

THE WHEELMAN'S GAZETTE.

A JOURNAL OF CYCLING.
PUBLISHED MONTHLY.

Vol. III. No. 6.

INDIANAPOLIS, IND., JUNE, 1888.

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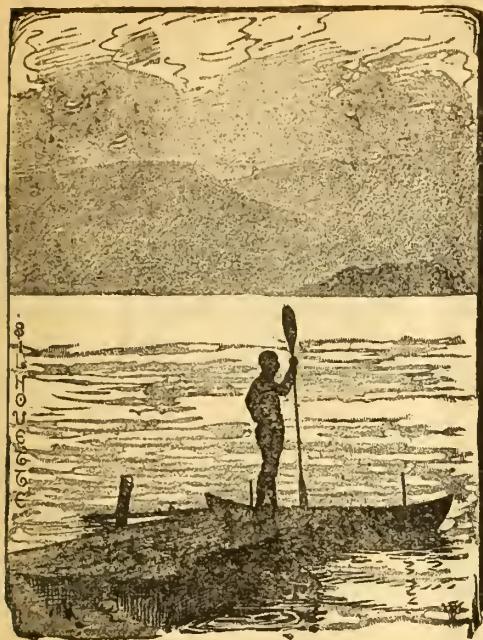
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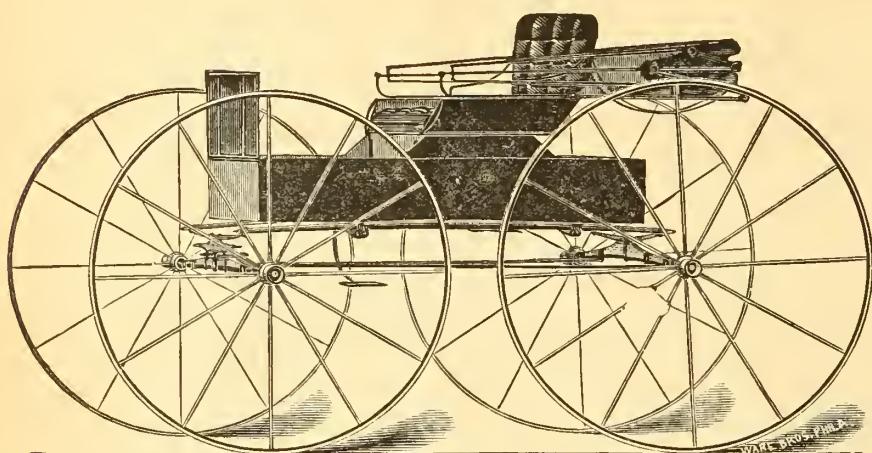
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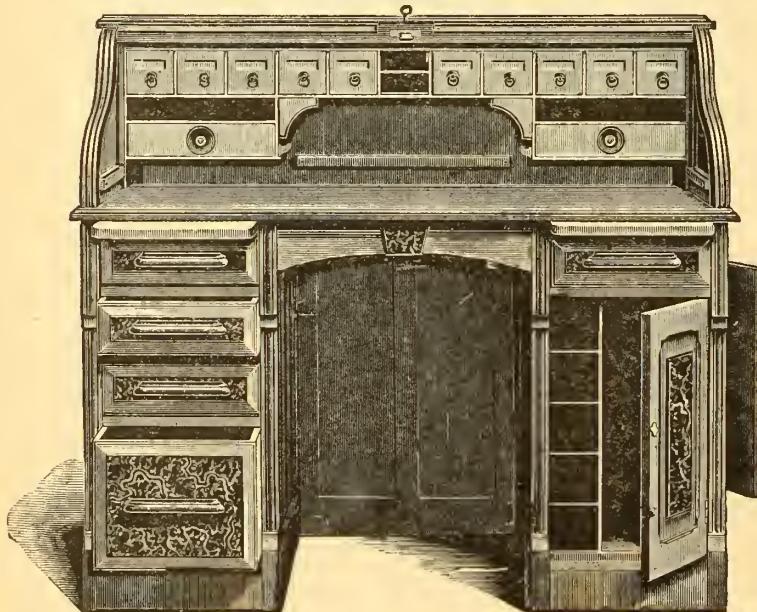
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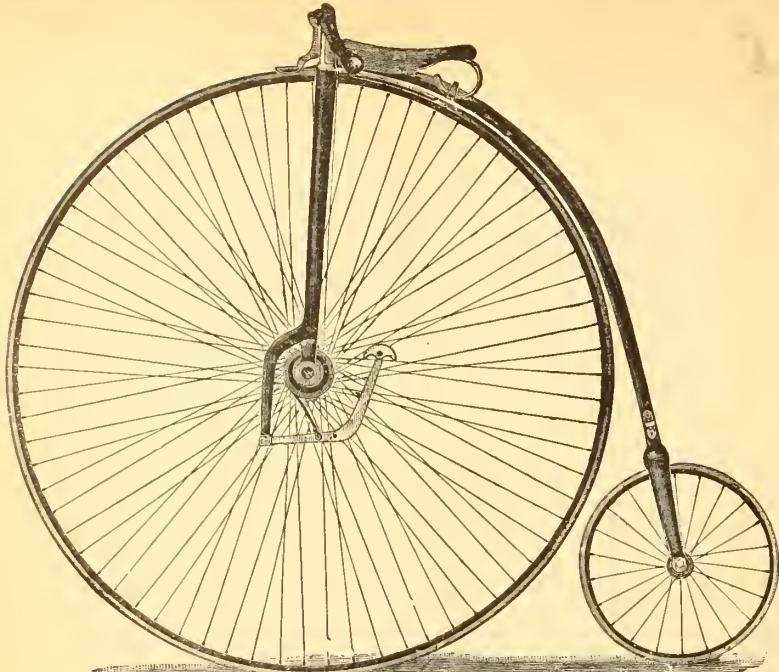
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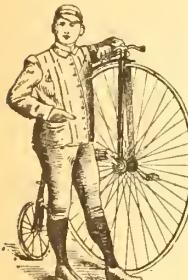
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—THE— WHEELMEN'S GAZETTE.

VOL. III.

INDIANAPOLIS, IND., JUNE, 1888.

NO. 6.

Some Ancient History.

AMERICA has always been a social nation, even from the first, when one night in the summer of 1775 she held the original five o'clock tea party, down to the present day. As soon as any number of persons throughout the country hold the same views on any subject, or have any interests in common, just so soon do those persons get together occasionally, hire a hall and hold a meeting.

How truthfully this is expressed by the poet when he said of the American people:

"I am happiest when I'm talking,
I am saddest when I sing."

Can it be any wonder that two out of every three men you meet on the street are delegates to some convention and that the other one is an active candidate for that honor? So it is we have Methodist conferences, women suffrage conventions, free trade gatherings and League Meets.

The wheelmen's meet is traditional. Long, long ago—years before the light roadster, the tandem, or the home-trainer were dreamed of, it came amongst us.

When the first bicycle came to this country it was easy for its happy owner to see that a wheelmen's meet was out of the question. In fact, he did not know to a positive certainty that there ever would be another wheelman on this side of the pond for him to meet.

But the next wheel came, and some time thereafter wheelman no. 1 met wheelman no. 2 pedalling along one of Boston's classic boulevards. Naturally each became flustered. Wheelman no. 1 tried to steer to the right and could n't. Wheelman no. 2 tried to do likewise and failed also. Thus they met. And although the meeting was not largely attended it was warm and enthusiastic. Among other things a resolution was unanimously carried to levy a general assessment to defray surgical expenses, also for cost of cablegram and miscellaneous repairs, including one backbone and two handle bars.

Since then meets have been of frequent occurrence, and gradually the primeval simplicity of the first affair has given place to the most studied and elaborate elegance.

It was in the spring of 1880 that, in response to a general invitation to all the wheelmen in the country, a few score of cyclers met

at Newport, R. I. It was at this particular time, May 31, that the League of American Wheelmen took occasion to come into existence, and we may state that up to the time of going to press it has never regretted the step then taken. The affair was celebrated by 133 wheelmen parading the principal streets of the town.

Such *haut ton* and *celat* did this display of manly beauty lend to the town that Newport at once took a front place among fashionable summer resorts, which place she has ever since succeeded in fairly well holding. Waukesha, Wisconsin, being at present her only formidable rival.

It has always been a large sized regret with us that we were not present at this first annual meet of the League of American Wheelmen. Every summer, when we retire to our Queen Anne villa in the breezy but *haut ton* suburbs of Newport, R. I., we can not help but turn from the giddy pleasures of the german, and heave a deep sigh for the primeval, though simple *grandeur*, that must have attended the first annual meet of the League of American Wheelmen.

By next summer the League had all it wanted of fashion and resolved to give culture a show, so it went to Boston. Its membership at this time was 1,654, with several out districts to hear from. So said the secretary in his report to the annual business meeting. After congratulating the League on its phenominal success in corraling members, he moved that he be made a salaried officer, and sat down feeling that all had not been in vain.

The parade next day, May 30, numbered about 750 souls, including one man on a Star. This was the Star's first appearance in public, and it is said that its rider went hopelessly insane after answering the question: "Do you like this better than the other kind?" 12,364 times.

The police arrangements on this occasion were very insufficient. The mild-mannered longshoremen from Atlantic Avenue got it into their heads that the wheelmen's parade was a sort of an anti-Fenian demonstration, and they were not at all backward in expressing their disapprobation with clubs and loose bricks. That there were not enough police on hand to convince them of the error of their ways is to be deplored. The head marshal told me years afterward that it has been the regret of his life that he did not have John L. Sullivan to lead the parade on that occasion.

In the year of grace 1882 the League met in Chicago, a thriving village at the lower left-hand corner of Lake Michigan. Some 294



bicycles were in line and the police regulations were excellent. Whether the police turned out to watch the bicyclers or to watch the roughs, Burley Ayres says, is a matter of conjecture. As it was the wheelmen had the best time of any meet then held. They now had 2,100 members and had begun to save up money for a rainy day.

Next year the League yielded to the inducements held out by the wheelmen of the metropolis and went to New York. Seven hundred and twenty-three men paraded and they did it so well that the temporary privileges extended them on that occasion led to their restricted use of Central Park thereafter.

Mr. Dan Canary gave a very creditable display of trick riding during the parade. He afterwards said that the only thing that kept him from riding up one side of Cleopatra's needle was his fear of jeopardizing the wheelmen's privileges forever after.

The League now had 3,598 members with several applications yet to be acted upon.

The broad, handsome asphalt streets of Washington attracted the wheelmen for the meet of '84. Six hundred were in the parade and there would have been 601 had Karl Kron arrived a day earlier. As it was he missed the fifth annual parade by a few hours. He had been a conspicuous figure in the four previous ones, and his absence on this occasion cast a dampness over the affair that even the cheering presence of Belva Lockwood on her tricycle could not dissipate.

By the time July 3d of the next year rolled round the League was ready for another meet. This time they went to Buffalo, from which place the Big Four tour started two days later. We wish we had more time to tell you of this meet and the tour that followed, but press day approaches and the compositor calls for copy.

Next year Boston, the home of the bicycle and baked bean, asked the privilege of again entertaining the League. This she did in great style, as the hundreds of wheelmen who were there will make affidavit to before a J. P.

The Boston meet was remarkable in several ways. It drew a larger crowd than any of its predecessors, besides starting on foot the Aaron investigation, the details of which are probably still fresh in the minds of most of our readers. It was here also that the professional element was definitely rooted out of the League. Three wheelmen also rode their machines further to reach the Boston meet than any had done previously. To say that nothing was too good for the New Orleans to Boston tourists, during their stay in the latter place, is to put it extremely mild.

This brings us down to 1887. Last year the League followed the late H. Greely's advice, and went west. For the first time in its career the League met west of the Mississippi. The wheelmen of St. Louis seemed to have taken pointers from the long list of meets that had preceded theirs, and the result was a combination of all their good points with none of their bad ones. Wheelmen were at St. Louis from all over the country. Tom Stevens, who had hurried through China purposely to take in the show, was also there.

It stands in the nature of League meets that the last should always be best. If this rule holds good, and there is no reason why it should n't, we may expect from Baltimore the most bang-up and altogether gorgeous entertainment of the decade. Baltimore has long held an enviable reputation for its fair women and good looking oysters. Its oysters are good only in months with an "r," but the former are at their best all the year round.

We wish we could go on and recount all the circumstances and details of the coming meet, but our prophet refuses to prophesy for less than \$2.25 per prophecy. Refusing to concede to his unreasonable demands a boycott and lockout at once followed. If an arbitration is reached before press day we may work in a prophecy or two towards the back of the number. If not, farewell until we meet in Baltimore or some where else.

A SMALL BOY recently taught his dog to catch a soft rubber ball in his mouth. The other day the boy, for a joke, called the dog out, and showed him a regular base-ball, which he pretended to spit upon to excite the dog to enthusiasm. When the poor dog was on the verge of lunacy to get the ball, the boy threw it to him on a line, at the same time saying:

"Catch it in your teeth, Leo."

Leo did catch it in his teeth; but the next time he catches it, he will catch it in his gums.

THE TALE OF A STAR.

CONCLUDED.

THAT evening, while I was having my shoes blacked at the hotel, I heard some one come in the office and call my name, and presently a porter appeared at the door and said a gentleman wanted to see me. I went down and was confronted by a person whom I instantly knew was a detective, so I was not surprised when he poked a card at me on which was printed *Silas G. Stevenson, Detective*. He was a great big two hundred-pounder, and had sort of a pompous air about him, that was rather out of place in connection with the well-worn clothes across his back. About the first thing he said was that he had seen better days, and I believed him.

"The business I wanted to see you on," he continued, "is a little too private for the office, perhaps we had better retire?"

"So we went up to my room.

"I hear you have lost some valuable property," he said, seating himself in the best chair and placing his feet on the edge of the mantle, and there's a reward out for it."

"I told him that was a fact, and asked him how he came by his information.

"That, my young friend, is something we detectives never divulge. The facts are as I have stated them. Now to business."

"In the first place, if you ever want to see your wheel again, you must choose some other course than that taken by the detectives you now employ. They are on the wrong scent altogether, any fool would know that. As little as I have investigated the matter, it is clear to see that they have made a mistake from the word go."

"As I understand it, the janitor of the club house disappeared simultaneously with the missing property. Am I not right?"

"I said 'Yes.'

"Well, then, if he did n't take it, who did?"

"I told him I did n't know, that I had quit guessing."

"Good joke," he replied, with a laugh, "but I have a clue that clearly proves that Rapp is the man we are looking for."

"This is confidential between us," he went on, as he pulled out a package from his overcoat pocket and held something up to the light, "what does that look like?" he exclaimed.

"That," I replied, "looks a great deal like a pie with a bite out of it."

"So it is," he said, "yet it is more than that, it is a clue by which I will bring the fugitive to justice. Last night Mr. Henderson McCloskey's residence was entered, and the greater part of his valuable plate stolen. This pie was left on the pantry shelf; to the unsuspecting eye it means nothing, but see this bite, see this notch in the upper corner? There's where Mike Rapp had his front tooth knocked out last St. Patrick's Day. I know, for I was there when it happened. And another thing," he added, in almost a whisper, as he drew near, "last night, about ten o'clock, County Commissioner Spotts, who lives out on the Three Notch Road, was awakened by the loud barking of his dog. That dog" he went on, growing almost tragic, "never barks at anything but banana peddlers and bicycles. It could scarcely have been a banana peddler going along there at that time of night; it must have been a bicycle, and what's more, Rapp, with McCloskey's silver along with it."

"Now you see what I have to work with. Put your ease in my hands and I can have your wheel back inside of two weeks. But it is a case fraught with danger at every hand; it will take unlimited nerve to bring this veteran villain to justice. The reward must be increased."

"I told him it was now three times as much the wheel was worth."

"That is not the point," he replied. "It is not merely the recovery of the property you should be interested in, but in the punishment of the thief. How is our property to be protected, if thieves are allowed to carry it off with impunity?"

"No, I don't want a description of the man," he said, rising to go, "I have got him down fine already. I know Mike like a book, and, between me and you, he is one of the most desperate characters in Clark County. I have been studying him up, and I learn that, only two winters ago, he stole a stove out of the Kniekerbocker Club room when the temperature was so low that some of the members actually froze before a fire could be rebuilt."

"This man, with his stock of information, was undoubtedly valuable. I engaged him at once, raised the reward to \$500, and gave him a check for fifty dollars more to meet current expenses."

"After he was gone I heaved a sigh of relief, and went down to the supper room in the sweet belief that I should see that wheel again before another day."

"The next morning, early, I called on Mr. Noall."

"Mr. Noall met me as smiling as ever, but said he had n't heard from Pounce yet, as it was scarcely time."

"Detective Hibben, at Clark Street Wharf, had heard a peculiar noise during the night, which he took to be the missing bicycle, but which proved, on investigation, to be the cook of the *John Boswick* preparing the coffee for breakfast."

"He then went to his desk and picked up one of the circulars which he handed me."

"That will fetch them!" he cried, exultingly. "When we have the fugitives down to such a fine point as this is, something is bound to happen."

"I told him I had no doubt of it, but that I scarcely liked the way he had the reward made out. In the words of his circular, it looked as though the reward was to go to detectives only."

"Certainly, that is the only way to fix it. You can't expect us detectives to put our time and talent into a job of this kind only to be beat out of it by some disinterested party, hit or miss."

"But," said I, "what if some other detective finds the property?"

"Ah, in that case we always divide the reward."

"Just then a messenger boy stumbled in and handed a telegram to Mr. Noall."

"It is from Pounce," he said, as he opened and read:

'ENGLEWOOD, ILL.

Struck a wobbly track just outside of town, have followed it for two miles and am close on the scent. Please forward particulars as to what the thing drinks.

POUNCE, Detective.'

"That's just like Pounce," he said, "always forgetting something."

"He had no more than finished reading the telegram, when the telephone bell rang. This is the message he received:

"Suspicious-looking party getting aboard the boat this morning with a bicycle. Looks as though he was trying to dodge somebody. Didn't get near enough to examine the wheel. Shall I follow?"

