

THE WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY

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INDIANAPOLIS, IND., JULY, 1888.

50 cents per Annum.

PROMPT.

ness has always been one of the Pope Mfg. Co.'s business principles, but unprecedented demands for the Veloce and Light Roadster, have, notwithstanding that the Columbia factory was for several months run overtime, made it impossible to make as uniformly prompt

SHIPMENTS

of these machines as is our custom. Any size and finish of the Light Roadster can now be immediately shipped, and riders and agents may also feel

ASSURED

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THE FAMOUS, STAUNCH,
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* Rudge * Light * Roadster * Bicycle.
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(Yost & McCune Patent.)



This is an absolutely safe wheel which retails for \$75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

— THE — 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added, if they so desire, at the additional cost of \$25.

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L. A. W. races, Baltimore, June 19, 1888. The Springfield Roadster scored three victories, two-mile safety by J. Fred. Midgley, half-mile dash and three-mile handicap by W. E. McCune.

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ABSOLUTELY SAFE, SPEEDY. THE BEST HILL-CLIMBER AND ALL AROUND ROAD WHEEL EVER OFFERED TO THE PUBLIC AT A MODERATE PRICE. CATALOG FREE.

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252	52	65.00	271	50	50.00
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255	53	55.00			75.00
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Order quick, as these prices can not be duplicated.

Largest Retail stock of Bicycles
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DO YOU WANT TO BUY A TRICYCLE?

See advertisement of that Victor Light Roadster
on Page III of this issue.

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AND

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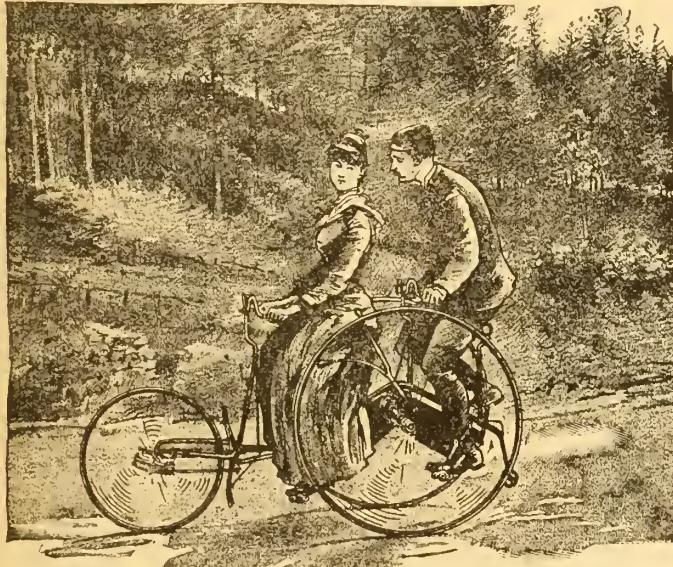
Are manufacturing the most beautiful line of Bicycle and Athletic Garments in the country, from the finest Worsted Jersey Stock. Made in Jerseys, Tennis Coats, Sweaters, Knee Tights, Knickerbockers, Full Body Tights, and Pants, tastefully trimmed and elegant fitting with trunks and hose to match the color of the garments, and all selling at very reasonable prices. References to hundreds of the best clubs throughout the country who recommend our garments as unequalled for comfort, durability and good taste. Send for our catalog of prices and styles.

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

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

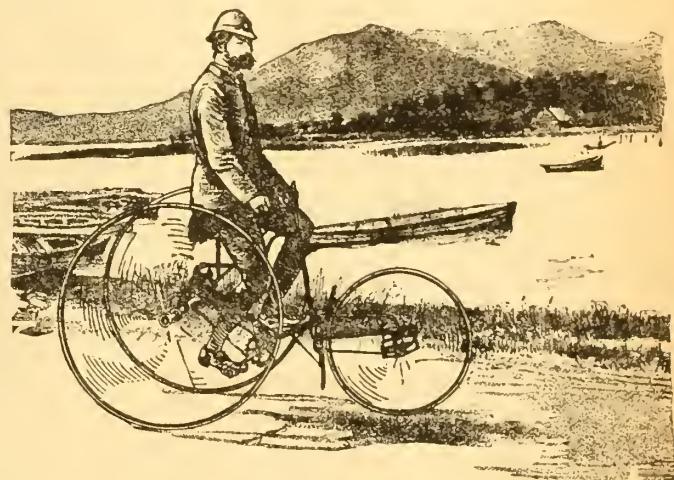


"It is the hour when from the boughs,
The nightingale's high note is heard.
It is the hour when lover's vows
Seem sweet in every whispered word."

QUADRANT TANDEM No. 15.

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

THE FASTEST AND BEST HILL-CLIMBING TANDEM
EVER BUILT.



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

QUADRANT TRICYCLE No. 8. For Gentlemen Only.

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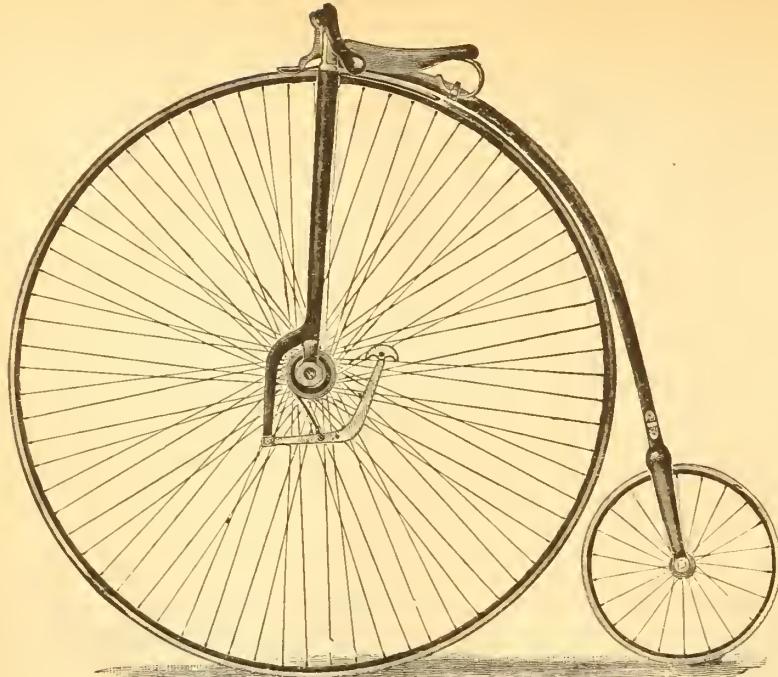
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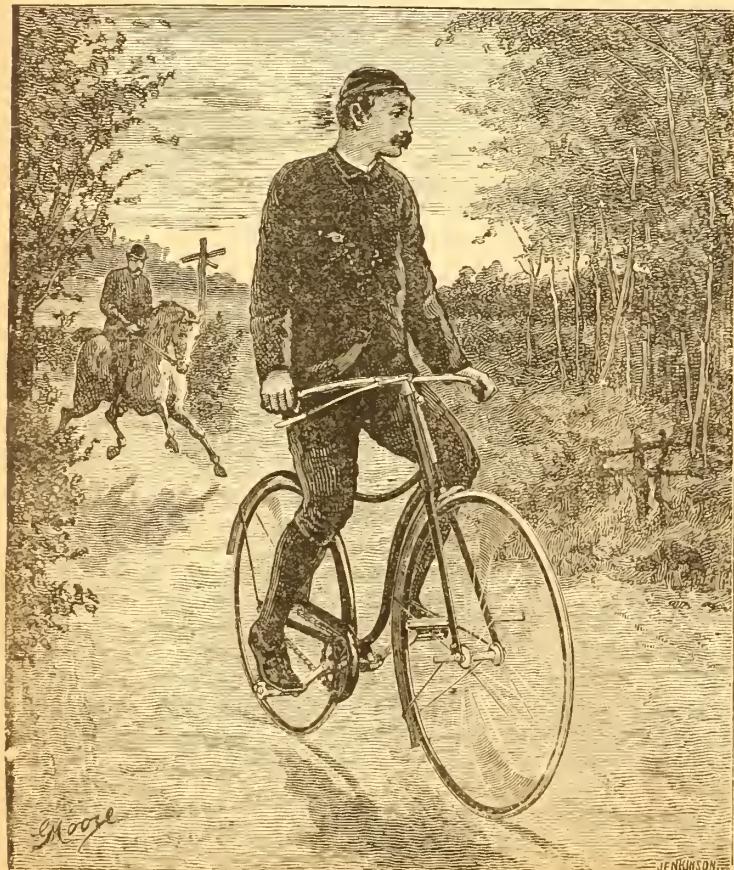


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**Victor
Light Roadster**

TRICYCLE

1887 PATTERN.

Been ridden about six months. In good condition, no parts broken or rusty. Balls all over. Bran new tires just put on all round.

Will sell for cash or on time.

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Wheelmen's Gazette,

INDIANAPOLIS, IND.

THE

“ROVER”

For 1888.

LORD BURY WRITES:

“I HAVE MUCH PLEASURE IN SAYING THAT YOUR ‘ROVER’ IS A VERY PERFECT MACHINE.”

STARLEY & SUTTON,

“METEOR” WORKS,

West Orchard,

Coventry, England.

—THE— WHEELMEN'S GAZETTE.

VOL. III.

INDIANAPOLIS, IND., JULY, 1888.

No. 7.



THEY were all gathered in the club room : the Captain, the Secretary, Poet, Racing-Man ; all of them telling of their wonderful achievements during seasons past. As the Club Liar listened he grew sad with the realization that others were encroaching upon his field of work, and for some time he seemed wrapped in deep reflection.

The Captain was just making a remark, indirectly complimentary to himself, about the systematic managing of the Indiana tours, when the Club Liar said :

"It is my opinion that you don't want too much officering and bossing on a tour. When you get a whole crowd of wheelmen together, all from different places, the best way to have them all get acquainted and enjoy themselves is to go in free-and-easy, and not have too much order and red tape. What might have been the best little tour of last season was completely spoiled by too much officering.

"The crowd met at Rushville, and it was made up of small parties from Tipton, Richmond, Newcastle and several other towns; five squads in all, according to my recollection. Each one of these crowds had its full set of officers: Captain, First Lieutenant, Second Lieutenant, Pace-Maker, Bugler and every other kind of officer ever heard of. Well, when I found out how the thing was arranged, I just went to those five Captains and kicked like a Kangaroo Safety; I told them there would be trouble, and enough trouble to bust up the tour before it was half over, unless they decided among themselves which one was going to be grand boss. So they drew lots, and the Captain from Richmond got the shortest, and all the rest abdicated.

"I felt relieved when I got the affair straightened out, and I didn't find how mistaken I was until the tour started; then it was easy enough to see, I had tackled the officer question at the wrong end. It would have been several million times better if I had consolidated those five Buglers into one and left the harmless Captains alone. Every one of those buglers had a different signal code and each one insisted that he was right, and so we had a variety of music on the first day. If the Captain would give the order "single file" the first Bugler would blow two long notes, and the second man would give one long blow and a sickly wheeze, the third man would give two sickly wheezes and a long blow. And so

it would pass along down the line to the fifth Bugler, who would waft three long snorts upon the summer breeze, and then brace up and pedal along with the air of a man who had performed a solemn duty. The boys stood this sort of thing for the first day, but along in the afternoon a good many of them came to me with tears in their eyes and asked me if I could n't figure out some way to rid them of those maddening buglers.

"I told them that while I was n't exactly prepared to favor extreme means, like assassination, I would try to work on the feelings of the Buglers and induce them to relent a little. So I went to them, as soon as we had stopped for the evening, and I asked them frankly, if they could n't agree, among themselves, to have one man do all the bugling in the future. They seemed reasonable enough, much more so than I had expected, and they agreed to hold a little council of five and arrange matters satisfactorily for the next day.

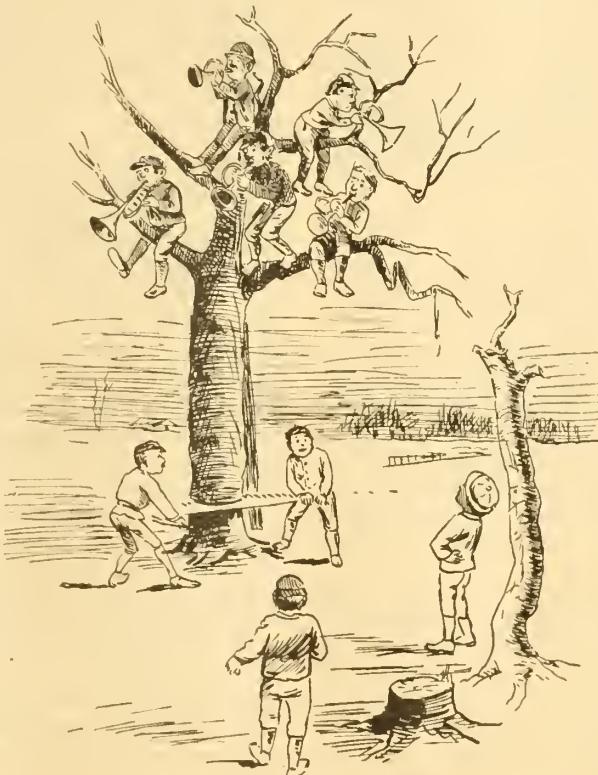
"In a little while one of them found me in a crowd of the boys and called me aside. He said that they had been unable to agree upon one person to do all the bugling; they had taken four ballots and every one had resulted in a tie. I expressed some surprise at this until he said that each man received one vote, then I saw how it was. But they had arranged matters in good shape, he said. They had agreed upon a uniform code of signals, which they were going to practise upon after supper. I was about to suggest that there was a good place to practise eleven miles down the road, when he left to join his fellow criminals.

"We had just finished supper and were in the reading room of the hotel, discussing the relative merits of the prominent racing men, when a weird, querulous—I think that's the word to use—a weird, querulous snort filled the whole building, and caused many of the boys to stagger to their feet and look quickly about them for a place to hide, In another moment we heard a voice in

the front room just above us say 'dismount now,' then the sound came again, only there was more of it and it lasted longer. It consisted of two long groans and a short, asthmatic gasp. In the silence that followed we could distinctly hear the same cool, villainous voice say, 'Well, boys, that's better.'

"The Captain of the crowd at once suggested that we get out of there and go over to the other hotel, but I said, 'No.' I told them that this was no time for compromising measures; something had to be done, and, as if to emphasize the remark, there came another bugle-call floating on the atmosphere.

"The boys did n't require much urging; they all gathered around ready to follow my lead, and even the landlord and bell boy came in and offered their assistance, which we accepted, and then we made a



grand rush up the staircase and down the hall to parlor No. 1. The door was locked, but the landlord said it would be all right to break it down under the circumstances. So down she went, and as we rushed in, the last bugler with his toot under his arm disappeared out of the window and down the fire escape. We gave chase, for our blood was up by this time, and we d.d n't propose to let any guilty man get away. For a little while we lost the trail, but we heard them over in a lumber yard and we star ed after them, but they were on to us before we got there and were well on their way toward a small clump of timber about a half-a-mile beyond. We reached the timber on the jump and found the buglers up in a tree, practising on the 'Prepare to mount.'

"We surrounded the tree and one of the crowd started back to the lumber yard to get an axe and a cross-cut saw so that we could get at the buglers and have a settlement. I guess they suspected what we were up to, because one of them called out:

"Hello, down there! Are you fellows just in fun, or do you mean fight?"

"Fight!" yelled back every man in our crowd.

"Fight it is then, with everything fair! Let's give 'em a tune, fellows, "Papa's Baby Boy" will do for a starter. Gentlemen, are you ready? One, two, three, go!"

"They went, and so did we, too, for there is a limit to human endurace and the limit is considerable distance this side of 'Papa's Baby Boy' played on five bicycle bugles. Some of the boys struck for town across lots and the others rushed down the road, scattering gravel and sprinting records in every direction. When we got together around the hotel, we took a vote and decided to bust up the tour. So we knocked a few spokes out of the bugler's wheels, in a playful way, and each squad started for home.

"That is why I remarked you don't want too many officers in a bicycle crowd, and in view of some of the tough stories I have been listening to this evening, I would like to remark that if everybody in this club is going to try to carry the duties and responsibilities of the Club Liarship, I am going to resign and break up the club."

California News.

A VERY successful century run of the Bay City Wheelmen Club, of San Francisco, took place on Sunday, May 20, 1888.

The course was from San Francisco, through San Mateo County, to San Jose, and return by the same route. Distance, 104 miles.

The roads are level for nearly the entire distance. There are about two miles of hills in the vicinity of San Francisco, the grade on the remainder of the road is hardly great enough to be classed as rolling, where it is not quite level. The road is gravel almost all the way and affords good riding. The condition on the day of the run was somewhat dusty, but good with the exception of about five miles, which may be classed as poor riding. The only walking is in the vicinity of San Francisco; about half-a-mile each way on account of a steep hill.

Start was made from San Francisco soon after five o'clock A. M. Fifteen members of the club showed up, which was much less than was anticipated, caused principally from the fact that no extensive arrangements had been made for the run or persuasions urged on individual members, and partly because of the races to come off ten days later, for which some of the members were training.

