THE WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. III. No. 3. INDIANAPOLIS, IND., MARCH, 1888. 50 cents per Annum.

The Columbia Light Roadster is the Lightest Bicycle With a 7-8 Inch Tire.

❋ Catalog -:- Free. ❋

LIGHT COLUMBIAS.

POPE MANUFACTURING COMPANY,

Boston, New York, Chicago.

The Expert Columbia, With an Inch Tire, is as Light as the Average

---Light Roadster of other Makes.---

THE RUDGE AGENCY.

Is Continued at its old Headquarters,

152 to 158 Congress Street, - - - - - Boston,

—Under the Management of—

H. M. SABEN,

The factory is now ready with new machines, and specialties for 1888 will be ready next month.

The 1888 Catalog is now ready, and will be sent on application. Good Agents Wanted in unoccupied territory.

THE CLARK CYCLE COMPANY,

——SUCCESSORS TO——

SAM'L -:- T. -:- CLARK -:- & -:- COMPANY,

BALTIMORE, Md.

Owing to the increased business of the above firm in the past two seasons, during which time the

New Rapid Bicycles and Quadrant Tricycles

have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed.

And in making this announcement to the Cycling public, we consider it an opportune moment to ask them to

REMEMBER

That we were the first to introduce on the American Market, our now famous method of wheel construction, with **TRUE TANGENT SPOKES,** and that while every American Manufacturer of note has been forced to copy it, we still have in all our **NEW RAPID CYCLES** the **BEST** and **STRONGEST** cycle **WHEELS** ever made.

REMEMBER,

Too, that the **QUADRANT STEERING,** as applied to all our **QUADRANT TRICYCLES,** remains unequaled as a perfect steering device and anti-vibrator without the use of springs to the front wheel.

REMEMBER

First, last, and all the time, that we shall be in the field for **THE SEASON OF 1888.** with a line of Cycles of all kinds that cannot be surpassed in any respect.

Write for Catalog.

CLARK CYCLE CO., Baltimore, Md.

In answering Advertisements please mention this paper.

1888. The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

THIS WHEEL, $100.

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

The 1888 Pattern Springfield Roadster for $100,

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

These wheels are safe, speedy and good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

Wholesale Distributing Offices:

MERWIN HULBERT & CO.,	New York, N. Y.
C. F. STOKES,	Chicago, Ill.
E. C. MEACHAM ARMS CO.,	St. Louis, Mo.
E. T. ALLEN,	San Francisco, Cal.
JOHN P. LOVELL ARMS CO.,	Boston, Mass.

Retail Salesroom, **No. 147 Washington Street. Boston**

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

OVER 250 SHOP- WORN and SECOND-HAND

-:- BICYCLES FOR SALE. -:-

SEND STAMP FOR LIST TO

A. W. GUMP & CO.

23 West Second Street, Dayton, Ohio.

Good Second-Hand Guns and Revolvers Taken in Exchange

For any American Bicycle.

Difficult Repairing and Nickle Plating.

In the Future the

Wheelmen's -:- Gazette

Will be kept on sale at the offices of
Hart Cycle Co., Philadelphia, Pa.
Cincinnati News Co., Cincinnati, O.
American News Co., New York.
Harry Hearsey, Indianapolis, Ind.
J. M. Miller, Atlanta, Ga.
Hilderbrand & Young, Washington C. H., O.
Kraft & Adams, Louisville, Ky.
B. Kittridge Arms Co., Cincinnati, O.
M. A. Woodbury, Bradford, Pa.
Clark Cycle Co., Baltimore, Md.
St. Louis Wheel Co., St. Louis, Mo.
Julius Andræ, Milwaukee, Wis.
H. M. Saben, (Rudge Agency) Boston, Mass.
L. J. Doolittle, Plantsville, Conn.
Nicholson & Cossand, Russiaville, Ind.
Bert Galbraith, Milton, Pa.
H. Pembroke, Salt Lake City, Utah.
George W. Rouse, Peoria, Ill.
E. C. Meacham Arms Co., St. Louis, Mo.
Chas. Hanauer, Cincinnati, O.
Eisenbrandt Bros., Baltimore, Md.
Springfield Roadster Bi. Co., Boston, Mass.
John Wanamaker, Philadelphia, Pa.
Jens Pederson, New York. N. Y.
W. L. Fish & Co., Newark, N. J.
Cleveland News Co., Cleveland, Ohio.
American Bicycle Co., Springfield, Mass.
John Wilkinson Co., Chicago, Ill.
W. B. Sizer, Chicago, Ill.
W. I. Wilhelm, Reading, Pa.
Brentanos, Chicago, Ill.
Brentanos, New York City.
C. A. Eidlebrch, Flatonia, Texas.
A. W. Gump & Co, Dayton, Ohio.
W. C. Boak, LeRoy, N. Y.
Heath & Kimball, Minneapolis, Minn.

The Tide of Travel.

It is a fact that the tide of travel between the South and Northwest is steadily increasing, and it is just as true that emigration and tourist travel is gradually setting towards the Northwest.

It is being understood that the Northwest is a country of wonderful resources—that something besides Ice Palaces and Tobboggan Slides exist; and so it happens that the people of each section are traveling more than formerly and are from personal intercourse becoming better acquainted.

Travel now-a-days means a journey by rail—the old stage coach is obsolete—the whistle of the locomotive echoes our arrival and sounds our departure; and we speed away behind the iron steed which never tires so long as he is fed plenty of fuel and is given copious draughts of water. Among the important arteries of travel along which course the modern activities of trade and fellowship, there is no one that surpasses the Monon Route, officially known as the Louisville, New Albany & Chicago Railway, and which with bands of steel unites the South with the North and Northwest.

From Louisville, and from Cincinnati, it stretches northward through Indianapolis, and Lafayette, to Chicago, and Michigan City, upon the banks of Lake Michigan.

The road-bed is smooth and well ballasted; the track is steel and the bridges solid structures built to carry heavy burdens and withstand the ravages of time.

The rolling-stock consists of admirably constructed and artistically furnished day, parlor and Pullman, buffet, sleeping cars, to travel in which is somewhat of a luxury, divesting a journey of all the anticipated tiresomeness travelers usually conure up to make a dread of leaving home.

The management of the "Monon Route," encouraged by the fact that their travel is steadily increasing; and that their effort to please the public by running a very fast train daily between terminal points has been appreciated, will continue the "Fast Mail" service.

To our readers who have in mind a journey Northward, by all means call on or address E. O. McCormick, G. P. A., Monon Route, Chicago, or L. D. Baldwin, D. P. A., 26 S. Ill's St. Indianapolis.

C H & D

CINCINNATI, HAMILTON & DAYTON R.R.

C. H. & D.

THE PROPER LINE
TO AND FROM
CINCINNATI,
DAYTON, TOLEDO, DETROIT,
And All Points
East, South, and South East

For rates and full information, call at the Grand Union ticket office,
Or address—
W. H. FISHER, Gen'l Agt
C. H. ROCKWELL, G. P. and P. A. CINCINNATI.

—THE—

Leading Wheel Weekly.

Correspondence From all Parts of the Country.

New Machines Illustrated and Described.

News, Fresh and Breezy.

READ THE WHEEL
P.O. BOX 444 NEW YORK.

ONE DOLLAR PER YEAR.
F. P. PRIAL, 23 Park Place, NEW YORK.

To Sell Your Wheel.

If you want to sell a wheel, we will insert your advertisement one time for twenty-five cents.

If You Want to Buy

We publish a list of 200 new and second-hand wheels.

☞ SEND FOR SAMPLE COPY.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

SPADE HANDLES!

To fit any Bicycle - - - $2.50.
Improved for 1888; making them the most popular Handle on the market.
C. W. SPINNEY, Fitchburg, Mass.

JOHN F. STRATTON,

—Importer and Dealer in—
Musical Merchandise,
49 Maiden Lane, New York.

JOHN F. STRATTON'S
CELEBRATED RUSSIAN GUT VIOLIN STRINGS,
The Finest in the World.
MY GUARANTEE.

If a dealer receives a complaint (which he believes to be honest) from any musician to whom he has sold any of these Strings, he is authorized by me to give him another string without charge; and all such loss will be made good by me to my customers without quibble or question.

Beware of imitations. Dealers will please send for my descriptive Catalog. The trade supplied at lowest prices.

THE VANDALIA LINE.

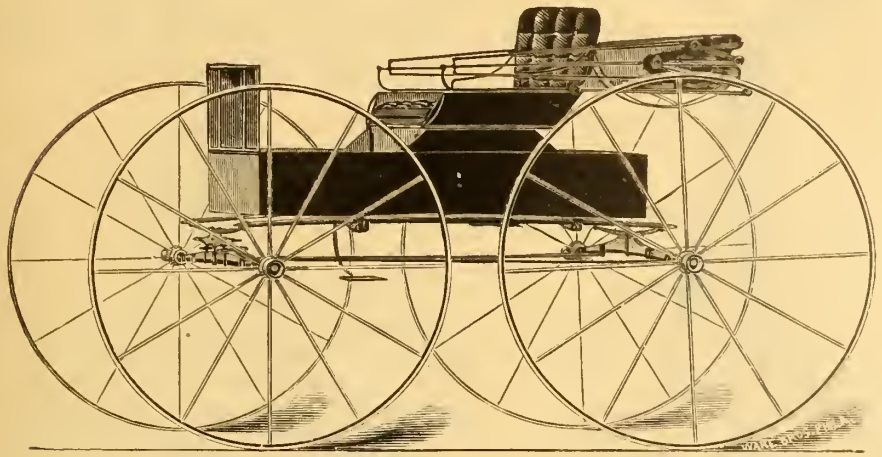
Is the direct and short route from Indianapolis to St. Louis and points in Missouri, Kansas, Texas, Colorado, California and other States and Territories. It affords magnificent train service and superior facilities for the transportation of all classes of passengers. The physical condition of its property is fully up to the standard, which insures to its patrons safety, speed and comfort Prompt and sure connections are made with western lines at St. Louis and other Junction points. Trains for the West leave Indianapolis 7:30 A. M., 11:55 A. M., 11:00 P. M. Arrive at St. Louis 5:00 P. M.; 7:30 P. M., 7:00 A. M., respectively. In considering the many advantages offered by this popular route you will find it is materially to your advantage to ask for, and see that you get tickets over the Vandalia Line. Rates are always as low as by less important routes. Baggage checked through from starting point to destination.

For detailed and particular information regarding rates, etc., call upon or address,

H. R. DERING,
Ass's Gen'l Pass. Agent Vandalia Line.
48 W. Washington St. Indianapolis, Ind.

SECOND-HAND BICYCLES

Taken in Trade for



BUGGIES, PHAETONS or ROAD CARTS.

——SEND STAMP FOR CATALOG.——

—DESCRIBE WHAT YOU HAVE FOR TRADE.—

INDIANA BICYCLE COMPANY,

INDIANAPOLIS, IND.

SPADE HANDLES FOR ANY BICYCLE

$2.50

Made of the

Best Material

and not of

BRASS CASTING

As are other Handles that sell for this price.

INDIANA BICYCLE CO.

Indianapolis, Ind.

COW--HORN HANDLE BARS,

—Made of—

BEST MACHINE STEEL.

All Complete With Leaver.

$3.50

-:-OUR-:-

Nickle Plating

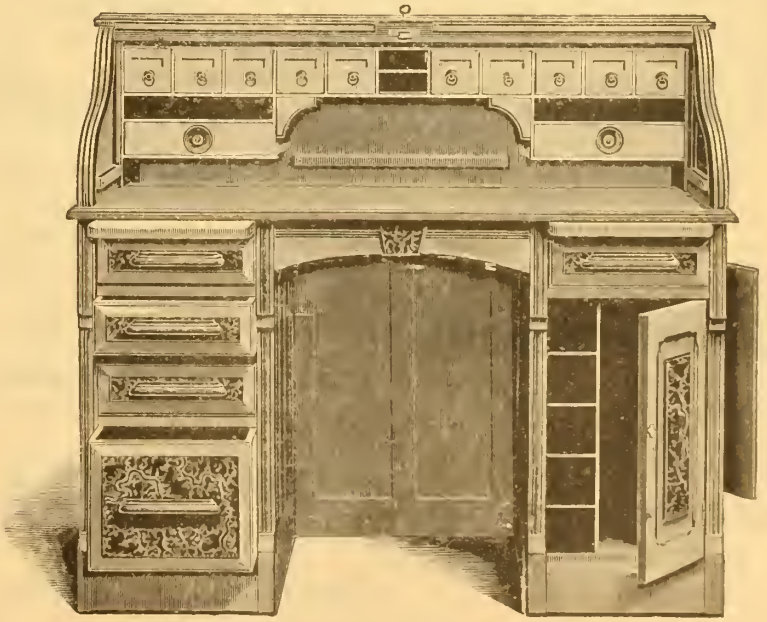
Is all done on Copper.

INDIANA BICYCLE CO.,

Indianapolis Ind.

Second-Hand Bicycles taken in Trade for our

ROLL CURTAIN OFFICE DESK.



4 1-2 ft. High top. Open View.

51½ inches high, 33½ inches deep; 2 slides; closed back; all drawers in both pedestals, or one with drawers and the other with closet, as may be ordered; 10 paper filing boxes, to order. In Cherry, Walnut or Oak.

PRICE $70.00.

INDIANA BICYCLE CO., Indianapolis, Ind.

THE KING BICYCLE.

Is greatly improved for 1888, and is appreciated by experienced riders as a ROADSTER, because the Levers give a constant application of power: FOR SAFETY as the treadles in the rear of the hub prevents headers: FOR ECONOMY OF POWER because the new motor raises the levers without Cogs or Springs, utilizing the weight, and the natural position of the hands enables the rider to greatly increase the pressure upon the pedals, gliding through mud or sand or up hill: FOR BEAUTY, EASE OF RUNNING, and speed. LIBERAL TERMS TO AGENTS. Send for price-list and catalog to

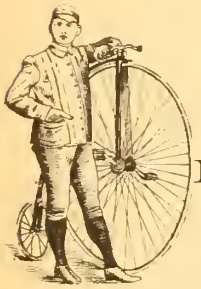
THE KING WHEEL CO., 51 Barclay St., New York.

LOOK AT THIS,

H. T. HEARSEY,

—Dealer in NEW and SECOND-HAND—

BICYCLES.



Our Specialties

Repairing AND Nickle Plating.

LOWEST PRICES.

If you want the best new machine in the market for 1888, or a bargain in a Second-Hand Bicycle, send for catalog and Second-Hand List.

147 North Delaware Street, Indianapolis, Ind.

——SECOND-HAND BICYCLES TAKEN IN TRADE FOR NEW ONES.——

-:-THE-:-

B. F. GOODRICH CO.,

AKRON RUBBER WORKS

Akron, Ohio.

——Manufacturer of——

☞BICYCLE TIRES,
HARD & SOFT RUBBER HANDLES,
SPADE GRIPS,
PEDAL RUBBERS, Etc.☜

Write for Price List.

As it is now time to get out wheels for summer riding do not fail to send for a bottle of the W. C. B. Jet Black Enamel and make your wheel look like new. An extra fine brush accompanies each bottle,

PRICE 50c. PER BOTTLE

We have a fine line of Sundries. Do not fail to send for our catalog.

Address——

W. C. BOAK,

LeRoy, New York.

Dealers send me your address and I will send you my special discount list to the trade. Can quote you large discounts on all my goods.

W. A. WOODBURY,

43 & 45 *Mechanics St.*, *Bradford, Pa.*

Sole Manufacturer of the Eureka Home Trainer and Bicycle Stand. Price $7.50.

IT IS JUST THE THING TO LEARN THE

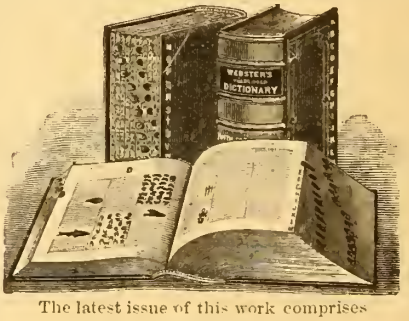
A N K L E A C T I O N

On, and shows you the exact points to which it is beneficial, which will surprise you. (See *L. A. W. Bulletin* of Feb 24th.) Also dealer in Bicycles, Tricycles, Tandems and a full line of sundries. These goods are all warranted, and will be shipped from Boston, New York, Baltimore, Bradford, Chicago or St. Louis to suit the convenience of purchasers.

We can please you in style, quality, price and terms. Correspondence Solicited.

WEBSTER'S UNABRIDGED

"A LIBRARY IN ITSELF."



The latest issue of this work comprises

A DICTIONARY

containing 118,000 Words, and 3000 Engravings,

A GAZETTEER OF THE WORLD

25,000 Titles, with pronunciation, &c., (recently added) and

A BIOGRAPHICAL DICTIONARY

nearly 10,000 Noted Persons; also various Tables,

ALL IN ONE BOOK.

It has 3000 more Words and nearly 2000 more Illustrations than any other American Dictionary.

"No family of children ought to be brought up without having ready access to this grand volume. It will answer thousands of questions to the wide-awake child."

