

AND RECREATION.

Vol. XII.—No. 16.]

NEW YORK, JULY 15, 1887.

[WHOLE NUMBER, 302.

VICTORY.

THE

QUADRANT

VICTORY.

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On May 21st in England occurred the greatest hill-climbing contest the world ever saw. The famous Weatheroak was the scene of the contest, and the best hill-climbers in all England were specially engaged to snatch from the QUADRANT the glory it had gained by previously surmounting this formidable eminence. The following is the result: —

	Machine.	RIDER.	TIME.
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2.	44 44	A. J. Wilson	1.308
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6.	Quadrant Tricycle	H. G. Priest	1.43
7.	Humber Safety Bicycle		1.54
8.		W. Allen	$2.17\frac{4}{5}$
	Four others failed	to get up.	

MR. Alfred Bird, who previously had climbed this hill four times on a QUADRANT, rode another make of machine in this contest and failed to reach the summit—an incontestable proof of the superiority of the QUADRANT.

The Quadrant now holds all Tricycle Road Records in the United States and th WORLD'S ONE MILE ROAD RECORD OF 2 MIN. 38 SEC.

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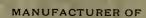
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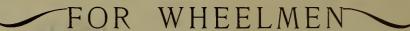
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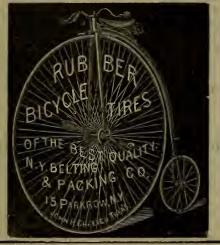
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I know of cases where the chewing of your Gum for a short time before and after each meal, time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M.D., LL. D

Chemical analysis shows its ingredients to be pure and healthful.—The American Analyst.

Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—The American Analyst.

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

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It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation,—

N. Y. World.

We Guarantee the American Light Champion to carry 200 pounds. Here is some proof:

ATHENS; OHIO, May 24, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago, Ills.:

Lear Sirs.—It gives me much pleasure to announce the complete satisfaction produced by your wheels here. My weight is 200 lbs., yet I rode the 52-inch Light Champion, over the very roughest roads in the world, sixty-three miles yesterday, and it proved itself as staunch as the staunchest, and the ram's horn bars are, to say the least, the most desirable handle-bar made, for hill climbing they are indispensable.

I remain, very truly,

DR. FRED. HIBBARD.

We claim our Wheel is the most rigid, and has the easiest running bearing in the world. Here is some testimony on that point:

PEORIA, ILL., May 7, 1887.

Gentlemen:—I want to say that I am more than pleased with the 52-inch Light Champion I bought of you this Spring. I have given it every possible test and it gives me great satisfaction to be able to say that it suits me better than any wheel that I have ever ridden—and I have ridden nearly, if not quite, all the modern wheels. It is the most rigid and by far the easiest running wheel I have ever ridden. I am well satisfied that it goes up hills much easier than any other I have ever ridden, while I know it will out-coast anything here. Its ease of running is a most noticeable feature, and this I attribute to the ball and socket connection of the front forks to the bearing case. The ball-head is a great advantage—perfect control and no rattle. The Cobblestone saddle is the most comfortable I have ever been on.

Yours truly,

BERT. MYERS; Captain Peoria Bicycle Club.

You must bear in mind, gentlemen, that our Wheels are strictly original. Every vital point is covered by a patent of our own, and the latter in most cases gotten up by ourselves. We make our Wheels from the bottom up, too, with our own plant and on our own premises, and, as a natural consequence, we know what goes into them.

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EDITORIAL.

It is rumored that a certain Brooklyn Club will shortly loose several of its "best" members, because the majority will insist on attempting to be "tough." The endeavor of well-born and perfectly mild-mannered young men to emulate "the tough" is the cause of more folly than the "three w's," for the first two, for the most part, are affected because they are tough, not from inclination. Some day the editor intends to hurl an affected because they are tough, not from inclination. Some day the editor intends to hurl an essay on "Toughness" at a waiting world—poor, suffering world. It is all the result of over-cultivation, is this idealization of "the tough," the admiration of the hot-house plant for the wild flower, of the aristocratic lily for the strong, though vulgar, sunflower. The swagger, the bravado, the Beau Brummellism of "the tough" off on his Sunday or holiday outing, or on his favorite corner, are but acting; six days of sometimes agonizing toil, and nights of dissipation and endeavor to be "happy," which with "the tough" means simply forgetfulness, are written in lines on his face. But enough of the ethics of "toughness!" We are simply sorry for the club in question. are simply sorry for the club in question.

In that caustic manner for which he is famous, and which we consider a blemish on an otherwise admirable character, "London W." asks, in a late issue of the Bicycling World." "By the way, who is the new Chairman of the Racing Board? He was apparently a nonentity in the cycling world until given the important post he now holds." The Chairman of the Racing Board is Dr. J. H. Cooley, Chief Consul of New Jersey. and well known in the Oranges and by many New York wheelmen. That he is a "nonentity," is probably a matter of personal inclination with him. Had he worn a crushed strawberry hat-band, gone Robinson Cru-In that caustic manner for which he is famous. crushed strawberry hat-band, gone Robinson Crusoeing on top of the Orange Mountains and permit ted his private fads and fancies to be ventilated in the cycling press, he might have achieved, in some degree, that notoriety which hedges in the cycling celebrity. If London W. and he ever have the good fortune to meet, the Bostonian will find him a pleasant gentleman. We agree with London W., however, that the office should not have been given to New Jersey, "Because she must leave some office, you know." In making appointments locality should be entirely ignored.

We were a day late last week, holding back for reports of Independence Day doings, but we covered the country more fully than any other paper, and hope the delay was forgiven.

We should like to see some enterprising club give a race meeting on the road for cash prizes. This would show the fallacy and absurdity of the League's failure to recognize road racing, thus allowing amateurs and professionals to compete together. The entire press of England and together. The entire press of England and America has unanimously agreed that the position of the League in this matter is foolish and inconof the League in this matter is foolish and inconsistent, and has urged it to legislate for road as well as path racing. If we are to have cast iron distinctions and restrictions, let them be in force on the road as well as on the path. We are willing to back the judgment of the entire cycling press against that of the Rules and Regulations Committee or the Racing Board.

JONAH'S JERSEY JOTTINGS.

It has been hot enough the past week, two weeks, in fact, to keep even the most inveterate "toughs" off the road and drive them to cool ice cream gardens and lazy hammocks in moonlit verandas. Little wonder then that I, a confessed tenderfoot, have not had the courage to saunter forth and brave the too ardent smile of the Sun God, in search of news for those who neither toil nor spin out yarns. Once in a while I corral a Jersey wheelman, when he comes into the office, and ask him for an item or two. But sorry luck I have had in catching anything that would serve for aught but hot weather news.

Ed Baggot, Captain of the H. C. W., was one of the victims. His recent performances on the track and road show that there is some good racing stuff in him. Seventh in the big road race isn't bad going, considering the time made and the character of the contestants; nor did he move so slowly in the novice scramble and the handicap at Roseville, on the Fourth. He seemed to be much pleased at the way Lamb, the Smithville novice, got over the path, and says he thinks the boy can go considerpath, and says he times the boy can go considerably under the 2:47 and a fraction he showed in the mile championship with Charley Stenken—and by the way, how grandly Charley moved that day. I expect to see him crowd or even beat 2:40 before He is a Simon pure amateur, and as fast a one on the Star as we have in this country. There is no truth in the story that came to my ears last week that Charley had gone back to his old crank

Captain Baggot also told me that Harry Hall had started to train on the Roseville track. With others of his admirers I was sorry to hear that the big road race had broken him up so; but the fact of his again going into training shows that the plucky boy is himself once more and will soon be to make the best of them travel for the

This hot spell seems to have knocked the ambition out of the E. W. boys and their proposed century run has been postponed to October. tain Martin also tells me that the warm wind up of June had a very marked effect on the roads for that month. The thousand-mile bars are not as great an incentive as they were, as most of the ambitious ones have a long enough string of them to satisfy their craving for waistcoat decoration. I like the incentive that the Passaic club offers to road riding in making the prize for the first one who completes 3,000 miles in the year. This gives some excitement to the struggle and practically makes a race of it.

I am afraid that the Plainfield boys are wandering from the fold, in that they are allowing other sports to trespass in their devotion to the wheel. They have taken up base-ball and have been leading the Somervillians from the path of the wheel. The set wo clubs recently had a ball match, in which the Somerset County wheelmen proved the victors. The Plainfield boys have provided another counter attraction in the shape of a tennis court next to their club house. Now look at the result all of this—their road race, which was to have been run over the New Brunswick road about now,

attractions to make it popular. Let the energies of bicyclers be expended in advancing the sport itself and in no better way can this be done than by letting the outside world see that they believe it to be the only sport, beside of which all others sink into an insignificance unworthy of attention. I am not reading the Plainfield boys a lecture; for they have too much cycling enthusiasm to need one; but am simply using this slight digression as a text for the airing of my views. The men they brought out on the Fourth at Roseville show that they have racing blood that only needs development to become well known. Why do they not come into the team road racing association? Their membership and participation would do much to create a local interest in the club and wheel matters.

Now tennis is a good enough sort of game in itself. It exercises all the muscles of the body and is undoubtedly an agent for health. As I start out for my run on the boulevard I pass the pretty grounds of a prominent tennis club. The field is filled with ladies and gentlemen banging balls over nets and generating perspiration. I cover my twenty or thirty miles of road, admire the beauties of nature, watch the constant changes of moving life, of nature, watch the constant changes of moving life, and wheel back past the courts. These same pretty girls and those same gaudily dressed gentlemen are still banging those same inoffensive balls over those same filmsy barriers. I stop a while to look at them and wait until they finish their games. The perspiration runs down their faces as it does mine, their muscles have that heathy weariness, as do mine. They are no doubt better off for their exercise and fatigue as am I; but I cannot help saying to them, "You have had your exercise, your skin will be better for the perspiration, your muscles the stronger for the use you have made of them, your appetite will be increased, and your sleep will be sounder; but after all what have you done, what have you seen, where have you been done, what have you seen, where have you been for all this trouble?" Do they dry up and wither and blow away? Oh, no! It is their way of having fun; but somehow I cannot help thinking that I have received more for my money and pains than they have.

As news is scarce and I am driven to extremities to fill up my two columns of THE WHLEL this week, if you will excuse the introduction of personalities, I will "give away" a gag a waggish friend of mine perpetuated at my expense. "So you are Jonah?" he said, as he laid the trap. I bit immediately, thinking I was about to be served with a sweet morsel of taffy to roll under my tongue. "Yes, I am Jonah." Then surveying me from head to foot he sprung his trap with, "Well, no wonder the whale threw you up!"

I clipped the following from the Jersey edition of the New York *World* the other day, which will be sad news to many admirers of the late George Weber, for the unfortunate young man referred to is the great star rider's brother:

"Augustus Weber, of Burlington, who is one of the fastest bicycle riders in the country, met with an accident a few days ago which will deprive him of the use of his legs. While attempting to pass between the lathe bed and the wall, in McNeal's iron and pipe foundry, where he is employed, he was caught and terribly squeezed by the lathe-

You may remember that I told you last Spring that Representative Burns, of Smithville, had written me, among other things, about this young man, and how he promised to become as famous a star rider as George was. I sincerely hope that the injuries may prove to have been exaggerated, and that the family and all of us may not have to mourn the awful affliction to the boy.

Speaking of dear game George, Tommy Crichton, of the K. C. W., dropped in to see me this morning and we got talking about Charley Stenken, Harry Hall, Charley Kluge, and George Weber. Tom was telling about the way the latter pair climbed Corey Hill, at the Boston meet. It may be news to some of the new comers into the ranks to hear about George's feat. "George was dressed," said Tom "in an ordinary suit with long trousers. He just took off his coat and vest, rolled has been indefinitely postponed. Now I am not a believer in a bicycle club offering these outside attractions. "Let the cobbler stick to his last." Wheeling is the grandest sport that the inventive genius of man ever created, and does not need auxiliary large said from "in an ordinary suit with long trousers. He just took off his coat and vest, rolled up his shirt sleeves and trousers and went at it without any fuss, reaching the top without hardly turning a hair. Charley Kluge looked pretty tired though."

Tom Crichton is an exile for the Summer and inhabits the wilds of the Jersey Hohokus. Only the paths are at all fit to ride on, he tells me, and they go up and down all the time and the rain has washed the earth from the surface so that only the bare stones remain, so that there is hardly any use, he says, in attempting to do any riding, even on his Star; for Tom is a recent convert to the little wheel in front machine.