The names of the starters are as follows: P. A. Libby (Captain), E. Fahrbach (President), R. M. Welch (Chief Consul), D. V. Callahan, E. H. Pogue, S. W. Gilmour, W. H. Martin, W. A. Searle, Charles Euter, R. W. Turner, H. W. Burmester, J. J. Bliss, C. Middlehoff, J. J. Cox and Lieutenant Plummer.

First stop at San Bruno, thirteen miles, 6:30 A. M.; next stop at Redwood City, twenty-eight miles, at 8 A. M., one hour for breakfast; next stop at Mountain View, forty miles; arrive at San Jose, fifty-two miles, 11:40. A M., all present, one hour and twenty-five minutes for dinner.

A strong head-wind was encountered on the return trip, and stops were made at Union House, eight miles, 2:10 P. M.; Mountain View, 2:35; Mayfield, 3:20; Redwood City, 4:15; Milbrie, 6:10; San Bruno, 6:40; San Francisco, 8:30. All present except Burmester, who had an accident to his machine near Redwood City, through being driven from the road by drunken buggy drivers; and Martin,

who broke the backbone of his machine near San Bruno; Burmester took train home; Martin completed the distance on foot.

Following is a tabulated statement of the ride:

Distance ridden	102½ miles.
" walked	1½ "
Total distance wheeled	104 "
Time riding	10 h. 35 m.
" walking	25
" resting	4 20
Total time from start to finish (5:10 to 8:30)	15 h. 20 m.
Number of members started	15
Unattached rider	1
Number joined at San Jose	2
Total	18
Completed the trip on time	14
" late	1
" on train	2
Continued from San Jose to Hollister (106 miles)	1
Total	18

The race meeting a Oakland, to have taken place May 30 (Decoration Day), was postponed until June 9, on account of rain in the morning. It is so seldom any out-door event has to be postponed in this vicinity on account of rain that this postponement is remarkable. The weather, track and audience were all fine at the appointed time in the afternoon, and in order that the crowd might not go away disappointed, some very interesting wheel races, also athletic events by the Olympic Club, were shown. No medals were awarded however, which was necessarily disappointing to those who had trained for the events, especially to those who had come from a distance. They will probably be in better training on June 9, and if the day is not too windy, there wil most likely be some good races and quick time.

* * *

The second of the road races by the California Road Racing Association took place on the San Leandro Triangle, Saturday evening, June 2. Three times around the route; distance, twenty-five miles. Only two clubs had entries. Elwell, Adcock and Turner, of the Bay City Club, of San Francisco; and Hickinbotham, Hass and Wolf, of the Oak Leaf Club, of Stockton. Start was made at 4:30 P. M. A strong head wind was encountered for one-third the distance. Finished in 1 h. and 24 m., or a fraction of a minute less. Elwell first, Hickinbotham second, Adcock third—all close together,—Hass fourth, Turner fifth, Wolf sixth. There is one more race to be run, but as the Bay City Club got all three of their riders in the lead in the former race, the trophy (a handsome silver cup) practically belongs to them.

Elwell is a powerful rider and probably the best long-distance man on the coast. Hickinbotham is a very graceful, and also a powerful rider, and he will probably continue to show up in the lead. Adcock and Turner are slightly-built riders but remarkably gritty and enduring. Turner had a bad fall and injured his hands and face, in the last half mile of the race, otherwise he must certainly have been well up in the lead. It astonishes the casual observer how the smaller, wiry riders maintain their own against the large, muscular fellows. Wheelmen were out in force; a great many having ridden down on their machines from San Francisco, Oakland and Alameda, and up from San Jose. The whole of San Leandro's population seemed to be out, and the inhabitants generally seemed to look very favorably on bicycle road racing. The town took on a holiday appearance. The writer rode his ordinary on the return home, six and one-half miles, in company with Mr. Burr Noble and daughter, who had attended the race on their Marlboro Club tandem. They ride well and very few teams can pass them. Distance against a head-wind was made by them in 48 m. without undue exertion.

J. J. BLISS.

San Francisco, July 1, 1888.

The use of bicycles has been suggested for use of the District police in Washington, by Major Moore, and he recommends that the Commissioners urge their adoption. It is purposed to have bicycles kept at the station houses to aid in the capture of criminals.



New American Patents.

List of patents issued upon bicycles, tricycles, velocipedes and attachments, from April 24 to and including June 19, 1888, as compiled by Jos. A. Minturn, Solicitor of American and Foreign Patents, rooms 29, 30, 31, 32 and 33 Old Sentinel Building, Indianapolis, Ind. Copies of any U. S. patent furnished at twenty-five cents each, by the above firm, whom we cheerfully endorse.

381,547. April 24. John Harrison, Winchester, County of Hauts, England, crank for velocipedes.

381,590. April 24. Marion Slutz, Canton, O., tricycle.

381,661. April 24. Oran A. Wheeler, Springfield, Mo., wheeled coaster.

381,763. April 24. Joseph H. Dearlove and Harry Thresher, London, England, assignors to Albert H. Overman, Boston, Mass., tricycles.

381,946. May 1. Julius Schemmel, Chippewa Falls, Wis., ice velocipede.

382,311. May 8. Bryant W. Aunin, Minneapolis, Minn., locomotive-velocipede.

382,351. May 8. Mathew A. Cherry, Washington, D. C., family velocipede.

382,430. May 8. John Knous, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Me., velocipede saddle.

382,913. May 15. Sidney Smith, Pine Bluff, Ark., Bicycle.

382,237. May 15. George Singer and Richard H. Lea, Coventry, County of Warwick, England, velocipede.

382,885. May 15. E. G. Latta, Friendship, N. Y., assignor to Pope Mfg. Co., Portland, Me., velocipede wheel.

383,396. May 22. George Illston, Birmingham, England, assignor to Royal Machine Mfg. Co. (limited), same place, velocipede.

383,131. May 22. Thos. B. Jeffery, Ravenswood, Ill., velocipede.

384,120. June 5. Walter T. Bowers, Saco, Me., bicycle lighting.

384,134. June 5. Lloyd H. Donkel, Winter Park, Fla., velocipede.

384,150. June 5. Charles H. Goodsell, Poughkeepsie, N. Y., velocipede.

384,543. June 12. Abel F. Price, Philadelphia, Pa., bicycle.

384,473. June 12. George Salter and John Walker, West Bromwich, England, velocipede saddle,

383,643. June 19. Francis Rourk, London, Ont., Can., velocipede.

349,945. June 19. Geo. F. Warwick, Springfield, Mass., assignor to Warwick Cycle Mfg. Co., same place, velocipede.

384,946. June 19. Geo. F. Warwick, Springfield, Mass., assignor to Warwick Cycle Mfg. Co., same place, velocipede.

New English Patents.

4,810. March 29. J. H. Dearlove and D. R. Davies, London, improvements in or relating to velocipedes.

4,881. March 31. W. Robertson, London, improvements in or relating to the steering of bicycles and other velocipedes.

4,906. March 31. W. Schroeter, London, apparatus for securing or releasing the handle-bars or steering rods of bicycles and other wheeled vehicles.

5,059. April 5. J. Beesley, Coventry, improvements in or relating to pedals for cycles and other velocipedes.

5,100. April 5. J. Stark, London, an improved luggage carrier for bicycles and other velocipedes.

5,166. April 7. M. A. Wier, Upper Norwood, a combined rowing carriage and velocipede.

5,306. April 10. R. S. Clarke, Enfield, a pony cycle race-course, or a race-course with model horses, vehicles, boats, etc., fitted with machinery, for the purpose of sports, games, or racing, etc.

5,353. April 11. J. Hall, London, improvements in wheels for bicycles, tricycles, tram-cars, railway carriages and other vehicles.

5,390. April 11. John Sherrin and J. Vaughan Sherrin, London, improvements in velocipedes and other vehicles propelled by electricity.

5,490. April 13. C. T. Crowdon and A. Brown, improvements in tricycles.

5,662. April 17. M. A. Weir, Upper Norwood, new or improved driving-gear for bicycles, tricycles and other wheeled vehicles.

5,761. April 18. C. A. Randall, London, electro motor velocipedes.

5,766. April 18. J. H. Hubert, Wolverhampton, improvements in velocipedes.

5,798. April 18. J. Needham, London, improvements in bicycles.

5,868. April 20. J. B. Brooks, Birmingham, improvements in velocipede saddles.

5,889. April 20. W. Travers, Surrey, improvements in and relating to pedals for cycles and other velocipedes.

5,902. April 28. J. S. Fairfax, London, improvements in or relating to velocipedes and in compounding them for various purposes.

5,946. April 21. C. E. Skinner, Birmingham, improvements in or connected with velocipede pedals.

6,291. April 28. J. Ramsdale, Clifton, a new motion gearing for bicycles and tricycles.

6,300. April 28. C. Horton, London, improvements in tricycles.

6,303. April 28. J. Harrop, Manchester, an improved two-wheeled vehicle for children's use.

6,305. April 28. C. V. Boys, London, an improved bicycle stand.

6,311. April 28. Grace Greenwood, Halifax, an improved combined perambulator and cradle.

6,337. April 28. Richard August Ferret, London, improvements in or relating to the supporting of axle bearings in velocipedes.

6,384. April 30. William H. Graham and George R. McDonald, London, an automatic safety brake, applicable to perambulators and other wheeled vehicles.

6,394. April 30. George Townsend, London, improvements in and relating to velocipedes.

6,465. May 1. John M. Hale, London, improvements in the construction of propellers for use in ships' boats, water-cycles and other vessels or floating structures.

6,518. May 2. J. Brookes, H. J. Brookes and R. Green, Smethwick, improvements in the construction of velocipedes.

6,521. May 2. R. Green, Smethwick, improvements in the construction of velocipedes.

6,550. May 2. C. A. J. L. Robert, Middlesex, horizontal spring-framed bicycles and tricycles.

6,672. May 4. James Baldwin, Middlesex, improvements in attaching lamps to bicycles, tricycles and other velocipedes.

6,703. May 5. William J. Mackenzie, Glasgow, improvements in or relating to brakes for cycles.

6,706. May 4. George Todd, Birmingham, an improved sun-shade, umbrella or sail for tricyclists and others.

6,921. May 9. Joseph Case, Sheffield, for an improved bicycle spanner.

6,934. May 9. D. B. Bostel and E. A. Looseley, London, an improved device or appliance for use in connection with mud-guards for velocipedes, carriages and like vehicles.

7,072. May 12. Max Nobiling, Yorkshire, improvements in tricycles.

7,122. May 14. Charles Jackson, Staffordshire, an acme propeller for rear-driving safety bicycle, tricycle and water cycle.

7,202. May 16. John Sheldon, Middlesex, improvements in bicycles, tricycles and other velocipedes.

7,283. May 16. Ernest J. Willis, Middlesex, improvements in safety cycles.

7,306. May 17. Charles F. Wilmot, London, steering velocipedes.

7,373. May 18. Samuel Snell and Albert W. Sanderson, Birmingham, improvements in lamp holders and their attachment to bicycles and tricycles or other vehicles.

7,442. May 19. Sidney Pattison, London, improvements in saddles for velocipedes.

7,444. May 19. Charles M. Linley and John Biggs, London, improvements in and relating to the saddles of velocipedes.

7,484. May 19. Richard Bland, Hull, improvements in method of propelling bicycles, tricycles and similar vehicles.

7,510. May 22. Charles R. Garrard, Glasgow, improvements in cycles or velocipedes.

RONDEAU.

Her shady porch, with one big chair,
And she reclining idly there;
While on the door-step at her feet,
I sit and watch her, Marguerite,
My lovely queen, bright-eyed and fair.

Our tricycles, a dusty pair,
Stand in the drive neglected, where
We left them for this cool retreat,
Her shady porch.

The summer's soft, sweet-scented air,
With lazy kisses, stirs her hair
And fans me on my lowly seat,
As, looking up, her eyes I meet,
And bless the fate that lets me share
Her shady porch.

The Buffalo Tournament.

THAT the Buffalo tournament will be a success, is an established fact. The management of the International Fair Association have spent upwards of \$10,000 on cycle racing alone; and Mr. Henry E. Ducker, the enterprising manager having sole charge of the tournament, has succeeded in securing nearly all the prominent riders of England and America to participate. There will be thirty races, as enumerated in another column.

It is with a great deal of pleasure that we are enabled to present our readers a diagram of the race track, Mr. Ducker has had built, of half-gravel and half-clay, with a level surface fully equal to the one at Springfield.

As the association has succeeded in obtaining very low excursion rates on all the roads entering Buffalo, wheelmen from all parts of the country will probably attend.

READERS who examine the collection of opinions about "A Celebrated Circler," covering another page of this paper, will get a fair idea of the sort of material to be found in the pamphlet of "Newspaper

Notices" (150 pages), which may be secured by simply addressing a postal-card request to Karl Kron, at the University Building, New York City. In both cases, it is to be observed, he conceals nothing evil about himself, but reprints the censure and abuse just as fully as the praises. The GAZETTE's review of his book showed the folly of objecting to it as "egotistic" because written in the personal style; and we again ask the attention of such objectors to the peculiar quality of "egotism" displayed by a man who insists on celebrating his dog rather than himself, and whose name and face are kept carefully concealed from the public which he serves.

OUR OLD friend "Verax" has caught the amateur photography fever, and like most things he goes into, he is in it whole heart and soul. Wherever Verax goes the camera goes along, and many an interesting picture is the result.

When the camera first came into Verax' possession he photographed everything. No subject was too difficult for his ambition. In fact the more difficulties in the way of making a good picture, the more pleased he was with the work. It was while looking for something of this kind that led Verax and his camera into Mr. Monnigan's newly-fitted bar-room. Glassware and mirrors there were on every side. Just the thing, thought Verax, and he took a picture of Mr. Monnigan's glass bar forthwith.

On his way home he stopped into his favorite butcher shop and made a view of that. Then Verax went home, satisfied that

he had two more very good pictures to add to his collection.

That evening he developed the plates. That is he developed one of them, and as stood anxiously watching the picture "come up" he wondered whether it was the bar or the butcher shop, for Verax was slightly mixed on which plate was which. "It is the butcher shop," thought he as he caught the faint outline of a large, fat, sugar-cured ham. "No, it must be the bar-room, for their is Mr. Monnigan's diamond stud as brilliant as life." Then there slowly appeared an unmistakable side of beef, which seemed to lend plausibility to the butcher shop theory. Next there "came up" a shimmering row of flint cut glasses, and Verax was sure it was the bar-room he was developing. After that bacon and glassware, bologna and lemons, iceboxes and mirrors began to appear indiscriminately all over the plate. There was a large side of Texas beef with a card bearing the legend "No minors allowed on the premises," hanging on its side.

Now, when Verax starts out on a photographing expedition, he takes care to turn his plate-holder every time he makes a view. And when he takes a picture of a glass bar he takes care to go some place where the proprietor is not as generous and liberal as is Mr. Monnigan.

TRICYCLERS, beware! All the records will soon be beaten. I have been ordered to tricycle in the forlorn hope that it may arrest the progress of my favorite malady, and I start almost immediately on a tricycle tour of the United Kingdom. You are sure to hear something about it before I have gone very far. I am looking out for two nice tricycles—one for myself and one for Albert Edward—and I hope we shall be favored with some nice adventures before we arrive at our journey's end.

N. B.—Important.—Drivers of carriages, vans and other vehicles on the high roads of England are respectfully requested to draw as much on one side as possible if, at any time during the next month, they see two stout men coming down hill full speed on two tricycles over which they have lost all control. I shall carry my name and address in several pockets, but persons finding scattered fragments of me lying about are re-

quested to wait till all are found and pieced together before sending them back to London, in order to save carriage. Sir Charles Warren has already been very friendly in the matter. Hearing that I intended to take a trial spin in London, he has requested me to name the date, in order that he may on that occasion suspend the traffic in all the streets through which I intend to pass. The Chief Commissioner thinks that, for the safety of the vehicular traffic, this course is imperative. The principal London hospitals have also behaved very kindly, and several of the secretaries have written to say that whatever day or hour of the night I am brought in there will always be a spare bed for me.—DAGONET, in *London Referee*.

SIDNEY SMITH, of Pine Bluff, Ark., is the inventor of a bicycle which, at a casual glance, would be taken for a Star. In detail, however, it differs from that machine considerably, and is claimed by Mr. Smith to be an improvement. We have not heard, as yet, what company will undertake the manufacture of this machine.

IT IS stated that the Mayor of Northampton, Mass., holds that only such walks as are enclosed by a curbing are in law held as side-walks, and he has taken measures to further investigate the matter.

TWELVE professional and eighteen amateur cycle races will be run at the World's Tournament, Buffalo.

