

THE WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING.
PUBLISHED MONTHLY.

Vol. III. No. 8.

INDIANAPOLIS, IND., AUGUST, 1888.

50 cents per Annum.

WHO WAS AT THE LAST LEAGUE MEET BUT ADMITTED THAT THE

* AMERICAN • RAMBLER *

WAS THE KING OF THE REAR-DRIVERS?

CERTAINLY THE CROWDS CONSTANTLY SURROUNDING IT DEMONSTRATED THAT IT WAS THE CENTER OF ATTRACTION.



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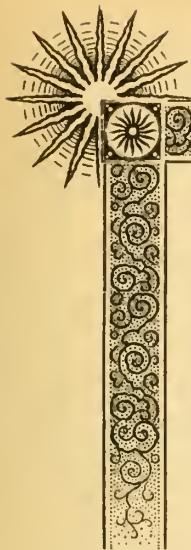


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SPRINGFIELD,
MASS.



THE WHEELMEN'S GAZETTE.



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I HAVE EXAMINED IT CAREFULLY SINCE RETURNING, AND DO NOT FIND A POINT ABOUT IT THAT NEEDS ATTENTION OR ADJUSTING.

I NEVER ONCE USED A TOOL ON IT WHILE OUT, OR ADJUSTED A BEARING, NOT EVEN THE HEAD, AND MY WHEEL IS PERFECTLY QUIET, ALTHOUGH THE GREATER PART OF THE ROAD WAS VERY HARD AND ROUGH, AND JARRED THE WHEEL VERY MUCH.

I DID NOT SPARE THE WHEEL AT ALL, AS I KEPT THE SADDLE ON ALL OCCASIONS, BOTH UP AND DOWN ALL THE HILLS, AND IN EVERY ROUGH PLACE.

I CANNOT FIND A POINT IN THE 1888 VICTOR TO CRITICISE, AND THAT IS SAYING CONSIDERABLE ABOUT A WHEEL, FOR ME.

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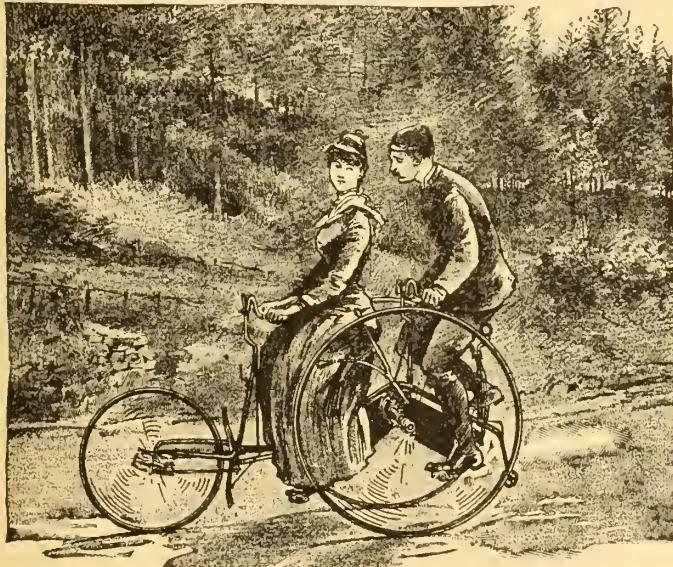
Kingston Knitting Co.

27 Kingston St., BOSTON, MASS.

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

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

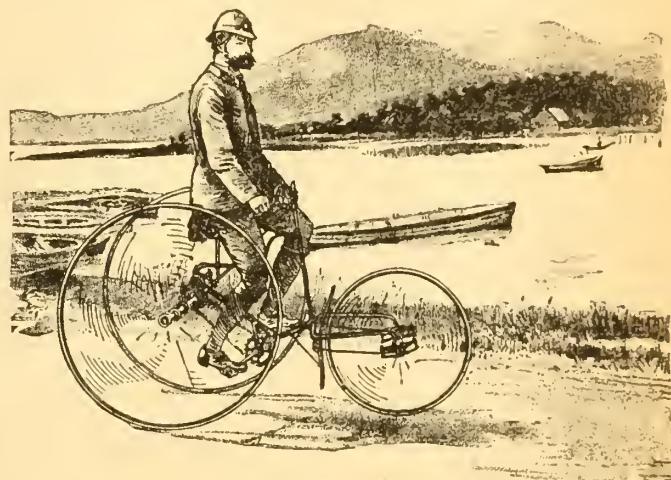


"It is the hour when from the boughs,
The nightingale's high note is heard.
It is the hour when lover's vows
Seem sweet in every whispered word."

QUADRANT TANDEM No. 15.

WINNER OF THE TWO-MILE OPEN HANDICAP AT
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The feeling of the breeze upon my cheek
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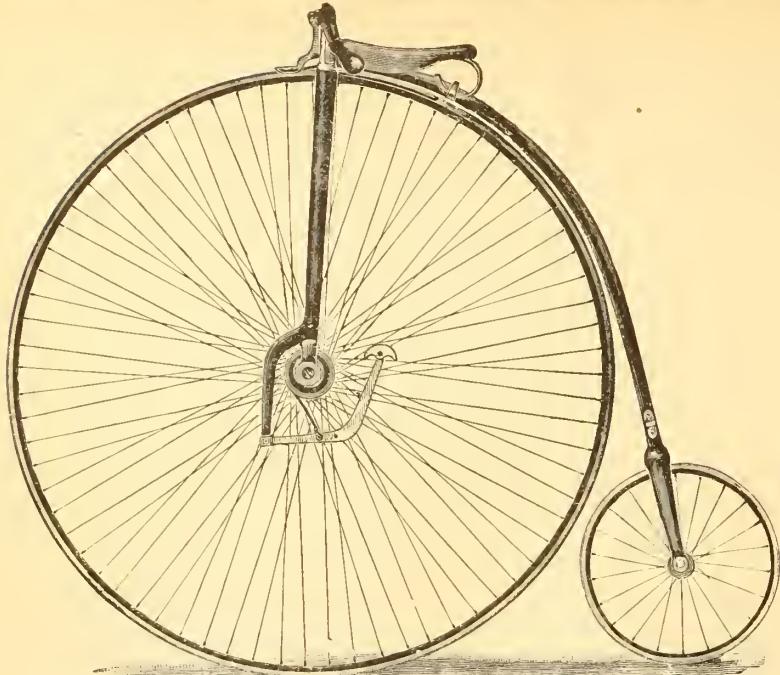
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THE WHEELMEN'S GAZETTE

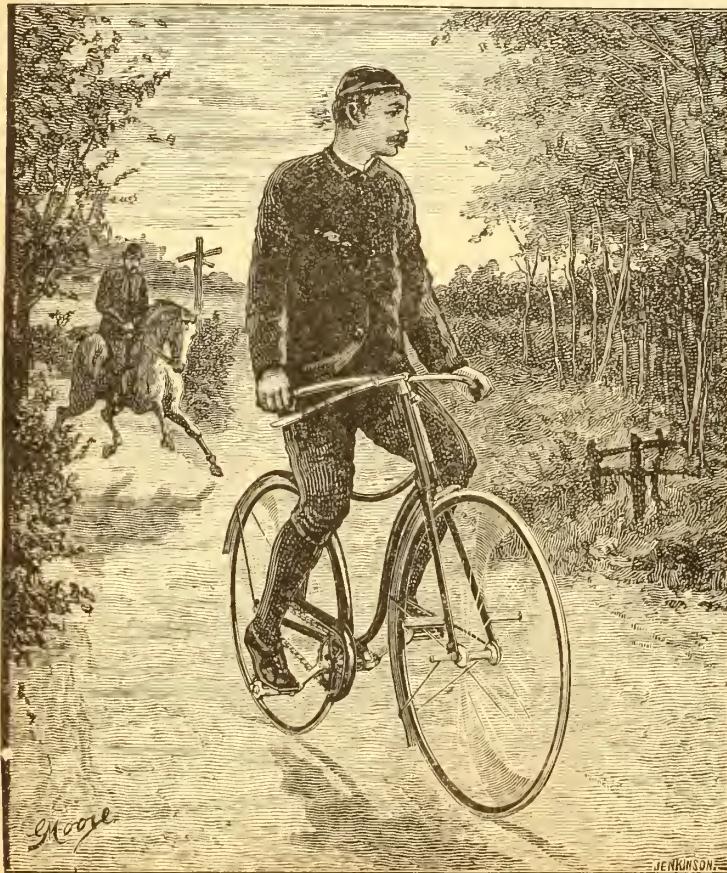


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LORD BURY WRITES:

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

STARLEY & SUTTON,

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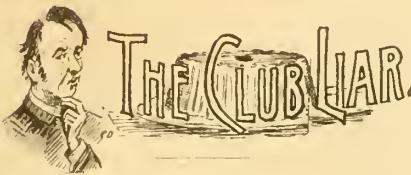
Coventry, England.

—THE— WHEELMEN'S GAZETTE.

VOL. III.

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THEY were talking about dwarf wheels; their advantages and disadvantages.

"I never see a big man on a little wheel but what I think of a wheel I ordered once, and came near never getting; never did get it in fact," put in the club liar.

The racing man spit at the stove and the rest of them kept right on talking about their preferences and prejudices in the wheel line.

The club liar watched his chance and presently when there was a lull in the conversation he broke in at a 2:30 gait and they all saw it was no use to stop him.

"It was some years ago, while I was living out west and growing up with the country in my own humble way, that I became addicted to the bicycle habit. You know how it fastens itself on its victim when it once takes hold in dead earnest. I suppose I had about as bad an attack as was possible and yet my enthusiasm was literally knocked in the head on an average of one and a half times a day.

"Every morning before breakfast I would engage in riding my bicycle for an hour or hour and a half. The rest of the day I was usually engaged in recovering from the effects. It was one of these stoop shouldered, hollow-voiced styles of bicycles that I rode. It carried a pistol in its hip pocket and was highly treacherous. Though harmless and inert when not in use, if suddenly aroused or sat down upon it became a most diabolical engine of destruction. Some idea of its hidden power may be gained from the fact that I bought it from an Indian agent, whom I afterwards learned had tried seven consecutive times to dispose of it to some of the reservation warriors on monthly payments. He always had to take it back before the second payment was due.

"But I didn't know the difference, I didn't know but what my bicycle was just as good as any of them. You see we didn't have many wheels out west in those days. I don't suppose they would have assayed more than one to the seven hundred square miles on actual test.

"But one day I got hold of a catalogue of some eastern manufacturer and as I saw the cut of a new style machine I realized what kind of a back issue I had been riding all this time. All of a sudden my old wheel sank in my own estimation, down to zero and lower, and I suddenly acquired for it a passionate dislike.

"It happened that I had some money saved up that I was thinking of putting into mining stocks. With this and some I borrowed on approved security in the shape of a mortgage on a brindle heifer, I resolved at once to buy a bran-new, first class, latest style bicycle. I thought I could sell my old one when my new one arrived, or if I failed in this I could give it to an old enemy of mine, and so even up a score of long standing.

"So I sent on to Boston for a new bicycle; the money went with the order. In a week or more I got an invoice of the wheel, 48 inch light roadster, with receipt in full attached. In about three weeks more I got a freight bill from the railroad company for six dollars

and seventeen cents. I paid the bill, but when I sent an Irishman with a dray after the goods, they told him they hadn't got in yet. The freight agent said they were probably delayed a day or so in transit.

"Then I went home, waited patiently for two days and again called on the genial local freight agent.

"The bicycle hadn't come yet. The agent asked to see my manifest. I told him I didn't have any manifest that I knew of. Then he asked me how I expected to get my bicycle without a manifest? I told him I didn't know, but if he would tell me what a manifest looked like I'd go out and try and shoot one.

"He gave me a look of haughty scorn as well became his station, (no bricks, please,) and said I had better correspond with headquarters.

"So I wrote to the president of the road. He replied in a cold, distant way that the matter was out of his control, and closing with advising me to communicate with the general freight agent. I then wrote to the general freight agent stating my case at some length. He wrote back that he was not in the habit of being bothered with small losses such as mine; that I had better put my case in the hands of the district freight agent at St. Louis. So I wrote there. The district agent wrote asking me for the bill of lading or way bill or manifest or whatever documents I had bearing on the case. I turned over to him all the papers in my possession, including the deed to some land in Placer county. My correspondence with this official went on for considerable time. I was disposed to get angry and impatient at times, but his letters were always so well worded and polite that there was nothing in them to get mad about. Besides he always signed himself my most humble and obedient servant, so I supposed he was trying his best to hunt up that bicycle.

"In the meantime I was necessarily obliged to continue riding my old wheel. When I'd go home at night and rub bear's grease and Indian liniment on my bruises, how I would sigh for my new wheel that was wandering at large over the countless miles of railroad track of the Union Pacific. I would lay awake nights thinking about that bicycle. I could see it in my dreams side-tracked at some way station, pounding at the door of the freight car and crying, oh, so piteously to be taken out.

"Then came a letter from St. Louis, saying they had sent a tracer after it. That made me feel easier. That night I dreamt of that tracer with a St. Bernard dog and a dark lantern hunting down my bicycle. I could almost hear the yell of triumph when he snaked it out from beneath a cargo of canned corn and mixed pickles, intended for some distant Indian reservation.

"This sort of thing kept up for two weeks, when I got another letter announcing the return of the tracer. In it he expressed the belief that the bicycle was lost. This candid admission coming as it did so suddenly almost unnerved me. I wrote again asking them if the tracer had discovered any trace at all or if it had been a blind scent from the word go?

"They answered that they could do nothing more in the matter, and that they had turned the papers in the case over to the head auditor. His office was in New York, I had better correspond with him.

"Then I wrote to that official, giving him a history of the transaction up to date, and told him I would furnish references if required. In his answer he reproved me severely for sending so far away for

an article of that kind. He also stated that there was some difficulty in deciding just where the liability lay. That if the goods were released, it was a question whether the consignee or consignor or the company were liable. He said the best way for me to proceed was to appear before a clerk of court or notary public, or if I was a minor to appear in my next best friend and make affidavit to my not having received the goods, etc., etc. Then I had better file suit against the company, which in due time would come up for trial and in the course of events to final settlement.

"The childlike candor in this man inviting me to sue him was so striking that I wrote and told him that under no circumstances would I think of such a thing.

"Before our correspondence had gone any further, I received a letter from my old friend the District Freight Agent at St. Louis. He said that while tracing down a consignment of Swiss cheese that had been miss-shipped, the tracer had accidentally run across my bicycle. That is they supposed it was mine, for the direction was entirely destroyed.

"You can't imagine how overjoyed I was to think that they had traced my wheel at last. I wrote thanking them heartily and expressing the hope that they had been equally successful in finding the cheese. In a short time the wheel arrived. After signing papers releasing the railroad company from all liability, it was turned over to me.

"It was a dandy and no mistake. It made my old wheel look sick when I placed them side by side. But as soon as I mounted it and tried to ride I saw something was wrong. I could scarcely touch the pedals. When I got down and looked at it closer I found what the matter was. The wheel was a fifty-five instead of forty-eight inches.

"Here was another disappointment, the bitterest one of all. I looked at my invoice. It was plain enough there, forty-eight inch. I wrote to the bicycle company. They said there was no doubt about their shipping a forty-eight inch wheel. Then I wrote to the District Freight Agent again. He answered me but not as politely as formerly. He said the claim had been closed. The papers in the case were filed away and that there was no necessity that he could see for it being re-opened.

"This sort o' riled me and I wrote again asking him how he supposed a forty-eight inch wheel could be changed into a fifty-five, without somebody changing it.

"The only reply I got was that he supposed the wheel grew some while in transit, as there was some time between when it was shipped and when it was delivered.

