

AND RECREATION.

VOL. XII.—No. 13.]

NEW YORK, JUNE 24, 1887.

[WHOLE NUMBER, 299.

VICTORY.



THE QUADRANT



VICTORY.

Again Victorious!

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

MACHINE.	RIDER.	TIME.
1. Quadrant Tricycle.....	Frank Moore	1.27 $\frac{3}{8}$
2. " "	A. J. Wilson	1.30 $\frac{3}{8}$
3. Dromedary Safety Bicycle.....	J. Moore	1.36 $\frac{4}{8}$
4. Humber Cripper Bicycle.....	M. D. Rucker	1.42
5. " Safety Bicycle.....	W. Terry	1.42
6. Quadrant Tricycle.....	H. G. Priest	1.43
7. Humber Safety Bicycle.....	S. C. Stephenson	1.54 $\frac{4}{8}$
8. " " "	W. Allen	2.17 $\frac{4}{8}$
Four others failed to get up.		

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

The Quadrant now holds all Tricycle Road Records in the United States and the

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Stiffness of
Muscles,
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Thirty to sixty drops in half a tumbler of water will in a few minutes cure Cramps, Spasm, Sour Stomach, Nausea, Vomiting, Palpitation of the heart, Malaria, Chills and Fever, Faintness, Heartburn, Sick Headache, Diarrhoea, Dysentery, Colic, Wind in the Bowels and all Internal Pains.

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BY THE

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Handsome Prizes for all Events.

EVENTS:

- | | |
|---|---|
| 1 | mile bicycle, novice, for wheels not less than 35 pounds. |
| 3 | " " lap race, open. |
| 2 | " " State championship. |
| 1 | " tricycle, State championship. |
| 5 | " bicycle, L. A. W. championship. |
| 1 | " " Union Co. Wheelmen championship. |
| 1 | " " State championship. |
| 2 | " " handicap, open. |
| 1 | " " club team race (three men to team.) |
| 1 | " " consolation. |

Entrance fee fifty cents for each event. Open to amateurs only. L. A. W. Rules to govern. The right to reject any entry is reserved. Entries, accompanied by fees, must be made to Dr. F. A. Kinch, Jr., Westfield, New Jersey, before June 28.

Admission to Grounds, - - - - - 35 cents.

Seats on Open Stand, - - - - - 10 cents extra.

Reserved Seats on Grand Stand, - - - - - 25 " "

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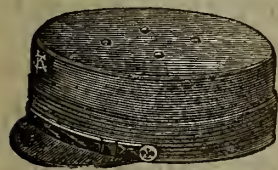
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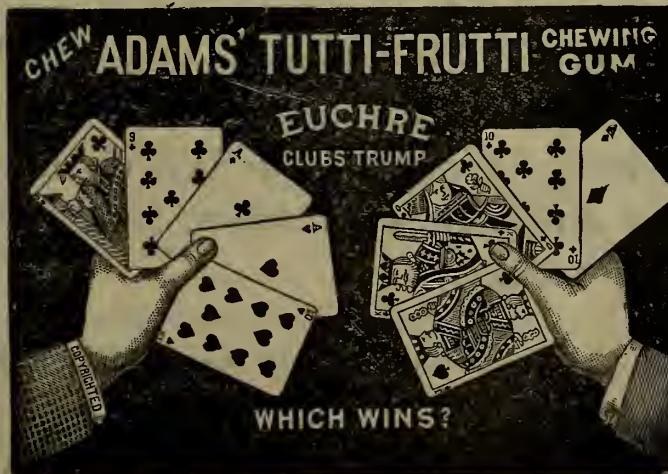
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Sold by the manufacturers direct, in barrel, 1/4 barrel and 1/2 barrel lots, and for the use of Bicycleists, Base Ball Players, &c., put up in small packages: as follows:

Pint Bottle.....	25c.
Quart ".....	40c.
1/2-gallon Demi-john.....	85c., refilled, 65c.
1-gallon ".....	\$1.50 " \$1.20
5-gallon " (for Clubs).....	5.95 " 5.00

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The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

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

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

Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.* Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*

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

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This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.

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

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

ATHENS, OHIO, May 24, 1887.

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

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

I remain, very truly,

DR. FRED. HIBBARD.

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

PEORIA, ILL., May 7, 1887.

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

Yours truly,

BERT. MYERS,
Captain Peoria Bicycle Club.

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

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SUBSCRIPTIONS FOR THIS PAPER RECEIVED AT:

BALTIMORE, Md.—Eisenbrandt & Shaffer, 101 W. Baltimore Street.

BROOKLYN, N. Y.—Schwalbach & Willdigg, Prospect Park Plaza.

NEW ORLEANS, LA.—Geo. T. Wharton & Bro., 5 Carondelet Street.

EDITORIAL NOTES.

The English papers very generally think that the L. A. W. should retrace its false step and assume at least partial control of road-racing. This is an endorsement of our own opinion, and we hope the matter will be at least considered. It is not necessary to recognize road-racing any further than to prevent amateurs and professionals from competing together, which is contrary to the spirit of its path laws.

We desire to especially commend the New Jersey Division's July 4 meet, to the attention of our readers, especially such as are not members of that Division. The efforts of clubs to provide the wheel world with sport should be encouraged better than they have been in the past, especially in and near New York. A number of enthusiasts have subscribed money and built a track, yet the support given such meetings as have been held on it has been luke-warm, to say the least, and discouraging to further effort. There can be no pleasanter day's programme for the "Fourth" than a morning ride in the Oranges with the race meet in the afternoon, as a sort of bicyclic desert.

The Kings County Wheelmen will hold their annual Spring meeting to-morrow afternoon. We know of no pleasanter event than their yearly fixture. The racing is always good, the music and the gay crowds inspiring, and the K. C. W. have a way of picking out such glorious afternoons that one always recalls their meets with pleasure. We hope the boys will support this club liberally, and back up its effort to give our local flyers a chance to speed on the path.

Kentucky is not much of a State in its way, except in the trifling matters of good whiskey and fast horses, but it at least looks after the wheelmen, and protects them from the onslaughts of the road hogs. The case of Watcher vs. Drinkenberg, which has been so vividly portrayed by "Norb," has been settled in favor of the wheelman, the level-headed justice fining the porker—we mean, the hog—fifty dollars and costs.

The Ilderan Club's Canadian Tour will furnish an opportunity for two weeks of rare enjoyment. The party will leave on July 9, and will be gone till the 23rd. The route has been carefully selected, there will not be a large crowd, and the cost will be very low. Niagara Falls, a trip on Lake Ontario, the Thousand Islands, St. Lawrence River, Lake Champlain and the Adirondacks will all be included in the trip. Full information of the tour may be found in THE WHEEL of June 3, and the list of participants, to date, may be found in another column.

THE MARYLAND DIVISION MEET.

(Special to THE WHEEL.)

BALTIMORE, June 21, 1887.—The regular Spring meet of the Maryland Division opened here yesterday evening with a lantern parade—the first ever given in the city. The line formed at the Lake in Druid Hill Park, and at nine o'clock moved around the lake, down Eutaw place, countermarching thereon, and thence over a route of the principal streets of the city, finishing at the Maryland Club house Chief Consul J. Kemp Bartlett was Grand Marshal, W. B. Hall and B. F. Stinemetz, Aids, and James Reece, Bugler.

Following the officers came forty Maryland Club, among whom were the following in the costumes mentioned: A. C. Thompson, Monkey; D. M. Fulton, Hunter; J. L. Hutchinson, Prince; F. A. Bates, Gipsy; J. O. Bates, Cavalier; Yates Perriman and M. Morris on a tandem, as the Mikado and Bride; J. D. Chesney, Gentleman (?); J. N. Clark, Armor; Edward Markell, Tennis Player; I. S. Weaver, Armor; W. H. Beatty, English Knight; E. R. Jones, Hussar; Ira Canfield, Knight; H. B. Wilcox, Clown; W. T. Harvey, Japanese Lady; J. W. Taylor, Japanese; J. A. Houck, Knight; H. E. Brown, Knight; F. C. Hamilton, Yachtsman; R. A. Whittingham, King Richard I.; W. P. Lewis, Gipsy; and E. P. Hayden, Devil.

Next came thirty-five of the Baltimore Cycle Club including: T. E. Goodwin, Herald; A. M. Webb, Greaser; J. Frank Bartier, Japanese; F. G. Campbell, Yum-Yum; I. Stewart George, Zulu; R. T. McGinnis, Zulu; H. D. Bayley, Prince; C. C. Isaacs and C. R. Eisenbrandt on a tandem arranged as a ship, the former representing the "Flower Girl"; I. S. Bridges, Zulu; J. E. Geigan, Spaniard; S. N. Appleby, Zulu; I. L. Newman, Jockey; A. W. Mentzel, Coat of Mail; H. T. Price, Brigand; C. C. Cook, Gipsy; R. M. Lockwood, Spaniard; L. Doederlein, Clown Riding a Cow; and John Beard, Dude.

Following these came twenty-one Rambler Club members in suits, half white and half black, their club colors, together with five more in fancy costumes, among whom I noticed E. T. Leonard, as a Zulu.

The Centaur Club, also of Baltimore, followed with ten, the Hagerstown Club with ten, the Washington Cycle Club with eight, and twenty-four unattached.

Every wheel was decorated with Chinese lanterns of various sizes and colors, each man vying with each other in striving to crowd the most lanterns on his wheel or arrange them in some novel manner. In addition to this, red, blue, green, and yellow Greek fire was burned at various points along the line of parade, and many citizens had their houses decorated or sent up rockets—all of which added greatly to the beauty of the scene. Fully forty thousand people lined the sidewalks and filled the doors and windows, to witness the parade, which was pronounced an unprecedented success.

THE BUSINESS MEETING.

Tuesday morning the wheelmen adjourned to Halsted's Hotel, at Arlington, some four miles out, where the races were to be held in the afternoon. At 10:30 Chief Consul Bartlett called the business meeting to order, with about thirty in attendance. Every Saturday was voted the official organ of the Division, R. M. Lockwood unanimously re-elected Secretary-Treasurer, reports of officers and committees read, and the following resolution adopted:

Whereas, The Maryland Division is fully able to publish its own official organ and send its official notices out by the postal laws of the United States; nevertheless it deeply deplores the fact that the L. A. W. Bulletin has omitted to publish many official notices that have been sent to the Secretary-Editor.

The matter of entertaining the League at its next meet was referred to a committee; and the meeting adjourned.

THE RACES.

The races at Arlington Driving Park were, as usual with Baltimore enterprises, a big success. The track was in truly excellent condition, and the racers feeling fine. Fully five thousand spectators were in attendance, and the clouds that fortunately covered the burning sun rendered the affair very pleasant. A slight breeze was also blowing across the course, rendering the air quite cool.

The first race, a half-mile dash, open to resident Maryland riders, who have never raced before, was won by L. Warrington, Jr., in 1m. 27 3/4 s.; F. H. Hoover, second, in 1m. 32 3/4 s., and W. A. Boyd, John S. Sutton and R. T. Meginnis, all of Baltimore, finishing in the order named.

The one-mile dash, open, was won by W. E. Crist, in 2m. 45 1/2 s.; J. B. MacKenzie, second, in 2m. 51 4/5 s.; P. S. Brown and Harry Ward also finishing. In this race Crist spurred for the whole distance, and secured the best record ever made on this track.

The three-mile lap-race, for Maryland riders, was won by H. L. Kingsland, in 9m. 25 3/4 s., with F. W. Pope, second, in 9m. 34 3/5 s., W. P. Hall, third.

One-mile Tricycle dash: Crist, 3m. 41 1/5 s.; Brown, 3m. 41 3/5 s.

The one-mile race for those who have never won a first or second prize was won by J. B. MacKenzie in 2m. 59 s., with L. Warrington, second, in 3m. 02 s. Also ran, Hoover, Warner and S. W. Beard, finishing in the order given.

Much interest was manifested in the three-mile handicap, MacKenzie won in 9m. 49 1/2 s. with fifty seconds start; Crist, second, in 10m. 10 3/5 s., at scratch; also ran Harry Ward, 30s.; W. B. Brown, 30s.—out; J. S. Church, 50s., and F. M. Clotworthy, 75s.

Fancy riding by Harry Park of Washington followed, and was highly appreciated.

The two mile Safety handicap was won by Crist, scratch, in 6m. 44 s.; Brown, 10 seconds, second place, in 6m. 44 2/5 s., and C. R. Eisenbrandt, 50 seconds, third. This race was very exciting, being somewhat of a novelty.

The one and a-half-mile team race followed, with three teams of three riders each. Pope, Brown, and Worthington, of the Baltimore Cycle Club, won the silver cup presented by S. T. Clark & Co., by scoring eight, seven, and four points, respectively. Kingsland, Clotworthy and Denmead, of the Rambler Club, made nine, three, and two; total fourteen. And LeCato, Griscom, and Braze, of the Marylands, made six, five and one; total 12.

The races finished with a one-mile consolation. Joe S. Church won in 3m. 06 3/5 s., Harry Ward in 3m. 16 s. Also ran Warner, Clotworthy and Worthington.

The prizes in each race, except the team, were gold medals to first and silver to second winners. The officers of the day were; J. Kemp Bartlett, Referee, Geo. F. Updegraff, Max Hausmann, and Dr. F. L. Johnson, Timers; Harry E. Brown, E. F. LeCato, and A. E. Mealy; Starter, S. T. Clark; Clerk of Course, P. M. Lockwood.

Before the races the usual parade around the track was given, and at their conclusion a few ambitious pushers warmed themselves and each other. The boys then wheeled into town, sought supper and dry clothes, and stood ready for the finale, the

THEATRE PARTY.

At Harris' Academy of Music the Black Hussar was in progress. The actors seemed to accept the spirit of the occasion, and run in numerous hits on the wheelmen; Digby Bell got off "What's the matter with Bartlett?" and nearly two-hundred wheelmen in the audience responded "He's all right!" Then some one cried "What's the matter with Digby Bell?" and the boys sent up the same shout with a hearty good will. This brought the meet to a close, the wheelmen seeking their couches and returning home that night and next day well pleased with the good times they had had.

PITTSBURGH NOTES.

Club runs do not seem to be in favor with our club members, but few having been held and still less scheduled, most of the riders preferring to ride as fancy dictates, and in small companies of two or three. The "Cyclers" have been most active in this direction, though the attendance has been small.

A run will be held by this club to the New Castle Races, on July 4, leaving here Saturday or Sunday, in which all wheelmen here are invited to participate. An enjoyable ride is expected. The same club will hold a twenty-mile road-race early

in July, over a fine ten-mile stretch on the Butler Plank road, beginning at a point about four miles from the city. Four or five prizes will be given—the first—a fine gold medal; the race will be open to all amateurs and any style wheel may be used, though light roadsters will be best suited to the course. Several fast men in Western Pennsylvania have signified an intention of entering and it is to be hoped that they will.

An informal invitation from the "Sewickley Valley Wheelmen" to ride to Economy, Pa., was accepted by five "Keystone" members a few evenings ago, and a very enjoyable ride was had, the boys being feasted at both ends of the route and during the run; much amusement was created by one of their number taking quite a header from a rear-driving "Safety." The riding of a number of the "Keystone" members is very creditable and seems to promise a large mileage by the end of the season. With twelve men reporting, the total for May is 2,319 miles, an average of one hundred and ninety-three miles per man, in an average of less than fifteen days. The most noticeable records were those of

Messrs. E. C. Stiefel,	330 miles in 18 days,
J. H. Livsey,	291 " 22 "
T. B. Lee,	255 " 15 "
H. E. Bidwell,	243 " 25 "
S. H. Murray,	238 " 25 "

The greatest mileage in one day being that of Mr. Stiefel, sixty-six miles. KEYSTONE.

WHEEL GOSSIP.

The Kings County race to-morrow.

Entries close June 27 for the New Jersey Division races

Spain has very few roads and they are described as beastly.

A. B. Rich has applied for membership in the Citizens Club.

A party of Providence wheelmen will ride to Boston in August.

Tourmaster, Wm. Lee, of Staunton, Va., is completing a State road book.

Mr. T. A. Smily gave eighty lessons in cycling during one week in May.

Mr. J. S. Rogers was in Boston last week and was well treated by the Hubites.

It is said that G. P. Mills, England's crack road rider, "never pulls at his handles" while riding.

Union City, Ind., will have a mammoth Fourth of July celebration, of which bicycle racing will be a feature.

L. B. Gaylor, of Stamford, Conn., will shortly place on the road a crank driver with the little wheel in front.

Another twenty in the hour.—On June 6th, at Paignton, England., W. F. Ball rode twenty-miles in 59m. 59 2-5s.

The Twilight Club will hold its club tournament at Astoria, L. I., on July 4. The Secretary is Mr. H. Ogden Nelson.

Spain's crack rider is Jose Ribera, a native of Madrid. He rides a 54-in. Howe, and wins every event in which he enters.

The committee appointed to report the best plan of reconstructing the League Constitution and By-Laws have asked for suggestions.

Woodside rode five miles at Coventry, on Tuesday, in the very fast time of 14m. 20 1-5s. He will challenge Howell to another race.

Kennedy-Childe whirled into town last week from Columbus, Ohio, breakfasted at the Hoffman House, and whirled on to the Hub.

Mr. W. C. Montanye, of the New York Club, is a noted high jumper. With a bit more practice, he will be among the first-class men.

Baltimore is talked of as the venue for the 1888 League Meet. By the way, there was not a rush of applications at St. Louis for the 1888 powwow.