Webster is **Standard Authority** in the **Gov't Printing Office**, and with the **U. S. Supreme Court**. It is recommended by the **State Sup'ts of Schools in 36 States**, and by the leading **College Presidents** of the U. S. and Canada.

Published by G. & C. MERRIAM & CO., Springfield, Mass.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches Only $4 a Pair.

Club Uniforms a Specialty.

Be sure and write for samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter.
ROCHESTER, NEW YORK.

—THE—

WHEELMEN'S GAZETTE.

VOL. III. INDIANAPOLIS, IND., MARCH, 1888. No. 3.

The Gazette's Improved Universal Cycling Dictionary

And Cyclopedia of Facts,

MANY NEVER BEFORE PUBLISHED.

DESIGNED AS A COMPANION PIECE TO THE BULKIER BUT VASTLY INFERIOR WORKS OF KARL KRON AND NOAH WEBSTER.

AGONY:—Sensation of a man who takes a header in the presence of his best girl.

AMATEUR:—A wheelman who occasionally races for money but does not care about having it told all over town.

AMATEUR QUESTION, THE:—What the tariff is to politics so is the amateur question to cycling; the unsolvable riddle.

ANTI-HEADER:—A dangerous instrument. Don't fool with it. See *Dynamite, Buzz Saw, etc.*

APOLLO:—The Grecian god of beauty, who appears in beautiful gilt decalcomania on the back-bone of a very popular bicycle.

BAGGAGEMAN.

BAGGAGEMAN:—A railroad attachee who carries your bicycle free, but always gets a quarter for tying it up.

BICYCLE:—See *all the rest of this Dictionary.*

BONE SHAKER:—See *Sweedish movement cure.*

BOSTON:—Home of culture and catarrh; culture acquired from its magazines and cycle papers; catarrh comes naturally. Boston girls are not pretty but they have a reputation of knowing a lot. O yes, we almost forgot, Harry Corey, Abbot Bassett and Joe Dean all hail from Boston.

BREAK-DOWN.

BREAK-DOWN:—A popular plantation dance, also an unpopular eccentricity of cheap bicycles.

BUCKLE:—An attachment for fastening a strap. Also the system by which an ordinary wheel is converted into a letter S.

CENTURY RUN:—A bicycle trip of over eighty miles in length, made in one day. So called because it seems to the rider as though he had been in the saddle for a century before he is through with it.

CHALLENGE:—See *Bluff.*

CHAMPION:—Title bestowed upon himself by every man who can do a mile in less than 3.30. Also a popular bicycle.

CHICAGO:—A respectable sized town, noted for its base ball club, anarchists and Board of Trade. It is said that every tricycle that goes to Chicago is fitted with extra sized pedals, but of course this is a lible on Chicago's female population.

CHURCH CYCLOMETER:—An instrument for ascertaining how far a bicycle travels. Can also be used to guage the length of a minister's sermon.

CINCINNATI:—On the Ohio river. May be reached by rail, boat, or bicycle. Famous for its lager beer and music festivals. Covington is opposite Cincinnati and Cincinnati is opposite Covington, and at time of going to press there does n't seem to be any disposition on the part of either town to swap places.

CLUB RUN:—A short tour taken by the members of a bicycle club, in which every man tries to run away from all the rest.

COAST.

COAST:—A portion of land bordering the sad, moaning sea. Also a rapid way of getting down hill. See *Tobogg.an Slide.*

COFFEE MILL:—A household utensil used for pulverizing coffee and entertaining the baby. Also poetical name for Star bicycle.

COLUMBIA:—See *Hail Columbia.*

COVENTRY:—Famous for its *Cyclist*, cycle factories and Henry Sturmey. Coventry is not in America but America is not responsible for the omission. There are no hard feelings between Indianapolis and Coventry all reports to the contrary notwithstanding.

CORRESPONDENCE:—A species of literature greatly indulged in by most bicycle papers. Is always sure to be read by two persons; the one who wrote it and the one it is written about.

COWBOY.

COWBOY:—So called because he is not a boy and does not take care of cows. Supposed to be indigenous to the boundless, uncultured West. Makes his living traveling with Wild West combinations and racing "bicyclists."

CRAWFORDSVILLE:—A village in central Indiana surrounded by good roads. Is owned by a syndicate composed of S. G. Whittaker, Bull Nicholson and Punch Pontious.

CROPPER:—A header taken in England.

CYCLING SUIT:—See *U. S. Dist. Court of Illinois.* Made of white flannel, black Jersey or brick-color cheviot. A popular cycling suit for ladies is made of *ecru* princess cloth, trimmed *point de mier*, cut bias, a *l'estragon*. A *passementerie fleur d'oranger* crosses the second pleat below the bodice; the *nostalgie de la bone* should be tastefully gathered in the back. The whole effect is *ravissant.*

CYCLOMETER:—A modification of the gas meter. Arranged to work backwards and lie.

DEADWOOD:—Birthplace of John S. Prince, who is said to have established a local amateur 24-hour lap record, when but three months old.

DYNAMITE:—Has no connection with cycling, but would be an excellent vehicle for arousing some of our chief consuls to action.

DAISEY:—The Ella Wheeler Wilcox of cycling journalism.

ENAMEL:—Popular finish for cycles and teeth.

FAED:—See *O'Faed, McFaed,* also see '88 *League Uniform.*

FIXED:—Arranged beforehand—as a fixed race.

FIXED STAR:—One that does not move.

F. S. RIDER:—One that turns out the gas.

FREE LUNCH:—A repast composed of cheese, wienerwurst, blutwurst, smier kase, rye bread, etc. When attact by a crowd of

hungry bicyclers it generally means bankruptcy for the proprietor.

FELLOW:—The rim of a bicycle. A person. (Pronounced "fellah" by four-dollar-a-week young men who try to effect the manners of the English aristocracy.)

FRESH:—The opposite of salt. Fresh water is best adapted for drinking purposes. Salt water has a saline flavor about it attributable to the salt, scientists claim it holds in solution. This information is for the benefit of our readers who do not reside in the effete East. Fresh is also applied to the young man who likes to show off, and who suffers from the disease *toomuchpreviousness.*

GAZETTE:—50 cents a year. Now is the time to subscribe.

HANDICAPPER:—An alloter of starts. To handicap a race is about as hazardous a piece of business as umpiring a base-ball game. All well regulated insurance companies refuse to assume risks on umpires and handicappers.

HAIL COLUMBIA:—A popular phase that owes its origin to the fact that it is a cold day when the Columbias get left.

HEADER:—Rapid dismount over the top of an ordinary bicycle. The result of a misunderstanding between the large and small wheel in which the larger wants to stop and the smaller stubbornly persists in going forward.

HEW:—?

HILL:—A rise of ground, sometimes climbable on a bicycle and sometimes not. Also governor of New York and would-be President of the U. S. A great many folks doubt that any one can climb Hill in the next Democratic convention.

HILLIER, G. LACY:—Champion of 1801. Particular friend of Karl Kron and the late lamented Adam.

HILLIER.

HOODOO:—One who brings bad luck and defeat. In case of racing men, said hoodoo often takes form of pace-maker or trainer, but as a rule the man who runs the fastest does all the "hoodooing."

HOWELL:—The man who thinks he can beat Billy Rowe and who will continue to think so as long as Billy stays on this side of the pond.

HOME TRAINER:—A stationary bicycle on which the ordinary four-minute man can make his mile in 2.9⅕ if he sets the tension loose enough. See *Mother-in-Law.*

HOME TRAINER.

HUB:—See *Boston.*

INDIANAPOLIS:—That 's where we live.

INDIA RUBBER:—A species of beef-steak served at the majority of country hotels. A touring wheelman can generally get a meal of this dish on payment of fifty cents and presentation of League ticket.

IMBECILE:—One devoid of sense, or, the knowledge of such deficiency. See *Recreation Column of the Spectator.*

ISOTHERMOUS:—The state or quality of being isothermal.

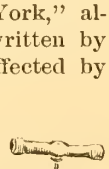
JUMBO:—Pet name for Geo. P. Davis, Indiana's two hundred pound wheelman.

JAMBOREE:—Something a cycler should keep off of; that is he never should get on one.

KING:—Best card after the ace is played. A lever driven bicycle.

KNICKERBOCKER:—Author of the "History of New York," although Ignatius Donnelly is trying to prove that it was written by a party named Irving. Name applied to short breeches affected by wheelmen who know when they are comfortable.

KORKSCREW:—We run this in simply because we are short of K's. Bicyclers never use korkscrews.



KORK-SCREW.

KRON, KARL:—A man who has written a book containing more words than General Grant's book or Webster's Unabridged Dictionary. See *Advertisement in another column.*

LAP:—Once around the track. A good place to sit.

L. A. W.:—The statuary enactments of our legislative bodies. Also a small family of ten thousand wheelmen under the tender care of Papa Bassett.

LEAGUE HOTEL:—A country tavern that charges League members fifty cents for a twenty-five cent dinner.

LEAGUE HOTEL.

LOAF:—To ride slow in a race. Supposed by some riders to be remarkably fine tactics. A vacation. A section of bread.

MARLBORO:—Pronounced as spelled when applied to cycles of that name, but pronounced "Mur-bro" when prefixed by the word "duke."

MASCOT:—A small coon who is hired by a racing man at twenty-five cents a week to polish his wheel and bring good luck. Can be relied upon in first instance but is a little uncertain in capacity number two.

MILK:—A mild, non-intoxicating beverage very popular with touring wheelmen. With five cents you can generally buy, at any farmhouse, as much as you can drink, with the priviledge of seeing it drawn directly from the cow for five cents extra.

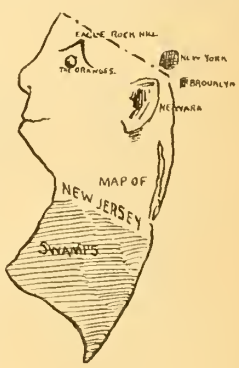
MINNEAPOLIS:—A town in Minnesota noted for its cold weather, milling interests and fixed races.

MOSQUITO:—A large, breezy bird of prey; a native of New Jersey, though they have emmigrated to pretty much every section of the U. S. Endowed with much energy and very easy and familiar in their manners.

NEWS:—Something extremely hard to get hold of. Real news spoils quicker than milk in mid-summer. Should be used fresh to prove valuable.

NICKEL:—The finishing for bicycles generally the most popular among young men who have not been riding very long. Also small coin which may sometimes be found about a wheelman's clothing.

NEW JERSEY:—A state noted for its mosquitoes and Star riders. Both are said to be breeded somewhere along its coast. It is an open question as to which has attained the highest development of speed. The mosquito is believed to be the most deadly.



NEW JERSEY.

NEW MAIL: A young man of limited age and experience. Implies maturity and a ball head when applied to bicycles.

OLIVER:—See *Verax.*

ORANGES, THE:—Poetic name for a large region of northern New Jersey, of which the principle industry is bicycle riding.

OSHKOSH:—This place was invented solely for the use of paragraphers. To pronounce it properly study the sound made by a duck lifting his foot out of the mud on a moist, April day. Jay Hinman lives in Oshkosh.

OWL:—The man who would make his mark on the London *Punch* but who does n't seem to be appreciated on this side of the water. See *any number of the L. A. W. Bulletin.*

PEDAL:—The stirrup of a cycle. To vend bananas, matches, etc.

PHŒNIX:—A young man who rose from his cigarette ashes to the position of private secretary to his nibs President of the Pullman Palace Car Co.

PIKE COUNTY:—A mountain district in Missouri noted for its good roads, steep grades, pretty girls and good looking cider.

PROFESSIONAL:—A wheelman who races for money and don't care who knows it.

PULLMAN:—A favorite run of the Chicago wheelmen. See *Bob Ehlert.*

RACES:—A species of amusement where a man pays fifty cents to sit and see some one else ride for him. There are several kinds of races, heat race, lap race, scratch race, handicap race, fixed race and human race. The limits of this work will not permit of their individual discussion.

RAPID:—Quick, sudden, with rapidity; hence applied to a well known make of bicycle.

RIPLEY:—A favorite resort of London cyclers. Ripley is in England and at last accounts, has shown no disposition to emmigrate.

ROAD HOG:—No relation to the harmless little animal the ground hog. A thing which imagines it asserts its independence by violating the road laws. See $20 *Fine.*

ROAD HOG.

RUDGE:—A popular bicycle invented by Barnaby Rudge. For further particulars see *Charles Dickens.*

SHORTS:—See *Knickerbockers.*

SAFETY:—A form of bicycle affected by the timid or aged.

SIDER:—A side fall. Can be taken from any kind of a bicycle. (See also, *Cider.*) Wheelmen sometimes object to taking a hard sider but rarely refuse a hard cider.

SOCIABLE:—An extinct form of double tricycle, in riding which, both persons sat side by side. Was popular among young people who longed for congenial society and were not averse to violent physical exercise. See *Church Sociable.*

SPOKE:—Past of the verb speak. The wire arrangements in a bicycle wheel that a man sticks his feet through every time he gets a bad fall.

SPRINGFIELD:—Late stamping ground of Ducker and the A. C. U. The name of a safety bicycle.

STAR:—The kind with the little wheel in front. Would be a very good wheel to ride, if so many persons did n't ask if "you like it as well as the other kind." As it is this question drives many a Star rider to an early grave.

STARTER:—One who starts. Whenever you go to a race and see a little man rushing around the dressing tents and stands, with a six caliber pistol and a wild eyed look, don't think he 's searching for some one to shoot. No, he 's perfectly harmless. He is the starter.

ST. PATRICK:—Never road a bicycle but was successful in driving the snakes out of Oirland. See *March* 17.

TANDEM:—See $250.00.

TERRE HAUTE:—Home of J. Fred Probst and Daniel W. Vorhees. There is a standing offer of $10,000 for the discovery of a Terrehottentot who does not say Terry Hut.

TIRE:—The act of being tired. Also the rubber band that is fastened to the rim of the bicycle.

TRICYCLE:—A three wheeled bicycle.

TWO : TEN:—What Billy Rowe says he can do a mile in if he wants to. The trouble is he never wants to.

UBET:—A colloquialism expressive of great certainty or positive conviction.

VERAX:—See *Oliver.*

VICTOR:—The man who wins, likewise the wheel that wins.

VICTORIA:—A lady who does not ride a bicycle, but who has had a multicycle named for her. She also has a promising son and several grandchildren who are said to be adicted to the tricycle habit.

VICTORIA.

WASHINGTON:—A place overrun with congressmen, lobbyists and tricycles. The father of his country was also named Washington and it is asserted on good evidence that he never told a lie. In this respect he differs from the average bicycler and also from the cyclometer of commerce.

WHITTIER:—Jack Rodger's favorite poet. Author of the lines:

"'Then I 'll not marry you my pretty maid.'
'Nobody asked you to, sir,' she said."

X, 'ETHERINGTON, 'ARRY:—We did n't know whether to put this name under the H's or under the E's, but as we were short of X's put it here.

X. M. MILES ON A BICYCLE:—Read it and see if it is n't.

Y. M. C. A.:—An association principally affected by young men who are not Christians; but who desire to work up muscle on the turning bars.

ZIMMERMAN, JOSH:—Secy-Treas., Indiana Division, L. A. W. We trust Mr. Zimmerman will overlook this personality but he was positively the only person, place or thing pertaining to bicycling that is spelled with a capital Z, and we had to have a Z to finish with.

Notable Novelties at the Stanley Show.

SPECIALLY REPORTED BY FAED.

THE Westminster Acquarium is this year more attractive than ever to the cycling enthusiast, and although there is less alteration in the set patterns, a splendid crop of novelties is to be found; while the same steady upheaval of quality that has led to the ordinary bicycle being regarded as practically perfect now shows itself with regard to tricycles. All the large firms have, of course, fine displays of their standard patterns, and almost everybody has some small but valuable improvement in detail, liable to be overlooked by the casual observer, but none the less important as indicating one step nearer to perfection.

Among the crowds who thronged the Aquarium on the opening day were to be found numerous cycling pressmen with catalog and note-book in hand, laborously endeavoring to write something to please every exhibitor, regardless of the hopelessly unreadable nature of the fulsome praise devoted to every machine with scant discrimination. We never read through any of these long-winded amplifications of the official catalog ourselves, and we never met a soul who did; and in describing what we saw on our first visit we are endeavoring to write of actual novelties only, leaving it to the sense of our readers to understand that the bulk of the exhibits consisted of perfected examples of well-known patterns by makers whose reputation needs no praise.

To insure the attention of visitors being directed to the display in the annex, the entrance has to be made up the stairs into St. Stephen's Hall, wherein are the accessory stalls and a number of small firms, after passing through which, the visitor finds himself in the gallery, at the further end of which, beyond the organ, is the odd corner usually devoted to single specimens of machines embodying queer notions, but which not unfrequently deserve more than a passing glance. Commencing here, we find right up in the corner the Rose Luggage Bicycle, which is a rear-driving safety and an upright front fork connected by a bridle-rod to the upright steering-post, and having a flat luggage-carrier over the front wheel. Close by is the Winallie Safety, resembling the Humber Safety, but with lever and cog-wheel driving gear. Then we are met by the name of the "Success Safety," but which appears not to be anything connected with the "Success Cycle Company," whose stand in St. Stephen's Hall is empty. This "Success" is a ▽ frame rear-driver at a very low price, and with the steering-post curved back.