Your printers, dear Prial, took great liberties with my account of the New Jersey meet. They changed our Chief Consul's exceedingly proper name with a full capital into a humble adverb of the lower case order, and made him rise "cooly" and introduce Tom Stevens, as though it required any particular amount of nerve to introduce genial, warm-hearted Tom. But worse than this, they changed my friend, the "South Jerseyman," who wanted to thank Henry George along with Gover-nor Hill into "a smart Jerseyman," as though I would be guilty of the bad taste of referring sarcastically to an opponent who has as good a right to his opinion as I have. But, perhaps, after all, they should not be blamed, for I do own up I sling a pretty illegible fist.

What about Frank White and his Roseville race tournament project? When I saw him a week or so ago he was hot for it. It is a good idea and he should not allow the chance to let others profit by a good exampleship.

Riber & Saish write me that they have bought out Charley Kluge's interest in the business. Have not seen the latter for a few days, so I cannot tell you what he has on the tapis.

The recent Roseville meet shows that there exists a live interest in racing in this vicinity, which should not fail to make the Passaic County Wheelmen's tournament on the 30th a success.

JONAH.

July 12, 1887.

WHEEL GOSSIP.

The Racing Board has reinstated Thomas Stevens.

Kiderlen, the Dutch champion, rides a 27-lb. racing tricycle.

August 3, 4 and 5, Massachusetts Division, outing at Martha's Vineyard.

At the New Castle, Pa., races W. D. Banker and H. B. Schwartz had an outing.

John Keen, alias Happy Jack, the racing vet., was married a few weeks since.

We were a day late last week, but we covered the doings on the "Fourth" pretty thoroughly.

At the Jubilee Tournament dinner, the American Team were the only professionals invited.

Kinderlen, the Dutch champion, races in dancing pumps with bows. Last year he wore a silk tie on the track.

Messrs. Bassett and Fourdrinier are fighting for the Punster championship. We are betting on good old Bassett.

Norway's crack racing man is named Gylden-It is said he leaves it in the dressing room when he competes.

Commencing with next year English racing affairs will be directed by a Racing Board, to be appointed by the N. C. U.

W. B. Page, the well-known Philadelphia tourist, tied in the contest for the high-jumping championship of England, on July 3.

R. J. Mecredy, editor of the Irish Cyclist, works sixteen hours out of the twenty-four, yet manages to break a record occasionally.

At the Jubilee Tournament, Kinderlen rode the last lap—one-third of a mile—of the two-mile tricycle race in 51 2-5s., a 2:34 1-5 pace.

Tom Stevens has been reinstated by the Racing Board. Now will all the promateurs step up to the Captain's office and get whitewashed.

The "Attic Bee" may have his umbrella by calling at our office. It is not gold-handled and hollow-ribbed, therefore would we return it.

The Union County Wheelmen will have a five-mile road race on the 23d, open to all Union County riders. The prizes will be three medals.

Major Knox Holmes, who is the "Grand Old Man" of cycling, being over eighty years of age, recently won the London ten-mile tricycle road race, in the excellent time of 49:50.

W. A. Illston, England's mile champion, is known as "William the Silent." At the Jubilee dinner he broke record by making a post-prandial oration of 21 3-5 seconds in length.

The Owl has gotten out his horsiest suit and betaken himself to the breezes of Asbury Park. The bird will be found at the Monmouth Park races during the season, pretty near the betting

The passage of the "Bicycle Bill" has caused a complete press reaction. All the New York papers now devote more or less space to wheeling, and have metaphorically coddled the wheelmen to their hearts content.

The Pope Manufacturing Company have opened a bicycular reading room at their Boston headquar-All very well; but is not loaning a paper to those unwilling to subscribe as bad as loaning a wheel to those unwilling to buy.

Mr. E. J. Shriver, President of the New York Club, is closely identified with the Anti-Poverty and George movements. He is said to be an oracle on free trade, and according to the Mail and Express is "very contained in judgment."

The C. T. C. is about to issue a hand-book of Continental Europe, in three volumes, as follows: I, France; 2, Germany and Austria-Hungary; 3, Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland and Turkey. Price, 3s. 6d. per volume, or 10s. for the

It is very rarely that accidents happen to tandem riders, especially when there is a lady aboard, but a peculiar accident recently happened to a Mrs. Hawkes, of Newcastle-on-Tyne. While attempting to replace her foot on the pedal of the machine, she slipped and had her leg broken in three places.

The New Massachusetts Bicycle Club starts out with a membership of over thirty, but it is expected that the ranks will be swelled to over one hundred within a very short time. The club will occupy its old home, though the building may be sublet for other purposes. The next meeting will be held August The club will be incorporated.

A certain Bulletin pen pusher never fails to credit our energetic and enterprising C. C. with the passage of the "Bicycle Bill." The passage of the bill was a grand achievement, and the question of "credit" is one scarcely worth considering, yet the name of Potter should not be forgotten whenever this legal and League victory is mentioned.

curious bicycle accident recently occurred at Landport, Eng. A young letter carrier named James Folan, who was out riding after supper, ran into a pedestrian, was overturned, falling on his head. He picked himself up and rode home, when he became insensible, and in an hour died. The doctor pronounced it a case of fracture of the

LONDON, July 9, 1887.—At Leicester, to-day, Howell, the English bicycle champion, and Temple, of Philadelphia, were entered to contest three races at a quarter of a mile, half mile and a mile. The quarter-mile race was won by Howell by half a yard. He also won the nan-nine tace vards. Temple declined to contest the mile race.— He also won the half-mile race by five

Since its conception the League can point to no grander effort than the Liberty Bill. It is an

Seven members of the East Cambridge, Mass., Club will start August 1 for a two weeks' trip in the White Mountains. They will use a large barge while the rattle of horse and carriage does. The ordinance protects both the wheelman and pedes-

> The Wakefield Bicycle Club will celebrate its fifth anniversary with a barge ride to Nahant and fish dinner, Saturday, July 16. This club is in a very prosperous condition, and its membership is slowly increasing. It expects to move into its new quarters late in the Fall, at which time a gala time is intended to be celebrated with a race and housewarming. The club will have control of a whole floor in the block now being erected at the corner of Centre and Main streets, right in the centre of the town, and overlooking the principal thor-

> A paragraph is going the rounds of the press, that Mr. Frank White, of Messrs. Spalding & Bros., intends to run a tournament at Roseville; then follows eulogiums of Frank's hustling abilities, go, etc. Frank is not going to run a tournament but he rightly thinks this splendid track should be used oftener than it is, and doubtless he would practically aid the promoters of one such event. Just now, however, Frank is trying all he knows how to sell a Victor to every man in the State, and is, besides, launching a new hose supporter, of which Spalding & Bros. have control.

> The Mile Safety Record Beaten.-On Thursday The Mile Safety Record Beaten.—On Thursday evening, June 23, at Coventry, Eng., A. P. Engleheart, riding a Rover-pattern safety bicycle, succeeded in lowering the mile safety record by four seconds. The track was not in first-rate condition, and a strong breeze was blowing. Engleheart made his own pace for half the distance, and finished strongly, altogether a marvellous performance. W. W. Alexander timed, and S. Golder (Cyclist) checked. A fair number of spectators were present. Times—One-quarter mile, 41s.; one-half mile, 1:20; three quarter mile, 1:59; one mile, 2:39. Previous record, 2:43, held by E. Oxborrow. borrow.

> Says somebody—presumably Chris Wemler—in the Philadelphia *Times*. "As might be expected, the five-mile national championship has gone to a second-class man, J. W. Powers, Jr., of the Hudson Wheelmen, who would hardly have any show at all with either Crist, Brown, Wilhelm and De Blois. Rich was beaten by a foot," Of course you "always did hate racing," Chris, but this is too bad, even for an anti racing man. Powers belongs to the Harlem Wheelmen, could make rings around Brown and Wilhelm, would very probably beat De Blois, and would carry our money in a race with Rich and Crist just at this time. Rich was beaten two lengths, not a foot, fair and square, and he will tell you so himself. fair and square, and he will tell you so himself. 😹

> June trials at Alexandra Park on Monday, June June trials at Alexandra Park on Monday, June 27. Bicycle records—Starting quarter (professional) 37 1-5s. R. Temple. Tricycle records—Starting quarter (amateur) 4t 1-5s. R. J. Mecredy; Half-mile (amateur) 1:22 2-5, R. J. Mecredy; Three-quarter-mile (amateur) 2:04 1-5, R. J. Mecredy. Mecredy failed to beat Gatehouse's mile (2:46 4-5) Mecredy failed to beat Gatehouse's mile (2:46 4-5) by one second, doing 2:47 4-5, but his performance on the A. P. track compares favorably with the holders at Long Eaton. 21 miles, amateur, 1:8:57 4-5. J. B. King; 22 miles, amateur, 1:12:20. J. B. King; 23 miles, amateur, 1:15:51 1-5. J. B. King; 24 miles, amateur, 1:19:11 4-5. J. B. King; 25 miles, amateur, 1:22:24 4 5. J. B. King. Temple rode "Premier," Mecredy a "Quadrant" and King a "Beeston Humber." The tricycle starting quarter will not be taken. Temple started from another point. from another point.

Furnival is to appear in another fresh character, we hear, in September. In May he came out as a lecturer; in June as one of the organizers of the successful Jubilee Sports at the fete at Broadlands, Since its conception the League can point to no grander effort than the Liberty Bill. It is an effectual silencer for an army of cranks who would ask of the League: "What has it done?" And yet it was not the work of the League but of a State Division. A strong plea for division, strength and national weakness in the reorganization of the League.

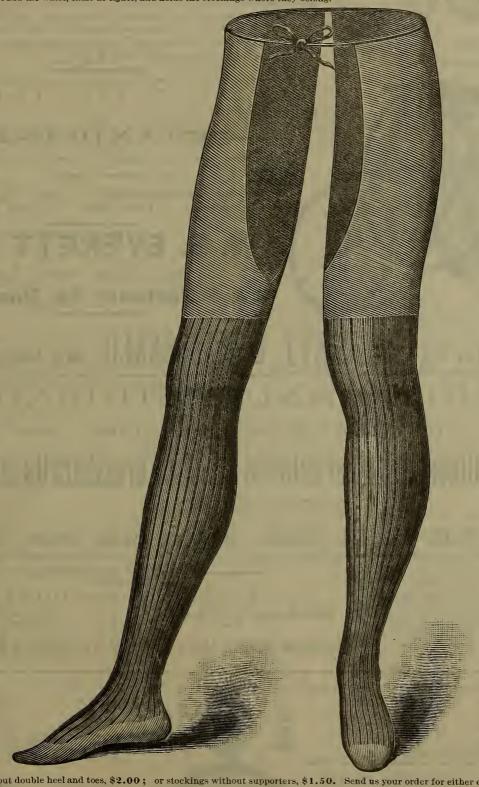
A wheelman writes to the New York World complaining of the law that requires wheelmen to carry bells, claiming that carriage drivers are not completed to give warning of their approach. While it is perfectly proper to resent any attempt to curtail wheelmen's privileges, yet we think the "lamp and" while on one of his visits to Lord Mount-Temple. In September, we are told, he is to be in type as the hero of a novel, the plot of which is based on Browning's piquant and attractive poem, "Waring." "St. Bernard's, the Romance of a Medical Student," by Æsculapius Scalpel, is written by a well-known medical member of the Browning Society, and its hero is a dark, slashing, six-foot fellow, the champion athlete of his hospital. He leaves the hospital, saying nothing to anybody, in disgust at its mild ways, goes abroad, gets among the gipsies, and finally marries the daughter of the senior physician of his hospital. Swan, Sonnenschein & Co. will publish the novel in September.—Bicycling News. while on one of his visits to Lord Mount-Temple.

JERSEY-FITTING

SELF-SUPPORTING

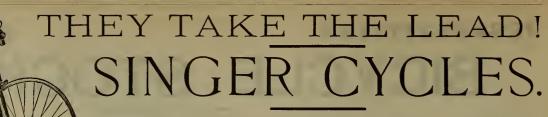
BICYCLE STOCKINGS.

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



Price, \$2.25; without double heel and toes, \$2.00; or stockings without supporters, \$1.50. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post-office order for amount, and we will send same by mail or express to any part of the country. We will guarantee perfect satisfaction, for we know they are the best thing of the kind ever invented.

A. G. SPALDING & BROS., 241 Broadway, - - - New York City.



The Apollo is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price, 50 inch, \$135.00

The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety--Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

S. S. S. TRICYCLES.

No. 2 for Ladies.

See these Wheels before buying. they embody new features, which are worth considering.

TOUR 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.

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105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town. 🤏

SUPPLIES FOR

Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Boating, Lacrosse, Shooting, Fishing.

WHEELMEN, ATTENTION!!

APOLLO SAFETY.

