

Central Cyclo Club Log - 5 M.

THE WHEELMER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

Vol. III. No. 9.

INDIANAPOLIS, IND., SEPTEMBER, 1888.

50 cents per Annum.

A Letter That Needs No Comment.

Gormully & Jeffery Mfg. Co.,

Gentlemen—,

Detroit Mich. Aug. 21, 1888.

I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the Meet in 1887 there were 60 wheels and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were 34 American Champions — an increase from $\frac{1}{2}$ to about $\frac{1}{2}$. I can prove that there have been more American Champions sold in Michigan this year than any other two makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions.

A \$250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours Truly, C. H. Smith

All Crank Records Pulverized.

by Jno. A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

Eagle Rock Climbed Nine times Thursday afternoon, August 23. Start was made at 4 P. M. and finish at 6:23 P. M., when darkness interfeared. This time is a two minute average per. trip faster than Shurman's professional record on a lever machine. The following gentlemen witnessed and will vouch for the performance—; E. R. Collins, Westfield, N. J.; Henry Waters, 246 N. Y. Ave., Jersey City, N. J.; Geo. Pfoor, 64 Washington St., Chicago Ill.; Herman Kneisel, 97 Webster St., Jersey City, N. J.; E. C. Wells, 365 Broad St., Newark N. J.; Howard A. Smith, Oration Hall, Newark N. J.

We are now delivering RAMBLERS with a reasonable degree of promptness.

Catalog on Application.

Gormully & Jeffery Mfg. Co.

CHICAGO, ILLS.

Largest American Manufacturers of Cycles and Sundries.

H. T. HEARSEY, Agent for Central Indiana, 147 North Delaware Street, Indianapolis, Ind.

THE WHEELMEN'S GAZETTE.

IT WAS WORTH WAITING FOR.

WHAT?

WHY, THE WARWICK PERFECTION.

WARWICK

CYCLE

IT HAS
MORE GENUINE
IMPROVEMENTS
THAN ANY WHEEL

ON THE
AMERICAN OR
EUROPEAN
MARKETS.

WHEELMEN'S
GAZETTE

SPRINGFIELD,
MASS.

WATCH THE

MFG. CO.,



FOR ITS SPECIALTIES.

SPECIAL OFFER

New Rapid Bicycles,
Quadrant Tricycles.

Do n't You Want to Trade Your Old Wheel for
a New One ???

Having reduced our stock of Second hand machines we are prepared to take a limited number of

GOOD SECOND HAND WHEELS

following new ones

in part payment for any of the

New Rapid Roadsters, - - - - - New Rapid Light Roadsters,
Quadrant Tricycles, - - - - - Quadrant Tandems.

If you wish to avail yourself of this offer send full and minute description of your wheel, including name, pattern, age, size, condition, kind of handle bar, handles and saddle, and your estimate of its value, and we will make you an offer.

This is an opportunity to get a new mount for a very little outlay and realize on your old machine, which is daily decreasing in value,

FIRST COME, FIRST SERVED.

Send for Illustrated Catalog.

THE CLARK CYCLE COMPANY,
BALTIMORE, MD.



TO THE FRONT AGAIN!

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

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

BY WHOM?

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

WHAT NEXT?

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

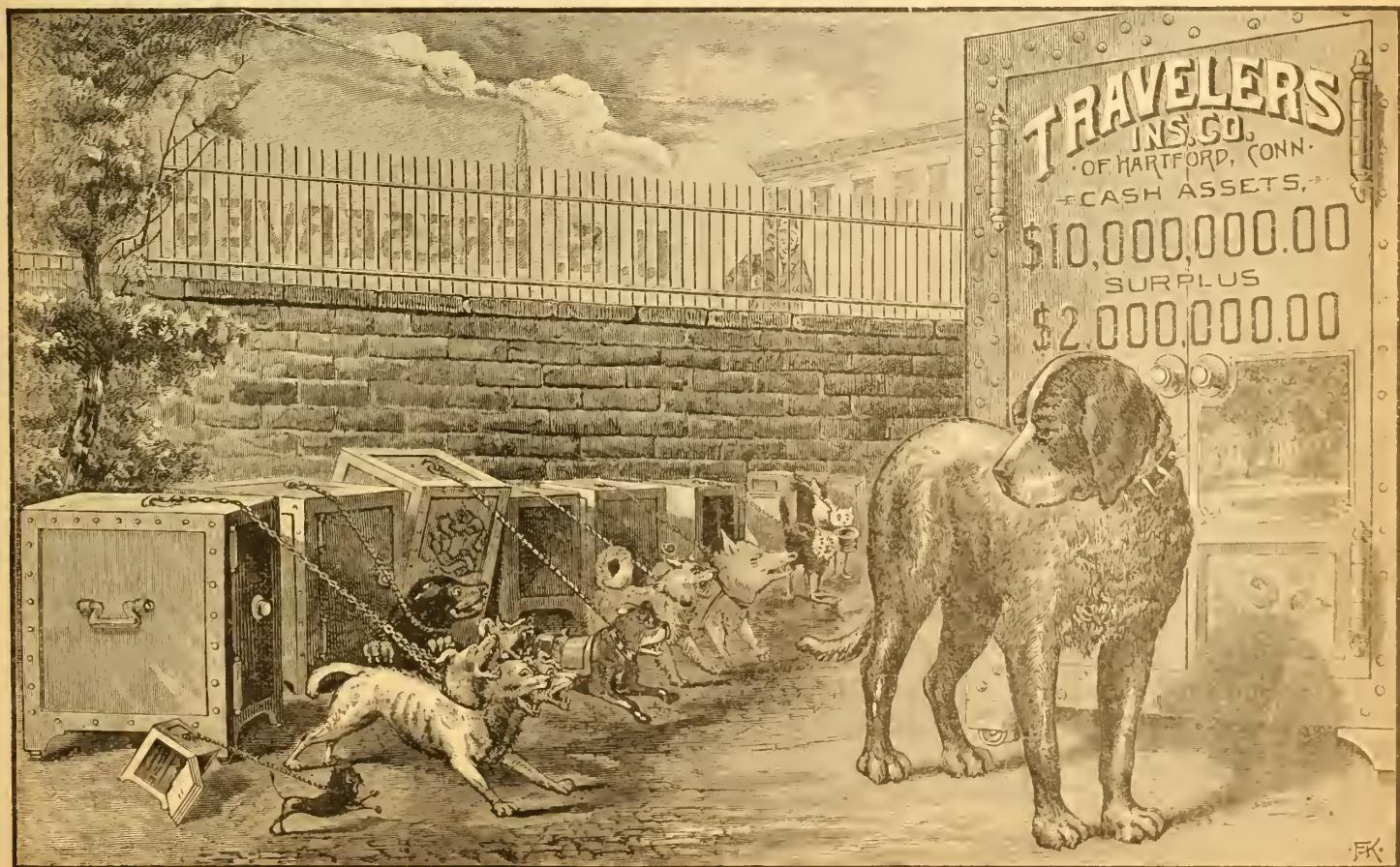
L. A. W. races, Baltimore, June 19, 1888. The Springfield Roadster scored three victories, two-mile safety by J. Fred. Midgley, half-mile dash and three-mile handicap by W. E. McCune.

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

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

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



THE WHEELMEN'S GAZETTE.

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

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

For sale cheap 50 inch Columbia Bicycle for \$65. Wright quickly to Judson Anten, St. Johns, Mich.

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

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

BARGAIN—52 inch American Champion Bicycle, 1888 pattern only used a few times. Cost \$105; will sell for \$85. C. L. Rider, Kirksville, Mo.

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

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

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

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SPECIFIC No. 28

In use 30 years. The only successful remedy for Nervous Debility, Vital Weakness, and Prostration, from over-work or other causes. \$1 per vial, or 5 vials and large vial powder, for \$5. SOLD BY DRUGGISTS, or sent postpaid on receipt of price.—Humphreys' Medicine Co., 169 Fulton St., N. Y.

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 hose 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 unequalled for comfort, durability and good taste. Send for our catalog of prices and styles.

Kingston Knitting Co.
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Why not sell your old wheel?
Well, then advertise it in the "Sale and Exchange" column of the *WHEELMEN'S Gazette*.

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EDITORS:

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An illustrated monthly magazine, devoted to the interests of cycling.

Send a postal for a sample copy.

Advertising rates on application.

FOR SALE CHEAP.



Victor Light Roadster
TRICYCLE

The lightest and best Ladies Tricycle made. This machine has been ridden about 6 months and is in first class condition, ball bearings all over. No parts broken or rusty. I will sell it for

\$90 CASH.

For further particulars apply to

Ben L. Darrow,

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THE BEST WAY

To get a **First-Class Watch** is in our Co-Operative Clubs.

FINE WATCHES

AT THE

LOWEST CASH PRICES

Only \$1.00 a Week.

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

This is the *Best, Cheapest, Most Convenient, and only co-operative System of selling watches*. The watches are American Lever Stem Winders, containing every essential to accuracy and durability, and have, in addition, numerous patented improvements found in no other watch. They are absolutely the only *Dust and Dampproof Movements* made in the World, and are jeweled throughout with *GENUINE RUBIES*. The *Patent Stem Wind and Set* is the strongest and simplest made. *They are fully equal for appearance, accuracy, durability and service, to any \$75 Watch*. Our co-operative Club System brings them within the reach of every one.

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

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

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

C. H. & D.
THE PROPER LINE
TO AND FROM
CINCINNATI, HAMILTON & DAYTON R.R.

C. H. & D.
THE PROPER LINE
TO AND FROM
CINCINNATI,
DAYTON, TOLEDO, DETROIT,
And All Points
East, South, and South East

For rates and full information, call at the Grand Union ticket office,

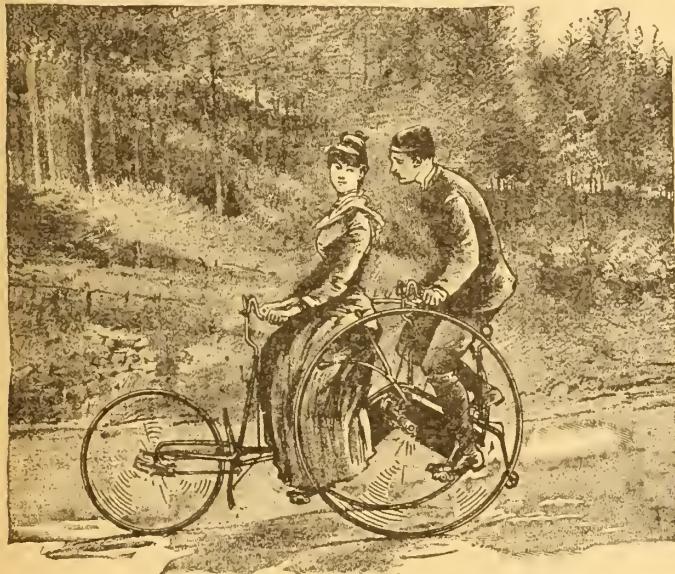
Or address—

W. H. FISHER, Gen'l Agt
C. H. ROCKWELL, G. P. and P. A. CINCINNATI.

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.

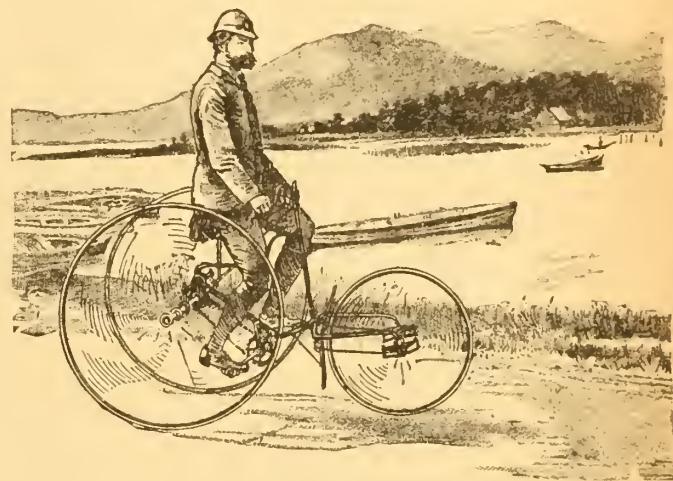


"It is the hour when from the boughs,
The nightingale's high note is heard.
It is the hour when lover's vows
Seem sweet in every whispered word."

QUADRANT TANDEM No. 15.

WINNER OF THE TWO-MILE OPEN HANDICAP AT
THE L. A. W. MEET RACES, BALTIMORE, JUNE 19, 1888.

THE FASTEST AND BEST HILL-CLIMBING TANDEM
EVER BUILT.



"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."

QUADRANT TRICYCLE No. 8. For Gentlemen Only.

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HAS MADE A MILE ON THE ROAD IN 2 MINUTES AND 38 SECONDS.

QUADRANT TRICYCLE No. 14. For Ladies.'

BUILT LIGHT THROUGHOUT, AND ESPECIALLY ADAPTED FOR LADIES' USE. ALSO SUITABLE FOR LIGHT GENTLEMEN.

SEND FOR DESCRIPTIVE CATALOG, FREE.

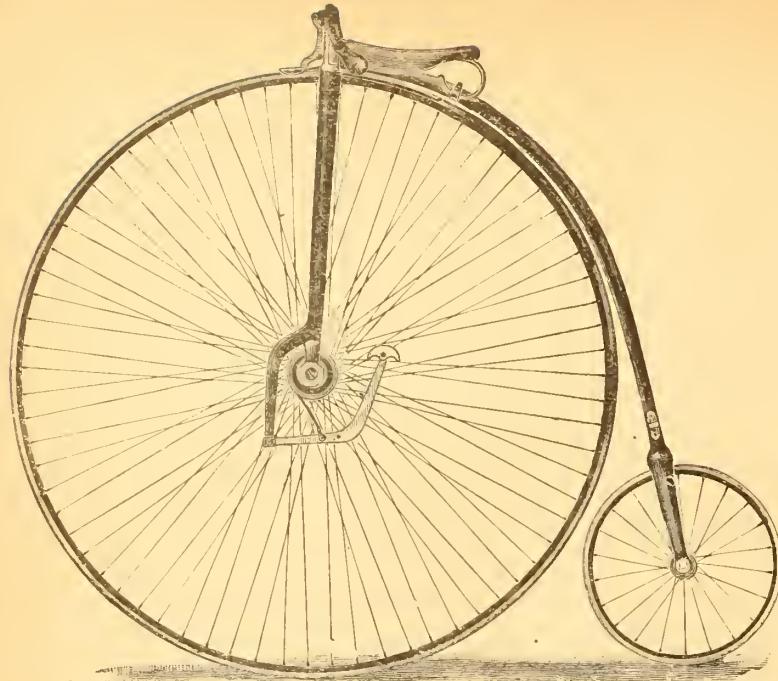
THE CLARK CYCLE COMPANY,

2 and 4 Hanover St.,

BALTIMORE, MD.

Washington Branch, 908 Pennsylvania Ave.

THE WHEELMEN'S GAZETTE



THE KING BICYCLE.

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

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\$93 Sewing Machine Free!

We want one person in every village, town and township, to keep in their homes a line of our ART SAMPLES; to those who will keep and simply show these samples to those who call, we will send, free, the very best Sewing Machine manufactured in the world, with all the attachments. This machine is made after the SINGER patents, which have expired. Before the patents run out, this style machine, with the attachments, was sold for \$93; it now sells for \$50. Reader, it may seem to you the most WONDERFUL THING ON EARTH, but we can assure you that our machines ABSOLUTELY FREE, provided your application comes in first, in your locality, and if you will keep in your home and show to those who call a set of our elegant and unequalled art samples. We do not ask you to show these samples for more than two months, and then they become your own property. The art samples are sent to you ABSOLUTELY FREE of cost. How can we do all this?—easily enough! We often get as much as \$2,000 or \$3,000 in trade from even a small place, after our art samples have remained where they could be seen for a month or two. We need one person in each locality, all over the country, and take this means of securing them at once. Those who write to us at once, will secure, FREE, the very best Sewing Machine manufactured, and the finest general assortment of works of high art ever shown together, and the particulars FREE by return mail. Write at once: a postal card on which to write to us will cost you but one cent, and after you know all, should you conclude to go no further, why no harm is done. Wonderful as it seems, you need no capital—all is free. Address at once, TRUE & CO., Augusta, Maine.

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Manufacturers and Importers of



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Cameras, Lenses, Stands, Printing Frames, Dry Plates, Sensitized and Albumenized Papers, Chemicals, etc.

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Regarding this new method of PHOTOGRAPHY, any body can make good photographs with the Dry Plate Outfit. No previous knowledge of the art necessary. Business suitable for everybody. Process simple and sure. Catalogue of 180 pages, with complete instructions of How to make Pictures, sent on receipt of 20 cents to pay for postage. Address,

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GOLD You can live at home and make more money at work for us than at anything else in the world. Either sex; all ages. Costly outfit FREE. TERMS FREE. Address, TRUE & CO., Augusta, Maine.

THE

“ROVER”

For 1888.

LORD BURY WRITES:

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

New Light Rover, about 40 pounds weight now ready.

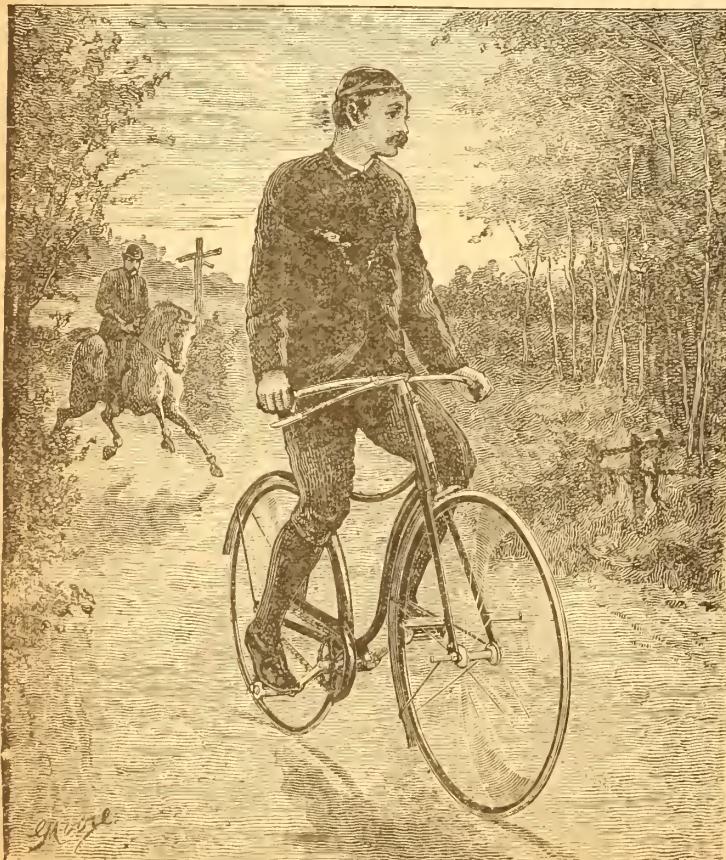
The prettiest machine made.