"Yes, by all means," answered Mr. Noall.

"Then turning to me, 'that's from Hibben, who is at the foot of Clark Street. He's one of the best men on the force, and he'll catch him sure. It is strange though,' he said, as he resumed his seat, 'how he can get about the country so fast. Here's Pounce trundling down toward Englewood, and at the same time he appears to be boarding a steamer at Clark Street.'

"By this time I was considerably excited over the recent developments, and went back to the hotel, as I thought it would be best to stop Stevenson as the others were so close on the trail. Here I found a telegram from him. It ran thus:

'WAUKESHA, WIS.

Have traced Mike this far; saw a man who talked with him; said Mike seemed to be drunk; believe him to be a confederate. No bike visible on Mike's person, but believe it to be concealed in his hand-bag, which he carries with him constantly.

STEVENSON, Detective.'

"Of course this was sheer nonsense, so I telegraphed him to give up the search, and I rushed back to Noall's office. He had another telegram from Pounce, he said. He handed it to me:

'ENGLEWOOD, ILL.

Followed track two miles out of town; caught up with an Irishman and a wheelbarrow; questioned him without any satisfactory result; shall order his arrest as an accomplice.

POUNCE, Detective.'

"This grows interesting," said Mr. Noall, rubbing his hands. "It reminds me of a case I had back in '58." But I never heard what that case was. Just then a telegraph messenger came in with another telegram:

'KANKAKEE, ILL.

I have struck a new clue; sure this time. Man went by on a star while I was eating dinner. Ordered a buggy at once and started after him. He runs as he catches sight of his followers, which is another sign he's the right man. Send man to Monon to head him off.

POUNCE, Detective.'

"If we only had Scanlan now," said Mr. Noall. "He'd be just the man. As it is I am afraid I will have to detail some less experienced person."

"You don't mean to say that this man will ride his bicycle from Kankakee to Monon, do you? Why, man, there is fifty miles of swamp between those two places."

"Ah, my young friend," said Mr. Noall, pityingly, "you are little posted in the ways of these desperate fellows. Swamps account for nothing with them. When driven to desperation they will do anything."

"Here another telegram came in. He read it:

'WAUKESHA, WIS.

Party been shadowing got off here. Appears to be a cross continent tourist. On close inspection find his wheel fails to answer your description in several vital particulars. Where shall I go next? HIBBEN, Detective.'

"This was kind of a disappointment to me, but Mr. Noall said he'd call Hibben back to assist Pounce. With this I went back to the hotel, and waited there anxiously to hear from Mr. Stevenson. Presently it came. I paid the boy \$4.85 delivery charges, and read the following:

'WAUKESHA, WIS.

Have Mike spotted where he can't get away; also suspicious looking party who came in on the boat. Seems to be watching for somebody. Presently a wheelman with a different kind of wheel appears, and they talk long and earnestly together. Believe I have struck an organized gang.

STEVENSON, Detective.'

"By this time it was gett'ng late and I retired for the night, after telegraphing home for some cash to meet current expenses."

"Next morning finds me at Noall's office before him. I had n't waited long when a messenger rushed in with a telegram worded like this:

'KANKAKEE, ILL.

Foundered a horse while trying to keep in sight of wheelman. Think from his gait this must be near on to the twenty-mile man. Send some one here to watch, while I take a train and catch up.

POUNCE, Detective.'

"I stuck the telegram under the door, so Noall would follow its instructions, and went back to the hotel for breakfast. There another telegram awaited me. This read:

'WAUKESHA, WIS.

Mike struck a job at a livery stable. Have shadowed him, and will arrest him on first sight of bike. Board is high in this town; send me a check.

STEVENSON, Detective.'

"I just passed out of the dining-room, when I was aware of the clerk pointing me out to a man at the counter. He presently approached and handed me his card, on which was printed *Sylvester Y. Gibbs*.

"Without asking him his business I told him I had all the detective talent on my hands necessary at present."

"Ah, sir," he replied, "you mistake my calling: I am no detective. I am manager of Gibb's Gigantic Aggregation of Refined Variety Artists, now performing at the Palace Theatre. You see, we have an artist in our troupe who does the fancy bicycle act, and my scheme is to have you to put one of your detectives on his trail."

"You don't mean to say he's the thief?" I asked, expectantly.

"No," he replied. "That is not the point. You see what an immense advertisement it would be to have one of our troupe constantly shadowed by a detective. Remember, it will cost you nothing, we will employ the detective, and, besides that, give you ten per cent. of the additional door receipts. All we want you to do, is to card the papers and say you believe he's your man, and that you intend to have him watched till it can be proven. Yes sir, that would draw immensely. It beats the 'stolen jewel' racket every time."

"I told him his proposal was utterly out of the question, and wanted to know how he got his information about me and my misfortune."

"He said: 'It's all in the papers, every last item of it, and I might as well profit by your notoriety,'"

"This was startling. I had expected Noall to be as good as his word and keep it out of print. If the affair had got out I was ruined at home as well as in the eyes of Livingston McNeely. In my anxiety of the last two days I had n't looked at the papers, but I now picked one up and read the startling headlines, while my spirit dropped clear down into my boots. There it was in all the gorgeous details that I was aware of, and some that I did n't even know myself. But there was one speck of hope in all this. The papers, with their usual metropolitan correctness, had spelled both the names of McNeely and myself wrong in three places. Perhaps my folks at home might not recognize my distorted name, and it might

be that McNeely would n't recognize himself in the way his name was fixed up.

"I then walked sadly down to the detective's office, hoping to hear something from Pounce, but they had had no word from him since late the day before. I waited all day, and long toward evening the following came:

'LAFAYETTE, IND.

Our man passed through here early this morning; took lunch at hotel; description tallies exactly. Have Hibben meet me at Marion.

POUNCE, Detective.'

"Ah, I knew he would finally spot him, Pounce is so sagacious," said Mr. Noall.

"That was all for that day, so I went back to the hotel, but no word had come from Stevenson.

"Next day was a bitter disappointment all round. No word from any of the detectives, but I got a telegram from home in which the folks anxiously inquired why I did not return.

"Next day was the same. I was growing sick at heart. I felt in momentary dread of being confronted by McNeely. I could not expect him to do without his wheel much longer. Of course I could not leave town as long as I was so anxious as to the operations of the detectives, so I had to stay and face the music.

"Three days after our last telegram the following appeared:

'FT. WAYNE, IND.

Followed him to here, but have lost ground within the last day. Shall leave Hibben here, and take train to Sandusky so as to overtake him.

POUNCE, Detective.'

"Another day of anxious waiting, and late in the evening this telegram came in :

'SANDUSKY, OHIO.

Have not discovered our man so far. Think I must have passed him on the road. Will take a wagon and go back.

POUNCE, Detective.'

"At the hotel that night, the bell-boy handed me this telegram:

'WAUKESHA, WIS.

Mike appears to be getting ready to leave. Shall I order his arrest?

STEVENSON, Detective.'

"I was in a dilemma, but to be on the safe side I answered yes."

"The next morning, while on my way to the detective's office, I met Mr. Noall going down. 'You want to cheer up, my young friend,' he said. 'Your case is not so hopeless as you seem to believe. Something tells me we shall have that bicycle before long, although, to you, such a thing seems improbable. With us detectives, hope is never dead; for very often we follow clews weeks at a time, clews not half so promising as yours, before they develop into anything.'

"Just then something coming down street attracted my attention, which made me weak in the knees. I looked twice before I could believe my eyes, but it was no use doubting them, for there, coming down the middle of the street, pedalling away as hard as he could, was the man of all men I wished to avoid—McNeely.

"I grasped Noall's arm and hastily explained to him the situation. 'Let him come on,' he said. 'We must face the music like men, and if worse comes to worse we must explain the whole thing to him.'

"McNeely stopped when he saw me, although I would have given worlds if he had ridden straight on. He talked to me about something or other, but for the life of me I can't repeat a word of what he said, and I know from the answers I gave him he thought I was either drunk or crazy.

"By this time Noall had been edging around toward the machine, and something in his manner attracted my attention from McNeely to himself. After walking around the bicycle several times, eyeing it like a cat would a mouse, he finally produced one of the circulars from his pocket and read it over hastily. Then, clapping his hand on the saddle with a sickening thud, called out, in a triumphant voice, 'I claim the reward!'

"For the next ten minutes I knew nothing of what was going on. My joy at seeing the old Star again, was so great that even now I don't see how I stood it. But I have a faint recollection of Livingston McNeely telling me how he had gone around to the club house, the evening after our run, and taking his Star without more ado.

"I have a little clearer recollection of going back to the office and giving Pounce a check for \$716, \$500 being the reward, for it seems as though Pounce was somehow aware of my transactions with Stevenson.

"'I knew we would find her,' said Noall, joyfully, as I handed

him the amount of my bill, 'although it was one of the most complicated cases that ever came under my observation, and the disadvantages under which we had to work were such as seldom hamper us.'

"I think you will bear me out in saying that we recovered your bicycle inside of six weeks, which was the time I promised, and without the owner's knowing it was stolen, which was one of the restrictions thrown about us."

"Just then we were interrupted by a messenger boy, who came on a rush. The message is marked important. It ran as follows:

'CLEVELAND, OHIO.

I followed our man to here. He still persists in going eastward. Shall I arrest him, or track him further?

POUNCE, Detective.'

"Noall wrote out the answer with a smile. He said:

"Property recovered. Come home and share reward."

"I made straight for the depot, for I was anxious to get home, of course. But I stopped to speak with my old friend who had taken me out to McNeely's house, and who was the innocent cause of all my misfortune.

"Of course he was over-joyed at hearing of the recovery of the bicycle, and as we were parting, he said, 'That's all right about Mike, too. Here's a letter the secretary got from him yesterday, and he handed it to me:

'mister secretary please send me what pal is comin to me i will never live agin in chicago as my old woman swears shell kill me fer mashin her mu bonnet the nite of the emerald ball I leave tonite fer minnesotie address me care of Barney Ryan Tremont Hotel Saint Paul.

Mike Rapp.'

The story-teller stopped, looked up and saw the threatening glance of the landlord, as he stood in the hall door-way. One glance was enough, and our entertainer disappeared as suddenly as he came.

That was last fall. Two weeks ago I was at Pullman again, and took occasion to inquire after our old waiter.

"You mean Crazy Joe," said the clerk, "He's gone long ago. He never stays any place very long."

"Well, is it true," I said, "all that rigamarole about a bicycle he lost and had such a time finding again?"

"Well, there is about this much of it true," said the clerk: "He used to be well fixed, wealthy in fact, but he got to dabbling in margins, and one day he was cleaned out. This kind o' unsettled his mind, and he never gets done telling folks how he lost his wealth. The funny part of it is that he always adjusts his story to suit the taste of his hearers. I suppose, last fall, he had been reading so much in the papers about detectives in connection with the anarchists, then you bicycle boys put in your appearance, he naturally combined the two, and the result was the story as you got it."

SOME of the more energetic wheelmen of Huntingdon, Pa., have several times made the effort to consolidate the interests of riders throughout the county of that name, but in each instance they have met with signal failure. The apathetic spirit that has dominated the boys of their vicinity has obtained the ascendancy, and the pioneers of organization have had to take a back seat. Things seem to be brightening up a little in that latitude now, for we have just received intelligence of the formation of the Juniata Wheelmen, which has been constituted with C. Herbert Miller, Captain; D. S. Drake, Secretary-Treasurer and W. M. Tehan, President, while other officers have been nominated and merely await confirmation by a majority vote of the committee. These wheelmen are possessed of the vim and push necessary to make a success in any undertaking. Their motto is: "Nothing succeeds like success," and they will make things hum this season, and, like a wise statesman, will create, rather than wait for the moulding of public opinion. Several tours and meets are in prospect, and a colony of this little band purpose riding cross country to Baltimore, to attend the L. A. W. meet in June. We wish them hearty success. If their influence merely extends toward having a few of the valleys in Pennsylvania filled in, and some of the ruts or kinks in Pennsylvania roads rubbed down, they will earn the gratitude of tourists on the wheel, the fame of posterity, and, maybe, a shop-worn epitaph from the pen of our inimitable poet whose contributions illumine these pages from time to time.

THE POOL for the drinks is the wayside spring. If you don't believe this, just ask the Chinaman why he chalks his cue.

The Wheelmen's Gazette.

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

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Chicago's Decoration Day Road Race.

To SAY that there was a crowd assembled at the Leland Hotel on Decoration Day morning is to put it extremely mild. The occasion was the starting of the great event of the year in Chicago cycling circles, the Pullman road race. The sixty-six starters were in themselves quite a crowd, but besides them it seemed as though every wheelman in Chicago was there besides.

The event had been worked up some time before. Every effort was made to have this year's Pullman race eclipse that of last year, which was run on a grand scale. Eighty-seven entries and twenty prizes was not a bad showing for a fourteen-mile handicap. It is doubtful if the same has ever been duplicated in this country. Besides the twenty prizes, liberally donated by Chicago dealers and makers and some of the eastern houses, there was an elaborate seventy-five-dollar medal, purchased with the entrance fees, to be given to the rider making the fastest time.

The handicap was arranged by a committee representing each of the various clubs, and what little kicking there was on the result of their decisions was too insignificant to be noticed. The difficulty of satisfying eighty-seven men, three-fourths of whom did not even have a road record, can be imagined.

Promptly at 10:10 the five limit men were started off. After them, at intervals of one or one and one-half minutes, the starter's whistle sounded and more men were on their way to Pullman. Winship, who won last year's medal, started out in great shape, with a minute and a half start. After him came Van Sicklen, serateh man.

Still the crowd held together, for it was given out that W. A. Rhodes, on his Springfield Roadster, would attempt to break the Pullman record, and every one was anxious to see how the new wheel worked. Rhodes started four minutes after Van Sicklen, and the way he shot down the boulevard made every one believe the record was bound to drop.

Then the break for the cars. What a rush that was! And then, only think of it, the cars let the wheelmen beat them into Pullman! The spectators arrived at the grounds just as the contestants were coming in at a lively rate. Six or eight a minute they came in at first. So thick that the scorers found trouble in taking all the times.

Lumsden, of the Fort Dearborn Club, was the first man in. He had eleven minutes start, but finished with the third fastest time, 54 m. 47 s. Winship and Van Sicklen only beating his time. To the former was awarded the gold medal, the most valuable prize contested for. Lumsden also achieved the distinction of being the only man to ride the sand hill, all the others dismounting at that notoriously bad piece of road.

After Lumsden came the following: J. Sage, Fort Dearborn Club, 13 m. 30 s. handicap; H. F. Lovejoy, Illinois Club, 9 m. handicap; H. E. Saeur, Lincoln Club, 7 m. handicap; F. E. Spooner, Lincoln Club, 7 m. 30 s. handicap; W. B. Greenleaf, Fort Dearborn Club, 8 m. 30 s. handicap.

After the first twenty, who finished pretty well bunched, the contestants came stringing in for the next fifteen or twenty minutes. Rhodes did not succeed in breaking the record, although he made

better time than any of the racers beating Van Sicklen by a minute and a half.

Then to dinner and after that a stroll around the lovely grounds of Pullman. We are back home now, and the Pullman race is over, but when they run that race again may we be there to see it.

"Well, I Guess."

"A Celebrated Circler" is the title of a quaint biographical sketch which will cover more than a page of the July GAZETTE; and we are sure that no one who reads it can afterwards venture to deny the justice of its title. Among the readers of the wheel world there is no other personage more widely celebrated, or more generally popular, if "unsolicited testimonials" prove anything. Yet so few of these readers are likely to guess his name in advance, that we will offer to every who will do so, a year's subscription to the GAZETTE in extension of the term now paid for. Every other reader who makes the correct guess shall be allowed a year's subscription on payment of half-price. Each guesser may mention three names for the possible "celebrated" one, provided all three be inscribed upon the same postal card; and all such cards must reach us not later than July 4. We choose that "celebrated" date merely for convenience in announcing the result, and not because of its fame as the third anniversary of the enrollment of the three-thousandth subscription for "XM Miles on a Bi."

Hence we say in advance that the "celebrity," whose story is to shine in our next number, is not Karl Kron; neither is it Thomas Stevens, nor yet H. E. Ducker, nor even G. L. Hillier. We have given plenty of free advertisements to all four of these characters, and shall not begrudge doing so on suitable occasions hereafter; but the "little joker" we are now running is craftily planned to serve as an advertisement of the GAZETTE itself. Who is shrewd enough to name him? How many subscribers shall we catalog next month as having got their papers "for nothin'?" Let each "smart Aleck" put on his thinking-cap; for the chance is odd enough to "make his hair curl!"

The Terre Haute Races.

MAY 30, the day of the Terre Haute race meet, was as fine as could be wished. All of the events were spirited and well contested. The results in each case were as follows:

- First—One-mile novice, Ernest Meiskel, time 3:4½.
 - Second—Half-mile 1:40 class, A. M. Griswold, 1:30.
 - Third—One-mile club championship, W. Ridenour, 3:15.
 - Fourth—Half-mile hurdle, J. Fred Probst, 2:47½.
 - Fifth—Half-mile state championship, E. Hulman, 1:28½.
 - Sixth—One-mile 3:30 class, W. Ridenour, 3:8½.
 - Seventh—Quarter-mile dash, Anton Hulman, 0:37½.
 - Eighth—One-mile amateur, Ed Hulman, 3:7½.
 - Ninth—One-mile Star, H. D. Gilkey, 3:15.
 - Tenth—Eighth-mile banana, F. E. Eastlack, 0:41½.
 - Eleventh One-mile road wheels, W. Ridenour, 3:10.
 - Twelfth—Two-mile state championship, A. J. Lee, 6:11.
- Riders from Crawfordsville won three races and those from Terre Haute took the balance.

The Indiana Tour.

