

THE WHEEL

Established 1880.

A JOURNAL OF CYCLING

12 Vesey St., N. Y.

AND RECREATION.

Vol. XII.—No. 8.]

NEW YORK, MAY 20, 1887.

[WHOLE NUMBER, 294.]

Catalogue
now
Ready.

INFORM
YOURSELF

60 Pages
of
Information.



SAM'L. T. CLARK & Co.
IMPORTERS AND SOLE AGENTS
BALTIMORE MD.

Free to
all
Applicants.

ON
MODERN
MOUNTS

Mention
this
Paper.



Cures and Prevents
Colds,
Coughs,
Sore Throats,
Hoarseness,
Stiff Neck,
Bronchitis,
Headache,
Toothache,
Rheumatism,
Neuralgia,
Soreness or
Stiffness of
Muscles,
Sprains,
Bruises,

quicker than any known remedy. It was the first and is the only PAIN REMEDY that instantly stops the most excruciating pains, allays inflammation and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs. Athletes will find the application of Ready Relief of great value, in relieving all soreness and stiffness in the muscles

INTERNALLY.

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

There is not a remedial agent in the world that will cure Fever and Ague, and all other Malarious, Bilious and other fevers, aided by RADWAY'S PILLS, so quick as RADWAY'S READY RELIEF.

Fifty cents per bottle. Sold by Druggists.

We have the Workmen

—TO DO ALL—

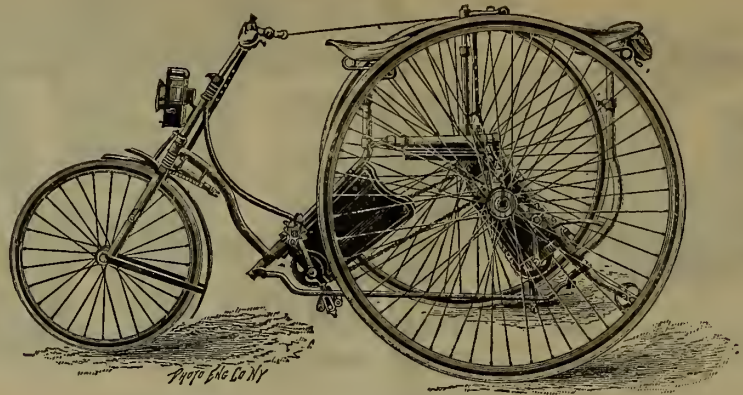
DIFFICULT REPAIRS.

NEW AND SECOND-HAND WHEELS IN STOCK.

Call and see the "New Mail"—the wheel of perfection.

SCHWALBACH & WILLDIGG,

Prospect Park Plaza, Brooklyn.



D. ROGERS & CO., Limited,

75 CLINTON AVE., NEWARK, N. J.

SOLE U. S. AGENTS FOR THE

"CUNARD" CYCLES,

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

D. ROGERS & Co.

SPRINGFIELD, O., January 11, 1887.

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

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

Send your orders and don't get left. Reliable agents wanted everywhere. Cabinet Photograph of any machine 25c.



THE STAR.



SAFE!

SAFE!

PRACTICAL!

PRACTICAL!

FAST!

FAST!



SPECIAL STAR.

No Headers or Dangerous Falls. Always First on the Road and Up the Hill. The STAR is the only Bicycle that combines in the highest degree the qualities of Safety, Speed, and Hill Climbing. World's Record, 305 miles in 24 hours.

New 1887 Catalogues free, and now ready for distribution. Address

H. B. SMITH MACHINE COMPANY, SMITHVILLE, NEW JERSEY.

NEW YORK SALESROOMS, 115 LIBERTY STREET.



ATTENTION!

DON'T MISS THIS!

PECK & SNYDER,

124, 126 & 128 Nassau Street,

NEW YORK AGENTS FOR

THE NEW MAIL,

THE LATEST AMERICAN HIGH GRADE WHEEL. A PERFECTLY MADE LIGHT ROADSTER.

All the latest Improvements.

Trigwell's Ball Head, Perfection Backbone and Forks, Warwicks' new Hollow Rim, Spade Handles, Kirpatrick Saddle, Narrow Tread, Spokes wound seven times, Harwood's Adjustable Step.

Come in and see it. Send for circular



COLUMBIA BICYCLE SHOE.

Lightest and Best on the Market

BLACK LEATHER,

\$4.00.



RUSSET LEATHER,

\$4.50.

Columbia Bicycle Shoe

Boys' Bicycles, \$25 to \$90.

Columbias, \$75 to \$150.

PURCHASERS TAUGHT GRATIS IN OUR SCHOOL.

COLUMBIA TANDEM Ready.

Full line of Second-hand Wheels. A few Rink Wheels at an exceedingly low figure.

Cabinet Photographs of all the celebrated Racers and Racing Tracks.

12 WARREN ST.,

POPE MFG. CO.

NEW YORK.

Free Treatise For the Weak, Nervous and Debilitated; How to regain Health and Vigor. **Home Treatment** for Nervous and Mental Diseases. **TRIAL SENT.** Address, J. M. BATE & CO. 283 S. Clark Street, CHICAGO, ILL.

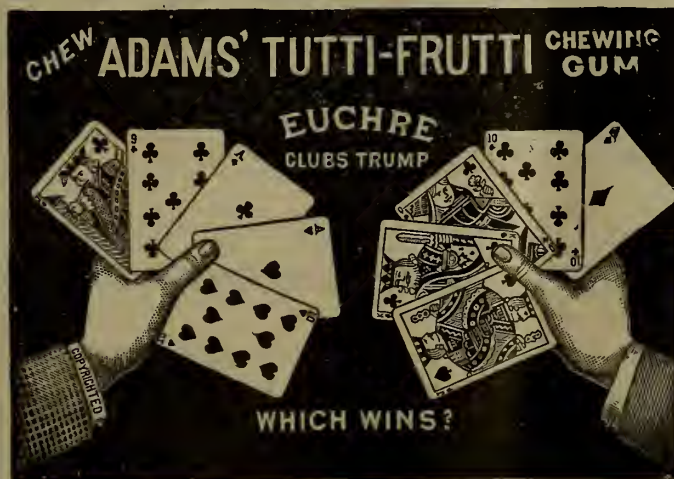
EVERYBODY'S Pocket Drinking Cup, In nickel-plated watch case, improved for 1887, and price reduced to 35c. or 4 for \$1.00. **GREGHILL MFG. CO.,** Meriden, Conn.

SMITH'S Sporting Goods. **LOWEST PRICES.** 123 FULTON ST. In Hat Store, up stairs.

EASY PAYMENTS. Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. **Geo. W. Rouse & Son, 13 G St., Peoria, Ill**

SACKETT'S EXTRACT WITCH HAZEL. (Specially prepared as to Purity and Strength.) Warranted fully equal to any Extract in the market, and by many large consumers preferred to any other. Sold by the manufacturers direct, in barrel, 1/2 barrel and 1/4 barrel lots, and for the use of Bicyclists, Base Ball Players, &c., put up in small packages as follows: Pint Bottle..... 25c. Quart "..... 40c. 1-gallon Demijohn..... 85c., refilled, 65c. 1-gallon "..... \$1.50 " \$1.20 5-gallon " (for Clubs)..... 5.95 " 5.00 **STEVES MANUFACTURING CO.** 12 Warren St., near Broadway, New York.

WHAT IS SAID OF IT.



It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

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

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

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

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

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

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

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

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

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

Sixteen Reasons Why the American Champion is the Most Desirable Wheel in the Market.

1st. Bearings are the easiest running of any in the world.

2d. Adjustment of bearing the simplest and best.

3d. Adjustment of cranks the most rigid, no taps to loose.

4th. Rims constructed to withstand the greatest amount of strain with no danger of buckling.

5th. Head the strongest and most durable, has $3\frac{1}{2}$ inch bearing surface for neck, (*other wheels have $\frac{1}{4}$ to an inch only*).

6th. The handsomest and strongest detachable one-piece handle bar.

7th. The best break, spring and lever.

8th. The most comfortable and elegant saddle.

9th. Absolute dust-proof rear wheel bearings.

10th. Largest section backbone.

11th. Has more good patented novelties than all other wheels.

12th. Comes at a reasonable price.

13th. Is constructed on scientific Principles.

14th. The most elegant wheel that can be produced.

15th. Is honestly made of the best steel.

16th. We invite comparison piece by piece or as a whole with any machine in the world.

MANUFACTURED BY

GORMULLY & JEFFERY MFG. CO.,
CHICAGO, ILL.,
LARGEST MANUFACTURERS IN AMERICA.



--AND--

RECREATION

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.
 Foreign Subscriptions, - - - 6s. a year.
 Single Copies, - - - - - 5 Cents.

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.

Telegraphic news received till Wednesday noon.

Wheel Combination Subscriptions.

	PER YEAR.
Wheelman's Gazette and The Wheel	\$1.25
Bicycling World and The Wheel	1.50
Outing and The Wheel	3.00

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,
 23 Park Row,

P. O. Box 444. New York.

SUBSCRIPTIONS FOR THIS PAPER RECEIVED AT:

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

BROOKLYN, N. Y.—Schwalba & Willdig, Prospect Park Plaza.

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

WASHINGTON, D. C.—N. L. Collamer, St. Cloud Building.

HOWELL DEFEATS WOODSIDE.

FIRST RACE OF A SERIES OF INTERNATIONAL
 BICYCLE RACES AT LONDON.

[Special Dispatch to the Sunday Herald.]

LONDON, May 14, 1887.—The first of a series of five international bicycle races took place to-day between Howell, of Wolverhampton, and Woodside, of Philadelphia. The distance was twenty miles. There were 5,000 spectators present. Woodside at the beginning rushed to the front and led at the end of the first mile, which he covered in 2m. 48s. At the end of the tenth mile Woodside was still in the lead, but towards the close of the races Howell gained on him and finally won by fifteen yards. The time for the twenty miles was 1h. 40s. The distances in the other races will be, respectively, 1, 5, 10 and 25 miles.