S. S. S. TRICYCLE, No. 1.

For a one-dollar bill we will make to order and send you postpaid an elegant pair of Bicycle Hose in any color you may desire. Dealers charge \$1.50 for hose not nearly as good in quality as ours. In ordering mention size of shoe worn, color desired, ribbed or plain.

HOSIERY MANUFACTURER,
Special prices to clubs.

Reading, Pa.

REPAIRS-

BARTLETI & MACDONALD,

Sixth Avenue & 125th Street,

307 Cookman Avenue,

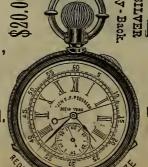
Agents for Singer's, Apollo, Challenge, S.S.S. Single & Tandem Tricycles

The beauty and value of my Medals have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.

WATCHES,

Club Pins, Diamonds, PRIZE CUPS, JEWELRY, CHEAPEST Split-Second Stop-Watch. FLY-BACK.

BEST.



문 발로JENS F. PEDERSEN,

Maiden Lane,

1½

NEW YORK.



My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

ATHENIAN WHISPERINGS.

The tremendous enthusiasm suddenly infused into cycling by the Fourth of July holiday, in this vicinity, flatted out so completely on the fifth that it is duller now than ever. A good rain might help things, as the roads are in terrible condition, though just now Boston wheelmen, for the most part, are taking it easy at the seaside.

I heard of a cycler to-day, down at one of the resorts, who has taken three headers on the same spot, and naturally is disgusted with ocean-side

There are plenty of wheels at the shore, and some good stretches of riding in most any locality hereabouts; but tennis, yachting, fishing and flirting are

**
Among the nice people I met at Lynn were Mr. and Mrs. J. R. Green who, despite the heat, rode to the meet upon a Traveller tandem, and looked as cool as cucumbers. I am told that they are wheel enthusiasts; they are certainly out upon the road a great deal, and as they ride well, and look well, they are bound to make converts to the double

I have just heard a "good one" anent a couple of our lady tricyclers, who essayed a run without any men, not long ago, which will bear repeating. I will call one "Patience" and the other "Rose Maybud." They had found themselves several miles from home toward evening, tired and thirsty, and perceiving, at some distance beyond, what appeared to be a pump, they gladly pedaled on to reach it. But there was no drinking vessel, and, as neither had the courage to drink out of the spout. Patience proposed calling upon a young farmer-for they were near an immense barnsist them. I have forgotten who proposed milk as a substitute for water, but, at any rate, the young farmer fell in with the scheme in a moment. But the same trouble again arose-there was nothing from which to drink. The tops of the cans were all wooden plugs, and all the cans were a foot and a half high, more or less. Patience was equal to the oc-casion, however, and at her suggestion, that a quart or so of the lacteal fluids be poured into an empty can, the farmer at once complied. Patience drank first, and drank deep, too, the farmer being considerably amused at her dexterity in handling and holding aloft the huge piece of tinware while she drank. Then poor little Rose took her turn; it was all she could do to elevate the can, and betwixt laughing and struggling to hold the clumsy drinking affair more milk ran down the sides of her ing affair, more milk ran down the sides of her shapely chin and over her dress than into her mouth. The farmer refused pay, of course—he mouth. The farmer refused pay, of course—he had taken his pay in the shape of quiet amu ement—and, thanking him, the girls proceeded to ride home. But here is the sequel: The farmer had poured the milk from the top of the can and it was, therefore, very rich. Miss Patience was quite thirsty, and had imbibed so freely that ten minutes of riding in the warm evening air for the sun had of riding in the warm evening air, for the sun had not set, produced such feelings of anguish and morse that she was obliged to call a halt. How long she and her companion sat at the roadside, in the shade of an old maple, and wondered how much worse it was than an ocean voyage, I cannot They lived to get home, however, and somehow the story got out. I give it to you, reader, just as I heard it, and I know it is true.

No one can blame Billy Rowe for refusing to start in a race that meant sure defeat, from the (claimed) excessive handicap given McCurdy, at the Lynn races. It was rough on the crowd, however, who had paid twice to see him race, -once ever, who had paid twice to see him race,—once to get into the grounds and again to get upon the grand stand. No wonder he was hissed. Said an old man, near me, to those around him. "Half the people here have paid their money to see Rowe run a race, and it is a shame to disappoint them." What's the matter with Billy Rowe? Is he "all right?" Temple is coming home one of the "all right?" Temple is coming home one of these days, and it would be hard indeed to be beaten by this plucky "trick rider" even if he has once defeated Howell. Brace up Rowe, and don't get your own towns-people down on you! You can't afford it

The empty club-house has found a tenant; in fact the tenant, like a new tooth, was all ready to push into place as soon as the eld one had been extracted. There are a number of good features to the new club, which should be commended. There are no road officers, consequently there will little inconvenience. There are no road officers, consequently there will be no more election fights over these lesser offices and probably as much road riding. Then the candidates for admission do not have their names of the coolest spots on the North shore.

John A. Wells has been appointed Representative of the Pa. L. A. W. Div. It is surprising that with a few invited friends. This is one of the coolest spots on the North shore.

presented to the whole club to be blackballed or elected at the caprice of some few small minded

It is claimed that the new club wishes to treat the old membership fairly, and that the invitations to join have been pretty general, a chief disqualification being the failure to pay the \$5 assessment levied by the old club to meet its obligations. I hope this is true, but it is amusing to note, as I have it on the best of authority, that while some of the old club members who worked the hardest to accomplish Pattison's defeat received invitations to join the new club, and have joined. Ex-President Dodge was considered so dangerous an " element that he was quietly overlooked. As I am told this gentleman neither asked nor desired to hold any office in the old organization, and only accepted at the last moment, and after much urging, to please his friends, it shows petty spite in a certain quarter that is, to say the least, very

The new organization was formed by about thirty members of the old Massachusetts Club, all others to be balloted for by a committee appointed for this purpose. The officers elected at the meeting of July 5, were: President, W. T. Slocum; Secretary, W. M. Farrington; Treasurer, Wm. H. Minot; Executive Committee, President Wm. H. Minot; Executive Committee, President Slocum, J. E. Tippet, A. D. Salkeld; Membership Committee, E. H. Whitney, R. G. Amory, A. D. Peck, Jr., H. W. Cumner and Fred v. Hill. With better business management, a broader policy, and more "Club" feeling, with the sacrifice of purely personal interests, the organization has a future before it. I heartily wish it success.

**

A great time is anticipated in the Summer camp of the Massachusetts Division L. A. W., at

of the Massachusetts Division L. A. W., at Martha's Vineyard, August 4 to 6, and there will be a pretty fair attendance, particularly from Boston. A special rate of \$2.50 has been arranged by the Old Colony railroad company for ranged by the Old Colony fairboat company for round trip tickets, including transportation of wheels, and a special train will leave Boston at four P. M., of August 3. The hotel rates have been fixed at two and three dollars per day, which cannot be called excessive. The programme is as follows: Thursday-Business meeting and meeting of board of officers in the morning, followed by a clam bake at Katama, with the afternoon at the disposal of the visiting wheelmen. Band concert in the evening. Friday—Parade in the morning, races in the afternoon, reception and ball at the Casino in the evening. Saturday—Excursion on Vineyard Sound in the morning, base-ball match in the afternoon, hop at the Seaview House in the evening. in the evening. A cordial invitation has been extended to the ladies to participate, and a number of ladies are making arrangements to go. Cottage City, with its asphalt pavements, is a little wheel paradise, and visitors generally should take their wheels with them.

Bell and lamp ordinances are striking right and left. Boston hasn't "had 'em" yet, but as wheeling increases, and road races become more popular and frequent, through suburban towns, the thing may come. It has struck Washington hard, and many of the Vets are kicking. Submit to it, boys, submit gracefully, but make it a club regulation that every man shall provide his wheel with a 10inch brass fire-gong, warranted to strike once at every thrust of a pedal. If the city authorities want a continuously ringing bell, give it to 'em boys, and give it to 'em generously and without

**
Little scraps of paper,
Little drops of ink, News as thin as vapor Make a scribbler think.

The Mavericks wheeled to the Willows at Salem

on the 10th.

The Roxbury boys took their's at Cobb's tavern the same day.

President Slocum is boating and catching tantog

down at Eastern Point, Gloucester.
Stevens is back in the League again. The

League is to be congratulated.

Chief Consul Hayes rides a Safety, and illustrates the quotation "ease with dignity." N. Porter, who had a bad fall on the Fourth

Runs were pretty general last Sunday, club, rivate, and otherwise, and the riders were but

A ladies' run at the Massachusetts Division meet

wouldn't be a bad thing. Hurry up those pretty costumes, girls, and be prepared for emergencies.

The writer has just heard a new definition of the term "prominent wheelmen:" one who makes his living wholly, or in part, out of cycling. This is a

base slander.

The East Cambridge Cycle Club, represented by ven members, will make a two weeks White Mountains in August, riding that quadricy-clar, but easy "machine," known as a barge. It is their second affair of the kind.

The Fourth of July races on Boston Common are a farce, officials and contestants, as a rule, being almost unknown. The official appointments are political, me boy! But it amuses the crowd.

Kirk Corey "scooped" a large majority of the medals and things at Brookline on the Fourth. It was local flyers' day, and Kirk took all the prizes

he could carry.

he could carry.

Congratulations on the signing of the Liberty
Bill. Wheelmen are a power in the land when
they have a good cause, earnest leaders, and that
unanimity of action that enables all to pull together. The New York wheelmen have shown
what determined effort can accomplish, and they will doubtless open the road improvement ball, when the time comes.

Jo Dean and Kennedy Child are summering on one of the "Brewsters" down the harbor, going to and from their rocky island home in a steam launch. In view of the dangers to navigation in

these waters this shows *spirit*.

The Somerville club spent last Sunday at the Point of Pines, with steamed clams ad. lib. at one of the beach hotels. It is said that desolation follows in the track of the Somervilles, as far as hotel larders are concerned.

The races of the Massachusetts Division meet at Cottage City, the first week in August, will be as follows: One-half-mile novice, one-mile open and one-mile handicap, for bicycles, and a one-mile handicap, for bicycles, and a one-mile open for tridden for the country of the c mile open for tricycles. Entries, fr. sent to J. S. Dean, Bicycling World. Entries, free, should be

When the hungry, all-day rider whispers in a soft, aside, ah! (to the guileless serving maiden at some wayside League hotel) "Here's a quarter, dear, more chicken" how her answer makes him. dear, more chicken," how her answer makes him sicken. "Thank you, sir, there ain't none; won't some cold hash do as well?"

**
I saw some wheelmen, not long ago, riding on the hard beach at Nantasket, at half tide, in several inches of water. It was great fun, and attracted considerable attention from the people on the piazza, but it was rough on the bicycles, as salt water, getting into the rims plays the mischief with the ends of the spokes by slow rust. And I should imagine that a salt water header would result in the ruin of any high grade machine by in-ternal corrosion. Boats were made to pull through surf, not bicycles.

There is an old farmer, living just out of Malden, well on in years, who has discovered economy in the use of the tricycle. There are several horses on the farm and they are kept at work so constantly that the machine plays a very important part in the farm work, the old gentleman skipping about on it in overable and working man skipping about on it in overalls and working jacket, as nimbly as a club-man. Errands to neighboring towns are made with its assistance, and one day, as I was touring in that direction, I actually saw him navigating the road with a stick of timber some twelve feet long and ten inches square. One end was fastened under the axle of the tricycle and the other rested on the wheels of a boy's two-wheeled wagon—or he may have borrowed a pair of "trucks" from some one's baby carriage. Strange to say he cares little for the pleasure of mere riding, only occasionally indulging in a run for recreation. I tried to talk wheel with him one day, but he would't "fraternize" worth a cent.

I must not forget the delightful run to Hough's Neck, last Sunday, which was enjoyed by twenty-one members of the Boston Club. W. B. Everett was on deck with the Victoria six-in-hand, Dr. Kendail showed up smiling with plenty of entertainment for the boys, and every one had a good time. When the Bostons go in for recreation, the fun fairly sizzles. But enough.

KENTUCKY CHRONICLES.

I noticed last week in the telegraphic columns of a local daily, the following incident, which is worthy of comment:

" Mansfield, Ohio, June, 1887.

"The man who was manipulating the bicycle was

arrested, but immediately released upon proving that he had given the lady half the road."

Of course he was arrested. He would have been hung, if it had been in Kentucky. Yet the busybodies who are always kicking and screeching about the bicycle and its harmful awfulness, never snatch the engineer from a railway train if a

They never swear out warrants for the drum major of a brass band, whose noise gives some horse the cramp colic, and which latter thereupon proceeds to cripple somebody. O, no. Not they. A railway engineer and a drum major are every-day things, and people must put up with them, but a bicycle—O my! it is too awful for anything.