W. Lee is another new maker, with a + frame rear-driving safety, fitted with Laming's spring to the frame, Tilby's pressure spring to steady the steering (not fly-to-center), and spring handles, which give downward like Trigwell's, but with steel instead of rubber.

A peculiar shape is the rear-driving safety, made by Wilson of Chiswick, called the "Rocket" with a 22-inch front wheel, a castor fork and spring head.

Our old friend the "Monarch" tricycle we had thought to be quite defunct, but Pitt & Co. have discovered that the stirrup pedals are just the thing for a necesserily low-geared carrier tricycle, and the "Monarch" carrier is the result.

Oscar Seyd makes his bow with the expected tandem-bicycle, the "Tandemon" which turns out to be a rear-driving ▽ framed safety with the main tube bent upward and horizontally to carry the steering-post vertically, a curved fork carrying the front wheel still further forward, and while the rear rider drives the back wheel, the front man's pedals are connected to the front wheel by a pair of Brown's "Kangaroo" fork-extensions placed horizontally.

Close up to the organ is the Achilles bicycle, a tall "ordinary" with variable rake actuated by a chain, wound around the handle-bar, which runs down inside the back-bone and regulates the position of a hinged double back fork.

Close by is one of the spring safety class, with a hinged frame and a compression spring behind the saddle pillar. Opposite is seen the "Roadsculler," mounted on a frame which enables its exhibitor to demonstrate its action. The construction is considerably improved since we saw the crude "Oarsman," and it now looks like a very light and serviceable tricycle.

Returning into the "corner," we see the "Hunter," a tricycle on the Wasp plan, but with a rigid T frame, vertical steering post, and front wheels steered on the ends of the T frame, just like the first "Whippet" tricycle but minus the spring.

Quite a systematic series of anti-vibration springs is adapted to the "Gospel Oak and Cunard" cycles, the form of spring being something like a capital U, in the case of single wheels, or of two such shapes joined thus, ⊂⊃, for tricycle axles. On the Cunard tandem, four pairs of these springs intercept the vibration between the axle and its bridge; and this machine has also a simple luggage-carrier in the form of a piece of corrugated iron screwed on to the "telescope" part of the converting frame. In the ordinary bicycle, and the safety, the same kind of springs are interposed at the fork-ends, the safety having also two chains so as to equalize the strain on the back wheel. A vertically springing lamp-bracket, on the safety was also noticeable.

Patrick & Son, of Chelsea, reduce vibration on their rear-driving safety by cutting short the back fork of the + frame, and connecting it to the hub spindle by means of spring wires resembling two halves of an Arab cradle-spring, the back stays being made a rigid fork hinged to the bottom bracket so that the chain adjustment is not interfered with by the give of the springs.

On the stand devoted to the "Golden Era" cycles, the only machine visible at the time of our first visit was an ordinary bicycle with a telescope spring action at the tail of the back-bone above the back fork.

Deserving of attention to a greater degree than it is likely to get up in the corner, Watkins & Co.'s military "signaling equipment" is adapted to any make of rear-driving safety. Already in extensive use in the army, apart from the cycle, the signaling flag and lantern are shown attached to the front of a safety; while a full-sized rifle is mounted on rubber covered hooks, horizontally over the wheels, butt-end behind. To enable the military cyclist to use his war-like tools with facility, a kind of stand or crutch is pivoted on the front wheel spindle, and can be instantly lowered on to the ground, holding the machine upright on a standstill. The lamp is carried on the steering post by the aid of an exceptionally good non-vibrating spring lamp bracket.

Leaving the "Queer Corner," and repassing the organ, we come to the main gallery again, and find the St. George's Engineering Co. breaking out in a fresh place with an excellent tricycle, built on the New Rapid tangent wheels, 40, 40, and 32 inches respectively; a four bearing axle with very neat central balance gear, and as far in advance of the tricycles that used to be made by this firm as the "New Rapid" bicycle is ahead of the bicycles made under the old management of five years ago.

The Quadrant Company's novelty is a milk-carrying tricycle, and used by a very large dairy company in Birmingham. On the lines of the Quadrant tandem, the front rider's position is unaltered; but in lieu of the rear parts there are steel supports for small and large milk cans behind, butter being carried in a basket over the front wheel.

For dilettante riders an extra light "No. 8" tricycle is shown; and the Quadrant safety steering is perfected by ball boxes taking the place of frictional slides.

Andrews attracts the fair sex to the perilous delights of balancing by a ladies' bicycle resembling Albone's Ivel, but with more room for a lady's skirts.

"Have you seen our folding handle-bar?" as we shook hands with Gaskell at Rudge's stand. Yes, we had seen it labeled, but could not discern how it was to be folded, adjusted or detached. To outward seeming there was no extra complication in this handle-bar, but as neat a fit as could be desired. Yet, when the locknut was loosened and the washer was raised, the handle-bar was seen to be in halves, connected to the head of bicycle, safety or tricycle by an annular flat lug cut in two and with serrated top, the washer being serrated underneath, so that the bar could be used either straight or bent back to any desired angle at a moment's notice.

A warlike safety is the bicyclette, which carries a rifle on the front fork, muzzle downward, and a haversack on a flat carrier over the back wheel. For the ladies, especial provision is made on the Rudge No. 1 tricycle, steel mud guards going over all three wheels, with segmental leather guards in addition, to protect ladies' dresses.

Dan Albone's novelty is an Ivel tandem-bicycle, made on precisely the right lines, to-wit, with both the riders as close together as possible, between the wheels, their handle-bars being connected by bridle-rods, so that both help the balance and steering. By taking out the middle part, this can be converted into a single safety; and as the frame is precisely identical in all the Ivel machines, it can be made convertable into four distinct cycles, viz. single bicycle, tandem bicycle, single tricycle, and tandem tricycle.

Returning into St. George's Hall, in the left-hand corner is Timberlake's tandem tricycle, a single front steerer for four riders, one behind the other, the base being not so excessively lengthened as might be imagined. For some occult reason, a heavy gun-carriage is mounted over the front wheel, whereon we are told a powerful magazine gun can be worked.

The rear-driving wheel tricycle finds renewed favor with the Crypto Cycle Co., whose several modifications of the old "Dublin" tricycle are variously named. The "Rotapede" single has a hay fork frame like a Cheylesmore tricycle, but drives by the 30-inch back wheel, and steers on Blood's system, with spade handles by the side wheels. For use as a tandem this pattern is simplified by mounting a male rider over the rear wheel, who steers by a handle-bar connected to the side wheels as before.

The inevitable monstrosity is almost hidden away in the corner, and consists of Mr. Hutchins' big wheeled old Sociable with a 54-inch bicycle wheel in front. It looks awful, but the owner has ridden it 750 miles, including a tour in Switzerland, and as he is a veteran cyclist and not interested in the trade, there ought to be something in it.

A novel convertible is the "Don" tandem, on the "Wasp" or "Olympia" pattern. By taking off the front wheels with their axle, and the front rider's gear, the rear frame is seen to be provided with a fork, into which a steering wheel can be inserted, completing a single rear driving safety bicycle.

Yet another variety of the spring-framed safety is the "Elland," in which the spring takes the form of a coil of flat steel, just like the coil of an ordinary bicycle spring—interposed in a hinged part of the cross frame.

Brooker's cross frame safety has the back-wheel spindle held rigidly in the end of its back fork, adjustment of the chain being effected by means of a milled-cap socket with right and left screws on the fore stay, drawing up the bottom bracket, which is hinged to the down tube to allow it to adjust.

Down stairs, on the main floor, Humber's stand has a bewildering variety of patterns, Townsend's juvenile cycles being now included in the patterns of the big corporation. The racing front-steering tandem with 36 and 28 inch wheels is exceedingly light and neat, and the arrangement for adjusting the chains—as on some of their single Crippers is very good indeed.

Another tandem bicycle is the "Pioneer," in which both riders drive the front wheel, just as was the case with the "Premier" safety tandem, shown last year, but without the Premier double steering. The Pioneer racing safety is made with tubular steering head and front forks in continuation.

The Geared Facile is scarcely a novelty by now, except as a rear-driver—in which form it is shown, with a "single-leged front fork," as well as in its familiar front-driving guise, but the Facile lady's tricycle is much improved by doing away with the U handles under the rider, and instead thereof enabling the rider to steer the front wheels (driving the rear by Facile levers) direct, by two nearly vertical handle posts.

Singer's stand is of an exceedingly bellicose aspect, military cycles galore being displayed on raised platforms in the middle. Chief of these is a Victoria four-in-hand, with four full-sized rifles mounted two on each side, muzzles upward, looking very business like. On a rear driving safety, a short carbine is carried horizontally, the butt in front of the saddle pillar and the muzzle over the front wheel. On a direct steering tricycle, a box is mounted behind the axle, and a short carbine stands muzzle upward on the right side just behind the axle.

Last of all, but perhaps the most eccentric and noticeable feature of the show, is the Coventry Machinists' Company's "Hansom Cab Coolie.cycle," built for the Sultan of Morocco, the fore part being a veritable Hansom cab, minus the shafts, and the rear part an extra pair of large wheels, with framing and gear for four men to propel the machine, while its owner reclines luxuriously inside the cab.

The Wheelmen's Gazette.

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

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

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

League Re-Organization.

The Re-organization Committee appointed by the League at its annual meeting in St. Louis last May; has made its first report. Briefly it is the following out of the ideas proposed last spring by the late editor of this paper and which the WHEELMEN'S RECORD and afterwards the GAZETTE have ever since so warmly advocated.

The committee begin by making radical changes in the make up and powers of the parent body. Hereafter the national body will be made up of the various counsels, elected as heretofore by the state divisions; and one delegate, elected by the division officers for every two hundred members. This makes the central board of officers much smaller, consequently more manageable and possibly better able to accomplish the work brought before them. The state officers will consist of the chief-council and same number of representatives as heretofore. Most of the powers heretofore invested in the parent body will be turned over to the divisions; consequently the funds raised by the division members will be kept at home, and used by those interested in raising them. Only enough will go to the central office to pay the secretary's and other clerical expenses. The publication by the League of a League Organ will be discontinued. The maintainance of a paper has always been an expence to the League and all members should be thankful that the *Bicycling World* has taken so much off their hands. Where the *Bicycling World Co.* expects to make anything by paying for a losing privilege is something we don't exactly see through; still they are probably better posted on what they expect to make or lose than we are.

The committee has also made a very wise move in changing the time for renewals to the spring instead of winter months. 'T is when a person is riding his wheel that he is more apt to invest his dollar in the League than when that same wheel is packed away in the garret. Again, it gives local councils a chance to get out among their constituents and thus recruit more riders than could be done earlier in the year. The committee also suggest that the summer meeting be entirely disconnected from the business of the League. Although this plan has already met with considerable opposition it strikes us as being a very sensible one.

The committee has very wisely refrained from medling with the amateur rule. They as much as say that the amateur question and the quarrels growing out of it have already taken up too much of the League's energies, time and money, and that they are in for letting the definition stand as it now is. They suggest another national committee to be called the Highway Improvement Committee. All these plans and perhaps new ones will come up for further discussion at the March Board Meeting held in New York.

As it now stands we think the committee have acted both wisely and conservatively and that their plans are worthy of the adoption of the League and the earnest co-operation of every member.

A contributor writes us that he has had his League ticket punched by the near-sighted cashier at his restaurant, instead of his customary soup check Thus we see the benefits to be derived from joining the League are growing daily more apparent.

Monthly Summary.

FROM FEBRUARY 15 TO MARCH 15.

California. Capital City wheelmen elect the following officers for 1888: President, John Bruener; Secretary-Treasurer, H. Y. Toll; Captain, C. W. Mier. A Cal. interclub road racing association has been organized composed of 8 clubs, they will hold a series of 25, 50 and 100 mile races, the first being held Feb. 22d. The annual business meeting of the Cal. division held Feb. 24, at 320 Post St., San Francisco.

Colorado. The Social Wheel Club of Denver elects the following officers for 1888: President, A. Banks; Secretary, G. D. Inman; Assistant-Secretary. E. S. Hartwell; Treasurer, F. H. Wright; Captain, F. N. Coleman; 1st. Lieutenant, A. Kelly; 2nd. Lieutenant, C. A. Rivers; 3d. Lieutenant, Lewis Block; Bugler, Henry Hemer.

Conneticut. The Meriden Wheel Club gave a promenade, dance and supper on the evening of Feb. 8. The Middletown Wheel Club gave a minstrel entertainment March 1st. and 2d.

District of Columbia. Regular monthly meeting held March 3d., at 1023 Twelth St., Washington.

Georgia. Brunswick Wheelmen elect the following officers for 1888. President and Captain, C. F. Brown; Vice-President and Lieutenant, J. O. Bostwick; Secretary, C. L. Elliott; Treasurer, E. Mc. C. Brown.

Indiana. Indianapolis Wheelmen elect the following officers for 1888. Rev. G. L. McNutt, President; P. C. Darrow, Vice-President; Tom Hayes, Secretary-Treasurer; Gus D evore, Captain; A. B. Taylor 1st. Lieutenant; H. T. Hearsey, 2nd. Lieutenant. The club starts out with 36 charter members.

Iowa. Wheelmen of Muscatine organized a club Feb. 16 called the Bend City Wheelmen. The following officers were elected: President and Captian, R. L. Thompson; Vice-President and 1st. Lieutenant. R. C. Betts; Secretary-Treasurer, A. Reuling. The club starts with a membership of 12

Kansas. Will G. Phillips, of Paola, died Feb. 7.

Maine. York County Wheelmen of Binneford elect the following officers for 1888: President, W. T. Bowers; Vice-President, A. L. T. Cummings; Secretary-Treasurer, E. J. Dearborn; Captian, W. L. Ayer; Lieutenant, F. B. Cobb.

Maryland. The members of the Baltimore Cycle Club gave an ameteur dramatic performance at the Lyceum Theatre, Baltimore, Jan. 13.

Minnesota. Winona Cyclists organized with the following officers for 1888. President, W. H. Elmer: Captain, J. R. Marfield, Lieutenant; J. A. Marigold; Secretary-Treasurer; W. D. Chandler.

Massachusetts. Berkshire County Wheelmen of Pittsfield elect the following officers for 1888: President, E. H. Kennedy; Vice-President, J. N. Robbins; Secretary, S. England; Treasurer, R. A. Dewey, Captain, W. H. Sheridan. The Brookline Cycle Club had a very successful ball, Feb. 1. Jamaica Cycle Club, of Jamaica Plain, held its second entertainment and dance Feb. 2nd., at Elliott Hall. At the tenth annual meeting of the Boston Bicycle Club the following officers were elected for 1888: President, E. C. Hodges; Vice-President, J. Chadwick; Secretary, E. W. Hodgkins; Treasurer, C. W. Fourdrinier; Captain, Dr. W. G. Kendall. The Melrose Cycle Club gave dance at the City Hall, March 2nd. Malden Bicycle Club gave their third party at Stanwood Hall, Feb. 17. Brookline Cycle Club gave a party March 2nd. Dorchester Clubs second social took place Jan. 31st. Maverick Wheel Club, of Boston, elected the following officers for 1888: A. J. Rogers; Vice-President, W. E. Guin; Lieutenant, A. M. Skinner; Treasurer, F. W. Moody; Secretary, C. B. Ferguson. Warren Wheel Club, of Roxbury, gave a social party, at Fauntleroy Hall, Roxbury, Feb. 10. Melrose Cycle Club elected the following officers for 1888: President, Dr. C. L. Sprague; Treasurer, J. N. Hopkins; Secretary, George Sargent; Captain, Chas. R. Coburn. Boston Bicycle Club held their annual dinner at Parker's, Feb. 11. E. C. Hodges is appointed representative for Massachusetts, *vice* E. G. Whitney. The Bay State Bicycle Club of Worchester, held its first annual meeting and supper, Feb. 6th., and elected the following officers for 1888: President, A. H. Bellows; Vice-President, M. A. Wheeler; Secretary-Treasurer, E. E. Eames; Captain, W. P. Thayer; 1st. Lieutenant, L. A. Whittemore.

Missouri. The United Wheelman of Kansas City elect the following officers for 1888: President, Dr. G. L. Henderson; Vice-President, P. H. Kent; Secretary, H. G. Stewart; Treasurer, W. P. Gossard; Captain, N. T. Haynes; Lieutenant, J. A. DuTar; Second Lieutenant, M. R. Sieble.

New Hampshire. Rockingham Bicycle Club elect the following officers for 1888: President, C. A. Hazelett; Secretary and Treasurer, W. C. Walton; Captain, G. E. Philbrick; First Lieutenant, F. H. Ward; Second Lieutenant, C. W. Gray; Bugler, W. W. McIntyre; Color bearer, H. P. Montgomery.