THE fifth annual tour of the Indiana Division, L. A. W., will begin at Indianapolis, July 8 at 9 A. M., running through Morristown, Rushville, Connersville, Brookville, Harrison to Cincinnati, arriving three at 1 P. M., July 10. After a wait of a little over a day in which to visit the exposition, the party will leave by boat for Maysville, Ky., where the tour will be continued a-wheel through Blue Lick Springs, Paris and Lexington, over the famous Lexington Pike, sixty-six miles long. From this point the route lies through Nicholsville, Pleasant Hill and numerous other small Kentucky villages, arriving at Louisville July 15 at 2 P. M. J. Fred Probst, Chief Consul estimates that expenses will not exceed twenty dollars for each member.

The Veloce Club, of Bordeaux, France, will hold an exhibition of cycles and accessories to last one week, from May 26 to June 4. We believe this is the first thing of the kind ever attempted in France.

MONTHLY SUMMARY.

FROM MAY 15 TO JUNE 15.

California. Bay City Wheelmen and Olympic Athletic Club joint meet at Oakland, Cal. May 30. Los Angeles Wheelmen's race, May 30.

Colorado. The Colorado Springs Wheelmen held a race meet May 19 and 20. W. L. Van Horn's twenty-five-mile road race took place Sunday, May 20, Robert Gerwing, the scratch-man, winning in 1 h. 30 m. and 40 s.

Connecticut. The Waterbury Wheel Club have disbanded, the franchise being purchased by the Ramblers, who occupy new and elegant quarters in the Citizens' Bank building. New Haven Club's one-fifth-mile road race. East Hartford Wheel Club tournament.

Delaware. At the Warren Athletic Club games, held at Wilmington on May 17, H. B. Schwartz, Reading, Pa., defeated E. I. Halsted, Harlem Wheelmen, in the one-mile bicycle race; time, 3:6½.

Illinois. The officers of the Englewood Cycle Club are as follows: President, M. F. Holmes; Vice-President, R. O. Smith; Secretary-Treasurer, S. C. McKnight; Captain, W. B. Greenleaf; Lieutenant, Geo. Denison; Committee: R. O. Smith, E. C. McKnight, W. Pickley, M. S. Andrews and W. H. Hill. The Illinois Cycling Club held an informal reception on May 24. The Capital City Cycling Club held their first annual dinner on May 17. The Chicago Cycle Clubs held their Pullman handicap road race on May 30, A. Lansden winning in 54m. 47s.

Indiana. Samuel P Hollingsworth, the long-distance bicycler, was married to Miss Lottie Haun, at Russiaville, where both reside, on May 2. The Fort Wayne Bicycle Club held their third annual excursion and picnic June 13. Terre Haute Bicycle Club race meet at the Vigo County Fair Grounds May 30.

Iowa. Annual spring meet of Cedar Falls Wheelmen May 29, 30.

Maryland. R. H. Patchett appointed Local Consul at Easton.

Massachusetts. The Jamaica Cycle Club, of Jamaica Plain, called runs for the month of May as follows: Sunday, May 6, social run to Waltham; Sunday, May 13, to reservoir; Sunday, May 20, to pumping station; Tuesday, May 22, moonlight run to Dedham; Friday, May 15, to Waltham. Massachusetts Division meet at Cottage City May 30.

Nebraska. Joel Eaton, Consul at Chapman, has resigned, and has been appointed Local Consul at Grand Island.

New Jersey. The Orange Wanderers held their five-mile handicap on June 7. Orange Wanderers run to Staten Island, via Elizabethport, May 16. New York and New Jersey Road Racing Association team road race over the Irvington-Milbourne course. Orange Wanderers run to Pine Brook, Morristown and Milbourne, returning via Irvington.

New York. The Ridgefield Athletic Club, of Albany, gave a spring meeting June 2; among the events was an open-to-all-amateurs two-mile bicycle race. The Columbia College two-mile bicycle race, held at the M. A. C. grounds, New York City, May 17, was won by E. I. Halsted; time, 7m. 8½s. A bicycle club to be known as the Fort Dayton Wheelmen was organized at Herkimer, Thursday evening, May 17, with twenty members; the following officers were elected: President, Robert E. Steele; Secretary, J. E. Searles; Treasurer, Fred S. Munger; Captain, Geo. W. Nellis, Jr.; First Lieutenant, B. C. Helmer; Second, W. I. Taber. Inter-collegiate games at the Manhattan Athletic Club Grounds, New York City May 26.

Pennsylvania. At the annual meeting of the Kingston Bicycle Club, of Wilkesbarre, held a few days ago, the following officers were chosen: President, Geo. H. Flanagan; First Vice-President, G. R. Morgan; Second, R. A. Hutchison; Secretary-Treasurer, H. G. Roat; Captain, F. T. Kunkle; First Lieutenant, N. D. Safford; Second, Frank Helme, Jr. The Columbia Wheelmen had a road race May 30 over the route from Columbia to Mountville and return. The route of the annual League tour, which begins at the Pennsylvania Club house, Philadelphia, June 11, is by way of Paolia to Coatesville, to Lancaster, to Columbia, to York, to Gettysburg, to Waynesboro, to Hagerstown, to Boonsboro, to Frederick, to Ellicott City, to Baltimore, arriving Sunday, June 17; distance about 240 miles. The Lancaster Bicycle Club will hold a race meet Saturday, June 9. At the games of the Y. M. C. A., held at Philadelphia, on May 12, E. I. Halsted won the two-mile bicycle race.

FOREIGN.

Canada. The Napanee (Ont.) Bicycle Club held their annual election a few days ago, with the following result: President, A. R. Boyes; Secretary-Treasurer, F. A. Roe; Captain, W. J. Normil; First Lieutenant, W. Pringle; Second, Robert White. The Woodstock (Ont.) Bicycle Club held their annual meeting and elected the following officers a few days ago: President, W. A. Karn; Vice-President, W. S. Hurst; Secretary, Geo. McDonald; Captain, S. G. McKay; First Lieutenant, James Schofield; Second, Harry Gordon; Third, J. Lee. The Bradford (Ont.) Bicycle Club recently elected these officers: President, D. Glass; Vice-Presidents, J. Hale and W. J. Knowles; Secretary, Wm. Paterson; Treasurer, H. E. Howell; Captain, C. R. Fitch; Lieutenants, Charles Duncan, Jr., and W. G. Kilmaster. Fifth annual meet of the Woodstock (Ont.) Amateur Association May 24.

England. A. H. Robb, of England, beat W. W. Woodside in a one-mile race at Leicester, England, May 5. At Coventry, May 12, F. W. Allard succeeded in lowering the one-mile Safety record, his time being 2:37½; previous record, 2:39. At Birmingham, May 23, Rowe won the one-mile championship in 2 m. 45 s., and Temple won the one-mile handicap in 2 m. 44 s. The ten-mile bicycle race at Birmingham, May 21, was won by Wood, with Temple second and Knapp third; there were ten contestants; the distance was covered in 31 m. A ten-mile bicycle race was contested at North Shields, May 21, between Wood, of England, and Temple, of America; Temple shot away on the last lap and won the race easily; time, 30m. 1½s.

COMING EVENTS.

June 16—Orange Wanderers century run to Trenton, Philadelphia Fairmount Park and Lancaster Pike.

• June 17—Second grand annual run of the Illinois Division to Pullman.

June 18-20—L. A. W. annual meet at Baltimore, Md.

June 23—Spring race meet of the Kings County Wheelmen.

June 30—Greenwood-Wells hill-climbing contest on Kimswick Hill, St. Louis, Mo.

July 1—Canadian Wheelmen's Association annual meet at Belleville, Ont.

July 3—Twenty-five-mile road race at Belleville, Ont.

July 4—California Division L. A. W. Meet.

July 4—Newcastle (Pa.) Bicycle Club race meet.

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

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

September 4, 6 and 8—Tournament at Buffalo, N. Y.

"CONSPICUOUS by his absence" is the only charge that can be made against Karl Kron, as regards seeking prominence by aid of the League meet at Baltimore. To relieve the curiosity of those who are wont to express surprise at never seeing him at such public gatherings, we reprint the following paragraph from one of the arguments of the "gift book" (150 pages), which he will soon be mailing to all applicants, as an advertisement of "XM Miles:"

"The collection of \$60,000 through any such long period as twenty or thirty years, on sales of a book at less than half its natural price, clearly offers but slight reward; yet no other compensation can come to me, for those vanities which are usually classed among the 'rewards of authorship' are sedulously shunned by myself. I indulge in none of the things which are supposed to cheer the existence of people who are known as 'cycling celebrities.' Though advertising with tireless persistency the personal trade-mark under which I must needs push the scheme along, my own name and face are studiously concealed. From the day when my book's prospectus was issued, I have never once shown myself at any wheelmen's meet or parade or banquet or celebration of any sort. I have competed not at all for the pleasures of notoriety and leadership enjoyed on such occasions by other men, but have maintained to the utmost my personal modesty and reserve, and I shall adhere to this policy of non-interference so long as any of the 30,000 books remain unsold."

The Kentucky Division will hold their annual meet on July 4.

The Baltimore League Meet.

WHEN you arrive at the depot you will be seized upon by some of the reception committee. They will smile upon you as all reception committees do. They will say sweet things to you, and, though they may not offer to "set 'em up," they will treat you otherwise as tenderly as infants. They will escort you to headquarters, decorate you with a large and beautiful badge that will be your "open sesame" to free lunches, excursions, races, picnics and to the hearts of Baltimore wheelmen. They will bring you before Mr. Chism: with his hat off, you would probably take him for a bank president. You need not on that account, however, be awed by his venerable appearance. Joe is younger than he looks, and a jolly good fellow to boot. Then to your hotel, after which you will be prepared for the next event, whatever that may chance to be.

Before going further let me say that all wheelmen, League members or not, will be given a warm reception. Bring your wheels with you, you will want to kick yourself if you don't, and lastly, to League members, don't forget your tickets.

The 18th, the first day, will be devoted to the business meeting, and in view of the important legislation to come up, every member should be on hand and let his voice be heard. For those that have, however, no taste for law-making, there will be impromptu runs from the various club houses, and in addition there are plenty of points in and about the city that should not be missed.

I speak of the 18th as the first day, but those that arrive on Sunday will have an opportunity of hearing one of our best known divines deliver his sermon upon "Living Wheels." Runs will be made from the club houses to church and the reverend gentleman will probably take the opportunity of "getting in his work" on the wicked Sunday rider.

At 9:30 A. M., of the 19th, the parade will form on Boundary Avenue, thence down Charles Street to the Washington Monument, around it and back up Charles Street to Madison Street, to Madison Avenue, to Robert Street, to Eutaw Place, to Eutaw Place extended, to the Park, where the League Photograph will then be taken. The route is about two and one-half miles long, and almost an unbroken level. The surface is of asphalt and fine Belgian block, and the line of march lies through the finest parts of Baltimore's residence section—a section to which the deadly sprinkling-cart has happily never yet found its way. This route was especially selected in view of the ladies that will take part in the parade, quite a number of the riders of the Ladies' Bicycle having signified their intention of being present.

There is only one favor that Baltimore asks of her visitors—that is that they come with their wheels, and that they take part in her parade. We look to this as a means of promoting wheeling and the League in Baltimore, and we ask your assistance to that extent. Captains of clubs and Division Officers are particularly requested to bring their club and division colors.

The line will be headed by the bicycle corps of the 5th regiment, twelve in number, besides which some of the clubs are organizing corps of their own, and there will undoubtedly be no lack of noise. With these attractions and the further promise of a panorama of pretty girls (for they grow right on this route) the martyrdom is materially diminished, and when I whisper the magic word "Lunch" the last shadow of resistance must speedily melt away.

After the taking of the photo the line of march will be again taken up for Arlington, which is about three miles out, and there the races will be held. Before reaching there, however, a stop will be made at one of the groves on the way and a lunch will be served. At 3:30 sharp the races will begin. The events are as follows:

One-mile L. A. W. championship, bicycle; one-mile L. A. W. championship, tricycle; half-mile dash, novices; two-mile handicap, safety bicycle; one-mile handicap, tandem tricycle; three-mile handicap, bicycle; three-mile lap, bicycle; steeplechase race, about three-quarter mile, any kind of wheel; two-mile handicap, tricycle; consolation race, any kind of wheel.

The prizes are, in each event, gold medal to first and silver to second, except in the tandem race, for which there will be two gold medals for the winning team and no second prize. The track is a

fast one and the indications point to an unusually attractive meeting.

The races will be finished in ample time to return to the city, spruce up and prepare for the smoker. The committee having the latter in charge have gone to great pains to make this feature thoroughly enjoyable, the Concordia Opera House, the largest hall in the city, having been secured for the purpose. Our leading musical organization will play for us and the music will be of a high order. In addition, there will be a number of amusements, comic and otherwise, upon the stage. No one will be allowed to make speeches or dance on the tables, and the affair will be conducted in an otherwise orderly manner.

The morning of the 20th has been assigned to the various runs, and let me say right here that there are no more attractive ones than those around Baltimore. The Reisterstown Pike, reached via Druid Hill Park, is probably the principal and most used pike on account of its accessibility, the fine condition in which its surface is always kept, its gently rolling character and magnificent coasts.

At the extreme eastern end of Baltimore, and reached either by striking through the center of the city or by Boundary Avenue on the north, lies the net-work of roads known generally as the "shell road," under the care of Centaur Cycle Club and kept in a high state of polish by the continual passing and repassing of their wheels. These roads, running as they do through a section bordering immediately upon the Bay and its various inlets and creeks, is naturally nearly level. It is not entirely so, however, and the coasts in many places are very fine. Soft crabs, beer, oysters, fish just out of the water, the salt breeze blowing in upon the verandah, a stretch of bay reaching to the horizon, and the soothing swash of the water on the beach. These are the things that are indissolubly linked with my memories of the shell road. This road I have never known to have fresh shells upon it. Whether the shells are ground before being put on, or whether they just grow there, I do not pretend to explain. I only know that the surface is always like a floor. There are no stones, no ruts, no breakers, none in fact of the apparently indispensable concomitants of the ordinary pike.

One of the runs has been planned to take in this road with Steelton as the objective point. There has been located the plant of an immense steel works and the place is already assuming the proportions of a small town. The participants in this run will be taken up en route by the steamer *Columbia*, which has been chartered for the League excursion.

This excursion has been made the chief event of the meet, and the greatest attention has been given to make it in every detail an enjoyable affair. About 2 o'clock P. M. on the afternoon of the third day, the above steamer, whose carrying capacity is about 3,500, will leave her wharf, in Baltimore, and after taking up the shell road tourists, will proceed to Steelton and thence to Annapolis, Maryland's ancient capital, where they will inspect the naval academy and grounds and the fossil remains of a prehistoric town. From this point the steamer will proceed to Bay Ridge, a beautiful park upon the shores of the bay and but a short distance from Annapolis. The grounds will be exclusively our own on this occasion, and by the time the cycloper arrives there he will be hungry enough to put in some good work on the supper that the committee have provided.

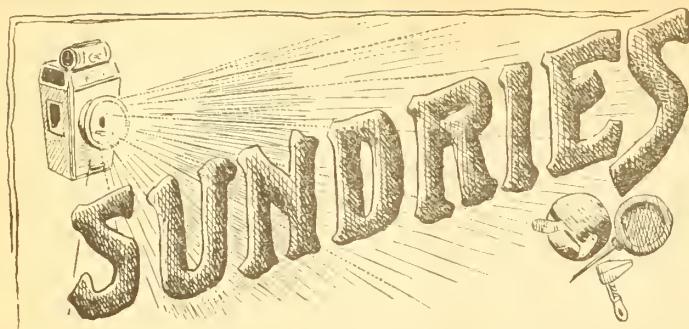
After this there will be a hop at the hotel. Both a brass and a string orchestra have been provided and there will be no dearth of music, either on the boat or grounds. At 11 o'clock we again board the steamer and the return is made by moonlight. Not a few will find this part of the programme by no means the least interesting. On the way up there will be a display of fireworks, and at 1 A. M. the steamer will draw up to her wharf and the League meet of 1888 will have passed into history.

CARLOS.

Rowe Badly Injured.

AT Jarrow, England, last Saturday, Rowe succeeded in defeating W. Wood, but immediately after crossing the tape took a bad header, breaking his collar-bone and sustaining serious internal injuries. An intimate friend of his informs us that in his opinion Rowe will never race again. Rowe sailed for America May 29.—*Wheeling*.

The Fort Wayne (Ind.) Bicycle Club held their third annual excursion and picnic at Eagle Lake, Wednesday, June 13.



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

A hollow mockery—a solid back bone.

* * *

The polo-player's favorite pony—Cognac.

* * *

Harry Corey is to be married very shortly.

* * *

Van Sicklen and Munger broke the Pullman record by ½ s. June 2.

* * *

Now it is that "Bill" and "Skinny"

Spend the day in playing shinney.

* * *

Wm. Rhodes recently made a quarter-mile in 32s. on a Springfield Roadster.

* * *

A. Kennedy Childe very recently married a lady living in Hartford, Conn.

* * *

A company backed with \$4,000,000 is to produce steel tubing at Findley, Ohio.

* * *

A sail for a young man calling on his Sunday-evening girl—a stay-sail, of course.

* * *

Australian racing men ride with loose jockey jackets made of their favorite colors.

* * *

It seems to be the bent of a pin to make a man win the high-leaping championship.

* * *

What is a "touch down," Leander? We can't tell you, having always slept on a boarding-house bed.

* * *

Volume II, of Stevens' "Around the World on a Bicycle," will not be issued until August or September.

* * *

A paper dollar, say treasury officials, will last about five years. A paper dollar never lasted us five years.

* * *

Even an athlete never knows what the home-stretch is until he reclines in the hammoek or steamer-chair.

* * *

Major Knox Holmes and Mr. Joseph Pennell were elected members of the Ripley Road Club, in England.

* * *

The Crescent City Cycling Club, of Evansville, Ind., has been reorganized and the old officers re-elected.

* * *

Philadelphia wheelmen rejoice over the news that a new Telford road is to be built between Philadelphia and Media.

* * *

No, my son, a polo "ball" is not a whisky-cocktail. You are wrong in that. A polo bawl is the yell a player gives when he gets a whack on his shins.