At Washington C. H., Ohio, on July 4, bicycle races were held in connection with the general celebration at that point. A number of Cincinnati wheelmen were present, and they just about scooped everything from the Fayette countyites.

Three races were run as follows:
First—One mile.—F. Andress, Cincinnati, 1st;
T. Wayne, same place, 2d; H. B. Burroughs, same

place, 3d. There were eight starters.
Second—Two miles.—T. Wayne, Cincinnati,
1st; M. Hall, Chillicothe, 2d; H. B. Burroughs,
Cincinnati, 3d. Seven entries.
Third—Five miles.—H. B. Burroughs, Cincinnation of the Market Service of the Market S

nati, 1st, by 1/4 mile.

I have been unable to get fuller particulars of

The hand book of the enterprising Kentucky Division is out, and is a neat little pamphlet of twenty-four pages containing a detached map showing the roads of the State.

The contents are a preface, list of officers of the Division of 1887 L. A. W., hotels, constitution and by-laws of the Division, and an annexed road directory containing fifty-nine routes, compiled from information supplied by various wheelmen through-

out the State and from old maps and manuscripts contributed by friends of the Kenton Wheel Club.

A wheelman touring through the State would find the road book a very handy companion, and the committee who compiled it are deserving of

credit for their pains. The stone from which the map was lithographed can be altered at will, and any future additions to the routes can in this way be added.

The get-up of the book is neat, and its size is

convenient.

The crowd of Covington boys who toured from Stanford, Ky., to Maysville, returned on Tuesday, the 6th.

They rode from Lexington to Maysville on the glorious Fourth, but were drenched by the rain, which fell near Mayslick.

The big hill leading into Maysville "stumped" a few of them, but most rode down. It is a terror,

especially when it is wet.

They came down on the river by steamboat, and they do say that when the tired cyclers got here they were pretty well flagged out. Somebody had half of his face peeled off by the sun, and somebody else wished he was dead or not so muddy, etc.

Newport, Ky., Bicycle Club has elected the following officers: President, Geo. Knight; Secretary, L. Buchanan; Treasurer, Geo. Van Duzen; Captain, P. J. Holmes.

The Hoosier wheelmen are enjoying their annual tour, and have arrived at Lafayette, thirty strong. Frankfort and other towns were visited.

There is a "Kentucky tour" this year, also, and

I learn that a large number are riding through the heart of the State from Louisville and other points. More particulars in our next.

cided to give a few wheel races during the fair in August, at the famous Latonia track, two miles and

LETTER FROM BROOKLYN.

Fourth of July has come and gone, and a glorious Fourth it was. The three days' holiday was thoroughly appreciated by the wheelmen of this city, everyone who could manage a "bike" taking advantage of the opportunity of getting so long a breathing spell away from the sweltering town. All day Saturday, and also on Sunday morning, merry parties of cyclers were passing down the Pike in frequent succession, the astonished tollgate keepers wondering where the vast army came from and where it was going. Patchogue was the objective point of the majority, about two hundred going there, while about fifty tarried at Babylon, and many others found enjoyment at Far Rockaway, Roslyn and the numerous other resorts on either shore.

At Patchogue the crowd was unprecedented; cyclers, militia and civilians helping to swell the throng, and the fun was immense. The town had made great preparations to celebrate the day, and the militia were its guests, invited to participate in the celebration and parade. The wheelmen were not left out in the cold by any means; they never are; and they managed to have a good old time both at their own and other peoples' expense. Sunday night the guns of the Gatling Battery were mysteriously removed and secreted in a convenient hay loft. At sunrise Monday morning there were no guns with which to fire the customary salute. Of course nobody knew anything about them, and there was some lively hustling around before the guns were recovered and the salute fired about ten minutes late. The wheelmen were accused of stealing the guns, though the 13th Regt. boys were undoubtedly the guilty parties. The whole affair was regarded as a good joke and much merriment ensued, the pass word of the day being "who stole the guns?" being "who stole the guns?

The tour of the Brooklyn Club was a grand success, they being on this occasion, contrary to custom, favored with fair weather. They were met at Jamaica by a delegation from the Mercury Wheel Stump road, the less said about which, the better.
At Flushing a visit was made to the Athletic grounds, which deserve a passing word. Beautifully located and nicely kept, they contain tennis courts, a ball field, a well made cycling and running track, and a well appointed and model gymning track, and a well appointed and model gymnasium, besides which is a very pretty ladies' summer house and parlor in which the party were invited to partake of refreshment that had been prepared for them by the young ladies of the village who were present. Refreshed and reinforced by an additional number of Flushing boys, saddles were resumed and a run taken over the macadam to Bayside, thence to the fort at Willett's Point, returning to Crocheron's Hotel at the beach at Bayside, where a dinner was served at eight o'clock, such as it is seldom the luck of a hungry cycler to obtain on Long Island. This charming spot is but five miles from the Jericho Pike, from whence there are good roads, via Queens, pretty views, plenty of shade, boating and bathing and an excellent dinner are here to be obtained, and I wonder that we Brooklynites have not discovered this delightful retreat before. Dinner over, the return ride to Flushing was delightful, the moon full and unclouded rendering the use of lamps unnecessary, the pleasant evening breeze a most re-freshing change from the glare and heat of the afternoon sun.

Sunday morning, accompanied by League Accountant Vesey of the Harlem Wheelmen, the party wheeled to Babylon for dinner. Capt. Peck of the Massachusetts Club and his party of Washington Tourists were here met journeying toward Brooklyn. Every inducement was offered them to remain over at Babylon and proceed the following day, but having resisted the strong temptation to remain with the many good fellows at Patchogue, they likewise conquered the stronger temptations of the Babylonians and started for a hot and dusty ride to Jamaica, where they were hospitably entertained by mine host Pettit, and proceeded for New York the following morning.

The Latonia Agricultural Association has deded to give a few wheel races during the fair in ugust, at the famous Latonia track, two miles and returning to Jamaica for dinner, and attending the Angust, at the famous Eatonia field, a half south of Covington.

Judge Geo. G. Perkins has put the matter into the only open event, a two-mile handicap, was won the hands of the Kentons, and some fine sport may by Todd of the Brooklyns, with Meeteer 2d.

Norb. The track at Queens is of hard clay, six laps to the

mile, well proportioned and in very good condition. The management is disposed to be exceedingly courteous to visiting wheelmen, and Brooklynites will be repaid by patronizing the frequent events which are given there.

Those who went to Patchogue, arrived in time for the festivities of the day, and had a grand time, but they paid the fiddler on the home trip.

The majority of wheelmen at Patchogue, left there Monday forenoon and wheeled homeward, missing some of the best search.

missing some of the best sport, but showing their good sense notwithstanding. Those who remained paid dearly for their amusement by the many discomforts and annoyances incidental to the return

trip by rail.

The railroad was taxed far beyond its capacity, the cars being crowded almost to suffocation, and the delays tedions and plentiful. Arrived at Jamaica, where it is necessary to change for Brooklyn, the crowd was even worse than in the Brooklyn, the crowd was even worse than in the cars, and a wait of over one hour did not tend to improve things. Baggage cars were all full and no accommodations was to be had for wheels, nor did the employees seem disposed to make any, on the contrary the slightest inquiry or suggestion on the part of the wheelmen, was received by the gentlemanly and courteous employees of the great Austin C., with utter contempt and returned with such a sound of abuse and profanity, it is to be wondered at that a free fight did not ensue. Evenwondered at that a free fight did not ensue. Eventually a box car was obtained and into this the wheelmen were told to put their wheels, which they did accordingly. Their pleasure was complete when the train finally did start for Brooklyn leaving the box car and their wheels behind. Rome broke loose then, it fairly howled. This piece of studdid accordingly carelessness of studies. piece of stupidity, carelessness, or spite, which-ever it may be, necessitated another dreary wait at the Flatbush station until the offending box car came in on a later train. It was found to contain not only the wheels but also a cargo of milk cans, which had evidently been thrown in without any regard for spokes or backbones, as several of the wheels were damaged, one quite seriously. The delightful journey via the great and only Long Island Railroad, which had begun at seven P. M., was thus terminated at 1:30 A. M., no doubted to the regret of its participants. As "variety is the spice of life." they should have been contented, for they certainly had variety enough for one day Bon. was thus terminated at 1:30 A. M., no doubt much

July 9, 1887.

MINNEAPOLIS CLIPPINGS.

The arrangements for the illuminated parade of wheelmen at nine o'clock have been about completed. The line of march will form on Fourth street between Hennepin and Nicollet avenues south, out Second avenue to Thirteenth street, back on ond avenue to Tenth street, Tenth street to Nicollet avenue, on Nicollet avenue to Third street, on Third street to Hennepin avenue, Hennepin to Eighth street, back on Hennepin to Fifth street, Fifth street to Nicollet, Nicollet to Fourth street, disbanding and removing lanterns at place of starting. The Police Commission has granted a starting. The Police Commission has granted a detail of mounted police who will precede the line of wheel. Every man and boy in the city who has a wheel is invited to take part in the parade. Wheelmen should do all they can to secure a good Wheelmen should do all they can to secure a good attendance of fellow riders. A good parade will do much to bring the riders in the city together and by a spirit of good fellowship much good can be done for the cause of wheeling. Wheelmen will vie with one another in seeing who can get the greatest number of lanterns on their wheels. Some unique designs are being prepared.

It is especially requested that every wheelman will notify S. F. Heath, at 14 Fourth street south, of the number of lanterns required before Saturday at one P. M., so that there will not be a lacking in this respect. Lanterns are absolutely free

ing in this respect. Lanterns are absolutely free to any reasonable quantity.

The following gentlemen and their aids will have charge of the various divisions, giving assistance in adjusting lanterns, and will form their men and command them throughout the parade: Mercury Bicycle Club, Paul Achard; Minneapolis Bicycle Club, E. A. Savage; Star Bicycle Club, Grant Bell; tricycles, J. P. Bruce; unattached riders, Theo. Slosson, L. B. Graves, James Stockdale and E. J. Hale. The above leaders will select such aid as they may require.

Leaders are requested to meet S. F. Heath and Fred Leland at Heath & Kimball's, 11 Third street south, at seven o'clock on the evening of the pa-

south, at seven o'clock on the evening of the parade, to receive instructions regarding order of forming in line, etc.

On July 7, S. G. Whittaker, E. J. Hale, E. A.

Savage, H. D. Lacker, W. C. Cutler, Collie Bell, Charles Wicht and Charles Lachman left the church spires of the saintly city of Minneapolis headed for St. Paul. They were after the road record, which has been floating around loose. The eight wheelmen kept pretty well bunched until Misababa Enlarge and a state of the saintly said wheelmen septiments. til Minnehaha Falls was reached, when Savage forged ahead and left the party, reaching St. Paul after having been on the road fifty-nine minutes; distance fifteen and one-quarter miles. Five minutes later Colie Bell put in an appearance, the others about ten minutes behind him. Savage says he can ride faster, and if anyone wants to race he's willing to meet him. The roads were in bad state, as the dust, stones and deep sand made them extremely heavy.

RACE MEET AT NEW CASTLE.

The Summer Race Meeting of the New Castle B. C., held July 4, was attended with great success; splendid weather, large crowd, and very fast track.

The hill climbing contest in the morning was won by H. B. Schwartz, Reading, time, 2:05 2-5; A. C. Banker, Pittsburgh, 2:10; L. W. Bigham, Mercer, 2:22.

The afternoon races, which were closely con-

tested, resulted as follows:

One-Mile Novices.—George Randolph, Beaver Falls, 3:24; E. H. Lotze, Girard, O., 2d; M. J. Knapp, Girard, O., o.
One-half-mile, Open.—J. T. Huntington, Cleveland, 1:21 2-5; W. D. Banker, Pittsburgh, Pa., 2d;

H. B. Schwartz, 3d.
One-mile, 3:10 Class.—W. S. Upson, Cleveland, 3:30 2-5; A. C. Banker, 2d.

One-mile, Open.-H. B. Schwartz, 2:52 2-5; J.

T. Huntington, 2d.
One-half-Mile, Hands Off.—W. D. Banker,
1:42 2-5; John Fleming, New Castle, 2d.
Two-Mile, Open.—H. B. Schwartz, 6:25 1-5; A.

Banker, 2d.
One Mile, 3:00 Class.—W. D. Banker, 3:00 1-5;

One-Mile, 3:00 Class.—W. D. Banker, 3:00 I-5; W. S. Upson, 2d.
One-half-Mile, Boys' Race.—Frank Marquis, 1:30 2-5; Ralph Bowers, Greenville, Pa., 2d; H. Wick, Youngstown, O., 3d.
The One-Mile Team Race was not run as two teams were disabled. The team of the Allegheny Cyclers promptly appeared when race was called and were awarded the prize.
One-quarter-Mile, Boys under Twelve.—Kincaid, 58s.; Bert. Greer, 2d.
One-half-Mile, L. A. W. Pennsylvania State Championship.—W. D. Banker, 1:22 I-5; H. B. Schwartz, 2d.