STARLEY & SUTTON,

“METEOR” WORKS,

West Orchard,

Coventry, England.



THE WHEELMEN'S GAZETTE.

VOL. III.

INDIANAPOLIS, IND., SEPTEMBER, 1888.

No. 9.

Keeping a Cycle in Order.

THE first thing which naturally comes under this head is the cleaning of the machine. For this purpose we require either cotton-waste or "cleaning cloths," along with a little oil. If there is only dust to be removed, the cloths or waste, with little or no oil, rubbed over the machine will suffice, but mud requires a little oil on the cloths, which can afterwards be removed with a clean cloth. If the mud is thick and hard it is well to remove the greater part of it with a cloth dipped in water, or the friction required may be so great as to scratch the paint.

If the nickel-plated parts are kept in good order, no more cleaning than this will be required, since the fine dust from the road on the cloth acts as polishing powder; but if it has been allowed to become tarnished, it must be cleaned with one of the "polishing powders" and plenty of elbow grease. On no account must glass paper or emery paper be used on nickel-plating.

Bright parts, which are not nickel-ed, can be cleaned from rust with emery paper, but great care must be taken that none of the emery is allowed to get into the bearings, as it is extremely hard, and therefore grinds away a bearing very fast. A little sweet oil or vaseline left on the nickel-ed or bright parts in wet weather, or when the machine is not in use, will prevent their rusting.

Cleaning the chain of safeties and tricycles is a troublesome and dirty job, but a clogged chain adds greatly to the labor of driving a machine. The best way to clean it is to rub it first with a dry cloth, and then with one with some oil on it, working the oil well into all the chinks between the links, so as to remove the dirt, then once more wipe the chain with a dry rag and put on a little vaseline, black-lead, or one of the preparations sold for lubricating chains.

Cleaning the bearings is very important, if they have been allowed to become clogged, but it is rarely necessary when plenty of oil is used, unless the machine has been left lying by for a long time. Ball-bearings are best cleaned by running coal oil through them. To do this, hang up the machine, so that the wheels can revolve freely, and having filled an oil-can full of coal oil squirt it liberally into the bearings. Spin the wheel, and if the oil has gone in properly, black, dirty oil will flow out, carrying all the dirt with it. This should be done two or three times till the oil coming out seems fairly clean. Then before the machine is ridden some good machine oil, such as sperm, must be put in. If, however, the bearing has got so choked that the oil cannot be got in, it must be taken to pieces—a risky job to be done by a fairly good mechanic.

Hind wheels are especially liable to become choked in muddy weather, but they can generally be cleared by loosening the bearings, putting the spout of the oil-can well down into the oil hole, squirting oil vigorously in, and shaking the wheel from side to side with an occasional spin. We have succeeded in clearing a very refractory bearing by loosening it well and turning the full force of a garden hose on the oil hole. Of course, plenty of oil had to be put in afterwards to displace the water. When cleaned the bearing must be properly tightened up again.

If it is decided to take the bearing to pieces, great care must be taken that all bolts, screws, nuts, etc., are put back exactly as they were before, since in many cases, especially on the cheaper classes of machine, nuts, etc., nominally the same size will only fit properly on their own bolts. Wheels pins, bearings, etc. must also be replaced exactly as they were before, as often, although both sides of a wheel or bearing were originally the same, they cease to be alike from the surfaces being worn unevenly.

Pedals are especially liable to become totally choked on safeties and tricycles, but even in this case by loosening them well, and with a little patience, oil can generally be worked in.

Oiling the machine is too often either partly or in whole neglected by the rider, a neglect which not only makes the machine wear faster but causes great extra friction, and, therefore, greater labor in its propulsion. In Prof. Kankine's "Civil Engineering," it is stated that there is more than double the friction in a badly oiled bearing than there is in one well oiled. This consideration ought to make the lazy man, who will not oil and look after his machine, reflect whether the extra labor of propelling it is not more than the trouble of keeping it in good order. The frequent oiling which used to be necessary in the old

The aristocratic element among the hand organ grinders have long felt the want of an apparatus calculated to save time and labor and increase their daily income, and incidentally, to offer means of escape from infuriated citizens, threatening mobs, etc. The GAZETTE offers a suggestion to fill this I.R.W.

days of cone bearing has been done away with by the more modern ball bearing, but no greater mistake could be made than that a ball bearing does not require some oil. In the case of bearings, where there is a good deal of motion, and which are not exposed to much dust or mud, it is good practice to oil cone-bearings every 15 or 20 miles, and ball bearings every 75 to 100 miles. But in the case of bearings which are exposed to a great deal of dust and mud, as the pedal and crank-shaft bearings of safeties and tricycles, or the hind wheels of ordinary bicycles, it is often necessary to oil them more frequently.

I have seen hind wheels with both cone and ball bearings quite

The March of Progress.



full of mud, and requiring oil badly after about five miles' riding, and their liability to being clogged should be remembered by those who ride all through the winter.

Do not oil only the principal bearings of the cycle, but also at regular intervals oil all the minor ones, such as the head, automatic steering gear, joints of the brake, etc.

In tricycles the balance gear, axle, and loose wheel require to be oiled regularly, and many axles have been broken from the surfaces getting dry and locking; for the first time a corner is turned, after this occurs, the axle is liable to be twisted off. The way to try whether the balance gear is free and in good order is to lift one driving wheel off the ground and see whether it will revolve freely. In axles which are divided in the center, oil is only required in the balance gear at the center, and at the plug joining the two halves of the axle; but in those in which there is a through axle, and the balance gear at one side, there are several places to be oiled. The loose wheel, that is the one on the side next the balance gear, runs on the through axle, and must be oiled through the oiler provided for the purpose in the hub, and care must be taken that the oil goes down. The balance gear also requires oil, and there is generally a hole in the gear box to reach it. The long sleeve is, perhaps, the most difficult to oil, but, generally, small holes will be found at each end for that purpose.

As to oil, any good machine oil will do, and a great number of oils are specially prepared to suit cycles. I have found good sperm oil to work well, but in winter it is apt to freeze, and then it requires the addition of from 5 to 10 per cent. of paraffine.

Oil is a bad lubricant for chains, as it is apt to collect dust and mud. The best is vaseline and blacklead mixed, or one of the special pastes sold for lubricating chains.

Tightening the bearings is by no means such a frequent operation as it used to be in the days of plain bearings, but even still it must be done occasionally, and the life of a bearing largely depends on its being kept properly adjusted.

LEARNING.

THE BICYCLE.

LEARNERS would-be bicycler procure a wooden-wheeled "boneshaker," such as agents keep for learners, or a safety, or an ordinary suspension wheel of small size. Selecting a smooth stretch of gentle down-hill in a quiet locality, and placing the left foot on the step, and pushing the machine off with the right, let him stand on the step. The machine will immediately evince a tendency to topple over. To counteract this, turn the wheel slightly in the direction to which it is inclined to fall, and when you feel that the machine *must* topple over sideways jump lightly off behind. At the first attempt you will most likely hardly have raised yourself on to the step before you will be compelled to leap off, but every time you repeat the process you will improve until, at length, you will be able to run ten, twenty, fifty, or a hundred yards without a dismount. Persevere until you have quite mastered the steering and balance, which you may easily do without sustaining a single fall.

Up to this is better not to have an assistant, as the learner will gain confidence quicker if he depends on himself alone. The next step, however, is more likely to end in disaster. He must now get into the saddle. Starting the machine as before, and, standing on the step, stretch forward the right leg, and resting the thigh on the saddle, descend the hill two or three times in that position. Then when you have gained confidence, gently and quietly glide into the saddle. Great care must be taken not to jump off the step. The weight of the body should be lifted by the right leg and arms, and the left leg should be merely drawn after. The principal danger except, of course, in the case of the safety is going forward too far and heavily, and falling right over the handles—in bicycle parlance, a "header," but in the case of a machine meant for learning, there is, in reality, little danger of this occurring. Practice running down hill a few times, until you feel at home in the saddle. You can easily get off by toppling gently over when near stationary, putting out one leg to meet the ground, or, if you have an attendant with you, by getting him to hold the machine.

The next step is to learn how to pedal. A little practice on a home trainer, which may be used at many of the agents' depots, will greatly facilitate matters. Getting into the saddle as before, try to "catch" the pedal with the feet, and follow them round without venturing to do any real work. The first attempt will cause the machine to wobble and steering power to be lost; on this occurring, better remove the feet instantly until your balance is regained, and then repeat the operation, and at each attempt it will become easier, until at length you acquire the rudiments of the art of pedalling.

In one case we saw this stage reached after two hours' practice, but it generally takes three or four lessons of an hour or two each, and sometimes much longer. Another rider of our acquaintance has taken two weeks to learn, and we have heard of others taking even a month or six weeks. Confidence is the great factor of success in learning.

Before venturing on the high machine it is better to practice for some time, and to learn to get off by the step as hereinafter described.

Some riders may not be able to get a boneshaker, safety or low-sized bicycle, and be compelled to learn on the tall machine. In such a case it will be necessary to get the assistance of an experienced cycling friend, or professional teacher, who should stay by during the initial attempts, and afterwards remain at the foot of the hill to hold the machine and assist him off. In getting into the saddle also greater care must be observed. The learner should practice for some time with the machine stationary, his assistant grasping the backbone and handle-bar, and when he ventures to mount in motion the assistant should keep alongside ready to grasp the backbone and handle-bar, should he jump too far forward and the machine show a tendency to go over. It might be advisable also to remove the pedals at first, and when the learner commences to make practical use of them he should take great care, for an irregular stroke or too violent back pedalling will bring him over. There is also considerable danger of inserting the heels in the spokes.

Some riders are too nervous to learn by themselves, and have not sufficient confidence to adopt the step system. Let such a friend or professional teacher to assist as before. Having removed the pedals the teacher should hold the machine by the handle-bar, and as he slips into the saddle grasp the backbone also and gently wheel the machine along so as to give the learner confidence. Next the teacher should let go the handle-bar, still holding the spring or backbone firmly with his right hand and keeping his left in position to catch the handle-bar again should the machine show a decided tendency to topple over. By degrees the learner will be able to steer and balance the machine. Now the pedals should be replaced, and the teacher should hold the machine by spring and backbone, as before, until the learner is able to use the pedals. He should next be taught to dismount by the step, and may then change on to the tall machine, the teacher still accompanying him until he can mount, pedal, steer, and dismount, with confidence.

Great care should be observed as many bad headers result from first attempts. A friend or teacher should always be present at first, ready to catch the machine, and the learner should glide into the saddle as gently and evenly as possible. Too long a stretch or a saddle with high back are frequent sources of disaster.

By the step, as in the case of the ordinary, or get the left pedal at the top but a shade past the dead point, and placing the left foot on it, and holding the handles firmly, mount into the saddle, the weight resting momentarily on the pedal starting the machine. Care must be taken that the foot does not slip, or a nasty accident may result.

When the novice first finds himself in the saddle of the ordinary the feeling of insecurity is appalling. The handle-bar appears to completely hamper his movements, and such a large expanse of front wheel shows in front that he thinks every moment he is about to fall over it. The great desideratum is to conquer this feeling of insecurity, and when making the first attempt to dismount from the ordinary it is better to have a friend near to catch the machine should the learner start to fall. With a fair amount of confidence, to dismount when in motion is easier than when the machine is stationary.

Dismounting by the step is the easiest and the safest, especially when descending very steep hills. As the right pedal ascends raise

yourself in the saddle, and, gliding back as far as possible, remove the left foot from the pedal, and, following the backbone cautiously, reach for the step, taking great care not to insert your toe amongst the spokes. Then, resting on the step, leap lightly off to the left, still holding the left handle, and grasping the saddle with your right hand. With a little practice the rider can find the step without a moment's hesitation.

Adopt the same *modus operandi* as in the first method, but instead of reaching for the step curl the foot across the backbone, and, resting the weight on it momentarily, jump lightly back. This method has several drawbacks. In the case of a sudden fright the toe may be placed amongst the spokes by mistake, or should the wheel be turned towards the right the foot may come in contact with the rim before touching the backbone. The constant rubbing of the foot also will remove the paint, and some tool bags are in the way.

Placing the right hand on the peak of the saddle, and still holding the handles with the left hand, vault lightly backwards, supporting the weight of the body as much as possible by the right hand, and alight on the left side of the machine. This method can be safely learned by utilizing the pedal as an aid, springing off it as in the pedal mount, and gradually resting less weight on it, until it can be dispensed with altogether.

The pedal dismount is a neat and effective one, but is difficult to put into practice when going at a good pace, and especially so down hill. Confidence and quickness are essential, and the learner should take care and not hesitate when making the first attempt, or he will most certainly come to grief.

Just as the descending pedal gets to the dead point rest the weight of the body on it for a moment, bringing the other leg sharply round the backbone and jumping lightly to the ground. The danger lies in commencing too soon or resting the weight too long on the pedal, when a header is the almost certain result. This dismount can be made at either side, but the left is the easiest. Both should be practiced in case of an emergency. It is also possible to step off the pedal when at its highest point.

Slipping back on the saddle, spring sharply from the handles and pedals, alighting with one foot on each side of the small wheel. Care must be taken to spring well out and to keep the feet well apart, or the ankles may come into contact with the steps or nuts of hind wheel. It is not safe to dismount this way when going very fast, and on the rear-driving safety it is extremely dangerous especially for a short-legged man.

Before attempting this method, practice carefully throwing your legs over the handles when running down hill. Having become proficient in this, select a smooth, level piece of road, and raising the right leg, remove the right hand from the handles and pass the leg over the handles, and replacing the right hand, remove the left, and bring the right leg on until both legs are at the same side of the machine; then replace the left hand and slip off sideways. With a little practice, this can be done very rapidly, and looks well. It is a safe way of dismounting, even when going at high speed, and is easily acquired; but the beginner should be very careful, lest he falls over the machine.

Having now learnt to mount and dismount the ordinary, the beginner will find the rest easy. He must learn to walk, however, before he can fly, and should be very careful at first. He should always pedal with the ball of the foot, and not the instep, and should select a fair level road for his earlier essays. A few miles a day will be found quite sufficient, and he should never persevere until exhaustion sets in, or he will be discouraged with his progress, and, perhaps, even suffer permanent injury. It takes several months to develop the muscles brought into play with cycling, and until these are developed he cannot expect to ride long distances with impunity, or to find the work light even when riding short distances. Hills are a great bug-bear to the novice. He should walk those which are at all steep, and he must be very careful going down lest his machine gets beyond his control, or lest he back pedals unevenly, and so cause the hind wheel to ascend and pitch him over the handles, or lest he puts the brake too hard or too suddenly, with a similar result. All these things must be learned by experience, and the novice should take every precaution not to buy this experience too dearly. He should strive to make steady uniform progress, and not attempt to develop all at once into a first-class rider.

Ladies on Bicycles--How Ladies Should Ride on Tandems.

VIOLET LORNE gives some excellent advice to ladies on methods of learning to ride safety bicycle, and how to properly ride on a tandem. We reproduce Violet's remarks:

Let my sister cyclists who contemplate disporting themselves upon two wheels take encouragement from the emphatic announcement that the lady's safety is by no means so difficult to learn as it looks.

My experience has been acquired on a "Sanspareil," a most perfect and beautiful little machine, built by Messrs. Andrews, of Birmingham. Let me confess that my first attempt had the effect of filling me with a profound awe and veneration for the most unworthy specimen of the other sex who chanced to career past me on a bicycle with that airy grace which comes of careless confidence in his own powers of balance.

Then I said to myself dispassionately, "Let us consider the matter in a reasonable light. If a woman's mental powers can equal a man's in point of balance, why should not she be as blest physically?" No contradiction making itself heard to this proposition, I put it to the test, and lo! the result was victory! The feeling of complete subjection to a masterful machine entirely betook itself to the winds, and by a sudden inspiration I found that the situation was my own.

Yes, I can understand now why men are so loud in their praises of two-wheeled cycles. There is a sensation about bicycling which a tricycle does not give—and certainly a fearful joy altogether absent on the more sedate machine. I should not advise any woman to attempt safety riding till she has made herself past mistress of the arts of pedalling and steering on a tricycle. Those initial letters of the cycling alphabet being her own, should say it would be a woman of feeble intellectual power who could not easily learn to run on two wheels.

The mounting alone is perhaps the hardest part of the whole performance; but that need not be undertaken till the rest has been achieved. Of course, a good teacher is a very necessary factor in the transaction. Those ladies who are darkly hinted at as having solved the mysteries of the safety entirely unassisted, may have found that the secrecy thus insured to their first faltering efforts compensated for the added trouble involved. I can only say I found masculine aid a great comfort in my bicycling education. If my advice on the subject be followed, the intending safetyist will begin by securing a teacher plentifully endowed with strength and patience.

After this, let no one ever dare to breathe a doubt as to Irish chivalry and gallantry towards our own sex. The *I. C. and A.* last week quoted a new police order in the sister isle, whereby tricycles are banished from the joys of footpath riding, except when they are ridden by the aged and infirm or by ladies. Of course no woman ever is aged, however infirm, so a special provision has had to be framed for feminine privilege, to include womanhood of all ages. A ladies' cycling club has been formed in the same enlightened country, and the *I. C. and A.* wonders if it means to ride en masse on all the footpaths.