The Overman Wheel Company scored another win for the Victor at Crawfordsville, Rhodes winning the hundred-mile race on one of their wheels.

For preventing sunburn, "Violet Lorne" recommends ladies to rub glycerine into the face before starting on a ride, and then lightly remove it with a soft towel.

The members of the Massachusetts Club last week presented their Secretary, Mr. Farrington, with a diamond pin, on the occasion of his twenty-first birthday.

At the Missouri Club's game, held at St. Louis, on June 12, the mile bicycle race was won by Harry Gordon; time, 3m. 14s.; Ed. Sanders, 2d; R. E. Belcour 3d.

Tourists in Ireland should purchase one of "Fraser's Road and Railway Maps," sold for one shilling by M. H. Gill & Son, 50 Upper Sackville Street, Dublin.

The Board of Aldermen of this city adopted an ordinance, on Tuesday, compelling bicycle and tricycle riders to carry a light and an alarm bell, when riding at night.

A Pittsburger has invented a unicycle in which the rider sits in the centre and propels it with levers. It is said to be impossible to take a header from it, and a speed of thirty miles an hour can be easily attained.—*Ex.*

Kansas has seven Wheel Clubs: Topeka Wheelmen, Central C. C. of Junction City, Wichita Wheelmen, Concordia B. C., Paola Wheelmen, Historic City Wheelmen of Lawrence, and Leavenworth County Wheelmen.

T. A. Smily, cycling instructor and trainer, gave more lessons last year than in any other since 1875. Among his pupils have been W. H. Gillette, and a number of lawyers, physicians and newspaper men.—*N. Y. Clipper*, June 4, 1887.

The first edition of the New York Road Book is being rapidly exhausted by members of other Divisions, to whom it is invaluable. Price, one dollar and a half. Address, A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

The entries for the races of the New Jersey Division races, to be held on the Roseville track on July the Fourth, do not close till Tuesday, June 28, so there is still time to send in names: You should read the advertised list of events in another column, also the description of the meet.

The medal ordered by the Hon. Honoré Mercier, Prime Minister at Quebec, on his recent visit to this city, was finished by Mr. Jens F. Pedersen early in the week. This order is another evidence of Mr. Pedersen's high reputation for finely finished and artistic medals. Mr. Pedersen made the medals for the New Jersey Division meet.

T. A. Smily, the cycling instructor, with Geo. R. Bidwell of New York, gave personally about seven hundred lessons last year, and met with more success generally than in one season since '75. His pupils included W. H. Gillette, and representatives of Mail and Express, New York Herald, Tribune, Commercial Advertiser, Scribner's, etc.—*Bicycling World*.

At the semi-annual election of the Passaic County Wheelmen, held in Passaic on June 14, the following officers were elected: President, J. D. Pugh, Jr.; Corresponding Secretary, G. K. Rose; Recording Secretary, A. E. Sengstack; Treasurer, H. Simpson; Captain, D. W. Romaine; First Lieutenant, R. Blake; Second Lieutenant, N. G. Palmer; Color Bearer, W. Shelp.

The Q. A. A. A., of Queens, Long Island, offer the following bicycle events (open only to amateurs) on the Fourth of July: One-mile for residents of Queens (within a radius of two miles); one-mile open to the towns of Hempstead and Jamaica; one mile tricycle, open; two-mile handicap, open. L. A. W. Rules. Entries close Wednesday, June 29, 1887. W. L. Wood, Secretary, Queens, L. I.

T. A. SMILY,

MY DEAR SIR—It affords me much pleasure to say that I was pleased with your manner of instruction, as I believed that one learning to ride would have to take an occasional header; but you soon disabused me of that idea, and taught me how easy it was to ride a wheel when you went the right way about it.

I have often thought of the pleasant hours spent in your company while you were teaching me to ride, and regret that I have not to go through the same experience again. Very truly yours,

GEORGE E. GARTLAND.

The Somerville Cycle Club members enjoyed their second annual "Tally-ho" run on June 17, and it was a great success. The route was from their club rooms, in Winter Hill, through Somerville, Cambridge, Brighton and the Newtons to

the Woodland Park Hotel, in Auburndale, where an excellent dinner was served. There were fifty-one at the table, including lady friends of the club members. During the day the party enjoyed themselves with various games and dancing. The run out and return was without anything to mar the pleasure of the party, with the exception of one header by Mr. Billings. Captain W. R. Maxwell was in command, and he was ably assisted by Second Lieutenant W. J. Emerson, Buglers Hooper and Billings, and Color-bearer Cubberly.—*Boston Globe*.

East Saginaw, Mich., race meet, July 4; events: One-mile novice—First prize, Gold Medal; second prize, Silver Cup. One-mile open—First prize, Gold Medal, presented by Brown & Grant; second prize, Bicycle Lantern, presented by Saginaw Wheel Co. Two-mile Team Race—Nickel Flag Staff. One-mile Boys' Race—First prize, Gold Medal; second prize, Silver Medal. One-mile "E. S. B. C." Championship—Gold Medal. One-mile—3.20 Class—First prize, Gold Medal; second prize, Pair Bicycle Shoes, presented by C. S. Grant & Co. Five-mile Lap Race—First prize, Bicycle Suit, presented by the Excelsior Co.; second prize, Cyclometer, presented by Seyffardt & Walz. One-mile Consolation—Box Fine Cigars, presented by George W. Wisner. Address all communications to G. W. Smith, care of F. & P. M. Depot, East Saginaw, Mich.

FIXTURES.

June 13—Hagerstown Bicycle Club Meet. E. J. McKee, Lock Box 215.
June 17-19—Vermont Division Meet, Montpelier, Vt.
June 20-21—Maryland Division Meet, Baltimore Race Meet. R. M. Lockwood, 406 Second street.
June 25—Kings County Wheelmen's Race Meet. W. I. Amerman, 159 Clymer street.
June 27-July 2—Annual Fair, Minnesota Division. C. H. Porter, Winona.
July 1-2—Canadian Wheelmen's Association Meet. Brantford, Ont.
July 2, 3, 4—Annual Tour, Illinois Division.
July 4—New Hampshire Division Meet, at Manchester, N. H.
July 4—Race Meet, Queens, L. I.
July 4—Lynn B. C. Race Meet.
July 4—Pennsylvania Division, Annual Meeting.
July 4—Brookline, Mass., Meet. E. W. Baker.
July 4—New Castle, Pa., Race Meet. C. L. White, Sec.
July 4—New Jersey Division Meet, Roseville, N. J.
July 8-13—Indiana Division Meet.
July 9-22—Ilderan B. C. Canadian Tour. H. C. Mettler, 71 Lincoln Place, Brooklyn.
July 12-13—Terre Haute, Ind., Race Meet. Anton Hulman, Secretary.
July 17—Two Weeks' Canadian Tour. Start from Boston. F. A. Elwell, Portland, Me.
July 26-28—Ohio Division Meet. Mansfield, Marion, and Springfield.

ANNUAL MEET OF THE VERMONT DIVISION.

The annual meet of the Vermont Division, League American Wheelmen, was held at Montpelier, June 17, about seventy-five members being in attendance. At the business meeting a committee to prepare a State road book was appointed and money appropriated to defray the expenses of publication. A resolution was introduced by H. C. Webster of Montpelier, expressing, as the sense of the Division, that convict labor of the State should be used for bettering the condition of the roads in Vermont, and binding the members to use their individual efforts to secure the passage of an act so providing by the next legislature. F. E. Dubois was re-elected Secretary and Treasurer. The public exercises of the Division were held at three o'clock this afternoon. In the three-mile road-race for the championship of Vermont, six entries, the first prize, Waltham watch, was won by S. W. Kirkland of Brattleboro'; second, Kirkpatrick saddle, C. C. Fletcher of St. Johnsbury; third, Butcher's alarm bell, Fred M. Scott of Barre.

There were four entries in the one-mile novice race, which was won by Wilbur Lowe of Montpelier, Fred Dubois of West Randolph, second.

The one-mile race, for prizes and the championship of Vermont, was won by C. C. Fletcher; second, A. D. Gould of Bellows Falls.

There were four entries in the hill climbing. The first prize was taken by H. B. Chapman of Woodstock; second, G. H. Frost of St. Johnsbury. A street parade followed, and the day closed with a banquet at the Pavilion Hotel.

GEO. E. GARTLAND, Attorney,
10 Wall Street.
NEW YORK, June 8, 1887.

Clarksville 100-Mile Road Race.

THE GREATEST BICYCLE RACE EVER RUN
SINCE CYCLING BEGAN.

THE RECORD:

	NAME.	MACHINE RIDDEN.	TIME.
1st.	Robert A. Neilson	VICTOR.....	6 : 46 : 27.
2nd.	Wm. A. Rhodes.	VICTOR.....	6 : 46 : 51.
3rd.	H. G. Crocker.....	Columbia	6 : 51 : 27.
4th.	S. Hollingsworth.....	Columbia	
5th.	S. G. Whittaker.....	Champion	
	C. W. Ashinger.....	Champion	Dropped out at 20 miles.
	Chas. Frazier.....	Star.....	Dropped out at 20 miles.
	John Brooks.....	Star.....	Dropped out at 40 miles.
	A. A. McCurdy.....	Star.....	Dropped out at 40 miles.

Two Victors entered, taking first and second places.

*Never was so much money spent in preparation for a race,
and never was so much interest shown in a wheel contest.*

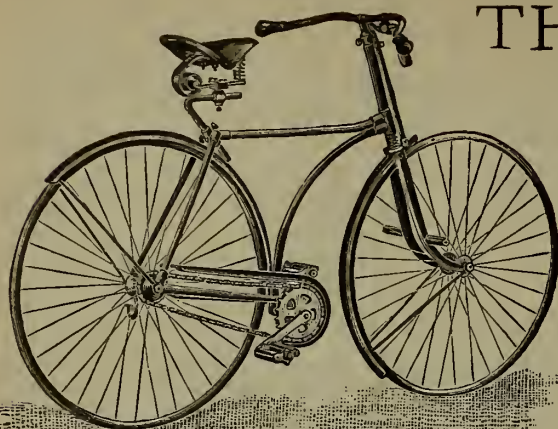
Upwards of 20,000 spectators!

*The Victors ridden in this race never stopped and went
through without defect or attention of any kind.*

Send for our catalog of fast road machines.

OVERMAN WHEEL COMPANY, BOSTON,

Makers of High-Grade Bicycles, Tricycles and Safeties.



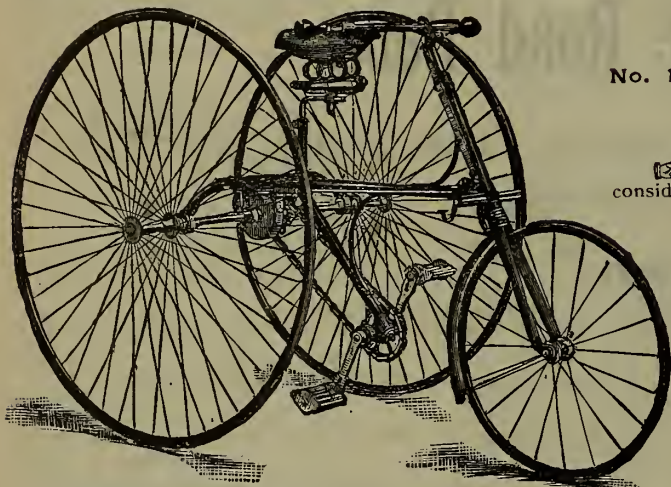
APOLLO SAFETY.

THEY TAKE THE LEAD! SINGER CYCLES.

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

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

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



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

S. S. S. TRICYCLES.

No. 1 for Gents.

No. 2 for Ladies.

AND

TANDEMS.

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

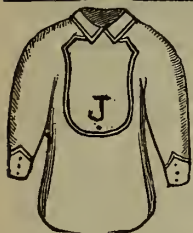
Our 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.

W. B. EVERETT & CO.,

Sole United States Agents,

6 & 8 Berkeley St., Boston, Mass.

Agents for New York City, **BARTLETT & MACDONALD**, Sixth Avenue, cor. 125th St.



JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town.

SUPPLIES FOR

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

Be it known to all, that we repair all makes of Bicycles, Tricycles and Tandems.

REBER, SAICH & KLUGE,
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Newark, N. J.

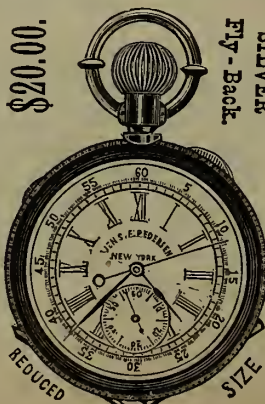
We are also Agents for all makes of Wheels. Send for price list or give us a call.

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



\$50.00.

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



\$20.00.

JENS F. PEDERSEN,
1½
Maiden Lane,
NEW YORK.



\$8.00.

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

TO KARL KRON, ON RECEIVING HIS BOOK.

I have waited, yes, I've waited, with the rest,
these many years,
And have had my doubts that I would live to see
dispelled my fears.
I was afraid the old adage, had been deserted by
the fates.
That says, all things surely come to him who
waits.
I sent on my subscription, when I was quite a
child,
I lived to bet, that he would take, a year for every
mile.
The dollar that I put away, to forward on to him.
When I received my copy of the book with time
has grown dim.
The woman's head, now holds gray hairs, there's
crow feet round her eye,
The eagle's wings, now limp, hang down, he is
too old to fly.
The silvery sheen, of the thirteen stars, has some-
what lost its lustre,
And many a time, I've had a mind, to take that
dollar and bust her.
I was so sure, that willingly, with any one I'd bet
it,
That neither one, would live to see, Karl Kron
get it.
But now its gone, the agony's o'er, I see I was
mistook,
Karl's got my dollar safe, and I—have got—his
book.
But I'll get even with him yet, I will, because I've
said it,
He's got my dollar, I his book, but then I haven't
read it.

Baltimore Argus.

STOLEN, A BICYCLE.

On June 11, from the Manhattan Athletic Club Grounds, a 54-inch Premier bicycle, full nicked, except enamelled felloes. Machine in first class order. Any information of the above machine will be gladly received at this office. Dealers and others are requested to aid us in recovering the wheel.

LYNN CYCLE CLUB ROAD-RACE.

The programme of the Lynn Cycle Club's celebration of its third anniversary on Friday last was completely upset by the factories running. The road-race was postponed till Saturday and the club supper was abandoned. The only event that materialized was the base-ball match.

This was sandwiched in between two interesting time trials made by W. A. Rowe. Before the match Rowe rode five miles as follows: One mile, 2m. 45s.; two miles, 5m. 40s.; five miles, 14m. 24s. Again, in the afternoon, he rode two miles in 5m. 30s.

The fifteen-mile road-race was started shortly after eight on Saturday morning. About three hundred people gathered in Highland Square to witness the start. The race was very interesting throughout, and with the exception of two headers, everything passed off smoothly. D. E. Hunter dropped out at two miles, and McCurdy was disqualified for riding on the sidewalks. The men finished as follows:

Handicap.	Started.	Finished.	Total.
Bergholtz... 5m.	8.31.15	9.32.	1h. 1m.
Barnett... 3½m.	8.32.30	9.32.15	59m. 45s
Hitchcock... 8m.	8.28	9.33.35	1h. 5m. 35s
Whitten... 45s.	8.35.15	9.33.37	57m. 22s
McCurdy... scratch	8.36	9.34	58m. 30s
Cauley... 3½m.	8.32½	9.35.25	1h. 3m. 10s
Batchelder... 3½m.	8.32½	9.35.35	1h. 3m. 20s
Shurman... 3½m.	8.32½	9.36	1h. 3m. 30s
Young... 3½m.	8.32½	9.36.10	1h. 3m. 40s
J. H. Young 10m.	8.26	9.37.45	1h. 11m. 45s
D. E. Hunter... 45s.	Did not finish.		
H. McBrien 5m.	Did not finish.		
E. G. Gordon... 5m.	Time not taken.		
F. Tupper. 8m.	Time not taken.		
C. Butrick. 10m.	Time not taken.		

The following were the officials of the race: Referee, E. L. Story; Judges, F. Goodwin, Asa Windle; Starter and Timekeeper, T. A. Carroll; Checkers, Charles Ingalls, William Stewart, Wm. Reed, Charles Plummer,

NEW CASTLE, PA., RACE MEET.

The Summer race meeting of the New Castle Club will be held at Wheelmen's Park, July 4. The track is four laps to the mile and very safe. A hill climbing contest will be held at 11:30 A. M., the parade at 1:30 P. M., and the race meet at 2:30 P. M. The events and prizes of the race meet are as follows:

One mile novices; gold medal and artistic Roman Head. One-half mile open; bronze art pieces, scone and jewelry box. One-mile, 3:10 class; gold medal, nickel lamp. One-mile, open; bronze art pieces, Milking Scene, Slave Head. Half-mile, Hands Off; art piece, "Slaying of Innocents," silver medal. Two miles, open; gold medal, antique bronze medal. Half-mile, boys under sixteen; bronze art pieces, Teniers, Japanese tray. One-mile, 3:00 class; bronze art pieces, "Time," "Judgment of Paris." One-mile team race, two riders from each club, two gold medals. Half-mile, L. A. W. Pa. championship, gold medal. Three-mile lap race; bronze art piece, Kirkpatrick saddle and bronze art piece.

Entries close July 1 with the Secretary, C. L. White, New Castle, Pa.

ANNUAL MEET PENNSYLVANIA DIVISION.

RACE MEET AT WILKESBARRE.