Schwartz, 2d.
Three-Mile Lap Race.—H. B Schwartz, 10:14-2-5; A. C. Banker, 2d; C. M. Brown, Greenville.

3d.

The races were timed by an electrical device, designed by H. B. Cubbison and C. L. White, members of the local club, operating a Waltham Chronograph; the first wheel crossing the tape starting the timer and automatically locking the apparatus preventing any other wheel affecting the timer, at the finish the timer was stopped by the first wheel crossing tape-insuring the correct time of race; each lap was recorded by the same means.

ENGLISH RACING NOTES.

A grand International Jubilee tournament was held at Alexandra Palace, June 23 and 24, in which the American Team competed, and some fast time reported. In the amateur half-mile handicap W Illston rode two trial heats in 1:18 4-5 and 1:19 3 5, and won the final heat in 1:18 3-5. H. Synyer rode a heat in 1:22 1-5 and five yards behind 1:18 3-5. F. J. Osmond won a heat in 1:21 3-5, and J. H. Adams also rode the distance better than 1:20. In the final heat of the professional mile handicap, Temple, 10 yards, finished third in 2:46, after waiting on his mark till the scratch man got level. got level.

Some remarkably fast time was made in the one-mile tricycle handicap. Second Heat—R. J. Mecredy, Dublin, rode the mile in 2:57 4-5, Mecredy, Dublin, rode the mile in 2:57 4-5, making records at one-quarter, 42 1-5s. and one half mile, 1:25 3-5. Third Heat—Frank Moore won in 2:59; one-quarter, 42 4-5s.; one-half, 1:26 4-5. Sixth Heat—E. Kiderlen, Champion of Holland, 3:01 4-5. Second Round, first heat, Mecredy, 2:59 3-5; second heat, 2:59 3-5. Final Heat—Kiderlen, 2:59 3-5; second heat, 2:59 3-5. Final Heat—Kiderlen, 2:59 3-5; Mecredy second by a half-yard. The two-mile international tricycle race was hotly contested; Kiderlen won his heat in 6:00 2-5, and the final in 6:41; Gatehouse by a length; Moore balf was inches. Kiderlen won by rushing between that the second on August 4, 5 and 6. It is expected that this meet will prove the most enjoyable affair of the kind ever held by the Division. Cottage City is a delightful place to visit. It is a particularly charming resort for cyclists. The miles of asphalt paved in great a cake of tyre cement and some tyre fasteners. I find Rudge's tyre clips attractions which will be appreciated by the cyclers. Chief Consul Hayes visited the Vineyard last Sunday, and is now at work on the programme, which will be appreciated by the cyclers. Chief Consul Hayes visited the Vineyard last Sunday, and is now at work on the programme, which will be appreciated by the cyclers. Chief Consul Hayes visited the Vineyard last Sunday, and is now at work on the programme, which will be appreciated by the cyclers. Chief Consul Hayes visited the Vineyard last Sunday, and is now at work on the programme, which will probably be issued in about a week.

Reduced rates have been secured from the rail-today, making tickets for the round trip \$2.50, inverse content to those who cannot whistle a tune, I recommend to the seak quietly to the horse as they approach and the speak quietly to the horse as they approach and the speak quietly to the horse as they approach and the speak quietly to the horse as they approach and the speak quietly to the horse as they approach and the speak quietly to the horse as they approach and the spea

Gatehouse and Moore just at the tape. The one-Gatehouse and Moore just at the tape. The one-mile amateur handicap was a race of champions. F. J. Osmond won the first heat in 2:43 2-5. In the second heat, J. H. Adams rode two yards be-hind 2:43 2-5. The final was won by Mayes, 20 yards, in 2:43 4-5. On Monday, June 27, R. J. Mecredy rode against the quarter-mile tricycle record, and succeeded in beating it, doing 1:24. Ralph Temple made a professional quarter-mile record doing 37 1-58

professional quarter-mile record, doing 37 1-5s. Mecredy made a three-quarter mile tricycle record, doing 2:04; and Patterson rode 19 miles, 480 yards, on an ordinary, in an attempt to ride twenty in the hour. King also beat the tricycle records from 21 to 25 miles, doing 1:14:43 3-5 for the latter distance.

THE AMERICAN TEAM ABROAD.

LONDON, Eng., June 26, 1887. EDITOR OF THE WHEEL:—It is with satisfaction note your promise to keep your paper well on the scratch mark, and your efforts I pray will be attended by the blessing of cyclists who will "chuck in" their almighty dollars into your

capacious pocket.

Being so busy, I have had little time to correspond, and as Mr. Dodge filled the "foreign office". so well, no doubt you are well pleased. The "Wheelman's Record" of June 9 contains a most unfair and libelous statement on our team, and will be called upon to retract. The British press are behaving very kindly to us, and evidently appreciate our earnest efforts to do our best at all times. Our trip is an assured success, now, and we have (that is, Temple has) beaten every professional high and low in these Isles. We are making friends everywhere, and are "doing square business" and watching the effects of our trip zealously. Financially, we are much better off than when we started, although no one can ever expect to make "big money" in this country. Sixpenny "gates" don't pay like Springfield dollar "gates." We have appeared more than once a week in races since landing, and possibly have done too much work, as Woodville is evidently stale just now. Both Temple and he take a ten-day vacation at the seaside, Brighton, commencing Tuesday, and I go home to the old farm for some space of time. We re-commence at Leicester July 9, and Birming-ham 16th. We go to Berlin, Austria, Norway, Holland, and France in September and October. The tournament just closed was a grand success "racingly," but not more than 8,000 people paid their small admissions, even though Mr. Cathcart advertised and managed it so judiciously. Cathcart is a grand fellow, and owing to the weather being excellent he should have been better sup-ported by the "one hundred and four clubs." We all send greeting to American cyclists through THE WHEEL. Temple will return in November, Woodside and myself will remain here through next winter.

Yours truly,

SENATOR.

RACE MEET AT RUTHERFORD, N. J.

Independence Day was celebrated by the Rutherfood wheelmen with a race meet, which attracted some 3,000 people. The races were started at 9:30 Summary: o'clock.

One-mile Handicap.—R. R. Leeds, 75 yards, 4:15; W. C. Ivison, scratch, 2d. Five-mile Scratch.—A. P. Jackson, 24:30; E.

Ducommon, 2d. Four Laps, Boys under fifteen .- Louis Chap-

man, 11 years, 3:17; Allie Rice, 14 years, 2d.
Two-mile Handicap.—E. W. Dean, Jr., scratch,
8:45; S. Winslow, 200 yards, 2d.
One-mile Bicycle, scratch.—E. W. Dean, Jr.,

1st; A. P. Jackson, 2d.

PROGRAMME OF THE MASSACHUS-ETTS DIVISION MEET AT COTTAGE CITY.

The sixth annual meet of the Massachusetts Division of the League of American Wheelmen will be held at Cottage City, Martha's Vineyard, on August 4, 5 and 6. It is expected that this meet will prove the most enjoyable affair of the

cluding transportation of wheels. Special rates, varying from \$3 to \$1.50 per day, will be made by the hotels. The Sea View House will be the wheelmen's headquarters. A great many will no doubt, prefer cottages, and arrangements will be made for these. It is expected that a number of the wheelmen will be accompanied by their wives and sieters. and sisters.

The Boston party will leave on Wednesday evening, August 3, by the 4:05 train from the Old Colony depot, so as to be on hand for fun early the next morning. The programme for Thursday will include a meeting of the board of officers in the City Hall a 9.30 A. M., and a general meeting the City Hall a 9.30 A. M., and a general meeting of members at 10:30. At 12:30 the wheelmen will take the train to Katama, where a clambake will be served at Mattakeeset Lodge. Here various sports will be enjoyed. In the evening there will be a band concert at Ocean Park, and the wheelmen afforded, according to Chief Consul Hayes, every facility for "bluffing," whatever that may be.

On Friday there will be a parade of all the wheelmen starting at ten. A M. At 4:20 P. M. there

men, starting at ten A. M. At 4:30 P. M., there will be races on the Ocean Park course, which is three laps to the mile. In the evening a reception and ball will be tendered the visiting cyclists by the Martha's Vineyard club, at whose invitation the Division meet is held at Cottage City.

On Saturday there will be a sail on the bay in the morning, and in the afternoon a game of baseball between nines selected from the wheelmen and the residents. In the evening there will be a

GENERAL REMARKS AND HINTS ON CONTINENTAL TOURING.

These I will make without any attempt at order, but just as I think of them I will put them down.

A matter of the first consideration is the question of cost. This, of course, must vary with the person and circumstances. I say before starting scrape son and circumstances. I say before starting scrape together all one can, and bring back with him as much as possible; take enough, and be provided against emergencies. Though I took more, £20 covered all my month's expenses—without the long railway journey it would have been considerably less. Take it in gold and £5 notes, for safety deposit in different pockets. An English sovereign posit in different pockets. An English sovereign will pass anywhere for twenty-five francs, or their equivalent; at a Paris Exchange Office two or three sous (Id. or 1½d.) extra are generally given, and for a Bank of England note rather better exchange -these can be exchanged for one hundred and twenty-francs in any town on the Continent, I think it best to take ten or twelve sovereigns, with two or three half-sovereigns (as sometimes only 10s. exchange may be desired), and then the rest in one, two, three, four or more £5 notes. It is best to get one or two of the notes exchanged soon after arrival on the Continent, and others as required, leaving the loose sovereigns to exchange one at a time towards the close of the tour, or wanted. It is not necessary to spend all the money one takes out with him.

The name of the hotel at Mentone I stopped at was Hotel des Estrangers; the name of the one I found afterwards, I think, was Hotel de France,

situated in the main street.

It is desirable to have a passport, as it might be useful, though I did not require it in Italy or Switzerland. It would seem to be necessary to carry one at the present time while travelling in France. A passport costs 2s., and may be obtained at the foreign office through a banker or other authorized across authorized person.

In France, at the present time, at the hotels, visitors have to fill up a detailed form for the police, stating name, address, age, when born (day, month and year), where from, where going

to, etc., etc.

Dark glasses or goggles are useful and desirable to protect the eyes from the white glare and dust of the roads. In some parts of France the horses shy very much. For this, in a recent number of "B. N.," someone recommends the cyclist to whistle a tune. I have not tried this, and if horses have an ear for music, as I believe they have, pernave an ear for music, as I believe they have, perhaps it would be adviseable I should not. To those who cannot whistle a tune, I recommend to speak quietly to the horse as they approach and are passing it. Take a cake of tyre cement and some tyre fasteners. I find Rudge's tyre clips very useful. It is generally recommended not to tour on a new saddle; as my old one was very uncomfortable, I was obliged to, and found the ordinary Buffer saddle comfortable.

long distance apart, and in the villages it is difficult to get anything to eat. There is a good deal of rubbish sold as chocolate, but I can recommend any of the following-Cadbury's, Menier's, and Lombart's. It is preferable to get the smaller cakes, as they are not so thick and hard to bite. I cakes, as they are not so thick and hard to bite. I did a rather clever thing at San Remo. I bought a cake of Menier's C., for which I had to pay If. 40c. as there is a heavy duty in Italy on foreign chocolate; a few miles further on, after crossing the frontier, I could have bought the same for 90., or If. Not much substantial can be obtained at the pastry shops there; things are mostly puff, produced by the art of making a big show of giving as little as possible for one's money.

In the South there is very little twilight, consequently it gets dark about an hour sooner than here in England. Englishmen abuse their climate, foreigners praise their own. I have heard speak of the beautiful clear, blue Italian sky-it is all fraud, I would like to have seen a little more of it. The Continental weather throughout the Spring seems to have been very similar to our own, and last year it was wet nearly all the time I was in Switzerland.

Services in the Continental English churches vary much, commencing at 10, 10, 30, or 11 A. M.; time should be ascertained beforehand. Notice of the times should always appear outside the church; at Lyon it does not, consequently I arrived very late for service. At San Remo and Mentone the English churches are closed for the present.

In France a bicycle is conveyed by rail as passenger's luggage if accompanied by the owner, and may thus be taken any distance, payment of Ioc. only being demanded for the registration ticket. In Switzerland and Italy, on the railway and on board the lake boats, a small reasonable charge is made. In Switzerland and Italy I have generally found the people very agreeable and intelligent, but I do not like the French much, they are not so agreeable, and there is a good deal of humbug about them.—F. FREEMAN, in Bicycling

CYCLE-MAKING AT COVENTRY.