"How few men," says *The Cyclist*, "appear to know how a lady should sit the front seat of a 'Humber' tandem. The majority of the fair whom we meet * * * are generally sitting too low, and riding with a great deal too much crank. Now nothing looks more ungraceful than lovely women riding with knees and chin in close proximity, and feet whirling in a hugh circle. Members of the sterner sex who take ladies a-cycling should not, in all common gallantry, expect them to do much work. The throw of the crank certainly should not exceed 4 inches, if so much. The nose of the saddle should be over the centre of the treadle spindle, and high enough to obviate any bending of the knee when the pedal is at the bottom of the stroke. Further, when mounting, our fair companions should stand upon the pedals while the dress is being pulled down from behind. * * * An ordinary walking dress can be worn with propriety when cycling, if it is properly arranged while the lady is taking her seat." With all of which I agree, except in the arbitrary bestowal of all the work upon the man. Most women would feel uncomfortable with such an arrangement.—*Bicycling News*.

ALONE TOGETHER.

Come closer, Love, and press your dear,
Soft cheek to mine, and feel no fear,
Though ghostly winds without complain,
And scarce drops fly against the pane;
For you are here, and I am here.

And storms will vent their spite in vain,
If love look forth in sweet disdain,
And thou, within the firelight's cheer,
Cling closer, Love.

More bitter storms of grief and pain,
In after years will vex us twain,
Ah, then, in light of love sincere,
Come near, my Sweet, and still more near—
Ever, in time of Life's dark rain,
Cling closer, Love.

—George Horton, in *America*.

Hints on Repairing a Bicycle.

AS A CYCLE gets old the spokes either stretch a little or get unscrewed, with the result that the rim does not run true between the forks. Only riders having some practice in things mechanical should attempt trueing up a cycle wheel, as it is the easiest thing in the world to damage it permanently.

To true a wheel it should be lifted off the ground, so as to spin freely. Rest your hand steadily upon some fixed point, cause the wheel to revolve, and hold a piece of chalk so that it will mark the part of the felloe which swerves. Tighten the spokes on the opposite side, wipe out the chalk mark, and spin the wheel. Before tightening any spokes see that those opposite, or at the same side of the wheel as the chalk mark, are moderately loose, otherwise you will draw that part of the rim nearer to the center of the wheel. If the spokes have stretched and will not screw farther into the hub, they must be withdrawn, and shortened a little by making a new head. To do this it is necessary to have a spoke header of some kind. What is used by professional repairers is something with a pair of jaws like those of a blacksmith's tongs. There are grooves cut transversely and opposite on the jaws, and on one end of each pair of grooves a countersunk hole is drilled, so that, by rivetting, a head may be formed in it. These jaws are caught in a common vise with the spoke between and projecting about an eighth or three-sixteenths of an inch; a good head may then be made upon it. If you try to form a head in a vise without any appliance you will fail to do it successfully.

Cementing a tire is what anyone should be prepared to do when necessary. If only a very short piece be loose, say three inches, a hot iron rubbed over the cement and the tire will make it all right. The practice in repair shops is to scrape the old cement out of the rim and take off the rubber, unless it appears fresh and good; the new cement is then melted in a ladle and poured in all round the rim. Next, the rubber, which must be quite clean, is put in its place, and heat is applied to the rim, until the cement melts again and oozes out at the edges. Put the wheel by, but before it is quite hard scrape off any surplus cement which will be found between the rim and rubber. If a tire comes loose often after being carefully cemented, it is probably too large for the rim, and must be either shortened or changed for a new one. It is better to get a new tire, if possible, as even at the best the splices which are made on old tires are liable to break again.

If a tire comes loose on the road a piece of twine lapped round rim and rubber will make it perfectly secure for twenty or thirty miles. There are tire clips sold specially for temporary repairs; some are little semi-circular straps of steel. Lucas, of King of the Road Fame, sends out little straps with eyelets at either end, and short bits of copper wire to tie it round the rim and rubber, at a spoke if possible. The leather meets the ground, and will, of course, wear for a long time. There is also on the market an elastic band with hooks, which seems a good thing, and quickly applied. It is gross carelessness to continue to ride a bicycle, especially without trying the tires from time to time, say three or four times a month. Usually a little bit comes off first, and this increases until suddenly the rider takes a terrible fall and cannot possibly account for it.

A buckled wheel looks to a beginner especially the greatest calamity that could befall a wheel. It may, however, in any good

make be easily remedied. Lay the wheel flat upon the ground, and with the assistance of a friend press down the two high points of the rim, and it will go back into its place with a bang. If a very badly made wheel, it refuses to take its proper shape again, probably because of a cheap quality of rim or the uneven tension upon the spokes. The 'buckle' simply moves from one point to another like the movement of a wave at sea. Even in the best wheel the rim will be a little out, and unless you are clever at trueing up wheels it is better to take it to a first-class professional repairer. Rims which have once buckled are more or less liable to do so again. A hollow rim is not nearly so likely to 'buckle' under a given amount of pressure as a crescent felloe.

A strained backbone often results from a bad fall. If it touches the front wheel it renders the machine, of course, unrideable. It may, however, be remedied in most cases. Turn the machine up on the handle-bar, place one foot upon one of the pedals, and pull the backbone out. The tubes from which backbones are made will bear being bent cold, so that there is little danger of a breakage. It is much harder to take the twist out of the tube if the wheels be not running in the same line. Indeed, in either case it is well to heat the tube if it be bent more than an inch or two out of its proper place.

A bent handle may be set sufficiently straight to finish any journey if it cannot even be made perfectly right. Lay the machine over towards you, put your foot on the pedal or crank boss, and pull the handle up as far as desired; any man can bend the ordinary solid or tubular bar in this way. If it be bent back towards the rider it could only be set right by being caught in a vise. The bars of an iron gate are often made use of for the purpose. If one-half of the handle be broken off altogether, lash a stout stick to the head and remaining half, and it will serve admirably for the rest of the journey.

A broken spring, if it be of the old type may be put into sufficiently good condition to last a long time by lashing a piece of wood under the broken part with copper wire or stout cord.

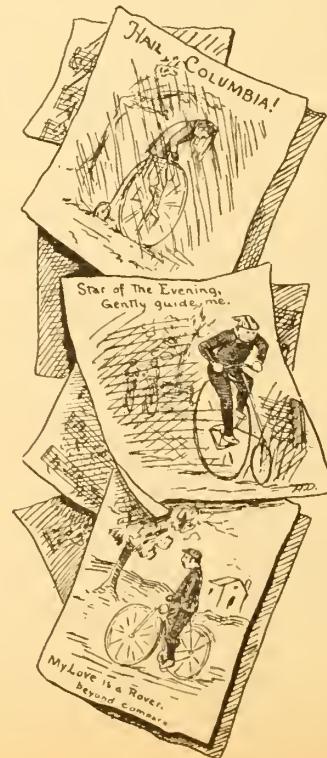
If broken behind the saddle and the front part is screwed to the neck, it is easier to tie the lot down to the backbone. It is not near so unpleasant as you might imagine to ride without a spring.

SHAKESPEARE ON CYCLING.

"To climb steep hills
Requires slow pace at first."

—Henry VIII, Act I.

Popular Songs Illustrated.



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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The Buffalo Tournament.

Buffalo's first bicycle tournament may be set down as a big success. Although not the complete success of some of the old Springfield tournaments, it showed what Buffalo can do, and promises big shows for the future. To be sure the track was in bad shape, so bad that the last day's races had to be run on the horse track. This was the result of unsufficient rolling, caused by the limited time in which the track was laid out and built. After the first day's races the surface of the track had the appearance of being run over with a harrow, so sharply did the tires of the wheels cut its surface. Then the weather was not the best for bicycle racing. A constantly increasing cold breeze for the first three days, and a drizzling rain for the last two were a deadner on fast times certainly. But Mr. Duckner says the track will after the fair be immediately plowed up and in the spring a new and heavy top dressing put on; then if a day can be struck when there is no breeze, and the right man tackles it, some of Springfield's records will have to go. For the clear, rare atmosphere if this lake city is far more favorable for speed on a bicycle than in the sea air of Springfield.

The field of entries was large, and the attendance was large, and in this lay the main success of the tournament. Of course it was the liberal prizes that drew together so many of the best professional riders of this country and elsewhere, and it was these same large prizes that probably led to what may be called a fair set of professional races. There was very little hippodroming indulged in, and it was plain to see that every man was for himself and bound to win if possible. Of course there were a few self-evident combinations; as where Dubois fell back a full lap and paced Morgan in on the handicap and where Rowe was cleverly "boxed" in the first heat of the World's Championship. But these, though scarcely legitimate, were not unexpected.

Temple here made his first appearance since his return from England, and was accorded a warm reception whenever he appeared on the track; not so much though as was Rowe and Woodside. Between the first two the whole tournament was a battle for blood; neither going in any event without the other, and each apparently spending his best efforts on the other. Temple claims he was not fairly treated by the judges and referee. Be this as it may the end of the tournament left Rowe decidedly the better of the two. Woodside seems to have lost nearly all prestige as a racer, though he still holds a grip on the enthusiasm of his audiences. He did not go on the track after the second day, as he considered the track too cut up for safety. Woodside, by the way, has recently by the death of his father, come to quite an extensive landed estate in Ireland, which may account for his abnormal caution on this occasion. The English visitors were well received. One of them, West, is a one legged rider, but he handles his machine, both ordinary and safety, in a remarkable skillful manner. He entered only the handicaps

and was always given the limit distance, but was unable to come in no where near the finish. Both Allard and Lee had considerable reputation ahead of them, and it was probably this reputation that beat them as much as anything, for they were out handicapped in nearly every instance. They rode only safeties and tricycles, and prettier handling of both machines has never been seen here before. The remarkable accuracy with which they steered their safeties and the way they held their tricycles to the pole on the turns was wonderful. Of the two, Lee is the taller and more muscular; he is, in fact, an almost perfect type of an English athlete. Allard is smaller of lighter build but wiry and muscular. He could probably do as well, if not better on an ordinary than on a tricycle or safety. Dubois, hails from Paris and is styled the champion of Europe. How he comes by this title is not exactly clear, as he failed to show us any wonderful speed, and on long distances he is out of the race entirely.

Of our "home talent" of course Rowe won and received most of the honors. Crocker and Knapp were also great favorites with the crowd, especially the latter. Crocker has improved wonderfully since last season—who would have placed him last year on the scratch with Rowe? Nielson is an old-time favorite who still retains his popularity and speed. Crocker and Nielson make a strong team on a tandem. Their winning from the scratch over Allard and Lee shows what they can do with worthy opponents. Whittaker, although entered for nearly everything was not here. He has been putting up some safety records in France, which accounts for his absence.

Of the amateurs the field was certainly a large one and fully representative. Nearly all the old-time flyers were here but they were almost to a man given a second place by some new aspirant for honors on the track. Such riders as Crist, Phil Brown, Hall, Jr., Fred Foster, Van Sicklen and Wilhelm, used to be considered almost invincible in the amateur ranks. Now we have a new set of champions in Windle, McCune, Midgley, Kenneth Brown, Lumsden, Winship and the two Bankers. Truly, Windle may be said to be the coming man. His spurt is simply wonderful. It makes the other riders look like they were standing still. He reminds one of Hendee when he was winning his spurs. Seven firsts and one second out of eight starts, is certainly a very high average. His one second was made when he refused a ten yard handicap and lost by about a wheel's length. We doubt if either Rowe or Hendee ever made such a record in any one tournament.

It is plain that the style of racing wheels are changing from those in the old tournaments. The Springfield Roadster, (hadn't this name ought to be changed when applied to a racer?) has now appeared on the track, and as for speed is no mean competitor for the crank wheels. The rover type safety is young yet on the track in this country, and so is the tandem bicycle. Racing tricycles and tandems appear to be changing also. The three wheels are approaching each other as to size, and all three of them are growing smaller. With the single exception of Hall, Jr., no Star appeared in any of the races. It used to be that no race meet could be held without more or less Stars being present to contest for honors. Now the change is marked, indeed. When shall we see another Weber?

The officering of the races was not all that could be desired. The referee of an event like the Buffalo Tournament, should be a gentleman who could make his decisions without accompanying them with profanity. He should also be grounded in some of the elements of common politeness and civility. Such is not Mr. Merrill. A largely signed and freely circulated protest against anyone connected with the trade being a judge or other official, showed that there was some dissatisfaction in this regard. The handicapping was woefully and wonderfully done. Scarcely any of the handicap finishes were close. George Hendee made an excellent starter.

Of the first day's events, a summary of which may be found in another column, the one mile professional handicap, deserves special mention; being run in 2:43 $\frac{1}{2}$ against a stiff breeze on the back

stretch. Crocker was the winner from ten yards start, with Knapp and Nielson with twenty and sixty yards start, so near for second and third as to be scarcely distinguishable. Rowe who started from scratch was "boxed" on the home stretch and unable to take a place. The one mile amateur bicycle 3:15 class, strange enough run under three minutes (2:54 $\frac{1}{2}$) and won by Bert Meyer on a road wheel against several racers. This was the fastest amateur time made the first day. In the eighth race, amateur tandem, for road wheels only, Davis and Hill's machine was thrown out, for no other apparent reason than it sported a set of rat-trap pedals and racing saddles. Here is the place for our racing legislators to step in and give us a definition as to what constitutes a road wheel. The first day's races were subject to numerous delays, incident of starting the tournament, but without any mishaps of any kind. Everyone seemed to enjoy the sport and the large crowd went away only to appear in still greater numbers the next day.

The second day opened with the same head-wind on the back stretch, somewhat strengthened if anything. The half mile professional was very prettily won by Knapp from both Rowe and Temple, in 1:23 $\frac{1}{2}$. The three mile professional handicap was won by Morgan on his start of 400 yards, though it is scarcely likely he would have won on that but for the accomodating Frenchman, Dubois who dropping out of the race on the first mile, fell back a full lap and starting in ahead of Morgan, paced him for a couple of laps and fairly pulled him across the tape, first. Of course this raised a protest, but as no rule was found covering such a case, nothing could be done, more than to immediately frame such a rule as should disqualify any one indulging in like practices in the future.

In the amateur club team race that followed, the Worcester Club was thrown out on account of the alledged non-residence of Windle, one of the team. Here is another po'nt that needs settling. What constitutes membership in a club team? and has a man's postoffice address anything to do with his club membership? In the five mile professional tandem Allard and Lee were out handicapped and they fell out after a desperate attempt to gain ground on Crocker and Neilson. These finished first on their own time. In the final race for the second day there were twenty-two starters. It was a one mile amateur handicap. Kingsland, of Baltimore, from seventy yards took first in 2:47, Myers, of Peoria, from one hundred yards, second.

The third day witnessed some very sensational racing, and was attended by some very narrow escapes. The weather was clear and cool, a fast wind from the east interfering with the making of fast time. In the first race—three miles L. A. W. Championship—just as the riders had passed the stand on the second lap, and were beginning to get down to work, McCune who was ahead, looked back—lost control of his wheel and took a header. He picked himself up in a hurry and managed to get himself out of the way. But his wheel lay on the track and Van Sicklen, the second man, coming along head down ran into it and fell. Kingsland coming after Van Sicklen fell over him and his wheel. The other racers—some by narrow escapes got safely past. All this happened in less time than it takes to read it. Kingsland was able to walk off the track, but Van Sicklen lay limp and motionless. He was carried to the side of the track, doctors were summoned, and the crowd and broken wheels scarcely cleared away when the racers came whizzing by again. Van Sicklen's injuries were plainly internal. He was carried to the judges stand before regaining consciousness. Later an ambulance was called which took him to the hospital. Windle had no trouble in winning the race by thirty yards. With the tragedy of the first race still in mind, the next race made the spectators hearts leap for fear another was at hand. This was the second heat of the one mile professional championship. Rowe and Temple both seemed determined to win. All went quiet till the last lap, when each one started out at his best gait. At the quarter pole Temple had the pole with a half wheel length ahead of Rowe. Both were coming at a 2:15 clip. Temple, instead of sticking to the pole as he should have done, veered to the outside and by cutting a diagonal course gradually crowded Rowe toward the outside fence; so that when they crossed the tape Rowe was within six inches of the outside fence, with Temple close beside him half a wheel ahead. Only Rowe's wonderful control of his machine kept him from colliding with the fence; in which event, considering the fearful gait at which

they were going, a frightful accident must have occured. Rowe on his return to the stand immediately entered his claim for a foul. His case was well stated, the crowd took it up and the cries for Rowe became deafening. The judges reserved their decision till evening when they finally sustained Rowe's claim; declared Temple out of the race, and moved each of the other contestants up one figure. The one mile professional tandem, after some radical changes in the handicap from that announced on the score card, started with Crocker and Nielson on the scratch with Allard and Lee. Dubois and Knapp with a start of fifty yards. To the surprise of everyone Crocker and Nielson won after a hot spurt with the Englishmen on the home stretch. The half mile amateur tandem bicycle race, resulted in a walk away for the Banker Brothers, who rode together admirably. There were fourteen starters in the two mile amateur handicap. Winship with the limit of 250 yards, had the lead and was never headed. The finish was long drawn out. Here is a specimen of the handicaps—two miles remember: Crist scratch, Windle thirty yards, Fred Foster forty yards, and Winship 250 yards. In the last race—the Buffalo City Championship—another fall occured by Brinker when within a few yards of the tape, striking a hole. He was considerably bruised but not otherwise injured.

Saturday, the day set for the conclusion of the tournament, was so rainy that the events were held over till Monday. Even then the bicycle track was so wet that the mile horse track had to be used. The one mile amateur tandem was a brush between Crist and Brown, Davis and Hill, and Banker brothers. Each team took turns at leading. The first named though forged ahead at the finish with the Bankers second. In the two mile professional handicap, the scratch men, Rowe, Temple and Crocker, easily succeeded in catching the starters. On the home stretch Rowe and Temple were wheel and wheel, but at the distance point, Rowe forced himself to the front and came in a winner by half a yard. Crocker third, Morgan fourth, Knapp last.

The great event of the day, was the last heat of the three mile World's Championship. Temple indignant at his treatment of the day before refused to go in. Rowe, Crocker, Knapp and Nielson, were the starters. Each of the first two were credited with a heat so the contest was really between them. The race was closely contested throughout, but on the home stretch Rowe drew away from the crowd and won amidst enthusiastic cheering.

An Ingenious Invention.