EXTRAORDINARY CYCLING FEAT.

Mr. Temple, the trick bicyclist of the American team, made a successful attempt on Monday night to ride along the wall of the North Pier at Aberdeen on one wheel. Attired in a racing suit, and having a rope attached to the handle-bar of the bicycle, which a companion holding his hand, Temple balanced himself for a short time and moved rapidly off towards the lighthouse. On reaching the sloping rise of two feet he nearly ran off into the sea, but quickly regaining his equilibrium, he sped along in safety for a distance of about 150 yards. The daring bicyclist did not consider his feat as at all a dangerous one, stating that, if he had been unfortunate enough to fall into the sea, he would not have hurt himself, as the tide was rapidly running in; besides, he is an expert swimmer, and, at the worst, would only have had a bath. The height from the wall to the water is about twenty-five feet, and some five feet to the road bed. The event naturally drew together a large crowd, who heartily cheered Temple on his accomplishing his astonishing task.—*Bicycling News*.

UNJUST CRITICISM.

When a hopeful youth, engaged in storing my mind with a little useful, and a large quantity of useless knowledge, I remember once giving the definition of the word "quandary" as "something to get into."

I humbly confess to being in one now, and make the confession public, in the wild hope that some kind, sympathetic soul will help me out.

Always by special invitation, I have accepted several engagements to deliver lectures. Having ventured upon the hitherto untried field of the lecture platform, in my own way, just as I would venture into an unknown country, I was, of course, anxious to hear the verdict of popular opinion. It has been freely given, but I must confess that I find myself little wiser than I was a month ago, so contradictory are the various criticisms published.

The *Brooklyn Eagle* of April 17, speaking of the lecture there, says: "A large audience assembled last evening at the Academy of Music to hear Mr. Thomas Stevens describe his trip around the world on a bicycle. His lecture was made entertaining, not only by the narration of his experiences on a journey without a parallel in the world's history, but by his manner of telling it. He was received with loud and prolonged applause, and his lecture was frequently interrupted by applause."

This favorable comment is supplemented by an invitation to deliver the same lecture again, in the same city, on May 26, which I have engaged to do.

In direct opposition to this, is arrayed the melancholy hoot of "*The Owl*" in the *L. A. W. Bulletin* of about the same date. We all know well enough that the *New York Owl*, is a wiser and nobler bird in every respect than the *Brooklyn Eagle*. Therefore, when "*The Owl*" flatly contradicts the *Eagle* by remarking: "Before a crowded house, almost entirely of cyclists and their friends, he evoked but faint applause, and that but upon one or two occasions;" it is plainly evident that the *Eagle's* triumphant scream was totally undeserved, and that the *Brooklyn gentlemen* who have engaged me to lecture again in their city, don't know what they are doing.

Not less diametrically opposite are the comments of the *Cleveland daily papers*, and the criticism of "Holy Joe" in last week's *Indianapolis Record*. Will some cycling Solomon kindly inform me why the comments of the daily press have been almost universally favorable, whilst such fraternal lights as *The Owl* and "Holy Joe" criticise adversely, with what looks almost like "ghoulish glee?"

THOMAS STEVENS.

HE WANTED IT BADLY.

VAN BUREN, CARTER CO., MO., }
 May 10, 1887. }

POPE MFG. CO., New York, N.Y.

DEAR SIR:—I saw your advertisement in the "Postal Guide."

I will give you a warranty deed to forty acres of land lying in this county for a fair tricycle.

A railroad has been surveyed, and is now being built through this county, and land will, in a short time after its completion, command a good price. Trusting you may see your way clear to a trade.

Am very truly yours,

W. H. P.

KINGS COUNTY WHEELMEN'S RACE MEET.

Editor of THE WHEEL:—The Kings County Wheelmen, of Brooklyn, will hold their Annual Spring Races on the grounds of the Brooklyn Athletic Association, June 25. Every evidence points toward increased interest and enthusiasm in this event, which the push and experience of the K. C. W., the only club to offer Brooklyn cyclists the opportunity to witness an exhibition of speedy pedaling, have made a yearly fixture of note. The following events will be open to amateurs only:

1-mile Club, Novice.
 1-mile Championship, Ilderan Bicycle Club.
 1-mile Championship, Brooklyn " "
 2-mile Championship, Calumet " "
 1-mile Novice, Open.
 1-mile Open Handicap.
 2-mile Open Handicap.
 5-mile Open Handicap.
 1 4-5 mile Relay, Team Race; three men from each club entering; three laps each.
 1/2-mile, boys under 15 years.
 1-mile, ride-and-run.
 1-mile, Consolation.

The sport offered in this list is certainly diversified and will be appreciated by our numerous friends. Costly prizes and medals, superior, if possible, to those given before, will be offered. Address all communication to

W. I. AMERMAN, Secretary,
 159 Clymer St., Brooklyn, N. Y.

THE WILD EARTHMAN OF AMERICA.

THE NOBLE ORDER OF DRUNKARDS—A CHAPTER
 TO BE ESTABLISHED IN AMERICA.

'Twas night in London.

'Twas also night in other cities and towns of England, but we have no business with any part of the night but that portion of it which hovered over the great metropolis.

Away off in the fashionable West End, Karles Edgar Piles kept bachelor apartments, and such apartments were not to be found in all London. This untitled sybarite commanded unlimited wealth, and, quite astonishing too, he has the taste, intelligence and culture, to gather old silverware, articles of *vertu* and curios from all the corners of the globe, which were scattered in luxurious bewilderment about his rooms, and made them the envy and admiration of half the young bachelors about town.

The dining room was evidently arranged in expectation of a brilliant company. Precisely at nine, the expected guests crowded into the grand room in droves, led by Karles Edgar. They were arrayed in black racing Jerseys; nothing more. Nay! One modest individual wore a diamond in addition to his Jersey.

When the company had been comfortably seated, Karles Edgar, who was the president, issued a command in stertorous and grandiloquent tones, and immediately four of the most stalworth of the party rushed to an ante-room, and returned, dragging with them a struggling writhing thing, also clad in a black Jersey. The victim proved to be A. Von B. K. Wilde, the Man of Mystery, who was to be initiated into the Great American Earthmen.

The victim was seated at the table and compelled to drink everything the president ordered. In an exceedingly minute particle of time he was slightly shaky; some people might have said beastly drunk. Before many courses were served, the entire company were in like condition. They jumped around, all clad in their beautiful but abbreviated Jerseys, making devilish noises and demoniacal manifestations. All the cycling lights of the British Isles were there, and they let themselves out with a rush.

Finally, when the devastation of the room was about completed, Mr. M. D. Tucker climaxed by hurling a bolster across the table, which swept the cut glass, porcelain and silverware, a worthless heap, on the floor.

Then came the crowning ceremony of the evening. The candidate was seized by the Earthmen and rushed out into the street with all the *clat* of an inferno. On the earth walk he was dragged up and down by the maniacs, and when the police and the affrighted neighbors appeared on the scene, the Earthmen disappeared into the Sybarite's apartments and the Man of Mystery was declared a full-fledged member.

In the morning, or rather late in the afternoon of the next day, the Sybarite awoke, was groomed by his men, read the dispossession, just received from his landlord, credited up a loss of £5,000 on household furniture, and then wandered out to see if any of the Earthmen had survived the orgies of the night previous.

Perhaps some of your readers may doubt the above recital; they may also doubt the existence of such a society as the Earthmen. But they are wrong. A favored few on the inside of cycling circles have long been aware of the existence of the society. As a chapter is about to be established in Boston, I will give the salient points of its constitution.

The society is formed for the purpose of scientific liquidation and of ascertaining just how far a human being can go, when in such state.

The members must drink *everything* the President orders.

No meeting shall be held twice at the same place, as the festivities usually preclude such a possibility.

The regulation dinner dress shall be a racing Jersey only.

No member shall mention, under pain of expulsion, any damage that may occur to his person or his furniture.

TITNAM.

AN AMERICAN ABROAD.

MUNICH—THE CITY OF BEER—ROYALTY AT THE RACES.

When I went into the dining hall of the hotel, in Munich, the evening of my arrival, it was by an odd chance that I took my seat at a table with two out of the three resident Americans, living at the hotel. I don't know how the cycle came to be mentioned, but in a very short time I knew that my *vis-a-vis* was a wheelman, and an enthusiastic tricyclist. From him I learned that notwithstanding stringent police regulations, the wheel is an institution in this city of art and beer (and such art and such beer—Shades of King Gambrinus!). I learned that to ride at all in Munich, one must be regularly registered and licensed, and in addition to the usual bell and lantern proviso, the machine must carry somewhere in plain sight—as on the head, over the brake—a big number which can be seen almost across the street. Outside of the city limits the riding is very poor at this season, owing to resurfacing with stones, which, with more or less mud, makes the roads almost impassible. Later on it will be somewhat better, though I doubt if the roads are as good as in France or England.

A RACE MEET AT MUNICH.

Sunday morning I learned that the Munich Club was to hold a race meeting on that very afternoon, and that it was to be a kind of International affair. My cycling acquaintance at the hotel was not going, but I was introduced to a couple of gentlemen from Salzburg; bicyclers, who had come on to attend the races, and, at their invitation, I accompanied them to the grounds. One of them, an architect, could speak a little English (very good English too), which was most fortunate for me. Arriving at the gate, he told me to write the name of my club on my visiting card and it would admit me. I did so, the gatekeeper merely tearing off the corner of the card without looking at it, after which it was handed back to me. As some thirty clubs were represented at the meet and members were admitted in this manner, one would hardly think it a means of greatly swelling the receipts; however, it was Sunday, and the good Munich pleasure-lovers were out in force to the number of two thousand or more, and, doubtless, the receipts did not suffer greatly.