A CHARMING ARTICLE FROM THE "DAILY NEWS."

A pleasant, quiet old town is Coventry, seem-gly with abundance of time on hand, and full of piquant contrasts between the ancient and the modern order of things. It has queer little crooked narrow lanes, quaint, old, half-timbered buildings with overhanging eaves, diaper-paned windows and cottage doors that open in two halves. A good half of the people seem to live down courts, for which the finding of distinctive names has proved, apparently, too great a tax on the inventive in-genuity of the citizens. Their courts go by num-bers, and in one street I observed "Court 35," which may or may not have been the highest number in it Many of these courts are clean and bright-looking little nooks, floored with red bricks or flags, and brightened by lilacs and apple-blossoms at their inner ends, and as the stranger peeps and pries about the place he comes on many an old-fashioned little garden with cottages around in which it is difficult to imagine any of the residents beating their wives or starving their children, or getting the brokers in, or doing anything else not quite reputable and proper. In the midst of all sorts of indications of antiquity there are unmistakable marks of a progressive vitality characteristic of the Midland Counties. Hansom cabs ply about the streets, tram cars are propelled by steam power, and a free library, public baths, technical schools, and municipal buildings of one sort and another give an air of dignity and modern enlightenment to its ancient streets.

But where are the bicycles and tricycles? How is it that nobody is careering about the streets on the modern hobby horse which has done so much for the prosperity of the modern country? Is it only the wet day, or are the streets too much up hill and down dale for the youthful flexors and extensors of the citizens? "Oh no," replies the manager of one of the bicycle works. "The town's rather hilly, but in the country all around we have some of the best cycling roads in the kingdom, But people are too busy to be cycling at this time of day " "You have had rather a brisk time of it lately, I think?" "Never had such a season," y" "You have had such a season, I think?" "Never had such a season, he reply. "We have had more orders than through, of was the reply. we could possibly get through, and though, of course, our busiest time is before Whitsuntide, we have at the present time over a thousand machines on order, and we have five hundred men working

at high pressure. There are thirteen cycle works in Coventry, large and small, and so far as inquiries extended this was pretty much the experience of them all. They have had quite an exceptional rush of business. One at least of these establishrush of business. One at least of these establishments has been employing seven hundred men, working in shifts night and day and they affirm that at least one-third of their orders they have been unable to execute. It is reckoned that £4,000 a week is being paid in wages, and, as a great many portions of the machines are made in other manufacturing towns, this sum possibly apparent of the money every week. represents only a part of the money every week paid for the construction of these latter-day loco-motives, the whole of the trade in which has been developed since the year 1876 or thereabouts. It is stated that in February last, just before the season opened, there were, in three chief works in Coventry, not less that twelve thousand machines in stock, and before the end of April every one had been cleared out. During the whole period acres of machinery have been running at high pressure in the making of new ones, and there is, to the eye of the stranger, at any rate, no slackening of speed at the present time. The largest bicycle works in Coventry—largest, at any rate, in the sense that its premises are extensive—covers five acres of ground, and has been turning out six hundred machines a week. The inspection of a factory like this, with its din and uproar, its whirl of wheels, its bewildering multiplicity of detail, and the equally be wildering technical jar-gon involved in any explanation of the various processes passing under view, is rather a fatiguing ordeal for a novice, deeply interested though he may be. Men are drilling and planing, and brazing and bending solid steel, blowing their furnaces hot with oxy-hydrogen flames, and grinding metal amid showers of sparks that would make no contemptible feature of a pyrotechnic display. To those who remember the wheels of the early old boneshakers-and, for that matter, to those who do not remember them, if there are such persons—the making of the new spider wheels is very interesting to watch. The rim of the wheel, the novice is surprised to find, is really a tube that has been squeezed somewhat flat, and has then had its edge bent up so as to make a groove into which the indiarubber tyre is cemented. Thus the minimum of weight and the maximum of strength are secured. weight and the maximum of strength are secured. It is pretty to go through process after process, and see these slender and elegant wire-spoked wheels forming under the hands of men, each of whom seems to have under absolute control some clever piece of mechanism, much of it itself the invention of the past ten years or so, specially de-vised for some process or other in the making of one interesting process in these works is the making of one interesting process in these works is the making of small steel balls for the "ball bearings" of the machines. Persons who are not cyclists may not be aware the curious device for reducing to a minimum of friction of axles. In most machines the axle of a wheel revolves in a sort of steel collar, which is kept greased in order to make it turn as easily as possible. But the best-oiled of ordin-ary bearings affords too much friction for the goahead times of ours, and the hub of the modern bicycle or tricyle wheel is not a solid metal collar, but a hollow receptacle filled with smooth steel balls, which roll round each other with the revolution of the axle passing through them. The manufacture of these steel balls is an important though subordinate part of one of these first-rate factories. A machine clips off small pieces from the end of a steel rod. These small pieces are now handed over to a boy, who takes up one by one with a pair of pincers, and thrusts it into a small cavity at the end of a swiftly-revolving steel bar, which instantly grinds off the roughest of its angles. They are now laid in the circular grooves of two steel plates which may be said to correspond with the upper and the nether stones of a flour mill. They are sprinkled with emery powder and rolled round in these grooves by machinery for five or six in these grooves by machinery for five or six hours, thus becoming beautifully spherical and smooth, and only require to be subjected to a process of tempering to enable them to revolve among each other, almost absolutely without friction and without wear. In every part of the work of one of these great factories is something of interest and something which must continually awaken the surprise of anyone who reflects on the wonderfully rapid development of this important The inventive power called forth by the demands of the cyclist can only be apprehended by one who has had an opportunity of going through the series of ten or a dozen extensive shops constituting a cycle factory, and learning timing, if possible.

something of the processes by which the modern machine has been gradually evolved. Where the process of evolution is to stop, or whether it ever will stop, it is difficult to say.

Popular favor seems to be as capricious in its demands for tricycles and bicycles as in almost everything else. At the present time what is known as "the Safety Bicycle," or by some "the bicyclette," is in extraordinary demand. All the makers seem to be concentrating their utmost strength on the production of this machine, the principle of which, curiously enough, is not patented. It is not everybody who dares venture to fly along country roads on the top of a 54-in. wheel, and of those who have the courage, it is wheel, and of those who have the courage, it is not everybody who can put his legs far enough through a pair of bicycling pantaloons to drive such a machine. Mr. H. J. Lawson, of the firm of Rudge & Co., of Coventry, claims to have originated the idea of the now popular "safety," and in proof of his claim he points to a pair of legs of his own, of his claim he points to a pair of legs of his own, not very well adapted to the largest of wheels, and to the fact that at the first Stanley Bicycle Show in London in 1877 was actually shown a patented machine embodying the principle of the popular "safety." To suit his own length of leg, he contrived a machine on which the rider sat on the smaller of the two wheels, and drove the back wheel instead of the front. Nobody would patronize the invention, however, and in the third year, when further fees had to be paid, so little success had at-tended the invention, that the patent was allowed to lapse. Hence it is, as Mr. Lawson affirms, that all the world is now running merrily about on a machine which carries the rider at a safe elevation above the ground, and at a speed which is little, if anything, below that of the largest cycles running. Many who had given up bicycling and had taken to the tricycles are, now that something of the safety of the slower machines has been com-bined with the speed of the best bicycles, returning to the two wheels, and it is allowed on all hands that this season the "safety" bicycle has no equal in the market. "You see," said the representative of one of the works at Coventry, "from one end of our place to the other that not a single machine of this type is to be found. Every single 'safety has been cleared out just as soon as we could get it finished, and we could have sent out hundreds more if we could have made them. In what time a bicycle can now be turned out complete it is difficult to say. Makers have lately had little time for fancy experiments. But a few years ago the Princess of Wales ordered from a Coventry house a tricycle for a New Year's gift for one The work was begun at nine o'clock in the morning, and the machine stood ready for delivery by half-past two the same night—finished ready for a princess in about eighteen hours." Such is the readility with which new machiness and rapidity with which new machinery and new methods have been devised of late that this, very likely, would be slow work now. Great as has been the demand for cycles this season, there is no reason to suppose that this new industry has even approached its climax and what incidental activities and what modifications of other businesses may be involved in its development. The steel spider-wheels of the cyclist may, it is thought by some, by-and-bye supersede the wooden wheels of the coach-builder. Cyclists' wheels for ordinary vehicles are being made in Coventry, and there are those who foresee for this new departure an important future. That tricycles are being more and more extensively used for carrying purposes is evident to Londoners, and every improvement in the machines is, of course, calculated to give a fresh impetus to the movement. Some towns appear to be a good deal in advance of others in this respect. In Reading, for instance, tricycles are very extensively adopted for business purposes. A butcher's lad was recently summoned for fu-riously driving his machine. The policeman swore that he was going at fourteen miles an hour, and the delinquent himself swore that he had 2cwt. of meat in his vehicle. If butchers can travel round with even 1cwt. of meat at seven miles an hour, it is not surprising that most of them on the level roads of Reading are doing away with horses and carts. What the butchers' boys may think of the change may be quite another matter. Frenchmen seem also to be taking to bicycling and tricycling, and some of the Coventry houses are already pushing their enterprise on to the Continent and out into the Colonies.

THE ILDERAN TOURISTS.

At 3.30 P.M. on Saturday, July 9, the Ilderan Tourists assembled at their club house, together with a large crowd of their club mates, who had come to give them a send-off; ten accompanying them to the R. R. station. A line was formed on Sixth avenue, and after the signal was given the Sixth avenue, and after the signal was given the procession started for the West Shore Ferry at Jay street, N. Y. The street nobility on the way vented their rather free opinions of the tourists, much to the latter's merriment. The writer's helmet was pleasantly alluded to as "stolen from the Thirteenth Regiment," etc. They gayly wheeled over the Bridge, and riding down Chambers street they came to Jay street in time. ferryboat was soon overrun, and arriving at the West Shore depot the cars were crowded, and after the wheels had been safely stored in the special baggage car the boys took possession of their sleeper, "Texarkana." having satisfied the inner man and having driven the waitresses almost crazy at the restaurant.

At 6:30 P.M. the train moved, amid the cheers of At 6:30 P.M. the train moved, amid the cheers of the accompanying Ilderans. The boys commenced to amuse themselves in divers ways. There was a delay at Cornwall, caused by a hot box. It was now growing dark, and the boys gradually grew more congenial. A granger, who entered the cars at Kingston, asked me whether we were a base-ball club, and, after this was denied and he had received the information that we were only inoffensive wheelmen he asked whether we were inoffensive wheelmen, he asked whether we were going to Canada to race against that country. An attempt was made to start a concert, but on request it was indefinitely postponed. As time wore on, the boys grew sleepy, and after the berths had been prepared, they retired. Now came the fun. Every once in a while heads were poked out from the draping, only to have some missle, well-directed at that, fly at it. The Masher retired after his day's work in breaking hearts. He had to run the gauntlet, though. He was several times rudely torn from the arms of sleep. Various noises flitted through the air until about twelve P. M. When the train would arrive at a station there would be several allusions made to it all through the night. Hats and pillows were at a premium. All in all, we had a great time. We reached Rochester at dawn; then the noise

commenced again. It must be remembered that there were several instruments of torture, i. e., musical instruments among the crowd, and that they were by no means silent. The Masher thought the noise a sham, but the "Jersey Lily" did not mind it at all, baffling all efforts of the fellows to wake him. "The Press" had a berth above him, even that did not wake him. "Prof." quietly smoked his cigarette and let it go on, without making one of his philosophical remarks. It was seven A. M., when the train reached Buffalo, where the crowd piled out to catch what glimpse they could of the famous town.

At 8:30 A. M., the train arrived at Morgan Falls,

having passed splendid water-scapes on the way from Buffalo. A delegation of Niagara Wheel-men, the most prominent club of the town, met The tourists steered to the International Hotel, situated at the brink of the Falls. Having Hotel, situated at the brink of the Falls. Having been assigned to their rooms they marched into the luxurious dining hall, and after satisfying their appetites, they proceeded to take in the grand sights of Niagara. Nobody can describe the grandeur of this cataract to a person who has not been there, so we will refrain. Capt. W. G. Cannon, of the Niagara Wheelmen, and some of his club-mates acted as guides. We took in everytning; even going under the Falls in bathing suits. The hack-drivers evidently don't club-mates acted as guides. We took in everytning; even going under the Falls in bathing suits. The hack-drivers evidently don't like bicycles, for if it had not been for them (the bicycle) the drivers would have turned many a dollar. Let the reader pick up a Niagara guide book and read everything and then imagine the tourists as taking in everything. After dinner the Suspension Bridge was crossed and Canadian soil was reached. We visited the Whirlpool Rapids, the grandest of all sights. Here we had a picture taken, with difficulties. When we came back to the town, Mr. J. H. Milby, Pres't of the Niagara Wheelmen, did culties. When we came back to the town, Mr. J. H. Milby, Pres't of the Niagara Wheelmen, did us up "brown" in the way of hospitality. The evening was spent in taking in the town and talking about the jolly good fellows of the Niagara Wheelmen, one of them rides on one wheel and he "gets there" too. He is a most wonderful expert at this, going out on long runs with the boys riding only one wheel. Before supper the boys took a short run over the River road.