* * *

It is very difficult to sit on a bicycle the first time you try, because it is not easy to strike a balance. But this is not the reason it is so difficult to sit on a bent pin or a hornet's nest.

* * *

Young wheelman, don't be discouraged,
When first you mount your saddle,
Because the first day you straddle your tire
You are likely to tire your saddle.

* * *

Father Time ought to be represented as a man clad in white flannels and carrying a cricket-bat. Some people, however, would consider that a better personification of eternity.

What are the dog-days, Eugene? Why, it is the season set aside during the summer for dog-fights. During this period people can fight their dogs without becoming amenable to the law.

* * *

The small boy who devours dime-novels with a reverential appetite stands by in open-mouthed wonder when looking at a lacrosse match in which one side is composed entirely of real live Indians.

* * *

Messrs. G. L. Hillier and T. H. S. Walker will shortly issue a book on "The Art of Training for Cycle Racing," which will be presented to the English and Continental public in several languages.

* * *

Madame Tassaud's famous wax works show is to be enriched by the addition of figures of Messrs. Sturmy, Golder, Rowe, Woodside, Temple, Morgan, Hillier, Furnivall, Illston, Osmond, Bower and Howell.

* * *

The Linden Bicycle Club is the latest addition to wheeling clubs in Baltimore. It is a riding club and numbers fifteen members. George R. Kelso is President; W. D. McKenney, Secretary, and T. Morris, Captain.

* * *

A knowledge of rough-and-tumble fighting helps a lacrosse player when it comes to close work, or, in other words, when it comes to doing the rolling and tumbling, which might be appropriately termed a rushing business.

* * *

Oh, yes, polo is the game in which a lot of dudes get on ponies and try to hammer the immortal soul out of a little wooden ball with long mallets. What do they do it for? Because they have n't any immortal souls themselves, poor things.

* * *

There is no better exercise than swinging Indian-clubs before breakfast. The usual length of time spent in this exercise should be about fifteen minutes; although you can get enough of it in less, if the club happens to take you on top of the head.

* * *

Fred Wood, the crack English professional rider, arrived at home April 21, after a long and not very pleasant sojourn in Australia. He should have his hands full this season, and if he retains his old speed there is good reason to expect that he will be able to place himself once more upon a solid financial basis.

* * *

Harry Sherman climbed Fords Hill, in Philadelphia, on a Springfield Roadster, seven times with ease, and would have climbed it more but was prevented by darkness. The same man climbed Eagle Rock Hill three times in succession in the presence of fifteen witnesses. Time of trips and return: first, 17 m.; second, 13½ m.; third, 12½ m.

* * *

We heard a bicycle rider remark proudly to another the other day:

"This blue jersey is a new jersey."

Perhaps it would have sounded better had he said:

"This jersey new is a jersey blue."

Although neither would have been correct, for it was orange.

* * *

After all the tramp is the long-distance champion. But his walking never yields him a pile, unless it is a wood-pile. The tramp would rather see wood than saw it, any day. That is one reason why the tramp is not a saw buck. The tramp that adorns this paragraph is a photo-engraving; you can't make a tramp in the shape of a wood-cut. The tramp is a great athlete, but only a theoretic one. He would rather split his trousers sitting on wayside rocks than split wood for a dinner.

* * *

Did the Romans ride cycles? We do not know whether they did or not. This is not an American university with an elective course of seventy-five studies, all of which you may avoid taking, but still get a diploma certifying that you are a free-born youth of spotless morals, well-filled with education. This is a plain, old-fashioned North American place, where you have to work, and where the editor does not go out to take a Turkish bath and a ride at noon. You don't see anything funny in this? Well, neither do we.



THE SPRINGFIELD ROADSTER LEADS THEM ALL!



THE BEST WHEEL EVER MADE FOR ALL AROUND ROAD RIDING. THE BEST HILL CLIMBER AND THE SAFEST COASTER.

Can They Beat These Records?

Cory Hill, Boston, Mass., 4 times without a dismount.

Eagle Rock Hill, Orange, N. J., 3 times without a dismount. First round trip in 17 minutes. Second, in $13\frac{1}{2}$ minutes. Third, in $12\frac{1}{2}$ minutes. Average, $14\frac{1}{2}$ minutes. Time taken by J. H. Sutherland and Frank Brock. Witnesses by J. A. Sutherland, N. Y. Bicycle Club; C. A. Silver, of Concord, N. H.; Frank Brock, Newark, N. J.; W. W. Waters, Orange Wanderers, Orange, N. J.; and P. M. Harris, N. Y. Bicycle Club, N. Y.

Fords Hill, Philadelphia, Pa. 7 times without a dismount, beating all previous records. Done by Harry Sherman, of Lynn, Mass.

Walnut Street Hill, Worcester, Mass., by J. Fred. Midgley.

Third Street Hill, Wilmington, Del., 10 times without a dismount, by Victor R. Pyle.

Clark Street Hill, Portland, Maine, by J. Winton Worden. The first time this hill has ever been ridden.

SPEEDY, SAFE AND MODERATE IN PRICE. Send for Catalog.

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

—THE—

“ROVER”

—FOR—

1888

Lord Bury writes:

“I have much pleasure in saying that your ‘Rover’ is a very perfect machine.

**STARLEY & SUTTON,
“METEOR” WORKS,**

WEST ORCHARD, = = = = COVENTRY

To Subscribers of the
Wheelmen's Gazette:

WE HAVE SPECIAL RATES OF PREMIUM FOR BICYCLISTS.

INSURE IN THE

Equitable Accident Insurance
COMPANY

OF CINCINNATI, OHIO,

Which Has Paid Over \$200,000 to Sufferers by Accident.

The advantages of this Company over any other are:

- 1—Fifty-two weeks indemnity.
- 2—Proportionate benefits for loss of hand, feet and eyes.
- 3—All losses settled from our office promptly upon receipt of satisfactory proof of injury.
- 4—No assessments or sealing of policies.

ADDRESS

COONS & GRAHAM,
GENERAL AGENTS,

14 Hubbard Block,

INDIANAPOLIS, IND.

DO YOU WANT TO BUY A TRICYCLE?

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

SECOND-HAND WHEELS

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated catalog of Wheels and Accessories with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.



BICYCLES ON EASY PAYMENTS.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other bicycles and tricycles sold on easy payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in juvenile wheels of best makers, at from \$6.40 up. Large line of accessories. REPAIRING and NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G Street, Peoria, Ill.



Duplex Whistle. Price, 50 Cents.

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

ASK YOUR DEALER FOR THE

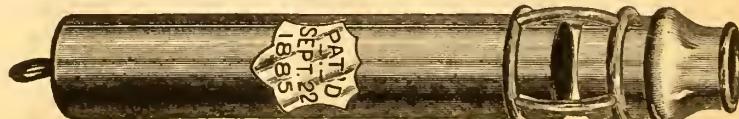
Springfield Roadster Whistles

AND

Yost's Air-Drying Enamel.

The Best Ever Offered.

50 Cents per Bottle.



Single Tube Whistle. Price, 40 Cents.

Springfield Bicycle Mfg. Co., 9 Cornhill, Boston.

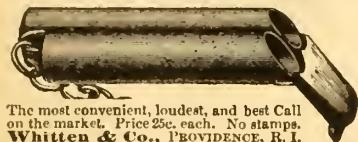
THE WHEELMEN'S GAZETTE.

THE BEST BICYCLE LOCK.



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

The BEST BICYCLE WHISTLE.



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

BICYCLE AND ATHLETIC GOODS.

The Kingston Knitting Co., Of Boston, Mass.

Office, 27 Kingston St.,

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

Kingston Knitting Co.
27 Kingston St., BOSTON, MASS.

THE VANDALIA LINE.

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

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

H. R. DERING,

Ass's Gen'l Pass. Agent Vandalia Line.

48 W. Washington St. Indianapolis, Ind.

Sale and Exchange.

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

DON'T BUY A BICYCLE until you have sent a stamp to A. W. Gump & Co., Dayton, Ohio, for a list of over 250 second-hand and shop-worn bicycles. Mention this paper. Second hand guns and bicycles taken in exchange.

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

About a column of our Sale and Exchange advertisements were unavoidably crowded out of this issue, but they will all appear in July.

There are no Flies

On the Monon Route. Note its important change of time, as follows:

Chicago Express, 7:10 a. m. daily; arrive in Chicago, 1:55 p. m.

Chicago & Michigan City Express, 12:01 noon daily, except Sunday; arrive in Chicago 6:35 p. m.

Chicago Night Express, 11:15 p. m. daily; arrive in Chicago, 6:35 a. m.

Monon Accomodotion, 6:00 p. m. daily.

Trains leave Chicago returning as follows:

8:30 a. m. daily except Sunday; arrive Indianapolis, 3:35 p. m.

8:30 p. m. daily; arrive in Indianapolis, 3:35 a. m.

11:40 p. m. daily; arrive in Indianapolis, 8:10 a. m.

Remember that the Monon Route has come to the front, and is now the leading Chicago line for the reasons that no other Chicago line makes as quick time or runs three trains each way between Indianapolis and Chicago. Pullman Palace Buffet, Sleeping and Chair cars on all night trains. Pullman Buffet Parlor cars on day trains. Elegant coaches on all trains. No other line runs a daily morning train to Chicago, returning the same day. Ticket offices: 26 South Illinois Street, Union Depot, Massachusetts Avenue Depot.

WE WANT EVERY

BICYCLE AGENT AND NEWSDEALER

In the country to keep the WHEELMEN'S GAZETTE on sale at their office. Our terms are very liberal and will be sent to you on application.

IT WILL BE A BENEFIT TO YOU,

IT WILL BE A BENEFIT TO THE SPORT,

IT WILL BE A BENEFIT TO US.

The list of agents we have already secured will be found in another column.

NEW FORM.



Copper Cycle Saddlery,
433 Pearl Street, CLEVELAND, OHIO.

John F. Stratton's

CELEBRATED PATENT

(June 7, 1887.)

Sublime Harmonic "Silver Reed,"

Solo

ACCORDEONS.



Regular Size.

2 SETS REEDS	UNISON.
"Jennie"	"Henrietta"
"Anna"	"Christine"
"Almee"	"Grace"
"Lucca"	
"Patti"	

Minature Size.

IN DUETT.	UNISON.
"Adelina"	"Charlotte"
"Amelia"	"Rosa"

Piccolo Size.

IN DUETT.	UNISON.
"Josie"	"Nellie"

3 SETS REEDS.

MELODY OCTAVE AND DUETT.

MINATURE.

"Marie"

LARGE SIZE.

"Brignoli"	"Nicolini"
------------	------------

Artist Solo Accordeon.

4 SETS REEDS.

2 ROWS KEYS.	UNISON.
"Rossini"	"Meyerbeer"

John F. Stratton's

Mouth Harmonicas.

"Capt. Jenks"	"Pinafore"
"Mascot"	"Tony Pastor"



"SILVER REED."

John F. Stratton's

Royal Harmonicas.

The Finest Mouth Harmonicas Possible to Make.

"Duchess"	"Konigin"	"Empress"
"Prinzessin"	"Sultana"	"Golden"

Importer and Wholesale Dealer in all kinds of

Harmonicas and General

Musical Merchandise,

49 MAIDEN LANE, New York.



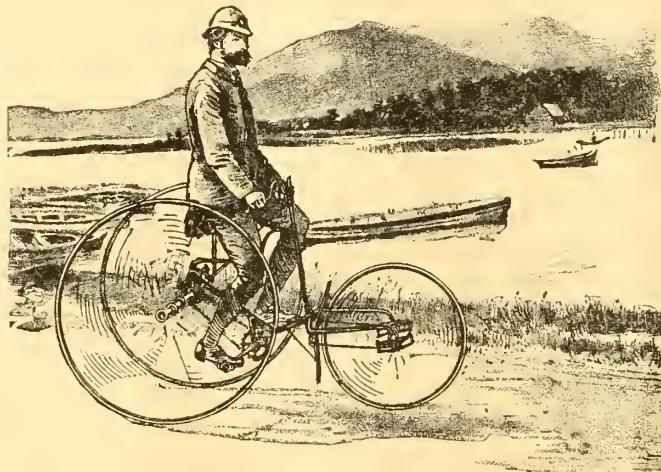
HUMPHREY'S
HOMEOPATHIC
SPECIFIC No. 28
In use 30 years. The only successful remedy for
Nervous Debility, Vital Weakness,
and Prostration, from over-work or other causes.
81 per vial, or 5 vials and large vial powder, for \$5.
SOLD BY DRUGISTS, or sent postpaid on receipt of
price.—Humphrey's Medicine Co., 108 Fulton St., N. Y.

QUADRANT

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

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

Quadrant Tricycle
No. 8.
For Gentlemen
Only.



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

Has made a mile
on the road in 2
min., 38 sec.

While nearly every important hill-climbing contest held in England for the past two years and many championship and path records have been won on **QUADRANT TRICYCLES**, we count this as but little compared with the fact that it is the mount of the majority of those who use Tricycles for health, utility or pleasure, and whose main object in getting a machine is to get the best for such purposes, and we believe the facts in the case prove the **QUADRANTS** to be the machines.

We refer you to any one who rides a **QUADRANT**.

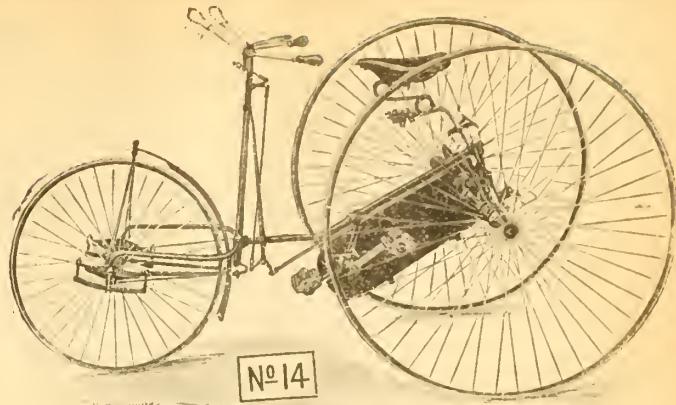
Lack of space prevents our going into further details, but you will find them in our catalog. Send for a copy.

LADIES' QUADRANT No. 14.

MADE LIGHTER THROUGHOUT, AND ESPECIALLY
ADAPTED FOR LADIES' USE.
HOLDS ONE HUNDRED-MILE ROAD RECORD.



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



QUADRANT TANDEM No. 15.

FOR LADY OR GENTLEMEN, TWO LADIES OR TWO
GENTLEMEN.

THE FASTEST AND BEST HILL-CLIMBING TANDEM
EVER BUILT.

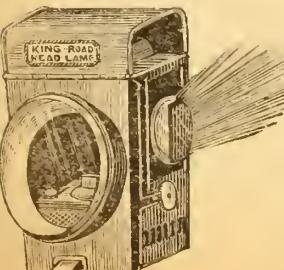
THE CLARK CYCLE COMPANY,

2 and 4 Hanover St., BALTIMORE, MD.

Washington Branch, 908 Pennsylvania Ave.



Hub Lamp No. 130.



Head Lamp No. 127.

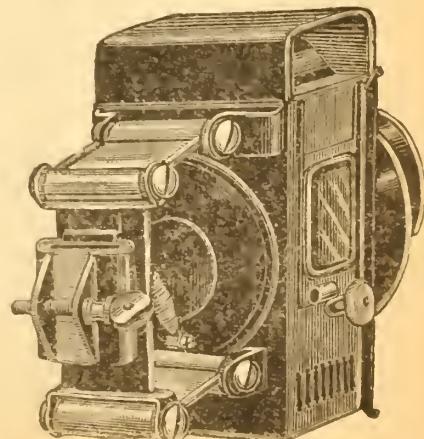
KING OF THE ROAD LAMPS.

RIDERS SHOULD INSIST UPON THEIR DEALERS GIVING THEM THE KING OF THE ROAD, AND TAKE NO OTHER. SEE THAT YOU GET ONE WITH THE 1888 IMPROVEMENTS. IF HE CAN NOT SUPPLY YOU SEND DIRECT TO US.

ALL PATTERNS, HEAD LAMPS AND HUB LAMPS, IN NICKEL AND JAPAN, FULLY DESCRIBED IN OUR CATALOG.

CONTAINING:

IMPROVED DETACHABLE REFLECTOR,
RUBY SIDE PRISMS,
IMPROVED VENTILATION,
THEY DO NOT LEAK,
THEY DO NOT JAR OUT.



Head Lamp No. 145. Non-Vibrator.


A. W. GUMP & CO.,

23 West Second Street,

DAYTON, OHIO.

LIST OF SECOND-HAND BICYCLES.

NOTICE.—Orders for second-hand bicycles can seldom be duplicated, and in ordering please give second choice in case first choice is sold. *No discount from these prices.*

All second-hand bicycles are put in running order before leaving our shop, general wear excepted.

TERMS. | Net cash with order. Or we will send C. O. D. on receipt of sufficient to guarantee express charges, and balance can be paid on receipt of bicycle. For a great distance we would advise customers to order by freight, as charges will be less than if sent by express. We make no charge for crating.

Don't delay by more correspondence than really necessary, as the bicycles are liable to be sold at any time, so order at once. These are special Bargains.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you, provided you are willing to pay a reasonable price.