"Of course that was absurd. Somebody else must have received my wheel in place of his own. The question that has bothered me ever since is this:—What fifty-five inch man got that forty-eight inch wheel?"

To be up with the times, Buffalo has a Ladies' Tricycle Club of nineteen members: President, Mrs. E. J. Shepard; Vice-President, Mrs. J. Stephenson; Secretary, Miss M. S. Ross; Captain, Miss Mabel Ducker; Executive Committee: President, Vice-President, Secretary, Mrs. L. Randall and Mrs. H. E. Dyrd.

WHEN FIRST LOVE COMES.

When first love comes, this stranger guest,
Little youth knows, as in his breast
Keen thrills he feels, half bliss, half pain;
Yet not for worlds would he again
Return to the old quiet blessed.

Such pleasure comes with this unrest,
This ecstasy he counts the best
Of all life's savors, sweet or vain,
When first love comes.

And still with longing unrepressed,
Backward doth age yearn, dispossessed,
When of youth's fervor none remain,
And all its gracious hopes are slain;
Remembering with sighs life's zest,
When first love comes.

—Arlo Bates, in America.

MILITARY CYCLING.

A PAPER DELIVERED BY LIEUT.-COL. A. R. SAVILE, OF THE ROYAL MILITARY COLLEGE, SANDHURST, ENGLAND.

THE question of the employment of cycles for military purposes having recently been brought prominently into notice in this country, I have been invited by the Council of this Institution to deliver a lecture on "Military Cycling," and so throw some light upon a subject which is at present but little understood in military circles. The task, although congenial to me, is one requiring a certain amount of hardihood. I am well aware that this startling innovation is viewed by many military men with a feeling approaching to absolute aversion; but, on the other hand, I am greatly encouraged by the fact that numerous acknowledged authorities upon military matters—men whose opinions command respect—have recognized the possibility of deriving certain advantages from the use of cycles in the operations of war, and have declared themselves in favor of giving the machines and their riders a fair trial. I have also noticed that most of the bigoted opponents of the experiment are to be found amongst those who have absolutely no knowledge of cycling, and who, in point of fact, have not even studied the subject sufficiently to be able to concisely explain wherin lies the difference between a bicycle and a tricycle.

I venture to say that one of the most urgent requirements of modern warfare is the power to transport infantry rapidly from point to point in a theatre of war, and that a general who possesses this power, even on a small scale, will have an enormous advantage over an adversary who lacks it altogether, for he has an increased chance of being stronger at any place more or less remote which may suddenly become tactically important. This point has been fully argued out in several able lectures which have been delivered in this theatre. Consequently, on this occasion, I presume to lay down the utility of mobile infantry as an axiom, though I feel bound to mention that not long ago I met an officer who has distinguished himself and risen to high rank in our army, who told me he could not conceive any possible circumstances under which mobile infantry would be useful. Such are the people who decry all innovations, and would stand still on the path of progress whilst others go by. It is well known that a novel suggestion is invariably criticised by two different parties; one asserts that the proposal will effect a revolution, and that everything must succumb to its influence; the other is equally certain that the whole idea is impracticable and ridiculous. Experience ultimately proves that the truth lies between the two statements; practical tests quickly reduce the innovation to its proper level, and the adverse parties become reconciled. So, doubtless, will it be with military cycling. The authorities seem desirous to afford facilities for trials, in the course of which those advantages possessed by cycles may be practically demonstrated, and we shall learn how to make the most of such advantages; whilst, on the other hand, the failings and the weak points of both machines and riders will be clearly brought to light, and experience may show us how to overcome or minimise them.

Before proceeding further with my subject, I wish it to be distinctly understood that I have no desire in the slightest degree to advocate the claims of cycles as a means of transport for mobile infantry to the exclusion or supersession of other means that have already been tested and found efficient. Chariots, horses, camels, cars, carts, etc., have all been employed, and all have, under certain circumstances, been found useful. All that I claim for the cycle is that, in comparison with each of the above means of transport, it does, in some respects possess certain definite advantages, which I shall presently bring to your notice; at the same time no one recognizes more clearly than myself that the cycle has certain equally obvious weak points. My great desire throughout this lecture is to throw as clear a light upon the objections to the military employment of cycles as I do upon the arguments in their favor.

Italy seems to be the first country in which military cycling was practised. During the maneuvers of 1875, at Somma, a regular service of cyclists was established for correspondence between the Quartermaster-General and chiefs of battalions. The Italian military papers have consistently advocated this use of cycles, urging that the machines require no care or food, and that they can go not only where cavalry can go, but even wherever infantry can pass, for a

man can lift his machine over any obstacle that he can climb himself. At the present time every Italian regiment of infantry possesses four or five bicycles, on which soldiers who wish it are taught to ride by the gymnastic instructor, and those men who are proficient riders are employed as regimental orderlies.

In Austria, in 1884, by direction of the Minister of War, a party of cyclists from the Military Academy performed a five days' march, carrying field kit. The experiment appears to have been satisfactory, for in the Austrian maneuvers of 1885 cyclists were employed on as large scale as messengers, and the results were much commented on in military circles.

In Germany, also, experiments have been made, and cyclist detachments have been put through courses of training in scouting and signalling at Frankfort and Strasburg. In January, 1886, the German military authorities purchased a number of bicycles and tricycles for distribution among the fortresses of Cologne, Strasburg, Konigsberg, and Posen; these machines are used by orderlies to carry messages to the detached forts, and it has been proposed to use them to maintain communication between the fractions of an outpost force, and to extend their employment in other directions.

It was in the course of a military lecture in 1878, that one of the professors first drew attention in France to the utility of cycles for certain military purposes, and pointed to the success of the experiments made in Italy. The matter was taken up rather slowly, but now the novelty has quite worn off in France, and military cycling is at present by no means regarded as a fanciful idea. For years past cyclers have been employed as messengers between the French frontier fortresses, and in 1886 they were very successfully used by Gen. Cornat as despatch bearers during the maneuvers of the 18th Army Corps. The officers of the General Staff were particularly struck with the freshness of the bicyclers after a run of several hours, and it was found that even on cross-country footpaths a very fair rate of speed was maintained. On one occasion only were the cyclists unable to follow the General on horseback, but they made a *detour* so rapidly as to reach the destination fixed upon before the General arrived there. The General, in his report to the Minister of War, stated that throughout the operations he had not employed a single horseman as an orderly, and that his messages had been carried three times as rapidly as usual. In 1887 special inducements were offered to those reservists who were good cycle-riders to turn out with their machines. Large numbers applied to do so, and only the best men were chosen.

So far as I can ascertain, the first person in England to direct attention to the possibility of utilizing cyclists for military purposes was Col. Sprot, who, in 1881, suggested that men mounted on bicycles might with advantage be employed as orderlies, and that tricyclists could efficiently perform the duties which fall to the lot of mounted infantry. No steps were, however, taken at the time to test the value of the suggestions. Next followed the Hon. R. G. Molyneux, who noticed the assembly at the Hampton Court Meet of 2,000 young and intelligent men belonging to bicycle and tricycle clubs from all parts of England. He argued that a cyclist could go double the distance in a day that a horseman can accomplish, that he travels faster and noiselessly, that his mount does not eat; and then, after stating that the army for home defense is almost devoid of cavalry, he came to the conclusion that such men would be useful as scouts, outposts, and orderlies.

The credit of the first actual employment of military cyclists in England is due to Col. Tamplin, who made a very successful experiment with bicyclists as scouts. I hear from the adjutant of the battalion that ever since that time cyclist scouts have been employed with advantage whenever field operations have been practiced.

It was not, however, until Easter, 1887, that cyclists came at all prominently under public notice in England. Colonel Stracey, finding himself short of cavalry, conceived the bold idea of using cyclists as scouts on the flanks of his line of march, and the fact was made known in the newspapers. I chanced to see the notice, and having been for years an ardent follower of the sport, and also, feeling interested in the tactical aspect of the experiment, I wrote to Colonel Stracey offering to command his Cyclist Corps, and my services were accepted. Thus my connection with military cycling was purely accidental, and I have no claim to pose as one of the originators of the novelty. I mention this because I wish to make it

clear that any opinions I may put forward in the course of this lecture are not founded upon preconceived and theoretical ideas, but are derived from the practical knowledge of the possibilities of military cycling acquired from the experiences of the last fifteen months.

The Cyclist Corps of Easter, 1887, was quite a scratch body. Some of the men were volunteers, others were civilians with no military knowledge at all. I was astonished to find how easily these civilian cyclists fell into soldierlike ways, and what aptitude for reconnoitering they displayed. I am convinced that bicycle riding tends to make men ready of resource, quick to act in unforeseen emergencies, sharpens the intellect, and gives presence of mind in unexpected danger. Every cyclist of any standing can read a map, and has a bump of locality abnormally developed. These qualities go far in the composition of a good scout. On the first day of the maneuvers, the Cyclist Corps was separately employed in a reconnaissance towards Faversham. I allude to this because it has been the only occasion on which cyclists have been required to do cross country work conveying machines, and right well they did it. Whilst the main body, composed chiefly of tricyclists, moved along the center road, the flankers on bicycles scoured the country from eight to ten miles on each side, moving through the Whitstable marshes on the right, and along bye-lanes and footpaths, through hop-pole plantations, across ploughed fields, and over locked gates on the left flank. No orders were given by me to go by roads, or to go across country; each patrol was told the places it was to visit and the final rendezvous, and the commander took what he considered the best route, sometimes riding and sometimes running the machines and lifting them over obstacles, but always keeping touch with the parties on the right and left.

The success of this experiment quickly led to the formation, by authority, of several bodies of military.

Last April, I, with no rules but those of common sense for my guidance—for no one had ever been in a similar position before—found myself commanding cyclists engaged in offensive and defensive operations. Surely if failings were observed, they should primarily be attributed to the ignorance of the commander, and not to inherent weaknesses on the part of cyclists as a body.

The cycle is now recognized by our military authorities as one of the means of transport for that mobile infantry which may possibly in the future supply the fire-power so long needed by cavalry when employed far in advance of the marching columns of an army.

It is naturally not my intention to enter at all into that vexed question as to whether cavalry should, or can, possess sufficient fire-power to render itself independent of infantry under all circumstances, or, in other words, whether it is possible that the same men can be efficient cavalry and efficient infantry; but I must draw attention to the fact that the cavalry which the volunteer cyclists would be chiefly required to work with and support would be the cavalry of our auxiliary forces, and it has been stated over and over again in the most unmistakable terms, and by those who ought to know, that the yeomanry wish to be cavalry and cavalry only. Whether, even with the best intentions in the world, the yeomanry would be able during their limited training to learn the functions of both infantry and cavalry is a very doubtful point.

Immediately military cycling was taken up by the volunteers, the question arose—What type of machine is most suitable for a cyclist soldier? There are five general types to choose from: The ordinary bicycle; the rear-driving safety bicycle; the single tricycle; the tandem tricycle, carrying two riders; multicycles, carrying more than two riders. I believe I am right in saying that practical cyclists are unanimously agreed that the rear-driving safety bicycle is the military cycle of the future—at any rate as far as the volunteers are concerned.

The speed which can be attained by cyclists is the next point that I wish to draw attention to. It did not require much experience to discover the fact that the speed of a marching body of cyclists can no more be compared to the pace of a well-trained man riding singly, than can the rate of progress of a troop of cavalry scouting across country be compared to the pace of a steeplechase, and that the highest speed that could be maintained for any length of time is about 60 miles per day.

If soldier cyclists are moving in a body, their pace, like that of

any other armed force, slows down and becomes that of the weakest man; it should be estimated at not more than 5 or 6 miles an hour, according to the conditions of the road and weather.

For the proper performance of the military duties which will presently be suggested as suitable for cyclists, it is necessary to establish two points concerning speed, viz.:—(1) That under any circumstances cyclists can move farther in a given time, and faster than ordinary infantry; (2) That cyclists can keep up with cavalry in a day's march along roads. As to the first point—suppose the roads to be covered with snow, that being their worst aspect as regards cycling. In such a case, a column of infantry would probably not march more than two miles an hour including halts, and I can safely assert that a small body of cyclists moving in open order would exceed this pace even if the men had to push their machines all the way; but even on the worst possible roads, short bits practicable for riding will be found, and on these the cyclists will gain vastly. I can hardly conceive any circumstances that would prevent a body of soldier cyclists from covering 40 to 50 miles in the hours usually allotted to a day's march; so, compared with infantry, the marching power may be estimated at about three times greater, both in pace and distance. If all the circumstances are favorable, the relative gain of cyclists would be much greater than that of men either on foot or horseback, or 90 miles would not be a very difficult day's march for a body of cyclists in proper training. Next, as to the second point. It may be within the knowledge of some here to-day that several of our cavalry regiments have lately made experimental "distance rides," and have accomplished 40 to 70 miles in a day, with parties of from four to eight men, on fair roads. I think no one will deny that on good roads a similarly picked and equally small party of cyclists could easily have performed each of the cavalry marches and back again in a day. Yet, obviously, this is no argument against the general military use of cycles, for cases will occur to you in British operations in countries where even cavalry and field artillery could not be employed, but no one would venture on that account to question the value of these arms.

A weak point as regards the efficiency of our volunteer cyclists results from the fact that the men do not, as a rule, ride much in the winter, and consequently their riding power in the early spring is not to be compared with what it becomes in the summer and autumn. Manifestly, a soldier to be efficient at all must be efficient all the year round, and it is a matter of the highest importance that the commanders of the cyclist sections of volunteer battalions should exercise their men in mounted work throughout the winter, and also encourage them to keep up their riding privately, so that all may be sound in wind and limb whenever their services are required. Amongst cyclists of the regular forces this difficulty disappears, for the men being always under command can easily be kept in training.

Next comes the consideration of what points of advantage are possessed by cycles as a means of transport for mobile infantry: Foremost amongst these must be mentioned the obvious fact that the cycle requires neither forage nor water. The independence and the freedom of action acquired thereby must be apparent to all who have had to arrange for the provision of these necessities for animals for transport. The cyclist soldier carries in a pocket oilcan all the refreshment required by his mount during a journey of hundreds of miles. When cyclists are in action no men need be left behind to hold the mounts; every man can be placed in the fighting line. Yet, comparing cyclists in this respect with mounted infantry provided with horses, I have already drawn attention to the fact that cyclists lose much fighting power from the difficulty of keeping the machines near the men who are tactically engaged. It is not that a safety bicycle cannot be wheeled or carried across country, but even if half the force were left behind to bring up machines, it is not easy for a man to wheel two safety bicycles except on fairly smooth ground. The machines of the dismounted men, when laid on the ground, are quite invisible at a very short distance; the enemy would not know their position, and they offer no target for fire. I think it must be admitted that cycles are less conspicuous on the road and more silent on the march than any kind of transport. The dust raised by machines is very slight compared to that caused by animals. The tramp of horses carrying scouts or messengers can, especially at night, be heard at great distances, whereas the cycle is absolutely noiseless. A cycle requires but little daily care or protection com-

pared to the attention that must be given to any live animal in order to keep it in efficient condition. Cycles can be very easily transported by rail; a large number of machines can be quickly packed in any kind of van, truck, or carriage, without the aid of a platform.

A frequent objection to the employment of the cycle in the assertion that it is a fair-weather machine, and that bad weather, causing bad road, would prove fatal to its efficiency. I feel bound to point out that this is only partially true. We all know how terribly every arm and every means of transport is impeded by bad roads, and the delay experienced by cyclists would in reality never be more than proportionate. A body of cyclists might well march 14 miles in one and a half hours, but I cannot imagine any circumstances so adverse as to cause it to take four and a quarter hours over that distance, yet this is only in the exact proportion of the delayed march of the division.

It is manifestly unnecessary to enter now into the functions of mounted infantry; I need only mention such of these functions as appear to be within the power of cyclists to perform, and briefly state the reasons for the assignment in each case.