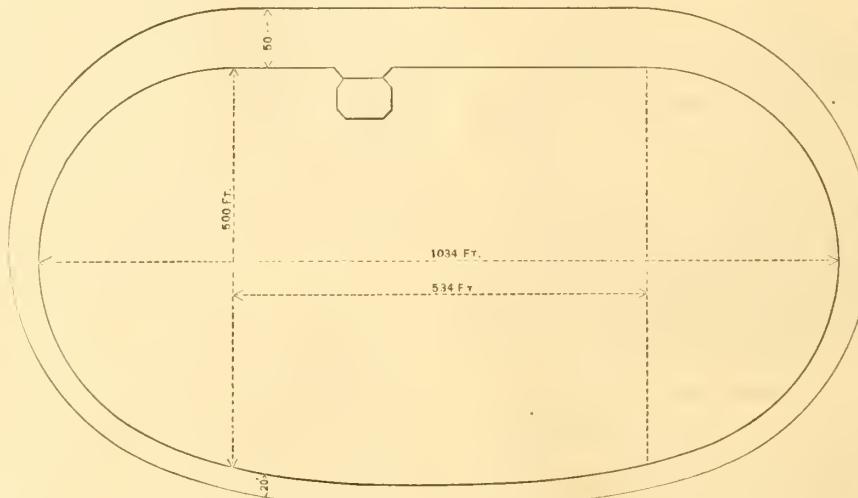


DIAGRAM OF THE BUFFALO RACE TRACK.

The Wheelmen's Gazette.

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The circulation of the WHEELMEN'S GAZETTE now embraces that of the WHEELMEN'S RECORD, making it the most widely circulated of any of the cycling periodicals.

In the course of the year it reaches over 50,000 different wheelmen.

Entered at the Post-Office, Indianapolis, as second-class mail matter.

The League's New Constitution.

The committee on the League re-organization, appointed over a year ago, have prepared a very carefully constructed constitution, which was adopted as a whole at the late Baltimore meet.

There are several important changes in the new constitution and all of them to all appearances, good ones. The most important are these: The League is to be made up of Divisions and sub-Divisions. The Divisions as heretofore have over 100 resident members and elect their own officers. The sub-Divisions have between 100 and 25, their officers are appointed. Divisions have the privilege of fixing their own dues, half of which is returnable to them. All the initiation fee belongs to the Division. The annual Division election is to take place between the middle of July and the middle of August. The officers are changed somewhat. Beside the Chief Consul, there is a Vice-Consul. The scale of representation is also changed. One Representative for each 100 Division members and one for each League club with 20 or more active members. These officers constitute the Division Board of Officers and are to elect a Delegate for every 200 Division members. These Delegates and the Chief Consuls and Vice-Consuls of the different divisions constitute the National Board of Officers.

The seven National Committees of which one is the Road Improvement Committee is also an improvement over the old forms. With this giving the Divisions more money and power to use it to their own advantage, the League must become more popular than it has been heretofore.

We hope the new Constitution may prove a marked improvement over the old.

ON page 85 of the June GAZETTE an offer of one years subscription to this paper was offered to any one who could guess who "The Celebrated Circler" was. Although we have received quite a number of answers, Mr. Graves of Minneapolis, Minn., was the only one to guess "The Dorg Curl" and therefore the only one to receive the subscription.

There will no more annual League meets, as none are provided for in the new constitution. There will be a very general demand for an '89 meet, however, and the board will probably sanction a meet. New York was the sentiment at Baltimore. Chicago wants to play the host in 1890.

IN the August GAZETTE we will present to our readers quite a number of pictures of the League Meet in Baltimore, they will be reproduced from instantaneous photographs.

Now that Greenwood has beaten Wells on the celebrated Kimmwick Hill he thinks that all other hills are little ones for ascent.

MONTHLY SUMMARY.

FROM JUNE 15 TO JULY 15.

Arkansas. Arkansas Traveler Bi Club held a race meet at Little Rock, June 18.

California. California Inter-Club road race over San Leandro course, June 2. Division meet of the L. A. W. July 4.

Colorado. Colorado Springs Wheelmen hold a race meet with four events, July 4.

Connecticut. The East Hartford Wheel-Club offer the following program for the meeting to be held by them on July 4: One mile novice; one mile handicap, in heats, open; one mile handicap, in heats; one mile 3:30 class; one mile 3:20 class; one mile open; one-fourth mile handicap, club; one mile consolation. Wheelmen of New Haven held a handicap Road Race, May 30. R. M. Verharp the three minute man winning in 21:35.

Illinois. Phil Hammel is re-instated as an amateur. Fifth annual meet of Illinois Division, Springfield, July 4. Fort Dearborn Cycling Club tour through Wisconsin, July 3 to 5.

Indiana. Tom Hay wins the 10 mile Road Race given by the Indianapolis Wheelmen July 1. The old officers of the Crescent City Cycle Club of Evansville, were re-elected: President, A. M. Schneider; Vice-President, M. Breger; Secretary-Treasurer, John H. Verwayne; Captain, F. H. Straub; Lieutenant, Elmer Finney. The fifth annual tour of the Indiana Division, L. A. W., began at Indianapolis, July 8. Crawfordville Ramblers Tournament, July 4.

Kentucky. L. A. W. Division meet at Covington, July 4.

Maryland. League meet at Baltimore, June 18-20.

Massachusetts. Shurman and Wells will be on Corey Hill, Brookline, Mass., July 14.

Missouri. Greenwood-Wells contest on Kimmwick Hill, St. Louis, June 30, in which the former is victorious.

New Jersey. Run-off of tie between K. C. W. and H. C. W. Teams over Irvington-Milburn course, June 14. John A. Wells of Philadelphia, climbed Eagle Rock Hill, Orange, N. J., six times without a dismount on June 7. He made the six ascents and descents in 1h. 32m. Race meet of the N. J. A. A. July 4. Semi-annual race meet of the Rutherford Wheelmen, July 7.

New York. *Athletic World* discontinued. Race meet at Albany, June 2. Seventh Annual Race meet of Kings County Wheelmen, Brooklyn, June 23. Long Island Wheelmen's race meet, June 2. Start of New York to Baltimore tourists, June 16. Brooklyn Bicycle Club Races July 4. Race meet at Queens L. I., July 4. First annual tournament of the Fort Dayton Wheelmen of Herkimer, July 4.

Pennsylvania. Hill climbing contest at Conshohocken Hill, Philadelphia, June 23. The Pittsburg Cycle and Athletic Club last week elected officers as follows: President, W. C. Coffin; Vice-President, W. D. Bunker; Secretary, Lee Highby; Corresponding Secretary, W. B. Troy. Lancaster, Pa., race meet June 9. Fourth annual race meet of the New Castle Bicycle Club. Race meet at Pittsburgh, July 7.

Rhode Island. The Rhode Island Wheelmen held races at Roger Williams Park, Providence, June 21, the winners being as follows: One mile, club championship—George Hutchins, in 2m. 57¹/s. Half mile, Rover type—E. R. Phillips, in 1m. 21s. Half mile, open—E. R. Phillips, in 1m. 28s. One mile, tandem—Hutchins and Tucker, in 3m. 14s. Two miles, lap—B. T. Bruce made nine points and finished first. The Rhode Island Division of the L. A. W. held their annual race for the division championship at twenty-five miles at Roger Williams Park, Providence, on June 27, four starting, and the result being: W. A. M. Scott, Providence, first, in 1h. 24m. 30s.

FOREIGN.

Canada. Canadian Wheelmen's Association meet, Belleville, Ont., July 1 to 3. 25 mile road race, Belleville, Ont., July 3. Race meet at Belleville, Ont., July 2. The Markham Bicycle Club have elected the following officers: President, J. Simpson; Vice-President, E. H. Wilson; Secretary, A. Campbell; Treasurer, A. McLean; Captain, J. Campbell; First Lieutenant, A. Gleabuer; Second, C. Vanzant. The Montreal Bicycle Club had their first road race to Valoës, June 2. The Ottawa Bicycle Club held their annual handicap road race June 26.

England. Crocker wins in a five mile handicap at Leicester, May

21. Herbert Swyner wins the one mile bicycle championship at Coventry, May 21. F. P. Wood wins the 25 mile tricycle championship at Coventry, May 21. A. P. Engleheart broke the one mile safety record at Coventry, June 13, lowering it to 2:33. E. Oxborrow broke the ten mile safety record at Coventry, June 13, lowering it to 27:38 $\frac{1}{2}$.

Germany. Ralph Temple wins the professional event in the tournament given at Berlin, June 10.

COMING EVENTS.

July 17—The annual tour of the Iowa Division will be from Des Moines to Spirit Lake, leaving Des Moines on Tuesday, July 17, and arriving at Spirit Lake Saturday, July 21.

July 19—Maryland Division Meet and Tournament at Louisville, Ky.

July 23-25—Ohio Division State Meet at Toledo.

July 28—Greenwood-Wells contest on Eagle Rock Hill, Orange, N. J.

August 2—Binghampton, N. Y. race meet.

August 2, 3, 4—Massachusetts Division Meet at Cottage City.

August 6—Binghampton, N. Y., tournament.

August 11—Michigan Division L. A. W. meet.

Sept. 4, 6 and 8—World's tournament Buffalo, N. Y.

Sept. 4—Buffalo, Ten-mile bicycle, National championship contest.

Sept. 4—Buffalo, Two-mile bicycle, New York State National championship contest.

Sept. 4—Buffalo, First heat bicycle, World's Professional championship contest.

Sept. 4—Buffalo, Annual parade, New York State Division League of American Wheelmen.

Sept. 4—Buffalo, Annual meeting New York State Division League of American Wheelmen.

Sept. 6—Buffalo, Three-mile bicycle, National championship contest.

Sept. 6—Buffalo, Five-mile bicycle, New York State championship contest.

Sept. 6—Buffalo, Second heat bicycle, World's Professional championship contest.

Sept. 8—Buffalo, Five-mile tricycle National championship contest.

Sept. 8—Buffalo, Final heat bicycle, World's championship contest.

Sept. 12-13—Hartford Wheel Club's tournament at Charter Oak Park.

Sept. 14-15—New Jersey Division meet and race meet at Rossville, N. J.

Hill Climbing Championship.

The first heat of the hill climbing contest for the amateur championship of the United States took place June 30, at Kimmswick Hill, thirty miles south of St. Louis, the contestants being Hal Greenwood of that city and John A. Wells of Philadelphia. A special train was chartered by the Missouri and St. Louis Bicycle Clubs, and left the Iron Mountain Depot at three o'clock in the afternoon. At Kimmswick spring wagons were engaged to take some twenty of the wheelmen to the hill—six miles distant—the others making the journey on their wheels. The hill is five-eighths of a mile from base to summit, with four turns and an average grade of one foot in eleven, the road being very rough and stony all the way. Greenwood won the toss and chose the second mount. Wells started at 6:10 o'clock and had reached the half mile post in three minutes and two seconds, when the staff of his pedal gave way and he had to dismount to make a second trial after Greenwood. The latter started at 6:15 and accomplished the trip in 5m. 54s., or 52 seconds more than his best record for the same hill. After some delay in fixing Wells' wheel the Philadelphian started again, and this time he reached the top, but was 6m. 4s. in making it. Greenwood's victory was expected, as he was familiar with every inch of the road, while Wells had ridden over it but once before. The second heat will be a climb up Eagle Rock Hill at Orange, N. J., July 28, and should Wells win, the deciding struggle will be up Cory Hill, near Boston.

The Gormully & Jeffery agency for this city was very recently given to Mr. H. T. Hearsey, who is generally considered the best and most experienced repairer in this part of the country.

Illinois Division Meet.

It must be the candid opinion of everywhere who attended the division meet at Springfield, July 3 and 4, that there are no flies on the Illinois capital. It was a splendid chance for a little cycling fun, and as I haven't for a long time now, I went down with a party of Ft. Dearborn clubmen, and spent a most enjoyable Fourth in the stronghold of Sangamon county, well known for its very handsome women and breezy western hospitality. Chicago and other localities were well represented by gay crowds of healthy, sunburned fellows. The St. Louis toughs were easily recognized by their smoked appearance and the odor of brimstone which is supposed to pervade everything which comes from St. Louis in the warm season.

An interesting program was neatly carried out by the Springfielders. On the 3d, exciting races, generally favorable to Chicago, were held, and a lantern parade in the evening elicited a great deal of praise from the press and those who had never seen anything of the kind. The fraternity was highly honored by having tendered to it the use of the Senate chamber, in the magnificent Capitol, for the business meeting on the morning of the Fourth. The wheelmen led the industrial parade, which moved so slowly that counter marching and zigzagging were resorted to, the graceful maneuvers and decorated wheels and costumes producing a winning effect upon the perpiring watchers, particularly the ladies, whose open admiration was a little startling. A very slimly attended run to Clear Lake followed the parade. The weather was too hot, and the well-meaning announcement that a lightlunch would be spread at the Lake permitted a hungry inference that wasn't alluring to a crowd which was plainly afflicted with "digestion." The afternoon was pleasantly spent. Some wandered through the Capitol museum, others rode lazily along well paved streets under the shade of the maples. The Ft. Dearborn men rambled off and enjoyed themselves in their own peculiar way. Quite a number visited the Lincoln monument. I believe the brave soul of the brave martyr would have smiled had it overheard the suggestion that the sarcophagus containing the remains be equipped with a sign reading, "Drop a nickel in the box and hear Uncle Abe tell a story." The banquet was different from the ordinary affairs which go by that name. The toasts were appropriate and some of the responses were made by men quite prominent in the state.

I think an error was committed at the business meeting when the division refused to prosecute the case of a Chicago club member who was run down by a driver some time since. The case is claimed to be a very clear one against the latter, and an opportunity was offered the division to make an example of the offender, at very slight expense. A favorable decision in the case would have been very useful in future cases; but the wheelman in the case happens to be a non-League man, and the division allowed its dislike of his stinginess to swerve it from its avowed principle, which I believe is to protect the interests of wheeling, not solely the interests of its members.

I hope that I am not drifting into old habits again, but I had a good time and wanted to tell about it. Here in Chicago, cycling matters seem to progress very nicely. The breeze which invariably blows from Lake Michigan in the evening makes the atmosphere of the boulevards delightfully cool for a lovely spin or tandem ride after dinner, and club tandems are in continual demand. A St. Louisan misses his native grades, as the only pike running out of Chicago is the Pullman road; but when one looks at the admirable paving of the boulevards and residence streets here, St. Louis suffers by the comparison. The railroad facilities for wheelmen are exceptional. But for the Rock Island route, which utterly refuses to carry wheels, all companies check wheels gratis. If the rider is inbound, he goes to the baggage room at the Union depot, the wheel is promptly delivered and he is hoisted with it by an elevator to the street level with a politeness and eclat that is refreshing.

The clubs all seem to be comfortably housed—though at this season the most comfortable club is the one having the largest outdoor facilities. The Ft. Dearborns are particularly fortunate in having a handsome three story house, situated but a few yards from the Lake. After the day's labor, the Ft. Dearborn man boards one of the suburban trains which fly along the lake front, dismounts at Douglass station, passes through a side gate and finds himself in his own tennis ground. Sitting on the veranda at the rear of the house, the

members often pass the twilight hour watching the sails on the lake or swiftly passing train-loads of "ordinary" humanity. Just north of the premises are the play-grounds of the orphan asylum. I was watching the waifs so intently across the green, one evening, that I had failed to notice two little tots who suddenly appeared at the fence, under the veranda. A sweet little voice saying, "man, div me some money?" riveted my attention and brought out the coin involuntarily. They trotted off delighted and presently returned to "thank you, sir," together; and with the supper bell came "dood night, man." Ladies' nights are regarded as absolutely necessary at least once a week here, and I have grown accustomed to the sight of young ladies "talking bicycle" in the club parlor, fumbling billiard cues with pretty awkwardness and even dabbling with the sacred game of—poker.

The St. Louis boys tell me that in the Kimmwick Hill contest, Wells was going up in rapid style but was hindered by the breaking of one of the drum springs of his Star. It is added, sotto voce, that the drums of this same Star, which is a 45, I think, are five inches in diameter, thus giving the rider more power and an unfair advantage over his competitor, Greenwood.

I have recently seen several interesting parts of the country, and am willing to stake what reputation I have as a judge of good roads that that portion of northern New York which lies East of Rochester, extending some 200 or more miles down the Shenango Valley, is the most charming touring ground on earth. This valley, with the narrow Genesee river coursing down its center between shaded banks, and with its slopes wooded just enough to produce a park-like effect, is a wonderful sight. Great fields of daisies greet the eye, looking frosty in the distance, and now and then a glimpse of fine road running across the valley, with an excellent coast on either side, fairly sets one's nerves a-tingling.

How are you all, anyhow?

CHICAGO, July 6, 1888.

PHOENIX.

The Crawfordsville Races.

CRAWFORDSVILLE, IND., July 5, 1888.

Editor WHEELMEN'S GAZETTE:

The races held on the fair grounds yesterday cannot be regarded as a success in any light you may look at it. The track which was in good condition the evening before was hardly fit to drive an ox wagon on. When a few weeks ago it was found that it could not be finished in time for use on the fourth—that is that the top dressing could not be put on—the Ramblers arranged to have as good a surface as could be made out of dirt alone put on it, and give their race meet any how. When this had all been done, and everything looked like it was a sure "go," Nicholson bet Lee a dollar that it would rain on the day that we wanted to use it. This was a "killer" for the juice fell in torrents, and Tom won his bet. When time came for calling the races, a proposition was submitted to postpone and agreed to. This only applied to the visiting wheelmen. When it was discovered that to return the money to the crowd that was present, would cost at least \$25.00 in addition to what they had paid, from the fact that so many had gained admission without paying, it was deemed best to run off a part of them, so that those who did pay would not have so much ground for complaint that we had given them nothing for their money, in other words had robbed them.