New Jersey. Camden Wheelmen held a benefit Feb. 11. Orange Wanders elected the following officers for 1888: President, Dr. R. M. Sanger; Vice-President, W. A. Belcher; Secretary and Treasurer, J. M. Gilmour; Captain, C. W. Freeman. Hudson County Wheelmen elect the following officers for 1888: President, Dr. E. W. Johnston; Secretary, T. F. Merseles Jr.; Treasurer, C. Nichols. Englewood Field Club gave a concert Jan. 31. The Camden Wheelmen, had a benefit at Arch St. Theatre, Philadelphia, Pa., Feb. 4. Passaic County Wheelmen disband, and re-organize under the name of the Passaic County Wheeling and Atheletic Association. Sanford Northrup appointed representative, *vice* W. J. Atkinson. Montclair Wheelmen disband. C. W. Butler of East Orange leaves for San Diego, Cal. Owl Bicycle Club of Bordentown elect officers for 1888. Bloomfield Cyclers elect officers for 1888. Union County Wheelmen of Westfield elect officers for 1888. Thomas Stevens gave a lecture before the Hudson County Wheelmen, Feb. 16.

New York. Kings County Wheelmen open their new club house in Brooklyn Feb. 21. Long Island Wheelmen, of Brooklyn, held a ladies' night Jan. 30. The Brooklyn Club held a ladies' reception Feb. 15. Regular winter meeting of the board of Officers of the L. A. W. was held at the Grand Union Hotel, New York, March 5. The Harlem Wheelmen's third annual reception took place Feb, 10. The Universal Cycling Club of Brooklyn gave its first reception Feb 27. G. R. Bidwell, C. C. appoints the following representatives: E. K. Austin, Flatbush; J. M. Warwick, New York and J. R. Knowlson, Troy, Thomas Stevens lectured at Buffalo March 13, under the auspices of the Unitarian Church. Nash, the fancy rider gave an exhibition at the New York Atheletic Club Reception Jan. 14. The Troy Club held a very enjoyable entertainment Feb. 6.

Ohio. J. R. Dunn, C. C., of Ohio, makes the following appointments of local consuls: A. H. Brown, Toledo; *vice*, J M. Tyron; J. A. Kuert, Kenton; *vice*, P. A. Sagebial; M. A. High, Cincinnati; *vice*, C. A. Hampson; C. E. Schilling, Louisville.

Pennsylvania. Philadelphia Bicycle Club elect the following officers for 1888: President G. E. Bartol; Secretary-Treasurer, A. H. Blackinston; Captain, E. W. Burt; Lieutenant, W. C. Smith. Lancaster Cycle Touring Club, of Lancaster, elect the following officers for 1888: President, G. F. Kahler; Vice-President, C. A. Sauber; Secretary-Treasurer, C. H. Obreiter; Captain, S. B. Downey. The seventy two hour bicycle race, ended at 11 o'clock Feb. 26, with the following score: Dingley, 900 miles and 4 laps; Knapp, 893 miles and 5 laps; Hollingsworth, 888 miles and 3 laps; McDowell, 858 miles and 1 lap; Rhodes, 749 miles and 1 lap; Ashinger, 660 miles and 2 laps; Whittaker, 328 miles and 8 laps; Neilson, 277 miles and 1 lap; Crocker 204 miles and 9 laps. There was a meeting of the Pennsylvania division of the L. A. W., held Feb. 9th, at Philadelphia, Pa. Pennsylvania Bicycle Club holds a reception Feb. 22. The Williamsport Wheel Club, on Jan. 13th, elect the following officers for 1888: President, W. H. Bloom; Vice-President, Dr. S. S. Koser; Secretary, W. E. Riley; Treasurer, R. A. Housel. The Century Wheelmen held an indoor atheletic meeting at their club house March 6.

Tennessee. The Clarkville Cyclers elect the following officers for 1888: Captain, J. R. Wilson Jr.; First Lieutenant, J. D. Herndon; Second Lieutenant, N. Smith; Bugler, W. Parker; Secretary-Treasurer, N. Smith.

FOREIGN.

Canada. Spring meeting of the board of officers of the C. W. A., held at Toronto, Feb. 22. Toronto Bicycle Club elect the following officers for 1888: President, Harry Kyrle; Vice-President, R. T. Blatchford; Secretary, W. Robins, Treasurer, W. H. West.

COMING EVENTS.

March 19 *to* 24: Race between the cyclists, W. M. Woodsides and J. Dubois, and the cow boys, M. Beardsley and John Kane, at Royal Aquarium Hall, London, England.

March 20: Annual dinner given by the Dorchester Bicycle Club, of Dorchester, Mass.

March 23: Clarksville Cyclers of Clarksville, Tenn., hold their annual concert and banquet.

March 27: Ladies' Night at the Club Rooms of the Dorchester Bicycle Club, Dorchester, Mass.

April 4: International match race five miles, W. A. Rowe *vs.* Richard Howell, Leichester, England.

April 7: Race for $15,000 between A. A. McCurdy and J. S. Prince, at Lynn, Mass.

April 28: International match race, one mile, W. A. Rowe *vs.* Richard Howell, Wolverhampton, England.

May 12: International match race, ten miles, W. A. Rowe *vs.* Richard Howell, Coventry, England.

Colorado Notes.

Seeing that an article on winter riding in California is about to appear in your March issue, I thought that it would be a pretty good time to inform your readers of the kind of winter riding we have here in Denver. I know you 'll agree with me that it was winter when the thermometer was 18 ° below zero. But that was only for two days and then it didn 't interfere with our roads, made us a little cold when riding, but the exercise soon warmed us up.

At zero we feel very comfortable, but then we can and do stand it much warmer out here. 60° has been the average here for the last two weeks and at times away up above that. In fact we get along most of the time with our summer uniforms the weather is so warm.

At this time of the year the roads are at their best, hard, even stretches of ground for a mile in some places, no mud, a little snow occasionally to keep the dust down, and last but not least, no hoad rogs. We are not apt to be troubled with them either, as they have had an example here in which the road hogs got the worst of it, one receiving sentence of sixty days in jail and $100 fine; the other getting six months and $60 fine. Being one of the prosecuting witnesses is it any wonder I brag a little of the handsome lesson *we* taught them. As I was saying, the roads are of the best, the bridges kept in the best repair, (the road don't need repairing,) and the weather never cutting off more than three weeks riding in a whole season. Our wheels don't get a chance to get dusty even, as I know they do laying around the house in the east. All this may tempt your many readers to shower me with "Rats," but it is all straight, and any reliable wheelman that has ever been in our city will back what I say, even to the 18° below nothing, which is a fact.

The officers of Social Wheel Club are as follows: President, A. Banks; Secretary, Geo. D. Inman; Assistant Sec'y., E. S. Hartwell; Treasurer, F. H. Wright; Captain, F. N. Coleman; 1st. Lieutenant, Arthur Kelly; 2d. Lieut., C. A. Rivers; 3d. Lieut., Louis Black; Bugler, Henry Hemer.

The above club on their first run to Littleton, (eleven miles south), had 51 wheelmen participate, and their milage amounted to 1122 miles. The Social Wheel Club members number 58, which for an organization of only six weeks is first rate; they will have a hundred members before July.

VELOS.

At the annual meeting of the stock-holders of the John Wilkinson Company of Chicago, held Feb. 21, the following directors were elected: M. Bryant, Geo. D. Conklin, W. F. Conklin, Orlando Ware, D. P. Wilkinson and John Wilkinson. The newly elected Board of Directors held a meeting on this date, and elected the following officers: President, John Wilkinson; Vice-President, Geo. D. Conklin; Treasurer, Orlando Ware; Secretary, W. F. Conklin.

Pastime has began a series of articles on training, by its editor, Malcolm W. Ford.

One of our contempories announces that they want to double their subscription list. Cannot some enthusiastic friend send them a dozen or so subscribers and grant their modest request?

The Ladies' Bicycle.

The Smith National Cycle Manufacturing Co. opened their factory on Water street, between Ninth and Tenth streets, southwest, last night for the first display of a new ladies' bicycle and tandem bicycle. It is designed for use by either sex, but is especially adapted to the use of ladies. It is the only bicycle now made upon which a lady can ride. From the following some idea of the machinery may be gathered:

The ladies bicycle consists of a 30-inch rear driving wheel and a 24-inch front steering wheel connected by a U shaped frame, with ample space between the seat and handle bar to allow freedom to the skirts for graceful mounting and dismounting. The seat is stationed directly over the front of the rear wheel, with the pedals immediately beneath, so that when seated the lady *stands* in a vertical position over the pedals and appears in motion to be walking instead of upheld by the seat. The frame to which the pedals are attached, is low to the ground, enables the machine to be worked with perfect ease and without awkwardness or disarrangement of skirts. The machine by an endless chain is geared to a 54 inch wheel, thus permitting the rider to sit low to the ground and yet have all the speed of a 54-inch wheel, traveling 14 feet at each revolution of the crank, or seven feet at each step, thus attaining a high rate of speed with the same exertion expended in a slow walk.

The Tandem Bicycle is composed of one 32-inch driving and one 24-inch front steering wheel, with a connecting frame dropping low to the ground and running forward entirely beneath the feet of the front rider, thus having no gearing or frame of any kind in front of the forward rider, the handle-bars extending from the rear around to the side of the forward rider. Both riders sit directly over the rear wheel and drive it by two sets of pedals and endless chains. The steering and balancing is entirely under the control of the rear rider, making it unnessary that the front one shall know anything about cycling. Timid ladies who have never been on any kind of cycle can ride on the front seat of this one without holding on to the handle-bars

THE VICTOR JUNIOR.

The company has built only three of these machines as yet, which were ridden in turn by Miss Elda Tegeler, Miss Geneva Wise, Miss Francis M. Smith, Miss Bordley, of Baltimore; Miss King, daughter of J. H. King, cashier of the Western Union Telegraph Company; Miss Xander and Mrs. Moulton. Many of the gentlemen riders, of whom there were large numbers present, tried the new machines, and all were enthusiastic in their praises of it. Among the company present were many of Washington's solid business men, in many cases accompanied by ladies.—*The Capital. Washington D. C.*

FLINT, MICH., Feb. 14, 1888.

With my renewal for '88 I wish to say a few words of praise for the GAZETTE. Of all the wheel papers that come to my desk, and I 'm a subscriber to *all* the leading ones, there is none that I peruse with more pleasure than the GAZETTE. I say "pleasure," for it is pleasant to read *one* cycle paper that is humorous as well as instructive; and with a continuance of such articles as have appeared in the last number, the GAZETTE ought and *will* be very interesting to new as well as old readers. If you continue as you have started—and I 've no doubt you will, judging from your past success with the *Record*—the GAZETTE will take its place among monthlies where the *Record* was among weeklies—"At the Head." Wishing you every possible success, I am greatfully yours, J. ELMER PRATT.

A wheelman went gaily forth with his lantern the other night, says the *Providence Journal*, It was on the Riverside-road, and it was dark. The lantern's rays, however, brightened the way satisfactorily; and the cycler was familiar with the road. Suddenly a big hole in the ground yawned before him. He whirled his wheel about just in time to avoid it. A moment afterwards he narrowly escaped another hole, also a big one. Then there was another. The road was full of holes, and in avoiding one he swirled alongside of a second, and barely avoided that to dive towards one on the other side. And, with a violent yank at the handles, he brought up right over still another; and his big wheel would have plunged straight into it if he had n't got off. The funny part of it was that when he got off he could n't find the holes anywhere. He looked at his lantern; and there on the lens was a leaf which had blown up and stuck there. It was n't a very big leaf, but it was big enough to make a shadow like a bottomless pit.

Arrival of W. A. Rowe.

HOWELL READY TO RIDE.

W. A. Rowe, the American Champion, arrived in the *Germania*, at Queenstown, on Friday, after a pleasant voyage, and on Saturday landed at Liverpool, where he was met by Woodside, Temple, H. P. Ellis, and other local cyclists. He describes himself as feeling very well. His height is 5 feet 9 inches, and weight when trained 12 stone.

Rowe brings with him three "Columbia" racers, and will ride as a member of the Lynn C. C. Mr. W. S. Allen, of that club accompanies him, and acts as his backer.

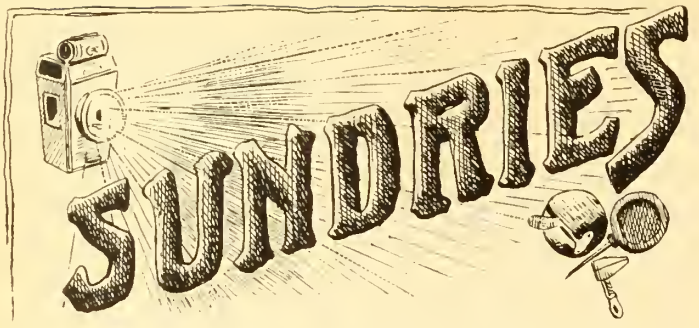
Howell, thorugh the *Sporting Life* has expressed his willingness to meet Rowe at one, five or ten miles, the first race to take place on the 14th. of April, and the stakes to be $500 a side per match. Howell, after getting through with Rowe, will meet Temple. This seems more like common sense, than for Howell to meet two Americans for the championship. The columns of the *Sporting Life* will keep wheelmen posted daily in the position of affairs.—*Wheeling.*

It may be interesting for our readers to know that Messrs. Stoddard, Lovering & Co. were the first importers of English wheels in this country; and the English Challenge wheels, which were once sold by the Pope Mfg. Co., came through their hands, as have most of the English machines during the last ten years, although their name has never appeared in the transactions. They still control the agency of the Rudge in a wholesale way, as Mr. H. M. Saben will continue the distributive part of the business through his numerous agents. Mr. H. D. Corey still retains his interest in the Rudge business, and divides his time between the Rudge and Columbia headquarters.

The Victor Junior.

The latest addition to the Victor family, made by the Overman Wheel Co., is the Victor Junior; it is intended to lead the field in boys wheels. It is made in seven sizes, from 38 to 50 inches, and sells from $45.00 to $75.00.

Mr. Ralph Turnbull, a cyclre living in Newcastle, Australia, is described as a man who races from the word "go" to the finish. He is described as being extremely popular and admired because of his plucky, dashing method of riding. We commend this method to the milk-and-water-highly-intellectual theorists. Would that the Turnbulls were more numerous.



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

A bicycle at the Stanley Show scales eleven pounds.

* * *

The Stanley Show number of the *Cyclist* contains 124 pages.

* * *

Daisie thinks *perhaps* the coming woman will ride the bicycle.

* * *

W. W. Stall is taking his usual winter tour down New Jersey way.

* * *

There is but one female bicycle rider in the U. S., but she is as old as sixty.

* * *

Eleven pounds is the weight of a 55-inch racing bicycle made in England.

* * *

Thomas Stevens' bicycle was on exhibition at the Stanley Show in London.

* * *

The Coventry Machinists' Co., Limited, have opened a branch establishment at Paris.

* * *

The bicyclist carries a lantern at night so that he may not run over himself with his wheel.

* * *

Pastime is a new weekly devoted to sport. It essays to cover all branches of athletics and sports.

* * *

More than twenty physicians in Washington, D. C., use the tricycle in making professional visits.

* * *

The Thorndike Bicycle Club, of Beverly, Mass., have in daily operation a successful toboggan slide.

* * *

The N. C. U. has voted to abolish road-racing. Any amateur indulging in it is disqualified, under their new rule.

* * *

The *Saratogian* will be consolidated with the *Outing*, Dr J. H. Worman, of the former, having purchased the latter.

* * *

The new local cycling organization in the Quaker City has been named the Association Cycling Club of Philadelphia.

* * *

St. Louis wheelmen are running up a winter cycling record by riding to the various skating ponds, which abound in the suburbs of that city.

* * *

Charles P. Daniels will look after the training interests of the racing men who attempt to get the Springfield Roadsters there the coming season.

* * *

Australia is now enjoying the height of the cycling season. Green grass, balmy breezes, straw hats and palm-leaf fans are the order of the day.

* * *

He Fell Off the Train.—Railroad Man—"Are you badly hurt, sir?"

Victim—"Hurt; naw! Do you suppose I've practiced bicycle riding for nothing."

Denver, Col. has a new monthly devoted to cycling and kindred sports, *Sports Afield*. We are in receipt of the first issue and like its looks. May it be successful.

* * *

Probably there is no period in a young man's life when he is tossed about by shifting currents of uncertainty as for the first nine seconds after mounting a bicycle.

* * *

The *Scientific American* under date of Feb. 18, gives a very complete description and illustration of the steam tricycle invented by Messrs. Dillon, Couten & Trepardoux.

* * *

The Bicycle house of A. W. Gump, Dayton, Ohio, will hereafter be known as A. W. Gump & Co., as the Gormully & Jeffery Manufacturing Company have taken an interest as special partners.

* * *

Miss Ella: "I hear by your friends that you are a Heaven-born racer, Mr. Kluge."

Mr. Kluge: "Oh, no, they flatter me, I was born in Jersey."

* * *

Will our Australian, English and Irish exchanges be kind enough to change our address on their books from Springfield, Mass. to Indianapolis, Ind., and thus oblige us and the Post Office Authorities.