No. Size.	Any New Bicycle in the Market Furnished at Lowest Prices.	Price.	No. Size.	Any New Bicycle in the Market Furnished at Lowest Prices.	Price.
1 30	Ideal, good running order all over	\$13 00	67 50	Victor, ball bearings all over, nickelated and enameled finish, tires show wear, but balance of machine in good condition	73 00
2 38	Apollo, nickelated and enameled finish, new but soiled	25 00	68 50	Standard Columbia, plain bearings, good running order outside of wear on tires	38 00
3 40	Steel Tire Bicycle, good running order	7 50	69 50	Ideal, tires show wear, but balance of machine in good cond'n	35 00
4 42	Steel Tire Bleyele, good running order	13 00	70 50	Otto, all nickelated but wheels, cow-horn bars, spade handles new	48 00
5 42	Otto, old pattern, good running order	17 00	71 50	Harvard, ball bearings, all nickelated but the wheels, in number one running order	60 00
6 42	Otto, good running order	19 00	72 50	Standard Columbia, nickelated and enameled finish, ball bearings, in good condition	55 00
7 44	Acme, new	25 00	73 50	Expert, ball bearings, good condition, part nickelated	75 00
8 44	Ideal, new but soiled by standing in the store	35 00	74 50	Expert, cow-horn bars, new tires, all nickelated but the wheels Kirkpatrick saddle, almost like new	90 00
9 44	Ideal, nickelated and enameled, cow-horn handle-bars, just like new	37 00	75 50	American Challenge, ball bearings on both wheels, will pass for new	70 00
10 44	Otto, tires worn but balance of machine in good running order	22 00	76 50	Otto Special, 1888 pattern, new, cost \$55 00	35 00
11 46	Otto, new 1887 pattern, cost \$45 00	30 00	77 51	Columbia Light Roadster, almost new	110 00
12 46	Rival, cow-horn handle-bars, late pattern, just like new	50 00	78 51	Special Star, late pattern, ball bearing to front wheel, silent ratchets, cow-horn handle-bars, all late improvements, new but used a few times on a home-trainer, cost \$120 00	100 00
13 46	Ideal, good running order	30 00	79 52	Standard Columbia, all nickelated but wheels, ball bearings, in good condition	55 00
14 46	Acme, rubber tires and entire wheel in good shape	24 00	80 52	Premier, cow-horn handle-bars, ball bearings to both wheels, tires show very little wear	55 00
15 46	Otto, tires somewhat worn but balance of wheel in good condition	24 00	81 52	English Bicycle, built like Standard Columbia, new tires and every thing in fine condition	50 00
16 46	English, built like Premier, all nickelated but wheels, a new wheel	37 00	82 52	Royal Mail, ball bearings, ball pedals, Kirkpatrick saddle, cow-horn handle-bars	85 00
17 48	Centaur, spade handles, nickelated and enameled finish, cow-horn handle-bars, just like new	45 00	83 52	American Champion, all nickelated but rims, ball bearings all over, spade handles, good running order	75 00
18 48	Ideal, nickelated and enameled finish, new but soiled by standing in the store	45 00	84 52	Light Champion, all nickelated but wheels, ball bearings all over, number one order	80 00
19 48	Standard Columbia, plain bearings, good running order	35 00	85 52	Rival, cow-horn handle-bars, part nickelated, will pass for new	53 00
20 48	Ideal, part nickelated, in good running order	33 00	86 52	Singer Apollo, ball bearings to both wheels, Kirkpatrick saddle all nickelated but wheels, cow-horn bars, good running order	75 00
21 48	Acme, almost new	32 00	87 52	Singer Apollo, new tires, all nickelated but wheels, Kirkpatrick saddle, cow-horn bars, fine condition	85 00
22 48	Special Columbia, ball bearings, all nickelated but wheels, with King of the Road lantern, good condition	48 00	88 52	Rudge Light Roadster, cow-horn handle-bars, nickelated and enameled finish, good condition	75 00
23 48	Singer Challenge, ball bearings, cow-horn bars, fine order	65 00	89 52	Rudge Light Roadster, ball bearings, cow-horn bars, new tires elegant condition	85 00
24 48	Expert, nickelated and enameled, cow-horn bars, spade handles, fine condition	85 00	90 52	Harvard, all nickelated but wheels, ball bearings, fine condition	75 00
25 48	Acme, rubber tires show wear, but the balance of the machine in good order	19 00	91 52	American Challenge, part nickelated, ball bearings to both wheels, Lillbridge saddle, good condition	55 00
26 48	Acme, rubber tires in good condition, balance of machine in good order	25 00	92 52	Expert, all nickelated but wheels, Lillbridge saddle, cow-horn bars, spade handles, good shape except tires show wear	80 00
27 48	American Champion, ball bearings, cow-horn bars, almost new	80 00	93 52	American Champion, special built, new tires on both wheels, ball bearings all over, all nickelated but rims, Lill'dge saddle	80 00
28 48	Ideal, all nickelated but wheels, a little soiled	50 00	94 52	American Rudge, ball bearings, cow-horn handle-bars, good condition except wear on tires	55 00
29 48	Ideal, new but soiled	47 00	95 52	American Rudge, part nickelated, ball bearings, new tires, fine condition	55 00
30 48	Columbia Semi-Roadster, new, ball bearings	63 00	96 52	Standard Columbia, plain bearings, good condition except wear on tires, Lillbridge saddle	70 00
31 48	Ideal, nickelated and enameled finish, almost like new except a little wear on the tires	40 00	97 52	Standard Columbia, plain bearings, Lillbridge saddle, new tires to both wheels, fine order	45 00
32 48	Otto, new rubber tires, cow-horn handle-bars, just like new	29 00	98 52	Standard Columbia, all nickelated but wheels, good running order	55 00
33 48	English Bicycle, built like the Premier, cow-horn handle-bars, enamel finish, new tires, fine wheel	38 00	99 52	American Challenge, will pass for new	50 00
34 48	Otto, rented out a few times, in good condition	25 00	100 52	Sanspareil, ball bearings, good condition except wear on tires	60 00
35 48	English Bicycle, built like the Premier, cow-horn handle-bars, all nickelated but the wheels, a new wheel, never used	45 00	101 52	Sanspareil, ball bearings, part nickelated, bran new tires on both wheels, elegant order	55 00
36 48	Standard Columbia, plain bearings, enameled all over, tire worn but will last quite a while, balance of machine good condition	35 00	102 52	Light Champion, ball bearings all over, almost new	65 00
37 48	Acme, dropped handle-bars, good running order	23 00	103 52	American Light Champion, used as a sample a few times, ball bearings all over, elegant condition	85 00
38 48	Otto, all nickelated but wheels, cow-horn handle-bars, spade handles	45 00	104 52	Centaur, cow-horn handle-bars, good running order	38 00
39 48	Special Columbia, ball bearings, good running order	37 00	105 52	Sanspareil, cow-horn handle-bars, nickelated and enameled finish, ball bearings, fine wheel	65 00
40 48	Otto Special, 1887 pattern, new, cost \$50 00	33 00	106 52	American Challenge, enamel finish, good running order	53 00
41 48	American Star, almost new	67 00	107 52	Otto Special, late pattern, just like new	42 00
42 50	Ideal, only used a couple of times, too small for the owner	45 00	108 52	Rudge Light Roadster, ball bearing all over, in elegant condition, cow-horn handle-bars	90 00
43 50	Standard Columbia, ball bearings, new tires, late pattern	65 00	109 52	Imperial, ball bearings, cow-horn bars, excellent condition	55 00
44 50	Premier, cow-horn bars, new tires, ball bearings, no. 1 order	55 00	110 52	Expert, full nickel, cow-horn handle-bars, Lillbridge saddle, number one condition	80 00
45 50	Standard Columbia, ball bearings, number one condition	55 00	111 52	Expert, full nickel, cow-horn handle-bars, Kirkpatrick saddle, ball bearings all over, new tires	80 00
46 50	American Light Champion, standard finish, ball bearings all over, in fine order	75 00	112 52	Harvard, all nickelated but the rims, ball bearings to both wheels, in good condition outside of wear on tires	95 00
47 50	Light Champion, ball bearings all over, fine order	75 00	113 52	Harvard, ball bearings to both wheels, all nickelated but wheels, new tires, fine looking wheel, dropped bars	75 00
48 50	Harvard, part nickelated, ball bearings, tires and every thing in good running order	55 00	114 52	Standard Columbia, latest pattern, never used, ball bearings cow-horn bars, just like new	80 00
49 50	Springfield Roadster, almost new, scarcely shows wear	63 00	115 52	Premier, hollow forks, ball bearings to both wheels, tires show wear, cow-horn handle-bars	75 00
50 50	American Challenge, part nickel, almost new	60 00	116 52	Expert, ball bearings, good condition outside of wear on tires	55 00
51 50	American Rudge, all nickelated but the wheels, ball bearings, cow-horn handle-bars, good condition	75 00	117 52	Expert, ball bearings, good condition outside of wear on tires	75 00
52 50	Singer Apollo, ball bearings, cow horn bars, Lillbridge saddle, number one condition	75 00	118 52	Expert, 1887 pattern, will pass for new	112 00
53 50	American Champion, part nickelated, ball bearings, number one order all over	78 00	119 52	Expert, only used a few times as a sample, spade handles	105 00
54 50	Springfield Roadster, new but soiled	68 00			
55 50	American Champion, spade handles, ball bearings, almost new	90 00			
56 50	Expert, will pass for new, ball bearings all over	103 00			
57 50	Ideal, will pass for new	50 00			
58 50	Mustang Columbia, tires show wear, but balance of machine in good running order, cost \$67 00	33 00			
59 50	Ideal, part nickelated, new but soiled by standing in store	45 00			
60 50	Centaur, tires show wear a very little, balance of the machine in good condition, cow-horn handle-bars	40 00			
61 50	Ideal, in good running order	33 00			
62 50	Premier, ball-bearings, nickelated and enameled finish, good condition	65 00			
63 50	Victor, nickelated and enameled finish, new tires on both wheels spade handles, in number one condition	85 00			
64 50	Expert, nickelated and enameled finish, cow-horn handle-bars, Kirkpatrick saddle, ball bearings, in good condition	75 00			
65 50	Expert, all nickelated but the wheels, ball bearings all over, in fine condition	85 00			
66 50	Rival, cow-horn handle-bars, nickelated and enameled finish, will pass for new	50 00			

THE WHEELMEN'S GAZETTE.

xv

No. Size. Any New Bicycle in the Market Furnished at Lowest Prices.

No. Size.	Any New Bicycle in the Market Furnished at Lowest Prices.	Price.
120 52	Expert, 1887 pattern, ball bearings all over, new but slightly cracked by standing in the store	100 00
121 52	American Champion, ball bearings, rams-horn handle-bars, part nickelated, used one week as a sample	80 00
122 52	American Challenge, will pass for new	63 00
123 52	American Champion, all nickelated but wheels, now but soiled	95 00
124 52	Rival, spade handles, ball bearings, part nickelated, will pass for new	65 00
125 52	American Champion, ball bearings all round, Lillbridge saddle, fine order	80 00
126 52	Champion, full nickelated, ball bearings, shows very little wear	90 00
127 52	Expert all nickelated but wheels, good running order, Kirk saddle	80 00
128 53	Rudge Light Roadster, cow-horn handle-bars, ball bearings, good condition except wear on the tires	65 00
129 53	Rudge Light Roadster, Lillbridge saddle, cow-horn handle-bars, ball bearings, new tires, fine condition	75 00
130 53	American Light Champion, shows very little wear, ball bearings all over, part nickelated	85 00
131 53	American Light Champion, ball bearings all over, fine cond'n	55 00
132 54	Rival, part nickelated, cow-horn bars, will pass for new	100 00
133 54	American Light Champion, ball bearings all over, new but soiled by standing in store	195 56
134 54	American Light Champion, ball bearings all over, shows very little wear, spade handles, cow-horn handle-bars	196 56
135 54	Singer Challenge, ball bearings, cow-horn handle-bars, Lillbridge saddle, fine condition	197 56
136 54	Royal Mail, nickelated and enameled finish, cow-horn handle-bars, tires almost new, balance in elegant condition	198 56
137 54	Expert, all nickelated but wheels, new tires, cow-horn handle-bars, Kirk saddle, ball bearings, ball pedals, almost like new	199 56
138 54	Expert, nickel and enamel finish, ball bearings, good condition	200 56
139 54	Cornell, ball bearings, cow-horn handle-bars, nickelated and enameled finish, number one condition	201 56
140 54	Expert, all nickelated but the wheels, spade handles, Lillbridge saddle, ball bearings, ball pedals, new tires, fine condition	202 57
141 54	Yale, ball bearings, cow-horn handle-bars, enameled finish, number one condition	203 57
142 54	American Challenge, part nickelated, dropped bars, good cond'n	204 57
143 54	Yale, ball bearings to both wheels, cow-horn handle-bars, cradle spring, built with direct spokes, good condition	205 58
144 54	Yale, built with direct spokes, cow-horn handle-bars, Lillbridge saddle, new tires, fine order	206 58
145 54	Standard Columbia, ball bearings, cow-horn handle-bars, number one condition	207 58
146 54	Champion, ball bearings, new but soiled	208 58
147 54	English, built like Standard Columbia, cow-horn bars, in good running order, except wear on the tires	209 60
148 54	Harvard, new tires, ball bearings, fine order	210 36
149 54	Expert, late pattern, part nickelated, will pass for new	211 36
150 54	Victor Roadster, new, spade handles	212 36
151 54	Premier, ball bearings to both wheels, part nickelated, new tires	213 42
152 54	American Challenge, all parts nickelated but the wheels, ball bearings all over, splendid condition	214 42
153 54	American Challenge, part nickelated, almost like new	215 42
154 54	Club Racer, number one condition, ball bearings	216 42
155 54	Spalding, ball bearings, tangent spokes, cow-horn handle-bars, good running order	217 42
156 54	Yale Racer, all nickelated but wheels, cow-horn handle-bars, in fine condition, ball bearings to both wheels	218 44
157 54	Sanspareil, ball bearings to both wheels, new tires, enameled	219 44
158 54	Expert, ball bearings to both wheels, nickelated handle bars, balance enameled, in good condition	220 44
159 54	Expert, nickelated and enameled finish, ball bearings to both wheels, cow-horn handle-bars, Kirk saddle	221 44
160 54	American Challenge, dropped handle bars, enamel finish, in good running order	222 44
161 54	Expert, nickel and enamel finish, good running order, ball bearings	223 44
162 54	Yale, ball bearings to both wheels, cow-horn handle-bars, good running order	224 46
163 54	Premier, ball bearings to both wheels, cow-horn handle-bars, good running order	225 46
164 54	American Rudge, ball bearings, new tires on both wheels, cow-horn handle-bars, part nickelated, fine condition	226 46
165 54	Rival, spade handles, ball bearings, almost new	227 48
166 54	American Champion, spade handles, new but soiled	228 48
167 54	Expert, 1887 pattern, new but tires slightly cracked by standing in the store	229 48
168 54	Expert, almost new, very thin, fine condition, part nickelated	230 50
169 54	American Champion, all nickelated, ball bearings, fine condition	231 50
170 54	Expert, all nickelated but wheels, ball bearings, fine condition	232 52
171 54	Rapid, ball bearings, tangent spokes, number one condition	233 54
172 54	Harvard, all nickelated but wheels, ball bearings, fine condition	234 54
173 54	American Champion, all nickelated but wheels, ball bearings, fine order	235 54
174 54	American Light Champion, Cobblestone saddle, ball bearings all over, part nickelated, fine condition	236 54
175 55	American Light Champion, part nickelated, ball bearings all over, scarcely shows wear	237 54
176 56	Light Champion, just used a very little, rams-horn bars, ball bearings all over	238 56
177 56	Light Champion, only used once as a sample, rams-horn handle-bars, Cobblestone saddle, ball bearings all over, nickelated and enameled	239 56
178 56	American Challenge, ball bearings, part nickelated, fine order	240 56
179 56	American Challenge, ball bearings and ball pedals, good condition, part nickelated	241 56
180 56	Rudge Racer, good order	242 56
181 56	Expert, nickelated and enameled finish, Kirk saddle, ball bearings, ball pedals, good running order	243 56
182 56	American Challenge, cow-horn handle-bars, number one running order	244 56
183 56	American Champion, latest pattern, only used as a sample a couple of times, almost like new, rams-horn handle-bars	245 56
184 56	American Champion, all nickelated but wheels, Cobblestone saddle, rams-horn handle-bars, only used a few times	246 56

No. Size. Any New Bicycle in the Market Furnished at Lowest Prices.