The speed and the staying power of cyclists seem to qualify them for employment in all the duties pertaining to messengers, orderlies, or despatch-bearers both in peace and war. The establishment of relay posts of cyclists on any long line on which messages have to be sent would ensure very rapid transmission, and would liberate troopers for other duties.

Their speed and noiseless progress fit them as a means of communication between the fractions of an outpost force both by day and night, and between the outposts and the main body.

The same qualifications, and the inconspicuous character of the cycle, render cyclists eligible as scouts or reconnoiterers in any cultivated and enclosed country where the operations are mainly confined to the roads. Cyclists, being infantry, can dismount and go wherever infantry can go; and, for the same reason, a small body of cyclists has nothing to fear from an equal or even slightly superior party of hostile cavalry which it might encounter similarly engaged in scouting.

The power of carrying entrenching tools or materials for demolitions, added to speed the silence, enables a body of cyclists to make sudden raids for offensive purposes; and the men can equally be employed to reconnoiter and discover the resources of an area of country, to make surveys, or to verify and correct local maps.

In conclusion, I would say that I hope the fact of my bringing this subject to your notice may not be misconstrued. I am not the originator of military cycling, and I do not extol cycles at the expense of other means of mounting mobile infantry. I have endeavored to treat the subject impartially, and I hope I have succeeded in not giving offense to the partisans of any particular description of mount. As the result of a good many years' practical experience of cycling, I am inclined to believe that the cycle does possess certain uses for military purposes, but whether these uses really do exist, and whether they are sufficient to justify a trial, are points that must be left to those in authority to decide. Adverse criticism upon what has been done and what is now being done by cyclists must, I think, to a certain extent be disarmed by the present immature stage of the experiment: civilian cyclists would, indeed, be marvels if they could spring into existence as fully-developed soldiers, and, without training or experience efficiently perform the numerous and difficult duties of mobile infantry.

"Some base-ball players are said to grease their hands before beginning a game." We don't know about that; but it has long been a common suspicion that a good many players' pockets have been well greased before certain important games.

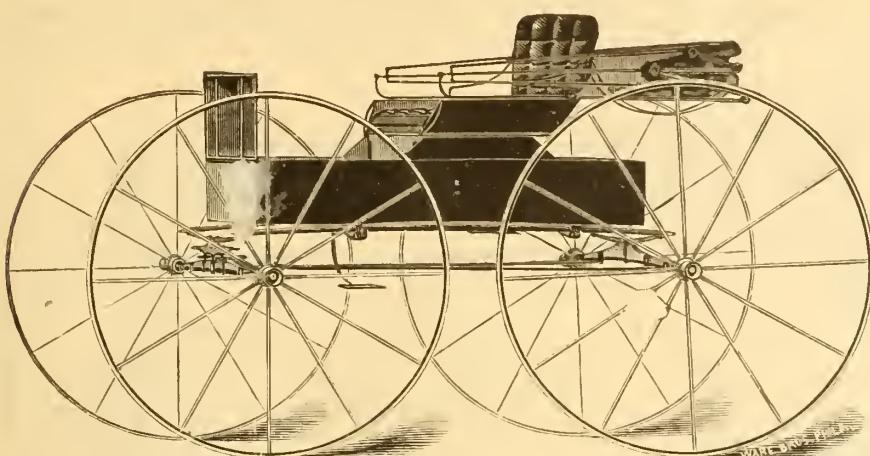
As much as the small boy used to worship a ball match in the old days of base-ball, it never broke his heart to have a rain-storm end the game before the fifth inning when the local club was being beaten.

Lacrosse was originally an Indian game. Getting fire-arms out of the Government, and turning around and popping down the soldiers is another Indian game. At the latter every Indian is the champion.

Why won't sea-bass bite in August? Why, because they are muzzled, of course.

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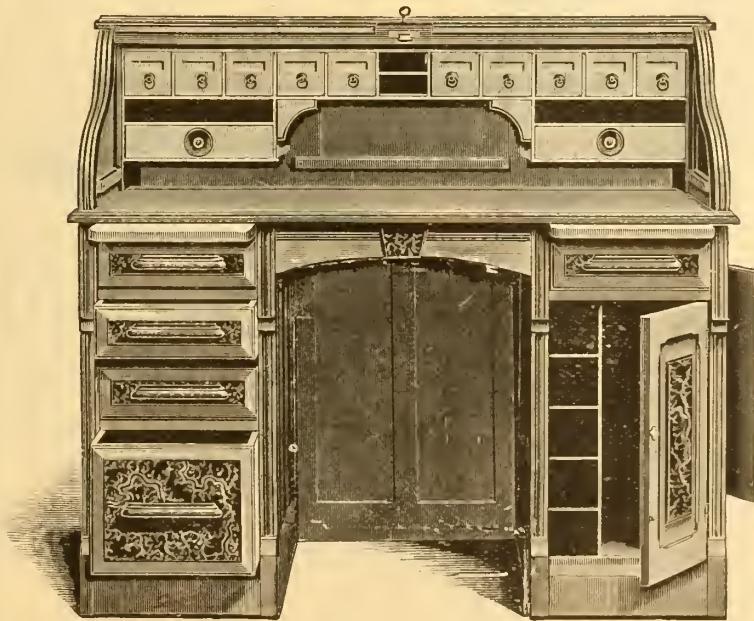
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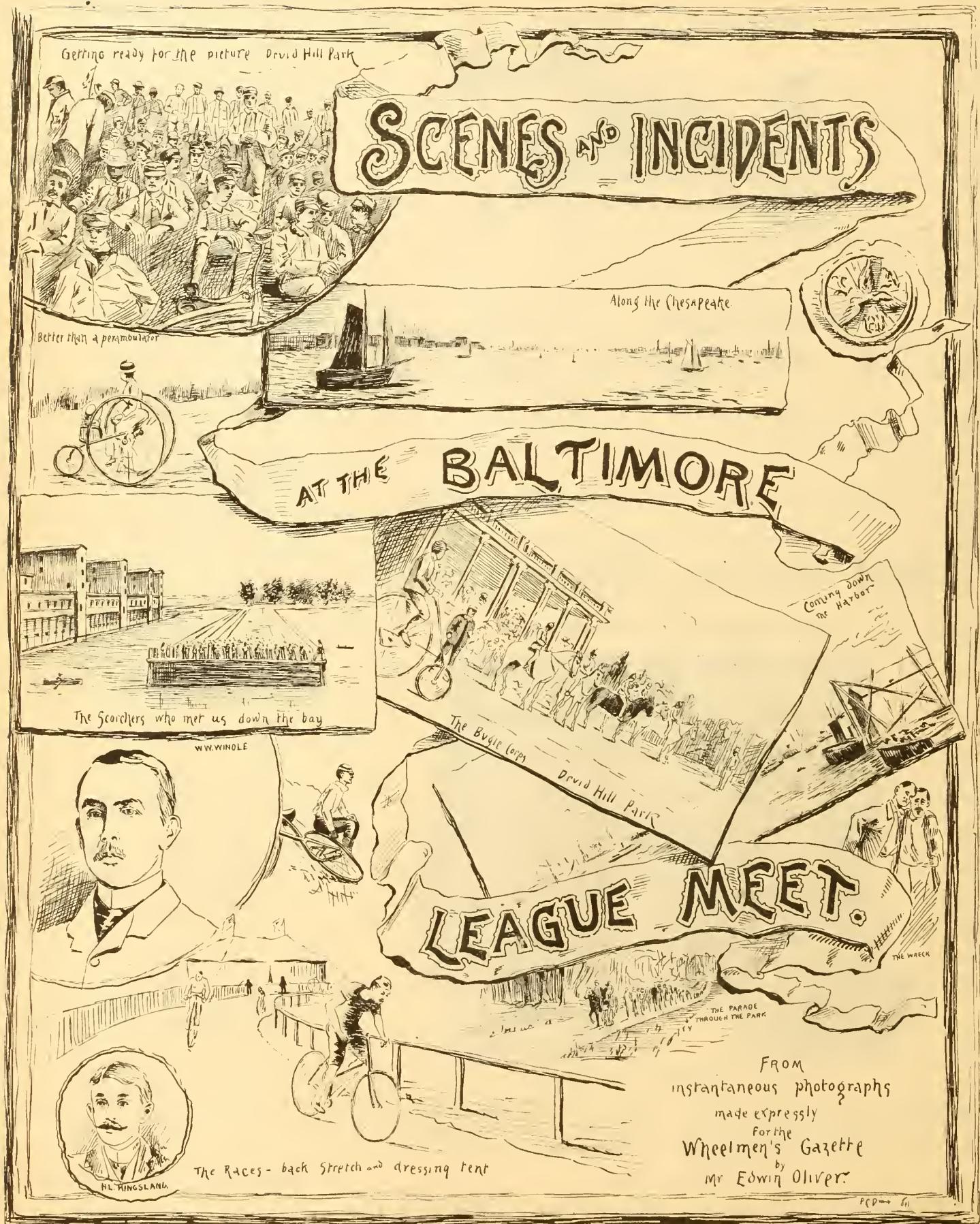
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The Wheelmen's Gazette.

Issued on the Fifteenth of Every Month.

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Advertising rates on application.

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.

Indiana Wheelmen's Tour.

THE fifth annual tour of Indiana Wheelmen, consisting of about twenty-five riders, left Indianapolis at 9 A. M. Sunday, July 8, and proceeded to Morristown, Ind., where they dined. The Louisville boys, who arrived at Indianapolis after the other had gone, were conducted by Messrs. Zimmerman and Taylor, and came up with the party at three o'clock.

A heavy shower made riding very difficult during the afternoon, but a part of the men pushed on to Rushville, where they were well taken care of by Captain Davis at the Windsor Hotel.

The rain continuing to fall so heavily as to preclude the idea of riding on Monday, the party took the noon train for Cincinnati, where they arrived at 3:30 P. M., and were lodged at the Palace Hotel. Messrs. Trumbower, Galway, Miller and High of Cincinnati, called at the hotel during the evening and took the entire party to the Highland House, where they enjoyed the opera and such other luxuries as the place afforded.

Tuesday and Wednesday were spent in sight seeing, visiting the Exposition and other places of interest in Cincinnati, including a wheel trip of twenty-five miles through Eden Park and other suburban resorts, in which thirty-four wheelmen participated.

The party left by boat for Maysville, Wednesday night, intending to ride to Lexington on Thursday, but, being delayed, only got as far as Blue Lick Springs, where they were most comfortably lodged and bountifully fed at the Hotel Arlington.

Leaving Blue Lick at 5 A. M. the fourteen miles to Millersburg were covered in one hour and five minutes without a dismount, and Lexington was reached at 11 o'clock. The party took dinner here, and, after an inspection of the city, left for Nicholasville. The route beyond that place included Danville, Lebanon and Bardstown, the latter being their stopping place last night. They left Bardstown at 7 o'clock in the morning, and took dinner at Mount Washington, leaving the latter place at 2 P. M., they reached Louisville about 6 o'clock and took up their quarters at the Alexander Hotel. The party disbanded here, but most of the members remained a day or two in the city making the acquaintance of Louisville wheelmen.

Grand Southern Tournament,

UNDER the auspices of the Virginia Agricultural, Mechanical and Tobacco Exposition, a grand bicycle meet will be held October 23-24. The program will consist of a number of handicaps and scratch races, and there will also be one and three mile Virginia Division L. A. W. championships, and a half mile novice event for Virginia wheelmen.

A thousand dollars will be spent in medals and cash prizes and visiting wheelmen will be well entertained. The medals for the amateur events will range from \$15 to \$85 in value. Besides the races, there will be a parade and banquet.

English Audiences.

WE are glad to see that the English papers have been thoroughly stirred up by recent serious accident to Whittaker, the popular and speedy rider of the Yankee team, and that they are making determined efforts to have such precautions taken by race meet managers as shall prevent disgraceful accidents of this kind in future.

Wheeling of July 11th comes out with the surprising statement that the habit of English audiences rushing upon the track as soon as the bell is rung for the last lap, while it is against the laws of humanity is not against the laws of England.

If this is the case, English race tracks should be fenced off from the audience by an iron grating 20 feet high, and strong enough to keep the wild animals known as the British public in check.

Several months ago there appeared an article in the *Bi World* on the subject "Hints to purchasers of second-hand wheels." It contains a good deal of sound advice, but there was one clause in which the writer slightly exaggerates.

Among other things he goes on to say that where the two wheels fail to track it should be put aside as irremedial and practically worthless. Now, this is far from being the case, for I find that nearly two-thirds of the wheels that have been ridden for any length of time will show this defect. The small wheel striking a stone very often throws the wheels out of plumb. It is but a trifling matter, as I have proved by some late experiments. Formally I had supposed that where the wheels did not track the trouble arose from a bend in the neck of the back bone, such is not the case. It is simply a springing of the rear forks that can be easily overcome by placing the machine in an inverted position, brace the wheel in such a manner that will give purchase to utilize your strength, the grasp the small wheel by the felloes on the opposite sides and give it a slow twist. It is very simple. It is unnecessary to take the machine apart to straighten out a bent part, for I find that the liability of breakage is much less than where the part is screwed into a vise.

Fred Foster won some medals in Canada, July 2. These medals were sent to him in the United States by express, but the duties charged exceeded the value of the medals, and so Frederick refused to receive the medals. In these days of free trade and protection controversy, this item may be of peculiar interest.

IN our September issue we will present to our readers a page of pictures of the Buffalo tournament, they will be reproductions of instantaneous photographs taken by our special artist.

The Gormully & Jeffery Mfg. Co. have issued a very elegant lithographed picture and sent us a framed copy of it. It presents all of their different machines, some eleven in number.

Mr. Howard P. Merrill, of the Springfield Union, has taken charge of the cycling department of *Outing*.

IT is with extreme regret that we announce the death of Mr. Samuel M. Gideon. Mr. Gideon, who was a brother of the well-known Mr. George D. Gideon, was a prominent Philadelphia cyclist, and a member of the Schuylkill Navy Athletic Club. As a racing man he is remembered for his brilliant finish in the mile scratch tricycle race at Roseville in 1886, when he defeated the fastest amateurs in the country.

Mr. Gideon, while practicing in the gymnasium in January last, burst a blood vessel in his throat, and from the time of this accident his health failed. We believe he was predisposed to lung trouble.

He was one of the most deservedly popular wheelmen in the city, and his loss will be keenly felt by his many friends and admirers. He was a splendid specimen of physical development, and a fine all-around athlete. He was undoubtedly the fastest amateur tricycle rider in America, and was never defeated in a tricycle race.

MONTHLY SUMMARY.

FROM JULY 15 TO AUGUST 15.

Illinois. Tour to Lake Geneva of Ft. Dearborn wheelmen July 21.*Iowa.* The annual tour of the Iowa Division was from Des Moines to Spirit Lake, leaving Des Moines on Tuesday, July 10, and arriving at Spirit Lake, Saturday, July 21.*Kentucky.* Maryland Division Meet and Tournament at Louisville, July 19.*Louisiana.* The Louisiana Cycling Club held its third handicap road race July 15th, for the medal offered by President Renaud. The course was from Lee Circle to West End, via Carrollton.*Massachusetts.* Massachusetts Division Meet at Cottage City, Aug. 2, 3, 4. Race meet at Lynn, July 28.*New Jersey.* The many times postponed 5 mile handicap of the Orange Wanderers was run July 23. L. H. Johnson and H. A. Wollcott, on a tandem winning in 17m. 47s. Wells-Greenwood hill climbing contest, on Eagle Rock Hill, Orange, N. J., July 28.*New York.* First annual race meet of the Binghampton Wheel Club at Riverside Park, August 2d.*Ohio.* Toledo wheelmen entertained the Ohio Division L. A. W. members on July 23, 24 and 25.*Pennsylvania.* At the annual meeting of the South End Wheelmen of Philadelphia, the election of officers resulted as follows: President W. W. Roberts; Vice-President, Joseph Boyd; Secretary, George Cary; Assistant Secretary, B. H. Kirkbride; Treasurer, S. Young; Captain, J. J. Bradley; First Lieutenant, E. M. Kolb; Second Lieutensnt, C. Hoffman; Bugler, H. M. Green. Wilkes-Barre (Pa.) Bicycle Club open their new quarters with a banquet July 13. Race meet at Pittsburgh, July 26.*Tennessee.* The wheelmen of Memphis, Tenn., held a 5 mile road race June 30. W. A. Whitmore winning in 23m. 2s.*Wisconsin.* The annual meet of Wisconsin Division, L. A. W. was held in Racine, July 20-21.