The track is a very good one, oval in form, with cinder in its composition, I should judge—500 metres to the lap, or, roughly calculated, five-sixteenths of a mile. The stand for the jury was a little box about eight feet square, without cover, and directly opposite it, over the track, was a stand some twenty feet square, draped and festooned, and banked with potted plants, which, from its row of gold-framed chairs, I judge had been set apart for some distinguished personages. On either side for the length of a hundred feet were stands for spectators, those on the left arranged with chairs, though the others were simply provided with wooded benches, with the earth for a floor. To the left of the jury-stand was the band-stand, and around the inside of the course were twenty-two gonfalons with streamers. One in the centre, back of the jury box, bore a streamer of white stars on a blue field, and red and white stripes—a veritable stars and stripes—a sight good for sore eyes—to an American.

All was bustle and preparation; people talked and drank beer out of immense stone mugs with pewter covers; men hawked programmes at 10 pfennigs each (2½ cents); and race officials with white rosettes on their left shoulders, and yards of white ribbons, more or less, depending therefrom, rushed hither and thither, while the pretty Munich maidens laughed and drank beer (out of their escorts' mugs) and looked inquiringly towards the jury box.

Then there was a great commotion at the gates, and soon a magnificent coach and four came tearing down the roadway at the side of the course and stopped at the central stand.

"Who is it?" I asked of a young man upon my right.

He too was a Salzburgerian, and could speak a little English. "THE PRINCESS GISELLA" he said "with her children." Then two members of the Munich Bicycle Club, in full dress, with opera hats, met her, and escorted her to a seat and, stepping around behind her chair, began to converse with her.

In a moment there was another cheer, and an English cart appeared, drawn by three splendid white horses, harnessed tandem. A gentleman in military undress was driving, and as he threw the

reins to a liveried attendant, and alighted, the crowd removed their hats, and the gentlemen in full dress came down to meet him. This was Prince Alphonso of Bavaria, who is very fond of bicycle racing, and usually lends his August presence to affairs of this kind in Munich.

Bugle notes in the distance, announced that the wheelmen were coming, and in time a bicyclist appeared mounted on a magnificent horse, and bearing a lance, hung with the colors of the club, in velvet, and countless streamers—an affair reminding one of the pictured heralds of the days of chivalry. Then the wheels passed in review, some 300, and after making a round of the course, the wheelmen broke ranks, and stacked. Then there was a burst of music, and the races began. It also began to rain.

There is a free and easy manner of managing this sort of thing in Munich, judging from the races witnessed, which strikes a man who has been to Springfield, (Massachusetts), oddly.

The men draw cuts as is usual, and he who wins first position is given what would be the pole, were there any line of demarkation between the track and the grass-plot within. Which there wasn't any grass-plot,—only an expanse of clay and gravel,—or fence, or curb, or anything, of the kind in fact, and the crowd surged to the very edge of the track. And now the second man took his position, just behind number one; number three took place behind number two, and so on, the last man being some distance from the tape, as the reader can well imagine. The start was made by word of mouth, the four contestants in this event, a novice race, keeping their positions, and riding at a very moderate pace around the entire course.

"The race has not begun," said my friend.

"Not begun," I repeated, with surprise.

"You will hear the bell when they have been around once, and then they will race," he explained.

So it proved, for, as the first man touched the tape, the bell was sounded and away they flew. It was a race of 2,000 metres, (about a mile and a quarter), in four laps, the men being mounted on ordinary road machines. Max Rehels, of Wasserburg, won in 3m. 56 2-5s., and was duly applauded.

The second event was a tricycle race in six laps, (3,000 metres). Three contestants appeared, one of whom a slender but wiry young man, was pointed out to me as Albert Sild, of the Vienna Wanderers, and a flyer. A flyer he proved, for he came in ahead, easily, in 6m 15s., and took the first prize, worth one hundred marks,—about \$25.

One peculiarity noted in these races was the manner of designating the men; for example: Albert Sild was known by his "white shirt" and "blue cap." Or, another racer would have a "white-blue shirt" and "red scarf"—for they all were silk sashes around their waists. And when the crowd became excited and urged on its favorites it was not by name but by their colors; at one time cries of "Weiss-blau!" would fill the air; or "Dunkel blau!" or "Schwarz gelb!" would be heard, and the racers seemed to appreciate it.

The third event was a race of 10,000 metres (20 laps), with six starters, all mounted on racing wheels. It was a very pretty race, and was won in 20.23 4-5 by a member of the Zurich Club—though it was only by the grace of a bad pair of falls, by a London man and a Vienna man, who had the race well in hand. They both mounted again, but it was so near the finish the lost time could not be made up.

Fourth event, Obstacle race, 2,000 metres, open only to members of the Munich Club. Did not get the time. The obstacle was a 5-inch plank, standing on edge, to which young spruce trees had been fastened about 15 inches apart.

Fifth event. Safety race, 4 laps, won by Sild of Vienna, in 3.56 2-5.

Sixth event. Handicap 5,000 metres, the three scratch men being placed on the tape, side by side, and not strung out as in the other races. Badly handicapped, as the scratch men had no chance whatever. A Munich man won in 9.17.

THE LAST EVENT was a professional race for 1,000 marks, \$250, between two Englishmen, Duncan of London, and Bird of Northampton, and two Frenchmen, Dubois of Paris and Médenger of Bordeaux. A professional bicyclist is a "professional" the world around. It was a "procession"—just such a one as I have seen in Lynn and Springfield, time and again, and, after the snappy races which had preceded it, I felt very much at home; could almost imagine myself gazing upon—well I won't mention any names, as

some of them are my own countrymen, even though by adoption. Fun began, of course, at the end of the 19th lap, and Paul Médenger, champion of Paris, took the cake in 24m. 30s., followed hotly by Jules Dubois. This closed the exercises.

Then the Prince and Princess withdrew amid the cheers of the crowd, people rushed for the gates, and only the empty benches, the empty beer mugs, the bedraggled banners, and the dripping officials, and a few of the racers remained behind; and even they did not remain long, for the sky again looked very threatening.

Perhaps I should have explained, however, that it rained through the first five events, at times pouring, though the ardor of the crowd did not seem to be one whit dampened thereby, nor did man or woman leave the grounds or their places. And, moreover, the covers of the stands were only thin canvas, and when the seats became too wet to sit upon, the coupon holders merely rose and stood upon them. And the races went on; the beer mugs flitted about amid the crowd; everybody from the Prince to the dripping jury, without canopy, were smiling and happy, and only nature was sullen, dark and tearful. I have much more to write about, but will defer it, as this letter is too long, already. CHARLES RICHARDS DODGE.

THE MUNICH PROGRAMME.

[Translated by Prof. Neuman.]

Price, 2½ cents (in our money).

The receipts of this programme is for the benefit of the relations of the wounded and killed at the Nockerberge in Giesing.

PROGRAMME

for the Spring races of the Munchener Velociped Club, A. V., on their own sporting grounds at Schyren street, Sunday, May 1st, 1887.

Races will begin at 3 o'clock in the afternoon.

I.—Bicycle Race, distance 2,000 meters (or about a mile and a quarter, four rounds), entrance fee, three marks; one honor prize and four medals. (Track about 5-16 of a mile.) Entries:

1. Herr Max Rehels, Wasserburg; tricot, dark blue; belt, yellow.

2. Herr Jak Muller, Bicycle Club St. Gallen; tricot, white with red cross; belt, white and green.

3. Herr Chas. Schmitt, Munchen; tricot, white and blue; belt, red.

II.—Tricycle Race, distance 3,000 meters (six rounds); entrance fee, four marks; two honor prizes. Time, 6:15.

1. Herr Alb. Sild, Bicycle Club "Die Wanderer," Vienna; tricot, white; cap, blue.

2. Herr Chris. Fleischmann, Nurnberger Velociped Club; tricot, black; belt, yellow.

3. Herr Wil. Schwaiger, Munchener Velociped Club; tricot, dark blue; belt, yellow.

III.—Bicycle Race, distance 10,000 meters (twenty rounds); entrance fee, ten marks; three honor prizes. Time, 20:23 4-5.

1. Herr I. F. Brauner, Vienna Touren Bicycle Club; tricot, white; belt, blue.

2. Herr Will. Colmer, Kildare Bicycle Club; tricot, yellow; belt, —.

OFFICERS OF THE RACES.

President, Herr Ernst Enterson, I. President, M. V. C.

Judge of Course, Herr Curt Otto Aigner, I. President B. C. Munchen.

Prize Judges:—Herr Marc. von Eckhart, I. President V. C. Nurnberg.

Herr Jos. King, I. President V. C. Augsburg.

Herr Cleves M. Moore, of the M. V. C.

Judge at Post:—Herr Fritz Schultze, of the M. V. C.

Starter:—Herr Carl Schwaiger, of the M. V. C.

Judges of Time:—Herr Theod. Haf, I. President, M. V. C.

Herr J. B. Fridrich, of the M. V. C.

Herr Jos. Stangl, of the M. V. C.

Handicapper:—Herr Wil. Schwaiger, of the M. V. C.

Clerks of Course:—Herr Max. Koller, of the M. V. C.

Herr Jos. Rausch, of the M. V. C.

The Kings County Wheelmen are out with a prospectus of their annual Spring race meet. We have attended this fixture for the past three years, and must say we look forward with pleasure to attending this year's meet. A good path, fast racing, music and bright, sunny weather are assured. The Committee having the meet in charge are: Messrs. J. H. Long, F. C. Crichton, H. J. Hall, Jr., and M. L. Bridgman.

"'T is a simple tale, and told right on
without eloquence, and altogether lacking
in show of speech, but full, withal, of
things touching upon facts.

WE WANT



*To mail you our new Illustrated Catalog. Please send your address. It
will give you the whole story of Cycles we make, and help you to ^{rig} find what
you ^{eady} need.*



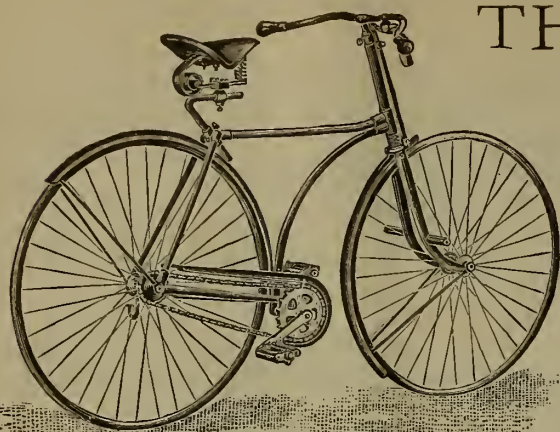
YOU NEED

If you ride, you will do well to ride the best wheel you can find,
and we want to ask but one favor in the matter, that
you will SEE THE VICTOR before you buy.