Accordingly the novice race was called, and Hearsey sent them off. They went around at a snails pace and finished the mile in 4:18. Alfrey of this city being the winner, and Hollingsworth of Russaville, second. The half mile flying start was the next race called. For the shape in which the track was in, this race was run in very good time, Ridenour winning in 1:48. Meissel took the hose which was given as the second prize. Both these gentlemen are residents of Terre Haute. Hubert Wilhite of this city won the 3:15 class race with Hay of Indianapolis, second. About this time there began to be heard a little song of dissatisfaction in regard to running out the races as called for on the program. As the afternoon dragged away the song grew into a chorus confined to the riders of Terre Haute who were entered in the races, for the most part, and their friends. The writer then asked their chief man, to pick any two races on the program save the mile State Championship, and he would have them called and run off. He at first declined to do it,

but finally consented, and selected the one mile open, and the one mile handicap. The 3:30 class was called, and started. They had hardly got away from the tape when Hollingsworth and Hay collided and fell. The Judges failed to call the others back, as according to L. A. W. rules they should have done. Those who had fallen quickly mounted and finished the race with the rest of the boys, but some distance in their rear. Alfrey and Wilhite both of this city coming in, in the order named. Time something less than five minutes. A protest was made by the boys who fell, and a regular circus was held for awhile. It was not until after the next race was run that a decision was reached, which was that it should stand as it was. The one mile was called, but it was with some difficulty that it could be started. Lee who rides a very large wheel had tried it in the half mile race, and said he knew when he had enough of such a track as that, and he would not ride any more. Nicholson and Hulman started away like a funeral procession and kept it up for more than three laps. Hulman winning. I think that Nie only went in to get the gold pen which he had a dead "linch" on, as he has not been on his racer since he was at Terre Haute, on May 30th. The one mile handicap was then started. It was a pure gift to Ridenour with Hay second. A foot race wound up the program as finally arranged, and was won by Hay. It had not been the intention to allow any but the club to participate in this race, but as there had been so much "kicking" it was thrown open, and Hay who has never been beaten carried off the silk umbrella. When we recover from our bad luck and disappointment, we will arrange for the running off of the postponed races. This will probably not occur until Sept. Most of the club are a little sore at the treatment, as well as the mean things that were said about us by some of our visitors, but I think that it will not last long, and by the time every thing is righted and we get squared away again, they will have forgotten all about it. Josh Zimmerman was here, as wild and as wooly, as ever. He is the finest shot with a fire cracker I have ever seen. Josh has given up profanity, that is in a measure. He says it won't do to break off all at once. It is very entertaining to listen to him talk since he doesn't swear. I don't think in the ten minutes conversation I had with him just before the races, that he swore more than twenty-five times. To all who visited us on the glorious fourth the thanks of the Ramblers are due, and are hereby extended. We hope you may come again, and we will try to entertain you better.

PUNCH.

Suggestions to Ladies who Ride Bicycles.

The handle should be low.

The seat should be high.

The knees should always be turned in, so that they nearly touch each other.

The rider should, of course, sit erect and steady.

The skirt should be full, and at least as long as an ordinary walking skirt.

The "mount" should be practiced evenings until thoroughly mastered.

The side mount, although a little more difficult to learn, is infinitely more graceful than putting the foot over the reach first, and can be done on rough ground, where the ordinary mount would be impossible.

Every lady who is interested in the success of cycling for her sex will be careful about these details, and she will have an accomplishment beyond criticism, and will ride gracefully and with ease. *Washington Star.*

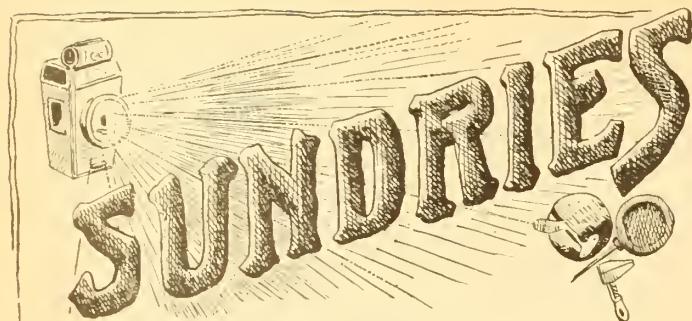
Summer Drinks for Cyclers.

Eschew everything containing alcohol, which provokes an unhealthy thirst. The following is recommended as refreshing and invigorating: 1½ oz. of tartaric acid, 1 lb. of fine sugar and a few drops of essence of lemon. A heaped tablespoon in a gill of water is about right.

Owing to the recent death of the German Emperor the American Team have cancelled all German engagements.

Rochester, N. Y., wheelmen had a lantern parade on the Fourth. Three or four hundred wheels were in line.

MARION (Ind.) has a cycle club of forty-six members.



It is always the bow-legged bicycler that takes the sidewalk.

If an undertaker goes yachting and gets sea-sick, let him cling to the shrouds.

"The March of Science."



FARMER FLAPJACK—Begosh, here comes some of them blamed bicycle fellers. Hey, Rube, let old Towser loose an' give 'em fits!

joke on the poetic feet of Chicago this season.

If ambitious politicians could only run as hard for the Presidency as the average lacrosse-player can for the ball, they would all be elected.

No, Jacob, the clew of a sail is not the same as the clue of a crime. But the average detective can find one just as easily as he can the other.

An Irish dealer states that corduroy makes the best and most durable bicycle breeches, by way of advertisement. He might have added: "Vive le corduroy!"

We can go out in a yacht in the roughest kind of weather without getting sick. It is the motion of sawing wood that prostrates us and makes us feel worse than a disappointed lover.

Charles Richard Dodge has a very interesting article in the June *Woman*, entitled: "Hints on Physical Culture for Our Girls," in which he recommends cycling as a splendid form of exercise.

In July the pin-wheel glistens But before July is over
In the little candy-shop; Is that little urchin glum—
In July the little urchin Then he can not play at marbles,
Saves his cash to buy a pop. For he has n't got a thumb.

The great problem of the age is how to make a sailing-vessel go when there is no wind. We have seen sail-boats go beautifully without any wind. They were put up at auction and went for a mere song.

Who invented polo? That's what you want to know, is it? suppose we tell you that it is simply the game of shinny played on horseback, what would you say then? Oh, you would, would you? What ho, slave! Bring in a ready-made coffin for one.

After all, there is n't much greater fun than in paddling around a mill-pond in a home-made scow that leaks so freely that it has to be pulled ashore every little while to be emptied. But we don't think we could enjoy this as much now as we did twenty-five years ago.

'Come over to my shop, Benny,' said Filkins, the carpenter, to Dobson's small boy, 'and I will teach you to do circular work.' Benny, whose head was full of bicycling notions, jumped at the chance, but was somewhat disappointed when Filkins set him to turning the grindstone.

It is said that lacrosse is a splendid game for reducing the flesh. We never realized the truth of this popular theory until we saw a player, running at the rate of about a mile a minute, fall and slide something like twelve feet on the ground. We never saw a man's flesh reduced so rapidly before.

Phrenologist—Young man, your bump of veneration is largely developed.

Young Man—You bet. There's where I struck when I took a header last week, and since that I have venerated my wheel so much that I don't dare to touch it.

There's a peddler at the door who wants to see you," said a State-Street boy to his elder sister the other evening, and when, on going down, in some surprise she found her bicycling young man, she asked her brother rather sharply what he meant by such a story, whereat the boy replied, "Well, he is a pedaller, is n't he?"

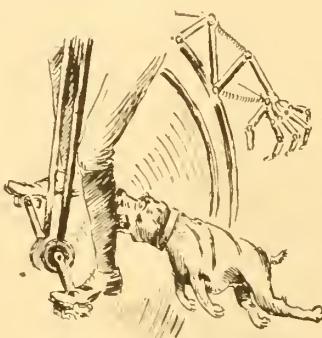
Latest cycling jokelet from France.—On board the *Touriste*; looking at the paddle-wheel: "Say, Ugene, you know as much as other people, which would you back, a steamer or a tricycle in a race?

"On water do you mean?"

"Well, water or anything else you like, you idiot; I don't care."

Occasionally an over fresh and breezy catcher attempts to stand up close to the bat and catch without a mask on. On his way home people he meets think he is on the road to the dentist's to have a raging tooth drawn. Others think that his head has been swelled by success; but this is not so. His head has been swelled to the dimensions of a prize-pumpkin by the foul tip that went through his fingers in such a way as to cause the spectators to wonder if he was trying to catch the ball in his teeth.

The Springfield Printing and Binding Company was organized at Springfield, Mass., May 30, with a capital of \$100,000, and will complete the unfinished work of the bankrupt



Towser attempts to carry out orders, but, in his enthusiasm, he overlooks the fact that the foremost wheel is supplied with one of Perkins' Automatic Purp Bouncers.

Springfield Printing Company, whose creditors have consented to a compromise settlement at twenty cents on the dollar. The plant and fixtures thus released have been locked up by the insolvency court since March 31, but the new concern has removed them to its new building, and resumed the business.

"Ah, Jones, how are you?"

"Pretty well; I've just bought a yacht"

"That so? What kind?"

"Steam yacht. She's a beauty. Got seven water-tight compartments."

"You don't need those on your yacht."

"Why not?"

"Water will never come in where you are."



FARMER FLAPJACK—Gee whiz! Did I ever see Towser take such a jump in all his born days! I allers said them bicycles was dangerous.

The happy cycler returns home from his run of ten or twenty miles not wearied out but refreshed and rested; with an appetite and digestion like a woodchopper and a capacity for sweet and restful sleep that goes only with a clear conscience and a healthy body.

The League Meeting.

The annual meet and races of the League of American Wheelmen was held in Baltimore, Md., June 18, 19, 20. Of course the city was overrun with cyclers, nearly every club in the States being represented, while there were wheelmen on hand from Canada. At the business meeting, held on the opening day, the following officers were elected: President, T. J. Kirkpatrick, Springfield, O.; Vice-President, H. W. Hayes, Boston, Mass.; Treasurer, William M. Brewster, St. Louis, Mo.; Executive Committee, the President, Vice-President and W. S. Bull of Buffalo, N. Y. The report of the Secretary showed that the actual membership is 10,230, and the report of the treasurer made known the financial condition of the organization. On the following morning the annual parade was held, about nine hundred wheelmen being in line and the procession being a very imposing affair. The races took place in the afternoon at the Arlington Driving Park, and were witnessed by about three thousand persons. The weather was oppressively warm, and although the half mile track was in good condition the time made was only moderately good. The events resulted as follows:

L. A. W. championship, one mile—W. W. Windle, Lynn, Mass., first; Fred Foster, Toronto, second; J. Fred Midgley, Worcester, Mass., third. Time, 2m. 43s.

One-half mile, novice—W. E. McCune, Everett, Mass., first; F. C. Gilbert, Elizabeth, second; E. J. Decker, Newark, third. Time, 1m. 22 $\frac{1}{2}$ s.

One mile handicap, tandem—Kingston and W. F. West of Baltimore won, with W. H. Ward and P. L. Seufferle of Washington, D. C., who had ten seconds start, second. Time, 3m. 4 $\frac{1}{2}$ s.

Three mile lap, bicycle—W. W. Windle, Lynn, Mass., won with eighteen points against eleven points for Fred Foster of Toronto. Time, 9m. 32 $\frac{1}{2}$ s.

Two mile, tricycle—H. L. Kingsland, Baltimore, first; Phil S. Brown, Washington, D. C., second. Time, 7m. 4 $\frac{1}{2}$ s.

Three mile handicap—G. A. Getty, Baltimore; W. E. McCune, Everett, Mass., and E. J. Decker, Newark, N. J., had 45s start; W. H. Ward and P. L. Seufferle, Washington, and J. W. Egolf, Spring City, Pa., 22s., and W. W. Windle of Lynn, Mass., scratch. McCune won, Windle second, and the others distanced. Time, 8m. 42s.

One mile triycle—Phil S. Brown, Washington, was beaten by Kingsland of Baltimore by thirty feet. Time, 3m. 2s.

Two mile handicap—Midgley, Worcester, Mass., first; Decker, Newark, N. J., second. Time, 5m. 57s.

Three-quarters mile steeplechase—Gilbert, Elizabeth, N. J., first; P. M. Harris, New York, second. Time, 2m. 15 $\frac{1}{2}$ s.

In the evening the wheelmen were entertained at a "smoking concert," at which Mayor Latrobe made an address. The meet closed on the following day with a sail down the Chesapeake and a banquet at one of the bayside resorts. The meet was a complete success and the hospitality shown by the wheelmen of Baltimore impressed the strangers greatly.

Rigid Sabbatharians still regard with horror the peaceful cyclist rolling away into the country on his wheel on the Sunday, but a broader and nobler view is being adopted by many members of the English clergy. We extract the following from an address recently delivered from the Rev. Mr. Jones:

"Our Heavenly Father never intended his children to offer him an unwilling sacrifice of their time or of their thoughts. His holy day was to be a day of delight, and we had to teach ourselves to do our duty so that that duty might be a delightful one, our self-sacrifice a hearty, loyal sincere offering, the thanksgiving and praise of a grateful heart and not the enforced obedience of slavish fear."

"Those who ~~were~~ past their prime of youth and strength are apt to forget how they felt when young. They can not enter into and sympathise with the feelings of youth. Age, youth, and childhood had their own way of looking at things. If we were disposed to judge somewhat censoriously of the rising generation, try and look at things from their point of view. Take the case of young people pent up in the labor and confinement of the town all through the week, the air they breathed exhausted of all its freshness and wholesomeness, the workshop with its monotonous toil, the desk and ledger and rows of figures requiring mental strain and attention—work of a very dreary and unimaginative kind. Would it not be wiser and kinder if we tried more to enter into their feelings, and showed some sympathy for them, and helped them even in the attainment of such pleasures as might be enjoyed without harm?"

"Bright Spokes, They Never Grow Weary."

Health Promoted by Exercise.

"Toll and be strong,
By toil the flaccid nerves grew firm
And gain a more compacted tone."

"Go climb the mountain
From the ethereal source imbibe the recent gale.
The cheerful morn beams o'er the hills,
Go mount the exulting steed."

So sang the poet, John Armstrong, who died upwards of 100 years ago, and his words are quite appropriate to the popular pastime of cycling, which certainly holds pride of place as being the best form of exercise for acting upon all the vital organs of the body in an equal manner, and is therefore the most suitable for obtaining good health.

Exercise may be likened to a tonic; the benefits of it cannot be derived from a single dose. If the mode of exercise fixed on, therefore, is the exhilarating pastime of the wheel, beginners should practice regularly and not attempt to do too much at first. Before beginning to ride a novice or young hand at the sport should read what Dr. Richardson says on the subject. He wrote a series of articles in *Good Words* in 1882 which are well worthy of perusal. We have before now observed an experienced rider for want of thought place a novice on the spare seat of his tandem and run him too far, and so create a disgust for ever afterwards at the mere name of a tricycle. This observation applies particularly to ladies who allow their high spirits or enthusiasm to run away with their common sense, and the exercise which was intended to do them good results in injury both to the muscular and nervous systems.

Riding at a regular, steady pace should be constantly kept in mind, and indulgence in *spurts* rigorously avoided. Puffing or blowing, or being out of wind, are often very injurious to the heart, which is of itself a muscle and requires not to be over-exerted at first. There are two old sayings which should never be lost sight of, "Gang warily" and "It's the pace that kills." After a few months' constant, steady practice a week or fortnight's tour may be planned and carried out with benefit to health and the enjoyment of a rational recreation. Road books and maps should be carefully studied, and if our tourist is an amateur photographer or botanist he should have some other object in view, such as visiting all the historical spots and other associations of the district he passes through. For thorough enjoyment, if he covers thirty to forty miles per day he will do well. Let his cycle be a good one and not too heavy, as every pound of additional weight tells on an extended trip.—*The Scottish Cyclist.*

AS WE AT TENNIS PLAYED.

She tossed the ball this way and that,
And shrieked whence'er it strayed;
She wore a most coquettish hat
As we at tennis played.

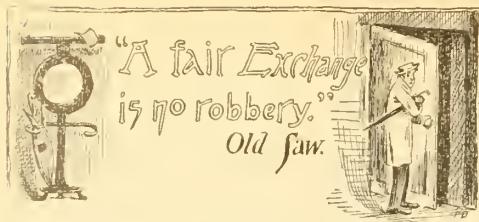
No creature was to me so dear
As that same little maid;
I trembled now 'twix hope and fear,
As we at tennis played.

My foolish heart went pit a pat,
And all its chances weighed;
I whispered something 'neath that hat,
As we at tennis played.

The sweet reply came low and clear
Beneath that hat's broad shade;
We've fixed the day for just one year
Since we at tennis played.