The programme of Pennsylvania's Third Annual Meet, which will take place at Wilkesbarre on July 4, is a promising one, and no doubt it will be an enjoyable affair. It provides for a parade, a business meeting, a race meet and a minstrel show, enough and of sufficient variety to satisfy every taste. The full outline of the meet is as follows:

Transportation—Chairman, W. E. Shupp, 7 So. Franklin street, Wilkesbarre, Pa. A special rate of two cents per mile has been made on the following roads: D., L. & W. R. R. Co., main line, Buffalo Div., and L. & B. Division. Penn'a. R. R. Co. Composing the following Divisions: United Railroads of N. J. Div., Phil'a & Erie Div., Northern Central Ry. Co., Phil'a., Wilmington & Baltimore, Lehigh Valley lines and branches in Pennsylvania. Secretaries of Clubs, or individual wheelmen, should correspond with W. E. Shupp, Chairman Transportation Committee, and state what road they desire to come on, also how many men and name of each.

L. V. R. R. and D. H. Canal Co., will carry wheels free, the other companies will make a slight charge.

After the minstrels in the evening a special train will be run to Scranton for the accommodation of Pittston, Scranton and Binghamton wheelmen.

PARADE.—Commander: George A. Jessup, Chief Consul, Penn'a. Div. L. A. W. Bugler, John Hughes, Wilkesbarre Ramblers Bicycle Club. The details of the parade at the meet are as follows: Captains of clubs intending to parade will report at headquarters, Wyoming Valley House, at 9:30 A. M., Monday, July 4, and report the number of men they expect to turn out, and no place will be given to those who fail to report before ten A. M. Parade will form on River street in front of the Wyoming Valley House, right resting on Market street.

The business meeting will be held at Music Hall, directly after the parade, about eleven o'clock. An address of welcome will be delivered by Gen. W. H. McCartney, of Wilkesbarre.

The Race Meet—Chairman, W. R. Bowman, 205 W. Market street, Wilkesbarre, Pa.

The races will take place in the afternoon at Lee Park, which is situated one mile from the headquarters, at two o'clock. Admission, thirty-five cents. The track is one-half mile clay, and will be in fine condition for the races. Any one wishing can be accommodated at the Lee Park Hotel, with room and board. The list of events is as follows:

One-mile—Novice for wheels not less than thirty-five pounds; gold medal and silver medal.

Three-mile—Lap, open; diamond stud and enameled gold buttons and studs.

One-mile—Tricycle, open; opera glass and meerschaum pipe.

Two-mile—6:45 class; gold medal and nickel K. of R. Lamp.

Three-mile—Pennsylvania State Championship; gold medal.

One-half-mile—Boys under fifteen years; gold medal and Ideal lantern.

One-mile—Dash, open; silver stop watch and silk umbrella.

One-mile—Club championship; gold medal.

Two-mile—L. A. W. championship; gold medal. One-mile—Tandem tricycle, open; two silver-headed canes.

Two-mile—Handicap, open; gold medal and silver medal.

One-mile—Team, open to club team of three men; clock for club room.

One-mile—Pennsylvania State championship; gold medal.

One-mile—Consolation; alligator travelling bag. Entrance fee, fifty cents for each event; close June 27 with the Chairman.

In the evening the Scranton Bicycle Club Minstrels will give an entertainment, which was so popular when given in Scranton a few weeks ago. Great preparations have been made, and we hope the meet will be a success.

THE ILLINOIS DIVISION TOUR.

SUNDAY, JULY 3.

Leave at nine A. M. for Chillicothe, Ill., twenty miles by river road, which is a smoothly gravelled turnpike almost the entire distance, and runs amid fine scenery. Dinner at Will House, where a first-class Sunday dinner can always be had. At two P. M. another party will leave for Mossville, ten miles by the same road, where it will meet the Chillicothe party, and return via the Bluff and Mount Holly Road, where some of the finest and safest coasts imaginable are to be had.

Arrangements will probably be made for a moonlight excursion on the Illinois river and Peoria Lake in the evening.

MONDAY, JULY 4.

Business meeting at nine A. M., at the New Peoria House; parade at 10:30 A. M., through the principal streets of the city and out a finely gravelled road to Prospect Hill, where a view of the Illinois river for forty miles can be had. Free picnic dinner at Prospect Hill. After dinner return to the city, where a Fourth of July celebration will be in progress. In the evening there will be a band concert of five bands in the Court House Square across the street from the club rooms, and fireworks upon Peoria Lake.

RACE-MEET AT SAN FRANCISCO.

The Spring race meeting of the San Francisco Bicycle Club was held at the Bay District track May 30, in good weather and on a very fair track. Summary:

One mile—C. Adcock, Bay City Wheelmen, 1st, in 3m. 7 1-5s.; A. W. Melendy, unattached, 2d, by one hundred yards; H. C. Finkler, San Francisco B. C., 3d, ten yards off. The winner led all the way.

One mile maiden—N. A. Robinson, Bay City Wheelmen, 1st, in 3m. 24s.; Charles C. Wheaton, S. F. B. C., 2d.

Quarter-mile run—H. C. Finkler, San Francisco B. C., 1st, in 48 5s.; Alexander Ireland, 2d.

Five-mile L. A. W. championship—C. Adcock, Bay City Wheelmen, 1st, in 17m. 41½s.; Biedeman 2d, by three hundred yards.

Two miles—Alexander Ireland, San Francisco B. C., 1st, in 6m. 36 1-5s.; B. H. Patrick, S. F. B. C., 2d.

Quarter mile—Alexander Ireland, San Francisco B. C., 1st, in 49 1-5s.; H. C. Finkler, S. F. B. C., 2d.

One mile, tricycle—W. G. Davis, San Francisco B. C., 1st, in 4m. 3 2-5s., none of the others finishing.

THE HAGERSTOWN MEET.

HAGERSTOWN, Md., June 16, 1887.

We have held our "Meet" and it has been a success from beginning to end. The day was perfect in every respect, and our visitors have all gone home with kindly feelings for the Hagerstown Bicycle Club. Our visitors were perfect gentlemen and went into everything with a will.

The result of the races was as follows:

One-mile dash—W. E. Crist, Washington, 2m. 54 2-5s.; Harry Schwartz, Reading, Pa., 2m. 54 3-5s.; eleven others started.

One-mile novices—Harry S. Rittenhouse, Jonesburg, Mo., 3m. 09½s.; E. H. Miller, Hagerstown, Md., 3m. 09¾s.; eleven others started.

One-half mile heats, first heat—Harry Schwartz, 1m. 37s.; P. S. Brown, Washington, D. C., second; four others started. Second heat and final—Schwartz, 1m. 24½s.; Brown, 1m. 26s.

One-mile, Hagerstown Club championship—E. B. Emmert, 3m. 20s.; David Doyle, 3m. 20½s.

Two miles, lap race—H. L. Kingsland, Baltimore, Md., 6m. 54¾s.; F. Pope, second,

One hundred yards slow-race—Harry Dayhoff, Hagerstown, 2m. 50s.

Two miles handicap—M. K. Crenshaw, Washington, forty-five yards, 6m. 41½s.; H. S. Rittenhouse, Jonesburg, Mo., forty-five yards, 6m. 42s.; eighteen others started, with Brown, Crist, and Schwartz at scratch.

One-mile team race—W. E. Crist, Capital Club, 3m. 07½s.; P. S. Brown, Capital Club, 3m. 08s.; L. J. Barber, Capital Club, 3m. 09s.; P. Seufferle, 3m. 14s.; Joseph Church, 3m. 20s.

The Race Meet Committee were: A. Heard, W. C. McComas; L. R. Mobley, E. J. McKee, H. B. Irvin, George E. Stover, F. S. Heard, and Samuel Suter.

Officers of the Day—Referee, S. T. Clark; Judges, Albert Heard, Ira C. Canfield, and Claude Worthington; Timers, R. M. Lockwood, H. W. Barrington, and H. C. Dotter; Starter, W. C. McComas; Clerk of Course, E. J. McKee; General Manager, George F. Updegraff; Assistant Manager, L. R. Mobley.

STAMFORD CONNECTICUT-INGS.

That interest in cycling is somewhat on the wane here, is largely due to the wretched condition of our streets, which are much worse than our country roads, and they "do not crowd those of the Jersey Oranges, much."

It's a burnin' fact that hymen has placed mortgages on several of our once shining cycling luminaries, and they evince less enthusiasm for r—, for wheeling, than in years gone by.

An earnest of how people jump at conclusions was the case of a charming lady's saying that a bicycle frightened her horse, the other day, when the cycle only came upon the scene when the fracas was half over. A small boy on a noisy, three-wheeled thing rustled by, when the horse literally sat down. The lady soon saw her mistake and begged pardon of the Facileist, who helped adjust matters about the dangerous and uncertain equine.

More of the safe Faciles are being used here, now, than other kinds, because of our horrible streets, and the worst of it is there is nothing being done about paving, which the place needs much more than the \$100,000 sewer that has torn up the streets for two years or so, and the majority think is to be doubtful in operation. Even the new street railway company do not pave their track, and have done much to confound the confusion we already had.

So many of the members of the Stamford Wheel Club have resigned and about as good as given up wheeling [for joys of another kind, and to save wrecking their machines], that less costly club rooms seem desirable, and will be taken.

Capt. Will Hurlbutt and the entire membership of the Solitary Club, expect to have a few weeks of ecstasy on the roads of England, with short runs into France and Germany, leaving New York about July 6.

Mr. L. B. Gaylor, who has invented a crank-driven Star, and will soon have them out, is recovering from a severe sickness.

Now we have a new club, one with no less letters than the Y. M. C. A. B. C., and one of their regular bi-weekly local runs starts from their rooms at five A. M., some of the active kickers of the S. W. C. joining in the cool outings, with profit and pleasure.

Delightful saunters homeward after daily duties are done come to our lot, and the safe and easy old wheel rises in our appreciation with every trip, and especially when it carries its rider safe home over stony and rough roads in the dim and dusky twilight, and even when "black night's robes hang over all, and hide the road as with a pall," so dense is the darkness at times. Too busy to put on the lamp!

Rev. A. W. Lightbourn has become a Facileist this season, and his experience is in pleasing contrast to that arm breaking affair last Fall.

Capt. Will's fifty-five-in. Light Roadster, is being thoroughly overhauled by the Pope Company, free of charge (as he is an active agent for them), and put in complete order for his European tour. New spade-handles and sundry good things will be added unto it, until the said mount will be "second to none."

Ticket agent Frank Palmer, of Sound Beach, had a severe fall last Sunday morning from the front wheel tire coming loose and jamming in the fork. He was badly bruised about his head, and will be laid up a few days. Too much speed, and too little attention to a most important point in the care of a cycle. FACILE.

ACROSS THE CONTINENT.

Sturgis, Michigan, is a town henceforth black-balled by me, and for reasons manifold. First, my inability to obtain a warm square meal at 7:30 P. M., and divers vain attempts at getting even a three-cornered lunch; second, being placed in a room absolutely devoid of ventilation; and, third, being compelled to masticate a breakfast half cooked and then confronted with an unrecipited two-dollar bill. Those, gentle readers, are the grounds upon which I warn all wheelmen to shun Sturgis, Michigan. Did I settle? Well, not quite; the records won't say I did. Proceeding to take an inventory, which summed up to: lodging, 25c., breakfast 25c., air breathed 3c., water for washing 7c., total 60c., and adding 15c. for boot, I gave that man who has no business running a hotel 75c., and

HE TOOK IT.

Pushing out at eight A. M., I passed Klinger Lake, six miles in thirty minutes, and then pumped six more miles into White Pigeon, through a sand-bank, consuming one and one-half hours in the ordeal. From here to Mottville, seven miles, better roads confronted me, and three miles farther I left, forever, God grant, in the dim vista of a departed ghost, the sand-soaked soil of Michigan. With no reluctance I gazed upon the Lake State for the last eternal time, and pushed on to Bristol, Indiana, three more miles, making 12:30 and dinner time. Sorry, indeed, was the aspect of Bristol's only hotel. Poor, dilapidated structure, long ago should you have been relegated to the happy hunting grounds of your race, and a monument erected to the memory of your useful days. But if there was ever a case of misjudgment from appearances then I sadly wronged the proprietor of that lone Bristol tavern. From a mental vision of cold pork, soggy potatoes, bad coffee and musty bread I was suddenly awakened to the reality of a dinner fit for an epicure, and that fellow was I. A nicely broiled steak, mashed potatoes, elegant coffee, milk, lettuce, cabbage, peas, tomatoes, corn, fine bread, pie, cake and a whole saucer of strawberries to top off with, caught me that time, and more astonishing than all, twenty-five cents, a quarter of an American dollar, footed the bill. Fact! At 1:30 I mounted my Expert and wheeled south, to Elkhart, twelve miles away, over very fine roads. From here to Osceola, a smooth, gravel pike was found, and gave me the best riding of the day. But long it did not last. One of those constant accompaniments of bad luck which had followed my footsteps since leaving York state, suddenly popped up and brought down a deluge of rain just as I entered Osceola. This is merely a side show of a small town, with one store, post-office, grocery, hardware and all combined, and three or four lonesome houses. I put up at the store, and began an investigation of my prospects for supper and lodging. None to be secured here, and Mishawauka six miles away, raining in torrents. For two mortal hours I figured at this problem and came no nearer a solution, but still it kept on pouring. Well, starvation is something I was not hankering after on this trip, so set about conjuring up a meal. Molasses cookies and bananas were the only things procurable. A dozen of each filled me up so I felt like a stale beer restaurant, and just then a faint glimmer cast its welcome presence before the door. The sun came forth from behind a bank of gloom and bid me go. Go I did, and despite all the rain a fair path yet remained. An inch of soft mud made little resistance on the hard gravel, and I set out with a much lighter heart, though heavier stomach, for Mishawauka. The first person I met was a ministerial-looking chap, who hailed me with:

"Ha, noble youth, whither wendest thou thy lonely way?"

"Hey, what?"

"Whence comest thou, lad so brave?"

"How long you been so?"

"Nay, misguided boy, thou makest fun of me, whither art thou bound?"

"Bound to ride this mud or bust, what are you giving us?"

"Verily, my boy, thou shouldst respect the gray hairs of such as I. Unfold to me the circumstances of thy journey."

"Oh, verily, aged patriarch, thou art welcome. I hail from the glorious Empire of the world. I've braved the Falls of Niagara, trod the deck on the rolling main, roamed the jungles of Canada, pierced the glowing forests and swamps of Wolverine. I've walked the waves of Erie, and rode pell-mell through the battle smoke of Detroit; I've

sat when cannon balls went booming from the bat of giants and mounted my noble steed in Hoosierdom, far from the abode of man. Ha, noble silver-headed son of Indiana, whither wendest thee thou lonely and abstract way?"

"Ah, verily—"

"Ta-ta, old man, I'll see'st you hence."

And I skipped out with an echo of "bad, too bad" coming faintly back upon the cool and dewy breeze.

At 7:30 Mishawauka came in sight, and I was soon ensconced in the best hotel the place afforded. Thursday, June 9th, dawned bright and warm. Nearly all traces of last night's rain had disappeared, and at eight A. M. I paddled away to South Bend, a city of some 20,000 souls of very forbidden appearance. From there to New Carlisle, sixteen miles, fairly good roads appeared, and I take dinner there at 11:30. Rushing on, La Porte, fifteen miles, comes to view at 3:30, and Westville, ten miles, at five o'clock. Supper over, I push on to Valparaiso, eleven miles, at 7:30, and put up for the night. Right here will draw the blue line of danger. Let no bicyclist venture west or northwest of this place at his peril. We did it and lived to regret it. With an assurance of some

TOUGH TRAVELLING

we set out at seven o'clock, Friday morning, and took a walk of eight miles to Wheeler. Four more miles of walking and Hobart was reached in time for dinner. Twelve miles in five hours. Another record! Pushing on, we wheel three miles and then enter a forest of sand, to emerge nine miles on the other side, weary and sand laden, foot sore and tired, in Hessville at 4:30. Five more miles of this kind of going and we stop at Hammond for supper. This over, we hurry on and strike a macadam road four miles out and take the first absolutely rideable ride of the day into South Chicago, seven miles. From here to the city a smooth boulevard up Michigan avenue crowns the most toilsome day of our journey in fitting style. We reach the Pope M'f'g Company's office on Wabash avenue at 9:15, but find it closed. Glad to seek repose, we put up at the "Windsor" and resolve to make our presence known on the morrow.