No. Size.	Any New Bicycle in the Market Furnished at Lowest Prices.	Price.
185 56	Royal Mail, ball bearings all over number one condition	95 00
186 56	American Champion, ball bearings all nickelated but wheels, cow-horn bars, Cobblestone saddle, elegant condition	85 00
187 56	Expert, all nickelated but wheels, good condition	85 00
188 56	Expert, all nickelated but wheels, ball bearings all over, new tires, Kirk saddle, fine order	95 00
189 56	Rudge Light Roadster, all nickelated but wheels, cow-horn bars, Lillbridge saddle, ball bearings all over, elegant condition	90 00
190 56	National, part nickelated, ball bearings, ball pedals, cow horn bars, spade handles, will pass for new	95 00
191 56	Standard Columbia, ball bearings, all nickelated but wheels, good order except tires show wear, cow-horn bars, Kirk saddle	55 00
192 56	Standard Columbia, new tires, all nickelated but wheels, ball bearings, cow-horn bars, fine order	65 00
193 56	Standard Columbia, plain bearings, fair condition	35 00
194 56	Harvard, ball bearings, part nickelated, good running order	70 00
195 56	American Sanspareil, ball bearings to both wheels, part nickelated, in fine order, with King of Road Lamp	65 00
196 56	Victor, all nickelated but wheels, cow-horn bars, ball bearings all over, good running order	85 00
197 56	Standard Columbia, very latest pattern, new, ball bearings	73 00
198 56	Runge Light Roadster, ball bearings all over, Kirk saddle, in good condition except wear on tires	75 00
199 56	Rudge Light Roadster, ball bearings all over, Kirk saddle, new tires on both wheels, fine machine	85 00
200 56	Victor Roadster, new, spade handles	100 00
201 56	Expert, D finish, 1888 pattern, used one week by careful rider	105 00
202 57	American Star, dropped handle-bars, nickel steering, balance in good condition	35 00
203 57	Columbia Light Roadster, new tires, part nickelated, fine condition, ball bearings all over	95 00
204 57	Columbia Light Roadster, balls all over, fine condition	90 00
205 58	Royal Mail, ball bearings all over, cow-horn bars, Kirkpatrick saddle, fine condition	90 00
206 58	American Light Champion, ball bearings all over, cow-horn handle-bars, spade handles, scarcely shows wear	90 00
207 58	Expert, ball bearings to both wheels, ball pedals, enameled finish, tires show wear, but balance of machine in good running order	65 00
208 58	Expert, ball bearings all over, new tires on both wheels, nickelated handle-bars, balance enameled, Kirkpatrick saddle	85 00
209 60	Yale, built with direct spokes so front wheel, cow-horn bars, ball bearings, ball pedals, all nickelated but wheel, like new	90 00
210 36	Kangaroo, ball bearings, ball pedals, corrugated rubber tires, in fine condition	65 00
211 36	Inincible Safety, built like Kangaroo and Columbia Safety, hollow rims, tangent spokes, ball bearings, cow-horn bars, nickel and enamel finish, fine condition	65 00
212 36	Kangaroo, tires show very little wear, balance in fine order, nickel and enamel finish, ball bearings	65 00
213 42	American Light Safety, ball bearings all over, used few times	95 00
214 42	Facile, ball bearings, Lillbridge saddle, part nickelated, good condition	65 00
215 42	American Safety, part nickelated, number one condition	55 00
216 42	American Safety, ball bearings to both wheels, only used a few weeks, cow-horn bars, elegant condition	70 00
217 42	Facile, ball bearings, enameled all over, good running order	50 00
218 44	American Safety, ball bearings to both wheels, new but soiled	75 00
219 44	American Light Safety, new but slightly soiled	100 00
220 44	American Safety, part nickelated, will pass for new	70 00
221 44	American Safety, nickel and enamel finish, tires show wear but balance of machine in good running order	55 00
222 44	American Safety, nickelated and enameled, number one condition	65 00
223 44	Facile Safety, Lillbridge saddle, nickel and enamel finish, ball bearings, in fine condition	75 00
224 46	American Safety, ball bearings, part nickelated, fine condition	70 00
225 46	Victor Safety, late pattern, used as a sample	120 00
226 46	Columbia Veloce, only used a few times	120 00
227 48	Facile, ball bearings, enamel finish, in good condition outside of wear on the tires	65 00
228 48	American Safety, nickelated and enameled finish, ball bearings to both wheels, number one condition	67 00
229 48	American Star, new tires, tangent spokes, good running order	50 00
230 50	Standard Columbia, good running order	40 00
231 50	American Rudge, part nickelated, cow-horn bars, ball bearings, good order	75 00
232 52	National, ball bearings, spade handles, like new	83 00
233 54	Universal Club, only rented a few times, ball bearings, cow-horn bars, fine machine	67 00
234 54	Club Light Roadster, part nickel, cow-horn bars, ball bearings, rented out a few times	73 00
235 54	National, ball bearings, spade handles, like new	85 00
236 54	American Rudge, part nickelated, cow-horn bars, ball bearings, good order	75 00
237 54	Special Columbia, all nickelated but rims, good condition except wear on tires, ball bearings	60 00
238 56	Club Light Roadster, part nickelated, cow-horn bars, ball bearings, new but slightly soiled	75 00

TRICYCLES.

Columbia Three Track Tricycle, ball bearings, good condition	\$ 75 00
Otto, 48 in. Tricycle, about as good as new	45 00
Columbia Two Track Tricycle, ball bearing, fine order, with Cyclometer, Luggage Carrier and Bell	110 00
Rudge Tandem Tricycle, for two riders, ball bearings, two track, good condition	135 00
Columbia Two Track Tricycle, ball bearings, splendid condition	100 00
Columbia Three Track Tricycle, with hill climbing attachments, ball bearings, in number one condition	
Victor Three Track Tricycle, ball bearings, fine ne condition	85 00
Marlboro Track Tricycle, ball bearings, cost \$150, as good as new	85 00
Ideal Two Track Tricycle, 34 in. wheels, new but soiled	135 00
Ideal Two Track Tricycle, 30 in. wheels, new but soiled	40 00
Otto, girl's tricycle, with 28 in. rubber tire wheels, good running order	35 00
Otto Tricycle, 48 in. wheels, just like new	15 00
	65 00

Any second-hand bicycle not satisfactory on receipt can be exchanged. We have had the good fortune to obtain the large lot of shop worn and second-hand wheels named above, and many of them will pass for new. Order at once, as the prices can not be duplicated. Good second-hand Guns and Revolvers taken in exchange.

Be sure and mention the WHEELMEN'S GAZETTE in ordering or writing about any of these wheels.

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

THERE ARE AS MANY

As a whole lot of riders all over the country who know they can "down any thing of their inches" in all the country roundabout, and at about this season of the year they begin to make races.

Within the next few months there will be Road Racss till you can't rest, and, as in past seasons, the great majority of them will be won on



Why? Well, for lots of reasons, mostly because

THEY GET THERE!

Send for catalog if you need it.

OVERMAN WHEEL Co.

BOSTON.

Suicide on Wheels.



MITH?—Yes; it was a very melancholy affair, indeed, though Smith in reality had very much less to do with cycling than has been commonly represented. It is my own private belief, that he took, late in life, to riding only with the ulterior view that it might be of use to him in the carrying out of a design of self destruction, which was probably even then hovering about in his brain awaiting development. But while in no sense peculiarly interesting to cyclists, his case possesses many features stamping it as almost unique among the many recorded cases of suicide; with the details of it I am chiefly intimate for the reason that Smith would at the last suffer my friendship while he resolutely refused intercourse with every one else.

It is barely a year ago since Smith, who even at that time generally regarded as eccentric, bought himself a tricycle, to the surprise of all the town. He had long before shown himself to be incapable of business, and once was induced by his friends to try a lengthened change of scene. He went away for a time and returned apparently better; but the improvement, which I doubt was more than superficial, soon disappeared, and he came to evince an unchangeable desire for solitude. He spent his time thereafter, when not occupied in day dreaming, in roaming promiscuously about the country-side—his purpose, it was supposed, being nothing more than the gratification of a liking for natural objects and curiosities. No obstacle was ever put in the way of this latter pursuit, as any form of employment was judged to be of advantage to him. But it presently became known that, towards whichever point of the compass Smith set out, he generally contrived that his ramble should bring him to High Rock Cove, a wild, deserted little indentation some eight miles away along the shore. On the edge of the dangerous cliff there he has been known to sit for an hour at a time, lost apparently in contemplation of the lonely grandeur of the aspect as the sea rolled angrily in on the broken rocky ground nigh upon three hundred feet beneath.

The cove takes its name from an almost perpendicular cliff, which rises, at the point farthest from the water's edge, to a height considerably above that of the adjacent coast-line. The spot is forbidding and cheerless enough at all times, but is often visited in periods of rough weather on account of the remarkable perturbation of water which is generally observable in its neighborhood; and it is peculiarly easy of access, inasmuch as the main road there passes within a hundred yards or so of the cliff, a level sweep of turf filling the intervening space.

Now, I have no doubt myself, that even in those comparatively far-off days Smith—in whose family, by the way, insanity is known to be hereditary—had a vague idea of the horrible fitness of the place to be the scene of a suicide's last moments of life; and that in the course of the gradual change he underwent from eccentricity to madness (for their is little question he was virtually mad six weeks before his death) he was pondering more or less consciously the best means to the violent end which I believe his brain had already conceived. Not, of course, that he openly disclosed any such fell intention; but a close consideration of his actions has convinced me, after the event, that his plan of self-destruction was formed, not immediately preceding his death, but long before, and was carried into effect after very mature reflection.

When Smith abandoned his excursions by foot and resorted to the use of a tricycle, the fact was everywhere regarded as a hopeful sign, as indicating his future complete return to health. I shared in this feeling myself, and was glad that a mutual liking for wheeling enabled me more often to be with him. Now, however, I am certain that he chose to have a tricycle only for the reason that he foresaw it would afford him increased facility to achieve, in a sufficiently dramatic fashion, an early-born desire of suicide. Indeed, a suspicion of this nature was awakened in my mind some weeks before it was my unfortunate fate to see him rush to destruction while utterly powerless to turn him from his purpose. For this reason I strove always to accompany Smith on his afternoon ride, and was greatly relieved when he consented, apparently with pleasure, to an arrangement for our daily meeting at a certain fixed hour. This held good for a fortnight; and I was not without hope of being able gradually

to win my companion back from his aversion to society, and so to a better condition of mind.

One day, however, on reaching his house at the appointed time, his anxious-hearted sister, who often before confided to me fears for his safety, met me with the news that Smith had ridden off on his tricycle half-an-hour earlier, saying we had determined previously we should do so in order that we might start from another point on our ride. Alarmed at the invention which Smith had used to quiet his sister's fears, and certain in my own mind of his destination, I started in full speed along the road to High Rock Cove. Smith, to be sure, had more than thirty minutes advantage, which, had he been riding a bicycle, like myself, would obviously have made my task a vain one. But I knew he was by no means a speedy traveler, and I hoped that in the seven or eight miles between the town and the Cove I would just be able to make up the distance between us. Calculating Smith's pace at eight miles, or thereabouts, in the hour, he would still, I reflected, occupy half an hour in reaching the cliff; so that by traveling at a rate double his own, I might yet overtake him in the thirty minutes still left to me.

Fortunately the road traversed a fairly level piece of country, and I drove my machine along at a furious speed. The first six milestones, one by one, were left behind, my hopes of success up to that point momentarily increasing. But when I reached the seventh and still had not sighted Smith, despair succeeded hope; although, as the road, a quarter of a mile further on turned abruptly round, so that the remaining three-quarter mile stretch to the coast was concealed from my view, I felt there was yet a possibility of catching him. Striving my utmost, I shot around the bend at a speed which would ordinarily have seemed reckless in the extreme—only to realize, with a sickening sense of disappointment, that my exertions had been altogether in vain. For, barely a hundred paces from the edge of the cliff, Smith was riding swiftly forward to his death on the rocks beyond. That this was his intention I might instinctively have guessed had I been ignorant of every premonition to the act—so suggestive of it was the resolution evinced in his steadfast course and his unslackened speed.

It was hopeless to attempt then to overtake him, so I lessened my pace and hallooed wildly to Smith to stop. For a moment he faltered in his career and turned his head. But his only response to my appeal was a mocking wave of the arm; then he rode rapidly on up to, and across, the footworn slip of turf, and, as I came myself within a couple of hundred yards of the cliff, plunged headlong over, and was lost to sight. A moment later I saw Smith and the machine, confusedly intermingled, a mangled mass on the foam-washed rocks below.

The affair naturally created a profound sensation; and wonderment was rife among the crowds which subsequently thronged to High Rock Cove, that the suicide should so suddenly and without warning have been prompted to this dreadful act of self-destruction. To me every circumstance attending his awful end bears convincing proof, like his behavior beforehand, of my theory of long premeditation—by which alone, I hold, can be explained the curious coincidence seen in the fact that his arrival at the cliff's edge was so timed that the tide had reached its greatest altitude and the scene attained its grandest aspect just at the moment of his fall from rock to water. As I said before, horrible as the case is in every respect, there is in reality nothing, though the opposite has been affirmed, which commends it to the particular attention of cyclists. For there can be little doubt, I maintain, that Smith rode over the cliff on a tricycle in preference to throwing himself down—as, in other places, thousands of others have done before him—only because this method was more in accordance with his distorted idea of what was a fitting death. And this idea, it is my belief, was in the course of development in his brain so far back as the day when he purchased his machine.

Poor Smith!—may no cyclist unwittingly expose himself to the risk of a similar end. Surely, none ever made so strange a choice of death! *T. L., in Sewing Machine and Cycle News.*

It seems strange that a young man should train himself for weeks, and while so doing deny himself all the luxuries of life, and then ride for all he is worth five or ten miles in the scorching sun, just to win a medal worth at the outside two dollars.

Choice of Machine.

ORDINARY, SAFETY OR TRICYCLE.



THE choice of the type of machine is a serious question, and again and again inquirers write us to know if we would recommend ordinary bicycle, tricycle or safety. So many side issues influence the choice of a machine, that such queries are almost as hard to answer as if a sick man should write to a doctor and ask for a remedy without specifying the nature of the disease. The quality of the roads over which the machine is to be used, the characteristics of the rider, his weight, age and strength, and various other matters must all be taken into account. Taking the ordinary bicycle first, there is little doubt but that it requires less muscular exertion to drive than any other machine. It is graceful in appearance, and the construction is simplicity itself; and no type of machine is so little liable to get out of order. It is easily stored and easily conveyed. It makes but one track and so can find good going where a tricycle would be in difficulties; and is considerable faster than the three-wheeler, and on rough and muddy roads is faster than the safety. Looking at its disadvantages, we find that the rider is much more liable to headers; that a fall off an ordinary bicycle is often very severe; that it will not stand alone or run very slowly with any degree of comfort; that the difficulty and labor entailed in mounting and dismounting, especially in wet weather, is considerable; that the vibration from the small hind wheel is often excessive; that there are no foot rests for coasting; and that it is a bad luggage-carrying machine.

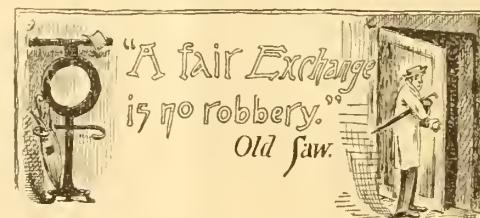
The three-wheeler occupies the other extreme. It is eminently comfortable and safe, and the rider is in the best position to utilize his entire strength. He may regulate his pace as he likes, and can carry an ample supply of luggage. With fair treatment it will stand as much work as a bicycle; and the absence of vibration and anxiety of mind contrast favorably, and will often cause the rider to be less fatigued than his companion on the two-wheeler. The position and pull on the handles enables one to use one's whole strength, and this and the fact that there is no difficulty in steering when going slow, makes it possible to ascend very steep hills, and down hill it is the perfection of comfort and safety. It has, however, some serious drawbacks. It is awkward to store or to convey by train or boat. It makes three tracks, and must, consequently, often plough through stones, where a bicycle would have smooth running. It is heavy, and, consequently, though hills can be ascended well, it is at a great expenditure of muscular power, and when they follow each other in rapid succession this tells severely, and on muddy or very dusty roads the difficulty is greatly increased; and, taking it altogether, it requires considerably more muscular strength to drive than the bicycle, and is, on an average, at least two miles an hour slower. The rear-driving safety occupies a middle position. It is almost as safe as the tricycle and on smooth, dry roads faster than the bicycle. It is a splendid hill-climber, and, when fitted with a good reliable brake, is much superior to the ordinary for coasting; and the vibration is slight, except in the case of the arms. Mounting or dismounting are easy, plenty of luggage can be carried, and it can be stored and conveyed as easily as the ordinary. It is, however, more apt than either the ordinary or tricycle to get out of repair, in consequence of the stresses being greater and not being so well provided for, and also because riders frequently urge it at a rapid pace over rough roads. The balls in the bearings of the driving wheel are apt to wear quickly, on account of the friction being unequal. In appearance it is extremely ugly, and in weight exceeds the ordinary. The vibration to the arms is considerable, the mud-guards often rattle loose, and, in wet weather, the chain gets covered with mud.

Briefly, then, the ordinary will be found best for light, active young men with plenty of nerve, who can appreciate the free, swinging motion and lofty position. For smooth, level roads it is especially suitable. Through mud it goes easier than any other machine, though ruts, of course, are dangerous. On gridiron roads it can nearly always find a way. It runs through patches of metal better than the safety when skillfully ridden. On rough surface it

runs faster than the safety, though more dangerous, and on the track the frequent turns and circumscribed space render it faster.

The great point about the rear-driving safety is its safety. It is not that falls do not often occur, but the rider is so low and so well situated that he can nearly always escape. It is most suitable for strong, powerful riders, and especially for those who are short of stature. It is a better hill-climber than the ordinary, and, on a road with good surface, faster. It is a much better luggage carrier, easy to mount and dismount, and a much better machine for night riding. Muscle is, proportionately with the ordinary, more important than skill or nerve.

The tricycle is safer than either ordinary or safety. It is the most comfortable; for town use it is the best, as it does not slip on greasy spots; it is the best luggage carrier; it causes least vibration; it is stronger than the safety; it has better brake power; it is more manageable amongst traffic; and, for elderly or middle aged riders, and those who set more store by comfort and safety than speed, and are content with a moderate pace, it will be found the most suitable machine, and, perhaps, even less tiring than the easier driven two-wheeler.



Every wheelman with the interest of the sport at heart will respect a signal from the driver of a "skittish" horse, but never yet has a rudely spoken demand brought the desired response from a cyclo-creature.—*Louisville Commercial*.

* * *

Women in Washington are giving up tricycle riding and adopting the bicycle. Keep your seats, gentlemen—nothing startling. The bicycle in question only has two wheels, to be sure, but the fair creatures who ride them do it so gracefully and modestly that very little attention is attracted.—*Peck's Sun*.

* * *

A couple of Britshers thus discoursed: "Yes," said No. 1, "we have lots of cycle papers, but I am afeared there is no cycle literature of any value." Then No. 2 got in his work, and said, "I'm not so sure of that, I've 'eard my father say the cyclo-pedia is one of the most valuable works published."—*Bicycling World*.

* * *

The last copy of the *American Athlete* to hand and not a single editorial on the coming Wells-Greenwood hill-climbing contest!! We sincerely hope that paternal joys and sorrows have not made Mr. Wells forgetful. The *Athlete* without its Hill-Climbing editorial is indeed Hamlet without the melancholy Dane.—*Bicycling World*.

* * *

Wheeling states that a new machine—if it may so be called—is about to make its appearance. It consists of one wheel and will be called the "Unicycle." It is a safety one-wheeler and will stand alone when at rest or when the rider mounts it. It will be shortly in the hands of the best cycle makers, with a view to supplying the great demands expected for it.

* * *

A lot of copy and capital was made out of an unfortunate legless tricyclist some time ago, and subscriptions were raised, and the poor man used as a sort of "boom." When interest flagged in him he was apparently forgotten, as no one seems to have looked after the legs ordered for him, and for many months he has been without what the public subscribed for him. Charity, which is not practically carried to an issue, is only half charity.—*Wheeling*.