Meanwhile the Masher had done his work. We were here met by Mr. I. L. Bennett of Geneva.

were here met by Mr. J. L. Bennett of Geneva.

rooms, varying the monotony of singing and joking by a friendly pillow combat. The mileage for the day was twenty odd miles.

At 8:15 the next morning (July 10), the procession headed by Mr. J. L. Bailey, of the C. W. A., and several of the Niagara Wheelmen, wheeled over to Canada. The scenery along the road was grand, but the road was of such a nature that a look around meant a header. The roads were poor all the way to Niagara-on-the-Lake. The tourists took in the Whirlpool and Brock's Monument. Owing to the bad condition of the roads and a late start, the Toronto steamer left the dock at Niagara ten minutes before the tourists came. It is computed by mathematical accuracy that the party had taken headers in thirty-two and three-quarters places. "The Press" two and three-quarters places. "The Press" and "the Masher" fell behind near Brock's Monument, as the former's luggage carrier broke and his property was strewn over the road, and before they knew it they were lost in the wilds of Canada. The Masher finally found the road by virtue of his cheek but the more modest "Press" took the railroad, arriving at Niagara, quite naturally, a few moments ahead of the party, who arrived much disgusted at the departure of the steamer. Well, Organized at the departure of the steamer. Wen, the best had to be made of it. We went to the Queen's Hotel on Lake Erie on the commencement of the Niagara River. Then we took a most refreshing bath and a hearty meal. The weather was beautiful. A party visited the old (250 years) Fort Niagara, another went fishing, catching nothing, probably because they had "Sport" along, ing, probably because they had "Sport" along, who made the fish blush by his great modesty in talking. A delegation of Toronto Wanderers, headed by the Reception Committee, composed of Messrs. G. W. A. Daniels and A. Rennie, eight in all, came down on the "Chicora" and met the Ilderans at the dock. Previously to this "Big Four" Hayes had nearly taken a header on the dock. His machine, however, took the bath, while he was unde-

servedly saved,
At six P. M., the steamer left for Toronto. It was a pleasant three hour's sail. The "Chicora" is a two hundred foot paddle-wheel steamer. picnic happened to be returning from the Falls, and a superfluity of female fairness flooded the boat. Here was a chance for the "Masher" who had now found a brother in his profession They were seen in the of fair damsels on the way. A peculiarity of accent strikes the American in the Canadian speech. One fair one, when some one had deprecatingly talked of the States, threw up her little head with pride and anger and said "Don't say that; I am an American!" The scenery (both natural and otherwise) was beautiful. S me of the tourists helped to empty some of the belle Canadiennes' lunch baskets.

Amid the cheers of both Ilderans and Wanderers, who had come down twenty strong to meet us, we landed at Toronto at 8:30 P. M. We rode through the well-paved city to the Walker House, where

took supper.

While at supper a large party of Wanderers came in, in line, and gave the Ilderans a cheer which was heartily responded to. Immediately after supper the party went to the York Street dock and took a specially chartered boat to Handrick Liberal the applies reseated the Territories. lan's Island, the popular resort of the Torontoners. The carrousel were taken possession of, the sights were seen and finally a tug of war was decided in front of the hotel.

At eleven P.M. the boat was again taken and after

a jolly sail on Ontairo, including dance and b—, excuse me, ice-water, we reached home at 12:30 A. M. In the morning of July 12, the party visited the famous sights of Toronto, taking in the Wanderers' large and luxurious club house. Toronto is a splendidly built city, paved in part with wooden cobbles, which present good riding surface. Our thanks are due to the Wanderers who gave us such a delightful time. Their name will forever INDEPENDENT. remain in our hearts.

TORONTO, July 12.

RACES AT BROOKLINE ON THE FOURTH.

Two-Mile Bicycle Race.—Three entries: W. K. Corey, H. A. Benson and E. E. Smith. Until the last half of the second mile Benson lead with Corey in the rear. Corey then by a fine spurt placed himself in the lead and crossed the line in 7:491/2, Benson 7:52 2-5; Smith's time not taken.

in three heats. George Taylor 1st. Time 2:18 4-5.

Those who retired early made Rome howl in their F. E. Smith and Fred Crane. Corey took the lead at the start and held it to the finish.

One-Mile Race Junior.—Contestants not over eighteen years old. Two entries. Fred Crane, 4:28 1-5. Stearns 2d, time 4:28 4-5.

BY WHEEL TO WASHINGTON.

TWO MASSACHUSETTS BICYCLE CLUB MEN AT THE CAPITAL.

[Special Dispatch to the Boston Herald.]

WASHINGTON, D. C., July 12, 1887.—Captain A. D. Peck, Jr., and James W. Burr, of the Massachusetts Bicycle Club, of Boston, have arrived, having accomplished the greater part of the trip

from Boston on their machines.
"We had a most enjoyable trip," said Captain Peck to a reporter. "We left Boston June 30, and came by easy stages to Providence; took in the Harvard and Yale boat race on the way, and then, crossing Long Island Sound by steamer, we wheeled the whole length of the island, and arrived in New York on the Fourth of July. We remained in New York three days, and then came on to Philadelphia, where we also stopped three days. At Philadelphia we ascertained that the roads between there and Baltimore were impassable for our machines, and so we concluded our journey by rail. The only unpleasant incident of the trip ocform our machines once or twice by the branches

The two wheelmen will remain in the city three or four days. They expect to return to Boston by steamer from Baltimore.

GREENWOOD DEFEATS STONE.

On Sunday last, July 11, Hal Greenwood and Percy Stone decided their much-talked-about-contest between St. Louis and De Soto, go and

The De Soto road is famous among wheelmen the world over for its great hills. Twenty miles south of St. Louis, the road seems suddenly to enter a mountain range. From the crest of one hill one can look across deep, narrow valleys and see the yellowish white path climbing tortuously up the opposite grade. A ride over it is a dipping down and a climbing up, like the path of a steamer in an ocean storm. Some of the hills are over two miles long, and so rough with loose stones and ledges of projecting rocks, worn out by rains, that it is hard work for a team to pull up an empty wagon even with numerous rests. The distance from St. Louis to De Soto and back is ninety

At 5:03 A. M., A. K. Stewart gave the word "go" to the two men in front of the Missouri Club house. The first twenty miles is quite level, and on this Stone, who rode a Crank, put it all on and reached Maxville, twenty miles, in 1h. 15m. Then commenced the hills, and Greenwood on his Star commenced to gain on the long coasts. From a mile behind at Maxville he steadily drew up and passed Stone on the Kimmswick hill. A hard struggle. "Are you dead?" he shouted, as he swept by. Stone said nothing, but peddaled right down that fearful grade, Greenwood couldn't shake him, and was but a few feet ahead at the top of the Bulltown hill, twenty-six miles. spurted down this descent, the worst on the road. Greenwood was safe on the Star, but the group at the hotel at the foot were horror stricken as they saw Percy pedaling down among the loose stones head over the handlebars. Greenwood stopped ten minutes at the foot, but Stone went on. At Hillsboro, Stone was still in the weakening him fast. At Victoria, three miles from De Soto, Stone was just pulling away from the creek when Greenwood dashed in on the other side. It was on the "Corker" hill, half way between, that Greenwood passed Stone for the last time and beat him into De Soto.

After the hour's rest Hal started back. Stone's bad condition had been kept quiet and he had been

gone some time before it was announced he would ont race back. A telegram to Maxville reached Greenwood near Bulltown, announcing Stone's collapse, and so Hal took it easy the rest of the way home. His wheel broke down at Bulltown, 1.49½, Benson 7:52 2-5; Smith's time not taken.

Slow Bicycle 100 yards.—Six entries. Race run
three heats. George Taylor 1st. Time 2:18 4-5.

B. Seamans, 2d.

One-Mile Senior,—Three entries; W, K. Corey, | 5:03 A. M.; arrived at De Soto at 9:23 A. M.; ar-

rived at St. Louis at 4:55 P. M. Total time for the ninety miles, including all stops, eleven hours forty-two minutes

Greenwood was feeling all right after a bath and rub down and is at work to-day at E. C. Meacham's. Stone's performance, as far as he went, was the greatest feat ever performed on a crank bicycle. His Pedaling down those hills without a fall on the entire trip is conceded by all to have been phenomenal. He admits he was beaten fairly and thinks that nothing that travels on the ground can beat Greenwood on that road. Over \$1,000 changed hands on the result.

STEVENS RECOMMENDS EVERYBODY TO PURCHASE KRON'S BOOK.

A big pile of books were stacked against the railing of Mr. Mason's inner office at the rear of his Warren street cycle depot the other day, when I called in, and a man in his shirt-sleeves was busily engaged sorting them over, and boxing them up for expressing to different points. The books were copies of "X. M. Miles," and the man in his shirt-sleeves was Karl Kron. He looked tired, yet cheerful and confident withal as he shook hands and said, "How'dy." He hadn't time to do much talking, he said, just then, and characterized himself as the busiest man in New York. Between pasting directions on his packages, giving orders to the ex-pressman and checking off numbers and addresses on his memorandum, however, he found time to say that he was more than satisfied with the outlook for the successful termination of the great publishing enterprise that had occupied his time, money and attention for the last four years. addition to the 3,000 odd books subscribed for in advance, he is sending out about as many more, 6,000 in all, which he hopes wheelmen actively interested in encouraging the sport will get their friends to buy.

Kron presented me with an autograph copy of the great book, and in return received an autograph copy of "Around the World." I took X. M. Miles home and sat down and pondered awhile upon the vast amount of information and good solid material collected between its blue cloth covers, and of the enormous amount of labor, thought, energy, time and money that it represented. Four years of a Yale graduate's time and brains, and nearly \$6,000 in hard cash! I looked on its back and saw the price there marked in gold letters \$2.

Three thousand copies at this price over and above the 3,000 already subscribed for at \$1.00, I understand must be disposed of in order to bring him back the bare money he has spent on the book, saying nothing about his time and labor which he estimates at about as much more.

Kron has done a vast amount of good for the cause of cycling, as anybody can see for them-selves, by glancing through his volume. He has done it, too, in a manner that has, so far, brought him returns chiefly in the shape of hard, grinding work and an ebbing flow in his bank account. Immured in "Castle Solitude" for days, weeks, months and weary years, his able pen has turned out for the benefit of the wheel world at large, bright thoughts, witty anecdotes, valuable statistics, biographical sketches and historical data that insures his book the appreciation it deserves, from all who buy and read it. How many will buy and read it, is now the question? Kron's 30,000 purchasers would respond far quicker than he could turn out the books, if that many people could be brought to a proper knowledge of what they were going to get for their money, there is no doubt. His plans are now to retire again to "Castle Solitude" and endeavor to awaken that number of his fellow humans up to a sense of their own in-terests; after which he proposes to reward them by bringing out a second volume.

That Kron's great enterprise has cost him a vast amount of work is conspicuously apparent from the book itself; that the proposed sale of 30,000 copies will involve a good deal more, he readily comprehends. Will he succeed? Yes, beyond a doubt. Wheelmen are noted for knowing a good thing when they see it; Kron will take care that they see his book:—ergo, they will buy it, and Kron will be "happy ever after."

Thomas Stevens.

FOUR THOUSAND BOOKS.

EDITOR OF THE WHEEL: Reports from the Springfield Printing Company show that, during the week which ended last night, the whole number of copies of "X. M. Miles on a Bi.," de-

raising the total output since June 1 to 4,131. Philadelphia, Scranton, Pittsburg, Reading, and a dozen lesser towns in Pennsylvania; Buffalo and a few other towns, in New York; Portland, Bangor and Belfast, in Maine; Worcester, Pittsfield and Greenfield, in Massachusetts, were the chief points

supplied.
In the course of the present week, I hope to send books to Cleveland and other towns in Ohio; Hartford, New Haven, Meriden, Rockville, Stamford and New Britain, in Connecticut, and to several places in Pennsylvania, New Hampshire and Vermont. Indeed, I suppose the copies for Portsmouth, Brattleboro and Rutland started on their way this afternoon.