Sauntering out at nine A. M., Saturday morning, we wend our way to Wabash avenue and the Columbia office, and rush headlong against Mr. N. N. Hadley, who has just completed his run from Battleboro', Vt., to the wicked city. Several hours are very pleasantly passed, during which we go through a pile of accumulated mail, meet C. T. Gray, of East Springfield, our contemplated companion henceforward, and do up the Porkopolis in general. To go into detail of this day and the next, with their round of baseball, yachting, sight-seeing, feasting, and, best of all, rolling over the smooth, glassy surfaces of Grand, Drexel and Michigan boulevards, would require more space than I can command to adequately describe it all. Though I saw not one side of Chicago, of its beauties and its villainy, its gambling and its gaiety, its romance and its reality, its grime and its grandeur, two and one-half days sufficed to heartily sicken me, and with a great sigh of relief I spring into the saddle Monday at three P. M., and go bowling out of the great smoky Porkopolis of Illinois. Nineteen miles and Lagrange is reached in time for supper. We came out far south of the point properly to be taken, and consequently did some tall climbing in order to regain the right road. The "C. B. & Q." supper over, we push on to Downer's Grove, nine miles, and put up for the night. Tuesday, June 14, was a beautiful day, but extremely warm. The fresh, unpolluted country air, free from the taint of Chicagoan atmosphere, sent a thrill of pleasure through our whole system, and sent us forth rejoicing at 5:30. Napierville, seven miles west, gives us breakfast, and pushing on to Aurora, ten miles farther, at 8:30 we turn southward and pass through Yorkville, twelve miles away at eleven o'clock. A ride of twelve more miles and Sandwich is reached at 12:30, with a total of forty-one miles. This run has been one of the smoothest yet encountered, and no finer roads exist in Illinois, though New York can equal or excel it on the average. At three P. M. we ride on to Somonauk, five miles, and from there to Eastville, fifteen miles farther, in time for supper. An attempt is made at 6:30 to push on to Mendota, thirteen miles, but we are swamped four miles out by bad roads, and put up with an obliging farmer for the night, fully satisfied with a total run of sixty-five miles for the day. Tired and weary we turn in to dream of being lost in a desert six hundred and sixty-five miles from home.

G. W. NELLIS, JR.

MENDOTA, Ill., June 15.

JONAH'S JERSEY JOTTINGS.

Charley Stenken dropped in to see me the other day for a few minutes. It was the first glimpse I had caught of him since the big race. He talked freely about his running in the contest and of the criticisms of him because he did not drop back and let Harry Hall make the pace. "I tried to get him," he said, "to do it several times, but he would not. You see Valentine and Bradley were close behind, and I was afraid to let them get too near, for I knew nothing of how fast they could spurt. While I was about it I suppose I might have run the first ten miles two or three minutes faster without hurting me. Never mind, we will have another trial. Baggot was indeed a surprise. Now that he has proved to be a first-class man, we shall make a bigger bid for first place next time." Charley will do considerable track racing this season.

The New Jersey Division Race Committee have announced their programme for the Fourth at Roseville, and a good one it is too. Chairman L. H. Porter writes me that by addressing him care Henry Holt & Co., 29 West 23d Street, New York, clubs can secure seats together. As the races are on a holiday and the price of admission is so low, there should be the biggest crowd in attendance that Roseville has ever seen. The meet at Orange on that day will draw together a great assemblage of wheelmen from all over the State and from New York and Brooklyn, so that I do not think the managers have any reason to fear for the financial success of the undertaking.

On the programme I do not think I saw the mile championship race of the Plainfield Bicycle Club. They are to have one though, and are making preparations for a great day's outing. They will turn out in full force for the meet and run at Orange, and intend to make a big time of it altogether.

I am glad they are to have a novices' race. Such races always produce good contests and do much for the development of new men, who but for such chances for debut would never be seen on the path. I am also glad that the racers are confined to machines weighing not less than thirty-five pounds. There should be more races with such restrictions on our programmes. There are many men who would be glad to enter contests on the path, but are debarred from participation, otherwise than at a great disadvantage, by their inability to incur the expense of getting a racing machine. By all means arrange the cards so that all classes may have a show to enjoy the excitement of a path struggle.

After the opening reception at the Elizabeth Wheelmen's house last week President Clapp gave Tom Stevens a "smoker" at his home. A dozen or so were present and chatted on temperance inspiration until long after midnight. Tom won the hearts of the Elizabeth boys by his speech at the opening of the house and no mistake. He will be the guest of the club on the run to Orange on the Fourth.

Next month the Plainfield boys are to have a sixteen-mile road run on the New Brunswick road. And, by the way, I am sorry to hear that the Hiderans have given up their idea of having a ten-mile road-race over the Irvington-Milburn course. There would have been a big field of starters and a rattling scorch would have been the result. The Jersey boys were enthusiastic about it, as many of the contestants in the big race can hardly restrain their impatience to get at one another again. Why does not some enterprising club get up a ten to twenty-five-mile handicap over this course? Enough is now known of the relative merits of the road-racers of this section to make allowances insuring a bunched field the last mile. Who will be the first to try it? Fifty dollars spent in prizes will be an ample inducement, as there is enough racing enthusiasm lying round now to need little more than the glory of the thing to make a day's field face the starter.

I hear that if the clubs do not bestir themselves individually pretty soon in the matter of tournaments, Frank White will take the bull by the horns and, with the assistance of two or three others, get up a big race meeting at Roseville. With such a good manager at the head the enterprise should prove a success. By all means try it, Frank, make it a go and others will follow your example.

The New York and Brooklyn racers, I understand, will enter the races at Roseville on the Fourth in large numbers, and the Jersey boys have paid their debt of gratitude in advance by naming a good string of flyers for the K. C. W. races next Saturday. You'll all be there, won't you? You know that whenever the K. C. W. lay themselves out to furnish an afternoon's sport, it will be no half-filled dish they will serve up.

The Union County Wheelmen are taking time by the forelock and are already preparing to make their rivals travel fast in the Election Day road-race. There are five new aspirants for team honors. They will be given a trial before long, and if not found wanting will be added to the string of those appointed to train for next Fall. The new club house is completed, and the work of interior decoration has begun. It will be lighted with both gas and electricity.

Tommy Burnet tells me that the Westfield authorities are pushing the new macadam road to the Cranford line, and suggests that if Cranford takes it up, Roselle follows, and Elizabeth finishes, we will have the long-prayed-for road between the two main county towns. But—ah! Tommy! Will they? You know the Jersey millenium has not yet arrived. These things are bright subjects for dreams, but sad experience in the past has taught us that what should be done is still far from being done. All we can do is to keep hammering away at them with pen and tongue, and pray that some day the bright light of advancement may some day enter and illumine their darkened minds.

The lantern parade of the Passaic County Wheelmen was a great artistic success, although but forty illuminated paraders answered the bugle call. Captain Pugh paralyzed the spectators by hoisting an umbrella from the ribs of which hung lanterns, while Representative Banker arranged his luminous decorations in the form of a star. New York, Brooklyn, Rutherford, Newark, and Orange were represented in line. The parade brought out in the streets thousands of spectators, who cheered the moving line of lights continuously.

At their last meeting the E. W. elected one lady and four active members. This again brings the number on the race book above seventy. The lady riders in Elizabeth are increasing in numbers and by next meeting another will be added to the E. W. list of members, making twelve in all. This will beat Orange by two. After all, slow-going, stick-in-the sand, Jersey can take the lead in something.

D. W. Romaine heads the P. C. W. score for May with nearly six hundred miles.

Tommy Burnet's big brother "John," a recent convert and newly elected member of the Plainfield Bicycle Club, is developing, so Tommy says, into a long distance rider.

NEW JERSEY DIVISION MEET.

The annual meet of the New Jersey Division of the League will be held in Orange on the Fourth of July, and will probably be the largest meet yet held by the Division. The membership of the N. J. Division is now about seven hundred and eighty. It is true that this is a slight falling off from last year; but the fact that the day set for the meet is a holiday, and that the location is in a place so favorable to wheelmen as Orange, will undoubtedly bring large numbers together.

The programme for the day has been decided on and is given below. The arrangements for the morning are being made by the Orange Wanderers, one of the largest League Clubs in the State, numbering nearly sixty members.

The Wanderers hope to see a large delegation present, and will do all they can to make the day pass off pleasantly. They extend a hearty invitation to all members of the Division to be present on the day, and improve the opportunity to try the Orange roads. To make this possible, there are three different runs on the morning programme.

The headquarters of the meet will be the Wanderers club-rooms, directly opposite the Brick Church station of the D. L. & W. R. R., and the centre of good roads. A club reception committee, consisting of Messrs. Porter, Belcher, Thomas, Baldwin and Smith will be on hand after 7:30 A.M., on the Fourth, to receive visiting wheelmen.

As the holiday comes on a Monday, doubtless some wheelmen will arrange to come over on Saturday or Sunday and so get extra time in Orange for more extended riding than the regular runs can give. All such wheelmen are invited to communicate with W. A. Belcher, Orange Valley, N. J., Secretary of the Wanderers Reception Committee, for any detailed information wanted.

No wheelman should come to spend a night without notifying a hotel in advance, and should write to the Mansion House, Orange; Mansion House, Montclair; American Hotel, Bloomfield, or Continental Hotel of Newark. All are within pleasant riding distance (half a mile to two miles) of headquarters.

Races will be held on the Roseville track in the afternoon, closing the day's sports. Preparations are now being pushed rapidly forward by the committee of State officers, Representatives Wright, Kinch and Porter.

The programme for the day is as follows:

8:30 A.M. Run to Short Hills, Belcher and Hening in charge.

9:00 A.M. Run through the Oranges, Baldwin and Wallace in charge.

9:15 A.M. Run to Eagle Rock.

10:45 A.M. Business meeting in Harrison St. Rink.

12:00 M. Dinner in upper Music Hall.

1:30 P.M. Parade. Line formed at Headquarters and line of march ending at race track. The Chief Consul, Grand Marshal.

3:00 P.M. Races.

The official advertisement of the meet is to be found in another column.

KENTUCKY NOTES.

It is with pleasure I hear that the Avondales will inaugurate the local racing season by a series of races at the Carthage Fair Grounds (trotting track) on Saturday afternoon, June 25.

The championship of the three cities at one mile, the medal for which was offered last year by the "Sun" Company, and won once each by Burroughs and Belding, will be finally decided, and as a time limit of 3.10 is part of the conditions of the race, some pretty fast Cincinnati going may be expected.

Other interesting events will also be presented, and, weather permitting, a fine time is expected.

The Kentuckians who will go over to try conclusions for the championship will be: Al. M. Watcher, said to be the coming man; the Croninger brothers three, and, maybe, one other. From the Ohio side Burroughs, Belding, Muhlhauser, Andress and Wayne will probably start.

It is expected that these meetings will be held monthly hereafter, each club holding a meeting, and then commencing over again if there are more months than clubs.

Suppose the Carthage Fair folks will offer their yearly prizes in August and construct that same old programme and races, which readeth as follows: "Parade of wheelmen; first race, half-mile dash; prize, hub-lamp," etc., etc.

Do, please, Mr. Secretary, get up a programme that isn't the same old horse-ch—t that it was in 1883.

Chester Park is no longer the gathering-place of the wheelmen. It smells too loudly there of set-up trotting races and professional pugilistic farces.

The following is inscribed in a large, round hand upon the bulletin-board situated in the rooms of the Kenton Wheel Club:

"Road Hog arrested! Trial set for Monday, the 13, at 3 P. M."

This means that Mr. Drinkenburg, heretofore mentioned in these columns, who tried to paralyze Al. Watcher, down near the Boone County line, and who caused the latter to trudge home with his bicycle in a sack, has been arrested by a horrid constable and yanked out of the midst his white-wash cans into the office of a stern justice of the peace of this good commonwealth to answer the charge of breach of the peace. Mr. D. endeavored to explain matters and told fourteen distinct different stories to as many people, but he was bound over, just the same, in two hundred dollars bonds to appear on Monday and answer the charge.

When he pays the fine, if any is assessed, Watcher will file a civil suit against him for the value of a new wheel, less the amount for which the old one could be sold.

He says he is prepared to carry the case to the Court of Appeals, and, if necessary, to the Supreme Court, if a jury from the county, where the case will have to be tried, decides against him.

Cincinnati has been full of tourists during the last few days, and they have all been heartily welcomed and escorted out of town. I do not wish to have anyone infer that the police escorted them out of town, so I will say that when they got tired of staying here and wished to be again on the road, the local wheelmen did the elegant and piloted them up to Scorchville, *alias* Hamilton.

Among those who passed through were C. T. Geurnsey and George Bowen, of Macon, Ga., on their way from Niagara Falls to their home; Messrs. H. H. Thompson and R. D. Garrett, of Louisville and Princeton, Ky., respectively, on their way to Niagara Falls from the Falls of the Ohio, and F. E. Van Meerbeke, of Newport, R. I.

Mason, Ohio, will "celebrate" on the 16th, 17th, and 18th, and will give bicycle races. The horny-handed farmer's son, who rides a Standard, don't know what an amateur is, and has won many cash prizes at the Fairs, will be on hand, so will the city boys, because it's a "free blow."

"Larry" Spaulding and Al. Schnitker, of Covington, who started a-wheel for Chrisman, Ill., on the 2d, reached Indianapolis and then "trained" the balance of the distance.

While streaking along the fine pike between Cynthia and Paris, Ky., on Sunday, June 5, and enjoying their one day's vacation, Messrs. Willison, Parshall and Croninger, of Covington, together with several of the Cynthia Wheelmen, met a buggy containing two young men and drawn by a blooded "hoss." The "hoss" ran off, upon getting a good view of the wheels, and, overturning the buggy, dragged one of the occupants along for several scores of feet upon the bridge of his nose skinning the same severely. The hoss then fell down and had a spasm, while Mr. Redman, one of the wheelmen, with great alacrity alighted and sat upon the neck of the animal to keep him from doing any further damage.

The other wheelmen crowded about, expecting a fight, when the Kentuckians got their wind back and found their revolvers, but, not so—"beg your parding, young man, there you lied" as the poet says. The bruised buggyite brushed the limestone from his soiled clothes and remarked that he would rather take a header from a wheel any day than get dragged under a buggy. He did not get mad. He was a wheelman himself and his companion also, and they had been there, too. The only thing they regretted was that their clothes were spoiled and they had been on their way to a female college commencement.

The boys from Kenton accustomed to being shot at and abused, then fell upon each other's necks and crumpled up their accident policies by embracing one another. Was this a dream? Is this the Blue Grass region? Where are the men with the spurs and big revolvers who were to shoot us on sight if we scared their horses? They never turned up and the boys say they are going down again on July 4.

KENTUCKY KRONICKLES.

Robert Curtis Taylor, of Newport, Ky., has joined the Kenton Wheel Club, of Covington, making about their thirtieth member.

The printing of the Kentucky road-book is in progress and before another week is past will be finished and the books ready for delivery. Proofs of the routes have been seen by THE WHEEL correspondent, and they look very neat. The Aldine Printing Works of Cincinnati, is the printer.

I have the last chapter in the road-hog case to chronicle as far as criminal proceedings are concerned. On last Saturday afternoon, B. Drinkenberg was fined fifty dollars and costs by Esquire W. P. McLaughlin, for running down A. M. Watcher on the Lexington pike near Erlanger, some two weeks ago. The charge was breach of the peace. At the trial, Watcher was represented by W. McD. Shaw, and Drinkenberg by Hallam & Myers. The defense, of course, was that the running down was unintentional, but the milkman "gave himself away," as it were, and Mr. Shaw got him to admit just what was wanted for the wheelmen's side of the case. The Squire took the case under advisement and the next morning went out in a buggy to view the scene of the affair, and as soon as he saw the spot his mind was made up. "No man need run into a wheelman, whether with young or old horses, when he has fully thirty-five feet of macadamized road in which to get by," said the Squire, and that settled it.

One feature of the trial was that Drinkenberg seemed to have the idea that wheelmen had no right whatever to travel on the roads. He was

very quickly disbelieved, and astonished, too, when his attorney rose and remarked that he did not question the right of the wheelmen to be travelling on the pike—the only question was, was this running down done intentionally or not? Mr. Watcher will now bring civil action for the value of a new wheel, less the amount his old one will sell for when repaired. They intend to "rub it in" to Mr. Hog.

The Avondale Bicycle Club, of Cincinnati, hold the first of the season's racing on Saturday the 25th. The events to be run off are as follows: One mile bicycle, for the championship of the three cities; being another heat for the Sun medal offered last year. Half-mile, safety race; one hundred yards, running race; one mile, open; one mile, handicap; five miles, for championship of the Kenton Wheel Club, and a one-mile consolation race. The racing will be at Carthage Fair Grounds, Hamilton County, Ohio, and promises to be of a character never before approached in this vicinity.

Washington Court House, Ohio, announces a race meet for July 4.

August 26 will be the day for the running of the annual races at the Carthage, Ohio, Fair. Winners of a race are barred from entering any other race.

The *Commercial-Gazette* cycling man wants to know who Harry Hall is. Why, Tudor, do you mean to say you don't know Harry, the man who used to be so speedy up in Power Hall, and who, by the way, was a goer? Ask Warner Galway or any of the boys who used to dodge posts at a 3:20 gait in the aforesaid hall for the benefit of the Cincinnati Bicycle Club.

The Kentucky boys who are to compete at Carthage, next Saturday, are greatly handicapped for want of a track to train on. That's where their Hamilton County brethren have them.

Ed. Landy, of Cincinnati, who is at Yale College, will hold up that institution's credit on the cycling path during this season.

Please, Mr. Kron, send us along those road-books, or we will have one of our own.

NORB.

MINNEAPOLIS. MINNESOTA.

June 16, 1887.

95 degrees in the shade—100 degrees in the sun. Long continued rains have made wheeling difficult and scarce, and items correspondingly so.

Rumor says the L. A. W. tour will be postponed till the prairie roads have had time to dry up, and get smoothed a little by travel. These famous roads are like the little girl mentioned in rhyme; "when good, very very good, and when bad"—well, horrid isn't strong enough a word to express it. At least, it isn't the word riders use when unlucky enough to be caught on one.

Some two years ago, I made a trial of one the morning after a heavy rain had thoroughly soaked it. Fresh from New England roads, which a hard rain always improves, I foolishly thought the same rule would apply here. The morning was intensely hot, the road little shaded, and out of eighteen miles I walked but fourteen. The cars were good enough for me on the trip back.

