Norfolk, Va., August 26 and 27, under the auspices of the Norfolk Cycle Club. The roads in Norfolk and vicinity are fine shell turnpikes.

## MAINE DIVISION OFFICERS ELECTED.

Chief Consul, Dr. George E. Dow, Portland; Vice-Consul, Cyrus D. Batchelder, Sanford; Representative, James O. Whittemore, Fairfield; Secretary and Treasurer, A. L. T. Cummings, Biddeford.

L. A. Hill and Dr. J. G. Fuller made a remarkable tandem bicycle record on August 9, riding from Bryn Mawr to the last toll gate on Lancaster Pike, distance five miles, in 14m. 47s. This is faster than any previous track or road record for the tandem safety.

At half past six every evening, the agents of Bridgeport, with two exceptions, come out of their offices, get their wheels and stand at the street corners, that those who pass may see. The principal wheels sold in Bridgeport this year are Columbias and Singers.

The Lynn *Daily Evening Item* of August 14 publishes three columns descriptive of the Thompson-Houston Electric Welding Company's plant, located in Lynn. As this new process of welding may be used in cycle construction the paper may interest the trade.

During a long jaunt on Sunday last, extending from Harlem Bridge to Pelham and back over by West Farms, not a touring cyclist was encountered. The Southern Boulevard and its various branch roads form a riding system which it would pay to patronize.

"Human Magnetism," by H. S. Drayton, M. D., is in press by Fowler & Wells Co., 775 Broadway, for early publication.

It considers all the latest phases of the subject, including its nature, physiology and psychology with its uses as a remedial agent, in moral and intellectual improvement, etc. It is a work that is likely to attract a good deal of attention.

## NERVE.

A London Missionary wants to borrow a safety to go holiday making. "Will some one please forward me one?" he whines. That is just the kind of minister the "little John-town boy" who cried for a wheel would make.

Jo. Pennell states that he sat down at the toasts of the "President of the United States" and "The Queen" merely as a joke. Glad to hear it. Pennell is eccentric, but is good to the right kind of Americans who go abroad. But why didn't Jo. label it a joke? No one could ever have known it without a placard.

Chief Consul Mott and Mrs. Mott are spending a few weeks at Hagerstown. The Chief Consul writes that the roads which were in such poor condition at the time of the League meet are now "finer than the Oranges." The Hagerstown Bicycle Club wants the fall meet of the Maryland Division held there.

J. W. Bate & Co., the Brooklyn bicycle dealers, are doing such a large and increasing business, that they were compelled to seek more commodious quarters, and have removed to 440 Flatbush Avenue. This is the site of the old "Ilderan" Bicycle Club, and is well known to Brooklyn wheelmen. In their new quarters they will do general repairing and storing, and have much better accommodations than formerly.

The people of Frankfort, Germany, gave Lehr, the English champion, an ovation on his return home. The train was awaited by a crowd and a band of music. Lehr walked alongside of his bicycle, followed by the bicycle clubs of the city and headed by a band of mounted police. Bouquets were showered on the champion. After he passed the crowd surged after him. It was a remarkable demonstration.

## ANOTHER CYCLING PRODIGY.

Mr. John Wood, of the Harlem Bicycle Co., is the proudest man on Lenox Avenue, and his right to be, nobody disputes, as he is the father of the youngest bicycle rider in the world. Robert is but twenty-two months old, and can ride as well as many that are as many years old. He can be seen on Lenox Avenue, between 125th and 126th Streets, almost daily taking his ride.—*Harlem Reporter*.

In England the employees of the large cycling companies hold picnics in summer. On August 3 the Coventry Company's employees had an outing, among the picnickers being good old Mr. Grinyer, who once astonished the people of Young's Hotel, at Boston, by leaving out a rubber shoe and a boot to be polished. Perhaps, under the circumstances, Mr. Grinyer's mistake was natural. Wonder if the Boston Club fellows can still brew the same old punch?

When a cycle is stolen in England a notice of this style is posted in all the station houses.

## WANTED.

Charged with stealing a bicycle on the 15th inst.,

## A YOUTH,

giving the name of "Humphrey"; age, about 18; height, about 5ft. 11in.; pale complexion, round face, small mouth, thick brown hair. Dressed in black coat and vest, dark gray trousers, shabby boots, light check cloth cap.

## AMENDED DESCRIPTION OF BICYCLE FELLOWS.

Wheeling and its correspondents continue to blackguard the Elwell tourists. Its Paris correspondent writes as follows of the Elwell party: "Individually they are bearably, collectively they are bears. They seem more disposed to grumble at being asked to halt while cool drinks and polite words were offered them than to render a gracious or even a civil reply. It is a pity a more representative set could not have been got together, but if one may judge by appearances the fault lies not with the men but with the mismanager of a rather cleverly got up financial speculation."

## MORE PROOF OF THE FRAUD.

Some one has been having a lark with the *Wheelman's Gazette*. That readable paper publishes in its July number a picture entitled, "Start of the One-Mile L. A. W. Championship," but the artist has taken it bodily from a photograph of the start of the international race at Copenhagen last year. This picture, which is supposed to represent an American championship, contains portraits of Teddy Mayes, Professor Jimmy, Otto Benzon, Rennemo Gulbrandsen, H. G. Kelly, F. Percy Low, Valdemar Hansen, and the Crown Prince of Denmark. More American enterprise.—*Wheeling*.

## FURTHER CLAIMS FOR GREAT SPEED.

The new sliding railway at Paris, by which it is said to be demonstrated that, by a curious combination of compressed air and water at high pressure, will render it possible to drive a train on slides at 100 miles an hour at one-tenth the consumption of coal at present needed by locomotives. There is no smoke, no noise and next to no danger. The train can be pulled up in thirty yards, can climb up gradients of sixteen inches in the yard and run on curves of forty-four yards radius. There is almost no consciousness of motion; you simply enter the car, and in an hour you are 100 miles from where you started.

W. S. Grubb, of Pottstown, has invented a unique and valuable chain for driving cycles. The links are easily detached, are not riveted together and the bearings are extra large. It is self-lubricating and at the same time applies the lubricant to the sprocket wheels. The lubricant can be applied to the chain without removing it from the machine. Another valuable feature is the complete protection of each bearing from dust and dirt, as they are completely covered. It is cheap in construction. The links can be dropped out of sheet metal and all other work done on screw and milling machines. The bearings are hardened. The sprocket wheels for this chain can be cut on a drill press.—*Sporting Life*.

A writer in the *Pall Mall Gazette* says: "Now, when it is feared by the pessimistic that the higher education of women will interfere with their maternal functions, no kind of exercise can be as beneficial to them as cycling. My attention has been called to this fact by a letter I have just received from a woman doctor of New England, who has been practising medicine successfully for the last seventeen years, and can therefore speak from experience. She

is an enthusiastic cyclist. She writes: 'So many of our women of to-day are complete failures in child-bearing, that in looking for a sound, natural reason I find it, or I think I do, in the fact that they take very little exercise which develops pelvic and thigh muscles. Women and girls are pushed into this quiet by dress.' Those who think all forms of sport unwomanly should lay this to heart. The fact is that women are physically in need of as good sound exercise as men, and it may be, by emancipating themselves from the old conventions and sharing manly sports as well as manly studies, they will do much to counteract the physical weakness which is their inheritance from their mothers and grandmothers, whose noblest ideal was to stay at home in ladylike repose of mind and body.'

Messrs. Mott and Norris of the Maryland Club, spent Sunday and Monday in New York as the guests of President Luscomb, who was indefatigable in his efforts to entertain. Messrs. W. H. Starrett and W. W. Share, Long Island Wheelmen, also went the rounds with the visitors. The party visited Manhattan Beach on Monday and had a ride in the Oranges on Tuesday, taking the midnight train for Baltimore. Mr. Mott looked ruddy and well rested from his visit to Cottage City. Mr. Norris, who is President of the Maryland Club, is known all over the South as "Mose" Norris, and has more friends than he can count. Mr. Norris has a slightly clerical look and five pairs of spectacles, yet with these drawbacks he arrives there all the time.

Robert Wagner, of Detroit, aged 17, recently completed a bicycle ride from that city to Toronto. He made the run in a little more than 50 hours, averaging nearly ten miles an hour. Master Robbie has a high opinion of the hospitality of Western Ontario farmers, and also of the purity of their milk, but he would oppose the annexation of Canada unless they would consent to the abolition of their numerous colliers, which tried to bite his legs as he rode past their respective habitations. The wheeling from Sarnia to London was good, but between the latter place and Hamilton the farmers were doing statute labor, and he found the roads rather rocky. This young cyclist intends to join a club in this city in the fall and thinks his long ride will prove his eligibility. The trip cost him \$2.92.—*Boston Herald*.

The touring committee of the Rhode Island Division, L. A. W., are planning the annual autumn run of the Division for the last week in August, either Wednesday the 28th or Thursday the 29th. Newport will be the objective point. The programme in outline is to charter one of the river steamers—one of the lightning racers—and leave Providence in the morning at 7 or 8 o'clock, running up Warren River to take on board the large party from that vicinity that always cordially supports the Division runs by the presence of themselves and their wheels. On arrival at Newport, there will be a run to the beach, just to stretch their legs after the voyage, then dinner, and then the ten-mile drive. The boat will start for home before sunset, and there will be a collation on board. A large company on this little tour will make a very enjoyable trip of it at small individual expense.