FOREIGN.

England. At Leicester, July 17, Knapp beat the professional bicycle record for 30 miles by 1m. 5s., the professional 50 mile record by 8m., and the professional 100 mile record by 41m. 15 4-2s. His time for the 100 miles, however, was 5m. 15 1-2s. slower than the best amateur record. At Leicester, July 14, Crocker rode a twenty-five mile match race against Fred Wood, and was beaten by about two feet.*Holland.* In the cycling tournament at Scheningen, near The Hague, July 7, the ½-mile bicycle race was won by Temple, of Chicago, in 1m. 28 ½s. Allard, of England, was half a second later. In the professional scratch race of 5,000 metres, Woodside of Philadelphia, and Temple made a dead heat. The race between cyclists and a horseback rider occurred at Amsterdam, July 14. Temple, Woodside and Allard, the cyclists, won against Bellow on horseback. They covered twenty-five miles in 1h. 15m. 50 ½s.; Bellow only twenty-two miles in the same time. The horse fell during the race and slightly injured his rider.

COMING EVENTS.

Aug. 18—Michigan L. A. W. division meet at Grand Rapids.

Aug. 20—Club run Fort Dearborn Wheelmen—circuit of Chicago.

Aug. 25—Race meet at Hyde Park, Mass.

Aug. 30—New Castle, Pa. races.

Sept. 3—New Jersey Athletic Club's race meet at Bergen Point.

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

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

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

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

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

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

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

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

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

Sept. 7—Lockport wheelmen, Third annual tournament.

Sept. 7—Bicycling World 100 mile road race (amateurs only) from Erie, Pa., to Buffalo, N. Y.

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

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

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

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

Oct. 23, 24—Bicycle races in connection with Exposition, at Richmond, Va.



New American Patents.

List of patents issued upon bicycles, tricycles, velocipedes and attachments, from June 25 to and including July 10, 1888, as compiled by Jos. A. Minturn, Solicitor of American and Foreign Patents, rooms 29, 30, 31, 32 and 33 Old Sentinel Building, Indianapolis, Ind. Copies of any U. S. patent furnished at twenty-five cents each, by the above firm, whom we cheerfully endorse.

384,980. June 26. Thomas B. Jeffery, Ravenswood, Ill., seat for velocipedes.

384,990. June 26. Mahlon H. Marlin, New Haven, Conn., velocipede.

385,136. June 26. Thomas Redman, Bradford, Eng., velocipede.

385,258. June 26. James E. Evans, Cincinnati, Ohio, velocipede.

385,350. July 3. Charles F. Hadley, Boston, Mass., assignor to the Overman Wheel Co., velocipede.

385,370. July 3. Albert H. Overman, Newton and Charles F. Hadley, Chicopee, assignor to the Overman Wheel Co., Boston, Mass., brake for velocipedes.

385,403. July 8. Leon Boudreau, Boston, Mass., assignor to the Overman Wheel Co., same place, velocipede saddle.

385,547. July 3. Francis M. Demarest, Brooklyn, assignor of three-fourths to Thomas Gerehart, Allen S. Goodkin, and E. F. J. Gaynor, all of New York, N. Y., alarm for bicycles and other vehicles.

385,606. July 3. Warren L. Fish, Newark, N. J., saddle for velocipedes.

385,620. July 3. Harrie B. Hart, Philadelphia, Pa., assignor to the Hart Cycle Co., same place, velocipede.

385,715. July 10. Thomas B. Jeffery, Ravenswood, Ill., velocipede handle.

New English Patents.

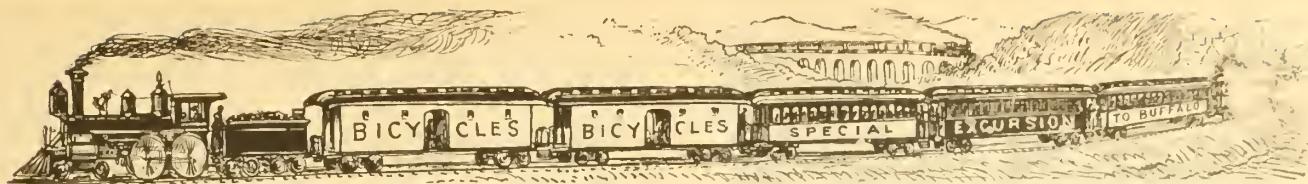
7,531. May 22. William Hillman, Middlesex, improvements in bicycle stands.

7,577. May 23. James Parker, Hull, improvements in bicycles and tricycles.

7,757. May 26. Frank Bell, London, improvements in and relating to bicycles.



An Illustrated Story in 6 Chapters--Chap. I---The Start.



An Illustrated Story in 6 Chapters.--Chap. 2, "Specials"--On the Road.

7,888. May 30. John Abraham, Stoke-on-Trent, improvements in cycle lamp brackets.

7,921. May 30. Henry Williams, Middlesex, improvements in and adjuncts to lamps for bicycles, tricycles and other velocipedes.

7,996. May 31. H. W. Schladetz, London, improvements in velocipedes.

8036. June 1. Edwin John Lewis, Middlesex, for improvements in the driving mechanism of tricycles, bicycles, and other velocipedes.

8,087. June 4. Edward Hyman, Glasgow, for improvements in velocipedes.

8,126. June 4. Robert Werner, London, improvements in velocipedes.

8,146. June 4. Alfred Julius Boult, Middlesex, new or improved support for photographic apparatus which permits the camera to be connected with tricycles and bicycles, and by means of which the latter form the stand of the apparatus.

8,147. June 4. John George Churchward, Hackney, imparting a galloping or rocking motion to animals, boats, bassinettes, planks, &c., in connection with velocipedes, roundabouts, or other similar machines, and for fixing and steering the same.

8,388. June 8. Daniel Charles Carmichael, the steadyng of the steering of safety and other bicycles or cycles.

8,396. June 8. Isaac Watts Boothroyd, George Shann, Albert Gate, and Philip Louis Renouf, all in Middlesex, improvements in velocipedes for one or more riders.

8,404. June 8. John William Emsley, London, improvements in bicycles or other cycles.

8,406. June 8. Charles Herbert, London, improvements in driving-gear for velocipedes.

8,425. June 8. George Douglas Leechman, London, improvements in and relating to velocipedes.

8,462. June 9. John Chippindall, Manchester, improvements in the construction of tricycles and other velocipedes.

8,498. June 9. William Wheelwright Clegg, London, improvements in bicycles.

8,473. June 9. James Logan Watkins, London, improvements in and relating to velocipedes.

8,543. June 11. George Douglas Leechman, London, improvements in and relating to velocipedes.

8,563. June 11. Harry Lucas, Birmingham, an improved fastening for fixing lamps, bells, luggage carriers, and other articles to velocipedes.

8,652. June 13. John Boulbee Brooks, Birmingham, improvements in and connection with velocipede saddles.

8,655. June 13. Charles Henry Pinson, improvements in padlocks for bicycles, tricycles, parcel post baskets, and other analogous purposes.

8,802. June 15. Charles Tucker, London, improvements in telescopic tricycles.

8,853. June 16. Isaac Watts Boothroyd, Martin Diederich Rucker, and Phillip Louis Renouf, London, improvements in velocipedes.

8,888. June 18. Septimus Clarence Joyce, Middlesex, improvements in the construction of wheels for bicycles and other vehicles.

9,009. June 20. Thomas Webster and Jonathan Howorth, Cov-

entry, a machine for bending sheet metals applicable to cycle chain mud guards and other similar articles.

9,101. June 22. George Whitehouse, Staffordshire, reducing the vibration on the handles of bicycles and tricycles.

9,157. June 22. James Harrison Carter, London, improvements in bicycles, tricycles, and other velocipedes.

9,169. June 23. George Hookham, Birmingham, improvements in the mechanism of safety bicycle and other velocipedes.

9,207. June 23. Henry Thomson, Buckden, Huntingdonshire, a new or improved method of propelling bicycles, tricycles, and the like.

9,325. June 26. William Phillips Thompson, Liverpool, improvements in or relating to pedals for bicycles, tricycles, and kindred machines.

9,433. June 28. John Toy, Cornwall, improvements in bicycles and tricycles.

IN THE SUMMER WEATHER.

BY THE "CLUB POET" OF THE "MOBERLY WHEELMEN."

We rode away that afternoon,—

We wheelmen three together,—

'Twas in the month that follows June,

And our hearts all sang a merry tune,

Nor thought to meet their fate so soon,

Down in the summer weather.

But we met *her* there,—sweet girl so fair!—

We wheelmen three together —

With her face divine in its beauty rare,

And a wealth of matchless golden hair,

And eyes we'll remember for many a year,

Down in the summer weather.

She captured all of our hearts I know,—

We wheelmen three together,—

And we loved her just as much I trow,

As if we'd been dressed with r' gard to show,

And our pants had extended down long below,

And we'd had on our best from head to toe,

Down in the summer weather.

Will we meet her again in these sun'ry days,—

We wheelmen three together?—

We hope we may; for the modest gaze

Of those tranquill eyes we will love always,

And each individual wheelman prays

That *some* day with *her* he may walk life's ways

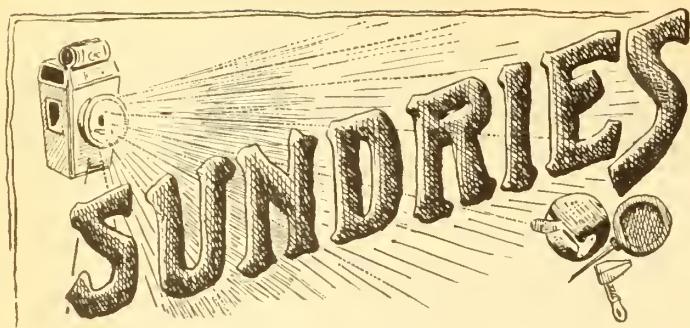
Through unchanging summer weather.

L'envoi.

And this is what our poet sings
Of that ride we took to Harris Springs.



An Illustrated Story in 6 Chapters.--Chap. 3--The Arrival at Buffalo.



Never kick a bicycle when it is down.

* * *

Geo. M. Hendee will be starter for the Buffalo Tournament.

* * *

The *American Wheelman* seems to have given up the ghost.

* * *

C. C. Hopkins will wheel from Denver, Colo. to Buffalo meet.

* * *

This is a world of pain and suffering; even a base ball has a stitch in its side.

* * *

All the makers and importers will be represented at the Buffalo exhibition.

* * *

It is reported that six ladies' bicycles have been ordered for use in Chicago.

* * *

F. P. Prial, of the *Wheel* has been appointed official handicaper of the League.

* * *

The date of the Binghampton, N. Y., race meeting has been fixed for August 2d.

* * *

Joe Dean of the *Bicycling World* has gone to England for the balance of the summer.

* * *

Mr. Jo. Pennell is compiling cycling slang for a slang dictionary shortly to be published.

* * *

Colored caps will be used to identify riders at the Buffalo tournament instead of numbers.

* * *

If all the reports that reach us are true Van Sicklen will hereafter ride about a dozen different machines.

* * *

Crist, although he did not win every race he went into in England, was a favorite among the Englishmen.

* * *

Dr. B. W. Richardson, the well-known English physician, says: "I now prescribe a tricycle instead of a tonic."

* * *

Notwithstanding that Henry Irving is one of the busiest men in the theatrical profession, he finds time to ride a tricycle.

* * *

Mr. Joseph Pennell, a few days ago, we learn, delivered an interesting address on the influence of cycling on the morality of the fine arts.

* * *

Percy Stone of St. Louis is in training for the Buffalo races, and will probably leave St. Louis for the east about August 15th. E. A. Smith will also go.

* * *

The New Jersey Division L. A. W. will hold its annual meet on September 14th and 15th. A race meeting at Roseville will be one of the features of the re-union.

* * *

"Gipsying Awheel" is the title of an article appearing in the *Scottish Cyclist* of June 27th and July 4th, and is, as our readers may imagine, an account of the adventures of a camping out party.

* * *

Three Irishmen who have recently toured from Holyhead to London are anxiously enquiring whether there is a record existing between these two places, with perhaps the object in view of claiming a best.

* * *

The *Irish Cyclist* tells us of a certain Dr. Daly, of weight-throwing fame, weighing 220 pounds, going in for tricycling. We could not help expressing a wish as we read the news that there will be no damage done.

The most economical trip on record is that made by R. L. Raynor, who claims he rode from Chicago to New York at a total cost of \$5. He says he cooked his own meals. This evidently did not take much of his time however.

* * *

They are going to try a new kind of pavement at Burlington, Iowa. The pavement consists of a course of macadam upon which will be laid four inches of sand and then a course of common brick laid flat. Upon this will be placed the top course of hard brick properly bedded and set on edge.

* * *

The lamented death of Mr. Samuel Gideon loses "Pennsylvania" one of her most popular members. Death has been busy in the ranks of the Pennsylvania Bicycle Club lately. But four members have died since the foundation of the Club, and three of these have gone over to join the majority within the past six months.

* * *

AUGUST.

Oh, to be last in a one mile heat!
Yet 'tis not for that I'm moaning,
Nor yet for the gall of a bad defeat
Am I croaking thus, and groaning.
'Tis not for the prize that two dollars cost
That I'm mournfully complaining;
It's the thought of the good old grub I lost
The mouth I was training.

* * *

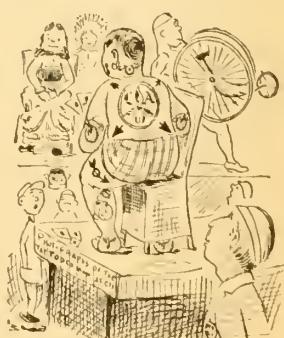
The *Bicycling World*, offers handsome gold medals as prizes in the great 100 mile road race for the championship of the United States, which is to be run September 7, from Erie, Pa., to Buffalo, N. Y. The straightway course—ninety-one miles in length—is one of the finest in the world, passing through Ripley, Portland, Brockton, and Gredonia. The road will be accurately surveyed and measured, and the remaining nine miles to make up the century will be made on the Buffalo track.

* * *

Midday of Tuesday, July 24, was the time, and a new printing office near the University Building in New York, was the place, which witnessed the press work on the final sheets of Karl Kron's mammoth advertising gift book (150 pages,) "Newspaper Notices and Subscribers' Opinions of 'XM Miles';" and the whole material was put in binder's hands that same afternoon,—including the first 100 pages from the press of the bankrupt Springfield Printing Co. The latter's unaccountable delays writes K. K., prevented me from getting my property to N. Y., even in unfinished shape, until the 20th of July. Thus, for no fault of mine, the pamphlet is published after four months after time promised, or on the very day named as latest allowable time for delivering to the binder those 96 of its pages which I venture to reproduce in the Publisher's Trade List Annual.