An ingenious New England mechanic has invented a device for which he is about to apply for a patent. He has turned the "nickel-in-the-slit" idea to a practical use in the letting of tricycles. He clamps his device to the axle, near the sprocket wheel. It is a small box of tricks, in the top of which is a slit large enough for a half dollar. Dropping a half dollar into this sets machinery in motion, which runs for an hour. At the end of this time a bolt shoots out and locks the sprocket wheel, and the machine will go no longer. Another half dollar gives another hour. The great objection to the thing, at present, is, that the bolt shoots out and stops the machine at once. This may occur in coasting a hill, or spurt and the unlucky rider may be made to shoot out from his saddle, but the inventor assures us that he will correct this by employing a core which wil press slowly and steadily against the sprocket, bringing the wheel gradually to a standstill. This little device will be a blessing to renters of machines. It will be ready for the market next year.

The Indiana Bicycle Mfg. Co., of this city, has leased a large four story building on North Tennessee St. opposite the State House, which will be used as factory and sales-rooms. They will commence the manufacture of wheels about Oct. 1 and will have a complete line on the market by next spring.

When the sweet cool breezes of September steal across the daisied meadows, and toy with the swaying golden-rod that is just making its appearance on the hills, and all Nature seems to sigh with relief at the disappearance of the sweltering Summer, the small boy feels sadder than at any other time of the year. Not the forbidden rosy apples that glow by the wayside make him brace up and feel happy; because, in short, vacation is over, and he must again monkey with the rule of three.

Program of Races Held at the World's Tournament, Buffalo, September 4, 5, 6 and 10.

First Day—September 4.

One mile Professional Tandem. Open. Three starters. F. W. Allard, Coventry, Eng., and Jack Lee, Nottingham, Eng., first. Time 3:16 $\frac{1}{2}$. Prize \$200.

One mile Amateur Bicycle. Novice. Thirteen starters. Kenneth Brown, Cambridge, Mass., first. Time 3:3 $\frac{1}{2}$. Prize \$50 medal.

Ten Mile Amateur Bicycle. L. A. W. Championship. Ten starters. Will Windle, Millbury, Mass., first. Time 31:37 $\frac{1}{2}$. Prize \$300 medal.

One Mile Professional Bicycle. Handicap. 150 yards limit. Ten starters. H. G. Crocker, Newton, Mass., first. Time 2:43 $\frac{1}{2}$. Prize \$100.

One Mile Amateur Bicycle, 3:10 class. Nineteen starters. Bert Meyers, Peoria, Ill., first. Time 2:54 $\frac{1}{2}$. Prize \$50 medal.

Two Mile Amateur Bicycle, State Championship. Six starters. W. S. Campbell, Niagara Falls, N. Y. Time 6:22 $\frac{1}{2}$. Prize \$75 medal.

Three Mile Professional Bicycle, First Heat World's Championship. Eight starters. H. G. Crooker, Newton, Mass., first. Time 11:7 $\frac{1}{2}$.

Three Mile Amateur Tandem, Road Wheels Only. Open. Four starters. W. E. Crist, and P. S. Brown, Washington, D. C., first. Time 9:48 $\frac{1}{2}$. Prize \$200 medal.

Two Mile Professional Rover, Handicap, 200 yards limit. Five starters. F. W. Allard, Nottingham, Eng., ten yards, first. Time 6:20. Prize \$125.

One Mile Amateur Tandem Bicycle, Open. Three starters. A. C. Banker and W. D. Banker, Pittsburg, Pa., first. Time 3:00 $\frac{1}{2}$. Prize \$100 medal.

Second Day—September 5.

Two Mile Amateur Bicycle. Novice. Eight starters. Kenneth Brown, Cambridge, Mass., first. Time 6:25 $\frac{1}{2}$. Prize \$75 medal.

One-Half Mile Unicycle. Three starters. W. H. Barber, Rochester, N. Y., first. Time 2:22. Prize \$100.

Half Mile Professional Bicycle. Open. Five starters. W. F. Knapp, Denver, Col., first. Time 1:23 $\frac{1}{2}$. Prize \$100.

Five Mile Amateur Bicycle, State Championship. Four starters. W. S. Campbell, Niagara Falls, N. Y., first. Time 18:26. Prize \$150 medal.

Three Mile Professional Bicycle. Handicap, 450 yards limit. Ten starters. W. J. Morgan, New York, N. Y., first. Time 9:5. Prize \$150.

Three Mile Amateur Rover. Handicap. 200 yards limit. Road Wheels Only. Four starters. R. H. Davis, Cambridge, Mass., first. Time 9:57 $\frac{1}{2}$. Prize \$100 medal.

One Mile Amateur Bicycle, Club Team Race. Eight starters. N. H. Van Sicklen, Fort Dearborn Cycle Club, Chicago, Ill., first. Time 2:58. Prize \$50 medal.

Five Mile Professional Tandem. Handicap. 500 yards limit. Three starters. H. G. Crocker, Newton, Mass., and Robt. Neilson, Boston, Mass., first. Time 16:20 $\frac{1}{2}$. Prize \$600.

Five Mile Amateur Tricycle, L. A. W. Championship. Two starters. W. E. Crist, Washington, D. C., first. Time 21:47. Prize \$150 medal.

Two Mile Amateur Tandem, Open. Three starters. A. C. Banker and W. D. Banker, Pittsburg, Pa., first. Time 6:51. Prize \$150 medal.

One Mile Professional Rover, Handicap, 100 yards limit. Five starters. F. W. Allard, Coventry, Eng., first. Time 3:4 3-5. Prize \$100.

One Mile Amateur Bicycle, Handicap, 100 yards limit. Twenty-two starters. H. L. Kingsland, Baltimore, Md., first. Time 2:47 $\frac{1}{2}$. Prize \$100 medal.*

Third Day—September 6.

Three Mile Amateur Bicycle, L. A. W. Championship. Twelve starters. Will Windle, Millbury, Mass., first. Time 9:27. Prize \$100 medal.*

Five Mile Professional Bicycle,* Second Heat World's Championship. Six starters. W. A. Rowe, Lynn, Mass., first. Time 18:3 $\frac{1}{2}$.

Two Mile Amateur Rover, Open, Road Wheels Only. Three starters. R. H. Davis, Cambridge, Mass., first. Time 6:59 $\frac{1}{2}$. Prize \$75 medal.

Five Mile Amateur Bicycle, 16:00 Class. Seven starters. A. C. Banker, Pittsburg, Pa., first. Time 17:50 $\frac{1}{2}$. Prize \$150 medal.

One Mile Professional Tandem, Handicap, 100 yards limit. Three starters. H. G. Crocker, Newton, Mass., and Robt. Neilson, Boston, Mass., scratch, first. Time 2:58 $\frac{1}{2}$. Prize \$200.

Half Mile Amateur Tandem Bicycle, Open. Four starters. A. C. Banker and W. D. Banker, Pittsburg, Pa., first. Time 1:26 $\frac{1}{2}$. Prize \$100 medal.

One Mile Amateur Bicycle, Open. Six starters. Will Windle, Millbury, Mass., first. Time 3:5. Prize \$50 medal.

Five Mile Professional Rover, Handicap, 400 yards limit. Four starters. F. W. Allard, Coventry, Eng., scratch, first. Time 17:51. Prize \$300.

Two Mile Amateur Bicycle, Handicap, 250 yards limit. Fourteen starters. H. R. Winship, Chicago, Ill., first. Time 6:9 $\frac{1}{2}$. Prize \$100 medal.

Three Mile Professional Tricycle, Open. Four starters. Jack Lee, Nottingham, Eng., first. Time 12:7 $\frac{1}{2}$. Prize \$150.

One Mile Amateur Bicycle, Buffalo City Championship. Six starters. J. B. Milley, Buffalo, N. Y., first. Time 3:22 $\frac{1}{2}$. Prize \$50 medal.

* Temple crossed the tape 1-5 second before Rowe, but the judges decided that he had fouled Rowe on the home stretch and gave the race to Rowe, disqualifying Temple.

Fourth Day—September 10.

(Postponed from Sept 8 on account of rain)

One Mile Tandem, Amateur. Three starters. Crist and Brown, of Washington, D. C., first. Time 3:4. Prize \$100 medal.

Half Mile Amateur. Four starters. Will Windle, Millbury, Mass., first. Time 1:22 $\frac{1}{2}$. Prize \$50 medal.

Two Mile Professional, Handicap. Nine starters. Wm. Rowe, Lynn, Mass., first. Time 5:34 $\frac{1}{2}$. Prize \$125.

Ten Mile Amateur, Handicap. Six starters. Lumsden, of Chicago, first. Time 32:15. Prize \$300 medal.

Third Heat of the One Mile Professional World's Championship. Five starters. Wm. Rowe, of Lynn, Mass., first. Time 2:52 $\frac{1}{2}$. Prize \$1,000 and Championship of the World.

One Mile Amateur Tandem. Three starters. W. D. and A. C. Banker, of Pittsburg, Pa., first. Time 2:47. Prize \$100 medal.

One Mile Amateur, 6:20 Class. Eight starters. Roscoe, of Woodstock, Ont., first. Time 3:2. Prize \$50 medal.

One Mile Professional Tandem, Handicap. Three starters. Crocker and Neilson, of Boston, first. Time 2:56 $\frac{1}{2}$, breaking the American record of 2:58. Prize \$200.

One Mile Amateur Dash. Seven starters. Will Windle, of Millbury, Mass., first. Time 2:58 $\frac{1}{2}$. Prize \$50 medal.

One Mile Professional, Rover, Handicap. Four starters. Dubois, of Paris, France, first. Time 2:51 $\frac{1}{2}$. Prize \$100.

One Mile, Consolation Race. Three starters. Cochran, of Le Roy, N. Y., first. Time 3:9. Prize \$50 medal.

SUMMARY OF THE FOUR DAYS RACING.

Crocker won 5 firsts, 2 seconds, 2 thirds.

Neilson won 3 firsts.

Allard won 4 firsts, 2 seconds.

Lee won 2 firsts, 3 seconds, 1 third.

Dubois won 1 first, 2 seconds, 1 third.

Knapp won 1 first, 3 seconds, 2 thirds.

Rowe won 3 firsts, 2 seconds.

Morgan won 1 first.

Temple won 2 seconds, 2 thirds.

Windle won 6 firsts and 1 second, entering seven races, which is the best record made at the tournament by an amateur.

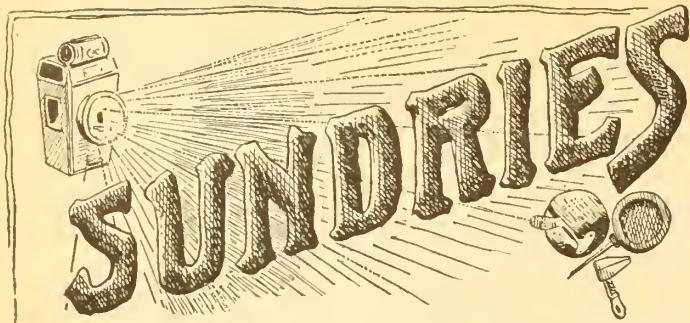
A family tricycle, carrying a whole German family, and in addition a large bowl of some cool drink to a suburban picnic, meandered leisurely through Berlin the other day.

From France.

She: Why do you call that a bicyclette?

He: Because that is the feminine bicycle.

She: Oh, I see; them "homme" will be in the feminine "omelette" on the same plan; very good, I see what you mean.



It is reported that a Harrison and Morton Bicycle Club, 30 strong, has been organized at Fostoria, Ohio.

* * *

It is rumored that the G. & J. Co. intend to bring out a ladies' bicycle as one of their novelties for 1889.

* * *

John Wells will shortly attempt to climb the hitherto invincible Murder Lane Hill of Pittsburg, on his American Rambler.

* * *

"Little drops of water, little grains of sand,
Make the cycler mnddy, and spoil the tours he planned"

* * *

Nightblue, long distance champion of Australia, arrived in San Francisco recently. He intends to try to break the American record for 100 miles and over.

* * *

A. A. McCurdy, the well known professional Star rider, once the champion long distance rider of the country, has enlisted in the regular army, and is now stationed at Jefferson Barracks, St. Louis.

* * *

It is pretty nearly time for the different manufactures to have a go at the road records. Every road record for one mile up to twenty-four hours has remained with the Champion and Light Champion for the past year.

* * *

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

* * *

Until quite lately the Utica, Ky. turnpike has been closed to wheelmen. A short time since a number of wheelmen rode over the pike in spite of the prohibition, and in consequence of the discussion thus aroused, the pike has been opened to wheelmen, and for the use of same they have to pay toll.

* * *

Large touring parties should avoid large cities *en route*, and parties of more than fifteen, unless of picked material, should never plan to ride more than forty miles a day. This will enable them to rise early and ride fifteen or twenty miles before the heat of the day, and complete the run late in the evening, allowing a long stop over for dinner.

* * *

Inventor Thomas A. Edison is investigating cycling, having already taken several spins on a tricycle. If Thomas takes it into his head he may produce something startling in the way of improved cycles. The Wizard of Llewellyn Park is made if he can give us an electric cycle, the electricity to be applied on the hill and as an adjunct to the rider's power.

* * *

This is the month of September; the blue sky is dotted with cloud ships; The breeze through the rose-bush steals, and shakes off the delicate pedals, The grasses are turning brown, and butternut on the hill-top Looks like a sentinel grim, as it stands in the murky twilight. And this recalls to my mind that I must corral me some shekels; Or ride my old dimkey wheel another accursed long season.

* * *

The Gormully & Jeffery Mfg. Co have recently been making large shipments of bicycles to Japan. The Japanese are of small stature and of light weight so that the American Ideal bicycle, which in this country are used only by youths are very popular in Yokohama and other Japanese cities among adults, and are amply strong

to do the work. The Ideal is fast crowding out English machines in that most progressive of the far Eastern countries on account of its strong and thorough construction and very reasonable price.

* * *

Indiana wheelman as well as Kentucky riders, will be expected to take a prominent part in the Drummers parade to be held in Louisville Sept. 18th. The invitation of the Travelers' Protective Association to wheelmen, has been accepted, and the Louisville boys invite all wheelmen to join them in educating public opinion on this day. The jubilee will last three days, the 18th, 19th and 20th, and reduced rates will be given by all railroads. Messrs. Huber and Allison, 448 W. Main Street will furnish and necessary information concerning this parade.

* * *

In regard to the protest entered against the professional handicap race ran Tuesday at Buffalo, being given to Morgan, on account of his being paced by Dubois, it was decided that the race should stand as was first announced as there was no rule applying to this particular case. It was, however recommended that the following rule be adopted to prevent similar cases in the future: That no competitor be permitted to fall behind one or more laps and continue on the track with the other contestants for the purpose of pacing. That pacing if so attempted shall disqualify both the competitor and pace maker.

* * *

At the German and Austrian Bicycle Festival, which was opened at Vienna on August 12, the Englishmen were especially applauded. There was a "Cyclist Corso" on the Ringstrasse, witnessed by many thousand people. The procession, which did not go much quicker than a walking pace, included bicycles and tricycles of some 200 different systems. The monotony of the brown, grey, and drab suits worn by the men was relieved here and there by cyclists of the fair sex, attired for the most part in gay colours. There were delegations from most of the large towns in Germany, and from all the Austrian provinces, with badges and medals innumerable, preceded by the flags and banners of their respective clubs. The chief interest of the "Corso" was, however, in the various systems of vehicles; and in that respect it was certainly remarkable. The races commenced in the afternoon at three o'clock, when the thermometer was over ninety. Herr August Lehr, of Frankford, covered the distance of 6½ miles in less than nineteen minutes, thereby becoming champion of Germany and Austria.

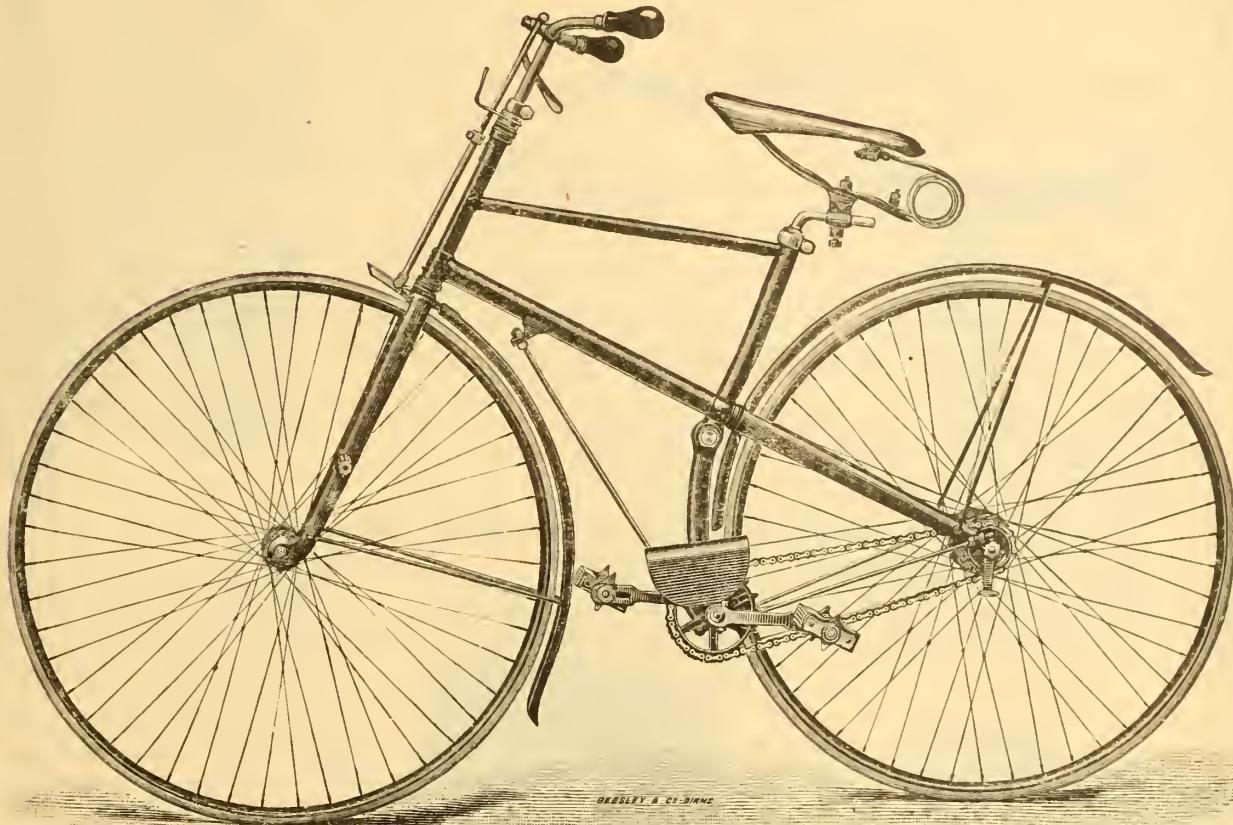
Something we have often wished for.