—*Edith Sessions Tupper, in Outing.*





Indianapolis wheelmen might very opportunely send candidate Harrison a full history of the cycle manufacturing monopoly in America.—*American Athlete*.

She (*at the races*)—What's the trouble at the judges' stand, George? He—There is some dispute over the last heat. She—Are n't their thermometers all alike, George?—*Texas Siftings*.

Wanted—An artist to give our sport a lift in the next Academy. A picture showing “The Club Run,” “A Ladies’ Day,” “A Warm Search,” or some such subject would do capitally.—*Bicycling News*.

Nothing will separate a loving young couple so quickly, as to have a bicycle come up behind them on a dark night, as they are slowly promenading the sidewalk, and run between them.—*Peek's Sun*.

The practicality of the tricycle as a vehicle for the daily use of women is undoubted. There is scarcely a large town in the land where there are not some ladies who use the tricycle as others do their horse and carriage.—*Scientific American*.

Last year 127 people were killed by vehicles in London, nine by cycles. There were 3,986 persons injured by vehicles in a like period, and fifty-three by cycles, and yet we will long lay odds that there are those who still denounce those dangerous cycles.—*Wheeling*.

Lord Wolseley pronounces the bicycle “a military instrument of great promise.”

The bicycle claims a victim now and then, but it is extremely doubtful if it ever proves as destructive as the Krupp gun.—*Norristown Herald*.

“Hang it all!” he exclaimed, as he turned over the periodicals on the counter, “I’d like to find a paper that isn’t chuck full of base ball.” “There’s a drug store on the next corner, sir,” suggested the news dealer. “A drug store! Who asked for a drug store?” “They sell fly paper there, sir.”—*Time*.

A guileless little boy, of Market Drayton, was practising walking up the street backwards, and at the same time a young man was coming down the street on his bicycling. Result: one bicycle damaged, one boy knocked over, one bicycle rider executing a double somersault and hitting the pavement with his head.—*Sewing Machine and Cycle News*.

Here are a few cycling don’ts:—Don’t swallow too much cold water when hot. Don’t ride without a brake. Don’t start out with an empty oil can. Don’t cut corners too closely. Don’t go out without a lamp. Don’t start out on a day’s ride with eighteen pence in your pocket. Don’t ride too soon after feeding. Don’t sit on damp grass after riding.—*Bicycling News*.

A bilious man—a creditor.

A sinner cure—Sing Sing.

A oarful struggle—the boat race.

A sentimental girl—Maud Lynn.

The latest thing out—your cigarette.

A model woman—a tryer-on of cloaks.—*Yale Record*.

A few days ago, in front of the Monitor and Merrimac cyclorama building, a bicyclist “took a header” and went down, covered with dust, chargin and other uncomfortable quantities, and arose filled with pain and several bleeding bruises. As he came up, anything but smiling, an unsympathetic savage of the tribe of Gam’ n approached and eagerly petitioned: “Say, cully, do dat agin, won’t ye? Some er de boys did n’t see it an’ it was awful funny.”—*Arkansaw Traveler*.

If we could have a light, safe, easy propelled and comfortable riding bicycle that our wives, “best girls,” sisters and daughters could ride over common country roads, it would increase the use of the bicycle more than all other means put together. We hope the machine is in the near future, for what more could I ask for pleasure than to have my wife and two daughters accompany me on my tours around the country in pleasant weather. It is too good to think of! Let me realize this pleasure, is my desire.—*Star Advocate*.

“I am inclined to thank God for the bicycle. It won’t develop dudus. The dude is the creation of the unhealthy gasses and bewildering exercises of the ball-room and the dissipations sure to accompany it. The ball-room develops things; the bicycle properly used will develop men. But it won’t make a man of you if you think of nothing else; if your highest ambition is to be the best rider or the fastest racer, nor if you have persuaded yourself that you are at the top of the ladder when you are in the saddle.”—Rev. A. B. Dixon.

The bicycle is a great time-saver, and to ride it well will always be an accomplishment. The medical profession recognizes it the world over as a trusty ally. Bicycle riding will cause any man with ordinary health to feel better, sleep better, eat better and *think better*. As to its being dangerous? Yes, we suppose it is. It’s dangerous to fire off a gun, or to wade out in midstream to a convenient boulder, or to ride a horse “when he feels good.” Yes, ma’am; all these things are dangerous. But the average man has taken great delight in them for ages past, and will continue so to do to the end of the chapter.—*Sports Afield*.

While riding with a party of young beginners at touring, recently, I was forcibly struck with the remark of one of the number who was enjoying himself so grandly, and, by the way, I think we were all drinking in the pleasures of nature, combined with that of cycling, as much as we could. His remark was this: “Any one who knows how to ride a bicycle and don’t enjoy it is lazy.” “Well,” I thought, “there are lots of this kind.” The number who are too “lazy” to exercise enough to enjoy themselves are not small. We often have people say to us: “When they get out a bicycle that can be propelled by steam or electricity I mean to have one.” I don’t think they would. They would be too lazy to sit up and guide it, to say nothing of taking care of it. Such persons are too lazy to breathe; they would not if it was not natural. They remind me of an old schoolmate, who said he was born tired and never had got rested. He was too lazy to sit or stand erect without leaning on something. They are to be pitied; it’s a pity they were born.—*Star Advocate*.

The following is G. L. Hilliers summing up of Rowe’s riding form, and is interesting in showing just where our American Champion differs from the accepted standard of England :

“He sits very upright and uses T handles, and the moment he commences to spurt a considerable portion of his shoulder weight is thrown upon his wrists, and as he wobbles his shoulders, his steering is by no means steady at top speed. He sits relatively close to the head, and does not remain steady in his saddle. The actual action of his legs is immensely powerful, the thigh and back muscles doing a tremendous lot of work, which, however, is considerably discounted by his action below the knee. It is quite true that he drops his heel, but the drop is due to the downward thrust from the knee, and not to upward and forward kick which distinguishes a true ankle-pedaller, and it is not until the pedal is well on the descending curve that the thrust becomes really effective. The thrust is very powerful, but only effective for a short distance, and we could detect little or no ‘clawing’ as the pedal rose. That Rowe should attain the speed he does with his present style of riding points to the possession of wonderful power from a muscular point of view. Riding a small wheel he jumps off fairly well, and as long as his spurt lasts it is a good one.”

“Rowe’s mission here has not been a success, and from a patriotic point of view we must regard his failure to secure Dick Howell’s scalp as satisfactory, but from the personal point of view we think every one who has met America’s champion cyclist will be sorry, for he is a straight-forward man, with as little bounce as any professional rider we met. Whilst showing considerable quiet confidence in his own powers, he treats his hearers to none of the absurd gasconade which so many pros. and some few amateurs indulge in, and, recognizing the many chances which militate against success in cycle racing, simply says he means to do his best. All true sportsmen will appreciate these characteristics which distinguish the American champion, and join with us in wishing him more conspicuous success in his next venture than has attended his visit to England in 1888.”—*Bicycling News*.

Athletics for Women.

Next to lawn tennis there is probably no one form of combined outdoor recreation and physical culture for the fair sex which admits of such general practice as cycling, the high grade of tricycles put upon the market in the last two years having placed the sport on a solid foundation. It is safe and healthful for young and old, and even invalids, who have taken it up with the advice of the family physician, have found great benefit from the exhilarating effects of the exercise, as well as for the health giving influence of pure air and sunshine which it affords. It is not hard work after the muscles have been fairly developed by a few months' practice. A lady and gentleman upon a double machine may travel from twenty-five to fifty miles in a day on good roads without great fatigue; and a number of delightful summer tours of 1,000 to 2,000 miles have already been accomplished by women.

Walking is not a hard form of physical and mental recreation, through the women who walks for exercise should do so regularly, wearing "common sense" shoes, reasonably short skirts, and avoiding, above all things, tightly fitting garments, which prevent the lungs from properly expanding, as in all forms of physical culture for man or woman there must be absolutely no cramping of the breathing apparatus or muscles. A brisk walk of an hour every morning with an agreeable companion, or even alone, if the mind can be pleasantly occupied, is a capital cure for nervous or sick headache, weariness and all the other unnamable "bad feelings" that arise from women remaining too much indoors. But walking for exercise can not be combined with a shopping tour, and there is little benefit in a sauntering pace.

In the summer season there are boating and canoeing, and more expert oarswomen are to be met with at the seashore and lakeside than the majority of people are aware of. Every woman should learn to swim. The art is easily acquired, and the accomplishment admits of quite as much grace, and poetry of motion for that matter, in its performance as dancing. We have seen more beautiful lady swimmers, and wish there were many more. From practical considerations alone, the ability to preserve one's life and save the lives of others, every one should feel it a duty to learn to swim. Women doubtless has no desire to play base ball, but the simple practice of tossing and catching a ball is good exercise for hands, arms and shoulders, and at the same time brings many other muscles into healthy play. Riding is not a physical exertion at all, but only a means of taking the air.—*New York Press*.

July 4 was the date for the third annual tournament of the East Saginaw (Mich.) Bicycle Club and it was a very successful affair. The events consisted of a one-mile race (novice), one mile, open, half-mile, boys, ten-mile team race, hurdle race, E. S. B. C. championship, half-mile, five-minute time race, one-mile, 3:20 class, and a five-mile lap race. Good prizes were offered in each, and the contests were spirited from start to finish. About 800 people witnessed the sport.

The wheelmen of Cazenovia are talking of holding a tournament in Cazenovia, about August first. If their plans are successful there will be several races for which valuable prizes will be offered. A prize drill, fancy riding, and a lantern parade in the evening. All Wheelmen wishing to attend are requested to send in their names and invitations will be sent to them. Address,

B. S. STANLEY, Cazenovia, N. Y.

"Is that a labor riot over there?" asked an excited individual, pointing to a crowd of wildly demonstrative men in a field near an institution of learning. "No," was the answer. "A couple of college teams are playing foot-ball, that's all."—*Norristown Herald*.

Photographs of the Indiana tour taken at the starting place in Indianapolis, can be had at this office at 50 cents apiece.

The reports that Temple was seriously injured at Amsterdam are probably overdrawn.

Temple wants a match with Howell for \$500 a side; distance, one and ten miles.

"Murder Lane" is the name of a famous tough hill near Pittsburgh, Pa.

The Canadian Association.

The principal sporting feature of the celebration of Dominion Day, July 2, in Belleville, Ont., was the annual meet and races of the Canadian Wheelmen's Association. It attracted very many people from other cities and towns, while cyclers were present from all parts of Canada. The weather was delightful, the management of the affair excellent, the races almost without exception very interesting, besides being worked off promptly by the competent officials engaged, and everybody was, therefore, well pleased with the record of the day. The hill climbing contest took place at Meyers' Hill, the business meeting was afterwards in order, and early in the afternoon the annual parade took place, being participated in by 236 wheelmen, representing fourteen clubs. The parade ended at the Corby Driving Park, where the races were held, in presence of over three thousand persons.

* * *

Dr. N. P. Tyler has resigned as official handicapper of the L. A. W.

* * *

Would it not be a good idea for ball-head bicycles, to try some kind of hair restorer?

* * *

George B. Thayer sailed for Europe June 10. It is his intention to make a tour of the continent on his wheel.

* * *

"Harold Dwight Corey and Mary Huntington Wallace, married Wednesday, June 27. At home, Thursday, October 11, Linwood Avenue, Newtonville, Mass. Eighteen hundred and eighty-eight." Thus reads the engraved legend, and we hope it does not mean the loss to wheelmen of one of its pioneer figures.

* * *

It is proposed to license all drivers of vehicles in New York City, and no man is to have a license who hasn't had some experience in handling the ribbons. It is expected that this will largely reduce the mortality of the great metropolis, which owes its present high rate to reckless driving as much as to anything.

* * *

There will be a day of bicycle racing at the Lynn Mass. Bicycle Park on Saturday, July 28, for suitable prizes. The events will be as follows: One mile novice; One-fourth mile heat; One-half mile dash; One mile open; One mile handicap: Three mile handicap; Two mile professional handicap; One mile consolation.

* * *

At the St. Kilda Skating Rink, Melbourne, in March last, four female bicyclists rode races on ordinary bicycles. They appeared to be about eighteen years of age, and were dressed in knickerbockers with colored jackets. They rode modestly, except when the sharp corners gave them some nasty falls. The exhibition was voted disgusting, however.

* * *

Is lager beer a good thing to drink when riding? Some say "yes"; others assert that for inflating it is worse than ginger-beer and lemonade. The fact is, no one drink will suit everybody. As the old adage says "What is one man's meat is another man's poison," and though lager may suit some men admirably, it can not be swallowed with impunity by all.

* * *

On June 17, in the presence of witnesses as named below, J. H. Shurman of Lynn, Mass., on a Springfield Roadster, went up and down Eagle Rock twelve times without a dismount. This means 21 miles of continuous up and down hill work. The time consumed to perform this feat was 3h. 39m. The hill is just one mile long. During the performance the heat was intense, being about 95 to 97 in the shade. This beats Mr. Wells' record by just double, and is a wonderful performance. The machine ridden was the ordinary roadster with a gear over 52-inch and with the regular length of levers, in fact it is a regular stock machine.

* * *

Cycling magazines and periodicals are growing—and dying too, for the matter of that—like mushrooms, in Europe. There are above a dozen cycling papers in the German language, and *La Belle France* is not slow in making up the same number. Two new sporting papers have recently been added to cycling literature in France, and we cannot help thinking that the number of papers is not at all in proportion to the importance of the sport in that country. Having had a glance at the first issue of the recently published *La Vélocipédie Francaise* we are sorry to say that, with the best wishes for its welfare, we think it a dead failure.

Loose Spokes.

The Boston Bicycle Club goes in for tally-ho trips.

They call bicycles "whirlwinds" in some parts of Wales.

The latest thing in enamel is called "nigger." It's English.

Kilkelly holds the Irish grass record for the mile, 2m. 57 1-5s.

W. J. Cochran, the well-known trainer, expects to go to England soon.

Maltby, the fancy rider, contemplates a tour through France in August.

Messrs. Singer & Co. will put a ladies' bicycle on the market this fall.

Fred Midgley, the Springfield Racer is training on the Crawfordsville track.

The weekly cycling press for the past month has been mostly "League Meet."

W. A. Rowe will ride at Buffalo. We trust Howell, Temple and Willie Wood will be there.

Bicycle races proved an exciting feature of the athletic games recently held in San Francisco.

Temple's racing record during his stay in Europe is 76 races—62 firsts, 8 seconds and 2 dead heats.

For a man of indoor occupation nothing is so beneficial as a week's vacation spent on the wheel.

The American team in Berlin sent a floral tribute to the sick Kaiser several days before his death.

Phil Hammel of Chicago, expelled from the League for alleged professionalism, has been re-instated.

Harry Etherington is now engaged on the arrangements for an Ironmongers' Exhibition in England.

A Liberty Bill has been introduced into the lower house of the Louisiana Legislature now in session.

A new bicycle club is about to be started in Chicago. Its membership will be confined to Safety riders.

A ladies' column has been opened in the *C. T. C. Gazette*, over the signature of "Lillias Campbell Davidson," better known as "Violet Lorne."

The *Australian Cycling News* tells us that his Excellency the Governor, Sir Wm. Robinson, has been seen riding a tricycle about in the colony.

It appears that the treasurer of the League was compelled to pay the *Bicycling World* \$10.00 for using the League mail list to send out the League program.

Mr. Wells warns riders against the danger of over-doing in hill climbing. Men with no training or not having proper physiques are in danger of over-exerting.

The Ninth Indiana Tour numbering some forty odd wheelmen left Indianapolis on the 7th inst. A detailed account of the tour will be given in our next number.

The parade at Baltimore during the League Meet was not as pleasurable as was anticipated, owing to the intense heat. However over 700 wheelmen were in line.

At the Canadian wheelmen's meet at Belleville, Ont., July 2, Fred Foster, Canadian champion bicyclist, lowered the Canadian tricycle record for one mile to 3.18 4-5.

The English boy again. Scene—Crowded thoroughfare in a provincial town, fat man riding a bicycle. Small boy: "Say, Bill, would n't he make a proper pincushion?"

2.43 is not bad time for the one mile L. A. W. Championship, considering how some of the previous championships have been run. Will Windle made it at the Baltimore meet.

THE whcelmen of Marion, Ind., will hold a race meet about the first of August with at least three events: Half-mile novice, one-mile amateur and one-mile club championship.

Whittaker seems to be making a good impression abroad, and has been opening the eyes of the French cyclers by lowering the safety records. The Bordeaux club are to present him with a medal.

Gilbert and Sullivan are said to be writing an opera wholly in a cycling vein. Anglers rave about the "music of the reel," and now it would seem that cyclers will have a chance to go wild over the "music of the wheel."

Another Example of the Moralizing Influence Exerted by the Bicycle.

Herr Mentzelstrom.—Der Gounselmans can pass all der Suntay laws dey blease, I care notings. I just put onp a poard fence und den dey don't can see vat goes on in here already.



"WHO-O-O-P."

Herr Mentzelstrom.—"Gottinhimmel! wot was dot!!"

*The above is the result of a vain attempt on the part of our compositor to represent in cold type the hailing sign of some passing wheelmen.