* * *

"Sleep is the cyclist's heritage," says Dr. B. W. Richardson. This is perfectly true, but, notwithstanding, there are few cyclists who have not some time experienced a weary inability to sink into the arms of Morpheus. After a hard day's ride, when the body has been forced to undergo great exertion, the heart obstinately refuses to pulsate in the regular and pacific manner essential to sound sleep. It keeps pumping vigorously all night long, makes the brain throb, and keeps one awake as effectually as a ship-load of cuckoo clocks going strongly. What is the best thing to do in such a case? For our own part we have found the following a never-failing remedy, viz., crawling out of bed, quietly sponging down with cold water, wiping dry, and getting into bed again. After this we go off "like a top," and we recommend the plan to any wheelman who has not tried it. Our old friend Dr. Gordon Stables, in "Health Upon Wheels," gives a budget of recipes for the cure of sleeplessness. We would refer those of our readers who are chronically bad sleepers to this most useful little book. The latest tip from the doctor, however, appears in that healthiest of magazines, *The Girl's Own Paper*, in which he recommends the sleepless to keep their feet warm, lie on a hard bed, and lay a piece of paper over the face. Papers so placed acts as a narcotic.



Odds and Ends.

The second of the series of hill climbing contests between Greenwood and Wells was to have been held at Eagle Rock Hill, July 28, Greenwood was on the ground but Wells was not, as he took the wrong train when he started for the hill. As Greenwood could not delay his return to St. Louis he rode up the hill in 7m. 37 $\frac{1}{2}$ s. and now makes an offer to Wells that he come to the hill August 4, and ride it in the presence of competent timers and witnesses, and that if he succeeds in climbing it in less time than 7m. 37 $\frac{1}{2}$ s. he can consider he has won the second climb of the series and the final decision of championship will be made on Sun of a Gun hill near St. Louis.

In case Wells refuses to accept this proposition Greenwood will consider himself "champion hill climber of the world."

With a rush and a yell
They go pell-mell
In a heap all over the shining dell.
They're mashed and mangled,
Bunched and tangled,
And all out of tune their souls are jangled;
But after the rum, in a bee line path
They'll strike for the Turkish bath.

The St. Louis wheelmen have felt slighted and hurt at not being allowed to enter the Pullman Race that was recently held in Chicago; they know they can beat Chicago on hills and do not hesitate to say they can do them in their own country. Rumors are afloat that there will be a team race between Chicago and St. Louis at no distant date, over the Pullman or some other level course. Just imagine a race between St. Louis and Chicago!!!

Temple of Chicago, won the twenty mile bicycle championship at Leicester, England, Aug. 4, defeating Howell and Wood. Temple also defeated Howell in a five mile race. The American team sails for New York on Aug. 11, on the steamer Aurania.

Indianapolis has been particularly blessed with tourists during the past month there have been wheelmen here from Brookville, Ind., Kankakee, Ill., Crawfordsville, Ind., Piqua, O., Fort Wayne, Ind., Dayton, Ohio, and Boston, Mass.

Mr. J. S. Dean, associate editor of the *Bicycling World* was married to Miss Smith, daughter of the late Prof. Walter Smith of Bradford, England, at St. Judes Church, Bradford, England, Aug. 2.

We wish them every joy.

Both the American riders, Temple and Woodside, who are now in England, will take part in the annual tournament of the Hartford Wheel club next September. Howell will also probably enter some of the races.

Richard Howell, the champion, defeated H. G. Crocker of Boston in a 10 mile cycling race at Wolverhampton, Aug. 1. The distance was covered by Howell in 36m. 25 $\frac{1}{2}$ s.

Col. A. A. Pope sailed for Havre from New York last Saturday on the French line steamers. From Havre he will go to Paris, and then make a trip over the continent.

Manager Eck and his team have not been in luck on the other side, and they will consider it good fortune to get safely home.

The Waiontha Club at Richfield Springs, N. Y., will hold a race meeting at Richfield Springs, N. Y., August 15.

Ralph Temple has temporarily lost his memory since his fall in Holland, though he is all right otherwise.

Van Sicklen is in training and will enter the Buffalo tournament if he can train to proper speed.

H. B. O'Byrne the one armed wheelmen of Brookville, Ind., was in the city for a few days.

Salamon Bros. of Denver are the only manufacturers of cycles west of Chicago.

Will Davis was elected Chief Consul of Illinois, defeating Oliver and Roe.

Denver Notes.

On Sunday, July 22, W. S. Doane a member of the Dorchester (Mass.) Club left Denver, on his wheel, for Boston. He expects to make the trip in forty-five days. On the evening of July 19, Mr. Doan was elected an honorary member of the Denver Ramblers, which club escorted him as far as Greeley 56 miles east of here.

The Denver Ramblers are a great crowd of fancy riders. Every one of their three dozen members does the pedal mount, while not a few of them have the one wheel act down fine.

July 30 the Ramblers challenged the Social Wheel Club of Denver, to a team road race of 25 miles. In reply the Social's said they would accept it with certain changes, and also invited the Ramblers to call at their club rooms in the evening to make more definite arrangements. After a "smoker" and a little chatting the boys came to order and the race was talked up in detail. It looked as though Mr. Gerwing, Captain of the Ramblers had his instructions and stuck right to them. Be that as it may neither club gave way to the other and the affair is no nearer a settlement now than it was before. Most likely both clubs are waiting until after the Buffalo meet, as some of the best men from both expect to participate in the World's tournament.

Sid Eastwood, member of the Social Wheel Club and champion of Colorado, is in Buffalo, training for the big races. He is a big man, rides a big wheel, has a couple of big records and is apt to catch something in size, so boys look out for him.

Sunday, July 22, the Ramblers and Socials had a century run to Greeley and back a total distance of 112 miles. After being on the road for quite a while some of the members of each club got to scorching with the result that two of the Socials got into Greeley 50 minutes before the first Rambler. This is what really lead to the Ramblers challenge mentioned above.

For the last month the roads in this vicinity have been fine, the occasional showers never bothering us. The last one however, or as it really was a rain and hail hurricane, was the heaviest known in this country. The way it swept down upon us for about ten minutes was a caution. It has put the streets in an awful condition and it will be three days probably before we can ride comfortably again, though some of the boys are riding right along. It has been four months since our riding was interferred with in this way. We're used to good weather and this surprise party of the weather clerk's is quite an oddity.

VELOS.

WHEELING IN AUSTRALIA.

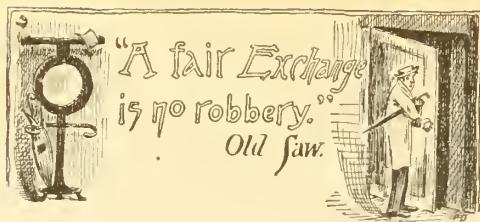
Let poets sing of English spring
Of flowery meadows glowing,
Of summer prime, or winter time,
And landscape white with snowing;
But we would choose a bike to use
On cool, calm days alluring,
In this new land, Australia grand,
And go in autumn touring.

Ere pearl dews pass from off the grass,
Or southern sun grows heated,
When skies are bright and heart is light,
Upon a cycle seated,
Who does not feel his steed of steel
Is strong and long enduring?
Though roads are rough he's good enough
For any autumn touring.

Who does not love to feel the move
Of pedals swiftly splining?
If not for wealth, at least for health
The prize he's surely winning.
Then never sigh, pass trouble by,
For life they're re-insuring;
Who take the road, cast care abroad,
And start on autumn touring.

Let poets rhyme of summer prime
When buttercups are golden;
Of England grand, that great old land
By surfy seas enfolden;
But yet, in these Antipodes
We, too, have charms alluring—
With climate fine, perpetual shine,
And cyclists' autumn touring.

—A. Fry, in Australian Cycling News.



The cycle is becoming a regular theatrical property nowadays. Not only have we tricycles at the Strand every evening, but the bicycle played an important part in a none too successful matinee at that theatre last Tuesday. One of the cycle dealers was there to show that if the play was too bad the bicycle he lent was not, and we only wish the quality in each case had been equal.—*Wheeling.*

HER ANSWER.

'Twas at a german, long ago,
I told her of my love,
And begged of her a keepsake dear—
A handkerchief or glove.

Alack! She smiled a cruel smile
At me, by Cupid smitten,
And said she had no gloves to give,
But she could spare a mitten.

—E. L. M., *Yale Record.*

We have been told a story on a certain bicycle rider in New Haven that is said to be true. His temper is easily ruffled, and nothing makes him so angry as to take a header. A while ago, while in the act of taking off his hat to a couple of ladies he took a header, and upon picking himself up he began kicking the bicycle in a furious manner, much to the amusement of the young ladies as well as many other lookers on. The result was that he bent half the spokes in the big wheel out of shape and it cost him in the neighborhood of two dollars for repairs. Last Sunday he took a run with the boys, and while watching a country maiden who was driving some cows he ran into a ditch. Again he picked up his machine and started to kick it, but remembering his last experience he dropped the machine and picking up a club began to hammer the fence. After knocking two boards off, and swearing enough to tear down a whole house, the farmer came out and made him pay fifty cents for damages done to the fence.—*New Haven Union.*

While riding from our home to our place of business recently, we overtook a team containing two "way backs," and as it was up a sandy hill we were forced to dismount, not having a chance to pass. About the time we dismounted the oldest "hayseed" looked around and saw us for the first time. He proved to be a very knowing and talkative old fellow, and he commenced his conversation with us by saying: "Can't ye ride them things up hill? What's one of them things cost?" On being informed of the price he replied: "Don't see how ye git one hundred 'n twenty dollars inter one of 'em." We replied that he could not see it all. He could not understand how that could be, as he said: "I don't see why I can't see it all," and turning to the young man he said: "one-r-them be a good thing for you ter have, John." John said, "I dun' no; think I'd do better with a horse." The old gentlemen asked us why we did not ride up hill. We told him we could walk the hills and then go further in a day than he could with his horse. He did not think we could; said he could drive his horse 90 miles. At the top of the hill mounted, and at a slow pace kept within a few rods of him, he all the time whipping his horse and looking around and saying: "Why don't ye keep up?" We kept along at about such a distance until reaching a good stretch of road, and on quickening our pace we shot past the old gentleman to his surprise. He said: "Gosh, see that thing go!" We did not see him again on the road.—*Star Advocate.*

The *Wheel* in commenting on the stand taken by the New York City Y. M. C. A. against Sunday cycling says:

To retain its present influence on the public, to keep young men within its fold, the association for the propagation and extension of Christianity must advance and be abreast with the times. In the same way that a man will not take a bone-shaking, head-splitting bus in preference to a steam-car nowadys, neither will he consent to make his life burdensome that he may gain a glorious hereafter. So long as professors and the doctrinaires of Christianity prohibit moral pleasure and advocate a life of subjugation of every pleasurable motive, just so long will they continue to lose their grip, as they are doing to-day. Make Christianity broad, manly and pleasant, and the masses will accept it.

In this matter of Sunday riding, the body of cyclists, who have just enough education to produce independent ideas, will refuse to agree with the Y. M. C. A. The Association would not think of prohibiting Mr. Vanderbilt or Mr. Depew, two of its earnest supporters, from enjoying a Sunday drive behind a pair of trotters, though this involves labor on the part of several people. Yet the cyclist, who is out for recreation, and involves no one but himself, is ordered not to ride. The Association has as much right to prohibit the walk of the citizen who owns neither carriage nor cycle. We should advocate the members of the wheeling annex to appeal to the Association to withdraw its prohibitive by-law. They might incorporate in their petition the sermon preached at the Baltimore meet, which contained the following sentiment:

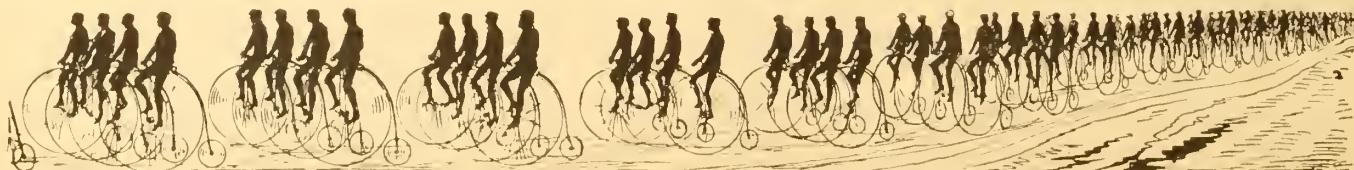
"A practical question was presented when some one said to me: 'You want to get us in your tabernacle and then abuse us for riding on Sunday.' I am not going to abuse you, and the question of Sunday riding will admit of debate. I say you can ride your bicycles on Sunday and do no worse than if you rode a horse. You can ride them to church and back home again." * * *

Thomas Steven's portrait, lithographed in colors, faces the 65th page on "Newspaper Notices and Subscribers' Opinions," the 150

page gift book which is now being freely mailed to everyone who files a postal card application for it with Karl Kron, at the University Building, N. Y. Eighty distinct titles show the great variety of matter classified on the first 80 pages (and many of these were given on p. 73 of May GAZETTE,) and the following 16 are from new plates, while the final 48 are specimen reprints, showing the quality of the matter which fills the 908 pages of "Ten Thousand Miles." Altogether, the collection makes a cent's worth, worth securing by any wheelman who is opulent enough to own a postal card.

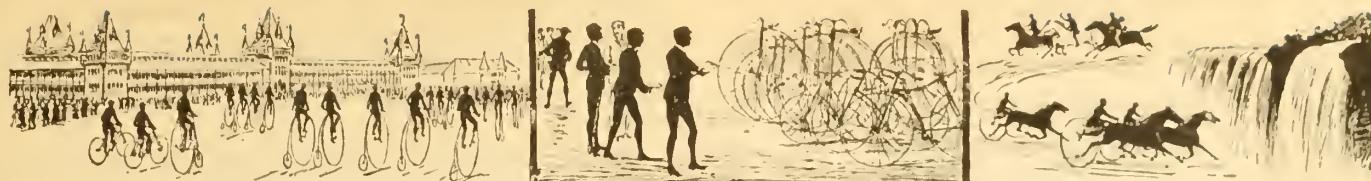
The Elliott Quadricycle.

A GREAT deal of interest has been evinced in regard to the new wooden wheel quadricycle made by the Sterling Cycle Co., of Newton, Mass. Mr. Sterling Elliott has for the past two or three years been at work on a problem in cycle construction. There are several very radical departures and novelties in this wheel, which can be enumerated as, first, the use of wooden wheels instead of the ordinary spider or suspension wheel; the mode of driving independent wheels without the aid of the usual balance gear; the use of wood for frame-work instead of steel tubing; also the use of two steering wheels and the adoption of double steering.



An Illustrated Story in 6 Chapters.--Chap. 4--The Parade at Buffalo.

THE WHEELMEN'S GAZETTE.



An Illustrated Story in 6 Chapters.--Chap. 5--Sight-Seeing at Buffalo.

California News.

LOS ANGELES, July 12, 1888.

Editor of the WHEELMEN'S GAZETTE:

Seldom has there been an opportunity to enjoy a more satisfactory day's sport than was offered by the races held in connection with the annual meet of the California Division, L. A. W., at Stockton on July 4th last. Four existing coast records, namely, the half, the one, the two and three mile, were lowered.

The first event on the program, a quarter mile dash, brought out A. W. Allen of Los Angeles, formerly of Indianapolis, Ind., A. S. Ireland of the Alameda Scorchers, and R. A. Smythe of the Bay City Wheelmen. Allen won very handily in 40 $\frac{1}{2}$ s. failing however to break the existing coast record of 37 $\frac{1}{2}$ seconds.

For the one mile novice O. C. Haslett, Alameda Scorchers; J. E. Hiekenbotham, A. L. Wulff, and J. H. Read, all of the Oak Leaf Wheelmen came to the scratch. Hiekenbotham won in 2:58 with Wulff and Haslett second and third.