OVERMAN * WHEEL * CO.

182-188 Columbus Avenue,

BOSTON.



APOLLO SAFETY.

THEY TAKE THE LEAD! SINGER CYCLES.

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

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

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

S. S. S. TRICYCLES.

No. 1 for Gents.

No. 2 for Ladies.

AND

TANDEMS.

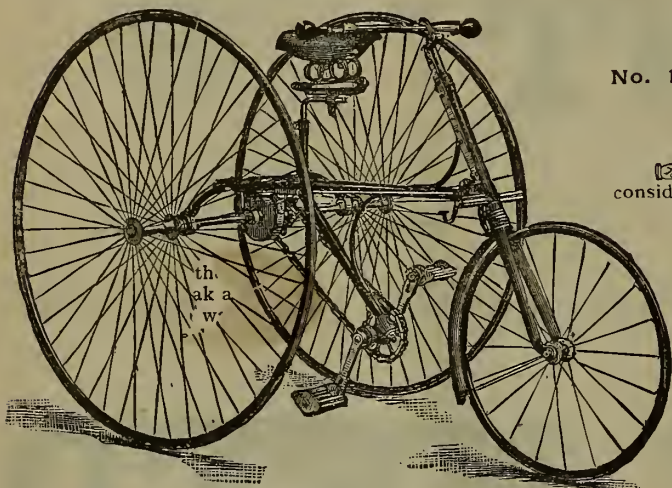
See these Wheels before buying. they embody new features, which are worth considering.

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

W. B. EVERETT & CO.,

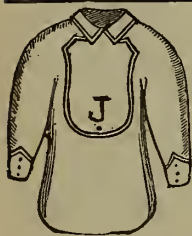
Sole United States Agents,

6 & 8 Berkeley St., Boston, Mass.



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

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



JUDD MANUFACTURING CO.,

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

The Oldest and Most Reliable Athletic Furnishers Up-town.

SUPPLIES FOR

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

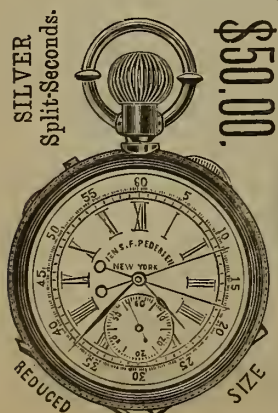


Be it known to all, that we repair all makes of Bicycles, Tricycles and Tandems.

REBER, SAICH & KLUGE,
Cor. High and Academy Streets.
Newark, N. J.

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

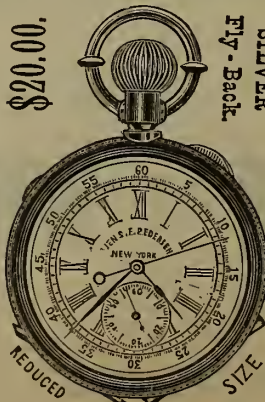
The beauty and value of my Watches have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.



\$50.00.

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

\$20.00.



FLY-BACK.

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



\$8.00.

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

JONAH'S JERSEY JOTTINGS.

It makes a poor newspaper tramp like myself feel blue to think that when this letter appears in print, all you lucky fellows will be feasting on the fat and enjoying the hospitalities of St. Louis-land, and by the time THE WHEEL reaches you, you will be on your way to the great race at Clarksville, while I am grubbing around home in search of items for the gossip-greedy public. But there is one shadow of consolation left—I will miss the lingering eloquence, long drawn out, of the annual meeting, which you cycling editors will have to endure and labor to perpetuate in cold type.

There has been a great buying of machines in these parts this season, and old men and maidens, young men and children, have flocked to the dealers. The latter tell great stories about the rush of business. Did I not know that they can never lie, an afternoon's round of their shops would seem like a visit to the District Assembly headquarters of the Knights of Ananias. One is greeted with pitiful tales of orders that cannot be filled and daily suicides of disappointed buyers. First I see Jones and hear his story, then I tell Jones's story to Brown. Brown is not to be bluffed and raises the bet. I go to Robin-on to see whether he will "call," Lo, and behold! He "raises"! And I go home imbued with the belief that the only way to fortune is by the wheel. Then sober reflection ensues, and I am forced to the conclusion that some one has lied—just a little. But, joking aside, there is a big boom, and the number of new riders far exceeds that of any previous season.

I was standing in the doorway of a dealer's store the other day. There was an untenanted tripper tricycle standing on the sidewalk. A kid of some seven summers of age and three feet of altitude approached it stealthily. I watched. He got around behind the machine. The saddle was about even with his curly locks. He first tried to climb in, but looking at the pedals way down below he desisted. He paused to decide on a new plan of campaign. I became interested. A moment's reflection, and his face lit up with a smile of triumph. He went around in front, climbed under the handle bars stood on the pedals, and hanging from the handle bars took the machine down the street at a pace that would make a champion green with envy. The dealer came out and saw the apparently riderless tricycle spinning along up a grade. He was amazed. Soon the kid turned. A few minutes and the mystery was explained. An omission to reprove, and a pat on the head rewarded the genius of the unconquerable American small boy.

The Elizabeth Wheelmen held their first meeting in the new club-house last Wednesday. The interior fitting is still incomplete; but when finished it looks as though the meeting-room will be quite tasteful, despite its simplicity. It is wainscotted in yellow pine, and ceiled and walled in spruce, with the trimmings in cherry. The collection of pictures by the club's artists, the Rowbacks, will do much to hide the evidences of economy. The shanty will be opened with a reception, and later on the neighboring clubs will be asked to "warm" with a parade and the usual accompaniment.

The Passaic County Wheelmen will have a lantern parade on June 13th, in which the clubs of the vicinity will be invited to join.

Just too late for my last letter, I received word from Representative Burns that the Smithville team had left for Clarksville on the 6th. Frazier, McCurdy and Brooks will uphold the banner of the "coffee mill." Wallace has gone with them as trainer. All are in good fettle, and fit to race for their lives, especially Frazier, from whom much is expected. If Charley has one of his industrious fits on him the man who leads him across the finish will be a record breaker.

The Smithville track is in good training trim, and a swarm of aspirants for racing honors is at work. It is prophesied that some new "good ones" will make their bow to the grand stand this season. A younger brother of the lamented George Webber promises to perpetuate the family racing name. C. H. Chickering will hereafter reply to all racing invitations: "I have married a wife, and therefore cannot come. I pray, then, have me excused." He will continue road riding, however. Joe Powell will do no racing until Fall.

The Smithville factory is turning out 100 wheels a week now. The winter supply has been exhausted. On my way to Orange, through High street, Newark, I generally stop and have a chat with Kluge and Saich. The latter is, you know, an Englishman of the bloody, blarsted, aspirant-omitting variety; but what he doesn't know about bicycles wouldn't fill one "stick" of a newspaper column, as for twenty years he has worked at wheel-making. Speaking of the Smithville factory, he told me of his visit there in the early days of the Star. When he landed in this country he went to his brother's at Camden. As he wanted to get work, he inquired for a bicycle factory, and was directed to Smithville. And thither he went, never having seen nor even heard of a Star machine. I will not spoil a good story by attempting to give his expression there. Just, you drop in and ask him about it if you want a treat and a good laugh. He made the round of the different departments with Mr. Kelly, and his amazement at the primitive method of manufacture, he most comically describes. They had gone through all the shops and had still seen no wheel. Finally he was shown a frame.

"What do you think of that," asked Mr. Kelly, pointing with pride to a particularly fine one.

"I never saw anything like that before," replied the Englishman, with open-eyed astonishment.

"What! Never have seen a Star?" queried Mr. Kelly, equally amazed. "Come, let me show you one."

"And then he brought one out," said Saich in telling the story, "and I took 'old of it and started to push it the way it should go, big wheel front, of course, and the blarsted thing wouldn't move. 'What's the matter with it?' says I. 'It's all right,' says he, and then 'e took 'old of it and moved it, little wheel forward. 'What's that rattle?' says I. 'Is the thing out of order?' 'That's the ratchet,' says he. 'That's no bicycle,' says I, and I started to go. 'Wait till Mr. Pressy comes back from dinner,' says he, 'and I think we can give you a place.' I didn't wait, though, but walked way down to Mount Holly to get a train back."

Charley Frazier will murder me if I "give away" a story that Saich told me about his entry into the professional ranks. But I am fond of my profession and willing to die a martyr to the good cause of news. So here goes. Charley in those days was an innocent country lad with no ideas beyond crops and muskrats. One day Saich met him.

I am going to Springfield," said Charley, "and I'm going to race for money this time."

"Going to give up the amateur business, Charley?"

"Yes. You see I can get over the ground pretty fast now, and they offer money prizes. Now, if I can win \$75, I can buy a little farm with a log cabin on it."

Saich met him again after the meeting, when he had won a purse of \$175.

"You can buy two farms now, Charley, can't you?"

"Yes," replied the happy winner; "but I am going to keep at it until I win a great big farm."

Whether he has earned enough to buy as big a farm as was in his mind's eye, or whether he has been content to settle down on the little \$175 one, I do not know; but I hope he may realize his dream, for he is as honest and well deserving a man as America has produced.