A WHEEL AROUND THE BAYS OF SAN FRANCISCO AND OF MONTEREY.

BY JOSEPH J. BLISS.

In Four Parts.

SECOND DAY (*Continued*).

Across the river I found the nature of the soil changed from adobe to sand again, and the riding was by no means good, frequent soft sandy spots necessitating a walk, but at times by carefully picking my way I was able to ride as much as a mile at a stretch. I have no doubt the road was now at its best; probably after a month or two of dry weather there would be no riding. Now the country was very pleasant; fresh green grass everywhere, and an occasional fine live-oak tree along the roadside made inviting spots for the weary wayfarer to rest. But it was now past three o'clock, and as I knew not what character of road was ahead of me, nor yet how many miles were to be traversed before I reached Monterey, I was not tempted to rest except for a few minutes on one occasion under a shady tree, until at length I reached another rivulet of clear water, and I can let no opportunity for taking a drink pass. Just beyond was a fine-looking stock farm, and numerous noisy crows were flying in the heavens. After traveling for five miles, about half of which was walking and half riding, I meet a brewer's wagon and I inquire the distance to Monterey. I am told it is ten miles, which is less than I had anticipated, but I know how difficult it is to get even an approximately correct statement of distances from points between towns. The road is a trifle better in places, and I soon reach a wayside house near which a rather large girl was having immense fun in sending a big dog into a muddy pond after chips; but what a condition her pinafore was in from the gambols of the dog, who, each time on his return would paw all over her, but dirt was apparently her normal condition. I notice a large water trough here, to which led a pipe with a faucet, and I stop to investigate the faucet when a voice shouts from the house: "Now don't ye be afther lettin' that horse dhrink up all the wather," followed by the owner's laugh at what was doubtless considered a very humorous conceit. I ask if there is any objection to my drinking some, and am invited to come in and I can then get all I want. Indoors I find about the dirtiest looking bar-room it was ever my fortune to look at. At least I presume it was a bar-room, for there was a sort of a counter and some bottles at the back of it. The presiding genius was an Irish woman, and as I drank a glass of water she was bantering a young fellow standing in the doorway to try and mount my steed, explaining to me that "he is a vanquero who thinks he kin ride anything in the countrhy." I resolve that he will not be able to ride my steed at all events, and, after inquiring the distance, I thank the hostess and depart. She said: "Exactly sivin moiles from where ye sthand to Monterey, and foive to Dil Monte."

The road at intervals, where it skirted the foot of the hills, was quite good, but whenever it left the hill for the lower ground it was very soft and sandy. The grade was everywhere gentle. After a mile or two I fancy I hear the roar of the surf of the bay, and each ascent I expect will bring me in view of it, but mile after mile is reeled off, and although I can distinctly hear the surf, the ocean is not yet to be seen. I met a pleasant old lady and gentleman in a buggy, who accost me with "Good bye" as I pass them. I had received the same salutation two or three times previously during the day, and thought the parties were merely offering a jocose remark, in the same way as one man good-humoredly shouted as I passed him: "You'll get there!" but I now considered this must be the usual polite salutation, instead of the "good morning" or "good evening" customary farther north. My cyclometer had registered five miles since leaving the Irish woman's cabin, and no Del Monte had yet appeared, although she had been so precise as to the distance. But about a mile further on I reach the outskirts of the beautiful grounds of the hotel, and passing from the country road through the first gateway that offered, I ride rapidly over the magnificent level driveways, shaded with fine trees and bordered with beautiful flowers, past the new hotel, which is, I consider, much

finer than the former building, which was burned down a year or more ago, and which I had seen on the occasion of a railroad excursion to Monterey two years before. The Del Monte is too aristocratic a place for a dusty wayfarer like myself, I think, and I have no idea of stopping there. The road was now familiar to me, and as it was good, another ten minutes brings me over the intervening two miles to the town, which I reach by daylight at 6.25 P. M.

Just before entering the town I dismount and inquire of a man I meet (presumably a mechanic), what house he would recommend me to go to for a clean room and a good meal at moderate cost. He recommends the Bay View House, where he is stopping, and where he said many boarders were stopping who had lived there continuously for many months. Accordingly I proceed there, and am immediately shown to a very neat, well-furnished room, and quickly changing my underclothing am ready for a substantial supper, served in very good style.

My machine was placed in the corner of the office or bar-room and was surrounded by a throng discussing its merits. One man was remarking that the saddle (an improved Kirkpatrick) was a very uncomfortable looking affair to sit astride of all day. It was not until this moment that I noticed something was wrong with it, and upon examination, I found that the iron plate which supports the back part was snapped in two. I could not have ridden it far in this condition, although the leather above and the spring on either side underneath held it in place. This served somewhat as a dampener on the prospect for the morrow's ride, and my spirits were not to be raised by the replies I received to my questions in relation to the roads from Monterey to Santa Cruz. Although I questioned quite a number of people, none of them seemed to know much about roads. All seemed to think there was a road skirting the bay, but on inquiring which way I was to pursue, I was directed to take the road over which I had come back to Salinas City, thence across to Watsonville. This did not suit me in the least, as I had no desire to retrace my steps for this distance, especially as the question of crossing the Salinas River would then be again presented. It seemed to be the universal opinion that the proprietor of the house knew more about the roads than any one else around. So I consulted him, but without getting any encouragement as to there being a more direct road than by way of Salinas City. I then inquired if it would be possible to follow the beach all the way to Santa Cruz, and was assured that at low tide I might, except at the crossing at the mouth of the Salinas, where by leaving the beach and going upstream for a mile or so, I might get across the river by means of a ferry and then return again to the beach. There were no very clear ideas as to whether I could ride my bicycle along the beach or any portion of it, but it seemed to be generally considered that I could, for horses and buggies were sometimes driven along it at low tide. I resolved to attempt the beach anyway, before I returned to Salinas City.

The evening was spent, not entirely without amusement, in listening to the conversation of the occupants of the room as they sat around the stove, bicycle forming no small part of it. Numerous arguments were started in relation to its speed, make, diameter, circumference, etc., and, in order to settle one of the questions, one of the knowing ones produced dividers, square, etc., and proceeded to demonstrate on paper the vexed problem of ascertaining the circumference from a given diameter. His explanations were not very clear but were evidently considered to be satisfactory. There was some amusement in watching a pair of Irish laborers play checkers, but the knowledge that I had a rent in my trousers to repair caused me to seek a store to purchase needle and thread (which I make a mental note must be included in my outfit on the next long bicycle trip), and then I retire to my room. Notwithstanding the, to me, strange and unaccustomed noise of the roar of the surf, which may perhaps serve as a lullaby to those used to its noise, I am soon in the sound sleep which the wheelman may confidently expect after a similar day's work.

[TO BE CONTINUED.]

THERE will be seven open races, eight championships, nine handicaps, three class, two novice and one consolation race, at the World's Tournament, Buffalo.

A Celebrated Circler.*

The GAZETTE's review of the volume which it believes "will always hold the undisputed place of the first great work on the subject of cycling," mentioned its chapter on "Curl" as being in itself "well worth reading, but of doubtful appropriateness in a book of American roads." So many other critics have likewise praised this sketch that, whether appropriate or not, there can be no doubt of what has resulted from its insertion: "Curl" has become a celebrity among the wheelmen of all countries where the English language is spoken.

There is something very singular about this fact, that the most noted literary feature in the most elaborate and widely-circulated of cycling books should concern a canine circler rather than a human cyclo— that the foremost figure in this mammoth encyclopedia should be neither the author himself nor any other one of the "200 contributors of records," but merely a wheel-hating bull-dog, who died in 1869, just when the bone-shaker of France began to invade America. Our belief that people are interested in such singularities leads us, therefore, to condense, from advance sheets of the pamphlet named below, a summary of the published evidence in support of our assertion.

"I am confident," says the cycling editor of a Birmingham weekly, "that this bull-dog will occupy a prominent position in the history of the cycle. I would we had an Engl sh Kron." The reasons, given by K. K. himself, for trying to push his pet plaything i to this position, are comprised in three pages of preface, from which we quote the following:

"The one vanity of the book was the author's decision to insert, as its chief 'literary' feature, a biography of the best-remembered companion of his boyhood, in order thereby to make a most impressive appeal from the judgment of the select circle of magazine-editors who had condemned it, to the judgment of the mass of mankind, as represented by his thirty-four hundred 'co-partners,' enrolled in every section of the globe. For an utterly unknown writer to thus have won in advance the attention of a vaster and more widely-scattered audience than many of the most famous of contemporary authors can lay claim to, was a unique opportunity, whose temptation I felt powerless to resist. Evidently, in trying my luck at so phenomenal a chance, I had much to gain from success, and little to lose from failure. If my 'Study in An mal Life' proved pleasing to the multitude of patrons whose sympathy with my enthusiasm for bicycling had led them to pledge their dollars for the building of a monumental book upon that subject, they would like the book all the better on 'Curl's' account, and would give his memory also a monumental degree of celebrity. On the other hand, if his biography proved powerless to interest them, they would pardon the insertion of it, as a harmless freak, in consideration of its covering but nineteen of the nine hundred pages in a book whose bulk had been promised them as three hundred pages only."

A rebuke having been administered by "Daisie," in the *L. A. W. Bulletin*, for the apparent lack of gallantry shown by giving less space in the book to "the little army of lady tricyclers" than to extraneous subjects of no interest to them, the author printed this defence:

"Must I suggest, also, that you are cruelly inaccurate in saying I have written 'scores of pages on a savage bull-dog?' Nineteen pages are not 'scores,' and 'Curl' was never savage. Indeed, the sole literary object of the volume is to justify his memory in history as the most tender-hearted specimen of his race, as having always 'roared you as gently as a sucking dove.' So, please don't condemn Curl until you have formed his acquaintance, and don't assume that his character may not be voted charming, even 'from a feminine point of view.' Let me confess, too, that it was a woman's praise (given long ago in the days when we both were young) of my verbal reminiscences about Curl, which finally led me to conceive the notion of writing his biography, and so led to the production of the monumental tome which his portrait adorns. Since lively modern girls of sixteen and eighteen and twenty have al^l, more recently, laughed their approval to me of the actual biography, I may surely be pardoned for hoping that 'the little army of tricyclers' contains many who will also be able to find some fun in it. My own personal chance for favor among them may have everlastingly gone by, but I want to have Curl given a fair show for becoming 'a pet of the ladies.'

On page 715, of 'XM Miles,' the author invites each subscriber to report whether the chapter seems amusing enough to him personally

*CURL, THE BEST OF BULL-DOGS. A Study in Animal Life. Twenty-eight pages of 14,000 words, with photogravure frontispiece; appendix of 150 pages, giving specimens of the text and newspaper notices of "Ten Thousand Miles on a Bicycle." Sent postpaid to any country in the world on receipt of twenty-five cents in stamps. KARL KRON, Publisher, University Building, Washington Square, New York City.

to justify its insertion, and whether this insertion seems likely to be affective as a trick for arousing outsiders' curiosity in bicycling? From Maine to California the responses have been favorable. Thus, G. O. Hall, of Bangor, says: "The book is as it should be now, and you could not have improved it by any omissions or additions. No true lover of the dog can read 'Curl's' story and its finale with dry eyes." The sentiment is re-echoed at San Francisco by J. J. Bliss: "The extraneous chapters are certainly amusing. All lovers of the dog must like to read the chapter on 'Curl'—and who is there that does not love a dog? I think one could find a greater number who do not love their own race." In the *American Athlete*, Cal Wallace, of Philadelphia, says: "With my canine taste, the chapter on 'Curl' goes right to the spot. As a piece of literary work it is far superior to anything else in the book, and I will take off my hat to the man who wrote it, if I should ever meet him." An Ohio rider, G. C. McNeil, of Akron, writes: "I read the bull-dog's story and liked it much for the fun it contained. I have no doubt that, had 'Curl' lived to see you on a wheel, he would have made you wish that you had an iron boot." Other subscribers' opinions are of the same tenor, and are reflected in the press notices, from which we make complimentary citations as follows:

The queerest book that has come into this office for a long while is "Ten Thousand Miles on a Bicycle." It would be as dull, prosaic and borous as the author has aimed to make it, if he had been able to live up to his ideal. Luckily, he could n't. His individuality has asserted itself. He himself has crowded in (among the three cornered stones, the up-grades and the pauses to oil the machine), and some of his literary excursions are exquisite. "Curl," the dog to whom the book is dedicated, is the title of a sketch of the animal that is simply delicious. A cleverer, more delicately humorous, or more thoroughly intelligent study of a brute has seldom been written. If we fail to like the animal, it is because we see his true character; but, be the dog good or bad, no one can fail to enjoy reading of his experiences and noting how he revealed his character in his life and walks—as we all do. There are other readable chapters, and the book has literary merit of rare quality, in spots. It seems incredible that the author should have had "Curl" rejected by every prominent magazine, but that is what he says.—*Hartford Courant*.

We have read the biography of "Curl," the bull-dog, with a great deal of interest, though we do not wonder that a dozen magazine editors refused to print it.—*L. A. W. Bulletin, Boston*.

There is a vast deal of this book that is of interest to the general reader as much as to the bicyclist. The chapter on "Curl" is especially interesting for the picture it presents of a remarkably intelligent and affectionate animal. A brief extract will show what kind of a dog he was, and at the same time give an idea of the author's admirable style.—*Detroit Free Press*.

One of the most interesting chapters is that on the life of the author's pet bull-dog, and a photogravure of "Curl" forms the frontispiece.—*Worcester Spy*.

Whether the dedication of such a work to a favorite bull-dog, "not lost but gone before," may be thought congruous, we leave to debaters on "good form;" but, judging by "the best of bull-dogs'" eighteen-page biography, as genially related by the author, we should say "Curl" is entitled to affectionate remembrance.—*The Evening Telegram, N. Y.*

Some chapters are very good reading for anybody. His bull-dog receives a long one, the most interesting in the book. This animal was almost the intellectual equal of the famous "Calvin."—*Buffalo Express*.

The frontispiece illustration is not that of the author, as a hasty inspection of the book might possibly suggest, but is a likeness of the author's companion. "Curl" was a bull-dog who lived not quite thirteen years. His biography is written in Chapter 28 of this remarkable encyclopedia. The dedication is inscribed to this friendly fellow animal.—*The Critic, N. Y.*

The general opinion of Karl Kron's book seems to be that when it comes to dogs he can write very intelligently and sympathetically, but outside of that one chapter the work is a dismal failure.—*American Athlete, Philadelphia*.

In view of the great quantity of matter here condensed and classified, the picture of the bull-dog, which embellishes the first page, would seem to be a fitting emblem of the perseverance with which the author has pushed to completion his three years' task. The volume is inscribed to the memory of "the very best dog whose presence ever blessed this planet." Well, he certainly does not look it; but the account of his life—and death—is the very best thing, from a literary point of view, in a volume of 900 pages. It is capital in itself, but its excellence must be the chief reason for its appearance in the midst of a tedious record of roads and journeys with which it has no sort of connection.—*Boston Advertiser*.

The chapter on "Curl" is, in our view, at once the triumph and condemnation of this book. That a man who can write such a biog-

raphy as this—in every way perfect—can then coolly and deliberately bury it in the undigestable mass of verbiage, egotism and nonsense in which we find it, is simply exasperating and at the same time extraordinary. What this gem has to do with cycling it is difficult to discover; but those condemned for their sins to peruse this work will welcome the restful pause which it affords, as the one green spot in the desert of flat, uninteresting and very personal detail.—*Bicycling News, London.*

The author is possessed of a vein of smart American humor, which illuminates the dry text of his book from beginning to end. In places, such as the inimitable chapter devoted to his bull-dog, "Curl," he soars to a pitch which reminds the reader very forcibly of Mark Twain and Max Adeler; and the cyclist who loves his dog will read this chapter over more than once. To "Curl," whose noble and expressive features act as frontispiece, the book is dedicated, and there is a certain pathos in the selection.—*Wheeling, London.*

We have here the biography of a dog, done in the style of a sincere mourner with Boswellian proclivities; and although the picture of the dog, as he looks with canine benignity toward the title-page, inclined us to accept the chapter of biography *cum grano*, yet the author assures us in his dedicatory lines that "Curl" was "the very best dog that ever blessed this planet." We commend this volume as a curiosity.—*Public Opinion, Washington.*

The one good chapter is that which commemorates a deceased bull-dog named "Curl." That he was a determined creature may be gathered from the sketch of his life, and that he was not ill-looking, from the bull-dog standpoint, may be seen by his portrait.—*New York Mail and Express.*

The frontispiece represents the head of a particularly ill-favored bull-dog; but his interesting physiognomy, thus confronting the reader, in some measure compels a perusal of the chapter devoted to the uneventful career of the animal; and the theme apparently draws out the author's best literary powers.—*Alta California.*

The frontispiece is the picture of a dog—not a soft-eyed lap-pet that runs into the brush at the sight of a wheel, but a big-jawed, fierce-looking bull-dog, that has got the pedal-motion down so fine that he can time the descending foot to a dot, and nip out a piece of three-dollar hose at every revolution. There used to be two such dogs, out on the Manchester road, several years ago.—*St. Louis Post-Despatch.*

In conclusion, we reprint from the preface of the pamphlet, Karl Kron's own summing up of the foregoing opinions, thus:

"There is something especially pleasant about this evidence that the element of affection did not impair my clear-sightedness,—that the 'personal equation' did not sway my judgment,—that what seemed to me my most attractive piece of verbal workmanship has been commended by the severest judges as in fact my best. I do not presume to say that 'my best' should be classed as 'good,' according to any absolute standard of excellence, or that the public verdict already given in favor of this brief biography proves that it contains anything of that permanent quality which should entitle it to rank as literature. I only record the fact that I have accomplished exactly what I set out to do four years ago, by making my bull-dog's memory cherished in every country of the globe where the English language is spoken. With this aim in view I gave seventeen months to the attraction of three thousand subscribers to my bicycling book, from every State and Territory of the Union, every Province of Canada, every Colony of Australia; from England, Scotland and Ireland; from Mexico, Bermuda and New Zealand; from a dozen Countries of Continental Europe; from Asiatic Turkey, Persia and Japan. Having thus laboriously secured my audience, I was not to be deterred from my purpose of winning their approval for 'Curl' because none of the magazine editors took kindly to him; and, having won that approval, I can now confidently introduce him to the general public as the most distinguished dog of his day."