Next came the one mile State championship. F. D. Elwell of the Bay City Wheelmen, W. G. Davis of the San Francisco Bicycle Club, W. S. Wing of the Los Angeles Wheelmen, and B. C. Toll of the Capital City Wheelmen faced the starter. Toll was soon out of the race, while the other three rode well bunched, with Wing setting a good hot pace. When the bell rang for the last lap the pace grew hotter, until on entering the home stretch Elwell shot ahead with Davis and Wing right on to him. Elwell won by about six inches, Davis second with Wing third by about a foot. Time, 2:48 $\frac{1}{2}$, lowering the coast record from 2:50; made at Santa Cruz, July 4, 1887.

For the three mile handicap there was but two starters, Ireland and Hiekenbotham, both scratch men. Ireland announced that he would ride for a record, and succeeded in lowering it from 9:28 $\frac{1}{2}$ made by him at Santa Cruz last year, to 9:07 $\frac{1}{2}$.

In the half mile dash another record went, Allen of the Los Angeles Wheelmen again winning in 1:22 $\frac{1}{2}$, with Wheaton of the San Francisco Bicycle Club second by about fifty feet. The previous record was 1:27 $\frac{1}{2}$ made by W. G. Davis at Oakland, November 25, '87.

In the one mile for safeties of the rover type, Fonda won in 3:11 with Off of the Los Angeles Wheelmen a good second.

The five mile National L. A. W. Championship was next called, amid great excitement for Elwell, Davis and Wing were to meet again for championship honors. As the three men appeared on the track, they were each received with enthusiastic cheers. From the start it was evident it would be a waiting race, as lap after lap was reeled off, the men riding easily, joking and laughing as they passed the grand stand. When half way around on the next to the last lap, Elwell shot ahead with Wing close behind and Davis bringing up the rear. In this order they finished, Elwell first, Wing second by two feet and Davis a poor third. Davis lost his pedals on the last lap, which accounts for his being so far in the rear.

The mile handicap brought out a large field of starters, Wheadon was the only serateh man, with Toll at 15 yards, Baker of the Los Angeles Wheelmen, Wulff, Read and Southworth at the limit, 35 yards. Wheadon caught his limit men soon after passing the second lap, and riding a plucky race, won in 2:52, Wulff second, Read third.

The two mile handicap brought out Ireland at the scratch, Wheaton at 35 yards, and Haslett at 75 yards. It was too soon after the mile race for Wheaton, and he quit after the second lap. Ireland won in 6m. lowering Elwell's record of 6:10 $\frac{1}{2}$ made on the 9th of last June.

Time not allowing, the twenty mile championship had to be indefinitely postponed.

The Pacific Coast records as they now stand are as follows:

$\frac{1}{4}$	mile, Fred Russ Cook,	.37 $\frac{1}{2}$
$\frac{1}{2}$	mile, A. W. Allen,	1:22 $\frac{1}{2}$
One	mile, F. D. Elwell,	2:48 $\frac{1}{2}$
Two	mile, A. S. Ireland,	6:
Three	mile, A. S. Ireland,	9:07 $\frac{1}{2}$
Five	mile, W. G. Davis,	15:49
Ten	mile, C. E. Adcock,	32:00 $\frac{1}{2}$

In the evening, of the fourth, the Wheelmen gave an entertainment and dance, which was largely attended.

Little Ledru B. Kinney, (the midget) aged 10 years gave an interesting exhibition of fancy and trick riding. This youngster puts up an exhibition that would make some of the best of professionals hustle to equal. He was born and raised in Los Angeles and has had no one to show him any of his tricks.

Here in Los Angeles on the Fourth in connection with the Tribune's Field day, two bicycle and a tandem tricycle races were run. D. L. Burke won both of the bicycle races, a half and a three mile, while W. J. Allen won second in both. Tufts and Burke won the quarter mile tandem race with Woodworth and Archibald second.

L. A. W.

On the important point of the suitability of tricycling for women, Dr. Richardson had some very valuable observations to make. He had not the least objection to female tricycling, but, at the same time, he uttered a note warning. "Women," he said, "should be careful not to overtax their strength. Women have ridden 150 miles in the day, but the performance is more remarkable than commendable. There's really nothing unladylike in tricycling. Something depends on the machine, however. The most graceful lady can hardly look so on a heavy and ugly machine." Dr. Richardson is rather doubtful about children. About fourteen or fifteen is the proper age, he thinks, for learning to ride. The exercise is far too fatiguing for young children, but this may be because we have as yet no proper children's machines—they are all too heavy.

Harry T. Hearsey has been appointed agent for Indianapolis and vicinity for the Columbia cycles.



An Illustrated Story in 6 Chapters.—Chap. 6—The Races at Buffalo.

While our story faithfully portrays the many incidents to occur at Buffalo, Sept. 4-8, should you miss seeing the same, you will be haunted by remorse and regret the remainder of your life.

MORAL:

Profit by the above and bring your wheel on one of the many excursion trains which will leave for Buffalo, Sept. 2, 3, and 4.

Loose Spokes.

The Buffalo track was completed July 22.
* * *

Maltby goes to France sometime in August.
* * *

Have you met a man who is not going to Buffalo?
* * *

Church parades are features of Sabbath cycling abroad.
* * *

The Buffalo tournament will see a smattering of English, French and German wheelmen.
* * *

Morgan and the American team sailed August 11 from Liverpool on the Steamer *Urania*.
* * *

McCune, Midgley and Wendle were in the Binghampton race meet the 2d of August.
* * *

George B. Thayer has arrived in Scotland. He ran across James G. Blaine and the Carnegie coaching party.
* * *

An Indian rajah has ordered a specially constructed tricycle in England which is to be ridden by a baby elephant.
* * *

George M. Hendee, C. P. Adams, and William C. Hull, the latter of San Francisco, have been re-instated as amateurs.
* * *

Howell has been presented with a handsome gold medal by Mr. Woodcock, of the Rudge Co., in commemoration of his victory over Rowe.
* * *

W. A. Rowe has secured a new trainer in the person of F. L. Alley of Glenmere. Rowe left July 30, for Buffalo to train for the races.
* * *

A convict with a ball and chain attachment gave as an excuse for not taking a summer vacation, that he was too closely tied to business.
* * *

The New York *Illustrated News* devotes two pages to cycling pictures. There are the usual impossible wheels, but the work is boldly done.
* * *

It has been finally decided by the management of the World's tournament to hold cycle races on four days instead of three as was first announced.
* * *

Now that the Buffalo track is open, Windle, McCune, Foster and Midgely are in training there. Corcoran will look after Fred Foster. Daniels will look after McCune and Midgely.
* * *

Wheeling in supporting Sunday cycling, claims it is a great reformer of the young as it keeps them from playing cards, drinking, and indulging in other excesses in their chambers.
* * *

The California Division issued a very neat and pretty program of races at their meet at Stockton, July 4, something after the style of the one the League issued for their Baltimore meet.
* * *

Besides the tournament of the Hartford Wheel club, which follows the Buffalo tournament very rapidly, others will occur at Rosedale, N. J.; Poughkeepsie, N. Y.; Worcester and Lynn, Mass.
* * *

A. H. Overman sailed on the German line steamer *Ems* last week Wednesday, the 18th. He will stay in England for about three weeks, and he will be back in Boston by the first part of September.
* * *

There is at present a law in force in Paris that wheelmen shall carry both lamp and bell while riding on the principle streets, failure to do this gives the officers of the law a right to confiscate the wheel.
* * *

The many friends of G. N. Osborne, the well known Philadelphia Club man, will regret to learn of his illness. Mr. Osborne has been sick ever since the Baltimore meet, confined to his bed, but is now on the mend.
* * *

The Cycler is the name of a new monthly magazine that is just announced. It is to be published by N. R. Jessup of Stamford, Conn., it is not decided as yet when the first issue will appear, probably as soon as they get a page or two of advertisements.

Joseph M. Chase who was convicted of manslaughter in causing the death of Prof. E. A. Paul while recklessly riding down Fourteenth Street, Washington, D. C., on horseback, some months ago, was last week sentenced to pay a fine of \$200 and spend thirty days in jail.
* * *

The Dresden police have been contemplating nothing less than the prohibition of street riding in that old delightful capital of Saxony, but thanks to the strong opposition of the Dresden Council, the sinister intentions of the police have been frustrated, and the old liberty continues to exist.
* * *

S. G. Whittaker writes us that he is fast recovering from his nasty spill, and expected to again mount his wheel by July 25. The team of which Mr. Whittaker is a member expects to compete in a 15 mile championship race on August 4, and in 20, 25 and 50 mile championship events within a month after that date.
* * *

McCune and Leavitt ran a race on the Boston reservoir track on July 28, McCune beating him by about 40 yards. McCune riding a Springfield Roadster and Leavitt a Columbia, which is one more victory to be added to the already lengthy list the Springfield Roadster has won this season. Time, 3:30 $\frac{1}{2}$, distance 1 $\frac{1}{2}$ miles.
* * *

The Overman Wheel Company has just shipped to Hi Henry, two Victor safeties, one of which is full enameled and the other full nickeled. Both machines will be used by Henry in his minstrel parades, Henry riding the full nickeled machine and one of his men, in black face and minstrel costume, riding the full enameled wheel. The machines present a novel and striking appearance.
* * *

A German company is, we understand, in possession of a patent for brazing and soldering bicycle and tricycle parts by the means of electricity. Several American gentlemen in the cycle trade have gone over to Germany to witness this novel process of brazing, and having expressed themselves favorably on the results, there is little doubt but that it will be taken up by the American makers.
* * *

The police regulations respecting bicycles in Paris are somewhat severe. They must not be ridden on the Champs Elysees, Boulevard de la Madelaine, Rue de Rivoli, Rue de Saint Honore, Rue Neuve des Petits Champs, Rues Vivienne, de la Paix, Saint Martin, Saint Antoine—in fact, a considerable number of the principal streets and avenues are places upon the prohibited list. Every bicycle ridden in the city must bear the owner's name, and every rider must be provided with a bell and lamp. Tricycles have not these restrictions placed upon them, every street being open to three or more wheelers.

A Correction.

Editor WHEELMEN'S GAZETTE, Indianapolis, Ind.:

Dear Sir:—On page 102 of your July GAZETTE "Phoenix" of Chicago makes a statement which is entirely wrong. He says that the Rock Island route "utterly refuses to carry wheels." If "Phoenix" will look the matter up he will find that he is mistaken in this matter. The Rock Island route carry wheels free in baggage cars on presentation of permit which any wheelman can obtain by applying to J. D. Marston, General Baggage Agent, at the Chicago offices of the Company. I have made a good many trips over the Rock Island route and have never paid any thing for my wheel.

More than this I have found the Baggage men in Chicago especially accommocating when I have entrusted my wheel to them.

I am in no way connected with this road but would like to see so misleading a statement corrected in your next issue.

Very Fraternally, ROBT. L. THOMPSON.
BEN L. DARROW, Indianapolis.

Dear Sir:—I was wrong in stating that the Rock Island route refuses to carry wheels. I was talking to Burley Ayers at the time the unfortunate impression was received. I have entirely recovered and take it all back, only craving the sympathy of previous victims of Burley's phenomenal vivacity, when it is properly oiled up and adjusted.

PHOENIX.
Chicago, July 30, 1888.

Now is when the wheel comes into use—to ride into the country to some shady nook, and spend a quiet day out in the pure air.

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

BY JOSEPH J. BLISS.

In Four Parts.

THIRD DAY.

My bill for supper, lodging and breakfast amounted to \$1, which was very reasonable, considering that I had two very good meals and for a sleeping apartment a nice, clean, well furnished room. It is also worth bearing in mind that a convenient place in the hotel office or bar-room was furnished for my machine, where I could devote as much time as I pleased to its cleaning, oiling and adjusting.

No doubt better accommodations can be found in Monterey, but not, I think at the same price. I was prepared to pay higher figures, for Monterey is a sea-side resort, which I imagine depends chiefly upon what it can collect from visitors for its support, and they usually charge enough at such places. Probably no more delightful place for a tourist can be found anywhere than at the magnificent Hotel Del Monte, but the charges I believe are \$4 per day and upwards there, and I would rather, I think pay equal rates at a less pretentious place than intrude in the Del Monte dining room in my flannel shirt and stockinglette jacket, and they certainly would not allow me to clean and oil my machine in the hotel office. It would therefore be necessary for me to delay at the first convenient place on my journey next day for that purpose.

At seven o'clock I left the Bay View house and made a bee line for the beach a few yards distant, trundling my machine before me. Reaching the beach I find the sand apparently pretty solid near the water's edge, but I do not attempt any riding until I have left the town a short distance behind me, then on a favorable spot I mount my machine. There was no question now but the broken saddle was most uncomfortable, but how I broke it I could not imagine. For a short distance I rode along all right, the wheel making a slight indentation in the moist sand, but I quickly found a place where the tire sank deeper and caused a dismount, and probably I did not make the dismount any too soon to avoid being thrown by a monster wave which immediately after broke very near me, and though I hastened landward as quickly as possible I was not in time to avoid being overtaken in its advance and soaked well up to the knees.

I found that riding would be impracticable, for the moist sand, which alone was sufficiently hard to support the machine, was too close to the surf, and at certain intervals, every five minutes or less, a larger wave than ordinary would not only cause a dismount but would also wet me to the knees, and I had no assurance but an extraordinarily high wave might drench me entirely. It seemed therefore that there was to be nothing but walking for the entire 30 miles to Santa Cruz, if I followed the beach, (for I had no idea that it was a less distance,) but even this seemed to me to be preferable to returning by way of Salinas City, with the knowledge that it was uncertain on the return how I was to cross the Salinas river unless I forded it.

I continued my walk along the beach for about two miles, and then I found that the walking was not so good, as the sand was washed into dunes which were soft and made it hard work to push the wheel through them, and I was already sweating profusely from the exertion. After considering the matter I resolved to quit the beach and take a straight shoot over the sand hills for the interior, trusting to luck to bring me to some kind of a road eventually.

The next half hour was tough work. To get the machine over a dry sand-hill, although the height was insignificant, was exhausting in the extreme. At times it seemed as though I must give up the attempt and return by way of the beach to Monterey, but I determined to first reach the top of the highest sand-hill near by and see what prospect the view then offered. Having at length reached the top of the hill, I was rewarded by the sight of a little lake surrounded by green verdure, that certainly looked, after my struggles in the sand-hills, most charming, and near by ran the railroad. As it was down grade I soon succeeded in reaching the railroad, and some distance along it, in the direction I must pursue for Santa Cruz, I could see a man walking. The railroad was ballasted with sand so it was not good traveling, except by comparison with the sand-hills.

In half an hour or so, I found myself overtaking the man ahead, who as yet seemed to be unconscious of my presence, and he must be deaf or the sound of footsteps behind, in so lonely a place, must certainly induce him to look back. My machine was within a foot or so of him, when he at last perceived it, but he was apparently a stoical old fellow that nothing could astonish much for although I was convinced that he had been unconscious of the presence of a bicycle till the very instant that I overtook him, yet he showed no signs that it was in the least unusual for a bicycle to be trundled along the railroad track. He did not appear to be deaf. He had a gun and was he said making for the timber in search of quail. It was 16 miles he said from Monterey to Castroville, the next town, (about four of which I had already traversed,) and from Castroville to Santa Cruz, about 30 miles, he guessed the road was pretty good. The road to Castroville crossed the track a little ahead and I might then see whether it would be better to follow it or the R. R. track, for his part he thought the track would be better walking.

Arriving at the road I concluded to follow it, for even if the walking was no better, there was less bumping for the machine, and an occasional grassy spot induced me to attempt a ride, but it was scarcely worth the effort of mounting, so quickly was a dismount necessary. The road was simply the trail made by a wagon in crossing the sandy ground which was so light that I expect the first wind obliterated the trail. It was, however, of some assistance in forming a way for my wheel for it would run along the rut better than over the unbroken ground.