* * *

It's a pretty heavy strain on a man's memory to keep the figures of his mileage in mind when he gets into four figures. This should be remembered when we hear stories of records which are hard to believe.

* * *

An Englishman leaves a sum of money, the income of which is to go towards keeping a certain specified highway in order. Rich wheelmen will please take the hint, and immediately put a new clause in their wills.

* * *

Mr. and Mrs. Jo Pennell will have in an early number of *Longman's Magazine* an account of a tour through France. The article will be called "Our Sentimental Journey." Of course Jo's pencil will embelish the contribution.

* * *

A current magazine has an article entitled, "Are Women Companionable to Men?" Its author intends to complete the series with essays on "Will a Duck Swim?" "Is it Possible to take a Fall from a Bicycle?" "Does Death Prove Fatal?"

* * *

"Did you ever ride a bicycle, Mr. Winterwheat?"

"No, said the old man," "but I once stepped into an elevator well and fell down four stories in three-tenths of a second. That 's enough for me, I 'm getting too old for much excitement."

* * *

Mr. R. E. Phillips, of London, England, writes us:—It may interest your readers to know that the number of applications for patents relating to cycles filed during the year 1887 is 469. This is an increase of 51 over the number filed in 1886, but less than the number filed in the years 1884 and 1885, which were 646 and 559 respectfully.

* * *

I hear the robin's joyous note
And the festive calliope
Trilling on the crisp March air,
For the wheelman and the robin
And the violet are bobbin'
Up serenely, almost everywhere.

* * *

Mr. S. H. Sherman comes bravely to the front with a proposition to race Messrs. Greenwood and Wells up Corey Hill. His proposition is to start the three men up Corey, and the man who stays on his machine the longest, to win the race. Mr. Sherman is willing to put up $25, if the other men will also put up $25 each. The $75 thus subscribed to be put into a fine medal, or $50 to be thus applied, and the winning man to receive his $25 entrance fee back. Mr. Sherman also suggests that the Boston club take charge of the details of the contest and superintend the affair. Mr. Sherman is in earnest, and would like to hear from Mr. Wells and Mr. Greenwood, and so would we. Mr. Sherman further says he would like to have the contest take place some time in May or during the first week in July.

Quaker City Notes.

PHILADELPHIA, March 1, 1888.

The ninth annual meeting of the Philadelphia Bicycle Club was held at their club house, Twenty-Sixth and Perot Streets last Wednesday evening. A banquet followed the meeting.

The mid-winter cycling tournament, under the management of the Pennsylvania Bicycle Club and the Century Wheelmen attracted fully one thousand people, many of whom were ladies to the Elite Rink Thursday evening. The first event was a one mile race between Murray Kilman, of Reading, and John S. Bradley, of the South Pennsylvania Club, and was won easily by Bradley in 4 minutes and 9½ seconds.

The one mile Century Wheelmen race was between M. J. Bailey and Frank Spasburger. The latter held the lead until the sixth lap, when he was passed by Bailey, who won easily in 4 minutes and 15 seconds.

The next event was a one mile professional race between Crocker and Rhoads. There was intense excitement through this race and it ended in a close finish. Crocker took the lead in the first six laps, when Rhoads passed him and maintained the lead until the last lap, when Crocker again shot ahead on the home stretch and won in 3 minutes and 7¼ seconds.

In the South End Wheelmen race, which was a very exciting one, there were three starters, it was won by John A. Green, in 3 minutes and 19 seconds.

The two mile professional race was between S. G. Whittaker, of Chicago, and W. F. Knapp, of Denver, Col. This proved to be the best race of the evening. Whittaker took the lead and held it for five laps, when by a great spurt, Knapp passed him and held the lead until the twenty-second lap, when Whittaker again passed the Denver champion and won in six minutes and 6 ⅝ seconds. Knapp made the first mile in 2 minutes and 58½ seconds. The finish was very close.

The one mile Camden Wheelmen race was between Geo. N. Shong and Haley B. Weaver, it was won by Weaver, by by about one foot, in 3 minutes and 20 seconds.

The one mile open race was between M. J. Bailey, who took the lead and held it to the finish, defeating W. J. Wilhelm, of Reading, the present State Champion, by about two lengths, in three minutes and 14 ⅔ seconds.

The next event was a five mile professional race between F. E. Dingly of Minneapolis, and S. P. Hollingsworth, of Indiana. This was a close race between these two great riders, first one leading and then the other until the race was finished. Dingley made the first mile in 3 min. and 8 sec., and the second in 6 min. and 18 sec. and won the race by about two feet in 16 minutes and 10 seconds.

The concluding event of the evening was the one mile Inter-Club race, which proved to be a very exciting match between M. J. Bailey, of the Century Wheelmen, and John A. Green, of the South End Wheelmen. Bailey held the lead for the first eight laps, when amid great applause Green forged ahead and won by a quarter of a lap in 3 minutes and 12 ⅔ seconds, the best amateur time made during the evening.

QUAKER.

When Karl Kron formulated his "prospectus of Dec. 3, 1883," he invited "dollar subscriptions for a book of 300 pages;" and if he had used the coarse type which is commonly used for subscription books (250 words to the page), the amount of matter received by each subscriber for his dollar would have been less than that contained in the advertising pamphlet which Karl Kron is now distributing gratis. This is entitled "Newspaper Notices of 'Ten Thousand Miles on a Bicycle,'" and comprises 132 pages of about 80,000 words. The sending of a postal card to the University Building, Washington Square, N. Y., will suffice to secure a copy from the publisher, who writes to us that "Having invested $12,000 in my Encyclopedia of Wheeling, I now expend an additional $500 in circulating 5,000 copies of this monster advertisement of it. I also give a 'free advertisement' to the GAZETTE, and the other surviving members of the cycling press.

Simpson county, Kentucky, has voted a special tax of $100,000 to be expended in macadamizing all roads from the county seat to the county line.

Buzzings From New Jersey.

NEWARK, FEB. 27, 1888.

We have had snow; we have got snow and I suppose we will have more snow until there 's snow more to send us. We have also had an elegant sufficiency of ice and slush for the past few weeks, and riding has remained at almost a stand still. Now and then one will run across a "lone wheelman," trying manfully to prevent the "frost king" from chewing off the tips of his ears or the ends of his fingers. We are willing to credit these riders with being plucky, but as for accompanying them for any distance—no, thanks, we 'll take ours strait.

About the only really interesting piece of news I have run across since my last letter, is in regard to the change in the ownership of the Roseville track. It has been taken for granted that the New Jersey Cycling and Athletic Association had tided over its troubles of last fall, and that it would be in condition to boom the sport for all there was in it during the coming season. When it became generally known that it had been compelled, for the want of a few hundreds of dollars, to allow the fine property to slip through its fingers, those who have expected to see it gain a firm foot hold in 1888 were thunderstruck.

A big Star boom is expected by the Smithville people and they are getting in good shape to meet it. The Star bicycles will be much lighter than heretofore, their Cripper for grown persons will be ready and, what is expected to smother everything else, is the Star tandem. For hill climbing this latter ought to certainly top anything, but for speed I don't just catch on to how they're going to get it. But we can tell more about it when we have seen and tried the machine.

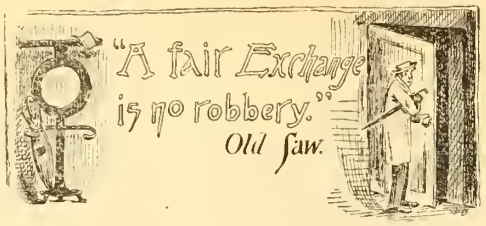
At the annual meeting of the Orange Wanderers here Feb. 15th., Mr. and Mrs. L. H. Porter, Mr. and Mrs. C. W. Baldwin, Messers. Day and Cowdry resigned from the club. The resignations of Messers Booth, Wallace, Van Nest and Crans were not accepted and it is thought will be withdrawn. Three new members were elected. It was also unanimously resolved to continue as a league club for 1888. The following officers were elected: President, R. M. Sanger; Vice-President, W. A. Belcher; Secretary-Treasurer, J. L. Gilmour; Captain, C. W. Freman; 1st. Lieutenant, F. P. Jewitt; 2nd. Lieut., R. S. Miller; Executive Committee at Large, Mrs. L. H. Johnson; Mrs. F. R. Frederick; and J. Warren Smith.

EAGLE ROCK.

Very High Church.

"Hello, Jimmy old fellow, what in the world are you doing on that outlandish machine?"

"Well, you see the fact is I 'm keeping Lent. And as I 've given up bicycle riding till after Easter, I 'm riding this as a sort of penance, you know."



"Turn, turn my wheel." *Longfellow*

"You fellows make me tired," spoke the wheel to the hub. "You ought not to run around so much." *Town Topics.*

That the bicycle should be added to the resources of cheap and healthy enjoyment is undoubtedly a cause for universal enjoyment. *London Telegraph.*

"The little things in life are what cause us the most pain," murmured Bangs, one day, as he sought in vain for a ball that had dropped from his bearing in the dust. *Bulletin.*

Mr. Dann, of Buffalo, says that "bicycling is bad for the heart." We think it may be, for wheelmen were ever susceptible to the fascinations of the fair sex. and we know of several that have completely lost their hearts. *Bulletin.*

"Who knows but before the next century dawns it will be recognized that the inventor of the bicycle has done more to revolutionize the religious, moral and social ideas of mankind than all the philosophers of our time?" *Pall Mall Gazette.*

Chief Consul F. A. Elwell, of the L. A. W., of Maine, is arranging a bicycle tour through England and Ireland in 1889. He states that probably a party of 30 wheelmen will leave New York in June, 1889 for England. *Ex.*

For the past five years I have seldom been free from a jaded, worn feeling. I bought a bicycle. I now feel as exuberant as when a boy. I laugh--I work--I sleep. The bicycle for utility or pleasure is not half appreciated by those who do not ride. *Rev. Ward Platt, Larenceville, Pa.*

It is too bad we cannot have a square race amongst the professionals. So used are we to their rank hippodromes that no one can convince us that they can run an honest race --unless Sam Hollingsworth was in it. You can gamble on Sam's honesty. *Lynn Item.*

The consolation race—women. *Puck.*

Hosts of health seeking, fun-loving and vivacious men and women of all ages are seen on these "steeds of steel," the bicycle and tricycle, every day, in our large public parks and highways. *School Journal.*

It is safe to say that girls will make better wives and mothers for being wide awake and full of joyous life, and nothing so conductive to these conditions has ever been given to women as the tricycle. *Australian Cycling News.*

The small-pox scare in Tasmania has laid cycling aside for a time, but we hear from a correspondent that, now the malady is disappearing, cyclists are making their appearance everywhere like so many bees out of a hive. The season on the island is now beautiful and decidedly attractive for touring. *Dec. No. of Australian 'Cycling News.*

They are getting the thing down pretty fine in the sport of base ball when they start a detective system to watch how each member of the different teams behave. An espionage similar to this might be a good thing in the cycling ranks. We then could perhaps find some interesting thing, in regard to how really pure the simeon pure amateur is. *Bi. World.*

Some folks think bicycles are dangerous because they are engaged in so many land grabs.

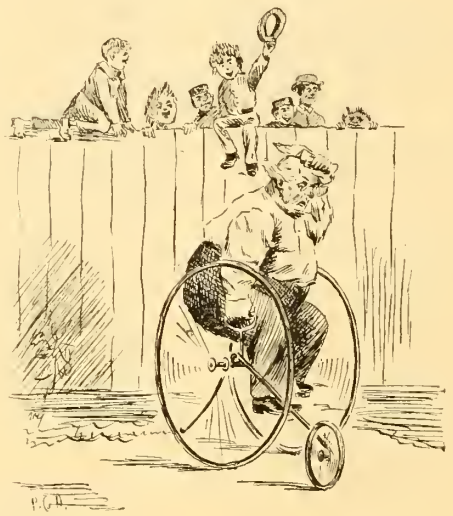
'T is only twelve years since the bicycle in its crude form began to attract serious attention in England. If the improvement in machines could only be proportionate during the coming twelve years and the increase in riders also in proportion , what a glorious future we would have to look forward to !—*Ex.*

"I take all my exercise in a gymnasium," said a gentleman to us the other day, in reply to our inquiry why he did not take to cycling. A gymnasium is all right as far as it goes but it is as water compared with the richness of wine when comparison is made with the benefits to be derived from cycling. Can the benefit to be derived in exercising in the comparatively vitiated air of the gymnasium be likened to life-giving air of the country? The gymnasium is, however, better than nothing. *Bi. World.*

A new bicycle is called the road-sculler. It is a complete adaptation of the rowing action, with a sliding seat, to a tricycle. None of these machines will be perfect until something is invented to enable a man to wheel himself home in a wheelbarrow, accompanied by an automatic attachment that will take his boots off and find his night-key. *N. O. Picayune.*

The invention of the tricycle, and its rapid advance to the present state of mechanical perfection, is, I am firmly pursuaded, the greatest boon to American women that the country has brought. Coming simutanously with the conviction that "bodily exercise profiteth" much for women kind, it provides a way to take that exercise which is at once fascinating, graceful, invigorating, and healthful. *Scientific American.*

REDUCING THE SURPLUS.



Mr. Oldcodger's Method of Revenue Reform.

In bicycles there is a revival for the old ordinary. A few years ago there was an endeavor to get machines as close built and upright as possible, with the natural consequence that danger increased tenfold and accidents were numerous. This led to the furore in, first of all, mere dwarf machines, then dwarf safeties. Now that ordinary bicycles are built in a more sensible shape, a good many riders are likely to return to their old love, and desert the low for the high wheel. *Sewing Machine and Cycle News.*

Mrs. Briggs—Now that your son has returned from college, do you feel repaid for your outlay for his education? Did he take any prizes? Mrs Squiggs—Oh, yes, mum, yes, indeed. he got a medal for what he calls cycling, and he must be high up in mathematics, for he says he learned four new curves. *Omaha Republican.*

There is a standing army in this republican land. A well organized, well drilled, well uniformed, well equipped, and well officered army, which in numbers is superior to the armies by which some of the most famous battles of history were won. It is an army of peace and pleasure and not of war. A mounted army, but its steeds are not of flesh and blood. Still they are of the best metal. In a word, they are bicycles. *N. Y. World.*

In view of the fact that the League will meet in Baltimore, the following United States official table of distances may be interesting. The figures show the distance in miles of each city from Baltimore: Boston, 418; Buffalo, 402; Chicago, 802; Cincinnati 593; Cleveland 474; Denver, 1,827; Detroit, 653; Elmira, 256; Hagerstown, 85; Harrisburg, 85; Hartford, 301; Indianapolis, 704; Kansas City, 1,211; Milwaukee, 887; Minneapolis, 1,222; New Orleans, 1,150; New York, 188; Philadelphia, 97; Pittsburg, 334; Providence, 377; St. Louis, 934; San Francisco, 3,156; Scranton, 220; Washington, 40.

Thomas Roe of Chicago, who was the backer of Alex McCurdy in the latter's bogus match with Whittaker, of Minneapolis, has begun suit in the Hennepin County Court for the recovery of the $6,000 which he deposited with S. Wood, the final stake holder.

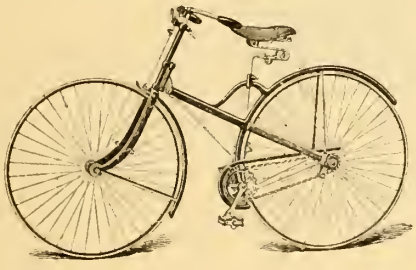
The best formula for an iron tonic is the bicycle.

Rover Type Safety.

By H. D. Corey.

THE demand for bicycles of the "Safety" type is materially increasing among a large class of riders, who, wisely recognizing the wheel as a valuable means to health and recreation, or as a business convenience, incline neither on the one hand to the employment of the regular bicycle with its contingent possibilities, nor on the other to the staid reliability of the tricycle. Composed largely as this class of active men of all ages, whose vocations and convenience or natural inclinations render even the slight existing chance of accident an undesirable thing, the element of special security against falls must be embodied in a machine to fill their wants without detracting materially from that satisfaction which the mastery of a well constructed bicycle can afford to any man in the full posession of his powers.

This desired element of safety in a bicycle is best reached by the use of smaller wheels than the ordinary type, bringing the saddle nearer to the ground and at the same time well back of the front wheel, and by carrying the point of application of power lower than the driving-wheel axle, so materially lowering the rider's center of gravity and reducing to a minimum his tendency to be carried over the handle-bar when the machine's speed is suddenly checked. The crank-and-chain driving-gear has been generally accepted as the most effective method of applying the power; and while both front and rear-driving types have their advocates, the latter undoubtedly holds the balance of favor at present and is going into the widest use.



Having just returned from a trip through the West, I find that more questions are asked about this type of machine than of almost any other. To the question, "Is it fast?" I can simply point to the performance of Mr. G. P. Mills, who accomplished 294 miles in twenty-four hours on this type of machine. This was his first attempt, but before the close of the year 1888, I feel that many of the road records will be held on this pattern safety.