Tuesday evening the streets were so muddy that all club-runs were declared off. At the Mercury Club's meeting, attendance was light, but sentiment seemed to be in favor of tendering the L. A. W. tourists dinner at the West hotel, as a small matter of courtesy. No doubt several wheelmen will accompany them part way on the first day's run.

The first Victor tricycle has appeared in the city, but its stay will be short, a lady near White Bear Lake—a popular Summer resort, having purchased it.

The faces of Leland and Waring beamed as a telegram from Overman was handed in, announcing Rhode's success at Crawfordsville on a Victor, adding "The Victor is invincible."

Well may they feel pleased at two such victories in succession. But not all spoils belong to the Victor, for in New Jersey the Star scoops everything, and at Chicago the Columbia leads by a large majority.

By the way, a former Minneapolis boy, Morrison, entered in the recent Pullman Road Race, but Van Sicklen, having seen him win one or two short races here, handicapped him so heavily that he stood no show whatever. Some remarkably fast time has recently been made between this city and St. Paul, over a road not in the best of shape, two miles of which are always sandy and poor. Hale,

on a bicycle, riding the distance, fifteen and one-quarter miles, in 1h. 2m., H. Lachor, on a bicycle, 1h. 6m., while Morrill and Bartlett, on a Columbia Tandem, made it in 1h. and 20m., arriving there brown with sand, and wet with perspiration.

If I did not know the distance to be correct, and the men every way reliable, I should be a little incredulous, but the record may stand as it is, for all my breaking it. Fifteen miles per hour, with the mercury at ninety-five degrees in the shade, is too rapid a gait for me.

Our new Police Commissioner is rigidly carrying out the law forbidding fast driving, and leaving teams unhitched, and the City Treasury grows plethoric in consequence.

The Tribune's funny man dips into the future, and makes a prophetic application of the law to some bicyclist, as quoted below.

But under all the fun there may be a possible warning to reckless riders—wishing the same road rights and privileges as carriages—and I would caution such to go slow, when the policeman's on his beat.

I have it this evening—16th—on the authority of the Tour Master himself, that the tour will positively start the 20th, it being arranged that roads will be dry and smooth by that time. May success attend them, and weather be all they could ask for.

L. B. G.

THE ROADS IMPROVEMENT ASSOCIATION.

The Roads Improvement Association is formed for the purpose of—

Circulating popular and technical Road Literature, having for its end (one) the enlightenment of the British ratepayer upon a subject that vitally affects his pocket and his interests, and (two) the instructing of road surveyors and Highway Boards as to the proper system of Road Maintenance. Specimen copies of the Road Pamphlets, specially written for the Association, may be obtained gratis of the hon. sec. at the address given below.

Remonstrating with the responsible authorities in cases where the neglected state of the roads has become a grave public scandal, and if needful (as far as the funds permit), taking legal action to enforce the rights of the public.

Watching any suggested, and if possible, introducing fresh legislation with a view to removing the anomalies that at present exist.

The widespread distribution of the pamphlets and leaflets issued by the association will doubtless lead to the adoption, in many districts, of the principles therein advocated. This has already happened in many cases. The committee will be very glad to receive from provincial readers any information as to improvements recently made in road repair in their respective neighborhoods. Cuttings from local newspapers containing letters on state of roads, reports of local meetings at which such matters may have been discussed, etc., will always be welcome and useful.

The association has made arrangements with Messrs. Lucas and Son, Little King Street, Birmingham, to supply (at 2s. 6d. each) a thin sheet steel (plated) ring gauge, with apertures of one and one-half inches, one and three quarters inches, two inches, and two and one-quarter inches, which every cyclist should make a point of carrying in his waistcoat pocket, with a view to reporting cases where an excessive size of stone is used.

Contemporaneous with the movement in favor of better roads, the R. I. A. will also take up the question of finger-posts and milestones, without which no road can be considered perfect. In too many cases defective and ruinous finger-posts and milestones are as common, and perhaps more so, than bad roads.

The Roads Improvement Association will assist any efforts made with a view of remedying this condition of things and to facilitate matters, and, if necessary, prepare the way for legal action, has prepared a form to be filled in, giving all needful information, which will be filed at the office of the association for reference. These forms, like the illustrated pamphlet here introduced, can be obtained on application to the Honorary Secretary. C. T. C.—*Gazette*

An enthusiastic meeting of the New Jersey Wheelmen, of Newark, was held last Tuesday evening. Captain Longnecker resigned his position, owing to his removal to Waltham, Mass. First Lieutenant T. E. Theberath was promoted to the Captaincy; Second Lieutenant L. S. Klotz to First Lieutenant, and "William Henry" Peck was elected Second Lieutenant.—*Call*.

NEW ORLEANS NOTES.

It is scarcely three weeks since the running down of W. W. Crane and arrest and subsequent conviction of the runner-down was chronicled, when it again becomes necessary to record another occurrence of a like nature, and, as in the first instance, the wheelmen again came out on top.

On the evening of May 23, while George H. Dwyer, in company with his elder brother, Will, and several other local cyclers, were out for a ride, they overtook a grocery wagon driven by one John Gray (colored), going in the same direction as they. As is customary, the boys strung out in single file and rode by the wagon, this is, all except George Dwyer passed it, just as the latter got abreast of the driver he (the driver) deliberately pulled across the road in front of him, thus shutting him off. Dwyer managed with one hand to push the mule off a little and started to spurt past when just as a corner was reached, the negro again gave the mule a vicious yank, pulling the wagon so that the shaft struck Dwyer, throwing him clear off the bicycle, which was run over and damaged to the tune of \$31. The negro then whipped up and attempted to escape, but Will Dwyer, hearing his brother's cry and seeing the wagon approaching at such an unusual pace, instantly divined the cause. Making a flying dismount he seized the mule's bridle, and speedily brought it to a halt. The negro was thoroughly worked up by this time however, and leaning over made a cut at Dwyer with his whip, but again the latter was too quick for him. Dodging the blow, he quickly caught the whip, and jerking it from the darkey's hand, he taught that individual that a cycler can wield a whip as well as the next one. George Dwyer came up about this time, and convincing his brother that he was uninjured, the negro was turned loose for the time being, after his name and address had been secured.

The next day his employers (Dubois Brothers, a grocery firm) were waited on, but after considerable parleying, declined to settle the matter peaceably. The courts were then resorted to. George Dwyer entered a charge of reckless and malicious driving against the dark-skinned road hog, besides instituting a civil suit for the amount of damage his wheel had sustained. The elder Dwyer also swore out an affidavit charging the negro with assault in that he attempted to strike him. Dubois Brothers furnished their colored protégé with a lawyer, on whose advice a counter charge of assault and battery was lodged against Will Dwyer.

The case came up on the first instant before Recorder Keller, who, after hearing the evidence, dismissed both the charge and counter-charge of assault and battery; but find Gray five dollars or ten days for malicious driving and failing to stop and see if Dwyer had been hurt; also an additional five dollars or ten days for violating the law prohibiting vehicles from turning a corner at a gait faster than a walk, after which the judge committed the accused to the criminal court for assault and battery on George Dwyer, the act of pulling the wagon around on him and thereby striking him with the shaft constituting the latter offence. It seems the darkey endeavored to prove that he was turning the corner and that the knockdown was accidental, but unfortunately for him, he admitted that he was on a slow trot while attempting to do so, thereby rendering himself liable to the find as before stated. His lawyer took umbrage at the court's decisions and harangued long and loudly claiming that his client had not been charged with the last two offenses. The judge, however, read the law covering each of his decisions and stated that he had so ruled ever since he had been on the bench and that he stood ready to carry his rulings to the Supreme Court, if necessary. He also remarked that there was not the slightest doubt in his mind but that the accident was the result of maliciousness on the part of the driver, and added, that had the plaintiff (Dwyer) been killed, the accused would have been guilty of murder according to law.

This turn of affairs was even more than the plaintiff's side had looked for and they expressed a desire that the assault and battery charge be not pushed as they considered the negro sufficiently punished. The judge sat down on them however, telling them that they had nothing more to do with the case, it having now resolved itself into a State matter. He also said that he intended to push it and make an example of Gray, and then perhaps drivers of vehicles would understand that others besides themselves were entitled to a share of the road.

And so ended the most extended trial of a cycling

nature yet held in the South. The lessons it has taught are obvious, and those who are troubled with the genus road-hog might do worse than read this small-sized history twice.

I have said that the matter was ended. This is not exactly so. The civil suit for damages comes up for trial during this week, and the criminal court charge will be tried still later. Of these more anon.

The N. O. B. C. has recently added a billiard table to its possessions, and now the associates will be able to derive some benefit from their membership.

The *Times-Democrat*,—which, by the way, has been looking up in the matter of wheel news of late—in a recent issue made mention of the opposition to the New York Rights and Privileges Bill, and, in accordance with THE WHEEL's remarks on the subject, suggested to Local Consul (and Acting-Chief Consul) Fairfax, that a meeting of local riders be called to frame and forward to Governor Hill resolutions for support of the bill. Fairfax, however, did not think enough of the suggestion to notice it in his paper, the *Item*, (possibly because it was suggested by a rival journal) and nothing was done.

This is about the way every thing is carried out here. There is a lack of hearty and cordial co-operation among the boys that is discouraging. I do not believe there has ever been anything done where everybody has been united and pulled together. Everybody waits for everybody else to make the initial move, and as a consequence one or two men do everything. If a success is scored and the worker gains a little flimsy glory, there is bound to be someone turn up bewailing or complaining about something or other. If a failure results, the "I told you so" young man is at your elbow, happy in the fact that he didn't have a hand in it. This cannot be attributed to the climate, as some would have you believe. The Citizens and other prominent Northern clubs appear to be almost as bad; taking a half-hearted interest in matters of vital importance. No, it's not the climate; it's the man; eh! Mr. Editor?

Chief Consul Hodgson has not yet returned from St. Louis. From there he went to New York and when last heard from he was about to leave for Pittsburgh, where he goes to commit something desperate. Not murder, or burglary, or anything of that sort, but—well, never mind; just let the Pittsburghers keep an eye on him, and let the world know of his doings.

C. W. Abbott, of Baltimore, is in the city, and gathering information in regard to lantern parades.

The Louisville & Nashville R. R. Co. employees annually give an excursion for the benefit of the orphans of Mobile. This year it occurs on the 23d inst. at Ocean Springs, Miss., a Summer resort midway between New Orleans and Mobile. Among the festivities will be a couple of bicycle races, in which two or three of our cracks will participate.

LATEST MILEAGE OF "X. M. MILES."

Editor of THE WHEEL:—The Springfield Printing Company fell a little short of the promised "record," last week, and only shipped nine hundred and sixty-six books for me, as compared with 1074 of the week previous. This morning one hundred copies were started for Chicago, and a box of fifty were to follow for Louisville this afternoon, raising the total record to 2592. Detroit, Ann Harbor and Adrian, with a dozen lesser Michigan towns, were supplied last week; also Milwaukee and seven other places in Wisconsin.

Newark, Orange, Elizabeth, Plainfield, Trenton, Moorestown, Morristown, Smithville and Westfield were the New Jersey towns on my last week's list; and subscribers at all other places in that State will find their books at 12 Warren street, New York, or at 811 Arch street, Philadelphia,—though my box for the latter city will hardly be sent before Thursday next, when I also hope to supply Boston. To-morrow I must put up the Australian case of two hundred and fifty books, and perhaps also ship to Cincinnati, whose one hundred and fifty labels are now all ready for the packer. Buffalo, Scranton, Pittsburg, Cleveland and Montreal, are the chief agencies which will then claim my attention.

I've already printed more than 50,000 circulars, of six different patterns, to go with the book; and I enclose a specimen of the latest ones, giving "opinions of the press" for the last three years, in praise or ridicule of the scheme. I've included all the sarcasms that have ever been published against me (so far as I have been able to find them), because I think they help make a more readable

advertisement than one wholly composed of "taffy." Hence I greatly regret that the London *Atlantic News* of June 6, has reached me just too late to allow my quoting from it the remark of a contributor who says of my plan (for persuading the 3000 advance subscribers to sell 30,000 copies for me, as a reward for my faithfully serving them), that it is "about the coolest piece of impudence on record." He ought to be grateful for it, therefore, as a comfort to him during the hot weather. I myself shall probably need a "cooler" of some sort as I wheel back to the big city, 25th to 27th.

KARL KRON.

West Springfield, Mass., June 20, 1887.

THE NEW EXCELSIOR CYCLOMETER.

Many will remember that at the Exhibition held in Boston last year, in connection with the League Meet, a model of a cyclometer was shown by the inventor, Mr. Frederick Jenkins, of New York, which embraced many distinct features not found in those which had already been placed in the market. During the Summer the special tools required to make the parts with mathematical accuracy were constructed and an order given for a quantity, after numerous experiments and severe tests proved that the principal of construction was correct. After a year's time the instruments were brought to that stage of perfection that warranted their introduction on the market, and as we have examined one of the first, a brief description will be of interest to our readers.

As will be seen by the cut, the cyclometer is neat in appearance and graceful in outline, the extreme length being five inches, and the face two and a half inches in diameter. It is attached to the axle of the driving wheel of bicycles, and the weight keeps the face in view, so that the readings can be taken from the saddle without a dismount. The motion to the mechanism operating the dials is imparted by a worm-screw which is in two sections, and is firmly clasped to the axle of the bicycle, being held in position by rubber plugs set at equal distance and taking the place of the infinitesimal set-screws usually employed. The rubber also tends to lessen the vibration always apparent.

The worm gears into a curve wheel, which by positive motion, through a set of gears that vary according to the size of the bicycle, moves the pointer around the dial once for every mile. The motion of the dial engages a lever which at every mile moves the right hand figured dial forward one, and thus permanently records the distance until the second mile is reached, when it is again engaged and the operation repeated. When nine miles are reached, a pointer on the first figured dial engages into the second figured dial and releases it when ten miles are recorded, and moves it forward one, and the operation is continued up to one hundred, when the third dial is engaged and the register continued up to nine hundred and ninety-nine miles, when it returns to zero without further setting.

The double Geneva lock movement is employed on these dials, making it utterly impossible for the wheels to move before the distance is travelled, and the manufacturer guarantees them infallibly accurate. A great advantage is the fact that the figures move with a sudden motion and not gradually as in several varieties now on the market, rendering it impossible to make any mistake in the reading of the instrument.

The bearing that receives the worm is quite wide and provided with a felt buffer, making them dust proof. The ball may be detached, and a lantern swung if desired at night, without disturbing or readjusting the cyclometer from its position on the axle. Everything in connection with the manufacture is first class, and the greatest pains have been taken with each individual part, which is machine made, and perfectly interchangeable.

The cyclometers are now ready for delivery, and can be obtained from the manufacturer, Frederick Jenkins, 291 West Eleventh street, New York, or by the trade generally. They are at present adapted for bicycles whose axles do not exceed three-quarters of an inch diameter, in sizes from forty-two to fifty-seven inches inclusive. Those who have patiently awaited its appearance can feel assured that they will receive more than the value of their money by renewing their orders.

The "Bicycle Waltz" composed by G. N. Rockwell, 117 Wyoming avenue, Scranton, Pa., is said to be very tuneful. It was first rendered at the Scranton Club's minstrel entertainment, and was voted a "go."

ATHENIAN WHISPERINGS.

What does a correspondent do when nothing has happened, and he is expected to write it up graphically?

JOHN SMITH took a header yesterday and fractured his back-bone.

WILLIE JONES has just returned from a business trip to Philadelphia.

THE Can't-Break'em Bicycle Co. filled thirty orders in three days last week, and is still behind. (Adv.)

What of it??

This is the season when the wheelman retireth from cycling rackets, and taketh to himself a partner and a racquet, and proceeds to court. It is pleasant to note that so many Boston wheelmen are interested in lawn tennis, and that there are some crack players in the cycling ranks. I thoroughly believe in this tendency towards diversified sports, and have been glad to know that some of our most enthusiastic tobogganers, canoeists, yachtsmen, tennis players, and amateur photographers, are likewise enthusiastic wheelmen. In fact it may be claimed, fairly, that wheeling has done more for general athletics in this country in the last five years than any one other sport. And if we are to have a healthier, ruddier and more robust womanhood in America, the wheel will be entitled to quite as much credit for it as tennis, which, until recently, has been the chief out-of-door sport for the gentler sex.

It seems as though the girls had actually taken up tricycling; for it is a very common sight now, in the suburbs, particularly in the evening, to see couples upon tandems out for exercise or recreation. Noting this increase in lady riders the present season, the question has suggested itself to me more than once, are they wives or maidens? Perhaps all young wheelmen have a personal interest in the solution of this question, for it is a fearful thing for a man to go into raptures over a pretty face he has seen, and find afterwards that it belongs to a mother with a boy eight years old. I think I will make the acquaintance of some of the Boston lady riders this Summer, and try to have the question answered for the benefit of all concerned. That they are not all married I am sure, and here is a case in point. It was beyond the mile ground (out Beacon Street), "in the gloaming," and they were riding upon a tandem. I realize fully that I should have blown my whistle, or coughed, or made some sort of an outcry, but he was leaning forward over her left shoulder so persistently, while looking so earnestly at the smooth road-bed just to her right, that I was too much interested to do the proper thing under the circumstances; possibly he was merely whispering in her ear that the League had reached a membership of over 10,000; but in any event I found myself wishing that I had a tandem and a best girl—a Humber tandem, too, because whispering at long range is neither graceful or pleasant. Truly, the Humber is a very dangerous machine.