The Harrogate Camp opened on August 2, and remained open until August 7. The "camp" is a favorite method of taking a holiday outing. Tents are erected, prettily decorated, there is a parade and races, and altogether some fun is to be had out of the thing. We note from *Wheeling* the following facts about Harrogate: "The camp consists of forty-eight tents, arranged in the shape of an egg. The President's tent is called the 'Black Diamond Palace,' and is close to 'Ye Coal Hole,' right by the 'coal hole.' The Bromley Butterflies were well represented. The 'Manningham Penfold' was occupied by the 'Five Blighted Muffins.' On Saturday, August 3, there were races, a parade, a dinner and a smoker. On Sunday the fun was fast and furious, tempered by divine service at 4 P. M. There were 500 men in the parade. Singer's bicycle band and the fog horn fiend kept things lively. Such is the Harrogate Camp."

The Cottage City meet was a big success, that is, it was quiet and restful. The excursion to Nantucket was a frost. The Oak Bluff Club was very courteous, and the visitors who had secured the courtesy of its club house, through the kindness of Brother Bassett, were fortunate. A conference between the Executive Committee of the League and the editors of the *Bicycling World* was held relative to the report of the League meet which recently appeared in their paper. It was decided that they should make some kind of explanatory statement, which will shortly be published in the *World*. Chief Consul Mott ably presented his side of the case. It was also decided that the Executive Committee would not interfere with the publication of League news in State official organs. The band did not play "Annie Laurie," though three good men and true, who had been at Hagerstown, late one dark night stole around to the shadow side of the League hotel and with many a curious incantation sang, soft and low, that beautiful old lyric, "Annie Laurie," in memory of yesteryear. The names of these three men were—but let it pass. A number of good people, cycling celebrities, crowned heads, or whatever, were present.

## A BRIGHT AMERICAN ABROAD.

W. E. Hicks, who is well known by St. Louis wheelmen, and who was such an enthusiast on any subject that he became interested in that most of those who knew him called him a crank, is now in Paris. He wrote the "Wheel Whims" and "Church Chat" for the *Post-Dispatch*, and probably used his wheel more in attending to his duties as a reporter than any one in this or any other country. He won shorts constantly, and no amount of ridicule ever seemed to change him. He would ride to church in his breeches and frequently walk up the long aisle to the first or second seat from the front to report the sermon, tall oblivious of the curious glances shot at him. He was such an enthusiast that despite what those whom he raked over the coal may say about him, he did more to create an interest in cycling in St. Louis than any other ten men in the city. He had no bad or extravagant habits and saved up a couple of thousand dollars and went to Europe for a tour of the different countries on his wheel. Something he had been counting on for years. He traveled around a great deal, writing a number of interesting letters to the *Wheel*, of New York, and also to the *Standard*, Henry George's paper in New York. He was always an interested student of Henry George's theories and is now occupying the position of interpreter to Henry George in Paris, as well as holding the position of Secretary of the American Department at the Paris Exposition. *Vive la Hicks*.—*St. Louis Spectator*.





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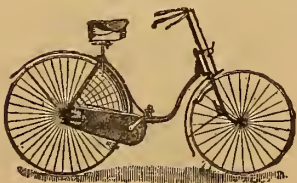
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**THE SWIFT.**



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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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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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,

## HOLMES & CO.,

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BOSTON, MASS.









## CYCLING AT KINGSTON, N. Y.

I read your paper religiously every week—advertisements and all—and derive great comfort, amusement and knowledge thereby. In passing, however, let me say that there is a dearth of wheeling news and comment from this section, and if you will allow me the privilege, I will, in my feeble way, try and supply the want.

Kingston is one of the oldest towns along the Hudson River, and is very conservative withal. Mrs. Grundy lives here—in fact, it is hinted that she originated here. Be that as it may, it is a fact that she is well represented, but, thank goodness, there is still a large majority of the inhabitants who believe that God made the air to breathe, and did not stipulate who should breathe it.

For a matter of ten years, all attempts at club organization here has met with failure. That is, all athletic sports were considered too boisterous by some, and too hard work by others. Of the former, little need be said; of the latter class there are many who have changed their opinions within the last two years. There have been clubs formed here, but they have been short lived. But now I am glad to be able to state that, so far as cycling is concerned, it is looked upon with increasing favor. Within one year the increase has been 100 per cent.

The greatest drawback is the abominable roads, not only in the country, but in the city as well. Union Avenue, for a distance of one and a half miles, is a disgrace to any city, the ruts in some places being from six to eight inches deep. But with all the drawbacks, this city may be said to have the bicycle craze bad.

A favorite place where wheelmen congregate is the Driving Park. On any pleasant day large numbers can be seen spinning around the half-mile track. The Park is situated about one mile from the city, and commands a view of the three leading hotels in the Catskill Mountains. Cool breezes, fresh from Rip Van Winkle's slumber land, can be enjoyed at any time. A good half-mile track affords ample opportunity for cyclists to test their speed, and it is taken advantage of to the fullest extent. Here the boys tell wonderful stories, and "talk up" tournaments.

There are a number of fast riders here, who have developed within the past year or so, notably, Messrs. Hoysradt, Hudler, Van Wagonen, Bruyn, Armitage, O'Neil, Longyear, Davis, Hasbrouck and others.

We have two lady riders who have defied Mrs. Grundy, and ride their wheels with grace. One is a Warwick, and the other a Rambler, and the end is not yet.

Long runs are taken by the boys—to Hudson, Albany, Barrytown, Poughkeepsie, Newburg and other places.

A tournament is talked of this fall, and next season there will no doubt be a strong club organized.

Safeties are in the majority here, but there are a number of ordinaries. One gentleman rides a 60-inch wheel.

Two lady cyclists made the trip to "Elerslie Park," in the town of Rhinebeck-on-the-Hudson, the residence of Vice-President Levi P. Morton, on Monday. They were given the freedom of the park by Mr. Morton, with whom they had a pleasant chat. Mr. Morton expressed the opinion that bicycling was one of the best modes of out-door exercise, and evinced curiosity about the wheels. It is needless to add that all his questions were answered by the ladies. They rode through the beautiful park, which contains 900 acres. The drives are the finest to be found in the State, and as for the flowers they are simply beyond description. The views are magnificent. Shady nooks and sparkling fountains are a continuous surprise to the visitor at almost every turn. They were shown every point of interest by the superintendent, and invited to call again. They also had the pleasure of meeting Mrs. Morton, whom they describe as a "charming lady," etc. They arrived home at 5:30 P. M., having had a most enjoyable trip. The distance covered, including the ride in the park, was about twelve miles.

Kingston, August 17, 1889.

FLOYD.

## BUFFALO.

Asphalt is slowly pushing itself into the business portion of the city. Main Street, between Swan and Seneca—right in the heart of the business portion—is being paved with asphalt. The street is already paved with asphalt from the city limits to Chippewa Street, and if this last block proves a success Main Street will be an unbroken line of asphalt from the city limits to the docks, a distance of three and a half miles, through the centre of the city.

Buffalo will have no tournament this fall, but the local wheelmen will endeavor to entertain the visiting wheelmen to the International Fair in good style, and all who come may count upon a pleasant time in the "Mecca of Cycle-dom." One of the wheel doings during the Fair will be the illuminated parade under the management of the Zig-zags. This affair will not be confined to one club, but will compose all the wheelmen of the city, besides several out-of-town clubs, among them the Flower City Wheelmen and the West End Bicycle Club, of Rochester.

It was my good fortune to be sent to Lockport to do the tournament of the Lockport Wheelmen. The track was in excellent condition, there was a good attendance and the races were hotly contested. There was only one set-back, the wind being too strong. The surprise of the day was the entrance on the path of young Green, who is scarcely twenty years old. He went into the novice race, easily captured that and three other firsts. His mount was a light (?) Star Roadster, weighing three times as much as one of the racing wheels of his opponents. The interest was for the most part centered in the meeting of Campbell, the Falls man, and Banker, the Berkeley representative. Banker won the 2-mile lap race, but Campbell's little wheel gave way, though he pluckily kept on and got one of the laps.

The following is from a local paper, and before many weeks have passed it is likely that the Press Bicycling Club will be a fixture: "There is some talk in the city of starting a Press Bicycling Club. Quite a number of the members of the fourth estate ride the silent steed, and there is no reason why the local ink slingers should not emulate Boston in this respect. Buffalo is decidedly ahead of the Bean City in every other particular but this one. Now, suppose the two 'Billies' put their heads together and see what can be done. There is fraternal spirit enough among the Buffalo press men to make the affair a complete success."

The ladies are very active in wheel matters these days. At the last meeting of the Women's Wheel Club five new members were admitted, and the club accepted an invitation to attend the Hamilton carnival and take part in the parade. After the meeting a run of five miles was indulged in by the members.

Another ladies' club has been formed, to be known as the Mohawk Bicycle Club, with headquarters on the street of the same name. It is an L. A. W. club.

Five ladies will make the century run with the Ramblers on September 1.

## EAST HARTFORD.

Saturday, August 17, the East Hartford Wheel Club defeated the Wethersfield Wheel Club, in a league ball game, by the score of 15 to 7.

On the 24th, the Columbia Cycle Club play in East Hartford, and the Hartford Wheel Club in Wethersfield. The record of the baseball league: East Hartford, won 3, lost 1, per cent. 750; Columbia, won 1, lost 1, per cent. 500; Hartford, won 2, lost 2, per cent. 500; Wethersfield, won 2, lost 4, per cent. 333.

Upon the occasion of freeing the toll bridge over the Connecticut, between Hartford and East Hartford, to happen about the 10th of September, the people of East Hartford are going to have a grand celebration. There will be a parade, of teams and bicycles, headed by a brass band in the morning, with bicycle races and one of the cycle league ball games in the afternoon, and fireworks in the evening.