A good spade hand(ie.)

THE WHEELMEN'S GAZETTE.

NEW RAPID SAFETIES.



With the celebrated and now universally copied

TRUE TANGENT WHEELS

of which we were the originators and inventors.
tangent spokes and peculiarly stiff framing it is conceded to be the strongest yet simplest safety extant.

Although weighing but 47 pounds, by reason of its
throughout. Dust proof ball bearings to both bearings to both wheels, crank shaft and pedals. The best selling Safety
now on the market.

One agent has sold 77 this season.

READ THIS.

Baltimore Aug. 23 1888.

Clark Cycle Co.

Dear Sirs:

I am so much pleased with the results obtained by my New Rapid Safety that I cannot refrain from sounding the praises of so staunch a wheel and companion. It has carried me over the roughest and smoothest roads and I ever find it able to go further or bear me safely home. I weigh 170 pounds and feel satisfied that none but the New Rapid Safety with its wonderfully stiff framing would stand the rough roads and hard riding which my business and pleasure trips have forced upon it.

My experience has taught me that it is a phenomenal hill climber and coaster, and, having tried nearly all styles of safeties, I feel so proud of my New Rapid that no other machine on the market to day could fill its place.

The roads about Baltimore are replete with New Rapid and their owners, with whom I have conversed fully concur in all I have said.
Congratulating you on your success, I am

Yours Very Respectfully,

L. C. Kenton.

SEND FOR ILLUSTRATED CATALOG.

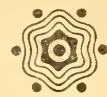
Energetic Agents Wanted Everywhere.

THE CLARK CYCLE CO., Baltimore, Md.

Washington Branch 908 Pennsylvania Ave.

C. H. Plumb, Manager.

LAMPS LAMPS



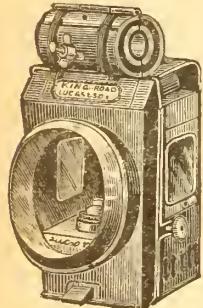
LAMPS.

No better time for riding than these cool Autumn evenings, but night falls early and one cannot enjoy the luxury of a spin without a good serviceable lamp which will throw a brilliant light. No lamp on earth can equal the world wide celebrated

KING OF THE ROAD.

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 cannot supply you send direct to us.

All patterns, head lamps and hub lamps, in Nickel and Japan, fully described in our catalog, which will be sent to every one mentioning the "WHEELMEN'S GAZETTE."

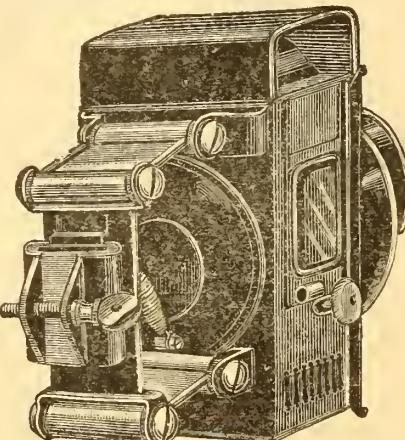


Hub Lamp No. 130.



CONTAINING

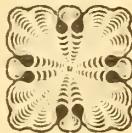
Improved Detachable Reflector,
Ruby Side Prisms,
Improved Ventilation,
They do not leak.
They do not jar out.



Head Lamp No. 145. Non vibrator.

We are sole United States agents for the sale of these lamps and invite the trade to send for discount sheet.

**THE CLARK CYCLE CO.,
BALTIMORE, MD.**

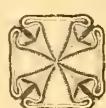


The B. F. Goodrich Co.

Akron Rubber Works Akron Ohio.

Manufacturers of Bicycle tires, pedal rubbers and Soft Rubber handles.

Samples and prices mailed on application.



The Goodrich Hard Rubber Co.

Akron O.

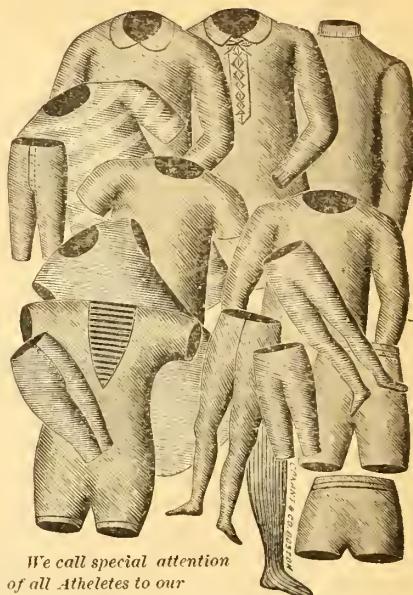
Manufacturers of Hard Rubber goods for the Electrical and Stationary trade.

Also Hard Rubber bicycle handles of all kinds.

Please write for illustrated catalog.



Jersey Fitting Underwear Co.



We call special attention
of all Athletes to our

JERSEY FITTING GRMEN

FOR

Bicycle riders, Lawn tennis players, Yachting and Rowing, Base Ball, and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy Blue, or
any Color, Plain or Stripe,

Every Wheelmen and Sportsman will give our jerseys his approval when he examines the Shoulders, Arm Holes and Neck as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

Full Pants and Knee Pants,

Buttoned in Front same as Pantaloons, without certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Knee Tights, Full Tights Trunks, Leotards.

We understand, first of all, these garments must be elastic, so they will not bind or impede the free use of the limbs, and to stand the strain brought upon them. This can only be accomplished in Ribbed Goods. For this reason we make all of our best goods with a fine rib, ELASTIC AND STRONG, and from worsted made by the best manufacturers in the country, of fine combed wool of a long, elastic staple, which gives it ELASTICITY AND STRENGTH.

We make all of the above goods in three different qualities.

Ladies Jersey-Fitting Tricycle Pants.

A new thing. These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsted.

Jersey-Fitting Ribbed Full-Fashioned Stockings.

Send for Illustrated Catalogue and Price List.

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GAZETTE, and we will confer a favor
on both advertiser and publisher.



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Sanitary Woolen System Company of Philadelphia, call attention to their specialties in sporting goods, such as

Knitteb All-Wool cycling suits and hose, Cycling Drawers, and Underwear generally, Outing Shirts in natural gray and white, including also a full line of Taffeta Shirts in beautiful patterns.

Cool in Summer.

Warm in Winter.

Adopted by thinking people, highly recommended by physicians.

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Scribner & Sulzer, 1104 Chestnut St., Philadelphia Pa.

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.

Continued from Page ii.

\$100 NEW MAIL 51 inch. 1888 Pattern, spade handles, enameled with nickel tips. Never been used. Cost \$128.75. L. B. COSCE, 210 Lenox St., Baltimore, Md.

\$85 BRAND New Special Star. Silent clutch rams horn bars, never been used, perfect condition. Cost \$117.00 at factory. E. S. McCLEARY, 124 N. High St., Baltimore, Md.

FINE CHANCE for a Safety, good as brand new, without chains or gearing; Facile, latest pattern 46-inch; cost \$134, sacrificed for \$75. J. W. HILLMAN, Cape Vincent, N. Y.

CYCLING TOURISTS

—CAN AVOID—

SORENESS

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

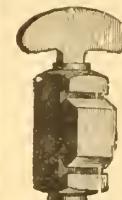
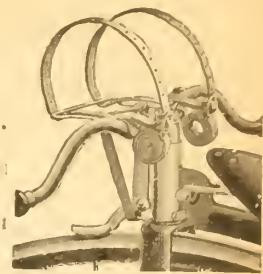
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343 Pearl Street, CLEVELAND, OHIO.

PREMIUM LIST.

LAMSON'S LUGGAGE CARRIER.

The most useful of all attachments for bicycle.

Price \$1. Given to 4 subscribers.



SPOKE WRENCH.

For adjusting direct spokes. One of the best in the market.

Price 75c. Given for 3 subscribers.

STANDARD CYCLOMETER.

One of the best cyclometers in the market. With each instrument the manufacturers furnish a certificate of accuracy. The action is positive and continuous; the dial can be read from the saddle; it can be used with or without a hub lamp. A lamp attachment is sent with each cyclometer. In ordering, give size and make of wheel, size of axle, and length of axle between the hub shoulders inside.

Price \$10. Given for 35 subscribers, or 20 subscribers and \$3.50.



COW-HORN HANDLE-BARS.



The handsomest, strongest, and best bars in the market. Complete, with brake-lever and bracket, all nicely nickel'd.

Price \$4.50. Given for 18 subscribers, or 10 subscribers and \$2.

CARTER'S STAR FOOT-REST.

Worth more than any other accessory to the Star. Especially adapted to riding down rough hills; without it the rider must bear a good deal of weight on the handle-bar, making it tiresome, but with this foot-rest he is kept securely in the saddle without any inconvenience, and controls the wheel far more easily and of course with much greater pleasure.

Price \$1. Given for 3 subscribers.



JERSEY-FITTING UNDERWEAR.



HOLMES SUPPORTER
This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts, and Bathers, and we are that it is the best and most satisfactory supporter made. Let every sportsman try them.

Price \$1

Will send by mail on receipt of price. Send size of waist and hip.

Manufactured by

Holmes & Co.
BOSTON MASS.

WHEELMEN'S

Exchange and Visiting card. Fine steel plate work and embossed samples sent on receipt of 5 cent stamp if you mention the

WHEELMEN'S GAZETTE.

100 Steel Plate Emblem Cards with name and address
Be Mail \$1.00

Robt. Snyder,

96-98 Fulton Street New York, N. Y.

Why not sell your old wheel?

Well, then advertise it in the "Sale and Exchange" column of the **WHEELMEN'S GAZETTE.**

CHAMPION LAMP.

Fits any size over 50-inches. Nickel'd.

Price \$6. Given for 24 subscribers.



THE KIRKPATRICK SADDLE.



This saddle aims at the health and comfort of the rider. It has springs at both ends, and is self-adjusting in width, the long cut allowing it to yield to the shape of the rider and removing pressure from the perineum. Give make of machine.

Price \$6. Given for 24 subscribers, or 12 subscribers and \$3.

There's Nothing Surprising in that!

Being mounted on "VICTORS" they could n't help getting there first.
up for

It was at Buffalo, and the field of starters that turned

The Bi. World 100 mile Road Race.

was a great one and no mistake.

There were flyers from all over the country, and all "loaded for bear."

In the bunch were Frank M. Dampman of Honey Brook, Pa., and B. Frank McDaniel, of Wilmington, Del., mounted on their regular Victor Light Roadsters—regular in every respect.

Well it was a race from start to finish, and the above named gentlemen finished first and second, respectively. Only three others finished at all and two of these rode VICTORS.

All the principal road races for the past four years—Clarksville, Crawfordsville, Big 4, Boston, 100 miles, etc., etc., — have been won on VICTORS. That's why there's nothing surprising in the returns from Buffalo.

It's a pretty good score. We don't care for third place when we can have first and second and four out of five at the finish. Probably you have heard it remarked before that VICTORS

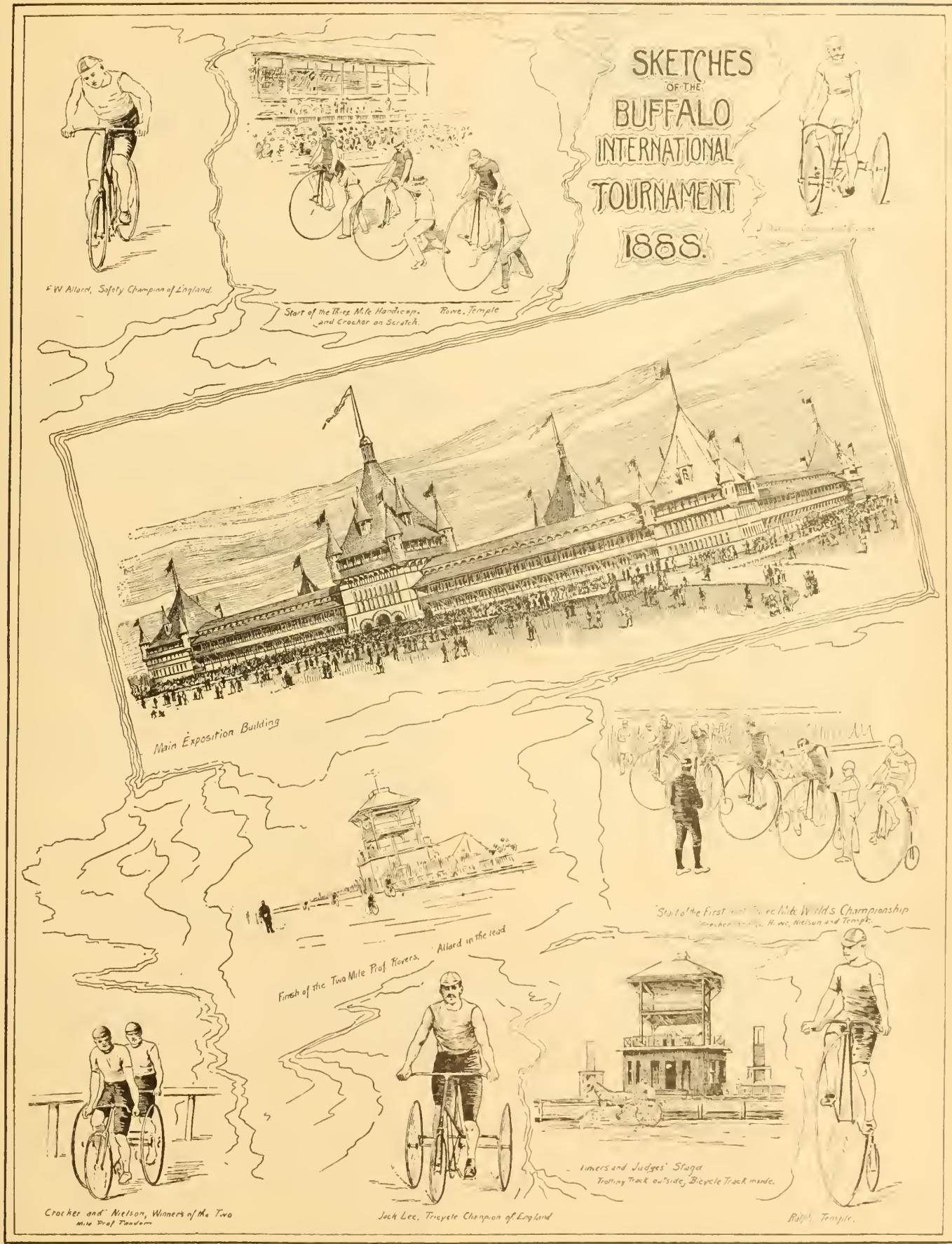
Were Built to Ride.

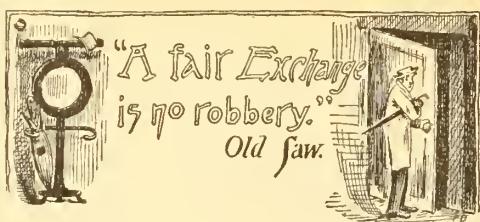
This has become a matter of history.

OVERMAN WHEEL Co. BOSTON.

Catalog Free.

The Amateur record for 100 miles is held by the Victor Light Roadster.





We see it stated that, by the aid of a new patent "a lady can ride a bicycle in long skirts." This inventor is evidently a crank. A bicycle in long skirts must be a very awkward arrangement, and more difficult to ride than the machine that is exempt from skirts of any kind.—*Norristown Herald*.

The brightest 'cycling publication we know of is THE WHEELMEN'S GAZETTE, published by the Messrs. Darrow at Indianapolis. It bobs up serenely, every month, its pages replete with accounts of all the leading events in 'cycling circles. In short, it's a well edited magazine, with first-class contributed articles, and best of all, its wit is witty.—*Sports Afield*.

Here are some old adages remodeled:

There's many a slip if you don't use a toe-clip.

If wishes were cycles beggars would ride.

There is no place like Ripley.

All is not nickel that glitters.

A spoke in the wheel is worth two in the street.

A nut in time saves a whine.

A slow leg makes a wise head.

—*Bicycling News*.

"Boys and young men, we want you to sit down and think over what we now suggest to you: You can purchase a good looking and serviceable bicycle or tricycle for from \$50 to \$150. You can learn to ride on it in a week, easily. After that you will have a horse that cannot run away from you; which cannot get sick nor die; which requires no food or attention; which is obedient to every desire of yours, and never gets tired, nor balks, nor shies, nor 'bucks,' and which can be renewed by duplicate pieces, as they may wear out, and hence can never grow old. And it will carry you 100 miles in a day, and allow time plenty for rest, luncheon and regular meals.

"Now don't laugh and try to be 'above' such things, for we all know better than that. You not only do more ridiculous things than riding a bicycle for health and pleasure, every day of your lives, but you would be really glad to own one. They are growing in popularity and use every day. Some of our most expert riders now are boys who two months ago made sport of the 'bicycle craze.' As soon as a chance to get one occurred his real sentiments and desires were made known.

"Lay aside your pretended 'old-manishness' and be natural. If you will do so and follow the suggestions of pure nature you will get you a bicycle and organize a nice club, which would have its regular meets, excursions, picnics, entertainments, etc. You would find a healthy and pure enjoyment in this sport, elevating in its nature, and the hand maiden of truth and virtue. How much better than loafing around town, or galloping about over the prairie like a wild Indian, and smoking the deadly cigarette?"—*Crosby County News*.

Pride goeth before a fall. So does the big wheel of a bicycle.

Never say a word against your bicycle—you may want to sell it sometime.

You think the scarlet-runner is an Indian, do you? Well, it is n't. It's an Indian lacrosse-player.