When this machine first appeared in England, a great many questions were asked concerning its advantages and disadvantages. The latter were practically nill and I give below some of the former: Perfect immunity from headers; very great brake power; great power up hill; on account of its dwarf form, it does not offer as great a resistance to the head winds as the ordinary bicycle; less vibration and bumping; Ability to ride where ordinary or tricycle could not venture; no slipping when driving up hill; maximum of speed with minimum of exertion; comfortable foot rests; less splashing from mud and wet; saddles and handles can be raised at will.

A number of riders have told me that they would like to ride the machine if it were not so awkward and ugly in shape, but could they once ride it and realize its many good points, any little feeling that they might have about the looks would disappear at once. In a general way, there is very little difference between any machines of this type of safety, but being a great believer in simplicity of design and mechanical construction, the less parts one has in a machine the less he has to take care of. While I do not intend for a moment to convey the impression that I should go so far as to neglect comfort for speed and durability, still I think that some riders believe more in the former than the latter; for I have seen in England in my last trip, various machines of complicated design which were very comfortable as far as riding was concerned, but there were other objections such as weight, complication of design and unsteadiness of steering that took away to a great extent the pleasure of its use.

One objection which some have for this type of machine is the weight, but there is so much strain upon the back-bone and rear wheel that to build it light is courting breakages at once, and I do not think any safety of this type that weighs under forty-six or forty-eight pounds is sufficiently strong to stand the wear and tear of our American roads. Good size tires should be fitted to the wheels, and oiling and cleaning of the chains should be especially looked after. Care should be taken that the reach on this machine should be more than on the ordinary bicycle, and the pedals should be extended the full length of the cranks. The handles should be raised a trifle higher than the saddle unless for very rough hill work, where a better grip can be obtained if they are placed at a slightly lower point.

I am a firm believer of the hinge joint steering, and if the rider's machine is so constructed that the center of steering is in a line with the point of contract with the wheel on the ground, the machine can be steered as easily as an ordinary bicycle. I am not a believer in the ball head in its present state and if it was a decided advantage, I cannot help but believe that the other makers in England would attach it to this type of machine, for if ever it was neccessary to have great adjustability, it is in the steering head of this type of safety, for unlike the ordinary bicycle the action of the rider's feet on the pedals has no control whatever on the front wheel, and the steering is done almost entirely with the hands. I do not think a gear over fifty-three or fifty-four is best for ordinary road riding although some machines with fifty-six or sixty gear have done very excellent work on the path.

I do not think that this type of safety will take the place of the ordinary bicycle, still it will bring into the ranks of riders many older persons who have never ridden before, ond who have as yet failed to discover the pleasures of cycling.

"St. Pathrick's Day in the Marnin'."

Och! Murphy, bring your two track trike
And set it here by mine,
Now, tell that worthless saplin, Mike
To bring his wheel in line.
We 'll paint them with a coat of green,
And then won't they look gay?
No finer sight will e'er be seen
On any St. Pathrick's day!

Chorus.

O send the cops ahead, lndade!
To give the people warnin',
The Shamrock Wheelmen will parade
St. Pathrick's day in the marnin'!

Come, Finigan, trot your tandem out,
We 'll need it after while;
Ted, bring your dinkey! I should shout,
We 'll do it up in style.
Here 's Father Mack on his safety wheel,
And Ryan, too. Horay!
I'm after callin' this, a real
High toned St. Pathrick's day!

Chorus.

An' faith we'll need an ambelence
So harness up the goat!
Then if there 's any fightin' done
Why, everybody 'll know it.
O'Rafferty 's got his cudgel
Tied onto his handle bar,
An' if anyone guys the Shamrock Club,
It 's sure to bring on war.

Chorus.

O send the cops ahead, lndade
To give the people warnin',
The Shamrock Wheelmen will parade
St Pathrick's day in the marnin'!

G. S. D.

Wheelmen think more of revolutions than of resolutions.

The *Sewing Machine and Cycle News* has a column headed "Stars and Stripes," given over to items of American news.

The Philadelphia *Sunday Item* has a column and a half of wheel news every week, and is quoted very often by the regular cycling periodicals.

General Lord Wolseley has expressed himself in favor of a cyclers' corps for home service. He wants the cyclers to be separate and extra, so that the present strength of the regular and volunteer force might not be weakened by drawing on their numbers.

Bicycling in Wild Countries.

HERE and there, at distant points, I happened to make the acquaintance of some wild animal; but my adventures with them were hardly of a very thrilling nature, except perhaps in the case of the mountain lion in Nevada.

Early one morning I was trunding my bicycle through a narrow canon in the Humboldt Mountains, when, turning a corner, I saw right ahead of me a tawny mountain lion. The lion was only about a hundred yards away, and was walking leisurely along ahead of me thinking of anything, no doubt, but the presence of a human being at so short a distance in the rear.

I had seen the Rocky Mountain lion before, and always regarded him as a rather cowardly sort of animal, though I well knew him to be an ugly customer if cornered and rendered desperate.

I was armed at this time with a "British bull-dog" revolver, a very excellent weapon at close quarters, but of little use to shoot anything a hundred yards away. Few persons could resist the temptation of shooting at a wild animal under the circumstances in which I found this mountain lion, and to me it was irresistible.

Expecting to see him make a wild leap into the underbrush that was growing by the side of the trail, I sent a bullet spinning after him from my pistol. Whether it struck him or not I cannot say, but I think it must at least have stung him a little and roused his temper, for instead of plunging into the brush, he turned savagely around and bit wildly at the ground. He then came bounding rapidly toward me until he was within twenty paces, where he halted and crouched as if intending to make a spring. Laying his cat-like head almost on the ground, his round eyes flashing fire and his long tail waving to and fro, he was a savage and dangerous looking animal.

Crouching behind the bicycle to shield myself as much as possible should he make a spring, I took aim at his head and fired again. The bullet struck the ground just in front of his head, and threw the gravel in his face. Very likely some of the gravel went in his wicked looking round eyes, for he now sprang up to his feet, shook his head violently and hurried off into the bushes.

The reason I did not hit him the last time I fired was because I was out of practice with my revolver, for I never felt more calm and collected under any circumstances than when aiming at the lion's head. It doesn't matter so much for rifle shooting, but to be accurate with a pistol it is necessary to practise daily.

It was perhaps fortunate, after all, that I did n't wound him, for that would only have made him desperate and more likely to attack me, and it is not likely that a pistol ball would have killed him.

Two wolves followed me some distance down the Truckee River Canon after dusk one evening, keeping quite a respectful distance behind, as though anxious, yet afraid, to come closer.

Nearing the Goose Creek range of mountains, in the same intermountain territory, I observed a pair of full grown cinnamon bears among the sage brush and juniper spruce shrubs, a short distance off to the right. The bears were standing bolt upright on their hind legs, staring with a great deal of interest at my movements. This discovery was anything but pleasant, for although bears, like most other wild animals, instinctively run away from man, the cinnamon bear is not a cowardly animal and has often been known to commence the attack.

There was no road but a dim trail through the sage brush, hardly suitable for riding a bicycle at all, and not at all suitable for riding fast, so that there was no such thing as taking to flight.

I stood and looked at them a moment to try and make out whether they meant to attack me, and then shaped my course so as to leave them as far off to the right as possible. They remained on their hind feet, gazing after me as intently as ever, as though undecided whether to follow me or to run away, until I had wheeled a hundred yards. To my great relief they then strolled off in a leisurely way toward the mountains.

I am inclined to think that these two bruins were deeply impressed by the strange appearance of my bicycle, and I can easily imagine my wheel on this occasion to have stood between its rider and a pair of very ugly customers.

One night I was resting in a little *dak* bungalow on the outskirts of a village in the Punjab, when the wild screech of a leopard just outside the bungalow awakened the echoes of the jungle. The voices of night birds and jackals that had previously disturbed my slumbers were hushed into deepest stillness at once, as if all smaller creatures had been terrified by the voice of the dread night prowler into silence and awe.

The door had been left wide open, on account of the great heat, and I fully expected to hear the stealthy foot-steps of the leopard on the floor of the bungalow, and to see his eyes shining through the darkness like the eyes of a cat. I had quickly made up my mind that the best thing to do was to lie quite still, for the night was pitch dark, and my only weapon was a revolver.

As I lay there intently listening, and withal deeply impressed by the great hush that the one wild scream of the leopard seemed to have imposed upon every living thing within hearing of its voice, I felt something alight on the bed at my feet. It lightness told me at once that it could n't be the leopard, and I concluded that it was some smaller animal that in its terror at the leopard had sought the interior of the bungalow and leabed upon my couch. I was the sole occupant of the bungalow, and to have an unknown animal leap on my bed to escape a leopard just outside the open door was not exexactly pleasant, to say the least.

Another unearthly screech from the leopard seem to proclaim that ferocious brute even nearer to my quarters than before, and the the pitter patter of still another animal was heard on the bungalow floor. Something had to be done, I concluded, for it would never do to have Mr. Leopard follow these frightened creatures, whatever they were, into the bungalow, or, once inside, he might not be very careful in discriminating between me and them.

Kicking the intruder off the bed with a fling of the sheets, I gave a loud "she-e-h !" I heard the animal leap to the floor as I kicked at him, but he did n't seem to move away after striking the floor, and in a minute he hopped upon the bed again.

Kicking him off again, I pulled my revolver from underneath my pillow and fired a shot up into the thatched roof. All was silent as the grave for a minute or two after the shot, and then I heard the dread voice of the leopard away off in the jungle, he having apparently been frightened away by the shot. The ordinary noises of the night in the Indian jungle soon returned after the departure of the leopard, and the little animals intruded on my privacy no more that night.

In China, and particularly in the bamboo thickets of the southern portion of the country, there are a great many tigers; but the most dangerous animals in the Celestial Kingdom are those with two legs, *i. e.*, John Chinaman himself. Not that the Chinese are a quarrelsome and warlike people at heart, but they regard the life of a foreigner as of very little consequence, and seem ever ready to gather into a mob for the purpose of doing him violence.

At the time I bicycled through their country, certain districts were stirred up like a nest of angry hornets over the French attacks in Tonquin. The ignorant people of the interior know no distinction between French, English or American; to them we are all *fankwæs*, or foreign devils.

One evening at dusk I was the object of an unprovoked attack by the whole male population of a small village. They seemed wild with rage, and fully intended to take my life, although I could n't understand in the least what the trouble was about.

The paths were smooth enough just there to enable me to get away and conceal myself in a dense bamboo jungle. This jungle was on an island, separated from the mainland by a side channel of the Pe-Kiang River, at that time almost dry. Opposite my place of concealment, about three hundred yards away, was another village.

As I lay there in the dark I could see the people running about with torches, and could distinctly hear my pursuers from the other village shouting out to the villagers opposite, asking them if they had seen anything of the *fankwæ*. Long before daybreak next morning, I crossed the bed of the stream above the village and continued on my way, never knowing from one hour to another whether the people I came to would be friendly or hostile.

Two weeks later I was rescued by the Chinese officials from a mob of two thousand people who wauted to burn me alive. The officials would not let me bicycle any farther after this, but kept me under the protection of a guard of soldiers, and sent me out of the country in native boats called *sampans*.—*Thomas Stevens in Harper's Young People.*

The bicycle is not a spring product. It is a fall machine.

Mid-Winter Wheeling in California.

By Joseph J. Bliss.

On January 15, 1888, I took a ride on my wheel (54-inch New Mail), around the Bay of San Franscisco, distance about ninety miles, and have thought that perhaps some of the readers of the Gazette might like to see an account of it. Not that I consider the ride a remarkable one, or that I am able to put an account of it in a very readable shape, having had little experience in the way of writing, and I have seen it stated somewhere that it takes a clever writer to make a readable account of a bicycle trip, therefore my only reason for thinking it might be at all interesting is on account of the time of year it was made, being the coldest snap ever experienced in this vicinity, so far as I am able to learn. The Eastern rider may like to hear that in some sections of the United States riding is practicable in mid-winter, and that in the land of the "glorious climate," even during the years when the winter is unusually severe, there are only a few days when riding is impracticable.

California wheelmen will, I think, like to see the subject in print, even though there be nothing new for them to read about, for I think that many like to read about what they are themselves most familiar with and in which they are per consequence most interested in. I have myself thought that I should appreciate it if the cycling press occasionally gave detailed accounts of rides, with minute particularity, so that they would be of benefit to a wheelman desiring to go over the same ground. With this somewhat lengthy preamble, I will endeavor to start on the account of my trip.

Map of Route.

On Sunday, Dec. 11, last, I made a straightway ride of sixty miles and on the following Sunday, Dec. 18, another of sixty-two miles over a different road and I contemplated making the trip around the Bay on the next succeeding Sunday, Dec. 25, but rain on the night of the 24th caused me to change my intention, and the condition of the roads also induced me to give up the idea on the two following Sundays. Although there had been a number of favorable days in the meantime, I could not make the trip as my only spare time for wheeling is on Sundays and holidays. Therefore, I must wait until Sunday, Jan. 15. This was a little unfortunate for me as during the month of enforced abstinance from the wheel my muscles lost the benefit of the practice of the sixty and sixty-two mile rides, and having also contracted a bad cold, I was hardly in condition for the longer ride.

On Sunday, Jan. 15, however, I rose at 6:30 and got my wheel from its storing place for the start from Alameda at 7 o'clock. It was scarcely light enough to see at that hour. The thermometer outside of my front door, I discovered with the aid of a match, registered 26° above zero, which is the lowest I ever saw it in California.

Dressed in precisely the same clothing I have been accustomed to riding in at other seasons of the year, even in the warmest part of summer, and having no artificial supply of heat within me, for I left breakfastless, I felt constrained, after riding a few hundred yards, to dismount and push my machine on the run for about a mile to warm myself a little for my finger tips and toes ached somewhat from the cold, and the keen, easternly wind blowing in my face made my eyes water. As the wind was against me and the road for this first mile was not very good, it was but with little regret that I made it on foot. Occasionally I tried the strength of the ice on the roadside puddles and found it nearly strong enough to bear me.

As soon as I reached the main road running south from Oakland I mounted my wheel and bowled along at a lively pace toward San Leandro. The road (nearly always a good one) was in about its normal condition. The only drawback was that the wind was slightly against me. Being from the south-east it struck me quarterly; not strong enough to impede my progress much, but very unpleasant on account of its keenness.

Passing the halfway saloon I noticed the genial proprietor looking out through the upper part of his doorway, which was glazed. It was too cold for him to be out this morning. I had never passed the place before, though frequently as early as 6 A. M., but that the doors were open and the proprietor on the outside to pass the time o'day. A little further on, the water company's stand pipe at the side of the road which supplies water for sprinkling the road during summer, seemed to be burst for the water was escaping from near the top and the wind blew it away over all the surrounding objects, where freezing it made such a mass of ice as I had never before seen in California. Pretty soon another stand pipe was passed and as the water was also escaping from it, I began to think that the cold had not caused the bursting of the pipes but that the water had intentionally been allowed to run in order to prevent its freezing.

I now take the side path, not that it is much better riding than the road, but probably one likes to ride the side paths on account of the slightly added spice of danger occasioned by the narrow spaces and closer proximity of the trees and fences. At the next stand pipe, however, I had a dangerously slippery place to cross over the ice for I was now on the side of the pipe and the escaping water had frozen all over the ground for some distance. I got over it all right, but riding on ice was a novelty to me.

I reach San Leandro at 7:34 which is good time for the 6½ miles considering that the first mile had been made on foot. San Leandro is a pretty, prosperous little town of probobly 1,600 inhabitants, in the center of some of the finest orchards in the world. I admire San Leandro principally because it keeps its streets and the roads in all directions around it for a radius of three or four miles in such perfect condition. The finest roads for bicycle riding in the state are probably in this vicinity.

There are two roads from this place to the next town, Hayward, both of which are excellent. One leads slightly to the right for nearly four miles and then turns to the left through San Lorenzo, to the main or direct road; the two roads thus form a triangle of about ten miles, which is all splendid wheeling. I take the straight road this morning, and spinning along lively I notice a board in the road and in my attempt to avoid striking it I run upon an unseen rock, and for a moment I am riding ahead of the center of gravity, my hind wheel is considerably elevated, but by a lucky shove on my pedals at just the right instant, I recover my balance. It was, I

thought, the closest approach I ever made to a rattling header without quite getting there.

Twenty-five minutes after leaving San Leandro I have covered the intervening six miles and am in Hayward. There was no temptation to dismount this morning for the purpose of obtaining a pocketful of lucious peaches, plums or pears from the roadside orchards. This is a temptation not to be resisted during the warm summer by the average wheelman, I think. A number of handsful of choice fruit have I eaten here. Occasionally of a summer evening I have mounted my wheel and ridden the twenty miles there and back for the avowed purpose of treating myself to a little ripe fruit fresh from the tree. This country is hardly civilized enough yet for the proprietor to object to the wayfarer helping himself to a handful of fruit, the orchards are so vast and in places there is not even a fence dividing them from the road. So that one hardly feels that he is trespassing in stepping to one side to pluck the fruit. In many places the public highways are lined with peach or almond trees.