* * *

The details of the bicycle hill-climbing match between John A. Wells, of Philadelphia, and Hal Greenwood, of St. Louis, are arranged. There will be two contests, the first on Kimswick Hill, near St. Louis, on June 30, and a second contest four weeks later on Eagle Rock Hill, in the Oranges, New Jersey. In case the race is a draw, a third contest will take place on Corey Hill, Boston. The prize will be a medal costing \$100. The loser is to pay all railroad and hotel bills.—*Clipper*.

**Biographies of R. Philip Gormully and
Thomas B. Jeffery.**

Perhaps there are no gentlemen interested in the manufacture of cycles who personally are so little known to wheelmen generally, and whose names at the same time are so thoroughly familiar to every knight of the wheel, as the Messrs. Gormully & Jeffery of the manufacturing company of that name, whose portraits we take great pleasure in publishing.

We believe we have the honor of being the first cycling periodical favored with a likeness of Mr. Gormully and the following facts obtained from Mr. Oliver at an interview in Chicago:

R. Philip Gormully was born in Plymouth, England, in 1847, and is therefore the youngest of the presidents of American cycling corporations. He received a thorough English education, but at an early age developed a decided aptitude for business, and his ambition led him to seek his fortune in the United States in 1868. He was well acquainted with the then existing business methods of England, which knowledge was his only capital. As soon as possible he became a naturalized citizen, and has since become so identified with America and its ways that it would take a acute observer to discover in him other than the typical successful American. His business career from the start has been a series of successes, and when he joined hands with his old schoolmate, Mr. Jeffery, some years since, he was a comparitively wealthy man, and that, too, without ever having touched speculation in any form. In fact his strict ideas of business morality and integrity are substantially evidenced by his never having figured as a defendant, excepting in the cases of the Pope Mfg. Co., when his position on every point at issue was sustained by the full and complete decisions of Judges Gresham and Blodgett. Mr. Gormully is well proportioned, of a rather dark complexion and of a quiet demeanor. He is modest to a degree that avoids personal notoriety. He has attended but few of the League meets, Chicago and St. Louis being the only ones, so it is not surprising that, outside of the trade, so little is known of him.

Thomas B. Jeffery was also born in Plymouth, England, but in 1845. He came to this country early in life and has long been known to the mechanical world as a mechanical expert of no mean abilities. The following sketch, published in the WHEELMEN'S GAZETTE, in March, 1886, covers his cycling connection, and is well worth reprinting:

"Mr. Thomas B. Jeffery, of Chicago, is one of the pioneers of the bicycle industry in this country, and has been constantly identified with it as far back as 1878. His attention was first called

to the bicycle on a visit to England during the year mentioned, and its adaptability to the wants of the American public was so apparent to him that he at once began to investigate the details of its construction. He consulted experts and the manufacturers of material, purchased a quantity of steel for rims, rubber tires, tubing for backbones and other supplies which could not be obtained in the United



R. PHILIP GORMULLY.



THOMAS B. JEFFERY.

States. His return was hastened by his desire to be the first one to commence the new industry. But delay occurring in shipment, and the manufacture of special machinery for the work, prevented the appearance of his bicycle until 1879. The announcement of their appearance on the market was met with opposition by the Pope Mfg. Co., at that time but recently organized, and armed with the Lallemand patent, a royalty was demanded and paid for the machines then completed, which found a ready sale, as they were furnished with Rudge ball bearings, closed head and hollow forks, in marked contrast to the cone bearing and solid-forked Standard Columbia, and as a natural consequence their further manufacture was prohibited. Wishing to retain his identity with the business, Mr. Jeffery turned his attention to the manufacture of smaller machines, this being the only manufacture permitted by the corporation then controlling the sale of bicycles in the United States, and also to repairing machines of other makes. It was about this time that he made the first pair of wheels for the Overman tricycle. The confinement to the smaller grade of machines was gradually made more and more unnecessary, and, as an advantageous association with Mr. R. Philip Gormully largely augmented the finances and the business reputation of the concern, higher and higher grade machines were successfully produced. Mr. Jeffery has invented many improvements both on the parts of bicycles and the machinery used in their manufacture. He superintends the mechanical departments of the Gormully & Jeffery factories, and thousands of riders of the American Cycles will bear testimony that it is efficiently done. By the above it will be seen that Mr. Jeffery was the first maker in this country of high grade machines, the claims of others to the contrary notwithstanding.

The Rams-Horn Bars are a Success.

The rams-horn bars are a success.

NOVELTY WORKS, Springfield, Vermont.

I use your rams-horn handle-bar and prefer it to all others.

ROBERT GERWING, Capt. Denver Ramblers.

We consider the rams-horn bars so far ahead of spade that there is no comparison.

BROWNING BROS., Ogden, Utah.

We like the rams-horn bar better than the spade as we use it more and believe it superior.

H. A. SMITH & Co., Newark, N. J.

I consider your rams-horn handle-bar the best for hill-climbing purposes, both in shape and position, of any bar that I have ever tried.

JNO. A. WELLS, Philadelphia.

Louis Hill, the well-known racing man of the Pennsylvania Bicycle Club, has ordered a pair of G. & J. rams-horn bars to be fitted to his New Rapid racer.

A rider taking a header from a machine having rams-horn bars will usually land on his feet without knowing just how he does it, as these bars confine the rider less than any other style.

W. E. CRIST, Champion Amateur of America.

Regarding the rams-horn bar we consider it superior to anything on the market, it having a number of advantages which are, unusual strength, a better grip for not having any frame in the road of hand.

W. L. VAN HORN, Denver.

After five years experience with every kind of handle-bar, have at last found in the G. & J. rams-horn perfection. It combines perfect control of machine, best position for hill-climbing and safety. Will guarantee that any man who uses the rams-horn one season will never change.

J. L. MISNER, 1st Lieut. Peoria (Ill.) B. C.

In the minds of riders who have ever given the rams-horn bars a thorough trial, I can not believe there is a question as to their superiority over all others in hill-climbing or wherever power is needed. The body can be straightened out with all the force there is in one, while the arms are in line with the points of resistance, the pedals. Although my companions upon a tour through southern Ohio last fall, were somewhat loath to acknowledge the general superiority of my new Light Champion, their praises were unstinted for the rams-horn bar.

LESLEY C. TURLEY, Portsmouth, Ohio. *

Loose Spokes.

Harry Corey was one of the judges in the Pullman race.

A first-class line of belts are manufactured by the Gormully & Jeffery Mfg. Co.

Ah, that in this little life we might all be like the wrestler, who falls to rise again.

Wear the Gormully & Jeffery shoes, in either canvas or kangaroo. Best value obtainable.

You may wager your last cent it is spring when you hear the croak of the leap-frog.

The Gormully & Jeffery Mfg. Co. will shortly place a first-class home-trainer on the market.

Jersey breeches of the very best quality are manufactured by the Gormully & Jeffery Mfg. Co.

You can always tell a milkman in a game of billiards by the inordinate amount of chalk he uses.

Always remember that the Gormully & Jeffery Mfg. Co. are the largest manufacturers of all kinds of sundries.

It makes a small boy sick to be debarred from a game of mumbel-peg on account of having lost his first front teeth.

Tool bags. The Gormully & Jeffery Mfg. Co. make seven and are prepared to quote close figures in any style of bag in quantities.

Unlike other makers, the Gormully & Jeffery Mfg. Co. are always willing to discount to any recognized dealer on parts and sundries.

The *Bicycling News*, under date of May 19, issues a cartoon of W. A. Rowe, consisting of his portrait and also view of him on his racer.

All the leather goods used by the Gormully & Jeffery Mfg. Co. are made by them and on the premises. Naturally they are headquarters.

It is considered a bad thing for a man to have "three sheets in the wind," and yet women have a great many more than that on wash-day.

The American Champion, Challenge and Ideal lamps are the best and cheapest. Dealers should write the Gormully & Jeffery Mfg. Co. for discounts.

The new Racing Board has awarded the half-mile national championship to the Newcastle (Pa.) Club to be decided at their race meeting on July 4.

Bells, bells, bells. The Gormully & Jeffery Mfg. Co. get there with five of their own manufacture. Discounts to any recognized repairer or dealer.

Emma Abbott has been elected a member of the Star Bicycle Club of Detroit, and wears an elegant club badge, presented to her at a recent reception.

The Gormully & Jeffery Mfg. Co. are the largest American importers of the celebrated London Cements and hold the exclusive western agency for these excellent articles.

Two rows of balls on each of its bearings, cow-horn shaped handle-bars, spade handles, single spring, Fish adjustable saddle, nickel trimmings, all for the moderate price of \$100. Our motto—ride and let ride the Springfield Roadster for 1888.

The Crawfordsville Ramblers will hold a tournament July 4, with the following races: One-mile novice, two-mile handicap, one-mile 3:30 class, one-mile open, half-mile flying start, one-mile state championship, two-mile lap race, one-mile 3:15 class, one-mile handicap, consolation race.

All within your reach—a Springfield Roadster and a Fish adjustable saddle with tool bag equipped, for \$75. Safe against headers,

thus making coasting a pleasure, hills easily climbed, long distances without fatigue, in fact more for your money than ever offered by any one; investigate for yourself.

The greatest hill climbing event yet recorded by the cycling press took place in Bangor, Maine, lately. Mr. J. M. Worden, on a Springfield Roadster, rode a grade 580 feet long three consecutive times, with a grade of one foot in six. The accuracy of these figures is placed beyond doubt, as a survey was lately made by U. S. engineers in locating their water works.

The Gormully & Jeffery Mfg. Co. manufacture four distinctly different saddles, as follows: The Cobblestone, used on the Champion and Ideal bicycles; the Wonder, used on the American Light Champion bicycle and the American Challenge tricycle; the Lillibridge, used on the American Challenge bicycle; and the Duryea, for racing purposes. Dealers wishing to handle these goods should correspond with them and obtain discounts.

The Yale College Bicycle Club held a meeting last week, and decided to offer a challenge cup of the value of fifty dollars, to be competed for in the two-mile race at the annual spring games of the club. It is open to competition by any member of the university, two contestants being required to make a race, and the man who wins the trophy at one meeting has his name inscribed on it, and will hold it for one year; three victories being necessary before it becomes the personal property of a contestant.

JACKSONVILLE, ILL., April 30, 1888.
The Gormully & Jeffery Mfg. Co.,
Chicago, Ill.:

GENTLEMEN:—

After considerable delay the four Light Champions arrived all O. K. (four beauties). The customers are delighted. The two 50-inch machines were severely tested yesterday over thirty-three miles of the roughest roads imaginable; they were simply fearful. One continuous bump from the time we left our paved streets until we arrived on the paved streets of Springfield, our destination point. However, not a spoke, screw or nut became loose during the entire journey.

Yours Truly,

(Signed)

MCDONALD BROS. *

A Remarkable Bicycle Trip.

MR. LESTER E. HIKOK, a traveling salesman of Birmingham, Conn., has completed 6,000 miles on his bicycle, attending to the regular duties of his business. One of his most remarkable trips was from Newport, N. H., to Amesbury, Mass., stopping at twelve towns and making twenty-one business calls, requiring a riding distance of 125 miles, all of which was accomplished between 7 A. M. Wednesday and 4 P. M. Friday.

The following is a list of towns and cities through which the proposed path from New Haven to New York is to pass: Milford, Stratford, Bridgeport, Fairfield, Southport, Sangatuck, Norwalk, South Norwalk, Darien, Stamford, Riverside, Cos Cob and Greenwich, in Connecticut; Portchester, Rye, New Rochelle, Westchester and Morrisana, in New York. A special appeal is made to the wheelmen of New York City, Harlem and Brooklyn, as it affects them in particular, and its success depends greatly on their aid.

THE L. A. W. meet at Stockton, Cal., July 4, will have the following races: Three-mile handicap, half-mile obstruction, twenty-mile L. A. W. state championship, one-mile L. A. W. state championship, five-mile national championship, one-mile handicap, one mile novice, quarter-mile dash, half-mile dash, one-mile safety, two-mile handicap.

Mr. Wells, the amateur bicyclist of the Quaker City, on May 14, succeeded in climbing Ford Hill, in Fairmount Park, half a dozen times without a dismount, and as the surface was in poor condition this performance must be classed as the best recorded.

Mr. Bassett is not satisfied with the *World*—he wants the earth.—*L. A. W. Pointer*.

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

BY JOSEPH J. BLISS.

In Four Parts.

SECOND DAY.

AT six o'clock the next morning I arose, and, after strapping my bundle to the head of my machine, partook of a very good breakfast, and then settled my bill, which, for supper, bed and breakfast, amounted to the sum of one dollar and twenty-five cents, which I considered very small, considering the quality of accomodations furnished. I was ready for a start at seven o'clock.

Notwithstanding the fact that a better breakfast may perhaps be procured before-hand, I think I would recommend, when an early-morning start is to be made, a ride of from ten to twenty miles before breakfast, by which time a rider will be able to eat a supply ample to last him till noon. I find that I am unable, early in the morning, to eat sufficient to last me till noon, or possibly one or two o'clock in the afternoon, if I am in active exercise in the meantime. My appetite is not good at the unusual hour in the morning, and before noon I am ravenous as a wolf. I think, therefore, that in making the trip again I should make early start, breakfastless from Gilroy and take my chances on a meal at the next town, San Juan, twelve miles distant.

The first few miles from Gilroy is over a good road with a slightly upward grade. The sun was just rising as I started, but was obscured a little by fog, and ahead of me I could see a line of fog which I thought indicated a stream, and two or three miles out there was one, which was not at all strange except that I considered I had been traveling up grade all the time. Just beyond the bridge was a very fine looking dairy farm, and beyond this the road was slightly rolling, affording one or two coasts on the down grade, the first that had offered since the start yesterday morning. The fog had now all lifted from the valley and was crawling up the sides of the mountains, which I was gradually getting nearer to. The mountains, with their green slopes sparsely covered with trees and bushes, presented a very pleasant appearance, and numerous crows noisily circling around in the heavens, reminded me strongly of the old English rooks and unconsciously I looked around for the usual rookery. The road continued good for four or five miles, then there was a rough piece which demanded a short walk, but I soon found opportunity to ride again over a fair piece of road, and along here some frightened horses kept in advance of me till a bridge across the wide bottom of San Benito Creek was reached, from which San Juan was visible a couple of miles distant. These two miles were pleasant wheeling, past gardens and orchards where I noticed the first fruit trees in bloom, and the old-fashioned town of San Juan (population about 500) was reached at nine o'clock, after a stiffish little pull up a short hill. Later in the season, when the roads become well beaten down, the ride from Gilroy should be made comfortably in an hour and a half. The roads will then, I think, be good the entire distance, and there is not a hill that will require a dismount.

Wheeling up to the Plaza Hotel, an old-fashioned, Mexican-looking structure, I dismounted for a glass of wine and to make inquiries as to the best route to take toward Monterey. On one side of the square, opposite the hotel, was an ancient-looking structure that would delight any artist, and even to my untutored eye looked very interesting, and had I the materials I would have been tempted to attempt a sketch of it. No doubt it has been sketched hundreds of times, and it is a worthy looking subject. This building, I was informed, was an old mission church, built over a hundred years ago.

There seemed to be only one opinion as to the best road to take, namely, the direct road over the mountains (the Gavilan) to Natividad. To branch off to Pajaro would be entirely out of my way, though I understand the stiffer mountains might thus be avoided at the expense of double the distance. After a pause of a few minutes I started on the direct road, and a mile or so out of the town commence the climb of the mountains, which, for about three miles,

are quite steep. Pausing to look back after reaching the first summit, San Juan is seen nestled, apparently, just beneath me. There was, however, more climbing over very rough road until the real summit was reached, from which a fine view in the opposite direction from San Juan to Gilroy was offered, extending to the Bay of Monterey, some forty miles distant. Then there was a mile or two of steep, down-grade walking, and the road then again became rideable at intervals. Here and there a clear, sparkling creek affords opportunity for a pleasant drink. One creek crosses the road at the bottom of the mountains and offered some little difficulty to crossing dry shod. Later in the summer, probably, the complaint would be that there was too little water in it. Along here a young heifer persisted in racing in front of me for three or four miles, which was a little unusual as the bovine tribe usually regard the bicycle very placidly.

I reached Natividad at 11:55, distance twelve miles from San Juan, of which about eight miles are walking. This is a very small place of a score or so of not very imposing-looking houses. Compared with the average western town there seemed to be a remarkable absence of new paint about the place. The population in the last census is stated at 500. I don't know where they can be. I fancy the town must have retrograded since then, instead of growing, as is customary with most California towns. I would certainly, from its appearance, not judge the population to be one-half or more than one-third that of San Juan, which is by comparison a very decent looking town, and is credited with only 500 population. I did not notice a store or a hotel worthy the name in this place. Other California towns along the route I had traveled, of half the population, can discount Natividad in business appearance.

The road from Natividad towards Salinas afforded fair to poor riding, though quite sandy. By mid-summer it will probably be unrideable on this account, though the grade is just pleasantly undulating. Soon the town of Salinas appears in view and I have hopes that I shall reach there before one o'clock, in good season for dinner, for by this time, having ate nothing since early breakfast at Gilroy, on which I had done sixteen miles of mixed kind of riding and eight miles of mountain walking, I was quite hungry. My hopes were not, however, to be quite realized, for the approaches to Salinas (which is on adobe ground) I found in the most villainous condition. In wet weather, and immediately after, the streets and approaches from the Natividad side must be simply impassable. Now the adobe was so rough and hard, for about two miles of my way, that it was slow and laborious traveling. Here, for the purpose of improving the road, they were carting sand. Thus, what injures one road will improve another.

At one o'clock, however, I reached the Abbott House, which appeared to be the best looking hotel in the city, and here I stopped for dinner. Placing my machine in the hall-way it was soon surrounded by an admiring crowd, while I sought the wash-room, and later the dining-room. I certainly did justice to my fifty-cent dinner, which was a very good one. The house seems to be of a good class, but the help might, I thought; be improved upon.