THE Binghamton Wheel Club holds its annual meet Monday, August 6, and in issuing its invitation for all wheelmen to attend, asks that they come on Sunday, the 5th, and participate in a run over their nine-mile cinder-path.

Sports Afield is as bright and readable this month as usual. It is devoted to cycling and other sports and is in every way "A Journal for Gentlemen."

A COUPLE of tricycles are to be taken with the new German exploration which is about to start for Central Africa.

THOMAS STEVENS' "Around the World on a Bicycle" is concluded in the June *Outing*.

IT IS estimated that there were about 1,200 wheelmen at the League Meet in Baltimore.

Program of Races at the World's Tournament, Buffalo.

Tuesday, September 4, First Day.

One-mile professional tandem, open.

Two-mile amateur bicycle, novice.

Ten-mile amateur bicycle, L. A. W. championship.

Three-mile professional, bicycle handicap, 450 yds. limit.

Two-mile amateur bicycle, 6:20 class.

Five-mile amateur tricycle, L. A. W. Championship.

Three-mile professional bicycle, first heat world's championship.

Three-mile amateur tandem, open.

One-mile professional Rover handicap, 100 yds. limit.

Two-mile amateur Rover, open, road wheels only.

Wednesday, September 5.

New York State Division Meet.

Thursday, September 6, Second Day.

One-mile amateur bicycle, novice.

One-mile professional bicycle handicap, 150 yds. limit.

Three-mile amateur bicycle, L. A. W. championship.

Five-mile professional bicycle, second heat world's championship.

Three-mile amateur bicycle, 10:05 class.

Five-mile professional Rover handicap, 400 yds. limit.

Ten-mile amateur bicycle handicap, 850 yds. limit.

One-mile professional tricycle, open.

One-mile amateur Rover handicap, 100 yds. limit, road wheels only.

One-mile amateur tandem, open.

Saturday, September 8, Third Day.

Two-mile amateur bicycle, state championship.

Two-mile professional Rover handicap, 200 yds. limit.

Five-mile amateur bicycle, 17:00 class.

Two-mile amateur bicycle, open.

One-mile professional bicycle, final heat world's championship.

Three-mile amateur Rover handicap, 200 yds. limit, road wheels only.

Five-mile professional tandem handicap, 500 yds. limit.

Five-mile amateur bicycle, state championship.

Three-mile professional tricycle, open.

Two-mile amateur bicycle, consolation.

In addition to the above there will be a team race, Rochester vs. Buffalo, six men each; also a race for the championship of the city; and a challenge race, Crist vs. Kluge. There will also be fancy riding by Ralph Temple, who is the acknowledged champion trick rider of the world, and club drills by men from Cleveland, Rochester and Buffalo. On the first day of the meeting there will be a large parade of wheelmen under the auspices of the State Division, L. A. W., and at present it looks as though there would be over a thousand men in line.

The Chautauquan, for April 3, prints an article on "Bicycling and Tricycling," by Maurice Thompson. He speaks of the folly of choosing a wheel for its swiftness in preference to its safety, and relates the following incident: "A young clergyman of my acquaintance was brow-beaten into buying a Standard road-racer for his use, although his wife protested. All went well for a while, the dignified and graceful minister taking great pleasure in going along the streets of his town at a speed suggestive of a physician's rush for a dying patient, till at last one bright morning a small boulder waylaid him nearly in front of the postoffice. Two weeks later the minister appeared once more in the streets, sitting cautiously far back in the saddle of a machine made with some regard for the law of gravitation. Meantime the court plaster on his forehead gave a sinister emphasis to the solemnity of his smile as he shied his wheel around every pebble in his way. A bootblack convulsed the community by shouting: 'Set straight, parson, an' tend strictly ter business; that thing 'pear like it was goin' ter buck agin!'"

THERE will be four races for tandems, three for tricycles, seventeen for bicycles and six for Rover Safeties, at the World's Tournament, Buffalo.

THE scheme for building a bicycle path between Holyoke and Springfield, Mass., has been abandoned.



MIDSUMMER.

I ride out with her often
When the twilight shadows soften,
But one feels
There's no time to show devotion,
For the ever jolting motion
Of our wheels.

Yet I cannot but adore her,
As she steers the wheel before her,—
I behind,
For her charms there's no denying
So to tell them I'm not trying.
Do you mind?

She has hair of richest tinting,
Softest brown, with gold just glinting
Here and there.
On her cheek a hue reposes
Like the heart of blushing roses,
Yet more fair.

She is graceful, light and airy,
And her laugh rings free and merry
As we ride.
To me she's such a treasure
That her charms I ne'er could measure
If I tried.

She declares the riding easy.
I am panting, growling wheezy,
Yet who knows,
As along I slowly treadle,
She does scarcely touch a pedal
With her toes.

Then I halt the trike instanter,
And with laughter and with banter,
Take a toll.
I've been doing all the working
So I take the kiss that's lurking
To be stole.

Does she frovin' and growl indignant?
No; she smiles on me benignant.
On my life,
She returns it! 'Tis quite proper
And I have no wish to stop her—
She's my wife



AT RIDING SCHOOL.

Unto the handle-bars I cling,
My feelings can't be wrlt;
I'd be as happy as a king
If I could only quit.

The wheel careers around the ring.
There's no managing it;
It seems to fly along with wings,
And hither, thither flit.

In my attendant's arms I swing—
I don't like it a bit—
And then I mount again the thing.
And mounting, nearly split
My lumbar-peri-rustiring
When I the backbone hit.

Again I'm boosted on the thing.
I'm never lacking grit,
The next second I get a fling
The floor I almost slit.

I get up full of pain and sting,
I feel like I'd been hit.
They put my arm up in a sling;
Next month my bones will knit.



THE NEW PREACHER'S TRICYCLE.

"Seen a heap o' tribulation,
Since the good old parson died,—
He seemed jist like a relation,
Fer we'd traveled side by side
Along the road to Jordan,
Fer nigh to thirty year;
Helpin' us to live accordin'
To the Gospel, while we're here.

"When the good old man was taken,
We jist felt completely lost,
An' our feelin's they was shaken
Up, an' sorter tempest tossed.
Young folks in the congregation
Says there must be spiritual teachin'
So they scoured all creation
Fer some one to do the preachin'.

"But they was n't much successful,
Tho' they tried an awful sight,—
One, sufficiently progressful,
Was n't of the proper height.—
One preacher's hair was yellér,
They were castin' round fer black,—
Always some points that each feller
Seemed ter kinder sorter lack.

"After months of watchful prayln',
All at once they found a preacher;
'Cordin' to the young folks' sayin'
He's a smarter man 'an Beecher.
Went to hear him preach fust Sunday
An' I liked him purty fair,
Till I saw him the next Monday
Ridin' some three-wheeled affair.

"And I askt 'what is that, Parson?'"
Then he smiled like he was tickled,
An' he answers: 'Sister Larson,
That's known as a tri-sickle.'
Well, I looked at it a minit,
An' I turned away disgusted.
Just to see a parson in it!
Well, my heart was might' nigh busted.

"Next time I went to meetin',
I just thought I would expire;
'Bout Elljah he was treatin'
An' his charlot of fire;
Well, I tried too keep a settin'
An' a-listenin' to the sermon,
But his words jist got me sweatin',
An' a-stewin' an' a-squirrin'.

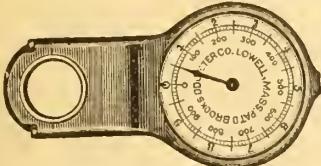
"So I riz right up an' askt him,
As concernin' what he said,—
For I would n't put it past him:—
'Look here, Parson! when you read
All about that charlot story,
Did n't you try to make it mean,
At we've got to go to Glory
On a blame three-wheeled machine!'"

G. S. D.

\$85 SOLID GOLD WATCH FREE!

This splendid, solid gold, hunting-case watch, is now sold for \$85; at that price it is the best bargain in America; until lately it could not be purchased for less than \$100. We have both ladies' and gentlemen's sizes with works and cases of equal value. **ONE PER PERSON** in each locality can secure one of these elegant watches absolutely **FREE**. These watches may be depended on, not only as solid gold, but as standing among the most perfect, correct and reliable timekeepers in the world. You ask how is this wonderful offer possible? We answer—we want one person in each locality to keep in their homes, and show to all who sell, a complete line of our valuable Household Samples; these samples, as well as the watch, we send ABSOLUTELY FREE, and after you have kept them in your home for 2 months, and shown them to those who may have called, they become entitling your own property; it is possible to make this great offer, sending the **Solid Gold Watch** and large line of valuable samples **FREE**, for the reason that the showing of the samples in any locality, always results in a large trade for us; after our samples have been in a locality for a month or two, we usually get from \$1,000 to \$5,000 in trade from the surrounding country. Those who write to us at once will receive a great benefit for scarcely any work and trouble. This, the most remarkable and liberal offer ever known. In order that our valuable Household Samples may be placed in your hands where they may be seen by over 1,000,000 reader, it will be hardly surprising for me to show them to those who may call at your home, and your reward will be most satisfactory. A postal card, on which to write us, costs but 1 cent, and if, after you know all, you do not care to go further, why no harm is done. But if you do send your address at once, you can secure, **FREE**, AN ELEGANT **\$85. SOLID GOLD, HUNTING-CASE WATCH** and our large, complete line of valuable HOUSEHOLD SAMPLES. We pay all express freight, etc. Address, STINSON & CO., Box 510 Portland, Maine.

The Brooks Ideal Cyclometer.



Greatly improved this year. The Simplest, Most Reliable and Best Cyclometer made. Every one guaranteed to be correct. Small, Light, Neat, Compact, Accurate and Cheap. Price by mail, \$5.00.

MODEL SPRING •
CYCLE LOCK
WEIGHT 1 OZ.

Th. W. C. B. Jock Strap

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong. It does not bind or cramp the person at any point and can be worn all the time with comfort, in fact the wearer does not feel it. The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body. Send for circulars of these goods. Liberal discount to dealers

W. C. BOAK, Le Roy, N. Y.

THE

BEST WAY

To get a **First-Class Watch** is in our Co-Operative Clubs.

FINE WATCHES

AT THE

LOWEST CASH PRICES

Only \$1.00 a Week.

Thousands of the best \$38.00 Gold Watch ever made are selling in our Co-operative Clubs.

This is the **Best, Cheapest, Most Convenient**, and **only** co-operative System of selling watches. The watches are American Lever Stem Winders, containing every essential to accuracy and durability, and have, in addition, numerous patented improvements found in no other watch. They are absolutely the only **Dust and Damp-proof Movements** made in the World, and are jeweled throughout with **GENUINE RUBIES**. The **Patent Stem Wind and Set** is the strongest and simplest made. They are **fully equal for appearance, accuracy, durability and service, to any \$75 Watch**. Our co-operative Club System brings them within the reach of every one.

THE KEYSTONE WATCH CLUB CO.
926 Chestnut St.,
P. O. Box 928. Phila. Pa.
We refer to any Commercial Agency.
WANTED.
Clubs Constantly Forming.
Join Now and Save Money.

**WE HAVE AGENCIES IN EVERY LARGE CITY.
WANT AGENTS EVERYWHERE.**



ELASTICITY FORWARD, BACKWARD and in the MIDDLE. It combines the excellence of the "CRADLE SPRING" with that of the finest "HAM-MOCK" saddle. For freedom from pernicious pressure, and for anatomical fitness, nothing else can compare with it. Also ready for the Star.

COPPER CYCLE SADDLERY,

433 Pearl Street, CLEVELAND, OHIO.

**ANKLE ACTION**

(See L. A. W. Bulletin, Feb. 24.)

Is learned the easiest and best on the Eureka Home Trainer and Bicycle Stand.

Price, - - - \$7.50

Correspondence solicited.

M. A. WOODBURY, BRADFORD, PA.

When answering advertisements please mention the WHEELMEN'S GAZETTE, and thus confer a favor on both advertiser and publisher.

Our Specialties.

THE CORSON STAR SADDLE. Warranted to please; price \$3.50, nickelized \$4.50.

THE STAR RIDERS' MANUAL; price 50c.

THE TOURISTS' DELIGHT; price 50c.

THE STAR ADVOCATE; Monthly, 50 cts. per year.

THE STAR EXTENSION STEP AND FOOT GUIDE; price \$1.50.

THE COMMON SENSE STOCKING SUPPORTER; price 35c.

SPADE HANDLES; a fine article, nickelized with vulcanite grips, \$2.50 per pair.

E. H. CORSON'S
BICYCLE EMPORIUM.

ROCHESTER, N. H.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches Only \$4 a Pair.
Club Uniforms a Specialty.

Be sure and write for samples and Measure Blanks.

PUNNETT,
Merchant Tailor and Athletic Outfitter.
ROCHESTER, NEW YORK.

For Sale, Cheap.

Second-hand Bicycles and Tricycles. Send for our large list before you buy. Prices low as the lowest. Second-hand machines taken in trade.

WM. M. FRISBIE CO.,
16 Crown St., NEW HAVEN, CONN.

BEST IN THE WORLD!

**THE KELLOGG BICYCLE SHOE.**

Made of kangaroo or dongola, as may be required, hand-sewed, and possessing merits superior to any other Bicycle Shoe made. Sent post-paid on receipt of price, \$4. Liberal discount to dealers. Manufactured by

W. H. KELLOGG & CO., Palmer, Mass.

DON'T BUY A WHEEL

Until you see our 1888 catalog which covers the most complete line of Bicycles and Tricycles in America.

20 DIFFERENT STYLES.

Each and every one possessing true merit. The finest line of

JERSEY GOODS

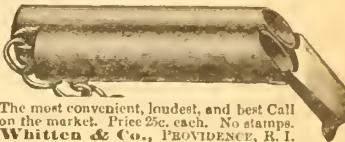
that can be produced, and all articles pertaining to the wants of a wheelman. Second-hand wheels bought, sold and exchanged. Send for Catalog.

—THE—

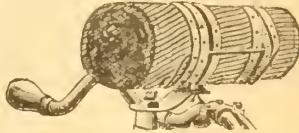
JOHN WILKINSON CO.,
55 State St., CHICAGO.

THE BEST BICYCLE LOCK.

No chain; can not be picked or pulled open; neatest thing out. Price, \$1.00.

The BEST BICYCLE WHISTLE.

The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps. Whitten & Co., PROVIDENCE, R. I.



THE ROSS IMPROVED

DETACHABLE LUGGAGE CARRIER

For Crane and Star Bicycles.

Absolutely the best and most convenient Luggage Carrier made. Do not try to use any other, and do not buy until you have seen the "Ross Improved."

Improved and Made Stronger than Last Year.

PRICE, \$1.00; by Mail, \$1.10.

R.D.A. Discount to the Trade. In ordering state name of wheel and year of manufacture.

C. H. ROSS & CO.,
SOLE MANUFACTURERS.

46 Columbia St., ALBANY, N. Y.

L. A. W. Cards. Latest Designs.

Your name, address, emblem, etc. neatly printed on all. We use a first-class card, and do neat work, sure to please or money refunded. Try Us.

PRICES:—25 for 35 c., 50 for 50 c., 100 for 75 c., post paid.

CHROMATIC CARD CO., Camden, O.

STEEL BALLS FOR ANTI-FRICTION BEARINGS.
OF BEST CAST STEEL.

HARDENED, GROUND AND BURNISHED
16" to 3" diam. Samples and prices on application.

Simonds Rolling Machine Co., Fitchburg, Mass.

INDIANAPOLIS**BUSINESS UNIVERSIT** Y

WE BLOCK, OPPOSITE POST OFFICE.

Best facilities for Business, Short-Hand, Penmanship and English Training. Elegant Catalog free.

New Rapid ROADSTER LIGHT ROADSTER Bicycyle

CONTAINING ALL IMPROVEMENTS ESSENTIAL IN HIGHEST GRADE MACHINES.