The labor of superintending their distributionslow at it may seem to those whose turn has not yet been reached—has brought my weight down about a tenth, so that it is now only 125 pounds. To prevent its dropping any lower, I propose to drop work and try a week's sailing—my first indulgence of the sort in nine long Summers—but I shall be back to my task again before the paper shall be back to my task again be which prints this is four days' old.

I shall be ready then to hear from subscribers in out-of-the-way towns-especially if they will notify me of a willingness to give store-room for a few extra copies, on the chance of selling them to new patrons. No cost or responsibility at all is assumed by those who thus receive the book; and when I get specimens of it well scattered about in this way, I shall myself assume the labor implied in forcing a sale. I don't expect any volunteer depository of mine to rustle around actively as a book agent un-less he feels like it. KARL KRON.

WASHINGTON SQUARE, N. Y., July 12, 1887.

AS TO THAT IMPORTANT LITIGATION.

Last week we printed a communication received from Gormully & Jeffery in regard to t e pending

We are now advised as follows by the Pope Manufacturing Company in a communication from them: "As to the disposition of the motions in the suits of the Pope Manufacturing Company vs. Gormully & Jeffery Manufacturing Company on the 27th ult., were incorrect in three vital points, and, therefore, misleading entirely; that the complain int did not withdraw the motions for injunction, the defendants were not ready for the hearing, and it was not at the request of the defendants that the cases were set for an early hearing in the Fall on final proofs. It was the defendants' counsel who plead for postponement on account of other engagements, and when the Court could not give an earlier time than Fall, to hear the preliminary motion, the cases were set for final hearing then by precedence over other cases, as a partial compensation for the complainant. The motions for injunctions were not argued, but the Pope Manufacturing Company did not back down on

ODDS AND ENDS.

Messrs. William Read & Sons have an interesting communication on page 673. Our readers should carefully note this.

Mr. W. H. Robertson, whose card appears in our advertising columns, makes a specialty of bicycling and athletic outfits.

Our mammoth illustration on page 665 shows Messrs Spalding & Bros.' newly patented hose. We have examined them carefully, and think they can't be beat.

The New York Club has a committee out on its new house, which it is proposed to make the most artistic and convenient of any in the country. At present the Club has two houses, one at 58th present the Club has two houses, one at 58th street and Eighth avenue, and one at 59th street and Ninth avenue. Both are elegantly furnished, and furnish ample storage for bicycles and tricycles. A large number of applications for membership have been received. The initiation fee is ten, and the annual dues twenty-five dollars. Address M. F. I. Slott, the Secretary, 58th street and Fighth avenue. and Eighth avenue.

Dr. J. Leonard Corning, the eminent specialist for nervous diseases, has recently been instructed in bicycle riding by T. A. Smily, and, having mastered the art, expresses himself most enthusiastically regarding its effect on his health. The doctor affirms that his appetite shows a notable increase, ber of copies of "X. M. Miles on a Bi.," despatched to depositories and subscribers was 804, eral health has been greatly benefited thereby.

Mr. L. Johnson is making a drive on Humber wheels. Of course, it is painting the lilly to praise the Humber tandem, and the Humber equal—wheeled safety is second to none, the Humber wheels being of the highest class.

Kluge is training at Roseville on a Crank wheel. If he develops any force he will ride a Columbia wheel this season. Rich, Hall, and Stenken are training at Roseville every afternoon.

George M. Hendee and his trainer, Harry Cornish, are to take up their residence at the Agricultural Park, Worcester, where the ex-champion will try and get himself in training for coming events. It is stated that his friends expect him to be in sufficiently good form before the season is over to warrant him challenging Rowe to a championship contest. A number of Worcester wheelmen are also training in the park. Among them are such fast men as Fred Midgley, Frank Martin, and William Windle.

Messrs. Bartlett & Macdonald have a number of wheels to rent, both bicycles, tricycles, and tandems, at their store, Sixth avenue and 125th

Philadelphians who receive a copy of THE WHEEL with the present paragraph marked will please accept the same as notice that their subscribed-for copies of "X. M. Miles on a Bi." are now awaiting claimants at the office of the Hart Cycle Co., 811 Arch street. Residents of New York, Brooklyn, Jersey City, and other adjacent towns will, in similar fashion, consider the marked notice as an invitation to claim their specially autographed and numbered books at 12 Warren street, this city, while dwellers at Buffalo, who receive the paper, will please call at E. N. Bowen's, 585 Main street. Any recipient of this notice who may not wish to claim their book at the specified half-rate of \$1, will confer a favor by sending notice of such release to Karl Kron at the University Building, New

The Terre Haute, Ind., Club held a race meet on Wednesday.

MANCHESTER, N. H., July 4.—The New Hampshire Division, L. A. W., held its fifth annual meet in this city to-day. There was a row to Fletcher's island and Lake Massabesic, and a banquet at the Manchester House.

Following the banquet a League meeting v Hill of Great Falls presented reports showing the sum of \$156.67 in the treasury. He was re-elected Chief Consul. The extreme heat prevented other

Wakefield, July 4.—Three cycling races were run here to-day, with the following results: Three-mile, H. R. Emers, 1st; J. E. Coombs, 2d; J. W. Hewson, 3d. Two-mile, Henry Bouve, 1st; E. A. Camm, 2d; W. G. Aborn, 3d. Two-mile tricycle, L. Beebe, 1st; H. R. Emerson, 2d.

SALEM, July 4.—The one and one-half mile cycle race was won by F. F. Burns in five minbicycle race was utes, Joseph D. Brady, 2d, with 45 yards handicap, in 5:20. The three-mile race had three starters. William H. Boudreau took first prize in 11:04 and T. F. Brennan, 2d, in 11:05.

The Park Commissioners asked Corporation Counsel Morgan J. O'Brien whether they had power to make restrictions as to the use of bicycles in the parks. Mr. O'Brien says that the Commissioners have no right to restrict the time or place of using bicycles in the parks, but they may make regulations compelling the use of bells, lamps and other devices to secure public safety

Thomas Stevens is busy on his second volume.

A brother of George Weber, who gave great promise as a racing man, had his legs crushed at a rolling mill, so that they will be useless—see "Jonah's Jottings." We are sincerely sorry for so unfortunate an accident, and seel for the parents of these Weber boys.

Styles has some notes of more than usual interest this week, though they are always readable.

Messrs, Howard A. Smith & Co. have a desirable wheel extra, which every rider should have. It is a perfect lantern hanger, which can be put on the machine and taken off in an instant. It also admits of throwing the light in any direction desired, and can be attached to either side of the wheel. Price, postpaid, \$3.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals.
"2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

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45	50	Standard Columbia.	90.00	50.00	5	4	
46 47	55 54	Rudge L't Roadster, Expert Columbia	156.50 127.50	80.00 85.00	4	$\frac{1}{2}$	
47 48	54 54 52	Expert Columbia, Rudge Lt. Roadster, American Rudge,	140.00	95.00 80.00	4	$\frac{2}{1}$	
51 57	52 56	American Rudge, American Club,	112.50 150.00	80.00 75.00	4	1	
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106 112	50 50	Special Columbia, Special Columbia,	120.00	50.00	5	$\frac{1}{3}$	
116	48 48	Standard Columbia,	120.00 87.50	60.00 50.00	3	2 4	
117 118	51	Special Star,	160.00 115.00	105,00 85.00	3		
118 120	48 54	Imperial Challenge,	115.00 150.00	85.00 80.00	3	9	
123	52	Sanspariel.	127.50	85.00	4	2 1	۱ę
124 125	52 52 42 51	Sans. Light Roadster Special Star, Special Star,	, 137.50	90.00	4 4 3	2	66
130	51	Special Star,	120.00 125.00	85.00 95.00	3		
131	51		120.00	90.00	4		
132 134	54 52	Columbia Expert,	145.00	90,60	1	$\frac{2}{4}$	
135	56	Columbia Expert, Standard Columbia, Sanspariel, Special Star.	92.50 130.00	50.00 75.00 100.00	4 1 1	ī	
136 137	51 42	Special Star.	130.00	100.00	1	4	
139	45∻	Quadrant Tandem.	275.00	$\frac{45.00}{225.00}$	4	1	
141	54	Columbia Expert,	140.00	225.00 95.00	1	- 1	
142 143	56	Humber L't Roadstei	.140.00	$\frac{110.00}{55.00}$	4 5	$\frac{\bar{2}}{2}$	
146	56 50	Special Star. Standard Columbia, Quadrant Tandem, Columbia Expert, Col. 2-track Tricycle. Humber L't Roadster Columbia Expert, Standard Columbia, "Special Star," Col. 2-track Tricycle, Victor ('86 pat.).	140.00	85.00 57.50 95.00	4	1	
148 149	50 51	"Special Star."	135.00	95.00	4 3	ball	
154		Col. 2-track Tricycle,	165 00	110.00	4	2	
156	56 46	Victor ('86 pat.),	132.50	110.00	4 5	3	
157 158	56 46 48	Victor ('86 pat.), Standard Columbia, "American Star," Standard Columbia,	85.00 90.00	55.00 55.00	5	Э	
159	54	Standard Columbia,	110.00	65.00	1	3	
160 161	53 54	Rndge L't Roadster.	140.00 145.00	85.00 110.00	3	1	
162	54 45	Special Star,		70 00 75.00	4	•	
163 164	51 56	Columbia Expert,	150.00	75.00 110.00	1	1	
166	50 50	Ideal.	80.00	45.00	5	4	
167 168	50 56	Premier,	110.00 152.50	$85.00 \\ 110.00$	3	2	
169		Premier, New Rapid, Royal Mail Tandem,	260 00	150.00	4	1 1 1	
170	56 53 50	Victor,	260 00 132.50	110.00	4	į	
171	50 50	Col. Lt Rnadster, Standard Columbia,	137 50 90.00	55.00	3	4	
171 172 173	54 50	Spalding.	145.00	105.00 55.00 85.00	4 3 2 3	î	
174 175	50 53	Sparkbrook,	135.00 140.00	85.00 90.00	3	2	
176 178	54	R. & P., University,	135.00	85.00 120 00	4	$\frac{1}{2}$	
178 180	52	Sparkbrook, "Hbr. Tandem "Cripper Tri	137 50	$\frac{120\ 00}{225.00}$	4	1	
182		" Cripper Tri.	180.00	140.00	4	$\frac{z}{2}$	
183	58 50 52	" Cripper Tri, Columbia Expert, British Challenge,	165 00	100 00 65.00 70.00	$\frac{1}{3}$	$egin{array}{cccccccccccccccccccccccccccccccccccc$	
184 185	52	Humber	120.00 130.00	70.00	4	1	
188	52	Victor, Col. Tri. (3-track) Columbia Expert, Cunard Tandem, Columbia Expert,	135.85	85.00	4	î	
189 191	50	Columbia Expert	180.00	75.00 85.00	3	1 2	
192		Cunard Tandem,	$\frac{125.00}{25000}$	$150\ 00$	4	ĩ	
193 194	54 52	Columbia Expert,	140 00	100.00	1	2	
195	0%	Sparkbrk. Hbr. Tdm.	137.50 265 00	100.00 185.00	14	2	
195 196	50	Sparkbrk. Hbr. Tdm. Genuine ""	265 00 265.00	185.00 200.00	4	1	
198	52	American Club	150.00	80.00	2		

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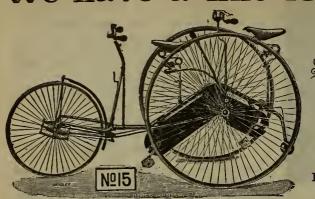
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.50.	Standard Columbia Standard Columbia			Good	Plain	50 00
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.52	American Club	Ball,	Nickel	Good	Plain	75 00
	Expert University Club	Ball,	Nickel	Good	Plain	85 00
.52	Harvard					
	Expert	Ball	Nickel	.Good	Plain	75 00
	Expert			Good	Plain	85 00
.54	Harvard	Ball	Nickel	Good	Ball	65 00
	Standard Columbia. Rudge			Excellent		
.56	American Club	Ball	Enamel	Excellent	Plain	65 00
	Expert			Excellent		
.36	Kangaroo	Ball	Enamel		Plain	65 00
	Kangaroo					
.36 Kangaroo Ball Kangaroo Ball Good Plain						

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.44 Humber Tandem	Ball	Enamel	ExcellentPlai	n 175 00
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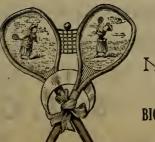
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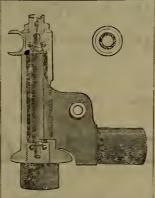
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Trigwell's ball bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough ;road work. And look at our rim with the thickened base; no such thing as buckling.



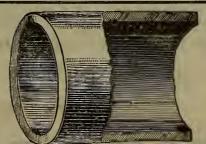
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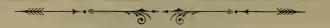
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