A large sum of money is being raised, and generous appropriations will be made for the sports in the afternoon. The bicycle races, etc., will all be free to the public, and there will, no doubt, be a great concourse of people.

Bicycle races always have been popular, and this will tend to make them even more so. The races will probably be mostly for local riders.

The Wheel Club are taking an active part in the preparations, and will probably serve a dinner for all those who join in the parade on cycles.

## HARRISBURG.

The boys took a run over to Camp Sheridan at Mt. Gretna Sunday before last, and spent a most enjoyable time, the Governor's troop, of this city, being encamped there.

On Saturday work was commenced on the Third Street pavement here. It will be of sheet asphalt, and will extend from Mulberry to Maclay Street, a distance of three miles. We who are old riders care little for an asphalt pavement, but the new man and the non-rider are carried away in anticipation of its completion. It is a very common expression: "Oh! I will have a wheel next season, you can bet; Third Street will be paved then." And I really think it will have a tendency to largely increase the number of riders.

"Son" and I expect to make a trip to Reading soon. Look out for a fractured record. We have decided upon riding as rapidly as we are capable of, and, barring mishaps to our wheels, will set a pace that will excite the local wheelmen to new endeavors. It sounds egotistical, but we don't want to exert ourselves and then have it said we did so by mere accident.

Messrs. Thos. S. Peters and H. W. Stone, both ex-Presidents of the Harrisburg Wheel Club, expect to sport in the "briny" at Atlantic City this week.

President Chas. P. Lusk will make a trip down the Shenandoah Valley next month. A more delightful spin is not to be had in this section of the country.

August 19, 1889.

N. O. REMARKS.

## ELIZABETH.

The road officers of the B. W. held a meeting on Wednesday evening to formulate plans for the lantern parade which the club intends to give this fall. The route chosen is about four and a half miles long, with nearly three miles of macadam. The only block pavement that will have to be ridden is that of Broad Street, which is very good of its kind. So the clubs that are invited need not fear our pavements.

If the present enlightened policy in regard to street paving continues to be pursued by our city council, riders having occasion to pass through Elizabeth will be able to go almost the entire distance over macadamized streets.

The club members are beginning to talk of the annual ten-mile handicap of the club, which is always run off on Election Day. The race is usually looked forward to as a means of settling the vexed question of superiority on the road. There will be a large list of entries this year, as we have quite a number of new members who are anxious to show what they can do. The President and Captain will be placed on the same handicap, by request, as the former is confident that he is the best man on a long distance, and the other knows that he isn't. Mr. White is anxious to show how superior the Eagle is to any wheel ever made before or since, and Mr. Caldwell will race on a safety for the first time.

Mr. L. K. Hazard, one of our charter members, has just returned from a nine months' trip around the globe. He has visited every civilized country except Japan. The trip was taken for his health. Mr. H. says that ordinaries in Europe and Australia are scarcer than hens' teeth—that almost everybody rides a safety of some kind.

"TANGLEFOOT."

## MINNEAPOLIS ELECTIONS.

The election of officers in this Division resulted as follows:

Chief Consul, T. M. Slosson, Minneapolis .....	57
E. A. Savage .....	22
Vice-Consul, George Howard, St. Paul .....	76
C. A. Roach, St. Paul .....	3
Secretary-Treasurer, H. W. Laird, Winona .....	76
B. D. Hatcher, Winona .....	4
Representative, H. M. Welles, Redwood Falls .....	76
Scattering .....	2

All the old officers were re-elected with the exception of Mr. Roach, who was not a candidate for re-election, as he is not at present an active wheelman. The Division is apparently in a prosperous condition, having now attained the largest membership it ever had, 123, and has a respectable balance in the treasury, to be devoted to whatever will best advance the interests of wheelmen. I understand a meeting will be called in September for the purpose of considering what work it is best to take up.

August 19, 1889.

DORSON.

## OFFICIAL VOTE OF THE CONNECTICUT DIVISION.

Below is the official announcement for the vote of the Connecticut Division L. A. W.:

## FOR CHIEF CONSUL.

David J. Post, Hartford .....	249
Calhoun Latham, Bridgeport .....	37

## FOR VICE-CONSUL.

L. A. Miller, Meriden .....	190
C. E. Moore, Bridgeport .....	88

## FOR SECRETARY AND TREASURER.

E. A. DeBlois, Hartford .....	279
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## FOR REPRESENTATIVES.

Joseph Goodman, Hartford .....	275
F. W. Atwater, Bridgeport .....	264
T. W. Gillette, Danbury .....	273
A. G. Fisher, New Haven .....	200

—Hartford Courant, August 21, 1889.

Riverside Wheelmen's runs: August 23, moonlight run, 7:30 P. M.; August 25, Seaciff, start at 8:30 A. M.

Wm. Schmid, a Brooklyn wheelman, reached Rutland on Friday last, having ridden from Hoosick Falls.

Geo. M. Nesbitt and C. F. Cross, N. Y. B. C., will leave Sept. 1st for a two weeks' trip in the Berkshires.

The United States will be the League Headquarters at Hartford. A special rate of \$2.00 per day will be made.

The Bay State Bicycle Club will hold a tournament at Worcester, September 14. There will be a bicycle parade in the forenoon.

E. R. Pidgeon, of Westport, Conn., and Grant Riley, of Medea, Pa., joined the Scranton tourists at Newburg and accompanied them to New York.

The Berkeley Athletic Club have arranged a splendid programme for September 7. It is probable that Willie Windle will give an exhibition of fancy riding.

It has been finally decided to run the K. C. W. 25-mile handicap road race, open to club members only, on Labor Day. An attempt will be made to beat the Irvington-Milburn record.

The Scranton tourists decided to wind up at New York. After spending Wednesday at Coney Island, all but two of the men took train for Scranton. They were wore out with sightseeing, riding and hospitality.

The Scranton tourists arrived in Newburg on Saturday last. The left Hudson Tuesday morning, dining at Rhinebeck. The following are the names of the tourists: J. J. Van Nort, J. W. Nyles, H. C. Wallace, B. P. Connolly, J. A. Spencer, C. W. Silkman, J. A. Fritz, J. B. Van Kluck and Ed. Pryor, all of Scranton.

## MARYLAND'S BOARD OF OFFICERS.

The regular ticket was elected as follows:  
 For Chief Consul .....

For Vice-Consul .....

For Secretary-Treasurer .....

For Representatives: J. Harry Covington, C. E. Fink, C. L. Mitchell, and E. P. Hayden.

A two-mile bicycle handicap was decided at Washington Park on Saturday, last week, with the following result: F. B. Hesse, N. J. A. C., 35 yards, 6m. 14 3-58; S. B. Bowman, N. J. A. C., 60 yards, second; C. M. Murphy, K. C. W., 45 yards, close up; W. W. Zimmerman, Freehold Cyclers, 60 yards, 0; J. W. Schoefer, B. A. C., 25 yards, 0; H. J. Hall, N. J. A. C., scratch 0.

An experienced correspondent writes: "I should advise for a lady riding a Safety to have the saddle pretty far forward, as the knee motion is less conspicuous, and with the saddle way back of the centre I have found although you can spurt a short distance better, still I do not think a rider can keep up the pace. However it is a question that every rider must decide for himself, and the position ought to be like an easy fitting shoe, neither too short, nor too long, but a perfect fit."

DELAWARE WATER GAP, Aug. 21.—Messrs. D. C. Newton J. D. Connor, P. G. Keane, D. H. Thistle, and E. J. Keane of the Manhattan Bicycle Club rode to Cold Spring, N. Y., on Saturday, Aug. 10. They visited all the surrounding towns and places of interest, and on Aug. 17 they started to tour through Pennsylvania. They expect to do some touring through New York State, and then to return to business after a four weeks' vacation, complimenting themselves over the fact that they have covered about 4,700 miles this season.—Sun.

T. C. Johnson and H. S. Birdseye, of Birmingham, Conn., are making a week's tour through New York, Massachusetts and Connecticut. They left Birmingham Sunday night, going to New York by steamer. Monday morning they started on their wheels up the old "Post Road," spending last night at Fishkill. They passed through Poughkeepsie Tuesday morning, stopping at Smith Brothers' for breakfast. They took dinner Tuesday at Hudson, stopping Tuesday night at Albany. Continuing their trip, they will visit Williamstown and Pittsfield, Mass., passing through the Berkshire Hills and so on home.

INFORMATION FOR MR. SHRIVER.

The opposition to the nomination of Frank P. Prial, of THE WHEEL, for an L. A. W. position, is absurd. The only reason his opponents advance in justification of their action, is that Mr. Prial is "in trade." There are at least a dozen Consuls, Vice-Consuls and prominent officials of the premier wheeling body against whom the same objection could be brought—if such an objection was legitimate. But it is not. The trade comprises the back-bone and life of the cycling world. The object is made more ridiculous still, when it is remembered that Mr. Prial is no more "in trade," than is any other of the nominees. He is a professional gentleman—an editor—of excellent character, and one who has done as much to further the legitimate interest of wheeling, as any man in the States. If his nomination results in election, an end to factions may be expected in the circles where it is most rampant.—Buffalo Sunday News.