The riding for the past half hour, since the sun had risen had been tolerably comfortable so far as warmth was concerned. The exercise had warmed me even to the finger ends. But now it again grew cooler and clouds obscured the sun. There was no doubt in my mind that it was colder than at daybreak. Three miles from Hayward I leave the main road and take a by-road three miles across to Alvarado. On this by-way I was again obliged to walk nearly the first half of it. The soft, natural road had been cut up by teams since the rains, the frost had then hardened up the ridges and there had not been enough traffic since to wear them down. Probably not more than one or two teams had passed each day, judging from appearances.

I was now nearing the marshes on the edge of the bay and I could hear the frequent gun of the sportsman as he blazed away at the unfortunate duck, probably whether within or beyond shooting range. One flock of ducks arose from a pond within easy shooting distance from me and they only took the trouble to fly a few yards and then settled on another ice covered sheet of water. Perhaps they knew the difference between a bicycler and a gunner. I was tempted to blaze away at them with my revolver for they were so near it looked as though I might hit one but I reflected that even if I did I did not want to carry it along.

The last mile before reaching Alvarado was rideable. Crossing the creek at the edge of the town I noticed as an evidence of general prosperity that a new iron bridge had just taken the place of the former wooden one. It was 9:15 as I reached Alvarado, a town of about 350 inhabitants, presenting generally a moist appearance by reason of the low ground and willows which extend up into the center of the place. It is on the verge of the marsh but some distance from the bay. I stopped for breakfast at the Alvarado Hotel, kept by Germans, who gave me a breakfast of ham and eggs, coffee, bread and butter, and cake, but no vegetables, for twenty-five cents. It seems to me that at country places they almost invariably make a mistake in not allowing vegetables or fruit, which should there be cheap, to form the more important part of the meal. There is another hotel, the Riverside, at Alvarado where better accommodations are furnished at double the price. I frequently prefer the unpretentious places. The bicycler when he stops at a high toned place in his dusty clothes and perspiring face, is I think, looked down upon as being somewhat below their average run of customers, and he does not get the little flattering attentions he sometimes receives from the people of the more modest tavern. At the Alvarado Hotel a fresh plate of butter and fresh bread were cut especially for my benefit, and I found myself somewhat hasty in pouring milk into my coffee for immediately after a pitcher of cream was brought me. One day at the same hotel they set before me two roast ducks, evidently for my sole use, which was surprising at the modest price of twenty-five cents. In San Franscisco, one of the cheapest restaurant cities in the world, a half duck costs more money, however a half duck more than satisfies me, even on bicycling trips when my appetite is particularly good.

After lighting a cigar I mount my wheel and leave Alvarado at 9:45. The road is now quite level and in good condition since the rain. The last time I was over the same road it had just received a new coat of gravel, which was now fairly packed by the rains and the traffic and afforded good wheeling. The great mistake in road repairing in California seems to be that they wait until they can treat the whole surface for miles at a stretch with a new top dressing instead of patching in spots as soon as a hole or rut puts in an appearance, which would be much more economical and satisfactory. After a road has received a top dressing of gravel or rock no one will drive over it if it can be avoided, but invariably drives to the side on the natural ground if there be room, until rain perhaps makes it too muddy there and forces them to take the gravel. In places I have noticed roads abundently graveled will lay for months or perhaps years without scarcely a team passing over them. They take the grass or ploughed land in preference, and grind into the soft dirt till there is a foot or more of dust. No driver would try to avoid a newly graveled spot if it was but short, or a hole filled in; all parts of the road would consequently be kept beaten down and better fit for travel. Frequent patching is therefore better than the wholesale repair system.

The driver of one buggy that I meet shouts to me as I pass that I have a cold looking horse. I reply, that for the driver it is much warmer than his. I had noticed several drivers in the act of buffeting their hands, which was evidence that they were colder than me.

At Washington Corner I met a couple of Portuguese with a good sized dog. The men evidently see a bicycle only semi-occasionally, judging from their gaze, and the dog seemed inclined to have a barking frolic at the unusual vehicle, seeing which the unspeakable Portuguese endeavor to "sic" him on me, but the dog has more sense, and, like most large dogs, is of good temper, and only wants a little fun in having a short chase after the wheel and its rider. Had he been vicious I might have shot him and the Portuguese would have learned a lesson in the loss of a valuable dog. I have had several wordy rows with Portuguese at various times and they seem to be the worst species of road hog in this section.

I try the side path again a little further along and barely escape an overhead wire arranged for the purpose of opening a carriage gate without dismounting. I perceive the wire which was stretched across the pathway on about the level of my eyes as I sat on my machine, just in time to avoid it. In the garden of the same premises, I notice a lemon tree covered with the handsome fruit, the leaves, however, were frozen and shriveled.

A short distance from Washington Corner are three young men sliding across a pond. I inquired as I passed if they had ever done that before. One shook his head negatively, but then seeming to recollect replied, "yes, once before." Here, I thought, is evidence that the present is not the coldest snap ever experienced in this vicinity, but I believe the present is of the longest duration ever known. In my own experience of four years in Californiu I had not before known ice to form on several successive nights, or seen it thick enough to bear a man's weight.

From Warm Springs to Milpitas (four miles) the road is excellent, of fine gravel, firm and hard; and the only thing that keeps me from making rapid time is a horse and buggy ahead of me, the driver of which—a female—has not sufficient politeness to turn out until I have followed some distance. There is hardly room to pass while the buggy occupies the center of the road, and I prefer to await a better opportunity to shoot past rather than make a request which may be met ungraciously, and which, as the woman could plainly see I was desirous of passing, should have been unnecessary. I have noticed that many women apparently consider that all acts of politeness should come from the male sex.

The usual route for bicyclers making the trip around the bay is to continue south from Milpitas to San Jose (seven miles), thence north-westerly *via* Santa Clara to Mountain View, (twelve miles.) The road is good the entire distance. To-day in order to explore a piece of road new to me, I branch off to the West at Milpitas and proceed *via* Alviso to Mountain View. The road at first is good but soon degenerates into a common dirt road for a mile or so which I have to walk, then it improves again and is rideable to Alviso, five miles from Milpitas. The country here is quite low, verging on swamp, but there are occasional fine orchards and magnificient strawberry fields. I passed several fields each many acres in length which did not look as though they were injured by the frost. No strawberries were visable though they do grow somewhere or other in California nearly the whole year around, for they are scarcely

ever out of the San Franscisco market. I pass numerous flowing artesian wells along this mile or two of road. This also appears to be the favorite resort of the sportsman for I pass a number of them as they wait on their "stand" for the passing duck. I do not see much in the way of game except an occasional snipe and a number of Killdees birds of the same species. Ducks do not seem to be so numerous to-day in this vicinity as near Alvarado.

The road near Alviso I found to be very poor. Probably it would be fair wheeling after a week or two of fine weather, but to-day I was obliged to do some walking. At a fair looking piecé of road I mount again and my attention immediately after being attracted by a sign board indicating the name of a cross road, I failed to observe a soft place in my way and took my first header for the day, gentle enough, however, and the only ill-effect felt was a wrenching of the muscles of one of my legs, which, in a few moments, made me feel as though I had a violent cramp in the calf. Thinking I was unobserved I lay for a minute rubbing the limb. As I arise I see a man with a gun running towards me, but when he saw me on my feet stopped as though his business no longer lay in my direction. A moment after a duck flew into the creek near by and the man changed his course for the direction of the bird. Probably he was not as careful in his "stalk" as he might have been had he felt that he was unobserved, for the duck did not sit long enough to allow of a pot shot, but the man lost a fair shot as it arose. As I crossed the bridge over the creek I saw two or three other sportsmen there. A little further along two fine large ducks leave the water by the roadside within ten yards of me. I had to walk a good portion of the next two or three miles through a somewhat uninteresting looking country, and it was 1:30 when I reached Mountain View, a village of about 250 inhabitants, and forty-six miles from the start. The riding for the last mile or two through a beautiful oak studded, park-like country was fair, and as I turned the corner into the main road at Mountain View at a pretty good pace, I emerged upon a couple of horses harnessed to sulkeys standing in front of the Mountain View Hotel and surrounded by a number of young men. The horses showed themselves somewhat restive, but as by this time they were both held by the bridles, I did not dismount till one of the animals when I was about twenty yards distant rared up into the air, and falling, seemed to come down on his back. Of course I then dismounted. After a number of struggles and ineffectual attempts the horse was at length brought to his teet and unharnessed. One of the shafts was broken near the end quite off and the horse somewhat damaged about the head and legs. Singularly I did not get any blame or reproaches on account of the accident. I attribute this fortunate state of affairs to the fact that the crowd around the horses were young men who probably considered it no crime to ride a bicycle. The matter was passed off in a joking manner as being the fault of the horse. I think bicyclers will get all their rights on the road by the time the present generation of young men come into power as voters.

Near Mayfield I met several teams with timid drivers, and although I had my doubts as to the staid looking old plugs of horses being at all excitable, I dismounted on two occasions when the drivers were women, the occurence at Mountain View being yet fresh in my memory. One woman got down from her vehicle while I was yet half a mile distant and leading her horse to the fence bandaged his ears, while I pass on the opposite side of the road. I don't think the animal would have been scared by either a bicycle or a locomotive. I was then wheeling through a beautiful appearing country with elegant houses and grounds adorning the wayside at intervals. A chinaman in reply to an inquiry as to whom a beautiful looking place with imposing entrance belonged, said that it was "Misser Safford's." It was some little time before I jumped to the conclusion that it was Senator Staford's.

Menlo Park was reached at 3:10 and perhaps the prettiest stretch of the whole journey was along here for a mile or two. Beautiful residences are numerous on either side, and the finest lawn tennis grounds I have ever seen anywhere, with a number of young men in light colored suits at play, I passed on my right. On the opposite side was a magnificent estate surrounded by a substantial tongued and grooved tight board fence with a frontage of at least a half mile on the road. On this fence I saw a dozen or more quail sitting. The road was good along here, except an occasional stretch where there was too much shade to suit me to-day. This shade, however, is very grateful in mid-summer and makes the road most pleasant where to-day by reason of the frost it was most rough. My legs were beginning to feel a bit tired, but at Belmont and beyond the road proved good, and although there are some slight hills, I am disinclined to leave the saddle until I reach San Mateo, four miles further along, and sixty-five miles from the start.

It was 4:40 when I reached San Mateo and I knew that I had but little more than an hour of day light and twenty-one miles before reaching San Franscisco, but I expected to make the next six miles within a half hour as the road is unusually excellent. I had been twice over the same piece of road in the previous summer and at the time considered it as good a piece as any I had ever wheeled over, hard and smooth and with just sufficient undulatious to make riding the more pleasurable. To-day, however, I was disappointed in the road, the trees on either side, which line the road here for the whole six miles and make it so pleasant in summer, had kept the frost in the ground and it was now so hard and rough that I had occasionally to walk, and dare not attempt any speed on down grades. It took me an hour to make the six miles. I pass Milbræ at 5:15. The beautiful estate of D. O. Mills is here to my left. Reaching the Cabin, a wayside saloon at 5:40, I branch off to the right to San Bruno. Let no wheelman make the mistake of keeping straight along the main county road to San Franscisco. I did it once to my sorrow. The San Bruno road, though not of the best is far superior and had I only one more hour of daylight to-day it would have enabled me to reach San Francisco two hours earlier than I did.

The cold was again by this time pretty severe and the prospect of a twelve or thirteen mile walk was not very comforting. I almost wished I had taken the train whose lights I could now see leaving San Bruno for the city, I have never yet, however, during my short bicycling experience taken a train or any other vehicle for any part of a journey I have set out to accomplish on wheel. During 1887, my first year on the bicycle, I made twenty-eight rides, averaging fifty miles for each ride. I am over thirty-five years of age.

The road was good (for walking) and a brisk pace kept me warm except at my fingers ends where I suffered a little, as my gloves were not built for warmth. My way was now along the bay shore and the road was narrow in places overhangiug the water where it rounded the rocky bluffs. The road had been patched in places with coarse rock and here in the darkness walking even was difficult and I dare not any where venture to ride. Not a soul did I meet for the next eight or nine miles and the only sounds I heard were the whistle of the widgeon and other ducks in the marshy spots and pools which I passed, or the splashing of the water on the rocks. Ducks seemed to be quite numerous and I caused many flocks to arise. Apparently they could see me although I could not see them, as I hardly made noise enough to frighten them. Some flocks of ducks I disturbed in the wayside pools when well within the city limits of San Franscisco.

I made one stop about midway on my walk at a milk ranch and obtained two cups of milk and a biscuit for which the proprietor will not accept more than ten cents. I was hungry enough by this time to make them well worth a dollar.

At last the welcome sounds of steam whistles and other city noises began to be heard. The walk after all did not seem so long as I had anticipated, nor did I feel greatly fatigued. After climbing the six mile hill the lights of the city appeared in view. Aided by the lights from the lofty electric masts in the southern suburbs of the city, I mount my machine again and am soon traversing the gas-lighted streets of the city proper, again on foot, however, for San Francisco streets are rough and I might say that one has to walk a mile or two of the vilest, roughest streets a person could find anywhere, between the paved portion of the city and the macadamized road.

At 11:10 the magnificent ferry and train service bring me and my machine the remaining ten miles of the journey across the bay to my home. I busied myself during the ride on ferry boat and train in cleaning my machine, and am ready for bed the moment I get home.

Not feeling so fatigued as on some of the other trips I have made I sleep soundly and pleasantly, and go to my work next day with the feeling that I should like to make the trip again next week and see if I can't finish it by daylight. San Francisco, Cal., Jan. '88.

And now the youth who thinks he knows
About the make-up of a bike,
Takes out his tools, and then he goes
To work with all his might;
He tightens there, he loosens here,
Examines each ball-bearing.
In the future near,
He 'll feel right queer,
With his bearings hot
And like as not
His running gear
Will refuse to steer
Or his wheels to trail,
Which the same won't fail
To bring forth some awful tall swearing.

March.

The windy month of March is here,
Of it I gladly sing;
For now the winter 's past and gone,
And here at last is spring.
No more the cold and bitter winds
Will whistle down your back,
So put your heavy ulster up
And your lighter clothes unpack.

About this time the wheelman bold,
Tempts fate and takes an airing;
He pulls through ruts and mud and slush,
And does a heap o' —— expostulating.
About this time he will discard,
His knee pants old and worn,
And branch out like a butterfly
In a new League uniform.
And sometimes—we 've known cases
Where the suit did scarcely fit,
And the wearer would acknowledge
With a groan, he had been bit.

'T is now the factories turn out
Wheels of the latest pattern,
And through the mails, they lavishly
Their catalogues are scattern'.
But catalogs and price lists,
No charms have for this poet,
He knows full well another year
On his old wheel he must go it.

'T was Ever Thus,

It was in a gay and wicked town,
Where bicycle racers dwell;
To Harry De Ficit, once fresh and gay,
This pitiful tale befell.
'T is a tale of heart rending sorrow
And pathos, that I would tell.

"I can give you the name of the man,"
Said a well-posted friend bicycular,
"Who is sure to come in first,
In the ten mile race, in particular;
And if you will promise to keep it mum,
I'll whisper the secret in your oricular.

"I got it from Billy Smith's trainer,
Whom you know 's a reliable party,
That Bill and the others have fixed it up
To fleece an innocent 'smarty';
And thereby Billy will win the race,
But don't give it away, my hearty.

"Now Bill has never won a race
And his form, no one knows as yet,
So all of the sports and the book-makers
Against him will freely bet,
And forty to one will be offered on him,
Of which you take all you can get."

So Harry figured it thusly;
If forty to one is scored
I'll put up 'steen dollars in cash,
And when "Smithie" crosses the cord,
I'll take in enough at one fell swoop
To pay my annual board.

* * * * * *

And Harry in his mind did conjure up
All the good things his money big would buy;
Five hundred dollars! Never at one time
Could he have called so large a sum his own;
Already did his bosom swell with pride
And his whole self took on an air of grandeur
and of wealth.

Now he could get his overcoat from hock,
Buy a new hat and pay his tailor bill,
Buy choice Havanas by the largest box.
And to the matinee his best girl take,
And many carriage rides could now be theirs,
And dear delights too good to think upon
Would now light up his economic life,
That erst had been a long penurious dream.
So thought De Ficit, mellow youth,
And straightway did invest his all, forsooth.

He put up a ten on the day of the race
And it took his last red cent,
But he said "I look out for the future,
And count that money well spent."

The racers all started together,
The people all shouted and cheered,
They were bunched at the start of the last lap,
They were bunched when the home-stretch they
neared.
Now within twenty yards of the home-stretch,
The racers began to slow up;
At this point Bill Smith was expected
To run like a seared setter pup,
But for some reason, Bill got excited,
And came down off his wheel a-ker-slup.

* * * * * *

Harry's coat still stays at his uncle's,
His tailor bill still is unpaid;
And that no new hat will grace his head,
He 's very much afraid;
And some other fellow much better fixed,
To the matinee 'll take his maid.