After a few miles of very sandy walking, over an undulating country, mostly through sage-brush, I was gladdened by the sight of a long stretch of green, grass covered, country which afforded good walking, and I have no doubt portions of it were ridable over the young grass, but with a broken saddle I did not feel like attempting what must necessarily be rather rough riding, and so continued my walk. No signs of habitations were visible anywhere during the eight or ten miles I had traveled. I passed some wheat fields of large extent and one place where some men were ploughing, and while so engaged and until seeding was finished their habitation in common with their animals was evidently in a canvas structure I could see near by. The land I presume would then be left with little or no protection until harvest time. Some fields were fenced, others not. At length about 10 miles from Monterey I come to some small lakes partly filled with rushes in which there a number of ducks, and near by was a deserted house and a well, but a trough near by partly filled with perfectly clear water (probably collected from the rains) afforded me a drink. Soon after I find a fence crossing the road and it is necessary to open a gate, and I am then in a cattle country, and large numbers are scattered over the surrounding hills and valleys.

I leave the trail made by the road, for shorter cuts across the grass, and the young cattle generally scamper away at my approach. One large bull however shows no signs of scampering, but eyes me I fancy rather ungraciously, and I take the trouble of departing slightly from my straight route rather than run the risk of provoking any hostilities on the part of his majesty. The railroad track is usually in sight, and along here I come to a mile or so of small birds. I say a mile or so for they were extended along the telegraph wires for I considered as much as that distance, at intervals perhaps three to six inches apart. Their weight made the wires between the poles sag considerably. Viewed obliquely from my standpoint they appeared to be a solid string of birds, all singing away their little songs in a chorus that was well worth listening to, and I have no doubt was well worth walking some distance to hear, but I had had so much walking this morning that I was anxious to reach the town of Castroville in the hope that I might then obtain some riding.

At 11 o'clock the roadway leads across the R. R. track, and here is Bardins (or Martins as I read it on the sign board,) evidently a shipping point on the R. R., but there is no station house. There is a farm house near by. At some distance along I can see the bridge across the Salinas river, so I follow the R. R. track, knowing that it affords the only means of crossing. Across the bridge is a trackman's house, and I stop there to get a drink, and then continue along the railroad a mile or so to a station called Morocojo, from which the town of Castroville is visible to the left. Here I take a slight rest

while I remove the sand from my shoes, for I find one of my heels is getting sore.

The railroad leaves Castroville about three quarters of a mile distant to the left and at Morocojo I leave the track and take the wagon road. The material of the soil I find is now changed from sand to adobe, which was encouraging, for as soon as I reach a road on which there is any considerable travel it will probably be ridable; here at present it was too rough, and as there are no fences the cultivators of the adjoining ground plow up their fields and also the roads promiscuously.

[TO BE CONTINUED.]

Sturdy Beggars of the Orient.

PROSPERITY is ours, abundant harvests fill the granaries, elevators are overflowing, hundreds of miles of new railroad are built every year, the national treasury has more money in it than the Government knows what to do with. But with all this wealth and prosperity, abject poverty is still the lot of vast numbers of the people. All our triumphs of civilization fail to abolish poverty. The best that Western civilization has yet been able to do it to establish measures of temporary relief for the destitute and to suppress in a measure the outward evidences of abject want.

Western civilization has well nigh abolished the trade of mendicancy. Gangs of tramps wander about the country during the summer and pick up a precarious livelihood without work, but they are not genuine mendicants. They render themselves liable to the law every time they ask for a bite of anything to eat or a night's lodging. The law in its majesty believes that it has abolished all excuse for beggary by establishing work houses and similar institutions where relief may be obtained. The slip-shod individual, with his hair protruding through the big, jagged fissure in his hat, and with one or his coat-tails tacked on with a pin, who skulks in the shadow of a by-street and whines out his supplication for a nickel to pay for a bed, does so in fear and trembling. He dreads detection by the policeman on the corner, who, if he saw him, would arrest him for vagrancy.

These observations, with certain modifications, apply also to England, France, Germany and other European Nations that are far advanced in civilization. In the green lanes of Merrie England one meets occasionally a "vagrom man" who respectfully touches his cap and proceeds to tell the stereotyped tale of woe. But before he ventures to accost you, he looks this way and that to make sure that no lynx-eyed rural "bobby" is anywhere nigh at hand. In France I saw no beggary, and none in Germany to speak of. I remember an individual case in Wurtemburg where a poorly-dressed man halted me and stated that he was trying to get money enough to emigrate to America, and would I give him a few pfennigs. As it takes four pfennigs to make 1 cent I thought the request remarkably modest in the way of rolling up a sufficient sum to pay his fare across the Atlantic. I asked him what he worked at, and he said he was a chimney-sweep.

No mendicancy is met with to speak of until one gets as far east as Hungary; unless, of course, one strikes off down into Spain and Italy. In these lands of the lazzaroni, beggary flourishes with the same exuberance that it does in the Orient. The chief mendicants in Hungary are the gangs of vagabond Gypsies one sees camped by the side of the roads. As you ride along you see ahead of you in the road a troop of swarthy urchins, the largest clad in picturesque rags and the smaller ones in *purus naturalis* only. They are dark-skinned, almost as natives of India, and their gleaming white teeth and the whites of their eyes are conspicuous while you are a hundred yards distant. As you draw nearer, the whole group commences to shout "Kruetzer! Kruetzer!" and to extend their eager palms in your direction. You toss them a coin as you ride past. One instantly picks it up and rushes off with it to the little smoke-begrimed apology for a tent just off the road, where the elder Romanies are watching the scene with keen interest.

In tossing this coin to the group of twenty, you have only gotten rid of one; and in doing this you have stimulated the cupidity of the remaining nineteen to an extent that causes their eyes to glisten with eager avarice. After you, they all come, the whole nineteen, pell-mell, with outstretched hands and tattered caps aloft, calling

after you in eager and pathetic cadenza "Kreutzer! Kreutzer!" Swiftly, too, they run, these youthful Romanies, and for hundreds of yards they keep up the chase, some on one side of you and some on the other.

As you get down into the Orient, you begin to see in the towns and villages miserable-looking vagabonds, who make a regular profession of mendicancy. They are seen seated beside the fountains, the places of worship and other public resorts. Their garments consist of rag patched on rag until they look like animated patch-work quilts. Prom out this conglomeration of remnants and tatters there peers an unwashed face with a pair of furtive black eyes, and topped with unkempt hair. This is a typical Oriental mendicant. Part of his business is to present as loathsome and miserable appearance as possible, in order to awaken the pity of the charitably inclined and open the strings of his purse.

Our wandering friends, the Gypsies, are seen in numbers down in Turkey, but a change has come over them there. The Turks regard the Gypsies as the most despicable of all the human race, and not only place them outside the pale of humanity, but religiously abstain from giving them alms. From the inability to obtain a livelihood by begging among the Turks, the Gypsies of Turkey have apparently abandoned mendicancy altogether.

All through Asia Minor every town and city is swarmed with professional beggars. In the larger cities they are almost as numerous as the prairie dogs, and a ten times greater nuisance. The Moslem, however, regards mendicancy as a calling in which there is no disgrace; and does not consider the loathsome crowd that hangs around the entrance of the mosque to importune him for alms as he goes to his devotions, a nuisance. He dispenses charity among them according to his means, and feels that his prayers will be the more efficacious for having done so. The ranks of the mendicants now embrace big, burly, able-bodied men who do not hesitate to elbow to one side those of the same ilk that are feeble and deformed. There is no disgrace attached to their profession here, and the sturdy ragamuffin strong enough to fell an ox, wallows in his filth and rags and plys his calling with no more feeling of shame than the miserable cripple who lost both legs in the Turk-Russian war.

But the true land of the mendicant is Persia. It has been estimated by observant travelers that one-tenth of the Shah's subjects are beggars by profession. Not only is the professional mendicant tolerated in Persia, but he is regarded as holy, and his calling as eminently respectable. The streets of a Persian city are full of beggars of every imaginable description. Some are regular fixtures at certain spots, occupying their posts as regular as the days come and go.

As you walk down the street, one miserable wretch shuffles out of his corner, and thrusts into your notice some horrible deformity; a little farther, and you meet a pitiable object with his nose cut off and eyes entirely gone from their sockets. The next one will perhaps be without hands, and the next without feet. These are poor wretches who have been mutilated for theft from some provincial official, or other crime which would be punishable in a civilized country by a few months imprisonment. In Persia they are mutilated and turned adrift for the rest of their lives in mendicancy.

Not all are cripples, however; far from it. Many of lusty frame and robust health follow mendicancy as a profession, because it pays better than work. An English telegraphist, a friend of mine in Teheran, once took a kindly interest in an intelligent-looking fellow whom he saw begging on the corner every day, and offered him a place in his service at current wages. The beggar thanked him politely for his kindness, and told him that he had a family to support and he could support them in better form by begging than he could by work, and consequently was not looking for work.

One of the most eccentric landmarks in the streets of Teheran that I remember was a man whose peculiarity was attitudinizing in the middle of the road. In the keen rivalry of attracting the notice of passers-by, in a community swarming with professional beggars, all sorts of ingenious devices are resorted to. This person was all but a living skeleton, and in this country would naturally gravitate to a dime museum as such. He was as much of a picture as a post. In the summer the sun baked him, and in the winter the cold rains kept him in a perpetual shiver; but, summer or winter, he wore

nothing but a thin, greasy clout, which barely sufficed to cover his nakedness. He always stood with arms folded, so that each claw-like hand grasped the opposite equally bony shoulder. From morning until night he never uttered a word of supplication, but used to turn his big black eyes with mournful appeal on such passers-by as he thought fair game. When a coin was handed him he mechanically released one shoulder, quietly slipped the coin into a handy pocket, and immediately clutched his shoulder again. It was ascertained that he had occupied that same spot for years; everybody had come to regard him as a permanent landmark of the street.

The most interesting class of mendicants in Persia, and probably in the whole world, are the dervishes. These wierd members of the mendicant fraternity are met with all over Persia, on the roads, in the villages and the cities. Their usual dress is the skin of some wild animal, preferably a tiger-skin, thrown carelessly about their shoulders, and a pair of white cotton pantalettes. If the dervish can not obtain a tiger-skin, he will, as the next best choice, secure the skin of a leopard or panther, or even the hide of a deer or antelope. In addition to this striking make-up he carries a huge spiked club or a small battle-axe, and an alms-holder made from an oblong gourd-shell or the outer shell of a cocoa-nut. Thus fantastically, and even ferociously arrayed, the dervish stalks through the thronged bazars of a Persian city shouting out "hakk, yah hakk!" and thrusting his alms-holder right and left among the people.

The dervishes are regarded as holy mendicants by the common people, and spend the greater portion of their lives in wandering about from one distant Central Asian city to another. They might, perhaps, aptly be compared to the wandering friars of England and Europe five hundred years ago. Everybody regards it as lucky, as well as meritorious, to give alms to the dervishes. The average Persian gives a tenth part of his income away in alms to beggars, the greater part of which goes to able-bodied men and dervishers who are well able to work for their own living.

In India begging is discouraged as far as possible by the British authorities, and measures of relief similar to those in vogue among western nations have been introduced. Among a teeming population of two hundred million Orientals, however, any sweeping change in such a time honored profession as mendicancy is a question of time, and not to be easily affected. Beggary is far from being so common as it is either in Turkey or Persia. There is a recognized mendicant caste in India, known as faquires. The faquires are regarded as eminently holy, and subsist upon the charity of the people. Like the Persian dervishers, they wander about all over the country, spending most of their lives making long pilgrimages to various holy

shrines.

The Indian faquir is a loathsome-looking creature, with long black hair matted about his head and shoulders with an accumulation of filth, and he generally plasters his body with mud. His sole raiment is a calico waist-clout; his face is fantastically streaked with red paint; he has probably registered a vow never to apply cleansing process to his person from one year's end to another. The filthier and more disgusting he can make himself look, the holier he is considered by the superstitious Hindoo peasantry. The faquir is a crafty rogue, with little, ferret-like eyes, black as ink, and which twinkle avariciously through the bushy masses of unkempt hair that falls about his face. He knows the superstition and reverence with which he is regarded by the people, and makes the most of his opportunities to trade upon their ignorance and credulity. He always carries with him a little brass bowl attached to a long string. With this he draws himself drinking water from the deep roadside wells, and also uses it as a receptacle for alms, to eat food from and various other uses. In Benares there is a "faquir temple" where priests bestow a handful of gram upon every beggar who applies for it. The gram is supplied by wealthy Hindoos who make the feeding of faquires their special religious hobby. It is considered a disgrace to allow a faquir to go away from this temple without being fed.

As might be expected, the most abominable specimens of the mendicant fraternity are to be found in China. The loathsome appearance of the Chinese professional beggar is beyond the powers of description. All sorts of horrible deformities are voluntarily endured to work upon the sympathy of the people. Eyes are blinded, faces mutilated and limbs twisted. All that is done in the way of mutilation by the authorities of Persia in the punishment of criminals is inflicted by Chinese mendicants upon their own offspring as tricks of the profession. Horribly misshaped victims of this atrocious custom are encountered at the gates of Chinese cities and in the streets.

In Japan there is nothing revolting about mendicancy. Begging is here, as in several other countries named, recognized as a regular profession. The Japanese beggar is a model of politeness and honesty. It is the custom of shop-keepers and others to save themselves the trouble of answering the numerous calls of mendicants, hanging a number of small copper coins in front of their shops, one coin on each nail in the wall. When a mendicant comes along he sees the coins, knows what they are there for, and steps up and transfers one of them to his wallet. He never abuses the confidence thus placed in him by the charitable shop-keeper by taking more than one.

THOMAS STEVENS.

TOURING IN THE OLD COUNTRY.



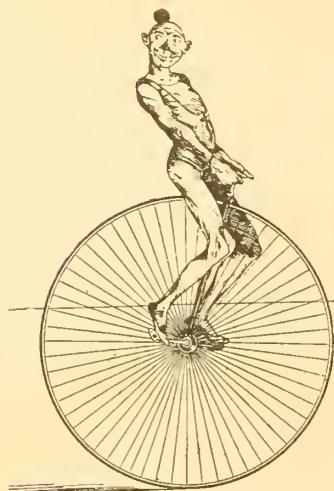
AMERICAN TOURIST.—"How convenient 'tis to understand German. Now there is an inn sign, I guess I'll stop and get a bite."



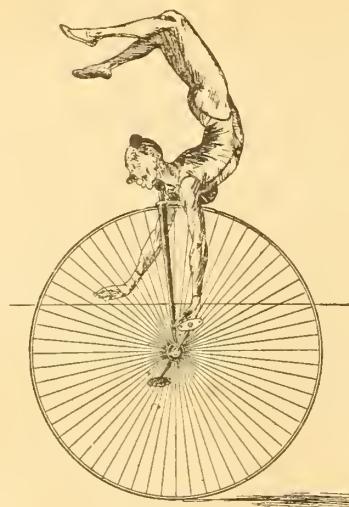
He got the bite.

THE GAZETTE'S CANDIDATE FOR THE WORLD'S TRICK RIDING CHAMPIONSHIP.

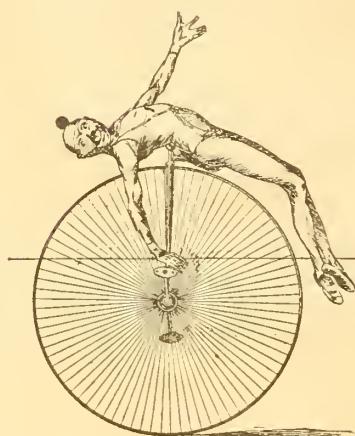
FROM INSTANTANEOUS PHOTOGRAPHS OF OUR NEWLY DISCOVERED PHENOMENON.