## FIXTURES.

- August 24, 1889.—Montreal Bicycle Club's Annual Race Meet on the M. A. A.'s new grounds.
- August 24, 1889.—Fifty-mile Bicycle and 1-mile Dwarf N. C. U. Championships at Paddington, Eng.
- August 26-27, 1889.—Virginia Division L. A. W. Meet at Norfolk, Va.
- 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.—Brooklyn Bicycle Club and Kings County Wheelmen's combined run to Massapequa, L. I.
- August 31, 1889.—Monster Run of Brooklyn Wheelmen to Hotel Massapequa.
- August 31, 1889.—Missouri Bicycle Club's Races, at St. Louis, Mo.
- August 31, 1889.—Albany Wheelmen's Tournament. Entries close August 24, with W. B. Phipps, 51 Howard Street, Albany, N. Y.
- August 31, 1889.—Passaic County Athletic Association's Bicycling Tournament at Clifton, N. J., Race Track. Entries close August 20, with Charles Blizard, 318 Gregory Street, Passaic N. J.
- September 2-3, 1889.—Pennsylvania State Division L. A. W. Meet at York, Pa.
- 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.—Handicap Road Race of Westchester County Wheelmen.
- September 3, 1889.—Kings County Wheelmen's 25-mile Club Handicap Road Race.
- September 3-4-5, 1889.—Iowa Division L. A. W. Meet at Des Moines.
- September 7, 1889.—Berkeley Athletic Club's Race Meet at Berkeley Oval, Morris Dock, New York City.
- September 7, 1889.—A. A. U. Games at Brooklyn A. A. grounds; 1-mile Handicap. Entries close August 29, with James E. Sullivan, P. O. Box 611, 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, P. O. Box 611, New York City.
- September 10-11, 1889.—Binghamton Race Meet. Address E. H. Towle, Binghamton, N. Y.
- September 11, 1889.—Eight-Day Tour of the Southern California Wheelmen.
- September 11-12-13, 1889.—Bicycle Races of the Northwestern Tournament Association, at Minnehaha Driving Park, Minneapolis, Minn. L. H. Turner, Secretary, 315 Hennepin Avenue.
- 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 13-14, 1889.—New York State Division Meet at New York and Brooklyn.
- 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 14, 1889.—Two-Mile Championship of America, at Travers Island. Entries close September 7, with Secretary N. A. U., P. O. Box 611, New York City.
- September 14, 1889.—Louisiana Division L. A. W. Meet at Audubon Driving Park, New Orleans, La. Entries close September 10, with R. P. Randall, 54 Baronne Street, New Orleans, La.
- September 14, 1889.—Bay State Bicycle Club's Tournament, at Worcester, Mass.
- September 20, 1889.—Michigan Division L. A. W. Meet at Ypsilanti, Mich.
- September 21, 1889.—Michigan Division Meet races at Detroit, Mich.
- September 21, 1889.—One-and-a-half-mile Handicap, at the Manhattan A. C. Grounds, Eighty-sixth Street. Entries close September 14, with C. C. Hughes, 524 Fifth Avenue, New York City.
- September 21, 1889.—At the Warren Athletic Club Games, Wilmington, Del., 2-mile Bicycle Handicap. Entries close September 16, with W. F. Kurtz.
- September 24-27, 1889.—Hudson County Wheelmen's Races at Spring Valley Fair.
- October 4-5, 1889.—Pennsylvania Bicycle Club's Tournament.
- October 4-5, 1889.—Peoria Bicycle Club's Tournament, Peoria, Ills.
- October 8-9, 1889.—Races at Carlisle, Pa. Address John E. Steel, Carlisle, Pa.
- October 12, 1889.—Three-mile Bicycle Handicap, at Staten Island Athletic Club Grounds.
- October 23-29, 1889.—Race Meet at Macon, Ga.

## EUROPEAN CYCLING FIXTURES.

Germany.—September 15; Hanover, September 8; 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.

## THE HARTFORD TOURNAMENT.

### EXCURSION RATES TO HARTFORD.

The following schedule of reduced rates on the New York, New Haven and Hartford R. R. to the Hartford Tournament, September 2 and 3, will be of interest to wheelmen desirous of attending this truly interesting meet:

From Springfield, \$1.45; Meriden, \$1.00; New Haven, \$1.50; Bridgeport, \$2.00. These rates, of course, include admission to the races.

Parties from Norwalk and Stamford are advised to purchase excursion tickets at Bridgeport.

Mileage books are advisable for visitors from Providence and Boston.

### NOTICE TO RACING MEN.

Owing to the track being engaged previous to the Hartford Tournament, it will be impossible to gain admission to the park until the Saturday before the meet. Wheelmen in training will please take notice.

### THE PARADE.

The parade of the Connecticut Division at Hartford September 2 will be a competition of the various State clubs for valuable prizes offered by the Division for numbers, appearance, drill, etc.

The Charter Oak Park one-mile track at Hartford is, without doubt, one of the fastest cycling tracks in the world. The mile made by Fred. Wood on this track in 1886 in 2m. 33s. was the fastest mile ever made in an actual race. Last year Rowe, on the same track, sprinted the last quarter of the first mile in the lap race in 30s., undoubtedly the fastest quarter ever made on a cycle.

The Berkeley Athletic Club team will have an opportunity to meet the fastest amateurs in the country at the Hartford Meet. The Berkeleys propose to dispute the statement that F. F. Ives, the Meriden flyer, made at Bridgeport, to the effect that the New York boys were due to get badly left at the fall tournament.

Two editions of the Connecticut Road Book, by C. G. Huntington, have been issued and sold by the Connecticut Division of the L. A. W. The demand for the edition was unexpectedly large, and the work will be out of print until next spring, when a new and revised edition will be issued.

F. F. Ives, of Meriden, the former promateur racer, has been fully reinstated by the L. A. W., and will make some of the men hustle at the Hartford tournament.

The Bailey Brothers, of Boston, are anxious to meet the Banker Brothers, of Pittsburg, at Hartford in a race for the amateur tandem championship.

The Hartford Wheel Club men entered for the Hartford races are Forster, the State champion; Cornell, Reid, Dorsser and Harding.

The prizes for the one-mile open handicap race at Hartford aggregate \$300 in value.

The Hartford tournament this year will be a strictly amateur affair, the professional jobbery at Charter Oak Park a year ago having thoroughly disgusted the management.

Every amateur flyer of note will compete at Hartford September 2 and 3.

Entries for the Hartford races close August 26 with W. M. Francis, Box 745.

Large parties are being organized in New York, Boston and Providence to attend the Hartford tournament.

D. J. Canary, the world-renowned fancy rider, will make his first appearance in this country in four years at Hartford, September 2-3.

### OFFICERS OF THE DAY.

Referee—Charles S. Davol, Warren, R. I.

Judges—Charles S. Howard, Boston B. C.; George H. Burt, Connecticut B. C.; F. P. Prial, THE WHEEL, New York B. C. Timers—Charles T. Stuart, J. H. Parker and R. N. Seyms. Scorer—F. E. Eaton. Assistant Scorers—F. C. Burnham and T. W. Saunders. Starter—H. H. Chapman. Clerk of Course—A. G. Gruendler. Assistant Clerks of Course—G. L. Bacon and J. E. Leitz.

## MEET OF THE CONNECTICUT DIVISION L. A. W. AT HARTFORD, SEPTEMBER 2-3, 1889.

TO THE MEMBERS OF THE CONNECTICUT DIVISION L. A. W.:

The Division Board of Officers decided to hold the meet at Hartford during the annual Hartford Tournament, as that event is invariably marked by a larger gathering of League members from throughout the State than could possibly be assembled at any other time or place in Connecticut.

Upon unity and fraternity depends in a great measure the success of the Division's work for the cause of cycling. This, together with the additional inducements we offer to secure a large attendance at this meet, should, we think, result in a notable assemblage of our members.

We shall endeavor to make the promotion of acquaintance and good-fellowship among our members a special feature of this occasion. Further, we shall hope to afford them a more widely extended knowledge of the privileges and benefits conferred by the League of American Wheelmen, and to greatly increase their appreciation of that organization.

In order to thoroughly insure the enjoyment of all who attend this meet, the Division has appropriated \$200 for entertainment purposes, and a very considerable additional sum has been subscribed by Hartford members to make the entertainment more elaborate and complete.

All who make this meet an incentive to a two days' pleasure trip to Hartford will have future occasion to remember it as a season of personal enjoyment as individuals and profitable experience as League members. Come everybody and bring your wheels with you. Reception committees will await your arrival at every train on the morning of September 2. Should you come to town a wheel, members of the committee will be found at the parlors of the Hartford Wheel Club to advise and direct you.

A storeroom will be furnished, with help in attendance, to check and care for wheels. L. A. W. headquarters will be at Room 7, United States Hotel, where you will be welcomed, and where, upon exhibition of your L. A. W. ticket, you will be furnished with a Division badge entitling you to participation in the run and entertainments hereinafter described.

Applications for membership in the L. A. W. will be received by Secretary-Treasurer De Blois, at headquarters,

Room 7, United States Hotel, and any such applicant, properly recommended, upon payment of initiation fee and dues, will receive a Division badge.

You are guaranteed courtesy, hospitality and a good time. DIVISION COMMITTEE.

### EVENING ENTERTAINMENTS.

Promptly at 8 P. M. the evening festivities will begin at Germania Hall with a concert.