* * * * * *

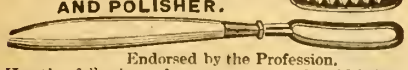
Now all of the foregoing just goes to show
That in betting on races you want to go slow,
And when any one gives you a "sure thing,
you know"
Just think of De Ficit, and learn to say "no."

IDEAL TOOTH POLISHER.

(TRADE MARK.)

FELT TOOTH BRUSH

ADJUSTABLE CLEANSER AND POLISHER.



Endorsed by the Profession.
Has the following **advantages** over the old bristle Tooth Brush: **More Cleanly, Perfect Polisher. No Loose Bristles. Non-Irritating to the Cums. Powdered Ready for use.**
For sale by all dealers in Toilet Articles.
THE HORSEY MFG. CO., UTICA, N. Y.

The eminent novelist, Mr. Geo. W. Cable, kindly expresses his appreciation as follows: "I have your brush in use, and thank you for it. It certainly gives the teeth an extremely pleasant feeling of polish." An elegant adaptation for daily use and benefit of the "Felt Wheels," etc., used by modern dentists everywhere to polish, clense, and harden the teeth.

Dr. C. M. Richmond, of New York writes: "As a cleanser and absorbent of the oils and particles which collect on the teeth, it has no equal and never can have a rival."

Special Uses.

A great benefit to the *tender teeth* and gums of the *young.* A great comfort to *invalids,* as many have testified. The easiest way for a smoker to keep his teeth clean and bright

In addition to its merits and benefits

Wheelmen AND **Travelers**

Enjoy its Convenience and Neatness

Its Economical Side.

Eighteen Felt Polishers (wood veneer back) cost 25c., each comfortably lasts 10 days. The Holder, strong, elegant, imperishable, costs 35c. At dealers or mailed. HORSEY MFG. CO., Utica, N. Y.

WE DO WEAR

THE N. Y. STANDARD

$3.00 CUSTOM MADE PANTS

But it takes something more than low prices to make our goods sell as fast as we can make them up. We only use all wool cloth of the latest design and patterns. It is very strong **FIRST, as to feel:** It is firm and unyielding. Not coarse, because of the wiry, tight twist of the wool. It wears like leather.

NEXT, as to our low prices. That comes from our handling such enormous quantities and asking such small profits. We are now taking the entire products of three mills, and that hardly satisfies our demand.

New York Styles, AVOID IMITATORS. Always in the Lead.

NEXT, we make goods only to order, and by our scientific measurement blanks can fit you as well 1,000 miles away as we can at our store. **We send our goods to customers both by mail and express, at buyer's option.**

NEXT, by sending six cents in stamps you will receive by return mail a package of twenty samples of cloth for **Pants, Suits, and Overcoats,** and if you mention this paper, **60-inch Tape Measure Free.** Also full set of measurement blanks. Try this and convince yourself.

OUR GUARANTEE! We never permit any one to be sorry he dealt with us, for we always have and always will refund money for any cause.

REFERENCES.—American Express Co., New York City, with whom we do an enormous business.

Send for samples and Call at our Store! Act now, and begin to save **One-Half** the cost of your clothing for the balance of your life. Call or address,

N. Y. STANDARD PANT CO., 66 University Place, N. Y. City, Near Union Sq.

Prices:---25 for 35 c. 50 for 50c. 100 for $75c. Post Paid.

L. A. W. Cards. Latest Designs.

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

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Race Meet Committees

Will Find it to Their Advantage to Send for Our

Illustrated Catalog AND Price List

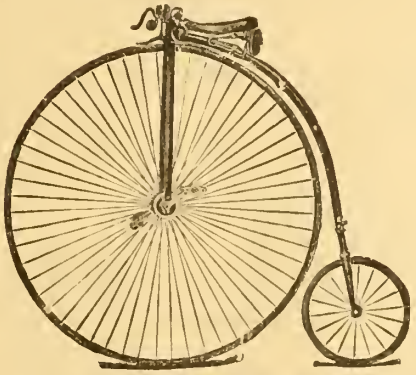
— OF —

MEDALS AND TROPHIES

In Gold and Silver Designs. Designs submitted to Clubs.

Jens F. Pederson,

No. 1½ Maiden Lane, - - - - - - New York.



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Ky. Bicycle Agency

KRAFT & ADAMS, Proprietors,

327 Third Avenue, LOUISVILLE, KY.

—AGENTS FOR THE—

Champion, Challenge, Safety, Ideal and Rambler Bicycles, and Ideal and Challenge Tricycles.

Send for Catalog and Second-Hand List and mention this paper.

New Improved

The CALIGRAPH

Writing Machine

H. T. CONDE, GENERAL AGENT, Indianapolis, Ind.

Star Bicycles,

Safe, Practical, and Fast.

No Headers or Dangerous Falls,

305 Miles in 24 hours.

Accepted World's Records on the Road from 150 to 305 Miles.
World's Safety Records from 1 to 20 Miles on the Track.
First American Machine to make more than 20 miles within the hour
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all First Premiums, when in competition, since 1881

Send for Catalogue.

H. B. SMITH MACHINE CO.,

Smithville, Burl. Co., N. J.

For 1888 is better than ever, and should be in the hands of every person contemplating buying SEEDS, PLANTS or BULBS. It contains 3 Colored Plates, thousands of Illustrations, and nearly 150 pages, telling what to buy, and where to get it, and naming lowest prices for honest goods. Price of GUIDE only 10 cents, including a Certificate good for 10 cents worth of seeds.

JAMES VICK, SEEDSMAN, Rochester, N. Y.

Frink's Rupture Remedy

The only quick, safe, sure and permanent CURE for HERNIA, BREACH or RUPTURE, has cured many persons every year for the last eighteen years, and *they have remained cured.* This great REMEDY is made in the form of a salve or ointment, and for adults it is used in connection with any good truss or supporter. Young children are cured by the REMEDY alone without the aid of a truss. Price $5.00 a box. For sale by druggists, or sent by mail, post paid, on receipt of price. In the majority of cases one box is sufficient to effect a permanent cure. The REMEDY *penetrates* through the *pores* of the *skin* and *builds up* and *strengthens* the *abdominal wall*, at the same time *diminishing* the *size* of the *hernial opening*, so that in a *few weeks* the *use* of a *truss* can be *discontinued.*

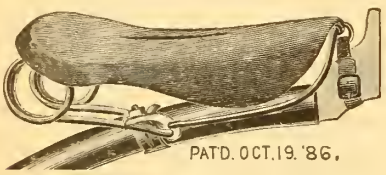
O. FRINK, Sole Proprietor,
234 Broadway, New York

Hang the Truss.

I commenced using FRINK'S RUPTURE REMEDY the first of May, 1886, and I used it faithfully according to directions one month, with a truss; after that I took the truss off and hung it on a nail. *It hangs there yet.* I think that I am cured, as the rupture has not bothered me nor have I had any pain since. The doctor said I would have to wear the truss as long as I lived, but it is off; and I have about three-fourths of the REMEDY left. *It will do all you claim for it,* and I will recommend it to every one that needs it. C. H. FULLER, Akron, Ohio.

Cured Without a Truss.

This is to certify that my son, who was born with double ruptnre, which our family physician said could not be cured, was cured at the age of three months, without tne aid of a truss, by the use of one-half box of FRINK'S RUPTURE REMEDY. I will gladly give full particulars upon application to me, either personally or by letter. Mrs. J. E. BREESE,
Scranton, Pa.



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Is finest for coasting, comfort and convenience.

STAR SADDLE, (the Swinging Balance or Cricket) is greatly improved for '88 and is a daisy. For circulars address,

Copper Cycle Saddlery,
83 Pearl St., CLEVELAND, O.

Write for List of

SECOND-HAND BICYCLES.

All Sizes and Makes at lower prices than ever before advertised.

St. Louis Wheel Co.

310 North Eleventh St.,

St. Louis, Mo.

Mention this Paper.

Send for Circulars. E. J. KNOWLTON, Ann Arbor, Mich.

Sporting Life, of London, has a fine portrait of W. H Rowe, and nearly a column of letter press, recounting the wonderful American's performances.

A. W. Gump & Co of Dayton, Ohio, report that they have just received an order from Brazil, S. A., and that the outlook for this years trade will be far in excess of that of last year.

F. P. Prial has discontinued the publication of *The Wheel and Recreation* and has started a new paper *The Wheel and Cycling Trade Review.* Vol. I. No. 1. appeared March 2nd.

H. T. Hearsey offers one of the best and most complete lines of cycles aud sundries in the state. He is probably one of the oldest repairers in the country, and deserves the patronage of all.

Karl Kron, of Washington Square, N. Y. announces the gratuitous distribution of a "Leap-Year Book," (132 pages,) containing newspaper notices of his "Ten Thousand Miles on a Bicycle."

Every cyclist in the country will, we are sure, sympathize most sincerely with Colonel Pope at the loss of his father, who died quite suddenly March 2, at his home in Boston. He was 74 years old, and leavessix children, of whom Albert A. is the oldest.

The Great Modjeska

eloquently indorses a principle important to all, in the beauty and preservation of the teeth: "I purchased, last October, while in Topeka, Kansas, several boxes of your Felt Tablets (Ideal Tooth Polishers) for the teeth, and have been using them ever since. I cheerfully add my testimony to others as to their value, and believe them to be an invention that will, in time, almost entirely superseed the brush of bristles."

Yours truly, HELENA MODJESKA.

Our New York Letter.

NEW YORK, THURSDAY, March 1st.

DEAR MR. EDITOR:

The brightest and quaintest idea is the one the new publication "Dress" is advocating, namely, "All ladies should wear pantloons." Do you agree with it? At any rate, your male readers should know of the N. Y. Standard Pants Co. 66 University Place, New York City, who are making to order, fine woolen pants for $3, and send them to customers by mail. They send to any address on receipt of 6 cents in stamps 25 samples of cloth to choose from, a full set of measurement blanks, a fine linen 60-inch tape measure free and a lot of other valuable points. They always guarantee satisfaction or refund money. Tell every reader to try them. All New York is wild over these $3 pants. Everybody is wearing them.

Yours truly,
A. ROOSEVELT.

DON'T BUY A WHEEL

UNTIL YOU SEE OUR 1888 CATALOG WHICH COVERS THE MOST COMPLETE LINE OF BICYCLES AND TRICYCLES IN AMERICA
20 DIFFERENT STYLES 20
Each and every one possessing true merit. The finest line of JERSEY GOODS that can be produced, and all articles pertaining to the wants of a wheelman. Second-hand wheels bought, sold and exchanged. Send for CATALOG.

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BUSINESS UNIVERSITY
WHEN BLOCK, OPPOSITE POST OFFICE.
Best facilities for Business, Short-hand, Penship and English Training. Elegant Catalog, free.

BEST IN THE WORLD!

THE KELLOGG BICYCLE SHOE.

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

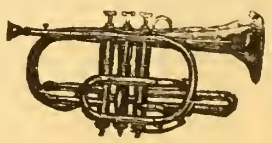
JOHN F. STRATTON,

49 Maiden Lane, New York.

Importer, Manufacturer and Wholesale Dealer in all kinds of

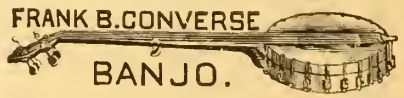
Musical Merchandise.

JOHN F. STRATTON'S



—CELEBRATED—
Brass Band Instruments.

—THE CELEBRATED—
FRANK B. CONVERSE



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Manufactured by John F. Stratton.

Musical Boxes, Band Instruments, Stratton's Celebrated Russian Gut Violin Strings, Etc., Etc., Etc.

John F. Stratton,
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BICYCLES ON EASY PAYMENTS.

The NEW RAPID, AMERICAN CHAMPION, STAR, RIVAL, OTTO, and other Bicycles and Tricycles sold on easy payments, with no extra charge except for interest. Second-Hand Wheels bought for cash and sold on easy payments. Repairing and nickel-plating.

GEO. W. ROUSE & SON, 7 G Street, Peoria, Ill.

SECOND-HAND WHEELS
BOUGHT, SOLD, AND EXCHANGED.

Send for our large finely-illustrated Catalogue, of interest to every actual or prospective wheelman. Descriptive Price-List of Second-Hand Bicycles free.

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—SUCCESSORS TO—

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Having Secured the Sole United States Agency for the Celebrated

KING OF THE ROAD LAMPS,

Made by **JOS. LUCAS & SON,** Birmingham, Eng.

We are prepared to supply the Trade on Liberal Terms. RIDERS should insist on having the best, for a poor Lamp is worse than no Lamp, and there are none so good as the

"KING OF THE ROAD"

Send for 1888 Catalog of

NEW RAPIDS AND QUADRANTS

CONTAINING COMPLETE PRICE LIST OF LAMPS AND OTHER FIRST CLASS ACCESSORIES.

Mailed on Receipt of Name and Address.

In answering Advertisements please mention this paper.

Sale and Exchange.

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

$45.00 For 56-inch standard Columbia. Balls front. Thorough order. F. B. CATLIN, Winsted, Conn.

FOR SALE. A bran new Brooks Cyclometer for 54-inch wheel. Price $3.50. Address, C. R. BAUM, Newman, Ill.

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

FOR SALE. 50-inch Light Champion, good as new, excellent condition all round. $80.00. Address, A. 42, care WHEELMEN'S GAZETTE.

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TO EXCHANGE 44-inch 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. ARTHUR MUNSON, Stamford, Ct

FOR SALE. Over 250 second-hand and shop-worn bicycles at bargain prices. Send stamp for list and mention this paper. A. W. Gump & Co., Dayton, Ohio.

"HINTS to Prospective Cycling Tourists in England and Wales." Particulars they most want to know; from start to finish. Price 25c. Stamson, Stamford, Conn.

BARGAIN. 56-inch American Challenge, nickle and enamel finish, in fine condition, cost $78.00 will sell for $45. Address, H. H. BROWN, Wappingers falls, New York.

FOR SALE a brand new Springfield Roadster Bicycle, retail price $75; will sell to the highest cash bidder. Address, X. Y. Z., care WHEELMEN'S GAZETTE, Indianapolis, Ind.

CHARLES SCHWALBACH,

—DEALER IN—

Bicycles and Sundries and Lawn Tennis Goods,

Has the best line of second-hand wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

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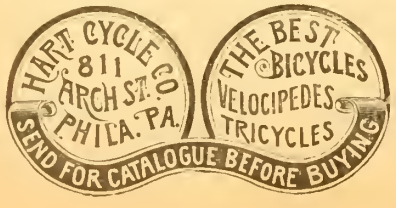

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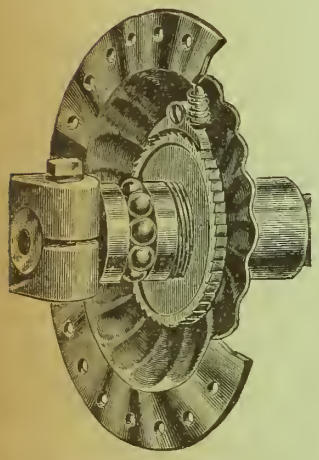

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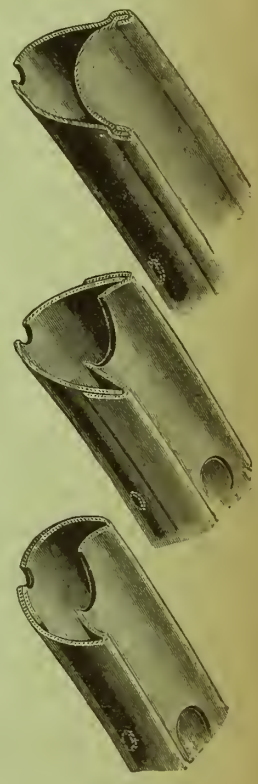

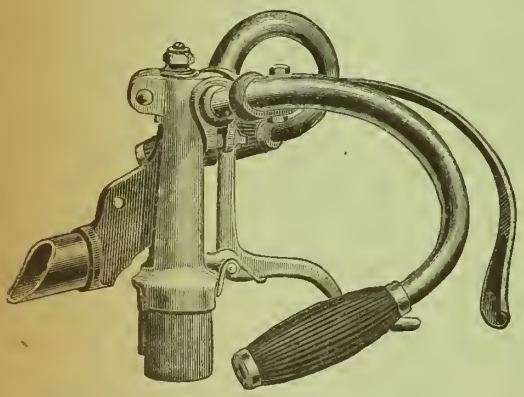

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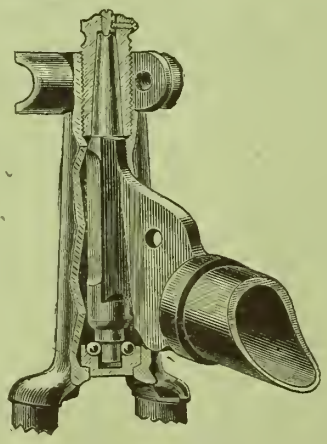

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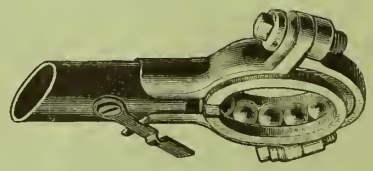

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