There were by a few spectators who saw a bicycle following a wagon on the river road, West Springfield, recently. The horse had a habit of stopping suddenly when it changed from a trot to a walk, and when it made a change of this kind, a much disgusted wheelman gathered himself up out of that wagon and from among the cabbages therein.

Notes of the Buffalo Tournament.

The prizes foot up to \$6,500.

* * *

What do you think of Windle?

* * *

The old favorites had to play second fiddle.

* * *

Rowe won the three mile championship of the world.

* * *

There were 1,153 wheels in the parade Wednesday morning.

* * *

Windle is generally acknowledged to be the fastest amateur in the country.

* * *

Will Windle made the last lap of the ten mile amateur bicycle L. A. W. Championship race in 1:18½.

* * *

Thos. B. Jeffery, of the G. & J. Mfg. Co., attended the Buffalo Meet, returning to Chicago by way of the lakes.

* * *

The Zig Zag Club at Buffalo, when drawn up in parade front, presented an almost unbroken row of ram's horn bars.

* * *

A. T. Lane, the well known sporting goods dealer of Montreal, attended the Buffalo Meet mounted on the American Rambler. Where is the Premier you have hitherto been so fond of, Mr. Lane?

* * *

A long inclined stairway was erected on the trotting track, and Stout and Maltby gave exhibitions of fancy riding Friday afternoon. Stout is a deaf mute, and is the champion fancy Star rider of the world.

* * *

Many think that the accidents were the result of a poor track; others, however, contend that while the track is not the best in the world, yet the fault is that of the riders more or less. Which is right is hard to say.

* * *

One of the novelties of the tournament, if such he may be called was Jos. West, of Birmingham, Eng., the one legged racer, who rode both an ordinary and a rover and made very fair time considering the difficulties under which he labored.

* * *

Among the many visitors at the tournament were noted, Geo. Bidwell, W. W. Share, Luscomb, Butler, Bull, Emery, Bassett, all prominent members of the League; C. R. Overman, Thos. B. Jeffery, Sam Clark, LeCato, Oliver, Corey, McCune, Edw. Pope, Atwell and Hill of the trade and Prail, Newman, Hazzard and Wells, of the cycling press.

* * *

The H. B. Smith Machine Co. exhibited a chemical fire engine propelled by the Star bicycles, one in front and two on the sides. It is a very perfect machine, and should be very popular in small towns where there is no fire department. The machine was of course ridden in the parade and excited much comment, a great many of the spectators taking it for a new fangled milk wagon.

* * *

The women visitors who rode wheels were royally entertained at the pretty club house of the Buffalo Bicycle Club, on College street, September 5th. The ladies from the Buffalo Woman's Club, Miss Mabel Ducker, captain, tendered the visitors a reception, and during the forenoon the club house was visited by about thirty of the ladies from out of town and quite a number of Buffalo ladies who ride.

* * *

Among the novelties exhibited by the Pope Mfg. Co., were Karl Kron's old Number 234; Thos. Stevens' wheel on which he rode around the world; G. W. Nellis, Jr.'s wheel on which he rode across the continent from Herkimer, N. Y. to San Francisco, a distance of 3,369 miles; an old English wheel on very ancient design, which was imported in 1877 by Mr. A. D. Chandler; the wheel that was ridden by Hugh J. High from Pottstown, Pa., to Seward, Neb., a distance of 3,409 miles; an old Standard Columbia that had been sold twelve times; the racer on which Rowe rode twenty-two miles, one hundred and fifty yards within the hour; and several very old wooden bicycles and tricycles made by the riders themselves, one of them being the oldest bicycle in existence.

**Run to the Famous Vineyards of Fresno,
California.**

I believe it is generally admitted that cyclers are about the happiest looking individuals on record. At least one would so infer from the jovial appearances of the "Fresno Wheelmen" as they started on one of their delightful club runs last Sunday. In response to the Captain's call, about a dozen Knights of the Silent Steed assembled at the club headquarters and, amid innumerable well deserved compliments, mounted, and wheeled merrily away followed by the admiring gaze of the quickly gathered crowd. Can any one imagine a gayer cavalcade than these twelve stalwart young fellows on their glittering wheels? The day was simply perfect, a happy medium between heat and cold. And the roads were such as would delight any cycler's heart! The route lay towards the race track, thence along Poplar avenue to the Fresno vineyard, of not only Continental but Trans-Atlantic fame. Its splendid driveways, bordered on either side by magnificent umbrella trees, through which not a single ray of sun penetrates, cannot be rivalled, and the bicyclists enjoy them heartily. A dismount was made at the Superintendent's residence, where, on invitation of that courteous gentleman, a regal collation was partaken of. After a rest, the order "mount!" was given, and the boys bowled merrily along to the "Margarita" and "Butler," entering the latter through a superb pear avenue, whose yield last year was something over 57 tons. Here, also, wines and fruits were indulged in.

The next stoppage was made at Fancher Creek, where there was a general call for a swim. Onward again to the famous "Eisen" vineyards, where every one enjoyed himself to his utmost capacity, for here watermelons were more abundant than elsewhere, and were particularly delicious. Now, however, the boys found themselves in a dilemma, for unfortunately no one possessed a knife. Seeing an old darkey in the distance, some one accosted him and requested the use of such an implement. Jake, being an exceptionally good natured old "coon," betook himself to the kitchen and soon returned with a murderous looking knife, which he courteously handed to the President, after which he began a careful inspection of the various wheels. His enthusiasm was suddenly damped by Dinah's shouting from the doorway: "Hi, dah, you Jake, you just gone fatch dat ar knife back. Dat am de o'ny knife I'se got in de house—you heah me? Run 'long now, honney, gone tote it back!" Having by this time satisfied themselves, the cyclists returned the aforesaid article, rewarding Jake gratefully, and started for the last two vineeries, Forsyth's and Woodward's.

The return was made without any dismounts until Fresno was reached. Local admirers of the wheel were not to be outdone by the vineyardists, and—well who ever heard of bicyclists refusing hospitality? Altogether the boys had a fine time, and were the lions of the day, and on arriving at the Club rooms each and every one expressed his determination to "go again."

Fresno, Cal., Aug. 5, 1888.

W. W. S.

The 100 Mile Road Race.

The following wheelmen started from Erie at 6 o'clock Saturday morning: George F. Kahler, Millersville, Pa.; Fred A. Eldred, Springfield, Mass.; Frank M. Dampman, Honey Brook, Pa.; P. M. Harris, New York; Val H. Muller, New York; Robert Gerwing, Denver, Col.; Roy S. Blowers, Westfield, N. Y.; George McIntire, Erie, Pa.; Frank McDaniel, Wilmington, Del.; S. Wallis Merrihew, Wilmington, Del.; G. A. Tivy, St. Louis, Mo.; Frank G. Lenz, Pittsburgh, Pa.; P. J. Berlo, S. Boston, Mass.; Austin Banks, Denver, Col.; C. H. Metz, Utica, N. Y. The heavy rains of the previous night had made the roads very heavy, and the race was not to the speediest, but to the strongest, and later on to the best walker, for the mud was so deep as they approached Buffalo that they were forced to walk.

The time and order of finish was as follows:

F. M. Dampman,
Frank McDaniel,
Frank L. Lenz,
G. A. Tivy,
S. W. Merrihew,

The actual riding time of those who finished was:

	M.	S.
4	04	20 3-5
4	07	23 4-5
4	16	44 4-5
4	20	21 3-5
4	22	52 4-5
9	52	29 3-5
9	55	23 4-5
10	04	44 4-5
10	08	21 3-5
10	10	52 4-5

The Hack-Driver's Lament.

A REMINISCENCE OF NIAGARA.



LAS, what sad and melancholly changes time does bring! Look upon me, look! The time was once when tribute on the world I laid, or on such parts thereof as came to look upon Niagara's vast expanse of H. O. The porter on the Woodruff sleeping car, the waiter at the high priced French *Cafe* was naught compared to me. But look upon me now, *sans* wealth, *sans* prestige and *sans* pride!

What prince or potentate, who in the times now past has raised aloft his hands and yielded up his purse for the poor pleasure of a ride from the bridge to the Cave of the Winds, would recognize me at my daily task in hauling whole family loads out to Wolf's monument for a quarter. And yet this is not all. My grief is based upon something more robust than this.

As long as quarters came in an undiminished flood from all the eager crowd, I murmured not, but smothered up my grief in a large red bordered horse blanket, but just the other day there came a crowd of pleasure seekers, whom I waited for in longing expectation. By chance I learned their coming. They were a hundred strong from Buffalo, and I did estimate my revenue therefrom. (For I alone of all the drivers here had tumbled to the snap.) And then they came. I saw them from afar and knew the jig was up. Mounted on bicycles! Mounted to a man! And every mother's son of them rode past me here, and not a quarter in the whole blamed crowd! I never saw the like before! It broke my heart!

A Marvelous Performance.

21 MILES 126 YARDS IN THE HOUR ON A ROADSTER ROVER SAFETY.

At Bordeaux, on August 15, S. G. Whittaker, of Chicago, beat all French records, his mount being a light Rover roadster, manufactured by J. K. Starley. We append particulars of the ride, every precaution for the proper authentication of which was taken in the matter of time keepers, judges, scorers, etc.

LAPS.	M. S.	LAPS.	M. S.	LAPS.	M. S.	LAPS.	M. S.
1	0 37	24	15 36	47	30 33	70	46 03
2	1 17	25	16 15	48	31 13	71	46 44
3	1 57	26	16 55	49	31 53	72	47 26
4	2 38	27	17 35	50	32 31	73	48 06
5	3 17	28	18 14	51	33 15	71	48 47
6	3 54	29	18 53	52	33 56	75	49 28
7	4 32	30	19 33	53	34 35	76	50 09
8	5 11	31	20 12	54	35 15	77	50 51
9	5 50	32	20 50	55	35 55	78	51 52
10	6 27	33	21 29	56	36 34	79	52 18
11	7 05	34	22 07	57	37 14	80	52 55
12	7 43	35	22 45	58	37 .5	81	53 36
13	8 20	36	23 24	59	38 36	82	54 18
14	8 58	37	24 03	60	39 16	83	54 59
15	9 38	38	24 43	61	39 55	84	55 40
16	10 18	39	25 22	62	40 35	85	56 20
17	10 58	40	26 00	63	41 16	86	57 01
18	11 38	41	26 38	64	41 57	87	57 43
19	12 19	42	27 18	65	42 38	88	58 24
20	12 59	43	27 57	66	43 19	89	59 05
21	13 38	44	28 37	67	44 01	90 laps and metres	
22	14 17	45	29 16	68	44 42	145 metres	
23	14 57	46	29 54	69	45 22	one hour.	

This being 21 miles, 126 yards within one hour, thus beating the World's Record.

COMING EVENTS.

Sept. 26.—Race meet at Brownville, Pa.

Sept. 27, 28, 29.—United Wheelmen's tournament at Kansas City and State Division meet.

Sept. 28.—New Orleans tournament.

Sept. 29.—Race meet of the Indianapolis Bicycle Club.

Sept. 29.—Tioga Club, Philadelphia, race meet.

Sept. 29.—Two mile handicap, Roseville, N. J.

Sept. 29.—Races at Plainfield, N. J.

Sept. 29.—Races at Queens, L. I.

Oct. 3.—Maine Division, L. A. W., annual meet at Waterville, Me.

Oct. 4, 5, 6.—Ladies' North Shore tour.

Oct. 6.—Orange Athletic Club at Roseville, N. J.

Oct. 15-20.—Six day, eight hours per day, race at Battery D Armory, Chicago, Ill.

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

California News.

MRS. Emmons made a trip from Alameda to San Jose on her tricycle, distance forty-one miles, on August 11, last. She was accompanied by her husband, Mr. Harold Emmons, who rides a safety. Both rode as far as Newark on the return trip next day, twenty-three miles.

The following is the result of the election of League officers in this division: Edwin Mohrig, of San Francisco, Chief Consul; J. Phil. Percival, of Los Angeles, Vice Consul; A. S. Ireland, of Oakland, Secretary and Treasurer; Representatives—George H. Frost, of Pasadena, C. C. Moore, of Stockton, and Thos. L. Hill, of San Francisco; Representatives from League clubs—J. J. Bliss, and C. C. Moore, Bay City Wheelman; Dr. J. M. Cavenagh, San Francisco Bi. Club; S. F. Booth Jr., Outing Bi. Club.

Mr. Mohrig is a well known and popular wheelman, and will make an energetic and able Chief Consul. He was elected by a large majority.

Mr. Ireland is one of the most genial and popular of wheelmen, and is also one of the grittiest and fastest of racing men. He has a record of six minutes for two miles.

The retiring Chief Consul, Mr. R. M. Welsh, has been an able officer, and has done much to promote the interests of the League and uphold the dignity of cycling in California. He had been in office over two years and had raised the division from less than 100 in number to upwards of 380 members. He leaves the office in splendid shape in every respect.

The Bay City wheelmen celebrated the fourth anniversary of their existence as a club, on Saturday evening last, by a smoker in their newly and elegantly furnished club rooms at 230 Van Ness Avenue, San Francisco. The attendance was quite large, numbering upwards of fifty members, and some invited guests, filling the rooms and showing the popularity of this kind of an entertainment, which is really quite enjoyable.

The San Francisco Bicycle Club held a race meeting at Oakland on Monday, September 10th. The L. A. W. five mile state championship will be contested, and some very interesting races may be expected.

J. J. B.

Colorado News.

In the Labor Day parade, (Monday, Sept. 3,) only 145 wheels were counted. This is to be accounted for, in the fact, that many (I can name three dozen of them) of the boys were unable to leave their work in the morning, long enough to participate, while if the procession had taken place in the afternoon, when the stores were all closed, the number would have been nearer what it always has been on such occasions, three hundred. The Grand Marshall's idea of lining the boys up and down each side of the marching flank, didn't work. The people crowded us over into the ranks of the marchers, and the marchers, why, they would push us into a header or something that resembles one very much. It is to be hoped that in the next turnout, we will have a division of our own the same as we always have.

Some of the boys headed by Mr. John Rutherford have commenced the building of an eighth mile track. It is proposed to use the track for training purposes only, as the grounds on which it is situated are not in a condition to allow race meets. The track, though small, is fast, and anyone training on it will have all the conveniences (bath, rubbing down, etc.) free of charge. Mr. Rutherford's enterprise is to be commended.

We are very well satisfied with the way our boys, Knapp and Eastwood rode at Buffalo, as each of them took several prizes.

Denver, Col.

L. B.

Recent Indiana Election.

As the result of the election the following are the officers elected to positions set opposite:

J. Fred Probst, Terre Haute, Chief Consul; W. H. Pontious, Crawfordsville, Vice Consul; Josh Zimmerman, Indianapolis, Representative; A. N. Smith, Terre Haute, Secretary-Treasurer.

Respectfully

JOSH ZIMMERMAN,
Sec.-Treas.; Indiana Division.

MONTHLY SUMMARY.

FROM AUGUST 15 TO SEPTEMBER 25.

California. San Francisco Bicycle club, race meet and field day, Oakland, Cal., Sept. 10.

Connecticut. Hartford Wheel Club tournament, Charter Oak Park, Sept. 12 and 13.

Illinois. Race meet of Illinois Division at Chelteham Beach, August 15. Opening Reception of Lincoln Cycling Club of Chicago, Sept. 18.

Indiana. Three days bicycle races held in connection with the fair at New Castle, August 15, 16 and 17. Race meet at Crawfordsville, Sept. 13.

Kansas. A. J. Henley of the Wichita Wheelmen breaks the five mile state record in 18:45.

Louisiana. R. G. Betts, of New Orleans, lowers the southern 24 hour record from 178 to 226½ miles, August 4. New Orleans tournament Sept. 14.

Maine. Division L. A. W. meet at Lewistown Sept. 14.

Massachusetts. First annual tournament of the Hyde Park Bicycle Club was held Aug 25.

Michigan. The St. John Bicycle Club held its annual meeting August 17. Michigan Division Meet was held at Grand Rapids August 18.

Minnesota. Race Meet at Minneapolis August 25.

New Jersey. Annual meeting of the New Jersey Division of the L. A. W. was held in Orange Sept. 21 and 22. The second series of Saturday afternoon's cycling races took place on the grounds of the New Jersey Athletic Club, Bergen Point, N. J., on August 25. First heat N. J. A. C. one and two miles open competitions at Bergen Point August 18, second heat Aug 25, third heat September 1, and fourth heat September 8. N. J. Division L. A. W. race meet at Roseville September 14 and 15.

New York. Thirteenth annual meeting of the National Association of Amateur Athletes of America, was held on the grounds of the Manhattan Athletic Club September 15. Third annual tournament of the Lockport wheelmen September 7. W. H. Barker, of Rochester, broke the world's mile record on his unicycle, making it in 3:27. Waiontha Bicycle Club held its first tournament at Richfield Springs August 15. Staten Island A. C. sports, September 3. N. Y. State Division Meet at Buffalo September 4 and 5. Grand International Tournament at Buffalo September 4, 5, 6 and 10. 100 mile road race from Erie, Pa., to Buffalo, September 8, won by F. A. Dampman. Race meet at Rochester, Aug. 30.

Ohio. Annual meet of the Youngstown Bicycle Club Aug. 31.

Pennsylvania. The Brownsville Cycle Club held their first annual race meeting on Tuesday, August 28. Pennsylvania State Fair Bicycle races at Philadelphia September 10. Juniata wheelmen of Huntington Pa., held their first annual race meet August 29. New Castle Bicycle Club held a race meet August 30. Road race at McKeesport, Pa., August 20. Race meet at Brownville, Pa., August 27.

Rhode Island. Rhode Island Division, L. A. W., gave a tournament to amateurs September 25.

FOREIGN.

Canada. Toronto Bicycle Club's Meeet was held August 13.

England. Howell defeated Fred Wood August 8th in a mile championship race, and W. Wood, August 11th in a 20 mile match for \$1,000 and championship of the world.

Germany. German and Austrian Bicycle Festival commenced at Vienna August 12.

Russia. Race Meet at Moscow July 11.