During the evening the following programme of music and athletic exhibition will be given. The numbers will be interspersed with speeches by prominent L. A. W. men, and refreshments will be bountifully served:

### PROGRAMME.

Overture, "Fra Diavolo,".....Auber  
Chilian Dance.....Missuo  
Fencing.....Waltz and Heuter  
Cornet Solo.....Chas. P. Hatch  
Boxing.....Elwood and Buckley  
Mandolin and Guitar.....Gruet and Babcock  
Serenade, for flute and horn.....Elwin and Schumann  
Wrestling.....Fahy and Watson

### INTERMISSION.

Spanish Fandango.....Binns  
Xylophone Solo.....Frank Paulisch  
Turning—Instructor, J. Waltz.....Hartford Turnerbund  
"Trovatore".....Verdi  
Boxing.....Fahy and Watson  
"Chink of Gold".....Rollinson

## ALBANY WHEELMEN'S RACES.

All indications point forward to the most successful meeting held by this well-known wheeling organization, as the entries already received include the fastest riders of the day, owing to the valuable prizes given at previous race meets.

The committee include old workers, and is as follows: Wm. B. Phipps, Chairman; Henry Gallien, Treasurer; Jos. C. McClelland, Jos. L. Adrien and John B. Brown.

The prizes and medals represent a value of \$300, and are given below: One-mile novice, gold medal; 1-mile ordinary, open, first, French marble clock; second, racing suit; 1-mile Star, club, first, traveling bag; second, Tolman shoes; 2-mile L. A. W. State championship, \$50 diamond medal; 1-mile team race, silk banner; 1-3-mile safety, open, first, silver cup; second, plush toilet set; 1-mile club championship, gold medal; 1-mile tandem bicycle, first, two gold-headed canes; second, two silver-handled umbrellas; 2-mile handicap, first, French bronze; second, tennis racket; 1-3-mile consolation, plush dressing case.

The entrance fee is fifty cents each to open events, and \$1 to State championship and must be sent to Wm. B. Phipps, 51 Howard Street, Albany, N. Y. The closing of entries has been extended to Tuesday, August 27. F. P. Prial, editor THE WHEEL, will act as referee and handicapper; Judges, P. F. Hanley, Capt. Troy Bi. Club; Joshua Reynolds, Stockport, Rep. N. Y. State Div.; H. C. Foster, Albany Bi. Club; Timers, R. P. Thorn, B. D. Mix, Jos. C. McClelland; Umpires, G. E. Bailly, H. De Ronville; Clerk of Course, Henry Gallien; Starter, J. H. Rothman; Scorers, F. H. Clerishire, J. H. Groot.

The track is one-third mile, and is in prime condition. A mile has been made on it in 2m. 45s., by H. L. Burdick and it is now in better condition than when that time was made.

The run to Hartford is being arranged, and a suitable route has already been selected, which will bring the tourists to Hartford in time to ride in morning parade.

All intending to visit Albany are requested to inform the Chairman of Committee on what trains they will arrive, when they will be met by members of the club and escorted to hotels and racing track.

## BINGHAMTON WHEEL CLUB'S TOURNAMENT.

The second annual meet of the club will be held September 10 and 11 at the Driving Park. The following programme has been arranged:

FIRST DAY.—9:30 A. M., concert from Hotel Bennett balcony by band; 10:30 A. M., parade, disbanding at Court House Square for photographs; 2:30 P. M., races at the Driving Park; evening, programme of entertainment at Opera House.

SECOND DAY.—8:30 A. M., club run from Hotel Bennett—beautiful view of Chenango and Susquehanna valleys; 2:30 P. M., races.

The track is a half-mile clay path. Entries for handicaps and class races close September 2; for other events, September 5. Fee, 50 cents for each event. Address E. H. Towle, Binghamton, N. Y.

### PROGRAMME OF EVENTS.

#### FIRST DAY—SEPTEMBER 10.

One-mile novice; three heats; for wheels of 35 lbs. weight or over.  
One-mile safety; novices; heats; wheels 35 lbs. or over.  
Quarter-mile safety, boys under 12 years.  
Three-mile bicycle lap race.  
One-mile bicycle; Junior Wheel Club, of Binghamton.  
One-mile safety; 2:45 class.  
One-mile bicycle; scratch.  
One mile bicycle novice; second heat.  
One-mile tandem safety; National L. A. W. championship.  
Two-mile bicycle; 6:10 class.  
One-mile safety; scratch.  
One-mile bicycle team race.

#### SECOND DAY—SEPTEMBER 11.

One-mile bicycle novice; third heat.  
One-mile safety novice; second heat.  
One-half mile bicycle, boys under 16 years.  
One-mile bicycle handicap.  
Two-mile safety lap race.  
One-mile bicycle; New York State L. A. W. championship.  
One-mile safety novice; third heat.  
One-half mile bicycle.  
One-mile bicycle; Binghamton Wheel Club.  
Three-mile safety handicap.  
One-mile bicycle consolation.  
One-mile safety consolation.



## RICHFIELD SPRINGS, N. Y., RACE MEET.

For a postponed meeting, the second annual race meet of the Waiontha Bicycle Club, held August 16, was a decided success. The day was a beautiful one. The road and track were somewhat soft, making the time slow in all the races. The Lockport races, the day before, knocked out several men who were to have been here, as they were laid out by the Berkeley Athletic Club boys. However, the following events were decided:

### THE FIFTY MILE ROAD RACE WON BY W. F. MURPHY.

Of the thirteen entries in the 50-mile road race only four started, viz: Wm. and Chas. Murphy, of Brooklyn; W. D. Shoemaker, Richfield Springs, and W. A. Parker, Rome. The Murphy boys were considered likely winners. On the first round the riders came in in a bunch, Wm. Murphy leading, Shoemaker second, Chas. Murphy third, Parker fourth. The time of the twelve miles was 59 minutes. The second round was the same, only that Parker lost a nut off his wheel and had to stop. Shoemaker dropped out. From this time on the interest somewhat subsided. Wm. Murphy won the race in 4h. 31m.; Chas. Murphy second, in 4h. 55m. 30s.

### THE RACES.

In the half-mile club novice there were three starters, Sam. Kinne, J. W. Gibbs and J. F. Miller, and they finished in the above order. Time, 1m. 45s.

The mile novice was a contest of speed between two Utica cyclists, H. C. Burnett and Frank Miller, the former winning in 3m. 33½s.

The 3-mile lap race was won by Schoffer; Fuller second, L. L. Clarke, Berkeley Athletic Club, would have won but for a bad header. Time, 12m. 03s.

W. S. Nicholson gave a beautiful exhibition of fancy riding and won first prize; W. C. Bliss second; W. Shoemaker third.

The 5-mile L. A. W. State championship contest awakened much interest. The two contestants, A. C. Banker and W. F. G. Class, of New York, were hardly ten feet apart at the finish, Banker winning in 10m. 00½s.

Banker and Class immediately started together on a tandem to beat G. H. Crosby and J. J. Sanders, of Utica. They let the Utica boys set the pace to the head of the stretch, when they shot past and won easily in 6m. 46s.

Not content with winning two races in succession, Banker, with Class and Schoffer, entered in the team race, with Robbins, Marquisee and Burnett representing the Crescents, of Utica. The former secured 23 points and the latter 18. In this race Banker made the fastest mile of the day—3m. 13s. Burnett got a severe fall in this race.

The 1-mile safety race was won by August Kinne, of Richfield Springs, in 3m. 45s.; Roberts second, by five feet; W. F. Class third.

One-mile bicycle scratch race.—J. W. Schoffer, N. Y., 3m. 16s.; Marquisee, Utica, second.

The contest between Shoemaker and Kinne for the championship of Otsego County was close until they reached the stretch, where Kinne's spurt won him the race in 7m. 27s.

The 2-mile open was one of the best races of the day. Marquisee again set the pace, with Banker trailing him and Burgess right behind Banker. Banker's spurt was one more too fast for his competitors, and he won the Earlinton in 7m. 50s.

In the half-mile obstacle race two hurdles were placed across the track. The wheelmen had to dismount and climb over the hurdles and mount again. Robbins, of Utica, won; Nicholson second; Shoemaker third. Time, 2m. 06s.

The consolation race was won by Parker, of Rome; Burgess second.

T. R. Proctor, E. M. Earle and E. Cary were the judges, Frank Baird was starter, John H. Shultz, Jr., did the timing, Fred. Bronner was clerk of the course. C. E. Cromby was judge and timer of the road race. President Hinds was everywhere and everything needed to keep the ball rolling.

## FIFTY MILES TRICYCLE RECORD.

At Paddington, August 1, Dr. E. B. Turner, Ripley Road Club, beat the amateur tricycle records from 22 to 50 miles, cutting the previous figures at the latter distance by eleven minutes. Dr. Turner rode 10 miles, 1,650 yards, in the first hour, and 38 miles, 620 yards, in two hours. The records made are as follows:

MILES.	H. M. S.	MILES.	H. M. S.
22.....	1 6 18 4-5	37.....	1 55 4
23.....	1 9 20 3-5	38.....	1 58 47 3-5
24.....	1 12 25 2-5	39.....	2 2 10 2-5
25.....	1 15 32 4-5	40.....	2 5 36 1-5
26.....	1 18 44 1-5	41.....	2 8 58 2-5
27.....	1 21 57 4-5	42.....	2 12 20 1-5
28.....	1 25 9 2-5	43.....	2 15 46 1-5
29.....	1 28 26 1-5	44.....	2 19 19 1-5
30.....	1 31 40 4-5	45.....	2 22 53 2-5
31.....	1 35 15 2-5	46.....	2 26 17 1-5
32.....	1 38 31 4-5	47.....	2 29 34 1-5
33.....	1 41 50	48.....	2 32 42 3-5
34.....	1 45 9 1-5	49.....	2 35 48 3-5
35.....	1 48 24 1-5	50.....	2 38 44 1-5
36.....	1 51 40 4-5		

## PENNSYLVANIA DIVISION L. A. W. RACE MEET AT YORK.

FIRST DAY, SEPTEMBER 2.—One-mile novice, open; half-mile safety, R. D. boys' race, limited to boys not past their 16th birthday; half-mile tricycle, L. A. W. championship; one-mile tandem; fancy riding, ordinary; one-mile safety, L. A. W. championship; quarter-mile ordinary, L. A. W. championship; one-mile team race, three from each club; one-mile club championship, wheels not under 35 pounds (medal must be won three times to be retained); half-mile steepchase.