At 2:10 I start on my way again and am agreeably surprised to find an excellent graveled road, probably a little down grade, and with a favorable wind I spin over the next four miles in a half an hour or less, and then I am brought to a stand-still, for I have reached the Salinas River, a broad, muddy, sluggish stream, with a very wide sandy bottom. The roadway led directly down to the stream, which apparently was crossed daily by numerous teams, but the water, even at the edge, was apparently three or four feet deep. The bottom could not be seen, and there was nothing handy with which to sound the depths. With the fear of quicksands in my mind, I was in a quandary. On the opposite side of the stream was a ferry-boat, large enough for the conveyance of teams, and an overhead cable was apparently used for propelling it across, when the river was high enough. Now there was a sand-bar out towards the middle of the stream, towards which the boat could not be brought. With no ferry and no bridge, I began to think my only chance was to strip and attempt the passage with my bicycle overhead, but this was not a pleasant prospect in February weather, and after the tales of quicksands I had been listening to the past two days. I had noticed an old boat drawn up on the sand, some distance down my side the river, and on approaching it I found it was provided with

oars and rowlocks, and, although heavy, I thought I might succeed in launching it, and down here there was no intervening sand-bar. If I could get my machine across, I could then strip and return with the boat, and the passage back, unencumbered with clothes or machine, would be a comparatively simple matter. With this idea in view, I had placed my machine aboard and was preparing for the launch, when I see a team approaching the opposite shore. The driver gesticulates to me to go higher up stream. So I return with my wheel a short distance above the ferry crossing, where I meet the team which had now forded the river. As it crossed I noticed that nowhere was the water over three feet deep, but one unaccustomed to the ford might have found much deeper water. The driver assured me that lower down there was risk of being bogged, but here a comparatively solid bottom had been tramped by passing teams. He offered to drive me over, and I told him I that should be glad to give him half-a-dollar for his trouble, if he would. And so this difficulty was fortunately settled with only about half-an-hour's delay at the Salinas River.

[TO BE CONTINUED.]

Odds and Ends.

The sail for a bad boy—a spanker.

* * *

A scratch man should never be without carbolic salve.

* * *

The bonds of matrimony should have coupons attached.

* * *

You may say what you please, but the Tam O'Shanter is a handy cap.

* * *

Yes, it is unquestionably true that a yachts rudder is a stern reality.

* * *

There is one good thing about a tack aboard ship. A man never gets up in the night and runs it into his foot while hunting for a match.

* * *

When a young man buys a row-boat, and names it after a girl, along in June or July, it is safe for the gossips to begin to get in their work.

* * *

A good cheap form of exercise is banging at mosquitoes in the dark. Before beginning, remove the furniture, or else put on boxing gloves.

* * *

As soon as the hot weather sets in, the proprietors of some laggard patent-medicine get up purses, and invite all the crack oarsmen to enter the regatta.

* * *

Pay-day is a snow-white dove
With notes our hearts to thaw,
Rent-day is a dreary crow
With a rasping woful caw.

* * *

Rowing is said to be splendid because it brings every muscle into action. That is just the reason we do not think it splendid or even elegant. What we horny-handed sons of rest want is something that does n't touch the muscles or come within a mile of them. We like to row best with a sail up.

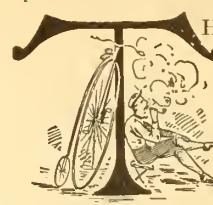
* * *

Base-ball was considered dead six or eight years ago, but now it is booming and more popular than ever before. The little country town that has n't a police force, a fire department or a gas-house boasts its base-ball club that every resident believes in his heart to be as good as any in the League.

* * *

There were many funny features about the national game as it was played before the days of professionalism that are unknown today. It used to be fun to see a line ball hit a goat in the center-field, and the owner of the same come out and threaten to have all hands arrested. It was also amusing, when a ball was knocked into a potato-patch, to see an Irish woman run in the house with the ball under her apron, and refuse to give it up until paid for a pane of glass broken the week before by some one else. It was also a source of innocent amusement to see the game suspended while a cow was being clubbed out of the infield; and the best part of the game, next to massacring the umpire for an alleged unfair decision, was the free fight that wound the game up. As played now, it doesn't seem at all like the dear old game of our boyhood.

Special to the WHEELMEN'S GAZETTE.



Australian Letter.

Special to the WHEELMEN'S GAZETTE.

THE principal item of wheeling interest inaugurating the year of 1888 was the championship meeting held at Adelaide in South Australia, on January 2d last, in the presence of upwards of 5,000 people, including His Excellency the Governor. In connection therewith it was decided to hold a one mile amateur championship of Australia, under the auspices of the South Australia Cyclists' Union. The sister colonies were represented as follows: Victoria, I. A. Busst, W. J. Elliot and A. E. Browne; New South Wales, T. P. Jenkins; South Australia, R. Davis, H. Black and W. Kiehorce, each of whom held championships in their respective colonies for distances varying from one to twenty-five miles. A time limit of 2:50 was fixed. The event was run off in three heats and a final. In the first heat only three started, viz: Davis, Black and Jenkins. T. Busst, who came first in the second heat, declined to start. The race was a very interesting one and was won by Davis, with Black second. Amongst other events was a five mile championship of South Australia, in which the champions took part, was won by I. A. Busst, R. Davis second and T. Busst third, in 15:42 $\frac{1}{2}$. Altogether the meeting was a great success and the Victorian visitors showed up well in the various races in which they took part.

Con Dwyer, ex-amateur champion, who forfeited his amateur status by competing with Wood and James, the English professionals, has been very ill with typhoid fever for several months. He has got around again, however, and appeared on the track at Warranebool on Easter Monday in a two-mile bicycle race. Con has not yet recovered his erstwhile form, for he retired after going about a mile. For the bicycle trick riding he took first prize.

The Victoria Wheelmen's Association has gone under, after a short and uneventful career, and the Victoria Cyclists' Union is again master of the situation. Most of the clubs which formed the defunct Association have rejoined the V. C. U., while a much better feeling has been established among the principal metropolitan clubs, all of which helps the sport along on a sound basis.

Fred Wood, styled the "Champion Cyclist," after a checkered career in the Australian Colonies, has returned to England in company with W. Brown. R. James left his confiding friends lamenting some months ago. After the disgrace he got himself into in Melbourne, Wood left for New Zealand, where he was well received and pecuniarily successful. A subscription was raised for him in England to bring him back to his native land.

Another visitor from England, an amateur cyclist of considerable repute, came out to Melbourne a couple of years back and settled in a sort of way. He became a member of the Melbourne Bicycle Club and eventually was elected a club delegate to the Cyclists' Union. A seat in the Executive Council of the Union becoming vacant the newcomer was appointed. When F. Wood went to New Zealand the "visitor," "Executive Officer," etc., went with him, at the same time writing to the Union for "permission" to compete with F. Wood in certain "test" races, professionals and amateurs in New Zealand. The V. C. U. declined to grant permission, as in the case of Con Dwyer, but our "visitor," etc., competed all the same. On his return to Melbourne he was summoned to an executive meeting of the Union to give an explanation of his conduct, and to show cause why he should not be declared a professional. He simply snapped his fingers in defiance of the Union, and said he would have competed whether permission had been granted or not. He was permanently disqualified and declared a professional without further discussion, and the action taken by the Union is to be reported to the National Cyclists' Union of England, who will no doubt uphold the course taken by this Union. The person referred to is W. Brown, ex-member of the Brixton Ramblers, England, and for down-right impudence is unequalled. Doubtless Brown was influenced in his total disregard of common courtesy by the knowledge of his early departure from this country. Verily, Australians need to be wary of future English wheelmen visitors, for they have had considerable cause.

The next annual race meeting of the Melbourne Bicycle Club,

which takes place in November next, will probably be one of the most important one-day meetings yet held in any part of the world. For the past two years a first prize to the value of \$1,000 has been given for one event, and, as this is centennial year, it is not improbable that the amount will be increased or another big prize event added to the program. Last November's meeting was a brilliant success, and the big event which is styled the Australian wheel race, two miles, was a magnificent sight. Each competitor appearing in a satin jacket and cap with knickers and black socks. As the centennial exhibition will be open, and the Melbourne cup meeting held the week previous, it is surmised that competitors from parts of the world other than Australia and New Zealand—America, we hope,—will take part, and will be witnessed by a distinguished as well as a monster assemblage.

A Road Improvement Association has recently been organized in Melbourne with a view of remedying the evil of bad roads. It is notorious that since the abolition of "ton bars" some years back, the condition of many of our public roads is, to say the least, despicable, and the municipalities who control them are too apathetic to remedy them. The Association is encouraged by the success of similar institutions in England and America, and are appealing to Victorian cyclists and their friends to assist with funds and thus aid the Association in carrying out the important work they can now perform in their interests.

The *Cycling News*, which was discontinued some twenty months ago, was taken up by F. J. Llewelyn, in August of last year, and has been going on since with apparent success. It is the only paper published in the Colonies in the exclusive interest of the sport.

Wheel matters in Sydney, N. S. W., are booming, the clubs in good financial positions, and all are working together in harmony.

The recent Easter holidays have been productive of a good deal of wheel sport throughout the Colonies. The weather was beautifully fine for out-door sports and as a result were largely patronized by the general public. In Melbourne race meets have been held by the Carleton, Melbourne and Fernside Clubs, while an important meeting was held at Ballarat and a couple of events run off at Sandhurst in connection with the annual Easter fair for the charities. In other towns where sports were held cycle events were included, which demonstrates very strongly the popularity of the sport with the Australian public.

The Melbourne Bicycle Club have a four-in-hand tandem, which is the only one in this (Victoria) Colony at present. I understand, however, that a movement is on foot among the Sandhurst cyclers to obtain one for that city.

In February last, a contest took place in Sydney between Sam Clarke, Scotch champion, and Fred Rollinson, trick and burlesque rider, on bicycles, and W. S. Robinson on horses, over a distance of twenty miles. Robinson was allowed three horses and to change at will. The result was never in doubt, and the horses won in 58:57 $\frac{1}{2}$. Upwards of 3,000 people were present.

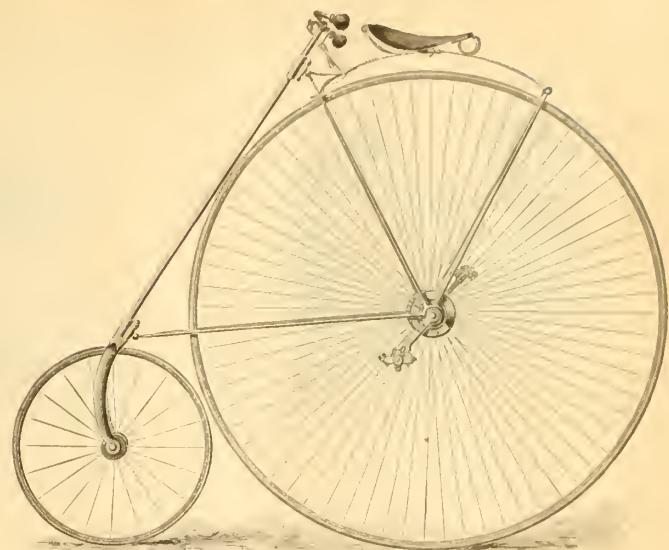
Fred Wood lowered the Australian record for ten miles at the Ballarat B. and T. Club sports, March 3d last. The record stood at 32:12, and Wood brought it down to 31:7 $\frac{1}{2}$.

A very successful race meeting was held by the Fernside Bicycle Club on Saturday, April 14. Additional interest was centered in the meeting owing to the club including a professional handicap race in the program, and for which the leading professionals throughout the Colonies had entered. This is the first occasion that a professional event has been run in connection with the club sports. T. Rolfe and T. Libeau, champions of Victoria and New South Wales, respectively, were among the competitors but failed to run into places. The professional events were one, three and five miles and was won by R. Mitchell, Carlton; C. Neuhoffer, Sandhurst, second; T. Libeau, New South Wales, third. The first-class scratch race, one mile, was won by E. Elliot; I. A. Busst, champion, second; T. W. Busst, ten-mile champion, third. Several other events (amateur) were also run off. The attendance of spectators was estimated at 7,000, and the weather was all that could be wished for.

A match has been made between H. B. Warner and G. Wyburd, of New South Wales, to race a distance of fifteen miles for \$125 a side. The former is to ride one horse and the latter a bicycle.

OLWYN.

The Eagle Bicycle.



IN THIS bicycle the weight of the rider is applied directly downward upon the pedals, thereby imparting to the machine the greatest motive power possible; at the same time the rider's weight is almost entirely upon the larger wheel, which runs many times easier over obstacles or through dust than the small wheel. The weight on the small wheel in ordinary riding does not at any time exceed a few ounces, whereas in all bicycles having the larger wheel in front not less than one-third of the weight of the rider rests on the small wheel.

This bicycle has been proved to be practical in every way; it is easily mounted and runs with less exertion over ordinary roads than any cycle now made. It is an excellent hill-climber, and safe and easy to control while coasting. It can be ridden easily up and down banks, and over curbs and gutters that would be impossible on the ordinary. With a little practice the small wheel may be kept raised from the ground and the machine ridden as a unicycle, the direct cranks giving the rider a perfect control. L. B. Taylor, of Stamford, Conn., is patentee.

**

THE Interference Case of Jeffery vs. Copeland, No. 12,250, was decided on the 8th inst. in favor of Copeland.

This was one case in the series of suits between the Pope Mfg. Co. and Gormully & Jeffery, where the latter tried to break down the former's Copeland patent on a double steering head adjustment for bicycles, and is of considerable importance as sustaining that patent.

**

How lovely, on a quiet moonlight night to go sailing on a tranquil lake with a pretty, black-eyed girl, and help her count fire-flies and shooting-stars, and watch her lily fingers trail through the water, while the call of the loon and whippoorwill steals out on the holy silence. To know that her mother can not be lurking around to find out what you are talking about. Oh, holy time! Oh, blessed moments of hallowed tranquility! — It is so long since we have done anything of this kind that we forgot the rest of it.

AT Worcester, Eng., recently, the chief constable took advantage of an occasion when a cyclist was fined 2s. 6d. and 7. 6. costs for riding a tricycle without a light, to inform the public that they were as liable to be fined for riding a tricycle or bicycle at a furious rate as they were for driving or riding a horse at a furious rate.

THE beginner can learn to ride the dwarf machine in twenty minutes, after which no trouble will be experienced in maintaining a steady balance on an ordinary, if that style of wheel is preferable. The danger of learning to ride is often exaggerated.

WHAT part of a yacht does a politician like the best? The boom, of course. What ho, without there! Bring us in an easy one on ice.

A LADIES' run will be among the pleasant features of the League meet.

A TOURING EPISODE

IN 12 CHAPTERS.



A tourist was he
And tired as could be,
He stopped late one day
At a Dutch hostelry.



The bill to be paid
Made our tourist afraid,
As he looked at the items
In columns arrayed.



He twists and he turns
'Till the wheel fairly burns.
From the host in the door
Much approval he earns



He was hungry, you bet,
And not a bit wet,
So he sat at the table
And fast ran in debt.



said the host, with a grin:
"For a fellow so thin,
You absorb a great deal;
How fast can you spin?"



But tired of this fun
Down the pike he does run:
See him whiz through the air
Like a shot from a gun.



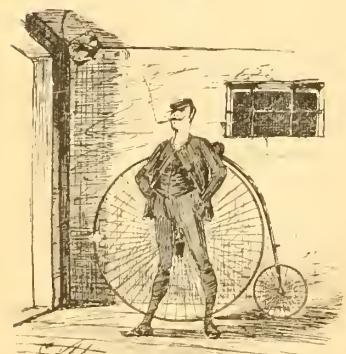
Then he hurried to bed.
(There may it be said
Our tourist was traveling
À la dead-head.)



"Fast enough," he replied;
"I will show you, beside,
Some tricks I can do,
Then you'll know how I ride."



The roadway is clear.
No one far or near,
The speck in the distance
Will soon disappear.



Next morning by six,
With his wheel in good fix,
Our traveler stood ready
To put in his best ticks.



It was startling to see,
With a look of great glee,
How into the saddle
So quickly sprang he.



The landlord so curious
To this day becomes furious
When he thinks of the bill
Of that wheelman penurious.
His claims to trick riding,
He thinks they are spurious.



IF YOU ARE THINKING *



Of getting a Safety Bicycle, you should learn which makes have been thoroughly tested by actual road use for a season or two and then inquire how they have stood the tests.

The points to remember are, that the small wheels get rougher usage and have more to stand than larger ones, and that the spokes will work loose and break, unless they are especially built to stand these strains; that bad steering and side slipping can be overcome only by scientific construction; that the frame must be strong and well braced, and proper adjustment provided for all bearings and chain.



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Study its specifications and you will then know why it has stood the going.

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(Yost & McCune Patent.)



THIS WHEEL, \$75.

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

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1888 Pattern Springfield
Roadster for \$100,

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

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

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THE COMMON SENSE STOCKING SUPPORTER; price 35c.

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

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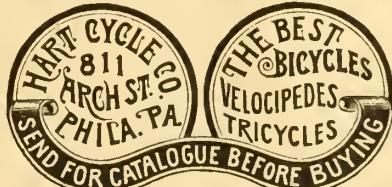
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Excels all others. It compensates the jar from any possible direction; is self-shaping to form of rider and grade of road, and is the only truly hygienic saddle made; also ready for the Star.

Cheap to first purchaser in any club or town. Price, nickelized, \$5. For circular address.

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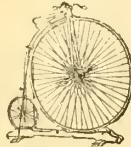
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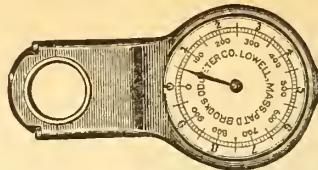
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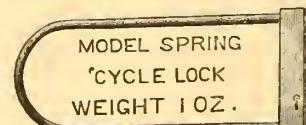
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The W. C. B. Jock Strap.

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

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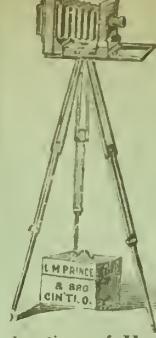
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