Readers in other sections may wonder that I devote so much space to the coming team road race. I do so because the interest in the event in this vicinity is so great, that every item of news about it is eagerly sought for and discussed. It is safe to say that the Kings County men will have a harder row to hoe this time than they have yet, as many new flyers will be in and the old hands are riding better than ever. Yet I must say, that if they are to be beaten, I do not see what team will do it. Few will be found to dispute that Hall and Valentine, barring accidents, will be among the first three men in. With forty starters, this will give them at least seventy-seven points, and the other two men will not have to be so very far up in the first half to place the team beyond the probability of defeat. Stenken, Fontaine, Greenman, F. B. Hawkins and Halstead are the only men I know of who stand a ghost of a chance of coming in ahead of them, though "Little Caldwell," with a year added to his age and strength may treat us to a surprise, as he did when he was fifteen years old, and may occupy a creditable position in the "upper tendom."

As the day for naming the entries approaches, I am able to learn a little more of the probable composition of the Jersey teams. The E. W. Race Committee will meet this week. The selection has narrowed down to a choice of the following five: L. B. Bonnett, D. B. Bonnett, Bowman, Barrows and Caldwell. I understand that the Union County four will be picked from Burnet, Moore, Farrington, Pierson, Hethfield and Warner. The first four named were former members of the E. W. The Rutherford team has been chosen as follows: E. W. Dean, jr., A. P. Jackson, R. A. Burgess and W. C. Iveson, with F. T. Doolittle and William Hingle as substitutes. Stenken, Smith and Bagot, and another to be chosen from a number of promising candidates, will probably represent Hudson County.

I took a run through the Oranges on Saturday. The fine weather brought out a larger number of bicyclers than I have seen any time this season. I wheeled along the side path that skirts Valley street to the Milburn road. There is no prettier short stretch of riding in this section. I found the road race course in excellent condition, with no bad spots to give the menders an excuse to interfere with the race. I learned that L. B. Bonnett, of the E. W., had made a time run of 25 miles, and had been accompanied for 20 miles of the distance by his father and Bowman. Three of the Union county candidates—Burnet, Farrington and Warner had had a ten miles scorch. Stenken and Greenman keep their racing wheels at the Irvington Hotel. The former goes up every afternoon for a trial time spin of ten miles. On Friday he went the distance in 37.30, and on Saturday in 36.40. Th and his healthy skin and bright eye show him to be in prime condition already, and that his gymnasium training during the winter has been of great benefit. I hear so many stories of the good work being done by the men that I begin to feel a little shaky about my prophecy that 1.39 will not be beaten. I look for a great improvement in time from the men who in the last race finished in the middle and last half divisions. This time, under ordinarily favorable conditions of weather, a man who cannot beat 1.50 will stand but little chance of being among the first twenty. This will show how remarkably the standard of road riding in this section has been raised by these races, as in the contest of a year ago but three men got below this time.

JONAH.

BALTIMORE ITEMS.

THE MARYLAND MEET.

Now that St. Louis has all its arrangements completed, our boys will commence to do a little of the talking and monopolize the press for a few weeks.

The committees on the different amusements, to be gotten up at our meet, held a meeting on Tuesday at the Maryland Bi. Club, and Mr. J. K. Bartlett, Jr., C. C., gave each man to understand that he must *work*, or else *not* be on the committee.

The days of pleasure will be June 20th and 21st, and they will be divided as follows: On the evening of the 20th the grand fancy dress and lantern parade will take place, and will most likely be from the Maryland Bi. Club, down North avenue to Charles, to Washington Monument, counter-marching around the squares, on to Cathedral, to Madison, to Townsend, to Entaw, marching around the entire length to the Park, and disband at the Lake.

The business meeting will take place at Halstead's on the morning of the 21st, and those who desire can stay there to dinner and witness the races at 3 P. M., others can return to city and go out again. In the evening a theatre party will take place at the Academy of Music, for which 400 seats will be reserved. Fifty thousand programmes have been ordered; they will be about fifty pages, with handsomely illustrated covers and special designs. All the clubs will provide cots at their houses for the use of visitors.

Halstead's track will be put in the most perfect condition, and no money or labor will be spared to make the races first class.

The medals and prizes will all be the finest that can be had, and well worth the honest efforts of each and every contestant.

The grand stand will be greatly enlarged, so as to provide ample accommodations for as many ladies and gentlemen as will honor us with their presence, for in cycle meets, as well as in others, the success depends, in a great measure, on the patronage.

No pools will be allowed to be sold, as the races are for amateurs, as defined in the rules of the League of American Wheelmen, of which all are members.

THE COMMITTEES.

Parade.—Messrs. Updegraff, Seabrook, Clark, Eberman, Barrington, Eisenbrandt and Zeskle.

Theatre Party.—Barrington, Clark and Mealey.

Programme.—Chief-Consul Bartlett, Eberman and Eisenbrandt.

Souvenirs.—H. E. Brown.

Races.—Clark, Le Cato and Canfield, Maryland Bi. Club; Barrington, Wingo and Warrington, Ramblers Club; Lockwood, Worthington and Jacobi, Baltimore Cycle Club.

Reception.—Will be composed of fifteen members of the Division, appointed by the Chief-Consul.

Press.—Not yet selected.

VICTOR.

KENTUCKY KRONICLES.

They say the Kentucky Division has taken on a boom never likened before in its history. Its annual meeting will be held May 18th, 7:45 P. M., at the Latonia Hotel, Covington. A big meeting is promised.

What became of that mammoth run which was to have taken place May 8th, and which was to have been composed of cyclers from all the country round. Time enough yet to have it.

By the time this is in print, the great annual pow-wow and shindig at the Mound City will be in progress. At this writing there is a bustle of preparation among a goodly number of the cyclers of the three cities who expect to take in the event. It is not on record that any Covington or Newport boys are going, unless it is H. W. Longley, and he doesn't exactly live in either of those cities, but most everywhere at once. Among the Cincinnati men who are going are Messrs. Wayne, Bennett, Livingston, High, Esterbrook, Justis and Williamson. They will join the party from the East which passes through here at 7 P. M., May 19th. All joy to you, boys, St. Louis never does anything by halves.

The Captain of the Whoopemup Wheelmen writes to us saying that the cruel and inhuman manner in which we referred to the races lately held under the auspices of that club, for the benefit of the Chestnut Rinkum, i. e., as "scrub races," was uncalled for and untrue. He further states that the manner in which we insinuated that if somebody wasn't careful somebody would lose their amateur standing, was a little previous, and that if we had seen the races we would have changed our opinion. He also adds that all of his club are aware that we are a professional, and lost our standing in a rink.

Now, Cap, just hold on a minute, as the man on shore said to the drowning party who was catching at straws. Hold on a minute while we expianate a little.

In the first place, we admit that once upon a time we engaged in a game of polo upon and over the slick, chalky floor of a roller-rinkum; we admit that one man out of the other thirteen who played with us had once—some fifteen years before—become involved in a football match with a party who was alleged to have been a low, sneaking professional; we admit that the weight of our guilt was so great in keeping the fact a secret from the authorities of the L. A. W. and the Grand Jury, that upon the next opportunity we recklessly threw down our dove-like mantle of amateurism and donned the red tights of the fallen pro.; we admit all this and yet we consider ourselves just as able to get along in the world as a man who deals in wheels or makes most of his living out of a patent specialty for bicycles. We would rather be a professional and honestly acknowledge it, than a milk-and-water amateur with a blot on our record as an amateur. However, we never made any money or a living out of wheeling—we are not that kind of a profesh.

Secondly, Cap, do you ever remember of having tried to give an item to a solitary scribe who can't be everywhere at once? I don't think you do. You are not that kind of a Cap.

We did not see the races, but no doubt they were of the highest and most intellectual order. One of the reasons we didn't see them was because we didn't get any tickets.

Lastly, Captain, if you think two wheelmen chasing each other around a thirteen-lap rink floor at a four-minute gait is not a scrub race, you

ought to witness a first-class scrub race and find out what one is. Write again.

Last year the Cincinnati *Sun* Company, then publishing a daily newspaper, offered and put up a nice gold medal, to be presented to the best wheelman in the three cities at the distance of one mile. The conditions upon which the medal was offered were that its winner should win it twice before it should become his property, and the racing for the medal concluded. Well, Bryan Burroughs, of the Avondale Club, came over the tape first in the initial race for the medal, and it was given him to wear until the next man should win it, or he should retain it. His receipt for the medal, agreeing to return it to the company on demand was taken. At the next race Burroughs, instead of handing it back to its owner, the *Sun* Company, placed it in the hands of the judges of the race. He was beaten by T. R. Belding, and the judges—very free with gold that didn't belong to them—gave it to Belding, taking no receipt or acknowledgment therefor. Belding, being called upon by the company to give a receipt therefor, ignored the request, and, in fact, refused to do so. During the ensuing winter the newspaper company failed and suspended business. Now, the question presents itself, who is the owner of the medal? Mr. Belding isn't, and Mr. Burroughs isn't, and the *Sun* Company is no more, why then should not these two run off the race together, and not have either of them owning a medal that isn't his by rights.

Come forward, gentlemen. Chester Park is as smooth as it was last year. THE WHEEL will print any challenges gladly, and some club can take the matter up and see it through easily. NORB.

PHILADELPHIA POINTERS.

Warm weather, dusty roads (never remarkably good), and a general attack of the spring malady, have rather put the damper on vigorous cycling for the past week. Still there are quite a few riders who manage to get out ever day in the week, and almost everyone is out on Sundays. Last Sunday for instance saw seated at one table in Paoli thirty-eight wheelmen. Compared with the attendance of former years, very few Philadelphians will be at the St. Louis League Meet. Among those who expect to manipulate tandems in the parade, however, will be Kirke Brown and J. C. Northrup of Camden, on the latter's new steam tricycle. There are those who say that the machine cannot possibly be completed in time, but I saw a photograph in Camden the other day that showed the machine up completed. Look out for it all you who parade, and tell me if it is a good thing. I have long been wishing for some one to push me up all the hills and I mean some day to be assisted by steam.