SECOND DAY, SEPTEMBER 3.—One-mile race, open, 3:20 class; two-mile safety, R. D., open; one-mile Star, open; two-mile tandem, L. A. W. championship; fancy riding, Star; one-mile safety, R. D. club championship, wheels

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

not under 35 pounds (medal must be won three times to be retained); 100 yards slow race; one-mile tricycle, L. A. W. championship; one-half mile, hands off; one-mile consolation.

Gold medals, first prizes; handsome and useful articles, second prizes. The club reserves the right to reject any or all entries. Entries should be sent to the Secretary, Ellis S. Lewis.

## RACES AT PASSAIC, N. J.

At the games of the Passaic County Wheeling and Athletic Association, the following events will be decided: Two-mile team race, teams of three; one-mile safety handicap; one and one-half-mile club race, handicap; one-mile handicap and one-mile novice, scratch.

The track is three-quarters of a mile and will be put in good condition. Entrance fees, 50 cents for each event. \$3 for team race; close August 23 with Charles Blizard, 318 Gregory Avenue, Passaic, N. J. Trains leave on Erie road, foot of Chambers Street, N. Y., at 1 and 1:50 P. M., reaching Clifton, where the track is situated, in forty-five minutes, returning at 5:33 and 6:12.

## RACES AT HAMILTON, AUGUST 21.

SUMMARY.—Two-mile novice.—O. S. Gibson, Hamilton, 7m. 8 3-5s. One-mile, Roadsters.—G. S. Dunn, Hamilton, 3m. 18 3-5s. One mile.—Wm. Carman, Toronto, 4m. 3½s. Half-mile ride and run.—C. J. Connolly, Rochester, first; J. S. Lamont, Detroit, second. One-mile safety.—W. F. Gessler, Niagara Falls, N. Y., 3m. 33 2-5s.; C. J. Connolly, Rochester, second.

## BERKELEY ATHLETIC CLUB TOURNAMENT.

The second annual tournament of this club will be held at Berkeley Oval, Morris' Dock, September 7, 1889, at 2 P. M. The events are:

1. ½-mile Heat Race, open.
2. ½ " Dash, open.
3. 1 " open.
4. 1 " 3:10 class.
5. 1 " 3:00 class.
6. 1 " Safety, Rover
7. 2-mile Tandem, open.
8. 2 " Lap Race.
9. 2 " Handicap, open.
10. 3 " Team Race (three men).
11. 1 " Novice.

Entrance fee, \$1 for one event; 50 cents for each additional event. Entries close September 3, with Dr. W. L. Savage, 10 W. Forty-fourth Street, New York City. Prizes on exhibition at Bidwell's and Spalding's.

## RACES AT PHILADELPHIA.

The annual 10-mile race of the South End Wheelmen was held on Saturday last at the Philadelphia Driving Park. A number of shorter races were run, with the following results:

Quarter mile.—J. J. Bradley, 43s.; R. P. McCurdy, 43 1-5s.; F. Wheeler, 0; C. Wilson, 0; W. F. Stryon, 0. One Mile.—P. Wilson, 3m. 16 3-5s.; O. McCurdy, 3m. 17s.; A. Manning, 0; T. McDougal, 0; H. Green, 0. Half-Mile Handicap.—L. J. Kolb, 1m. 31s.; T. McDougal, 40 yards, 1m. 35s.; A. Manning, 40 yards, 0; T. R. Morrow, 70 yards, 0.

Quarter-Mile Exhibition.—S. G. Whittaker, 40s. Ten-Mile Championship.—L. J. Kolb, 38m. 15s.; R. McCurdy, second.

The officers of the day were: Referee, G. Van Vliet; Judge, A. H. MacOwen; Timer, W. W. Randall; Starter, Louis Doster. Everything passed off in good form, and the meeting was an unqualified success.

## RACES AT CARTHAGE, OHIO.

The following is the result of the events held at the Carthage Fair, on August 20:

Two-mile.—D. V. Knight, 6m. 33s.; W. Foddy, 6m. 34s.; J. M. Rowe, 0; M. Fuller, 0. Rowe would have won but for a fall.

One-half-mile scratch.—R. C. Anderson, 1m. 22 4-5s.; L. Perrin, 1m. 23s.; R. Bakman, 1m. 30s.; F. J. Allsopp, 0. One-mile scratch.—J. M. Holloway, 3m. 9 1-5s.; Charles Roth, 3m. 10s.; A. Hanauer, 3m. 15s.; F. Kappes, 3m. 20s.

Three miles.—V. Perrin, 10m. 7s.; L. Perrin, 10m. 8 1-5s.; A. M. Watter, 10m. 9 2-5s.

One-half-mile, Rover type, Heats.—Heat 1.—Theo. Klauss, 1m. 36s.; A. Arnott, 1m. 37s. Heat 2.—Klauss won this heat and the race in 1m. 37s.; Arnott, 2d. Time, 1m. 40s.

Quarter-mile boys' safety.—Five starters. S. Hooker won in 59 1-5s. Geo. Boutillon, 60s.

Judges, Messrs. Nash, Keck and Meyers. Timers, Green, Nelson and Hall. Clerk, A. A. Bennett. Starter, M. T. High. Scorers, Speth and Goodman.

The tournament at Carlisle, Pa., under the management of the bicycle club of that city, will be held during the fair of the Cumberland Agricultural Society, October 8 and 9. On the first day there will be eight events, viz: One-mile novice, 1-mile open, 3-mile lap race, ½-mile hands off, (for Cumberland County wheelmen only), 2-mile, 6:20 class, 2-mile handicap, 1-mile safety tandem, and 2-mile club team race. On the second day the winners in the following will be determined: One-mile handicap, 2-mile open, 2-mile safety, 10-mile open, 2-mile (for Cumberland County wheelmen), ½-mile open, 2-mile tandem safety. The prizes will be chiefly gold and silver medals.

The Bay State Bicycle Club of Worcester will hold a tournament Sept. 14. There will be nine races, as follows: One-mile novice, ordinary wheel; one-mile novice, Safety; two-mile Worcester county championship race; two-mile team race (three men to each team, teams entered by clubs); one-mile Safety, handicap, open; one-mile ordinary, handicap, open; three-mile lap race, open; one-mile ordinary, open; one-mile safety, open.

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

## ODDS AND ENDS.

A Y. M. C. A. cycling club was organized at Cleveland August 20.

The Delaware and Hudson Canal Co. R. R., Pennsylvania Division, will carry wheels free in the future.

A "tricycle-cab" is plying for hire in Berlin. It is propelled by two riders, and carries two passengers.

All racing men should enter the Berkeley Club's races. Their track is the fastest in the vicinity of New York.

The Long Island Cycle Co. have secured new quarters at 1224 Bedford Avenue, a much better location than their old stand.

The New York *Engineering and Building Record* is doing much good work in agitating the matter of improved pavements.

With the introduction of asphalt pavement, New York City will become the greatest cycling centre in this country, and in time, in the world.

The Philadelphia *Item* of Sunday last published a two-column obituary notice of "Jack," being material from *THE WHEEL* and *Bicycling World*.

The Scranton tourists arrived at Poughkeepsie on Tuesday, and were entertained by the Poughkeepsie Bicycle Club. They had a mileage of 487 miles.

Wm. Van Wagoner and Arthur Cummins are reported to have ridden the 7½-mile drive at Newport in 25m. 05s. on a tandem bicycle. The trial took place on Thursday.

At the parade held at Hamilton, Ont., on Wednesday the Niagara Falls Bicycle Club was presented with two prizes for having the largest number of uniformed men in line.

Thirty members of the N. Y. B. C. will go to Staten Island on Sunday by special tug boat. They will wheel over the roads of the island, bathe, dine, and have a good time generally.

Tuttle, of the Illinois team has been exhibiting rare form of late, doing a practice mile last week in 2m. 40 1-5s., and the Illinois Club men do claim that he will show Lumsden his little wheel in Saturday's match.

C. M. Fairchild, of the Louisville Cycling Club, whose New Orleans to Boston trip of some years ago made him known considerably in the cycling world, has committed matrimony. Mrs. Alice Rice is the lady.

Negotiations are pending between a well-known Chicago wheelman and a large publishing concern for a trip of the Stevens order, in which both North and South America and all the countries of the other hemisphere will be thoroughly "done" and written up.

Chicago is considerably exercised over the five-mile team road race between the Chicago and Illinois Cycling Clubs, which is fixed for to-morrow. Lumsden, Winship, Van Sicklen, of the Chicagoes, and Tuttle, of the Illinois Club, the flower of the Breezy City's racing talent, will meet in the match, and the Chicago boys are on tiptoe over the great sport that is promised.

AT QUEEN'S, L. I., August 17.—On Lloyd's track: Open amateur one-mile handicap. First trial heat, L. R. Dougherty, Jr., Queens B. C., 135 yards, 3m. 58s.; G. W. Donner, Q. C. W., 135 yards, second by two yards; H. Quartrup, Q. C. W., 100 yards, third; J. H. Hanson, N. Y. B. C., 75 yards, fourth. Second trial heat, W. C. Heydecker, N. Y. B. C., 100 yards, 2m. 59 4-5s.; W. Schumacher, Berkeley A. C., 25 yards, second by a foot; G. Boyce, Queens B. C., 115 yards, third. Final heat, Schumacher, 3m.; Heydecker, second by two yards; Dougherty, third by three yards; Donner, fourth.