I heard a good one last week: A gentleman, nameless to these pages, bought his wife a tricycle not long ago, which, after a few trials on the road, developed an annoying squeak, the source of which could not be discovered. The wife began to study into the thing, and just as they were starting out a few evenings since, she electrified "hubby" as follows:

"Fitzclarence, love, I think I have stopped that hateful squeak. It seemed to come from those steel straps on the axle, and this morning I gave them a little lubrication."

"Good heavens, Maria, you have oiled the brake!" was all he said.

The seashore season is upon us, and many wheelmen have already taken up Summer residences well outside of modern Athens, and others will follow in a week or more, so that by July 15 the clubs will be very quiet. I have often thought of the idea of seashore clubs for the Summer season, a number of wheelmen, or wheelmen and their families, securing quarters together, thus ensuring pleasant companionship, and that exclusiveness which is such a feature of Boston social life. I am told that a number of Massachusetts club bachelors have secured a cottage on this plan, near to a hotel, in a rural locality, and propose to startle the neighborhood. Whether they expect to ride in to business each day upon their wheels, or come by rail, I cannot say; but in any event, half a dozen fellows, so situated, for the Summer months, are sure of a jolly time, and the idea should become popular. The next thing to this is the Summer camp, which,

by the way, is not a new idea, though one where the field of possibilities for enjoyment has not begun to be worked. The camp of the Massachusetts Division, L. A. W., at Cottage City, Martha's Vineyard, August 4, 5, 6, promises much in the way of "a good time" to those who will participate, especially as some other organizations may fix upon the same place and dates for their Summer outings. It is too early to give the programme, although in a week or two the circular of information will be forthcoming. The Quebec tour is attracting some little attention, and while many Boston wheelmen have received the circular and are talking about it, not a great many will participate. I learn that Capt. Peck and some of the Massachusetts boys will leave for New York during the first week in August, and expect to do a large portion of their riding in States to the Southward, as far as Virginia. Philadelphia, Baltimore and Washington "hardriders" take notice.

Two or three-day Summer tours are not as popular in this section as they would be were the roads less dusty during the heated term; and even the single day run, unless it is made with some definite object in view, as, for example, a race meet, does not call out much of a crowd. The picnic is an institution, which, in this part of the State, should find more favor among wheelmen, as there are scores of delightful places within easy tricycling distance of the State House, where a day can be spent most enjoyably. One of these is Riverdale, and the Boston's propose to attend service there next Sunday, in a body, the cyclers piously riding to the rendezvous on their wheels, while the associate, non-riding, members, will go less piously by train. The club steward will distribute the hymn-books. Wish't I was going to be there.

Another nice place for a picnic is the Middlesex Falls, and there are good roads all the way. Natural camping grounds can be found at various points along the margin of Spot Pond; there is good boating and the boat-house keeper will receive any "packages," loose or "in the wood," which may be consigned to his care, by the local express. Good water is plenty, the entire pond being the water-supply for the neighboring towns.

Have readers of THE WHEEL ever heard of Medford, Massachusetts? It was once described to me as a place noted for its piety—and the manufacture of New England rum. I rode out to Medford last Sunday to meet a friend, who, having arrived first at the rendezvous, had seated himself upon the stone steps of the Boston and Maine railroad depot, to rest, and to wait for me. He was ordered up in about three minutes, however, by a policeman, who informed him, that it didn't look very well to be sitting there when people were on their way to church. Besides piety and rum, Medford is noted for having the biggest signs of warning to "bicycle and velocipede riders," and for allowing its thoroughfares to remain in worse condition the year round than any other town of its size in the suburbs of Boston. I have never heard of a bicycle club hailing from Medford, and perhaps there is a reason for it.

Speaking of roads, reminds me that the question of road improvement is beginning to attract some attention in the wheel press. Agitation is a good thing, and the more ideas that are promulgated on the subject the better for the scheme, when, finally, something has been evolved from the talk. One man is not going to do the business however, or one body of men, or ten million tracts, showered upon the country like congressional campaign documents. The good work will begin when it does begin, and be carried on, by quieter and far more effective means. Money will be wanted, in time, and plenty of it, but it will be wanted to spend on the roads themselves, and not in high salaries to agitators, the extent of whose interest in the matter shall be measured by the altitude and continuance of the aforesaid salaries. The "Road Improvement Society" is a suggestion in the right direction. Let the wheelmen everywhere join these Road Improvement Societies—even form them—but let them attend the meetings in their every-day dress.

The correspondent of the *Globe*, for last Sunday, says: "It is very probable that a new club will be formed as soon as the Massachusetts club has disbanded. How large a club it will be cannot at this time be predicted with certainty, but the probabilities are that it will be small, and the membership rather exclusive."

Knowing where the *Globe* correspondent gets a

great deal of his information, it is not difficult to speculate upon the personnel of the New Club, or to define the mainspring of its future existence. The surmise is pretty well established that it will occupy the old club house—in the event of being formed, of course—and as the old club could not afford to live there with a membership of two hundred or more, there must be concessions, somewhere. Rumor hath it, too, that the present club house may be cut up into flats, so to speak—with wheelmen on the first floor, artists or other roomers on the top floor, and the deuce only knows what between decks. So the Steward told me a few days ago when I happened in. That the club will be "small" and the membership "exclusive" may become a reality, in view of possible contingencies, for precisely the same reason that Jack didn't eat his supper. Wouldn't it be an irony of fate if the club house was at the bottom of the "discord" and "feeling" after all?

In a recent cycling weekly, the author of New Hampshire Notes indulges in some charming reminiscences of the early days of cycling. This is always enjoyable reading—but won't we get a surfeit of it when friend Karl's book is finally distributed?

Fourth of July, in a little over a week from the time this greets the readers eye. With races at Lynn, on Boston Common and at Brookline; with the Springfield club races, the New Hampshire Division meet, and other events "going off" all around us, without counting in the club runs, two days' outings and what-not, which have already been planned, the Bostonese cyclist will have no excuse for staying at home—not unless it is hot, demnition hot, or it rains. I think your correspondent will find a shady nook somewhere, "down by the shores of the sounding sea," and, by the aid of straws, try to determine which way the wind blows.

CANADA TOUR OF THE ILDERAN BICYCLE CLUB.

The following is a list of the participants in the Ilderan Club's Canada Tour, up to June 20:

E. P. Harris, West Chester, Pa.
T. H. Burnet, Elizabeth, N. J.
Dr. J. T. McBride, Jersey City, N. J.
W. J. Savoy, Brooklyn, N. Y.
H. C. Mettler, Brooklyn, N. Y.
L. L. Hayes, Brooklyn, N. Y.
W. C. Bailey, Brooklyn, N. Y.
Ed. Hornbostel, Brooklyn, N. Y.
F. C. Farnsworth, Brooklyn, N. Y.
W. A. Overton, Brooklyn, N. Y.
S. L. Cromwell, Brooklyn, N. Y.
W. K. Cleverley, Brooklyn, N. Y.
H. H. Blesson, Brooklyn, N. Y.
S. H. Torrey, Brooklyn, N. Y.
R. L. Calking, Brooklyn, N. Y.

The Tour Committee urge all intending participants, who have not as yet handed in their names, to do so on or before July 1, as on that date the list will be closed and the final arrangements completed only for those then entered.

An outline of the trip has appeared in former issues of THE WHEEL, and further information may be had of Mr. H. C. Mettler, Secretary Tour Committee, 71 Lincoln Place, Brooklyn.

There is a lesson in the downfall of the Massachusetts Bicycle Club which, at this stage of cycling in America, should be heeded. There is such a thing as being too much in earnest in our recreation, and of allowing personal feeling and petty jealousy to become a dominant passion. There has been too much quarrelling already in cycling circles; doubtless the League itself has suffered in the year or so past, through bickerings and wordy wars between prominent members. In the case of a large club, with expensive property on its hands, necessitating a substantial and regular income, internal dissensions, no matter how trivial in the outset, are influences which must be more or less fatal in their tendencies unless promptly met and all differences harmonized. This has doubtless been the prime cause of the fall of this once powerful club; the very effort to increase its revenues by large accessions, in order to maintain a handsome club-house, bringing together heterogeneous elements out of which have grown differences, that under a load of debt, could not be reconciled. No one man or clique is responsible—the fungus of disease has permeated the whole body until disruption was the inevitable end.

TIMING BY ELECTRICITY.

PHILLIPS' METHOD A SUCCESS.

"Although a purely technical description of the apparatus would be somewhat out of place in our columns, we think it is of sufficient interest to our readers to give a brief outline of its construction and operation. The watch—which in Mr. Phillips' case, consists of a split-seconds and minute chronograph, which obtained the A certificate at Kew with 73.7 marks—is placed in a soft iron case, thus to protect it from the influence of the magnetic field, fixed on the top of a small box containing two electro-magnets operating levers, acting on the buttons or push pieces of the watch. These magnets are connected by suitable switches with a battery, and come into operation when the circuit is closed, either by firing the pistol or by pressure on the winning tape, both the pistol and the winning tape being coupled up in circuit by suitable lead wires. In the stock of the pistol is a 'circuit maker and breaker,' which closes the circuit automatically when the hammer falls on firing the pistol. This starts the chronograph hands, one or both of which are stopped by pressure on the winning tape, which closes the circuit, and thus operates the button or buttons of the watch, as we before described.

"One of the most remarkable features about Mr. Phillips' apparatus is its proof against fraud, even on the part of the person using it, for, although the second and split-second hand of the watch can be started by firing the pistol, and stopped by pressure on the winning tape, yet, after this has once been done, the respective parts are automatically cut out of circuit, so that no further manipulation of the trigger of the pistol or of the winning tape will affect the watch. In case of bicycle and tricycle races, this serves a double purpose so far as relates to the winning tape, as it prevents the trailing wheel or wheels of a machine from operating the watch, which would obviously send the hand or hands back to zero before the time could be read off. Furthermore, in a certain part of the circuit there is an electric bell, which automatically rings when any part of the apparatus is not in working order, or is being tampered with, and also when the operator manipulates the mechanism to bring the hands back to zero after taking a time. The apparatus we saw in use has been specially designed for portability and adaptation to any track, and it is all contained in two small boxes of a convenient size to be easily carried by one person. We understand from Mr. Phillips that he does not think anything more perfect is required for races of over a minute duration, but if finer fractions of seconds are required for sprint races, they can be obtained by the use of a short time chronograph beating, say, twentieths of a second, instead of fifths.

"We were present on Thursday week when the apparatus was practically tested at the grounds of the London Athletic Club, Stamford Bridge, and a very careful scrutiny of the operations convinced us of the perfect accuracy of the apparatus. Both in starting and stopping it is absolutely instantaneous, and to our mind there can be no reasonable doubt that, if the apparatus works at all, it is impossible that it can fail to be perfectly accurate. We saw it tried with complete success in timing both runners and bicyclists, though Mr. Phillips labored under the disadvantage of having no special facilities at the L. A. C. grounds for testing the apparatus. In the case of foot races the usual worsted was stretched breast high, whilst a different method has to be adopted for wheelmen. At present a thin wire is stretched across the path, an inch or two above the ground, and the pressure of the wheel as it passes over stops the watch.

"There is little doubt that Mr. Phillips' invention is in every way a practical success, and that by its use all misgivings as to the accuracy of times made in races will cease. It is equally certain that, when once its merits are fully recognized, the present method of timing will cease to be relied upon, inaccurate as it must necessarily be when it has to depend upon human agency for its manipulation. We may anticipate an eagerness upon the part of various timekeepers to test their watches against Mr. Phillips' apparatus, and as their reception of the invention is hardly likely, for obvious reasons, to be very friendly, any discrepancy will assuredly be set down by them to the unreliability of the apparatus. Should there be any difference, as undoubtedly there will be, there will be only one inference to draw, and that will be in favor of the watch-holders.—*The Field*,

THE BICYCLE BILL.

MEMORANDUM SUBMITTED BY PERMISSION, TO HIS EXCELLENCY, GOVERNOR HILL.

The bill does not create a favored class of carriages.

The objection raised by the park board is that they now have the right to exclude any pleasure carriage.

This assumption is made by no other park board. It has no foundation in law or in fact.

The authority of the board is artificial, and rests solely upon the statute. The board can exercise no powers except those granted by express words, or by necessary implication as interpreted by judicial decisions. (1 Dillon, Mun. Cor., 3d ed., sec. 89.) Nowhere do the statutes grant in express words the right to exclude any pleasure carriage.

The authority given in express words is "to pass ordinances for the regulation and government thereof, and generally, in regard thereto, possess all the power and authority heretofore possessed by the mayor, aldermen and commonalty of the City of New York, in respect to the public parks, squares and places in the city." (Chap. 290, Laws of 1871.)

The authority to exclude any pleasure carriage from the "public parks, squares and places" was never granted to, nor claimed nor exercised by the city authorities named.

Thus it appears that the park commissioners have the same authority to regulate the use of pleasure carriages that was possessed by the city authorities before the power was transferred to them—and no more. Their authority to exclude vehicles of traffic depends upon the act of the legislature which dedicated the park exclusively to the purpose of pleasure. But no act of the legislature ever conferred the right to exclude any form of pleasure carriage.

This right is not claimed by other park boards. In 1881, Commissioner Stokely, of Fairmount Park, Philadelphia, testified upon oath in these words: "I have been in official positions in the city of Philadelphia since the year 1859; I have been a member of the common and select councils; president of both, and mayor of the city of Philadelphia; I was mayor nine years * * * was a member of the park commission all the time I was mayor, and even before I was mayor, as president of both select and common council." * * * Q. "In your judgment, and as a result of your experience as a horseman, driving in Fairmount Park, and on the streets of Philadelphia, do you know of any reason why bicycles should not be permitted to pass through the park?"

A. "I do not know of any reason * * * I really doubt the right or propriety of stopping them; the commissioners might as well say whether it would be a horse or a mare that should go through the park, in my judgment, as to say whether a bicycle or any other vehicle should go there, * * * I took the ground that there should not be any style of wagons excluded if they were used for the purposes of pleasure. You can make a pleasure wagon out of a dray if you choose; * * * there is an ordinance prohibiting the driving of business wagons through Fairmount Park, if you take them in for business, but if you take them in for pleasure you can take them in and you can take your family in any way you please." (See printed case matter of Wright, et al., pp. 224, 226. Original pages in hands of Governor Hill.)

This interpretation of the power of park boards is adopted generally throughout this country. (Buffalo, Boston, Detroit, Chicago, Cleveland and elsewhere.)

It appears from the FIRST ANNUAL REPORT of the New York Park Board that at the time of and prior to the transfer of power to this board, amongst other pleasure carriages bicycles were admitted to the "public parks, squares and places," including Central Park, and the considerable extent of their use was duly tabulated. (See pages 146, 150.)

The extent, then, to which the park board may regulate the use of pleasure carriages, rests upon the general law governing all municipal boards.

"The public square is as much a highway as if it were a street; it is dedicated to the use of all the citizens as a highway, and all have a right to pass over it without unreasonable let or hindrance" (Commonwealth v. Bowman, 3 Pa. St., 203, 206).

"All persons may travel on the street or highway in their own common modes of conveyance" (Wager v. Troy, U. R. C., 25 N. Y., 532.)

This question of the validity of an ordinance excluding a class (bicycles) of pleasure carriages,

was thoroughly examined by the law committee of the city of Brooklyn in conjunction with eminent counsel, and in May, 1880, their report said: "In all courts where the question has arisen, it has been, without exception, decided that the bicycle is a vehicle, and as such has equal rights with other vehicles to the use of the streets, without discriminating restrictions, and that no authority exists by which the peculiar form of a vehicle for its motive power can be arbitrarily determined to the exclusion of some other particular class. Your committee believes this to be good law and common sense."

After reviewing the common law decisions upon this question, an eminent authority upon the laws of highways in New York State, says: "In the absence of any legislative enactment forbidding them * * * the validity of any municipal ordinance prohibiting the use of bicycles in those parts of the public streets where carriages may go, would be very doubtful." (Cook's Highway Laws of New York, 5 ed., page 323.)

The Supreme Court of Georgia has passed upon this question with surpassing clearness. "An ordinance which would operate as a total exclusion of the right of the citizen to pass over the streets of the city, with his loaded wagon and team, would be unreasonable and void as against common right. Does this ordinance deprive the plaintiff in error of his natural right to travel over the streets of the city with his loaded wagon and team? Certainly not; but merely regulates the exercise of that right. The true distinction is between an ordinance which operates as a total exclusion or deprivation of the right of the citizen, and one which merely regulates the exercise and enjoyment of it." (Nangle v. City of Augusta, 5 Ga., 546.)

The people, the public, have dedicated the highways of Central Park to the use of pleasure carriages, and through the legislature, have committed the regulation of these ways to their servants, the commissioners, who, like all similar boards, can only exercise that delegated power of regulation in the interest of all the people. Those highways, for the purposes to which they are dedicated, must remain free and common to all the people, (Langley v. Gallipolis, 2 Ohio, Lt., 107.)

"Special and unwarranted discrimination, or unjust or oppressive interference in particular cases, is not to be allowed (Dillon Mun., 3d ed., sec. 322), and any ambiguity, or doubt arising out of the terms used by the legislature, must be resolved in favor of the public." (Id., sec. 91.)

It appears, therefore, there being no conflicting decisions, that the commissioners have no right, either in law or in fact, under the statutes as they now are, to exclude any pleasure carriage. The perfection of the bill under consideration, will therefore not create a "favored class of carriages" as contended. The particular form of carriage in question, was known and used on the highways now in the care of these commissioners, before their board was created; but even if this carriage were a new mode of conveyance, it would be against public policy, and against the spirit of all our laws to exclude it.