In our August issue we quoted from the celebrated English physician, Dr. Richardson, his opinion on tricycling for ladies and young children in which he says that all of the tricycles on the market for children under fourteen or fifteen are too heavy and that it is injurious to their health for them to ride, while this may be the case in England, we wish to state that there is one high grade tricycle and tandem, for children, made in this country, the Ideal. It is a two track machine, side steerer, with brake, and all modern improvements, and is by far the finest child's machine made.

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

BY JOSEPH J. BLISS.

In Four Parts.

THIRD DAY, (CONTINUED.)

I REACH Castroville at 12 o'clock, a very quiet looking place. Here I conclude to get dinner, so stop at the only hotel I can see, called the American Hotel, and there obtain a fair meal at cost of 25 cents. Emerging from the hotel I find my machine is surrounded by a small portion of the population and one gentleman, (probably one of the leading citizens) who was addressed as Doctor, paid it the compliment of calling it a beauty, and enquired where I came from and where I was going, but as it was already past noon, with only 16 miles to my credit for the day, I made, I am afraid, but short replies, but sliding into the saddle indulged in the first continuous ride for the day of upwards of a mile. There was then a little rough road past a couple of cemeteries, and then after a turn to the right I came to a bridge, for the crossing of which I paid 10 cents toll. The toll man didn't know what to charge me as he had no tariff on such vehicles as I had with me, but I assured him it was no more usual to charge a man for such a vehicle used for his own locomotion, than it was to charge him extra had he a pair of crutches, so he charged me as a foot passenger only. There was then some villainous walking over a newly made piece of road, and at length I strike a fairly rideable piece of road over a rolling surface, all of the down grades of which were rideable, and I presume all the up grades would have been also, except that in the hollow between, there was usually a soft sandy spot which caused a dismount. I was now passing through what seemed to be a rich farming country, and everybody I saw was engaged in plowing or seeding. I strike another short piece of rough adobe land just before reaching Watsonville, which necessitates a walk, having passed which, at 3 o'clock, I am riding through the beautifully level and wide street of that very flourishing looking town.

The 13 miles from Castroville had taken me two hours and a half, still that was some improvement on the forenoon's traveling. As I ride along, I notice a bicycle in front of a store and dismounting I find the owner, Mr. Radke, who is the L. A. W. Consul at Watsonville, and he accompanies me to a gunsmith near by, where I enquire if I can get my saddle immediately repaired. Yes, I can; but to my inquiry how long it will take, I can get no other reply than "it will take till it is done, can't say if it will take one hour or two hours, or more." As the man will give me no encouragement to hope that he will get it done in about an hour, I conclude not to wait but to push on to Santa Cruz, in the hope that I may reach there before shutting up time, and induce some mechanic to repair the break that evening. I consider it ought to be done within an hour by any competent man.

Having had no opportunity to obtain a drink of any kind on the road from Castroville I am now quite thirsty and after indulging in a couple of glasses of beer, start on my way along a very fair road for a distance of four or five miles through a pleasant looking country over which I make good time in the effort to reach Santa Cruz at an early hour; but the road degenerates again and traveling through some gentle hills I walk and ride alternately for the next three or four miles, then after riding at a brisk pace down a hill I run into a boggy spot where a trickling stream crosses the road, and only succeed in avoiding a fall by a rapid backward spring. I had to let my machine go, and it buried one of the handles six inches deep in the ground as it fell.

The next two miles was all walking, over a poor sandy road, then it became rideable again as I near some more civilized spots, for here I pass a small lake near the roadside on which there was a small pleasure boat. The country all along was very pretty. A little further on I reach Aptos rance, and across the road here a clear rivulet was running, and I stop five minutes for refreshments. Ten minutes later I have traversed the intervening mile of roughish road and am at Aptos, a very pleasant looking little town whose population probably does not much exceed one hundred, but where there are three or four nice looking hotels, and I fancy it must be a resort

for pleasure seekers. Perhaps the Santa Cruz people when they want a change from the charms of their seaside town, take a drive to the pleasant tree embowered hills at Aptos. The gong for dinner at one hotel was just being sounded as I passed, and I am tempted to delay, but conclude to push on to Santa Cruz.

From Aptos the road is pleasantly rolling, and is all rideable, there is also considerable side path riding along here, and houses are scattered along here and there, at wide intervals, all the way to the next town, Shoquel. I am constantly imagining, on account of the houses after the first mile from Aptos, that I am on the outskirts of Shoquel, but the distance is nearly 4 miles between the two places. At length at about a quarter past six I arrive at Shoquel itself, which has about 150 inhabitants. A rough piece of road caused a dismount just before crossing the bridge into the place and I conclude then to trundle my machine till I find a suitable place for five minutes rest. This does not seem to a granger, standing in the doorway of the general merchandise store, to be the correct thing to do, and he shouts at me, "Why the — don't you ride? I would not give a — for a horse I had to lead half the way." To which I vouchsafe no reply, but after resting a few minutes against a tree in the middle of the town I mount again, and I presume leave the town in a manner satisfactory to the inhabitants.

I was now comparatively at home again, having been over the road from Shoquel to Santa Cruz once before, the previous summer, but after nightfull. It was now getting dusk but there was a bright moon, and after a walk up the hill out of Shoquel, I come to a wooden bridge over a very deep ravine, where I pause to look into the depths below, and then I get good riding for two miles or thereabouts till I strike a poor place in the hollow nearly midway to Santa Cruz. There is a stream of water here and I stop for another drink. It is astonishing what an amount of water I have drank through the day, the weather being quite warm without any wind, and the work tolerably hard. This, the shortest day's journey of the three, (48 miles,) has been by far the hardest day's work. Along here I overtake a talkative young fellow, and as the road does not appear to be in the best condition and the light a little uncertain, I walk with him the remaining two miles to Santa Cruz, then I ride the fine asphalt street as far as the League hotel, the Pacific Ocean House, which I reach at 7:30, and am informed that it is not too late for dinner if I will hurry my preparations as much as possible. This I do, and then enjoy an excellent meal.

My machine is locked up in the baggage room and there is no opportunity to clean it, so I retire quite early and am I find on this night too tired to sleep so well as on the preceding. I am inclined to think that it was the first hour's struggle in the morning on the beach and in the sand dunes which made this the hard day's work it was. Had I known exactly what road to take I should have avoided that part of the journey, and have had in its stead, good riding, i. e. the first two miles instead of being along the beach and thence across the sand hills, should properly have been traveled over a good rideable road to Del Monte. Now that I know the road I think the exertion required to repeat the trip would not be nearly what I spent on it, a part of it being through ignorance as to the proper route to pursue.

[TO BE CONTINUED.]

We saw beneath a tree in the neighborhood of South Hampstead last Sunday morning a couple of cyclists, who had evidently started out for a day's run, and had, upon finding the rain beginning to fall, sought a convenient shelter. We thought of them at intervals during the day, and wondered how they fared, for unless they had gone through the rain they must have stayed there all day waiting for it to give over. Oh! how glad we were we had not risen with the lark and gone a-cycling. It is too awful to have to wait in a deadly-lively place with nothing to look at but rain, and vainly expect this heavy shower to clear the atmosphere, or that the break in the sky to spread its cloud dispersing influence. Riding through heavy rain, compared to this, is utter joy.—*Bicycling News.*

The Indiana Bicycle Mfg. Co. of Indianapolis Ind. has been organized with a capital stock of \$20,000, and C.F. Smith, W.T. Barnes, and H.E. Weikert as directors. The company will have a complete line of wheels on the market next season.

From an Australian Tourist.

One function performed by Karl Kron, in selling his book at the Antipodes, and in other out-of-the-way corners of the cycling world, is the securing of reports of personal experiences from elderly riders who do not usually contribute to the wheel press. The following is from a man who was born in Denmark, fifty-two years ago (at Odense, the birthplace of Hans Christian Andersen), and who has resided in the colony of Victoria since 1858. For the last six years, he has been librarian of the Mechanics' Institute and Free Library, at Stawell, which is a great mining center,—and he has lived in that town since 1863.

An account of his longest straightaway trail made in Australia is given on pages 565, 566 of "X. M. Miles;" and the author thereof, in sending in this new contribution, asks us to reprint from the *Australian Cycling News* a testimonial of the international significance of his labors, thus : "Of all the many evidences of the kindly feeling of cyclists for one another,—or, in other words, the brotherhood of the wheel,—we think the successful publication of Karl Kron's book ranks highest. It brings before us, more forcibly than anything else we can record, the existence of a sentiment, unknown in almost any other branch of sport, that binds the hearts of wheelmen together, the world over."

The librarian's letter is as follows : "I have just been reading a large portion of 'Ten Thousand Miles on a Bicycle,' and though I felt a bit imposed upon when your Sandhurst agent mailed a copy with the request that I buy it, I am now greatly pleased that he did so. And for several reasons. Amongst others, it shows a thoroughness in its matter that is highly refreshing in these days of hurry and 'shamming.' As a cyclist of some extended experience, I can vouch for the correctness of your conclusions on many points. I agree with you about touring *alone*. I have tried both ways, and I must say that *alone* is *the* way to enjoy a tour. A fortnight spent on the wheel in '85, in the western parts of Victoria, in company of my terrier dog 'Dandy' (alas! now no more!) was I think the most thoroughly enjoyed holiday I remember. Again, on the food and drink question, I can thoroughly bear you out. Once, and only once was I induced to break the rule of having no 'firewater', and it happened thus: At a place called Mortlake I asked the bar-keeper if I could get a cup of tea made, and was directed to call on the girl in the kitchen. She made the tea, but, in pouring it out, some leaves stuck in the spout of the teapot, whereupon, she put the spout to her mouth and blew the leaves into the pot ! This proved too much for me, and I threw the tea away and took a small nip of brandy; but it made me so thoroughly uncomfortable that my rule, as it is yours, shall never again be broken.

"I have this evening read your remarks upon 'the hotel question,' and I must say that they are so pertinent and so thoroughly in unison with my own idea of comfort, and the fitness of things in paying for my comfort, that I cannot abstain from reaching my hand across the sea, and with an imaginary shake say, '*bully for you, Kron.*' I shall let one or two of our leading hotel keepers read this chapter of your book, and ask them to make note of it, and act up to it.

"Here in Australia the 'Union' has as yet gone no further, than to appoint Consuls where practicable, and these Consuls have pointed out what they considered the best hotels, which they generally are. But I am glad to say they have left the arrangements with hotel keepers 'severely alone,' and this I hope they will continue to do. This wise inaction seems probable, because touring here is not so general as in America, or England,—for two reasons: first, the roads are not very good; but, secondly and chiefly, because the population is comparatively sparse. In cities, of which only three are to say well populated (viz. Melbourne, Ballarat, and Sandhurst) there are no doubt plenty of cyclists, but they chiefly concern themselves about meets, racing and half holiday runs. There are as yet scarcely enough of people of, say, from 35 years and upwards, who have the leisure to make prolonged tours. Again, we have no cycling literature worth mentioning. In the two weeklies there are about half a column of paragraphs, but these are generally of a stereotyped order, such as, 'The Yerndale C. C. had a run to Kensington where host Jones made them comfortable,' or 'The Mebb. C. C. had a run to Keilor on Saturday, where they spent a couple of hours pleasantly, and had a charming run home, only six attended.'

This sort of stuff does not tend to give people an interest in the thing.

"Still further, as all our cycles are imported, there are no great manufacturing firms to force the wheel upon the notice of our people. Whence I am forced to come to the conclusion that cycling has not reached that point of popularity that it should have reached.

"I have just sent a friend of mine away smiling with your book under his arm. He is a Canadian, manager of a local bank, and a cyclist of a month's standing. He saw your book on my desk and wondered if you had gone over the Canadian roads. Finding the chapter (XXI) in which you describe, 'Nova Scotia and the Islands Beyond,' he collared the book and is presumably deeply in it at the present moment.

"In conclusion, if for any purpose you should want any information from the Australian Colonies, and you will drop me a line, I shall be happy to give you any and all the assistance I can; and what I give you shall be authentic.

"I accepted the post of librarian in 1882, when I gave up active business, owing to a paralytic stroke on my right side. I partially recovered and took to gentle tricycle exercise, and with good habits, fresh air, and moderate cycling, I have quite recovered and can now go 50 to 70 miles without fatigue. My longest day's ride was from Warrnambool to Colac, a distance of 75 miles, but, as I overshot my road three miles and had to retrace it, I really made 81 miles in the day. This was in January, 1885, and the weather was very hot. I suffered no fatigue, and rode about 500 miles in 14 days, spending several days in sight seeing. I now (in May, 1888) ride a rear driving Safety and find it a nice comfortable machine."

M. T.

"Somewhere, I Know not Where."

IT was a hot day, a broiling hot day, the sun was certainly coming down with a vengeance on us, Sam and myself, as we toiled along on our machines. We were somewhere between Yonkers and Albany, New York; I cannot say exactly where, for I don't remember, nor do I care to, for my memory of the day itself is quite sufficient.

Part of the time we were compelled to walk, for we were in the hills. For an hour or more, we had been taking turns with a carriage in passing each other; when we walked the carriage took the lead, when we rode we went to the front.

Finally we arrived at the foot of a long hill. We both got off and took a survey of it, and decided that when we reached the top we could go no higher; finding some satisfaction in this fact, we put our machines *a-la-wheelbarrow* and got under way.

The carriage had now come up with us again, and the occupant, a gentleman not far from fifty years of age, alighted and walked so as to relieve his horse as much as possible on the long steep grade. I took this occasion to inquire whether we were in the vicinity of a good hotel; for both of us were beginning to be extremely hungry, and somewhat weary, because of the intense heat. He replied that we would run across one about ten miles farther on, though he wouldn't recommend it. I was now extremely sorry for having obtained the information, for Sam looked as though he was about to cave, and I certainly felt so, but made an effort to keep up a bold front.

At last we are up ! and decidedly well pleased to get there. The gentleman of whom I had made the inquiry, had now disappeared around a bend in the road which passed into the woods. Just before driving off he remarked, "I don't know, but, that hotel is a trifle over ten miles, and it seems to me there is something of a hill between it and you." Sam thanked him very kindly while I smiled blandly.

Once more mounting we rolled along at a fair pace. We had been in the saddle but a short time, when we beheld four young ladies walking towards us, hand in hand, leaving no space for us to pass, nor did they seem inclined to allow us to do so by breaking ranks. For once in my life I was utterly non-plussed for a mode of action. I endeavored to fall behind Sam, who performing the stand-still act, made me keep my vacative position. The ladies having now advanced, to where I stood leaning against my machine, came to a halt.

"Ladies, we beg to know your pleasure." I said in desperation, for I felt compelled to say something no matter how commonplace.

and all my ready wit had flown. "If you have come forth to capture us, we surrender *sine conditione*, and are thy willing slaves."

A little maiden with dark mischievous eyes replied most unkindly: "The most stupid speech I have heard for some time."

Here, Sam come to my aid;—"Forgive him, I beg of you, for my poor friend is half starved, and further more is naturally uninteresting and stupid when trying to be gallant," and he bowed courteously to them.

While we talking the restraint, under which we first felt ourselves, wore off and left us more comfortable. We ascertained that they were staying at a large boarding-house or country-house close by.

"Do you see yonder gabled roof rising above the trees?" asked one of the ladies, as we come in front of a stably old house half hidden by the foliage, "well, that is our home for the summer."

"And I dare say, under those trees and in those hammocks you have dreamed of new bonnets, and a happy return to the city," said Sam.

"Oh, no!" said the little one with dark eyes, "we have no thoughts here, save of home-made bread and butter, and cream so thick," indicating nearly half an inch on one tiny finger, "and mince pies, and pickles and cold chicken." Here two most heartrending sighs caused her to desist.

Sam who for some time had been edging toward one of the hammocks, now tumbled into one. I looked longingly toward another and as the ladies suggested that I had better follow my companion's example, I forthwith did so, accepting one of the three offered, to which little "dark eyes" conducted me not far from where Sam was. I thanked her most politely, perhaps, somewhat tenderly, for I took her hand in mine. She withdrew it quickly and looked extremely indignant, which I felt rather foolish.

"You hurt my fingers awfully!" she said, stamping a cinderella foot on turf.

"Do you know," I said, after making a thousand apologies for my awkwardness, "that this poor crown of mine has pounded *terra firma* much more serenely than that angry little stamp of yours?"

"Then you certainly must have cracked it, and that accounts—", and without finishing the sentence she ran away before I could say "Jack Robinson," smiling so sweetly I could hear my heart thump, and I confess I felt a sort of regret at parting with her.

Looking over at Sam who was not more than a few feet from me, I saw he was sound asleep and in a few minutes I was neck and neck with him. I don't know how long we had been sleeping, but all at once the dingy of a bell and a merry peal of laughter awoke both Sam and me into a sitting position, so suddenly that we both come near pitching over-board. Sam looked at me and I looked at Sam. Again the merry laugh and then our waking senses returning to us, we both got up and were filled with astonishment at the scene before us.

Under the branches of the green and shady trees, where we were, our machines stood stacked together; from the handles bar of Sam's a pail of milk was hanging, while my machine had been converted into a hat rack, and appeared very gay, decorated as it was with broad-brimmed hats from which flitted brightly colored ribbons. Around us were our newly made acquaintances and several others enjoying our embarrassment hugely. After a moment a gentleman advanced, whom we recognized as the occupant of the carriage we had met in the morning, and addressed us thus: "Tho' I took pleasure in being the author of the program, (that you have so admirably carried out this morning,) and sent these blushing school-girls to bring you hence,—and they have succeeded beyond my expectation,—yet, I now take as much more pleasure in inviting you to partake of our country fare. Now, gentlemen, let us all be introduced and be no longer strangers, but,—friends."

After this kind speech, Sam, who is considered an adept at after-dinner speeches, made a most fitting reply, expressing both his and my thanks for such kind hospitality to entire strangers.

At last we all sat down on the grass to eat; and such a lunch as that was! worthy to be set before a prince! Could any spread in palatial restaurant equal that under these shady trees, with the birds singing over-head and the summer breezes playing 'round, and with companions fair and delightful! It was an occasion neither of us will soon forget, but rather treasure up as the happiest bicycle incident we had ever recorded; and 'little dark eyes' occupies my thoughts even now, so long afterward.

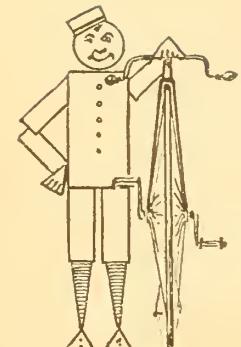
D. F.