Last year gallons of milk were spilled over the Greenwood-Wells hill climbing contest, and few drops only were necessary to report the result. The same thing will happen this year over the Greenwood-Banker contest. We will report the match when it is ridden. One contestant more takes place in St. Louis and one in Pittsburgh, with the decisive hill on neutral ground; loser to pay all railroad fares and hotel expenses of winner, and to purchase him a gold medal valued at \$50. The men should race for a trophy, and should each pay their own railroad expenses, to a place mutually convenient. If they can't pay their own expenses they should stay home.

### A CENTURY RUN.

Three members of the Missouri Bicycle Club, Lieut. G. F. Peckham, Jno. Hurck and C. H. Peck, succeeded in covering 100 miles on their bicycles Sunday. The start was made at 6 A. M., from the Missouri's club house, and the total time was twelve and one-half hours. Three hours were taken for dinner and various stops for resting, thus making the actual riding time nine and one-half hours, which is very good considering the condition of the road. The participants had prepared themselves for some time for the long ride, and as a consequence no ill effects were felt, and all of them were at their desks as usual the next morning. Oscar Williamson started out with the intention of covering the full distance, but gave out at sixty miles. The run is a very trying one, and proves that the Missouri Club boasts some of the best road riders in the city.

Chicago Cyclists are circulating a memorial among the brethren for signatures, which will be presented to Ald. Cullerton, the parent of the bell and lamp resolution. In the preamble it states among other things that cyclists while lawfully riding along the streets day and night are frequently attacked by vicious dogs and that the brutes are a constant menace to wheelmen; that they have caused a number of serious accidents to citizens and taxpayers and may cause many more. Therefore, the cyclists respectfully represent unto Ald. Cullerton that inasmuch as he, said Cullerton, has championed the interests of wheelmen and gained distinction thereby he will further distinguish himself by introducing a resolution in the city council providing that an ordinance be passed compelling owners to provide their dogs with an automatic bell by day and a lantern by night, to the end that wheelmen may know when his dogship is around in time to dismount and hide. This will be a reasonable limitation on the privileges of the dogs, and will serve to aid wheelmen in escaping headers and hydrophobia.—*Tribune*.

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. \*\*\*



## ASPHALT AND GRANITE.

One of the most interesting paragraphs in Capt. Francis V. Greene's instructive article on "Roads and Road Making," in the current number of *Harper's Weekly*, is that which he devotes to the subject of ease of traction on city pavements. The results stated are derived from experiments made by several engineers to ascertain the force required to draw a given load upon various surfaces. It is found that to draw a load of one ton on iron rails laid upon level ground a force of ten pounds was required. The force in pounds required to draw the same load upon level pavements of various kinds is thus stated by Capt. Greene: Asphalt, 15; wood, 21; best stone blocks, 33; inferior stone blocks, 50; average cobblestone, 90; macadam, 100; earth, 200.

This demonstration has a direct and important utility in determining what kind of pavement should be laid in the City of New York with the appropriation made by the Legislature. Capt. Greene makes the following comment: "For instance, in the City of New York it is estimated that there are 12,000 trucks, carrying an average load of one and a half tons for twelve miles on each of 300 days in the year, at an average daily cost of \$4 for each truck. The result is about 65,000,000 tons transported one mile in every year, at a total cost of \$14,400,000, or at the rate of over twenty-two cents per ton mile. The excessive nature of this charge is seen when it is remembered that the same goods are now carried by rail at six-tenths of one cent per mile. On asphalt or wood pavements the same horses could transport a load three times as heavy as on the present rough stone pavements. If the saving in transportation is proportional to the load carried it would amount to nearly \$10,000,000 per annum. It is safe to say that at least one-half of this amount would be saved by substituting smooth pavements for those now in use in New York."—*New York Times*.

## NEW TRICYCLE DRESS.

Those who like exercise on a tricycle will be glad to hear of a new costume especially designed for this purpose. It is made in tweed or cloth, the model is of a grayish brown check, a very serviceable color as not showing dust, the plain skirt full at the back and plaited in front. The novelty of the costume lies in the fact that the foundation on which it is made can be let down longer when the wearer is on the machine and shortened again for walking, this being accomplished by a simple arrangement of buttons and cord; thus, when cycling, the skirt is let down and covers the feet, when on the ground raised again to walking length. The bodice is cut as an ordinary Norfolk jacket, with a belt securing the plaits, and is lined with sanitary cloth.—*London Telegraph*.

## FINED FOR SIDEWALK RIDING.

SALEM, Aug. 12, 1889.—The case of Dr. W. W. Eaton, of Danvers, for riding a tricycle on the sidewalk in violation of a town by-law, was called in the District Court this morning. This was brought as a test case as to the validity of the by-law. Dr. Eaton admitted riding on the sidewalk to visit a patient, but he did not think that the law was in force, although he afterward learned that it had been posted. He thought he had a right to use the sidewalk as long as he did not interfere with any one else. The Court held that the laws were made to protect pedestrians, for whom the sidewalks were built, and it was only necessary to show that the town had passed a by-law and that the Superior Court had approved it, and he therefore fined the defendant \$2 and costs. Case appealed.

A road race was held at Providence on Thursday.

The K. C. W. will hold a club handicap road race on either Labor or Election Day. The race will be run at Irvington-Milburn.

The North Adams, Mass., Wheelmen, at their annual meeting, August 2, chose the following officers: President, Harry G. Pierce; Vice-President, Walter S. Evans; Secretary, John B. French; Treasurer, F. H. McKee; Captain, George E. Patton; First Lieutenant, Eugene Smith; Second Lieutenant, John Jones; bugler, R. W. McLaren.

Races will be held at Montreal to-morrow.

**GOOD BICYCLE REPAIRER** can find steady work at H. W. Higham's, 905 G Street, N. W., Washington, D. C.

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

**FOR SALE**—Two Experts; 56-inch, \$70; 54-inch, \$75; 54-inch National, \$60; all in fine condition. Brown & Greenleaf, Cambridge, Mass.

**FOR SALE**—A Springfield Roadster in A1 condition; ball bearings; has been used very little. Address John C. Robbins, Oneida Square, Utica, N. Y.

**Second-hand Machines**, many like new, prices reasonable. Wheels to rent. Repairing and nickeling. Note our change of address.

**NEW YORK BICYCLE CO.,**

No. 4 East 60th Street, Fifth Avenue entrance to Central Park.

## THE CYCLING EVENT OF THE YEAR.

Hartford Wheel Club Tournament,

CHARTER OAK PARK,

September 2 and 3, 1889.

GOOD TRACK.

FAST TIME.

EXCITING RACES.

COSTLY PRIZES.

Special Engagement of the Distinguished Fancy Rider,

**D. J. CANARY.**

Entries close August 26. Entry Blanks mailed on application.

W. M. FRANCIS, Sec'y,

Box 745, Hartford, Conn.

## 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 CHEAP 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.

## SECOND ANNUAL

## Race Meet

OF THE

BINGHAMTON WHEEL CLUB,

AT

BINGHAMTON, N. Y.

September 10 and 11, '89

TWELVE EVENTS EACH DAY,

INCLUDING

The One-mile Tandem Safety, National L. A. W. Championship, the first day.

One-mile New York State L. A. W. Championship, on the last day.

Entries for handicaps and class races close September 2; all others September 6.

ENTRANCE FEE (for each event), 50 CENTS.

Address,

**E. H. TOWLE,**

Chairman Race Committee.

Two-Mile L. A. W. State Championship

WILL BE RUN AT

**THIRD OUT-DOOR TOURNAMENT**

OF THE

**ALBANY WHEELMEN,**

TO BE HELD AT

**RIDGEFIELD ATHLETIC CLUB'S GROUND,**

SATURDAY, AUGUST 31st, 1889.

1. One-mile Novice.
2. " Ordinary (open).
3. " Star (club).
4. Two-mile L.A.W. State Champ'nship
5. One-mile Team-race (open).
6. One-third-mile Safety (open).
7. One-mile Club Championship.
8. " Tandem (open).
9. Two-mile Handicap (open).
10. One-third-mile Consolation.

**ELEGANT GOLD MEDALS AND COSTLY PRIZES.**

Entrance fees, : 50c. each to open events; State Championship, \$1.

Entries close on Saturday, August 24, 1889. Address to

**WM. B. PHIPPS, Sec. Com.,**

51 Howard Street, Albany, N. Y.

## 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.

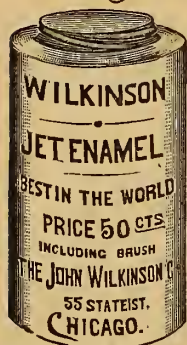


FRONT VIEW



BACK VIEW



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IN THE  
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AMPLE CAN BY MAIL, - 65c.

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It is a good seller and gives perfect satisfaction.

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Seines, etc.