In Macomber v. Nichols, 34 Mich., 212, the eminent constitutional authority, Mr. Justice Cooley, delivered the opinion of the court, that "it is true that locomotion upon the public roads has hitherto been chiefly by means of horses and similar animals; but persons using them have no prescriptive rights, and are entitled only to the same reasonable use of the ways which they must accord to all others. Improved methods of locomotion are perfectly admissible, if any shall be discovered, and they cannot be excluded from the existing public roads, provided their use is consistent with their present method." To the same effect is the decision in Moses v. R. R. Co., 20, Ill. 516.

Finally, since the technical objection raised by this single local body fails, and the bill comes before the executive as the practically unanimous enactment of both branches of the legislature, and with the approval, expressed or conceded, of all other local boards in the State, we submit that the bill is one which eminently expresses the will of the people.

ISAAC B. POTTER.
CHARLES E. PRATT.

Of Counsel, LEAGUE OF AMERICAN WHEELMEN,
N. Y. STATE DIVISION.

LEWISTON, Me., June 20, 1887.—Bicycle Rider Injured.—While a man named Gray was attempting to pass a horse car on a bicycle yesterday he was thrown and badly injured. Physicians to-day pronounced his case critical.



NEW YORK AGENTS FOR THE
**HUMBER LIGHT ROADSTER,
 HUMBER CRIPPER,
 HUMBER TANDEM,
 HUMBER TANDEM CRIPPER,
 SPARKBROOK BICYCLE,
 SPARKBROOK TRICYCLE,
 SPARKBROOK HUMBER TANDEM,
 ROVER SAFETY, Nos. 1 and 2.
 NEW EXCELSIOR CYCLOMETER.**

OUR RULES.

No machine placed on our list unless it is in our hands. Life is too short and the world too wicked to do business otherwise.

Our charge is ten per cent. commission, which is not to exceed \$15 nor be less than \$5.

A receipt is given for each machine, and we are responsible in case of loss for the net price charged. Our stock is fully insured.

Each machine is advertised in full in our descriptive list in *THE WHEEL* free of cost.

Our customers are not bound to leave their machines with us any longer than they may care, and can remove them by paying freight and other expenses.

In shipping to us freight must be prepaid. We are not responsible for breakage in transit.

Our terms to sellers are strictly cash. Charge for crating, \$2.

OUR LIST, June 22, 1887.

- No. 1.—52-in. Am. Sans. Balls all around. Nickel, enam. spokes and rims. L'bridge saddle. Prime cond. Price \$67.
- No. 2.—56-in. Harv. Plain bearings. Price \$45.
- No. 3.—50-in. Harv. Latest pattern. Ball wheels, plain pedals. Nickel, except rims. Good cond. Price \$80.
- No. 4.—52-in. Club. Nickel, except rims. Excelsior cycl. Fair cond. Price \$56.
- No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp, bell. Good cond. Price \$56.
- No. 7.—Cunard con. tandem, with all the extras. Not ridden two weeks. Price \$200.
- No. 8.—Cunard non-con. tandem new. Cost \$270. Price \$240.
- No. 9.—52-in. Exp. Col., balls all over. Wonder saddle, full nickel. Prime cond. Price \$95.
- No. 10.—52-in. Am. Club, nickel, with enam. spokes and rims. Fair cond. \$70.
- No. 11.—Quadrant Con. Tandem, No. 11. Balls all over. Not ridden 300 miles, bell, lamp. Price \$220.
- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$80.
- No. 17.—54-in. G. & J. Challenge, plain bearings. Butcher spoke cycl., lamp. Price \$50.
- No. 18.—54-in. Rudge L. R., '86, Enam. Balls all over. Good cond. Price \$100.

This Week's Bargains.

- No. 19.—46-in. Stand. Col. Price \$20.
- No. 20.—48-in. Star '85. Nickel and enam. Cow horn handles. Kelly saddle. Prime cond. Price \$50.
- No. 21.—55-in. Humber racer. Wt. 20 lbs. Not ridden 10 miles. Price \$55.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
- No. 25.—36-in. Kangaroo. Little ridden. Price \$50.

No. 26.—52-in. Singer. Price \$20.

No. 27.—56-in. Col. Exp. Full nickel. Nickel worn. Good cond. otherwise. Price \$75.

No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$190.

No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$45.

No. 30.—51-in. Star. Full nickel except rims. Good cond. Price \$56.

For convenience of patrons, we are open from 8:40 A. M. to 6:15 P. M., half holidays included.

Saich, the best repairer in the country, does our work for us at his factory. Machines left with us will be sent him.

WETMORE & CHESTER

49 Cortlandt Street, New York.

THE NEW YORK AND IXION CLUBS COMBINE.

After much preliminary filibustering, the New York and Ixion Clubs cast their lots together on Thursday evening last. Shortly after eight the Ixion contingent marched from their club-house, on Fifty-ninth street, around to the New York Club-house, on Fifty-eighth street, where were assembled the New York braves.

Mr. Shriver called the meeting to order, and after announcing its object—the combination of the two clubs—the Ixion Club members were elected to the New York Club. The following officers were then elected.

President, Mr. E. J. Shriver, New York; Vice-President, Mr. O. G. Moses, Ixion; Treasurer, Mr. J. B. Roy, New York; Secretary, Mr. F. I. Stott, Ixion; additional Trustees, Mr. R. Shaw, Ixion, Mr. C. A. Dunn, Ixion, and Mr. R. W. Wier. After voting to have a Captain, First-Lieutenant and Sub-Lieutenant, and appointing various committees, the meeting adjourned.

The new club, which will be called the New York Club, starts out with every prospect of success. The membership is almost a hundred and there are a number of applicants for membership. A new house will be built, probably within a few blocks of the Seventy-second street "L" station, and near the Riverside drive. It will be complete in all its appointments, and ample provision will be made for the social as well as the wheeling features of club life. Both clubs will occupy their present quarters until the new building is finished.

THE PRESS AND HALF HOLIDAYS.

Saturday; from twelve o'clock noon, all the year around, is a legal half holiday within the State of New York. No other State has as yet framed a similar law, yet the majority of business houses in every large city throughout the country voluntarily close their doors Saturday afternoons during the Summer months, and many of them during a part of the Spring and Autumn, and some throughout the entire year, and a very large proportion close an hour or so before six o'clock on the first five week days. To the progressive Press of America is due in very large measure the establishment of this unquestionable benefit to business, professional and working men and women. For years back the Press has continually pounded at this subject, until it became generally admitted that the granting of such a privilege does no injury to trade, but rather, by its beneficial effect upon the general business and labor health, tends to clearheadedness and renewed working vigor, which more than pays for the loss of time. To a Boston business house, as well as to the Press, is undoubtedly due, in a measure, the present general adoption of a half holiday. Last autumn the Pope Manufacturing Company, of that city, foresaw the coming movement in this direction, and before the winter's frost was out of the ground, was using such opportunity as an honorable means of advertising its bicycles and tricycles by flooding the country with a beautiful lithograph for display in door, window and office, announcing that "this store closes" Saturdays and other days at stated hours, which undoubtedly did very considerable towards agitating this popular movement. The company has announced through the Press of America, that it will send one of these cards free to any early closing store on receipt of a two-cent stamp to pay postage. This is perhaps, the first instance of philanthropic advertising on record.—*The Journalist*.

THE AMERICAN TEAM.

It seems that Temple, and not Woodside, is now Howell's most dangerous opponent. On Monday, the American defeated the English champion at a quarter mile; time thirty-nine seconds. On Tuesday, Howell turned the tables and defeated Temple at a mile; time 2m. 52s.

We have received a fine lithograph of the American Team. The hand of Senator Morgan is plainly seen in the get up of the litho., which is surmounted by a screaming Eagle, who informs the public that the American Team challenges the world. In the throwaway dodgers, the hand of Morgan is also omnipresent." "Rule Britannia! Yankee Doodle! Come in your thousands to see the world's champions." Then follows a piece of poetry, advising all the world to rush to the box-office and purchase tickets for the great event.

"Gentlemen, we must not beg."—*Luscomb*.

Princes' Omaha tournament takes place tomorrow.

Mr. N. L. Collamer, of Washington, is no longer in any way connected with this paper.

A two-mile handicap will be decided at the Manhattan Grounds, Eighty-sixth street and Eighth avenue, on Saturday afternoon.

In last week's issue, we stated, in regard to the bicycle bill, that "the Governor readily conceded they were pleasures," instead of, pleasure vehicles. And by the way, this is a concession not to be sneered at.

The Yonkers Athletic will include a two-mile handicap in the programme of their July 4 games. Prizes, gold medals. Entrance fee, fifty cents; close July 1 with J. A. Byrne, room 213 Stewart Building, New York.

The Auburn, N. Y., Cycle Club, has elected the following officers: President, J. F. Adams; Captain, Edward Leonard; Lieutenant, W. H. Woodruff. The club occupies comfortable quarters at 146 Genesee street.

Newark is very fertile in inventors. We believe it was a Newark man that invented that twenty-six-foot life-saving surf tube; and now comes another Newarker with a miraculous tire, which requires no cement, never becomes displaced, and will drive every other tire out of the market.

We are informed by the *Bicycle World's* "Raven" that "The Owl" is after our scalp, and has sent us a challenge to mortal combat. The sooner the better. Ever since this bird of the night called us an inchoate horde of amateur journalistic slush, we are just expiring to get a clutch on his tail feathers.

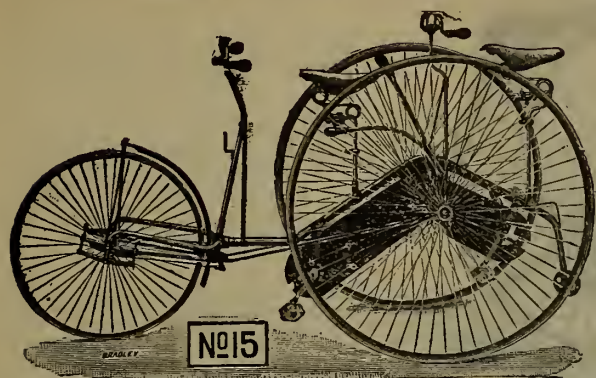
The wheelmen of Bayonne, N. J., have organized a wheel club, which they have named Ilderan. The President is George W. Yates, and the Secretary Charles K. Hitchcock. We suggest that they call their club by another name, as there is already a club—and a good one—of the same name in Brooklyn.

The wheelmen who attended the hearing on the "Bicycle Bill" were a well-dressed, intelligent and imposing body of men. So good an impression did they make, that Mr. Commissioner Crimmins took pains to inform the Governor that they were not representative, that they were the *creme* of the cycling fraternity.

Among T. A. Smily's pupils last season were W. H. Gillette, representatives of New York *Herald*, *Tribune*, *Mail and Express*, etc., and altogether it was his most successful season since '75. He now has pupils in London, (Eng.). Australia, Brazil, etc. During the year he gave about seven hundred lessons. Mr. Smily is the well-known cycle instructor and trainer, now with George R. Bidwell, New York City.—*American Athlete*, May 28.

The Somerville Club indulged in a tally-ho run to Woodlawn Park, on the 17th, which was in every way a success. This is another form of the cycle picnic which should become popular, an enthusiastic bicycle club, a tally-ho coach and a jolly company of lady friends of the club, being the only requisites. The wheels of the combination once fairly started, the affair run itself until it runs down. Of course there is music, laughter and tin-horns *ad lib*. Feasting and dancing come in, in their proper places; the camera fiend fires one or two deadly shots; there is a jolly ride home, and the thing is over.

We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapids, Quadrants and Sparkbrooks.

NEW YORK BICYCLE CO.,

HARLEM BRANCH—NOW OPEN

124th Street & 7th Avenue. } 38 Park Place, New York.

RENTING, REPAIRING, STORING.

TENNIS IN THE WEST.

A TOURNAMENT AT CHICAGO.

The recent annual meeting of the Western Lawn Tennis Association, held at the Tremont House in Chicago was one of the most largely attended and enthusiastically conducted meetings ever held in the interests of this rapidly growing and popular outdoor sport. The special object of the meeting was the arrangement of an annual tournament that will give Western tennis players a chance to meet in friendly contest, similar to that enjoyed by Eastern players, who meet annually at Newport. The following clubs were represented, by delegates or by proxy: Knickerbocker, St. Louis; Kenwood, Chicago; Chicago Club, Chicago; North End, Chicago; Riverside, Riverside, Ill.; Missouri Bicycle Club, St. Louis; Old Friends, St. Louis; Minnesota, St. Paul; Louisville, Louisville, Ky.; Toledo Outing Club, Toledo; Peoria, Peoria, Ill.; Park, Cedar Rapids, Iowa; Des Moines, Des Moines, Iowa; Cheyenne, Cheyenne, Wyo. T.; Milwaukee, Milwaukee, Wis.; Detroit, Detroit, Mich.; Dixon, Dixon, Ill.

It was decided to hold the first annual tournament in the grounds of the Kenwood Lawn Tennis Club, at Chicago, August 10, 11, 12 and 13, under the auspices of the Western Lawn Tennis Association. The tournament will be open to all comers.

There will be three prizes—first, second and third—in the singles and doubles. The first prizes in the singles and doubles will be diamond medals. The second prizes will be gold medals, and the third prizes will be fancy inlaid tennis rackets.

The Wright and Ditson regulation lawn tennis ball was adopted, to be used in all games.

All entries for tournament must be sent to the Secretary of the Association, C. E. Chapin, 188 Madison street, Chicago, so as to reach him August 1. An entrance fee of two dollars for singles and four dollars for doubles will be charged.

At the annual meeting of the Association the officers of last year were elected to serve for season 1887. They are: Frank Obear, Knickerbocker Club, St. Louis, President; B. F. Crimmins, Kenwood Tennis Club, Chicago, Vice-President; C. E. Chapin, Kenwood Tennis Club, Chicago, Secretary and Treasurer. Messrs. Frank Obear, B. F. Crimmins, C. E. Chapin, Edward Fitch, J. G. Jenks, Wm. Waller and W. A. Havemeyer, Executive Committee. Messrs. Obear, Crimmins and Waller were appointed as Committee on Arrangements at the tournament.

During the past two years the interest in lawn tennis has increased wonderfully, and tennis clubs are now forming in all parts of the Western country. In Chicago, last year, there were at least twenty tennis clubs, with from a dozen to a hundred members each—and already this season there are nearly fifty more added to the list. Many of the social, boat and cricket clubs are taking it up, and local dealers in these goods say that business in this line is far ahead of any previous year. It is expected that at the tournament to be held in August there will be at least a hundred entries, and that some of the noted players of the East will be among the contestants.

The Scarlet Ribbon Tennis Club of Chicago has been incorporated under the name of the Chicago Lawn Tennis Club. J. G. Jenks, 2960 Groveland avenue, is Secretary.

YOU KNOW!!!

THAT THE

KINGS COUNTY WHEELMEN

WILL HOLD THEIR

Sixth Annual Race Meeting

JUNE 25th, 1887,

AT THE GROUNDS OF THE B. A. A.

LIST OF EVENTS.

L. A. W. RULES TO GOVERN.

1. One (1) Mile Club Novice.
2. One (1) Mile Ilderan Bicycle Club Championship.
3. One (1) Mile Calumet Cycling Club Championship.
4. One (1) Mile Novice.
5. One (1) Mile Handicap, open.
6. Two (2) Miles Handicap, open.
7. Five (5) Miles L. A. W., N. Y. State Championship.
8. One and Four-fifths (1 4/5) Miles Relay Race, Teams of three men; each man to ride three laps.
9. Half (1/2) Mile Boys' Race. Open to boys of fifteen years or under.
10. One (1) Mile Ride and Run.
11. One (1) Mile Consolation.

IMPORTANT.—Entrance fee for Relay Race, \$3.00 per team (each team to consist of three men and two substitutes); for all other events 50 cents each. No entry received unaccompanied by fee. Entries close June 18, 1887, with

H. J. HALL, JR.,

159 CLYMER STREET, BROOKLYN, NEW YORK.

Valuable Prizes will be given the winners in each event, and will include Medals, Chronographs, Smokers' Sets, Tables, Lanterns, Parlor Lamps, Jewelry, etc., etc., etc.

CLOSE OF THE NEW HAVEN TOURNAMENT.

SLOCUM WINS THE CHAMPIONSHIP.

The lawn tennis tournament for the championship of New England was finished Wednesday, June 15. The first prize in the singles was won by H. W. Slocum, Yale '83, of the Westchester Club. In the doubles first place was taken by Thatcher, Yale '86, and F. Beach, Yale '83, of the New Haven club, who won easily. The final game in the singles was quite exciting. Thatcher took the lead and won the first set handily. In the second set Thatcher took the first two games, and it looked as if both first prizes would go to the New Haven Club. Slocum then braced up and took six straight games winning the second set. The third set was very sharply contested, the score standing Thatcher four, Slocum three, when Slocum rallied and captured three straight games and the set. In the fourth set Slocum had everything his own way. The day's play resulted as follows.

Doubles (finals)—F. Beach and Thatcher vs. Merriman and Jenks, 6—2, 6—2, 6—3.

Singles (finals)—Slocum beat Thatcher, 1—6, 6—2, 6—4, 6—1.

OUR SPECIALTIES.