The University sports came off on Saturday, with quite a respectable attendance. Ladies were thick on the grand stand, and the side benches were well filled. Two records were sent below by bicyclers. The most important to the general athletic community was by W. B. Page, who cleared six feet one inch in the running high jump. Page gets the necessary development for sending his five-foot six-inch body six feet odd into the air, by touring all summer on a bicycle. The other record was the inter-collegiate two-mile bicycle which was lowered from 6 minutes 17 seconds to 6 minutes 8 seconds, by Louis J. Kolb, of the Medical Department. C. B. Keene, '89, started and was looked on as a pretty sure winner, but at the end of the first mile got confused, and, by poor handling of his wheel, was thrown on the track, though not hurt. Kolb has picked up wonderfully in the last few months, and, in my opinion, had really won the race before Keene fell. The sports of the Schuylkill Navy Athletic Association are down for the 28th, and on that day the Inter-collegiate Sports will be held. Of course the college boys are all going over to the latter, hence the attendance and interest in the A. C. S. N. games promises to be light. However, it would be a good time for the *Press* man to see what his friend Richwine, whom he has been so industriously cracking up, can do with the old man from Reading—Wilhelm.

The clubs are making preparations for runs into the country on Memorial Day. The Philadelphia has a mysterious run on hand, Pennsy will go out on the Pike as usual, and the Germantowns have a three days' run on hand down Jersey to "Sharps;" but what, whom, or where "Sharps" is, history sayeth not.

Fleming and a companion of the Century started for the long trip to Nebraska, on the 16th. By the way, those who have seen "Billy" Rhodes, the Boston scorcher, can form a pretty good idea of the general appearance of the Philadelphia-to-Nebraska-and-back man. They are about the same in build and height, and both ride well over the wheel. But Fleming never scorches, and can ride from sun-up to midnight, and off again at dawn the next day and never feel tired. Wish I could.

DIXIE.

BOSTON DELEGATES TO THE ST. LOUIS MEET.

NORTH ADAMS, May 17.—The train having on board the Boston delegates to the annual convention of the League of American Wheelmen, which is to be held at St. Louis next Friday and Saturday, passed through here this evening. All the local wheelmen were at the depot to wish the tourists a merry trip. The cyclists have a Wagner drawing-room car all to themselves, and an exceedingly jolly crowd they are. The car is gaily decorated with the banners and pennants of the various clubs, and indeed it may be said to be decorated with the wheelmen themselves, for it would be difficult to imagine a more varied or grotesque array of costumes than the merry wheelers exhibit in their reckless negligence.

At Rotterdam Junction the New York contingent will be met, and from there on, at all the large cities and junctions, delegations after delegations of wheelmen will board the "L. A. W. special."

The party on the train includes: H. W. Hayes, chief consul for Massachusetts; Abbot Basset, secretary-editor; Sanford Lawton, treasurer; Col. A. A. Pope, George H. Day and H. D. Corey of the Massachusetts club, W. B. Everett of the Boston Club, Charles J. Howard of the Boston *Globe*, Dr. W. H. Emery of Roxbury, Captain C. L. Smith, G. H. Grimes, T. R. Dorr of the Cambridge club, W. S. Atwell of the Somerville club, W. C. Marsh of Springfield, George W. Parker of New Bedford, George C. Newton of Pawtucket, C. S. Davol of Warren, R. I.—*Boston Globe*.

HAGERSTOWN, MD., BICYCLE CLUB.

The Hagerstown Bicycle Club will hold its Second Annual Meet on Monday, June 13th, at 2.30 P. M., on the Fair Grounds. The track is a half-mile, of red brick clay. The events are: One-mile amateur, open; One-mile novices; One hundred yards slow race, open; One-mile Club Championship; One half-mile, heat race, best two in three; Two-mile handicap, open; Two-mile lap race, Maryland riders; One-mile team race, three riders to each club; One mile consolation. Gold medals will be given to the winner of each event, except in the team race, the prize for which is a banner. Entries close June 10th, with Edwin J. McKee, Lock Box 125, Hagerstown, Md.

Besides the races, there will be a parade at 10.30 A. M., also the following runs; Eighteen miles to Pen Mar, a famous mountain resort. Ten miles to Boonsboro, a beautiful town near the South Mountain Battle Field. Fourteen miles spin through rolling country to the Battle Field of Antietam.

The South Mountain and Antietam Battle Fields lie six miles apart, with a magnificent pike connecting them, thus giving a triangular run of thirteen miles. The beautiful six miles stretch to Williamsport at the junction of the Potomac River and Conococheague Creek is acknowledged by all tourists to be unsurpassed. The Potomac is noted for its fine bass fishing. From Williamsport the road diverges at a fork, via Rocky Springs and Clearfoss x roads, giving another triangular route of eighteen miles, not to be excelled. For a few days of unalloyed pleasure, Hagerstown is the point for wheelmen to settle and enjoy some of the fine runs, which will alone constitute a tour. Hagerstown has unexcelled hotel accommodations; in fact it is termed the "City of Hotels." The principal ones are the Baldwin, \$2.00; Franklin, \$1.50; City, \$1.50.

The Citizens and New York Clubs will probably not enter teams in the great inter-club race, but will probably have a match race over the course at 11 A. M. on Decoration Day. Both clubs have had difficulty in getting men to train for the regular contest, besides it is advisable to reduce the number of starters to the lowest possible number.

"WEDNESDAY, MAY 4, 1887."

After four years of prelude and getting-ready, Karl Kron thus to his three thousand co-partners giveth greeting:

I like the Preface, as you are aware;
It serves the purpose of the overture,
Which settles down the audience to the glare
Of foot-lights, and the altered temperature;
And, while they wait to see the curtain rise,
They think but little of the music's swell;
So that the play give naught to criticise,
They clap their hands and tell us "All is well."

Again, the Preface gives a man a chance
To show his readers what he's going to do;
To so point out his failings in advance
That they may be forgiven on review;
To get his pen used to the ways of verse;
To get his rhyming-lexicon before him spread;
To nerve himself, for better or for worse;
And then, at last, to boldly go ahead.

My time has come! My overture's played out.
Already do I hear the tintinnabulating bell.
The rising curtain and expectant shout
The nearness of my fate at length foretold.
So, Good bye, Preface. Indexes, and all!
Farewell, Old Sub-List, with your frowns and smiles!

Here now's the pinch! Hear now my clarion-call:
"Come! thirty thousand purchasers for 'X. M. MILES'!"

MINNEAPOLIS MUSINGS.

"SUMMER NEWS, AND SOME ARE NOT."

MINNEAPOLIS, May 11th, 1887.

The cycling scribe, at this time of the year, flatters himself that an abundance of topics will be found, and his letter gladdens the editor's heart, but alas for fondly cherished hopes! In this city, all news are in a state of chaos, plenty of wheelmen out every day, many pleasant individual runs taken, but a painful lack of organized movements, and little of real interest to chronicle.

Daily papers are eagerly scanned in hopes of finding something in their columns of interest, and they do their best to "boom" matters in that line; but the news part is only of local interest. A week ago the *St. Paul Globe* gave a column to short notices of prominent riders, and the *Saturday Spectator* of this city had over a column devoted to wheel matters. The *Tribune* gives all the space it can to the sport. Straws, but the proverbial straws. It is estimated there are now over 500 wheels in the city, exclusive of small boys and their mounts, and most of them, on a pleasant Sunday, may be seen at Lakes Calhoun or Harriet some time in the day. The pleasures of a run to those points, with a strong south wind against one, and hundreds of carriages setting all the dust in motion, are rather doubtful, but most of us are glad enough to try them every chance we get. Possibly refreshing shade, cool drinks, etc., are compensation for working one's passage.

Tuesday, the 3d, both the Mercury and Minneapolis Clubs were out, and joined forces on the way home, to the number of twenty-six. Route taken was via Portland avenue and Lake street, to Hennepin avenue, and so back to the city.

Last evening, the 10th, a business meeting of the Mercury Club was held, four new members being added, and a committee appointed to confer with the Caledonian Club and the Minneapolis Bicycle Club, in reference to both clubs uniting with the Caledonians, forming a stock company, and having a good bicycle track built on the Caledonian's proposed new grounds; a thing most devoutly wished for by all wheelmen. The next club run occurred the 17th, to Lake Harriet and return.

Failing to receive the copy of the *Wheelmen's Gazette*, which Karl Kron promises to send me, I am still unconvinced of the many errors the C. T. C. is prone to. He may be too busy in sending out copies of "X. M. on a Bi." to remember such trivial matters, or on after-thought, fear the article would fail to convince.

I am getting shy of mentioning any new mount, for fear of its elimination by the editor's deadly blue pencil, but knowing the importers of the New Rapid will feel their labors not in vain if it meets with my approval, I will say I have at least seen—not tested—it, and pronounce it's looks very good. It's only fault, to my mind, is that it costs \$140 to test its good qualities. May I live

to see the day when a high-class bicycle can be bought in this country for \$85 or \$90 as in Merry England!

Several of our best road riders took a long spin on Saturday last, an account of which I will scissors from the *Tribune's* sporting column:

"On Saturday evening, at 5.30 o'clock, Messrs. Stockdale, Savage and Sallor left the corner of Fourth and Nicollet, going by way of Calhoun and Hopkins, and reached Excelsior at 7.40, climbing every hill but one, a feat not often accomplished by any rider. At 7.30 the next morning Messrs. Wale, Lackor, Stall and White wheeled into Excelsior, having started at 5.30 from Lake street and Hennepin avenue. They took breakfast and then the entire party mounted and wheeled to Lake Park, by way of Meeker's, over about as tough a road as any wheelman ever had the misfortune to be caught on. After a short rest they returned to Excelsior to dinner. Leaving the lakes at five o'clock they reached home in good time."—*Tribune* of May 9th.

It is rumored that this run was taken with a view to constructing a road-book of this part of Minnesota; a much needed article. I would advise some plain and unmistakable way of designating "sandy" roads, those being our greatest bugbears near the Mississippi River. My own experience of a six-mile walk through deep sand, between Clearwater and Monticello in this state is deeply graven on my mind, and warns me against unknown routes.