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COLD DRAWN,  
SMOOTH INSIDE AND OUTSIDE,  
**FOR CYCLES.**

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**BARGAIN.**—Royal Mail, 53-inch; nickel, except rim and spokes; excellent condition. Owner, 104 Hudson Street, Jersey City. 8-23

**FOR SALE.**—52-inch Expert Columbia, full nickel; Kirkpatrick saddle; king of road lamp; \$65. W. H. Ellis, Waverly, N. Y. 8-23



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

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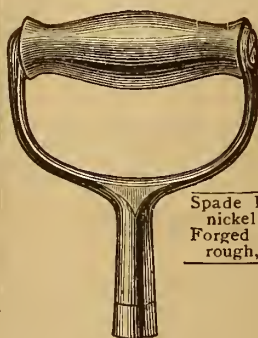
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**JOHN BERRY, - - Manager.**

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HIGH GRADE REPAIRING A SPECIALTY.



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**Bicycle Handles of Every Description.**

**BICYCLE TIRES, PEDAL RUBBERS, Etc.**

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

**Mould Work of any kind solicited.**

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**NEW MAIL SAFETY.**

Only Safety with Trigwell's Ball-Head Spring Fork.  
Very easy, and preventing vibration. Tangent spokes.  
All parts interchangeable. Rear wheel 30, front 32 inches.  
Gear, 54.

**QUADRANT SAFETY.**

The lightest and strongest full roadster Safety at the  
"Stanley Show, 1889." Simple and perfect adjustment to  
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both for height and weight. Rear wheel, 26 inch; front,  
30 inch. Gears 52 and 55. Weight, 43 lbs.

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*For country and seaside get one of  
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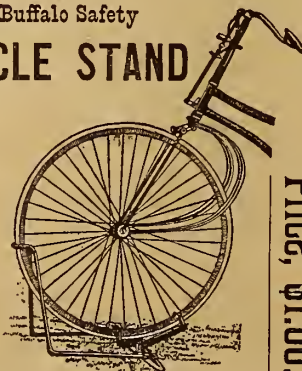
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**FOR YOUR SAFETY.**

The Buffalo Safety  
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Firm, Strong, Portable.



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<b>Caps.</b>	League Regulation.....	\$1.25
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Send for Catalogue Knit Racing and Training Suits.

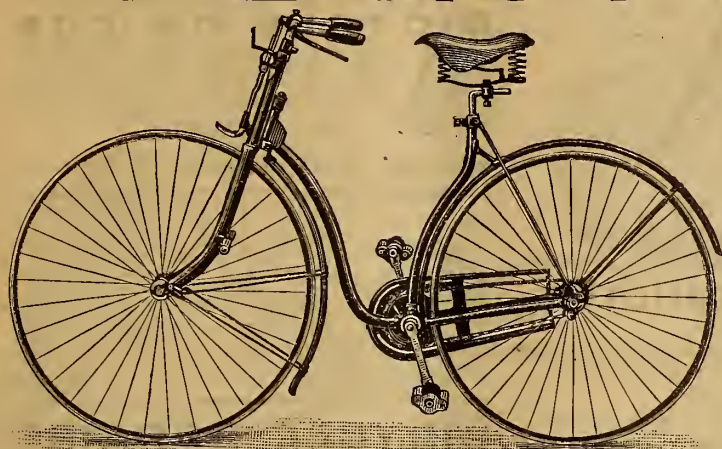
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World's Record, half mile---1 min.  
9 2-5 sec.,

On the Road, beating all track records.

The first Safety to accomplish  
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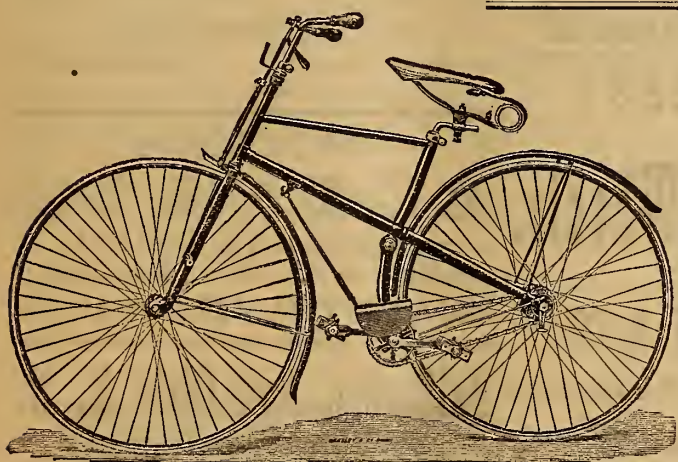
Both of these records were accomplished by  
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For price list containing particulars of Rational Rover, Ladies' Rover, New Light Rover, Popular and Universal Rovers, and including press notices and testimonials for 1889, apply to

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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**.

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**FOR SALE, EXCHANGE, WANTS.**

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

48-INCH EAGLE, full nickel, new one month ago, ridden 50 miles only, absolutely a new machine; price \$75; full nickel finish. Chas. Schwalbach, Prospect Park Plaza, Brooklyn. t-f-c

BICYCLE FOR SALE.—50-inch Rudge, enameled, ball bearing, fish saddle, drop handles, and in fine condition. Price \$50. F. Fries, 624 E. Ninth Street, New York City. 8-30

WANTED.—Cyclometer for Safety, (Butcher preferred), also lamp. State particulars and lowest price. Geo. H. Short, 27 Warren Street, New York. 8-30

BARGAIN.—1889 Rover Safety, all balls, all steel, scarcely used, perfect order, for \$90 cash. Address Lincoln Holland & Co., Worcester, Mass. f-o-b

COLUMBIA LIGHT ROADSTER SAFETY, Lakin cyclometer, luggage carriers, perfect condition, \$115. T. L. Ingram, Columbus, Ga. t-f-c

FOR SALE.—52-inch Expert Columbia, with Butcher cyclometer, in good condition, ridden only 500 miles, will sell for \$85, or will exchange for a Safety. W. T. Baird, P. O. Box 2180.

BARGAINS.—54-inch Expert, cowhorn bars, T handles. Lillbridge saddle, tires excellent, enamel finish, good condition, \$45; 50-inch Victor Light Roadster, new in May ridden 200 miles, excellent condition, \$85; American Rambler Safety, 1888 pattern, excellent condition, \$85; new Victor Safety at a sacrifice. Box 231, Lewisburgh, Pa. 9-27

FOR SALE OR EXCHANGE.—53-inch Columbia Light Roadster, '88 pattern, in fine condition, \$80. Standard cyclometer to suit same, \$5 extra. G. M. Clapp, 378 Greenwich Street, City. 8-30

FOR SALE.—Columbia Light Roadster Safety, like new, for \$125. 50-inch Extraordinary Challenge, balls all round, good order, for \$30. G. M. Clapp, 378 Greenwich Street, City. 8-30

56-INCH VICTOR AND 56-INCH ROYAL MAIL, both in fine condition, for sale cheap or exchange. Address Lock Box 76, Wappingers Falls, N. Y. 8-30

NEW WHEEL.—51-inch nickel Special Star; hollow frame, ball bearings, power traps, cowhorn bar, spade handle, cricket saddle, ridden 3 weeks, cost \$150.50, sell "way down." Write to Lock Box 45, Bainbridge, N. Y. t-f-c

COLUMBIA TANDEM SAFETY—Run but little, in perfect order, balls all around. Price \$160. Address L. B. Sutton, New Canaan, Conn. 9-6

FOR SALE.—50-inch enameled American Champion bicycle; spade handles, balls all over. In use two years, but in tip-top order all the same. Tires and nickeling show wear, that's all. Price \$60.00. R. G. Betts P. O. Box 444, N. Y. City.

BARGAIN.—If you want to buy a 52-inch Expert Columbia, nickel forks and backbone, balls to both wheels, in good shape, write Welch & Rogers, Bainbridge, N. Y. 8-16

A BARGAIN.—48-inch Special Star, '88 pattern, two-third nickeled, balls to small wheel, has power traps, cyclometer, lantern, foot rest, spade handles, tools and bag, tires somewhat cut, finish fine order. Price, \$75.00. 9-6

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\$135.00 SAFETY, balls all around, best steel tubing, highest grade, new wheel, guaranteed for one year, for \$75.00. This isn't one of the cheap American wheels made of castings, but strictly A. Circular free. Want a good 42 or 45 Special Star cheap. Cycles taken in payment for Books, Type-Writers, Organs, etc. Best Second-Hand list in this country. John G. Zook, Lititz, Pa. 9-6c

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HUBBER TANDEM TRICYCLE, in good order, new last year, balls all over, \$125.

53-inch Star, all nickel, very good order, \$60.

55-inch Columbia Light Roadster, nickel-plated backbone and forks, balls to both wheels, \$65.

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56-inch Expert Columbia, full nickel, all balls, as good as new, \$90.

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56-inch full nickled Expert; all balls; lamp, bell; been used only 200 miles, very good order, \$90.

VICTOR SAFETY, last year's, with lamp and cyclometer, very good condition, \$110.

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**GILLOTT'S STEEL PENS****ARE THE MOST****PERFECT.****The B. F. Goodrich Co.**

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24-inch

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**SAFETY BICYCLES**

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Small Boys' 20 in. wheels, with parallel bearings...\$25.00  
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Ladies' or Men's 30 in., ball bearings to both wheels, 75.00  
Ladies' or Men's 30 in., ball bearings ALL OVER... 90.00  
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**QUICK SALES!****Second-Hand Wheels.**

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**BICYCLE REPAIRS**

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

**BENNETT & HALE,**  
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**SMITH'S SAFETY CARRIER.**

Price, \$1.50.

This is the Only Luggage Carrier that will

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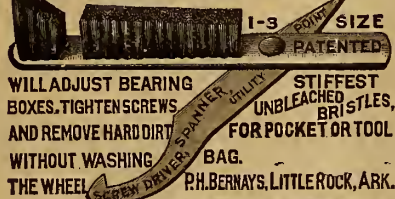
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