Some Early Bicycles.

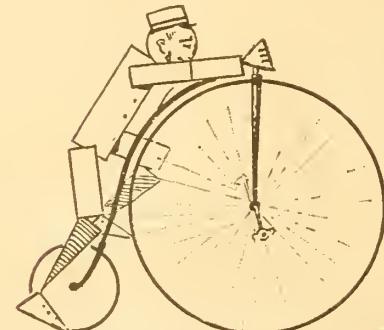
It would not be an easy matter to say who was the originator of cycling as it exists at the present time, interwoven with our modern life, and multiplying its uses from day to day. The idea of a carriage propelled by means of the feet of the rider goes back a long way, and nobody, perhaps, could fix the date when it was first broached, but Ozanam, Member of the French Academy of Science, described in 1693 a carriage with four wheels, propelled by means of two pedals, which was known in Paris for several years, and which was said to be the invention of a doctor of La Rochelle, named Richard. Since that period a great number of inventors have tried from time to time to construct mechanical carriages, and we may instance, as perhaps the most important attempt of the kind, the effort made by Blanchard, the future aeronaut, about the year 1780, some time before he launched his project of a "flying ship." At the beginning of the present century a bicycle of a very ingenious kind was conceived. The two wheels were placed on the same line, and were equal in size—as were those of the wooden "velocipedes" in vogue some twenty years ago. The saddle was placed between the two wheels in such a way as to allow the rider's feet to touch the ground, and it was by pressing his feet against the ground that he propelled the machine. This prototype of the modern "safety" is said to have been invented by Nicephore Niepse, one of the celebrated inventors of photography. It attained considerable success in Paris after the troubles of 1815, and it reached its greatest popularity perhaps in 1818, the year which preceded the birth of cycling in England. Unlike the French machine, which was made entirely of wood, the English bicycle of 1819 was a light apparatus constructed of metal. It was based on the same principle as its wooden predecessor, and was called the "Pedestrian Hobbyhorse." At the same period there was manufactured a "hobbyhorse" for ladies. The saddle was mounted on a frame having the form of a letter U, so that the fair rider's dress was maintained several inches from the ground. The saddle was placed at the extremity of one of the branches of the U; in other respects the machine was the same as the companion one. An engraving of the period represents the interior of a riding school for those old-time bicyclists, kept by a man named Johnson, the place being situated in Brewer Street, Golden Square. The picture shows us that there were then, as now, very clever riders, some being represented flying over the floor of the riding-school with their feet resting on the nave of the front wheel. If the earlier bicycle was successful at Paris, this was no less so in London, as is proved by a remarkable caricature by Cruickshank, which we should like to be able to reproduce, on a small scale, here for the amusement of our readers. It bears the date of July, 1819, and is entitled, "Every man on the Perch; or, Going to Hobby Fair." It represents men of every profession and occupation, careering in single file, each mounted on a machine to suit his especial fancy. A soldier is seated astride a cannon which is mounted on four wheels, while a sailor is comfortably fixed up in a boat, which runs (by some unaccountable principle) on two wheels, one fore and one aft, with a rudder behind and a sail in front. Many other caricatures were produced in 1819, showing that in this year the bicycle became well-known in London. One picture represents a fantastic sort of machine, worked by a gentleman, who is astride the frame in front, while behind him is a lady in a comfortable seat mounted on the frame, and behind the lady is a little groom. Another picture, however, is much more interesting, for it gives us the semblance of a veritable tricycle, worked by pedals and very well constructed. The lady who is working it does not have her feet resting against the ground; she is seated between two wheels and works the apparatus by means of two long pedals operating a lever. A front wheel turns around an axis, and serves to guide the machine. This picture, which denotes the appearance of a new and more perfect invention in the way of cycling than anything previously known, is dated May 22, 1819, and is simply entitled "The Ladies' Hobby." After these curious innovations in Paris and London, the idea of cycling died away, and was forgotten, and it was not until towards the year 1870 that some ingenious mechanical constructors took it up again, and by their patience and skill paved the way for the appearance of the splendid and perfect machines of the present day.—*Sewing Machine and Cycle News.*

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He squares himself for a ride



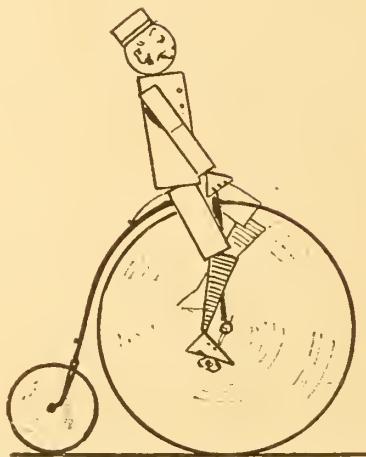
His first efforts at mounting are very rhumb,



But he gets there by degrees.



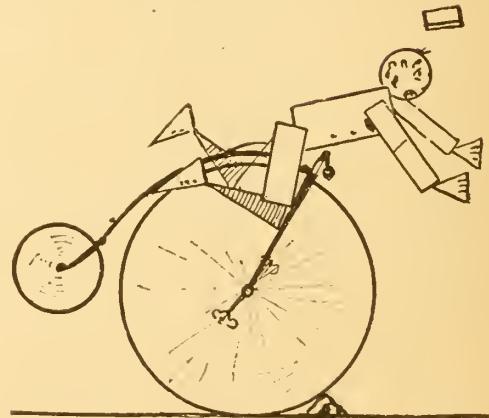
He circles around awhile,



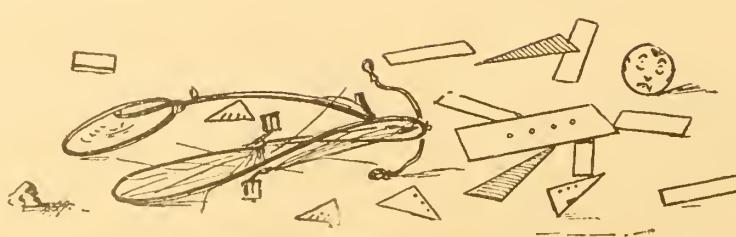
and rides along like a Lord High Pothouse.



But presently strikes an irregular polygon,



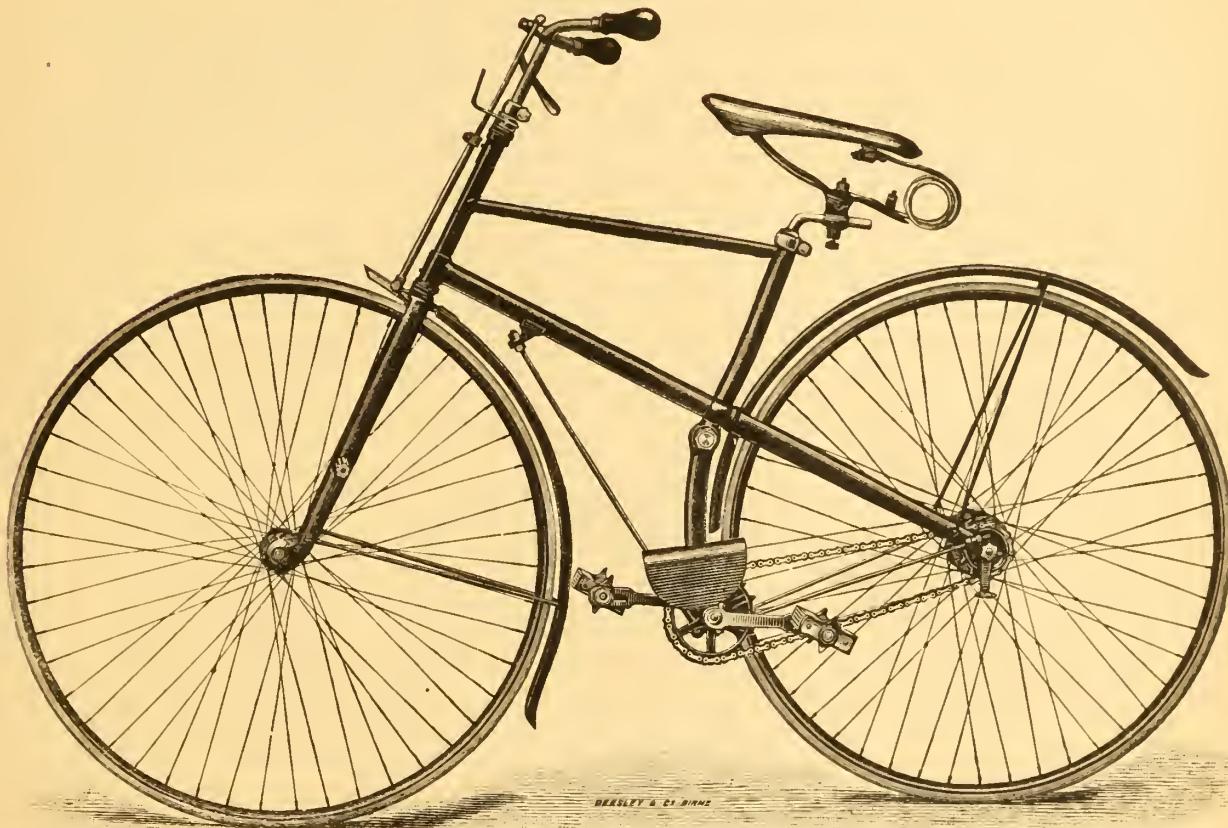
Whereat he flies off at a parabolical tangent—



Describes a hyperbolic orbit through space, till the centripetal equalizes the centrifugal force and overcome by gravity he lands a disintegrated mass.—*Quod erat demonstrandum.*

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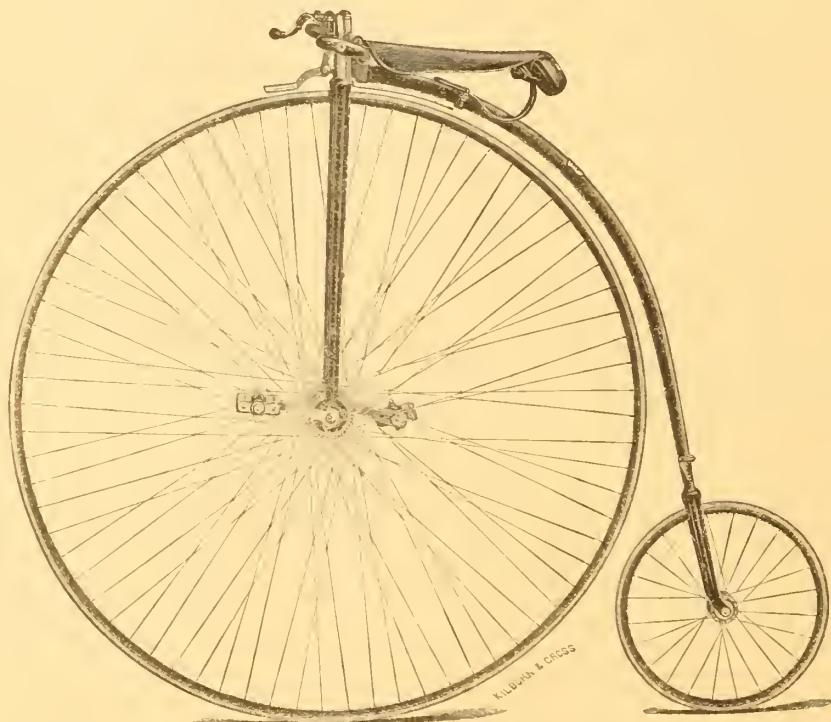
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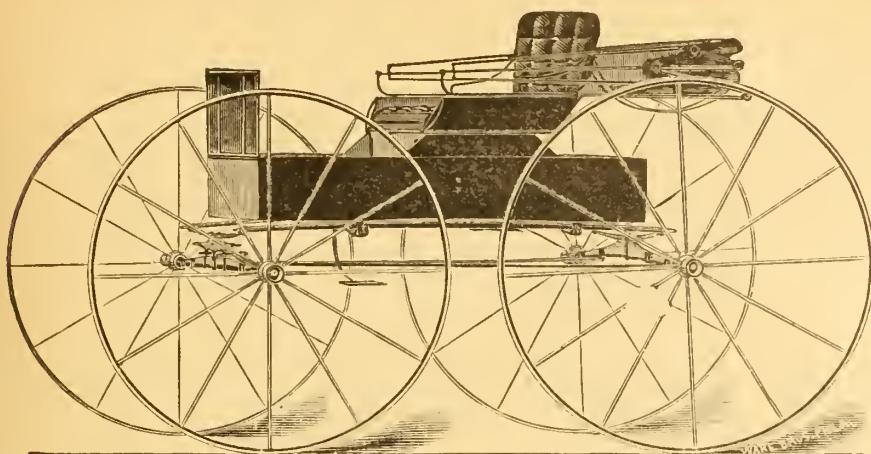
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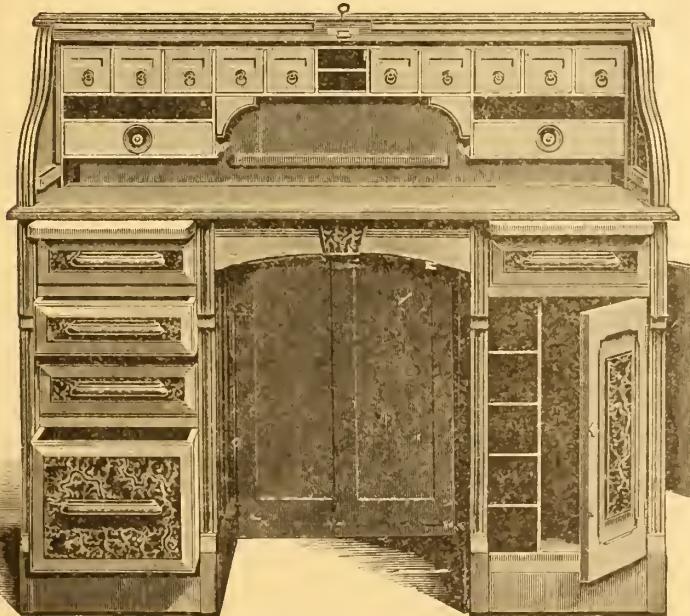
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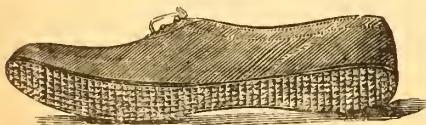
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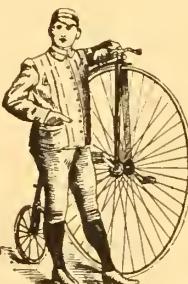
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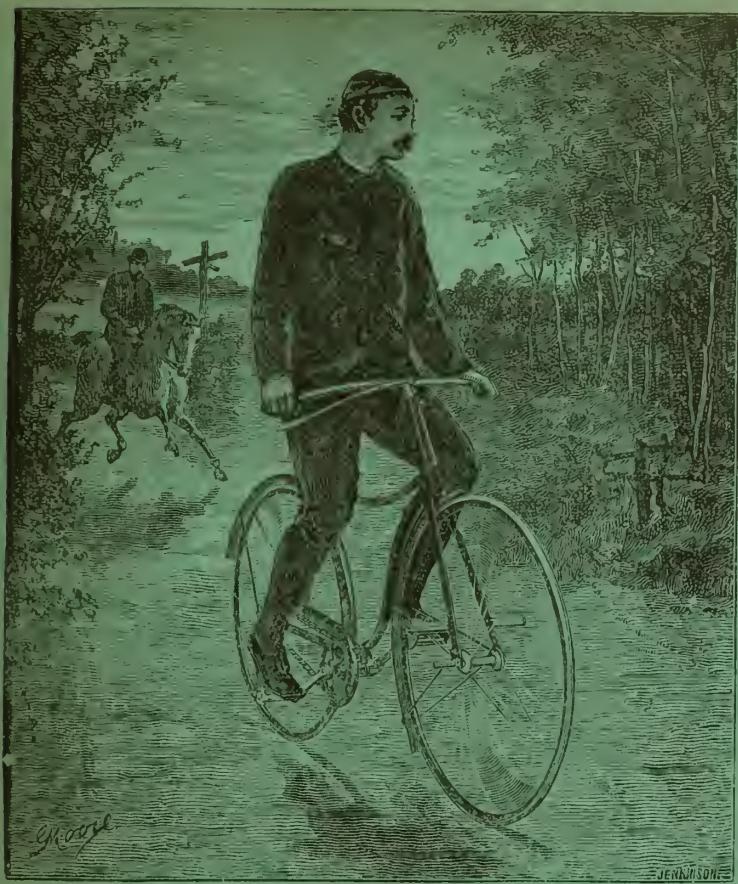
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286	48	Standard Columbia, all nickelized but wheels, good order	311	56	Humber, cow-horn handle bars, enamel finish, ball bearings, ball pedals, new	60.00
287	48	American Star, number one condition	312	56	Expert, cow-horn handle bars, spade handles, Kirkpatrick saddle, ball pedal, good running order	75.00
288	48	Rudge Light Roadster, ball bearings and pedals, cow-horn handle bars, spade handles	313	56	Harvard, cow-horn handle bars, ball bearings to both wheels	40.00
289	48	Otto Special, all nickelized but wheels, spade handles, cow-horn handle bars, new	314	58	American Challenge, ball bearings, standard finish, No. 1 condition	55.00
290	50	Springfield Roadster, in splendid condition	315	58	American Challenge, all nickelized but wheels, No. 1 condition Lillibridge saddle, ball bearings	65.00
291	50	Volunteer Columbia, ball pedals, shop worn only	316	60	Yale Roadster, new tires, all nickelized but wheels, cow-horn bars, ball bearings, ball pedals, almost like new	75.00
292	50	American Champion, standard finish, ball pedals, new				
293	50	Harvard, all nickelized but wheels, ball bearings, new tires, good condition				
294	50	Harvard, nickel and enamel finish, ball bearings to both wheels, dropped handle bars, No. 1 condition				
295	50	Victor, ball bearings and ball pedals, cow-horn handle bars, No. 1 running order				
296	52	Light Champion, all nickelized but rims, special built, a bargain at only				
297	52	American Champion, spade handles, ball pedal, standard finish, fine order				

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