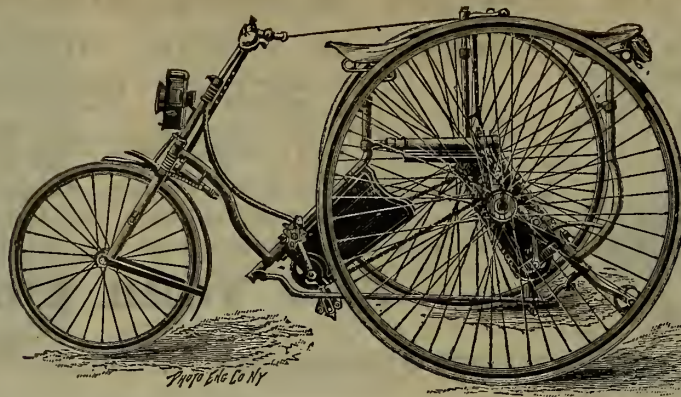
The "MARLBOROUGH" Racket, largest playing surface, octagon handle, best gut, excellent finish, \$5.00 each.



The "CLIMAX" Racket, used by expert players, best gut, beautifully finished, \$4.50 each.

DISCOUNT TO CLUBS.

Goods sent by mail if desired.



D. ROGERS & CO., Limited,

75 CLINTON AVE., NEWARK, N. J.

SOLE U. S. AGENTS FOR THE

"CUNARD" CYCLES,

Testimonial from T. J. Kirkpatrick, Vice-Pres. L. A. W.

D. ROGERS & Co.

SPRINGFIELD, O., January 11, 1887.

Gentlemen :—Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house room as a convertible machine*. I find it a *perfect machine*, in perfect balance, either as a single or as a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention and if asked to-day, to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

NEW THIS YEAR

—THE—

Cunard No. 4 Roadster Bicycle

≡≡≡\$80.00≡≡≡

With ball bearings to both wheels, hollow forks, direct spokes and weldless tubular steel backbone. Every modern improvement, weight 45 pounds. Specially built to suit the requirements of wheelmen requiring a strictly, first-class imported wheel at a reasonable figure.

CHEAP IN PRICE ONLY.

SEND FOR 1887 CATALOGUE TO

D. ROGERS & CO., 75 Clinton Avenue, Newark, N. J.

FOR SALE, EXCHANGE, WANTS.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

WANTED.—40 or 42 in. Pony, or 45 in. Star, 1886 model. Have to offer in exchange, billiard table, 5x8 camera, 15x15x4.6 wall tent, lot of mounted game birds, new side saddle. Address F. M. Carryl, Passaic Bridge, New Jersey.

FOR SALE.—54 in. Victor Bicycle—roadster—good as new. Price \$100. Fred. O. Watrous, 1000 Center avenue, Bay City, Mich.

FOR SALE.—51 in. American Star, part special, good spring saddle, nicked and painted. A bargain at \$50. Write for description. Geo. H. Smith, Watson-town, Pa.

WANTED.—A 54 in. Crank Bicycle, in good condition. Name lowest cash price. Address L. A. H., P. O. Box 2772, New York.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

46 inch Cornell.....	\$ 65.00
58 inch American Club.....	80.00
50 inch Standard Columbia.....	50.00
50 inch Harvard.....	50.00
50 inch Expert Columbia '86.....	95.00
51 inch British Challenge.....	75.00
52 inch Expert Columbia.....	85.00
52 inch.....	85.00
52 inch American Club.....	80.00
54 inch Harvard.....	75.00
54 inch.....	75.00
54 inch Standard.....	60.00
54 inch Expert.....	90.00
54 inch Royal Mail.....	86.90
54 inch Rudge.....	100.00
56 inch American Club.....	85.00
56 inch Columbia Expert.....	95.00
58 inch Expert Columbia.....	100.00
Kangaroo Bicycle.....	65.00
.....	75.00
Humber Tandem.....	200.00
Rudge Coventry Tandem.....	110.00
Columbia Tricycle, two track.....	115.00
.....	100.00
Marlboro Tandem.....	200.00

All our wheels have been thoroughly overhauled by competent employees on our premises.
Schwalbach & Willdigg,
Prospect Park Plaza, Brooklyn.

BICYCLE HEAD LUBRICATOR

Needed by every Wheelman. Prevents Wear and Rattle. Sent post-paid, with full directions, to any address, for 25 cents.

PARK LOCKROW,

MIDDLETOWN, CONN.

"WHEELMAN'S SONG."

WORDS AND MUSIC BY CHAS. B. HOLCOMB, TARIFFVILLE, CONN.

A spirited, rousing air. Just the thing for wheelmen to sing at their club rooms or at their homes. Full four-part song with piano accompaniment. 10 cts. per copy. Sent post-paid on receipt of price.

CUT PRICES

ON

Second-Hand Cycles.

ALL SIZES, ALL PRICES.

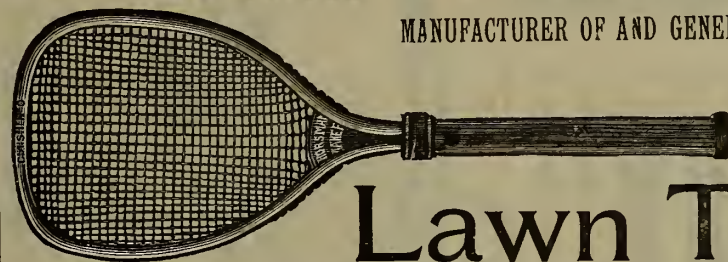
Send for List and save money.

S. T. CLARK & CO., Baltimore, Md.

WHEELMEN,
WOULD YOU LIKE TO SMOKE A REALLY GOOD
Five Cent Cigar?
THE RISIDO
IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.



MANUFACTURER OF AND GENERAL HEADQUARTERS FOR

Lawn Tennis

E. I. HORSMAN,

80 & 82 WILLIAM STREET, NEW YORK CITY.

Special attention is called to my Improved "Casino," Special and Elberon Rackets for 1887. Special Rates to Clubs.

NEW YORK AGENT FOR THE

American Champion, Challenge, Safety, and Ideal Bicycles

SUNDRIES OF ALL DESCRIPTIONS.

Nickel-Plating and Repairing a Specialty.

SEND STAMP FOR ILLUSTRATED CATALOGUE OF TENNIS AND BICYCLES.



JACKSON & CO.

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Fulton St., opposite City Hall, Brooklyn.

SPECIALTIES:

Dinners Receptions, Ice Cream and Salads.

ROOMS FOR MEETINGS TO RENT.

ICE CREAM BRANCH:

1193 Fulton Street, near Bedford Avenue, Brooklyn.

Printers of The Wheel.

FOR WHEELMEN



FOR SALE BY

GEORGE CLEMENT,
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always obtain the same.

FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New York, at the following prices:

Gents' Collars, 20c. 6 for	- \$1.19—\$2.00 Doz.
" Cuffs, 40c. 6 "	- 2.20—4.00 "
Ladies' Collars, 15c. 6 "	- .85—1.50 "
" Cuffs, 30c. 6 "	- 1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
40	54	Standard Columbia,	\$95.00	\$62.50	5	3	4
42	52		92.50	55.00	6	3	3
43	35	Invincible Safety,	135.00	75.00	4	2	3
44	36	Kangaroo Safety,	130.00	70.00	4	2	3
45	50	Standard Columbia,	90.00	55.00	5	4	2
46	55	Rudge L't Roadster,	156.50	95.00	4	1	4
47	54	Expert Columbia,	127.50	90.00	4	2	4
48	54	Rudge L't Roadster,	140.00	95.00	4	1	2
51	52	American Rudge,	112.50	80.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
59	52	Standard Columbia,	92.50	50.00	4	3	5
60	42		95.00	60.00	1	3	1
68		Columbia Tricycle,	160.00	70.00	4	1	4
71	54	Columbia Expert,	127.00	80.00	Hlf Nkl.	2	4
78	54		130.00	110.00	E	1	1
80	44	"Facile,"	130.00	70.00	4	1	5
81	52	Premier,	105.00	65.00	5	2	4
87	55	Spalding Racer,	140.00	60.00	4	1	4
90	52	Royal Mail,	137.50	85.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
92	54		100.00	40.00	5	3	3
93		"Otto Tricycle,"	85.00	35.00			
95	55	Spalding Semi Racer,	140.00	60.00	4	1	4
96	55	Racer,	140.00	55.00	4	1	4
97		Humber Tandem,	265.00	185.00	4	4	1
98		Sparkb'k Hum. Tdm,	265.00	200.00	4	4	1
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	4	3	4
112	50	Special Columbia,	120.00	65.00	4	2	4
115	48	Columbia Expert,	135.00	80.00	1	1	4
116	48	Standard Columbia,	87.50	50.00	1	3	4
117	51	Special Star,	160.00	105.00	4	4	2
118	48		115.00	85.00	3		4
120	54	Imperial Challenge,	150.00	80.00	1	2	New
123	52	Sanspariel,	127.50	85.00	4	2	"1"
124	52	Sans. Light Roadster,	137.50	90.00	4	2	
125	42	Special Star,	120.00	85.00	4		3
127	52	Columbia Expert,	130.00	80.00	4	2	3
130	51	Special Star,	125.00	95.00	3		4
131	51		120.00	90.00	4		2
132	54	Columbia Expert,	145.00	90.00	1	2	4
134	52	Standard Columbia,	92.50	50.00	4	4	2
135	56	Sanspariel,	130.00	75.00	4	1	1
136	51	Special Star,	130.00	100.00	1		4
137	42	Standard Columbia,	95.00	45.00	1	4	1
139		Quadrant Tandem,	275.00	225.00	4	1	2
140	54	Expert Columbia,	140.00	90.00	1	2	2
141	54		145.00	95.00	1	1	2
142		Col. 2-track Tricycle,	160.00	110.00	4	2	2
143	56	Humber L't Roadster,	140.00	55.00	5	2	4
145	44	Standard Columbia,	92.50	45.00	6	3	2
146	56	Columbia Expert,	140.00	85.00	4	1	1
148	50	Standard Columbia,	100.00	57.50	4	3	4
149	51	"Special Star,"	135.00	95.00	3	ball	2
151	46	Standard Columbia,	103.00	55.00	6	3	2
153	52	American Rudge,	112.50	80.00	4	2	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	110.00	4	1	1
157	46	Standard Columbia,	85.00	55.00	5	3	4
158	48	"American Star,"	90.00	55.00	5		4
159	54	Standard Columbia,	110.00	65.00	1	3	2
160	53	Royal Mail,	140.00	85.00	3	1	4
161	54	Rudge L't Roadster,	145.00	110.00	4	1	1
162	45	Special Star,	70.00	40.00	4		2
163	51		75.00	40.00	4		2
164	56	Columbia Expert,	150.00	110.00	1	1	1
165	52		137.50	85.00	1	2	4
166	50	Ideal,	80.00	45.00	5	4	2
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
169		Royal Mail Tandem,	260.00	150.00	4	1	1
170	56	Victor,	132.50	110.00	4	1	1
171	53	Col. Lt Roadster,	137.50	105.00	4	1	1
172	50	Standard Columbia,	90.00	55.00	3	4	2
173	54	Spalding,	145.00	85.00	2	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
175	53	R. & P.,	140.00	90.00	3	1	1
176	54	University,	135.00	85.00	4	2	1
177	50	Columbia Expert,	135.00	105.00	1	1	1
178	52	Sparkbrook,	137.50	120.00	4	1	1
179		"Cripper Tri,	180.00	125.00	4	2	2
180		"Hbr. Tandem,	260.00	225.00	4	2	1
182		"Cripper Tri,	180.00	140.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1



The general use of Special Garments for Athletic Sports, and their high price when made to order, justifies our carrying a considerable stock of them ready made. We now have the following, to which we are frequently adding :

18 STYLES OF NORFOLK COATS OF FLANNEL, BATISTE, SERGE, PLAIN AND FANCY DOMESTIC AND IMPORTED CHEVIOTS, CASSIMERES, CORDUROY, \$5 to \$10. KNICKERBOCKERS TO MATCH, WITH DOUBLE SEATS, \$4 to \$4.50.

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TENNIS "SWEATERS," BELTS, CAPS, HATS, SHOES AND HOSE.

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 All kinds of Foreign and Domestic Patent Dressings.
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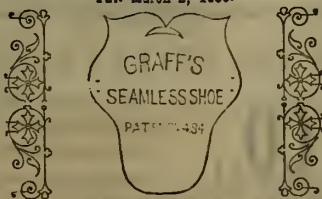
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 Light, Strong and Cheap, to order \$3 and 3.50.

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Genuine Royal Mail Bicycles and Tricycles.



DON'T PUT YOUR MONEY INTO AN
 IMITATION WHEN THE SAME
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 A NEW AND MUCH IMPROVED PATTERN
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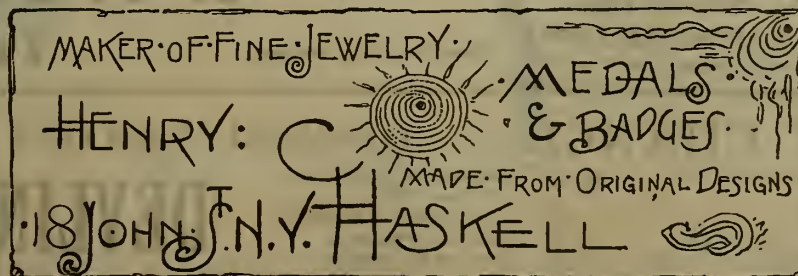
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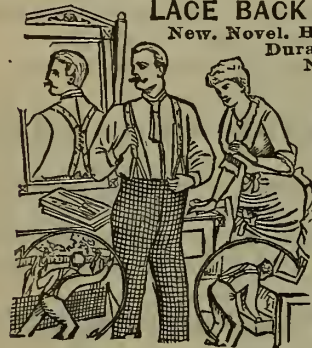
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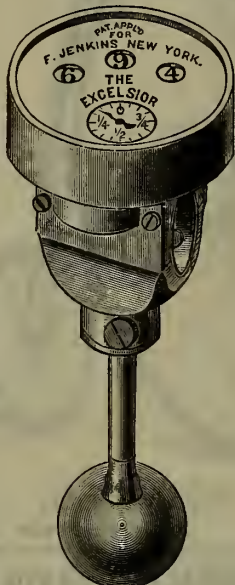
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NOW READY!!!

The New Excelsior Cyclometer!

PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.

IT READS FROM THE SADDLE.

IT IS ACCURATE.

The finest workmanship ever put in a cyclometer. Every part is machine
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A limited number of the No. 2 Cyclometers, which register 100
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BRAIN AND NERVE FOOD FOR WHEELMEN.



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Manufacturers of **SPORTING SHOES.**

Ask your Dealer for these Shoes and take no other.

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube
Bicycle, with ball bearings to both wheels, and modern
improvements; enamel and nickel finish or full nickel
for \$82.50. These machines formerly sold for from
\$125 to \$160, according to size and finish.

\$75.

Will buy a brand new Light Roadster, with hollow
felloes, tangent spokes, balls to both wheels, weight of 50-
inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some
high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this
chance. Send for List, giving description and testimonials from former
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Mention this Paper.

A RARE CHANCE.

Outing,	\$3.00
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The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

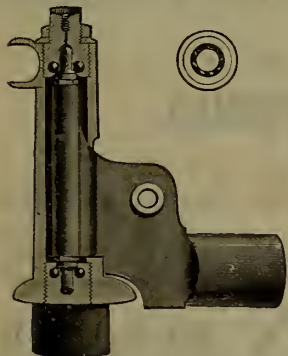
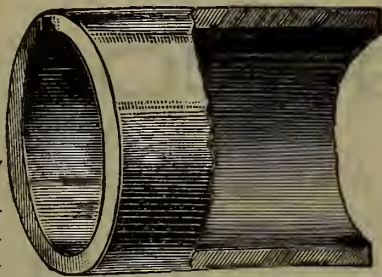
Agents Wanted Everywhere

See this Wheel

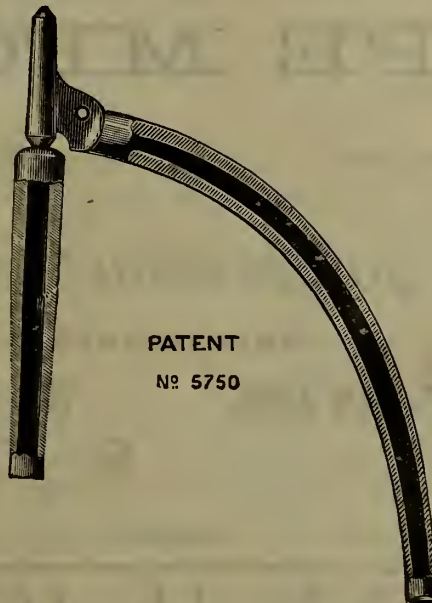
Before Purchasing.



Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



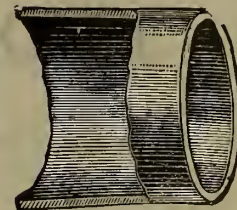
Sectional and end view showing strengthened neck end of Backbone.



PATENT
No 5750

Sectional view showing Backbone and Forks when made up. A splendid improvement.

ASK Your Dealer For It.



Handsome
Photograph
OF THE

NEW MAIL

Sent for

14 Cts. in
STAMPS.



Sectional and end view of back fork end of Backbone.

CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—

Trigwell's Ball Head. Greatest Modern Improvement.

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers, - - 107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path ; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias ; perhaps they are ; it isn't for us to say ; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties ; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines ; Columbias are first-class machines and are sold at respectable prices ; perhaps as good machines can be sold for much less than our prices ; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



POPE MFG. CO.

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