Let me make another sudden leap to Eastern topics, and touch again upon the doings of the Wheel Club at Northampton, Mass. Not long since one of the members was arrested for sidewalk riding, and fined the sum of \$7.50. This was promptly paid by the club, and as promptly paid back into its treasury by His Honor, the Mayor. The club then presented a petition to the city officials, "humbly praying" for a modification of the ordinance. Several conferences have been held, and it is likely that riding on the walks within half a mile of the centre of the city will be permitted, and in bad weather, exceptions to that rule will be made in favor of those using their wheels on business—a most gratifying result. As I remember Northampton, the roads in the city proper vibrate between a condition of mud and deep sand, with a balance in favor of sand. Outside, the roads rapidly improve, and there are many delightful spins to be had.

In Minneapolis the sidewalk law is enforced as rigidly as the small number of police permits of. The obvious fact that they cannot be omnipresent is taken advantage of, and only early last Sunday morning I saw two wheelmen testing the paths within the sacred precincts of Central Park, for we rejoice in a "Central Park," if not as large as New York's. I've often thought of trying the same thing at five some morning, but five o'clock comes too early in the day for me to carry out the idea.

The hospitable way the new Bicycle Club does things may be inferred from their announcement of the weekly club run, given below: "On Tuesday evening the Minneapolis Bicycle Club will have their opening run. All clubs and unattached riders in the city are invited to participate. The run will be out Hennepin to Lakes Calhoun and Harriet, around Lake Harriet boulevard, and back by Lyndale avenue, Lake street, and Portland avenue. After the run, the riders will be served with cool drinks and cigars at the club-rooms." Nothing very conservative about that.

L. B. G.

BROOKLYN BICYCLE CLUB.

SCHEDULE OF CLUB RUNS, 1887.

Saturday, May 21st.—Run to Fort Hamilton. Assemble at Boulevard entrance at 4 P. M. sharp.

Sunday, May 22d.—Tour to Orange. Leave club house at 9 A. M. sharp, to take train via Erie Railway.

Saturday, May 28th.—Decoration Day Tour. Leave club house at 3.30 P. M., and via 4.30 boat to St. George, wheel to Tottenville, ferry to Perth Amboy, lodge at hotel Central. Sunday wheel to New Brunswick, Bound Brook and Somerville, dinner, thence to Orange and Newark, lodge at the Continental. Monday around the Oranges and witness the Team Road Race.

Saturday, June 4th.—Run to Roslyn, L. I. Assemble at club house at 3 P. M. sharp. Later arrivals can join the run at Jamaica by taking the — P. M. train from Flatbush station. Return from Roslyn to New York by boat by moonlight, or

those who prefer can wheel to Hempstead by moonlight and remain over for a tour the following day, when an attempt will be made to break the present Long Island twenty-four hour record.

Saturday, June 11th.—Road race, first series, two miles. Full particulars later.

Sunday, June 12th.—Tour to Cold Spring, L. I. Leave club house at 8.30 A. M. sharp. Later arrivals can take 9.30 train to Jamaica.

Saturday, June 18th.—Run "Around the Block." Boulevard entrance at 4 P. M. sharp.

Sunday, June 19th.—Century Club Run. Leave club house at 5 A. M. sharp.

Tuesday, June 21st.—Annual club dinner. Arrangements to be made later.

Saturday, June 25th.—Informal run, particulars later.

Sunday, June 26th.—Tour to the Brooklyn riding district. Assemble at club house at 9 A. M., dinner at the Osborne House, Sheepshead Bay.

Saturday, July 2d.—Independence Day Tour. Leave club house at 4 P. M., wheel to Jamaica, lodge at Petit's. Sunday wheel to Amityville for dinner, in P. M. wheel to Islip, returning to Babylon, lodge at the Sherman House. On Monday, July 4th, the club will be guests of Mr. J. P. Stockdale, at Babylon.

MEDALS AND TROPHYS, 1887.

RACES.—One mile club championship, terms: To be not less than five entries and three starters. Medal to first and second. Entrance fee \$1.00.

2nd.—One mile club novice, terms: Same as above.

3rd.—Road championship To be a series of three separate races at distances of two, five and ten miles respectively. The winner of each race to score three points, the second man two points and the third man one point. The contestant aggregating the greatest number of points to be awarded the championship, and the second best man to receive a medal for second place. Terms: To be not less than six entries and three starters. Entrance fee \$1.00 for the series or any portion thereof.

4th.—Road novice. Series of three races, same as above. Terms: To be not less than ten entries and three starters. Entrance fee same as above.

RECORDS.—Medal to each member who breaks the best previous twenty-four hours Long Island road record. No two medals to any one man.

Medal for the best century run made during the year inside of twelve hours.

Medals for the three best records made during year. Winners of last year's medals not to be in competition until previous records are passed.

Century club run. It is proposed to have a century run of the Club, in which every member who can, or who wishes to accomplish a century, is requested to participate. The pace will be moderate and steady, the purpose being not to ride against time, but to get every man who starts through in the time limit, which will be fifteen hours.

Club runs and tours will be held at stated intervals. Due notice of these and of the above will be sent to each member.

A. B. BARKMAN Captain.

THE SOUTH END WHEELMEN OF PHILADELPHIA.

This club was organized during the winter months and now consists of 32 members, all living in the southern section of the city, and all good riders. We have secured comfortable headquarters at 1,445 Hicks street, very convenient to Broad street. The club house has been fitted up in good taste. The parlor has been furnished as a reception room for visitors, and the rear rooms will be used for the storage of wheels. The second story front will be used as a meeting room, and the back room as a smoking and reading room. The bathroom has been fitted up with lockers for the members and is furnished in good style.

The officers of the club are: president, Samuel Jackson; vice-president, Louis J. Kolb; secretary-treasurer, J. R. Lincoln Edwards; assistant secretary, George Caryl; captain, Harry McArdle; first-lieutenant, Louis J. Kolb; second-lieutenant and color-bearer, H. Conner; bugler, W. W. Roberts; house committee, L. J. Kolb, J. R. L. Edwards and George Caryl. The club has every prospect of success. SEC.

Mr. Ducker has recovered his bicycle. The thief was found fast asleep in a public square in West Roxbury, and was taken into custody. He had ridden 120 miles. His name was John Scott, a ticket speculator in Springfield.

IRA PEREGO'S NEW CATALOGUE.

We have just received a copy of Mr. Ira Perego's new catalogues. It is finely printed and artistically covered, and is a distinct advance on Mr. Perego's catalogues of previous years. It contains over fifty pages of well written illustrated matter, fully describing the large and assorted stock of sporting goods and gentlemen's outfittings kept by Mr. Perego. The firm has been established in business nearly fifty years, and there is probably not a store of its kind in the country, so fully equipped in outfittings for ordinary wear and for ordinary and outdoor wear.

CAPS AND HELMETS.—There are no less than twenty-six different styles of Caps and Helmets, ranging in price from 50c. to \$3.50. They are also made up of special cloth for clubs to match their uniforms, and Caps or Helmets are made up from customers' own material at a cost of \$1.50. A popular Helmet is one of regulation duck in white and drab, at \$1.50; second quality, \$1.25. Other styles which are in especial favor are: Ventilated Corduroy Helmets, Seal Brown, Navy Blue and Drab, or in Gray or Blue cloth, \$1.50. Fine Ventilated Caps with cloth-covered or glazed visors are sold at \$1.75, in assorted colors; White Duck Cap with black glazed visor, \$1.25; Ventilated White Flannel Helmets, extra quality, bound with silk, \$1.50; Fancy English Flannel Polo Cap club stripes to order, only \$1.00. A popular "knock-about" hat, is an English felt, in various colors, at 50c. Silk traveling caps are sold at 50c. and steamer and traveling caps of fine plaid cassimere, from 50c. to \$2.00. Among the Tennis Hats are the following: Fine imported silk caps, \$2.00; Imported French Flannel Hats in fancy stripes, \$1.25; Best quality White Flannel Tennis Hat, \$1.25.

Among other outdoor head gear are Base Ball Caps, all colors, made to order for clubs, 50 cents; White Duck Bicycle or Yachting Cap, with straight visor, \$1.00; imported silk Rowing Caps, \$1.00; worsted Rowing Caps, \$1.00; imported flannel Tennis Caps, \$1.00; silk plush Polo Cap, all colors, \$2.50; silk plush Bicycle Cap, satin lined to order, \$2.50. Mr. Perego also has on hand an assortment of Skating, Tobogganing and Traveling Caps, full descriptions of which may be found in the catalogue.

SHIRTS.—The shirt department is stocked with an endless variety of garments at remarkably low prices. By a system of self-measurement for shirts, uniforms and jerseys, fully set forth in the catalogue, purchasers can order as well as if they made a personal visit. Among the shirts which meet with ready sales are the following: Best quality flannel Bicycle and Tennis, silk laced fronts, \$2.50; Bicycle and Tennis Shirts, in fancy stripes and plaids, \$2.50; first quality Cochecho Flannel Shirts, in all colors, \$2.50; first quality White Flannel Bicycle or Tennis Shirt, \$3.00; extra fine White Flannel Bicycle and Tennis Shirts, \$4.00 to \$5.00; Navy Blue Tennis and Yachting Shirts, \$3.00.

JERSEYS.—Jerseys for tennis players, wheelmen, athletes and gymnasts occupy a large space of the catalogue. There are woven worsted jerseys in several colors at \$4.00, or in fancy stripes with standing collar, and made to order. A fine navy blue jersey, nicely trimmed as to collar and cuffs sells at \$5.00, and a sleeveless worsted shirt is put in at the low price of \$3.00; or with club emblem on the breast, \$3.50. Among others are: Finely woven worsted tennis and bicycle jerseys in all colors, with fancy striped collars and cuffs, \$5.00; Finely woven worsted rowing shirts, various colors, \$3.25; Heavy English white sweaters, only \$5.00; Imported English jerseys, white and navy blue, \$2.50; also in stripes of various combinations, \$2.50; Imported English tennis and bicycle jerseys in two or three wide stripes, \$3.00. One very popular garment is a shirt of jersey cloth, in various colors; price, \$3.00. White cotton athletic shirts are sold at 50 cents; Navy blue cotton athletic shirts, \$1.00; Navy blue worsted athletic shirts, \$1.25; the same with long sleeves, \$1.50; Woven worsted knee-pants, stout and serviceable, in various colors, \$3.00; White cotton athletic knee-pants, 50 cents; Navy blue cotton athletic pants, \$1.00; same in worsted, \$1.25. The long finely woven racing tights fit the form closely, and are in great favor with wheelmen for the race track and road; price \$3.50.