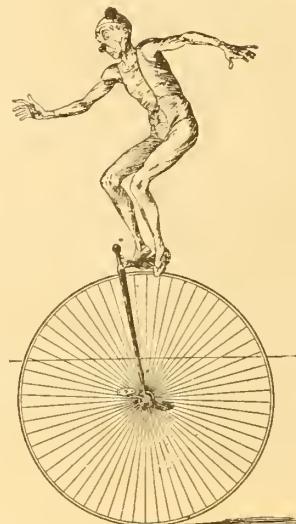
No. 1.—Grand Entree.



No. 4.—The Plot Thickens.



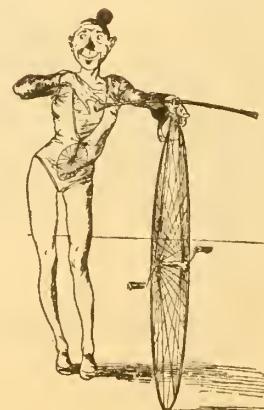
No. 2.—The Contest Opens.



No. 5.—Thrilling in the Extreme



No. 3.—It Grows Interesting.



No. 6.—The Encore.

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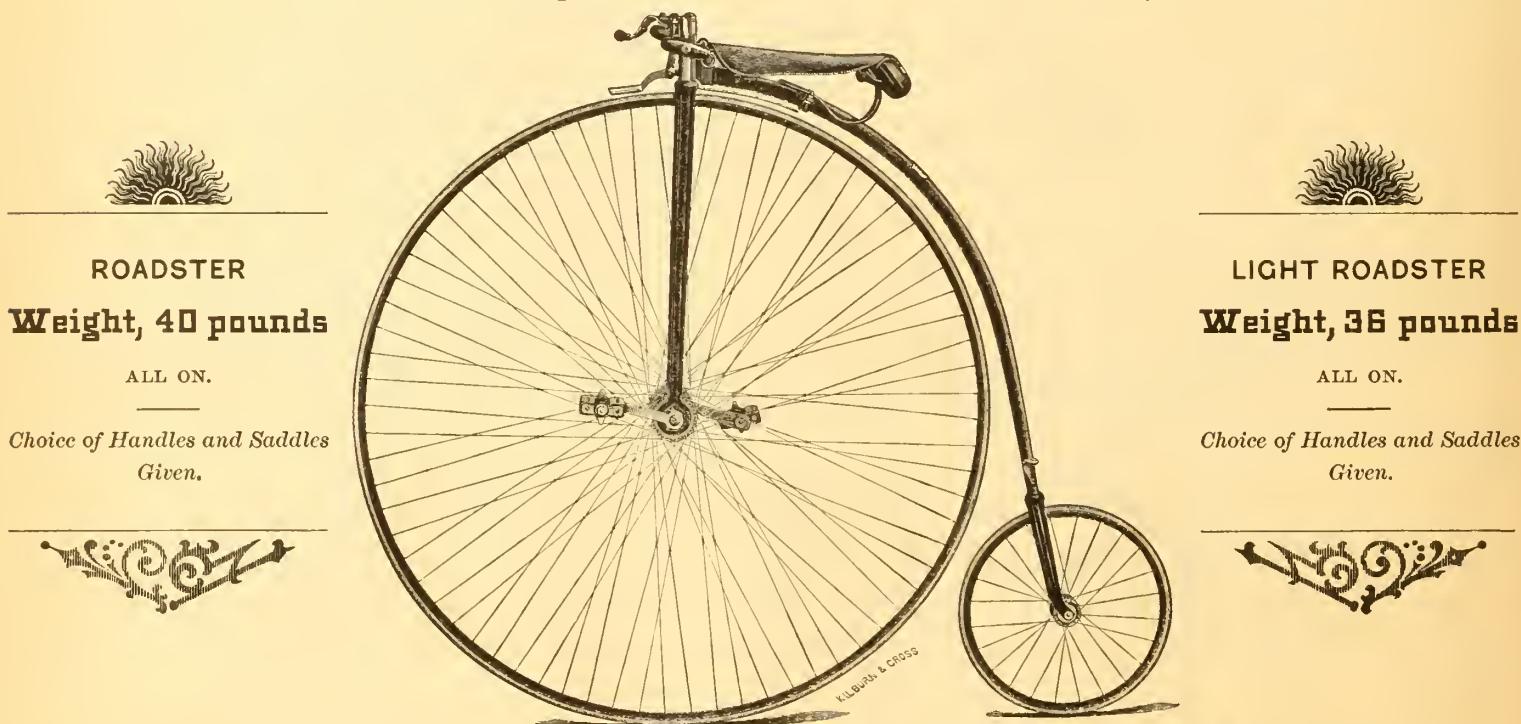
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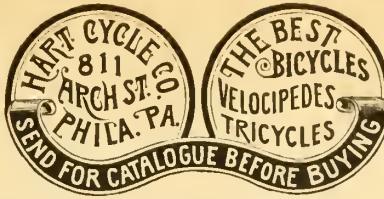
Thousands of the best \$38.00 Gold Watch ever made are selling in our Co-operative Clubs.

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926 Chestnut St.,
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We refer to any Commercial Agency.
AGENTS
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Clubs Constantly Forming.
Join Now and Save Money.



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



ANKLE ACTION

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

Is learned the easiest and best on the Eureka Home Trainer and Bicycle Stand.
Price, - - \$7.50
Correspondence Solicited.
M. A. Woodbury, BRADFORD, PA.

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.

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Merchant Tailor and Athletic Outfitter.
ROCHESTER, NEW YORK.

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BUSINESS UNIVERSITY

WHEN BLOCK, OPPOSITE POST OFFICE.

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



HUMPHREYS'

HOMEOPATHIC SPECIFIC No. 28

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

STEEL BALLS FOR ANTI-FRICTION BEARINGS.
Of Best Cast Steel.
HARDENED, GROUND AND BURNISHED
3/16" to 3" diam. Samples and prices on application.
Simonds Rolling Machine Co., Fitchburg, Mass.

Cycle Dealer, - - LanCASTer, Pa.
MARTIN RUDY,

CYCLING TOURISTS

—CAN AVOID—

SORENESS

And Increase Pleasure by Using the Self-Adjusting Hinge Cradle or Rocker Saddle.

COPPER CYCLE SADDLERY,
433 Pearl Street, CLEVELAND, OHIO.

AMERICAN Protectionist's Manual.

200 pages, all about the TARIFF. 18,000 sold. Sample of paper edition by mail for 25 cents. Agents wanted.

Charles H. Kerr & Co., Publishers,
CHICAGO.

Mention the WHEELMEN'S GAZETTE.

FOR SALE!

Victor Light Roadster

** TRICYCLE **

1887 PATTERN.

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

Will sell for cash or on time.

Address

BEN L. DARROW,

Wheelmen's Gazette,

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DON'T BUY A WHEEL

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

20 DIFFERENT STYLES.

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

JERSEY GOODS

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

Send for Catalog.

—THE—

JOHN WILKINSON CO.
55 State St., CHICAGO.

THE ROSS IMPROVED Detachable Luggage Carrier

For Crank and Star Bicycles.

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

Improved and Made Stronger than Last Year.

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

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

Wheelmen please notice special premium offered to purchasers of a Ross Luggage Carrier, advertisement in "Bicycling World," July 13 and 27.

J. C. TRAVIS,
SOLE MANUFACTURER,

15 2d St., ALBANY, N. Y.
Successor to C. H. ROSS & CO.

For Sale, Cheap.

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

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

THE WHEELMEN'S GAZETTE

Sale and Exchange.

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

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

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

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

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

52 INCH full nickelized Expert, with sundries. Less than one-half list price. J. COHN, Bradford, Pa.

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

FOR SALE—British Challenge; full nickelized; excellent condition. Price, \$85.00. Address, E. A. BENNINGHOFEN, Hamilton, Ohio.

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

BARGAIN—A 52 inch American Champion, 1888 pattern. Never been used but a few times and then by an expert. Price, \$90. Address, C. L. RIDER, Kildsville, Mo.

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

FOR SALE—Standard Columbia Bicycle, 50 inch, splended order, \$40. Also 50 in. Springfield Roadster, new, perfect order, \$60. Address, BICYCLE, Washington, Warren Co., N. J.

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

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

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

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

We Call Special Attention of all Athletes to our

JERSEY FITTING GARMENTS.

Jersey Fitting Supporter.

This Supporter is in use by Bicycle Riders, Baseball Players, Athletes and Gymnasts, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and Hip. Send for Illustrated Catalog and Price List.

MANUFACTURED BY

HOLMES & CO.,

17 Kingston St., BOSTON, MASS.

Please mention this paper.

HOW to be **HEALTHY** though **CLOTHED!**

USE THE

Jaeger All Wool Clothing

WHICH ALLOWS THE SKIN TO BREATHE AND PROTECTS FROM CHILL.

Adopted by Thousands of Thinking People. Highly Praised by the Doctors.

CAUTION!—Look for the Diamond-Shaped Trade Mark, enclosing Dr. Jaeger's Portrait.

Descriptive Jaeger Price List, with List of Agents, Sent Free.

We make a Specialty of Bicycle Stockings, Knitted Bicycle Jackets & Bicycle Knee Breeches.

DR. JAEGER'S CO.,

182 Wabash Ave.,

CHICAGO, ILL.

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.

BEST IN THE WORLD!

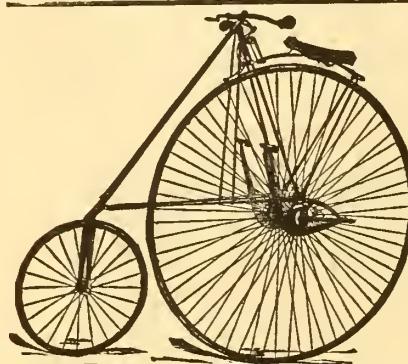
THE

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.

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



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.

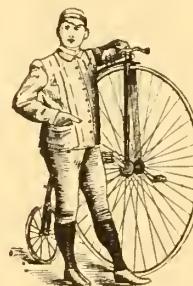
Won all First Premiums, when in competition, since 1881.

Send for Catalogue.

H. B. SMITH MACHINE CO.,

Smithville, Bur. Co., N. J.

LOOK AT THIS!



NEW AND
SECOND-HAND

BICYCLES.

Our specialties:

Repairing AND Nickle Plating
AT LOWEST PRICES.

If you want the best New Machine in the Market for 1888, or a bargain in a Second-Hand Bicycle, send 2-cent stamp for Catalog and Second-Hand List to

H. T. HEARSEY,

INDIANAPOLIS, IND.

SECOND-HAND BICYCLES TAKEN IN TRADE FOR NEW ONES.

We are prepared to make this year a fine line of TROPHIES, MEDALS and PRIZES of all descriptions, including



Cups, *
* Jewelry,

MEDALS, Stop-Watches,
** Trophies.

Illustrated Catalog and Price List Sent on Receipt of Stamp.

Pedersen & Buckingham

442 Maiden Lane, NEW YORK CITY.



TO THE FRONT AGAIN!

Eagle Rock Hill 12 Times Without a Dismount! ON WHAT?

A SPRINGFIELD ROADSTER 50-inch geared equal to a 52-inch ordinary.

BY WHOM?

J. HARRY SHURMAN, of Lynn, Mass. Witnessed by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J.; and C. S. Silver, of Concord, N. H.

WHAT NEXT?

STICKNEY HILL, Lynn, Mass. Try it. We got there. L. A. W. run, Baltimore, June 19, 1888. Out of 150 wheels three only surmounted the hill, two of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

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

J. R. Weld, Medina, N. Y., writes: "We believe in the Springfield Roadster out here. In a club of twenty members, sixteen of them ride your make of wheel and still we want another."

You May Draw Your Own Inference.

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

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

Bargains in Shop-Worn and Second-Hand Bicycles

A. W. GUMP & CO., Dayton, Ohio.

NO.	SIZE.	PRICE.	NO.	SIZE.	PRICE.
274	36	\$60.00	298	52	105.00
275	36	Columbia Light Roadster, ball pedads, spade handles, new	299	52	107.00
	Invaluable Safety, built like the Columbia Safety, good order		300	52	60.00
	ball bearings, fine shape		301	52	55.00
276	44	55.00	302	52	95.00
277	44	Otto Special, good as new	303	52	100.00
278	44	20.00	304	54	
279	44	American Safety, ball bearings all over, No. 1 condition	305	54	
280	44	27.00	306	54	78.00
281	46	American Safety, plain bearings, standard finish, good order	307	54	60.00
282	46	40.00	308	54	100.00
283	46	Special Facile, 1887 pattern, almost new	309	54	55.00
284	46	60.00	310	55	50.00
285	48	Otto Special, as good as new	311	56	75.00
286	48	21.00	312	56	50.00
287	48	American Ideal, all nickelized but wheels, new	313	56	60.00
288	48	48.00	314	58	40.00
289	48	Otto Special, all nickelized but wheels, spade handles, cow horn	315	58	55.00
290	50	27.00	316	60	65.00
291	50	Springfield Roadster, in splendid condition	Also 250 More Second Hand Bicycles. List Sent Free.		75.00
292	50	50.00			
293	50	Volunteer Columbia, ball pedads, shop worn only			
294	50	90.00			
295	50	American Champion, standard finish, ball pedads, new			
296	52	95.00			
297	52	Harvard, all nickelized but wheels, ball bearings, new tires,			
		good condition			
		50.00			
		Harvard, nickel and enamel finish, ball bearings to both			
		wheels, dropped handle bars, No. 1 condition			
		50.00			
		Victor, ball bearings and ball pedads, cow-horn handle bars,			
		No. 1 running order			
		60.00			
		Light Champion, all nickelized but rims, special built, a bargain			
		at only			
		75.00			
		American Champion, spade handles, ball pedads, standard			
		finishes, fine order			
		78.00			

BICYCLES AND GUNS TAKEN IN TRADE.

Order quick, as these prices can not be duplicated.

Largest Retail stock of Bicycles
in America.

A. W. GUMP & CO.

DAYTON, OHIO.

REMARKABLE

is the increase of Safety riders, and yet not so remarkable when one considers the perfection reached in the construction of this style of bicycle, and the undeniable fact that there are many old as well as prospective riders who prefer the Safety type of machine; and this number shows an

INCREASE IN

nearly every section of the country. Attention is called to the VELOCE COLUMBIA, new this season, a Rear Driving Safety of the most improved pattern, combining the best features of other Rear Driving Safeties, with many original improvements and additions, including EASY AND TRUE steering and the improved Kirkpatrick saddle, which all

SAFETY RIDERS

appreciate. A fully illustrated description of the Veloce is found in the Columbia Catalog. The Veloce has not been extensively advertised this season, simply because an unprecedented number of orders have made it, up to this time, impossible to fill orders with our customary promptness. All orders for the Veloce, as well as for other style of Columbias, will now receive immediate shipment.

THE MOST COMPREHENSIVE CYCLING CATALOG FREE.

POPE MFG. CO., GENERAL OFFICES, 79 FRANKLIN ST., BOSTON; BRANCH HOUSES: 12 WARREN ST.,
NEW YORK; 291 WABASH AVE., CHICAGO.

THE FAMOUS,
STAUNCH,
RELIABLE

*RUDGE *LIGHT *ROADSTER * BICYCLE,

AN INTERNATIONAL REPUTATION.

A few slightly shop-worn new Rudge Tandems and Rudge Humber Tandems, and also a limited number
of shop-worn Rudge Bicycles at a reduction.

RUDGE CATALOG FREE.

H. M. SABEN, Mgr.,

152 Congress St., Boston.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT APPLY AS ABOVE.