True Tangent Spokes that do not break,
 Thickened Bottom Hollow Rims that do not buckle,
 Hollow Detachable Handle-Bars that do not work loose,
 Backbones and Forks of the best weldless steel tubing,
 Ball Bearings made with the accuracy of watch work.



ROADSTER
Weight, 40 pounds

ALL ON.

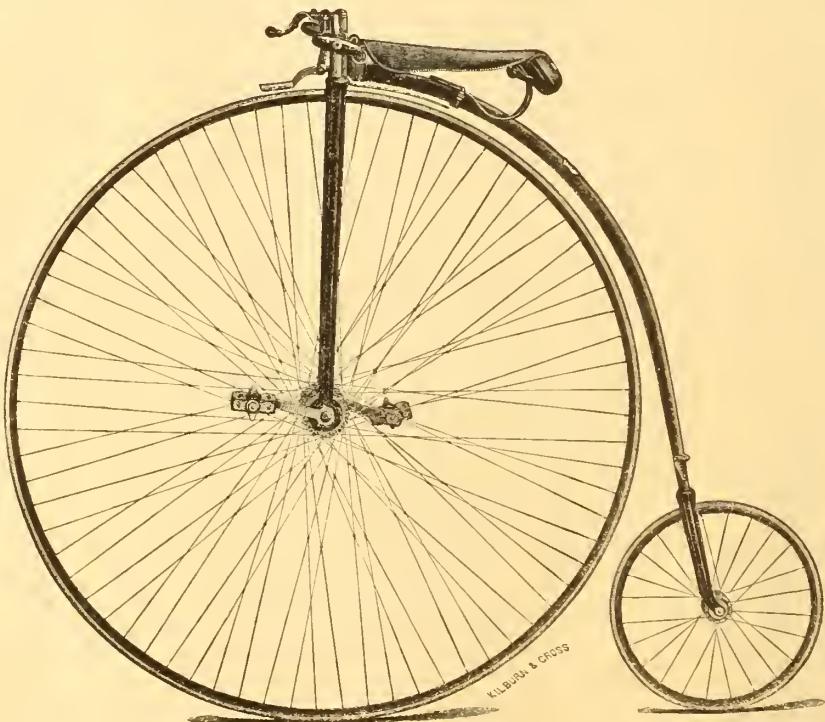
Choice of Handles and Saddles
Given.



LIGHT ROADSTER
Weight, 36 pounds

ALL ON.

Choice of Handles and Saddles
Given.



These are the Reasons Why

They climb hills with so little exertion; coast so swiftly; do not break up when put through rough work; give perfect satisfaction to their owners and are so rarely found mentioned in second-hand lists.

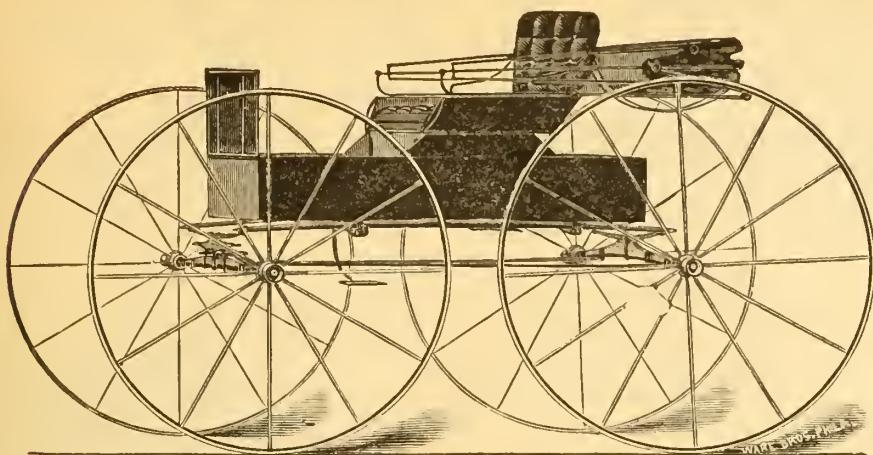
You Should Post Yourself About Them.

SEND FOR CATALOG. AGENTS WANTED IN UNOCCUPIED TERRITORY.
MENTION THE "WHEELMEN'S GAZETTE."

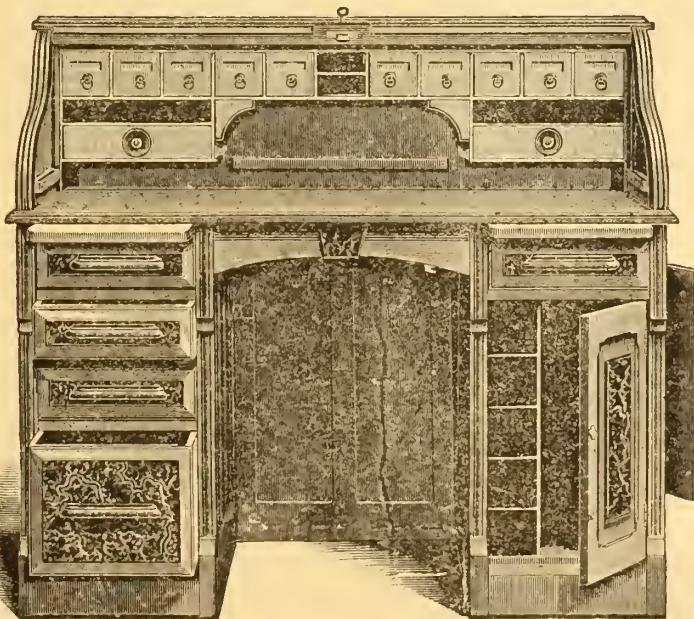
THE CLARK CYCLE COMPANY,

2 and 4 Hanover St., BALTIMORE, MD.

Washington Branch, 908 Pennsylvania Ave.

SECOND-HAND BICYCLES**Taken in Trade for****BUGGIES, PHAETONS or ROAD CARTS.****SEND STAMP FOR CATALOG.****—DESCRIBE WHAT YOU HAVE FOR TRADE.—**

SECOND-HAND BICYCLES TAKEN IN TRADE FOR OUR

Roll Curtain Office Desk.**4 1-2 ft. High Top. Open View.**

$51\frac{1}{2}$ inches high, $33\frac{1}{2}$ inches deep; 2 slides; closed back; all drawers in both pedestals, or one with drawers and the other with closet, as may be ordered; 10 paper filing boxes, to order. In Walnut, Cherry or Oak.

PRICE, \$70.**INDIANA BICYCLE COMPANY****INDIANAPOLIS, IND.****Spade Handles****—FOR—****ANY BICYCLE,****** \$2.50 ******—MADE OF THE—****Best Material,**

And not of Brass Casting, as are
other Handles that sell
for this price.

**Indiana Bicycle
Company,****INDIANAPOLIS, IND.****COW-HORN****HANDLE BARS****—MADE OF—****Best Machine Steel,****ALL COMPLETE WITH LEVER,****** \$3.50 ******—OUR—****Nickle Plating,****IS ALL DONE****ON COPPER.****Indiana Bicycle
Company.****INDIANAPOLIS, IND.**

THE WHEELMEN'S GAZETTE

Sale and Exchange.

Advertisements inserted in this department at the rate of one cent per word for each insertion, cash with the order. This department is only made for the convenience of wheelmen who can thus make their wants known at a trivial cost. It often occurs that a wheelman wishes to sell or exchange his wheel, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The rate of one cent per word is only made to wheelmen unconnected with the trade. To the trade, regular rates which will be furnished on application.

VICTOR TRICYCLE—For sale. See page No. 4 of advertisements.

WANTED—Columbia Safety Bicycle. Address P. O. Box 155, Liberty, Ind.

FOR SALE—A 44-inch Harvard in first-class condition. 7 Brown St., New Haven, Conn.

FOR SALE—Cheap, 45-inch Pony Star, 40-inch Rudge Safety. C. J. COOPER, Meadville, Pa.

PHOTOGRAPHS of noted wheelmen; send for circulars. FRANK H. ROBERTS, Collinsville, Ill.

FOR SALE—Brook's Cyclometer for 51-inch wheel, \$3.50. W. F. EASTWOOD, Stepney Depot, Conn.

BICYCLE REPAIRING a specialty. Workmanship and material the best. JOHN T. STARR, Coldwater, Mich.

PEDALS—For sale, one pair Victor pedals, \$5.00; latest pattern; used a short time. Lock box 524, Mitchell, Dak.

ADVERTISERS will consult their own interests by advertising in the WHEELMEN'S GAZETTE. Rates on application.

WANTED—Nos. 13 and 17, Volume I, of the L. A. W. Bulletin. Send to DANIEL LORING, JR., Box 64, Stamford, Conn.

FOR SALE—New Kirkpatrick saddle; also Hill & Tollman bell, but little used; open to any offer. H. W. ELLISON, Box 263, New Bedford, Mass.

NOW is the time to sell your Bicycles, Tricycles, etc. The best means of securing purchasers is by advertising in our **SALE AND EXCHANGE COLUMN**.

WHEELMEN, how can you enjoy the wheel? By keeping fully posted, and subscribing for so excellent a journal as the WHEELMEN'S GAZETTE. Only fifty cents a year.

FINE CHANCE for a Safety, good as brand new, without chains or gearing; Facile, latest pattern 46-inch; cost \$181, sacrificed for \$75. J. W. HILLMAN, Cape Vincent, N. Y.

FOR SALE—51-inch hollow frame light roadster Star, latest pattern, rams-horn bars, spade handles; perfect condition; been run 200 miles; cost when new \$155; will sell cheap. A. E. DAVENPORT, North Adams, Mass.

TO EXCHANGE—Three good Violins and Cases, and small lot of fine plated Jewelry (balance of stock) towards good Bicycle, Safety or Ordinary, or Remington or Hammond Type Writer. W. B. KERMAN, Hornellsville, N. Y.

DO YOU want to change your mount this season? If you do you had better advertise it for sale or exchange in the "Sale and Exchange" column of the WHEELMEN'S GAZETTE for next month. It will only cost you one cent per word.

A. W. Gump & Co., in this issue, publish a supplementary list of their second-hand wheels. Any one wishing to purchase a second-hand bicycle or tricycle can surely find one to suit them in this firm's advertisements in the June or July GAZETTE.



In use 30 years. The only successful remedy for Nervous Debility, Vital Weakness, and Prostration, from over-work or other causes. \$1 per vial, or 5 vials and large vial powder, for \$6. SOLD BY DRUGGISTS, or sent postpaid on receipt of price.—Humphreys' Medicine Co., 109 Fulton St., N. Y.

RIDE FAST!

Or slow—suit yourself. Which ever you do keep a record of your riding. The CYCLIST'S RECORD BOOK, pocket edition, leather binding, lap to protect edges, pocket for cards, pencil loop, etc., 50 cents. The best made.

C. D. BATCHELDER,
SANFORD, MAINE.



C. H. & D.
THE PROPER LINE
TO AND FROM
CINCINNATI,
DAYTON, TOLEDO, DETROIT,
And All Points

East, South, and South East

For rates and full information, call at the Grand Union ticket office,

Or address—

W. H. FISHER, Gen'l Agt
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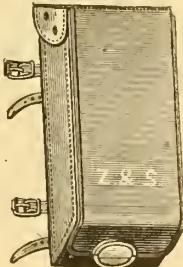
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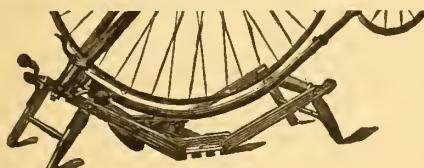


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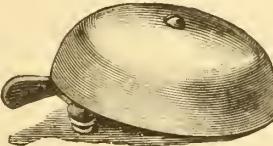
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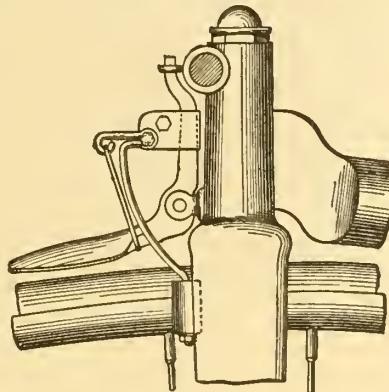
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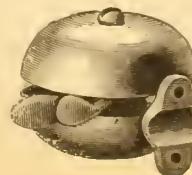
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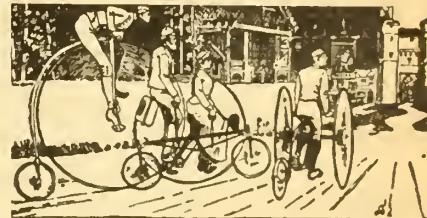
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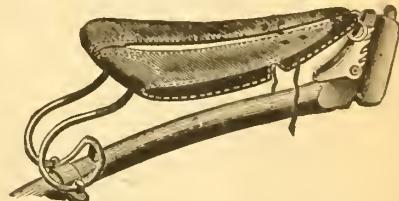
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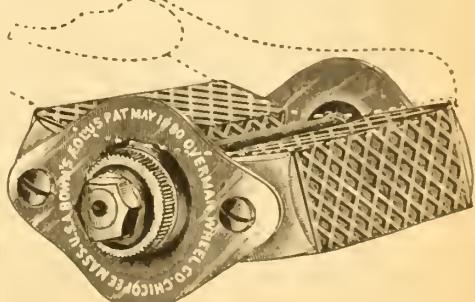
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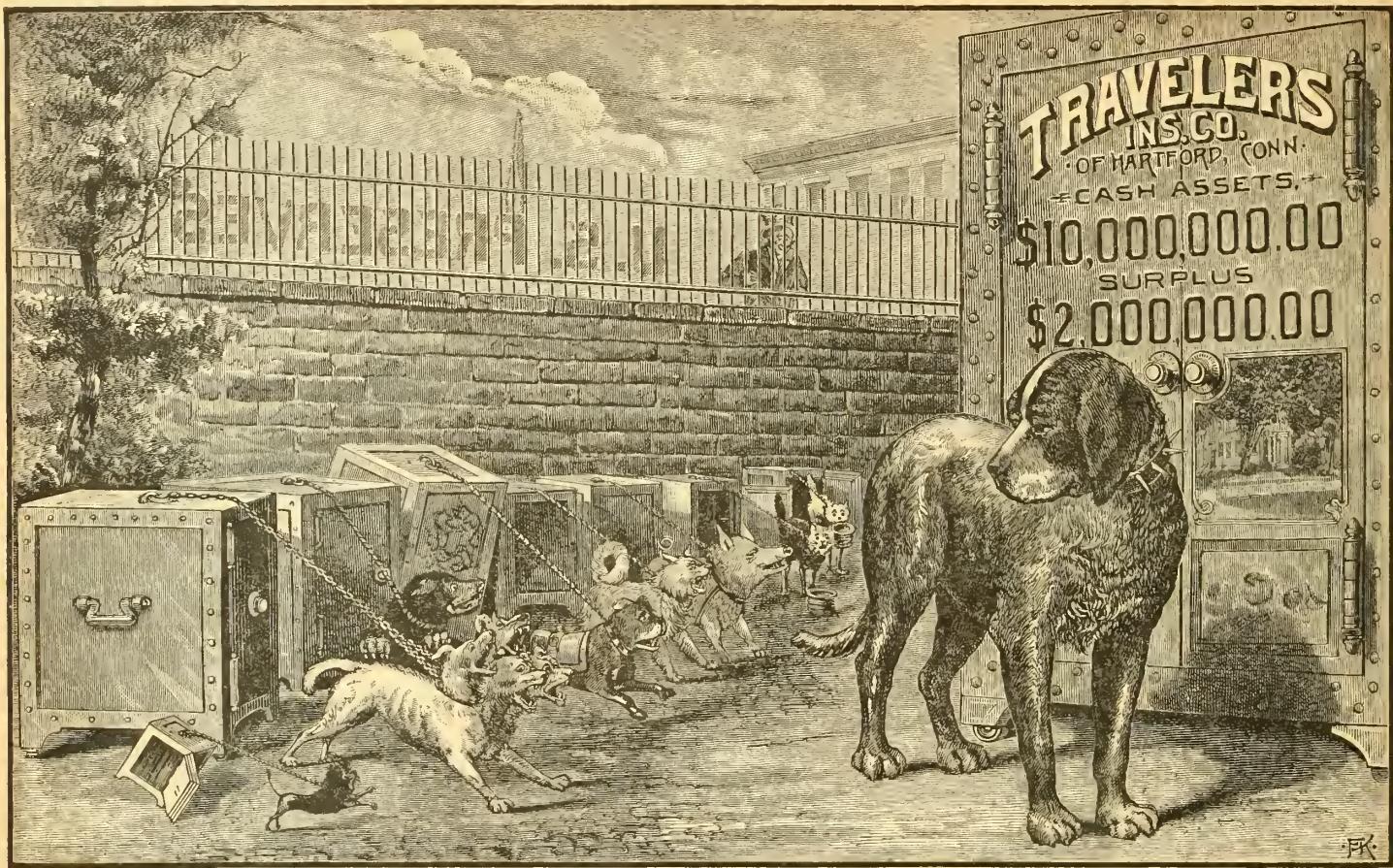
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