The large assortment of Belts and Hose Supporters are fully described. The Hose are worthy of more extended notice than space allows us to give them. All of the best material, and are carefully manufactured, the raw material being carefully inspected before being made up. A superior line of extra fine, wide-ribbed Hose is sold at \$2.50 per pair; navy blue, black and steel mixed, same, of very good quality, \$2.00 per pair. A Hose which we specially recommend to wheelmen as a very serviceable article for touring and road riding, is No. 36, at \$1.50; there are also over a dozen of medium and wide-ribbed and fancy mixed Hose, suitable for bicycling, tennis, and outdoor use, in suitable colors, at \$1.00 to \$1.50 per pair.

SHOES.—This year a larger stock of sporting Shoes than usual will be kept on hand. Among others are the following: Canvas Shoe, white and brown, rubber sole, \$1.00; same in brown and black checked canvas, \$1.25; Indian Oxford leather yachting Shoe, \$1.65; white canvas yachting Shoe, trimmed with russet leather, perforated rubber sole, \$2.50; Cordovan running Shoe, calf upper, leather sole with spikes, \$3.50; leather-soled white canvas athletic Shoe, 75 cents. Special attention might be called to the canvas tennis Shoe, in white, blue and wine colors, laced to the toe, rubber sole, \$1.65; goat trimmed tennis Shoes, russet trimmed in various colors, sell at \$2.50; English russet leather Shoes, rubber soles, very fine, price \$5.00; canvas Shoe, russet calf trimmed, rubber soles, \$3.00. The "Champion" tennis Shoes should be carefully examined by all tennis players. There are three styles: Canvas, russet trimmed, in white, blue and brown, \$5.50; in fine English russet leather, \$6.00, and fine white buckskin russet trimmed, \$7.75.

BICYCLING AND TENNIS SUITS.—There is a large assortment in these goods made up in the best imported flannels, corduroys and domestic goods. The most popular garments are the following: Corduroy coats, in brown,

blue and drab, \$8.50; Corduroy, Norfolk brown, blue and drab, to order only, \$9.50; second quality same, in drab only, \$5.00; blue yacht cloth, first quality, \$10.50; second quality in blue, \$3.00. Grey or brown mixed Norfolk, \$9.50; light or dark gray, \$3.00; blue flannel, \$5.00; light gray, dark gray and brown mixed, \$5.00; fancy plaids, \$5.00; white flannel, extra quality, \$10.00, something very fine; second quality, same, \$7.50.

TENNIS BLAZERS.—Made up of the finest imported material. White Flannel Tennis Blazers, first quality, \$7.00; second quality, \$5.00; Fancy Striped Flannel Blazers, made up in several combinations, \$5.00. The Tennis Caps are made to match the different styles of Jerseys. Tennis Pants, in White Flannel, best quality, \$6.50; second quality, \$4.00; White Flannel Knee Pants, \$3.50 and \$5.00; first quality, Blue Cloth, Knee Pants, \$6.00; Brown Mixed Knee Pants, \$3.50; Knee Pants, second quality, Blue Cloth, \$4.00; best quality, Corduroy Knee Pants, Brown, Drab, or Blue, \$5.00; second quality, in Drab, \$3.00. Fine Woven Worsted Knee Pants, Seal Brown, Navy Blue, and Grey, \$3.50. The Tennis or Lounging Suit is worthy of special note, so popular was it last year for boating, yachting, and for the country and seaside. It is very light yet strongly made of fine English Flannel, in Stripes and Checks, \$15.00 to \$18.00 per suit. A lower priced suit, which looks very well, is sold at \$3.00, in Grey and Brown Mixed Cloths.

MISCELLANEOUS.—The size of this odds and ends department is so great that twenty-five pages are devoted to it. Let us run over some of the goods. A popular Bicycle Suit, of undressed leather, with perforated palms and backs, sells at 75 cents; Leather Back Bicycle Suits, with Lisle thread web in back, \$1.25; Undressed Leather Gloves, cotton web in back, \$1.25; Undressed Buck Gloves, with leather palm and perforated back, \$1.50.

Heavy Turkish Towels for bathing and sweating, 50 cents, 75 cents, and \$1.00. Woven White Cotton Whistle Cords for wheelmen, 75 cents. Duplex Calliope Whistle, nickel plated: 50 cents. Drinking Filters—These will perfectly filter the most impure water, and are invaluable to wheelmen, 25 cents. The Brighton Rubber Bicycle Cape, occupies but little space, and is very useful to touring wheelmen, \$2.50. Hoven's English Stocking Supporter offers many advantages over the general classes of articles used for this purpose; it is strong, easily adjusted and comfortable, price, \$1.25.

RIDING AND HUNTING COATS.—English Mackintosh covered Riding Coat, \$15.00; imported English tanned kid Hunting Coat, waterproof, flannel lined, \$20.00. Canvas Hunting Coats, large game pockets, \$3.50. The English Mackintosh Coats are immensely popular. They are known as the Joseph J. Byer's patent ventilation coats, being perforated on the shoulders and on the back, so as to allow the moisture to escape, yet affording perfect protection from inclement weather. These goods are excellent enough to have elicited an autograph letter of commendation from Gladstone. The price of these goods range from \$6.00 to \$25.00. The goods are made up as follows: Single-breasted, in gray and brown, fancy plaid linings, \$13.50; extra quality, \$16.00 to \$22.00; feather-weights, \$11.00 to \$15.00. Brown rubber waterproof Coats, with velvet collar, fancy plaid lining, \$5.00; light brown mixed, \$6.00. English Mackintosh Coats, with detachable capes, of extra quality goods, \$15.00 to \$25.00. Inverness Mackintosh Coats, in checks and plaids, \$16.50 to \$25.00. Very desirable for wear over full dress suits. English Mackintosh bicycle leggings, in gray, drab and brown, \$2.00 upwards.

MEN'S FURNISHING GOODS.—The stock of men's furnishing goods is so complete and so large that only a few of the specialties are mentioned. The aim of the house is to supply anything in the line of men's outfittings that can be found in this country, besides which it imports and exclusively handles many foreign novelties. The custom department is especially equipped for fitting orders at short notice. To New Yorkers it is scarcely necessary to say that whatever comes from Perego is the thing, but we advise out of town men who desire to get the best styles in reliable goods to call or send for a catalogue. We run hastily through some of the specialties. Extra quality linen turned down Collar, \$2.00 per doz.; latest style turned point Collar, four ply, \$1.50 per doz. upwards; latest styles straight standing Collars, \$1.50 per doz., up; full dress linen Collars, four ply, per doz., \$2.00 up; celluloid Collars, standing or turned down, 25 cents each. These are specially adapted for outdoor wear. Linen reversible paper Collars 25 cents per box. Cuffs, extra quality, linen, square or round corners, \$4.00 per doz.; latest style, four ply linen, square or round corners, for link buttons, \$4.50 per doz.; white Marseilles Cuffs, for full dress suits, 50 cents per pair; celluloid reversible Cuffs, 40 cents per pair. Among men who want to be in good form, Perego's patent bosom shirts are very popular. They are manufactured from the best material, and by the application of the patent bosom, are perfect fitting. They are made of various materials and in various styles for \$24 to \$60 per doz. A specialty are the special designs in fancy shirtings from London and Paris.

Pajamas are now preferred by many for night wear, being very comfortable and possessing many qualities over a night shirt. The garments are a loose fitting shirt and knee pants. In fancy English Cheviot, \$3.50; extra quality cream colored Cheviot Pajamas, trimmed with silk corded knots, \$4.50; French Flannel Pajamas, in checks and plaids, \$5.00; extra quality heavy muslin Night Shirts, \$1.00 to \$1.50; fancy trimmed Night Shirts for \$1.50 upwards.

NECK-WEAR.—Frequent journeys to "the other side," and artistic taste in selection and manufacture, enable the Peregos to present a line of Neck-Wear positively unexcelled. There are four-in-hand scarfs, in plain silk, and satin spots, at 50 cents upward; extra fine quality, \$1.00; English knot scarfs, 50 cents, to \$1.00; and English flat scarfs, negligé Windsor ties, De Joinville scarfs, extra quality lawn band bows, white lawn ties Marseilles four-in-hands, black and white silk bows and full dress ties

128 & 130 Fulton Street, New York

Ira Perego

87 Nassau Street, New York.

Outfitter to the Bicycle, Athletic, and Tennis Clubs of America.



The Long Island Wheelmen's Club House.

BEDFORD AVENUE, BROOKLYN.

WHEEL GOSSIP.

Karl Kron writes that his book will be delivered on May 25th.

The Kentucky Division, L. A. W., held its annual meeting on Wednesday evening, at Covington, Kentucky.

The New Hampshire Division, L. A. W., will hold its annual meet July 4th, under the auspices of the Manchester Bicycle Club.

Startling Information.—“T. J. Kirkpatrick, it is said, will run for the office of President of the L. A. W.—The L. A. W. *Pointer*.

Mr. Stevens, of *Outing*, and Mr. Harwood R. Pool, of the Citizens Club, will accompany the New York State officers to the meet.

John S. Prince is building a 4½ lap track on the Omaha baseball grounds, and will shortly hold a tournament for amateurs and professionals.

At the race meet of the Fernside Cycle Club, held at Melbourne, 12,000 people were present. The feature of the meet was the new grass record, 2:48 2-5, made by Con. Dwyer.

Dr. Beckwith and Mr. John C. Gulick will not attend the League meet. Both are engrossed in business, which they cannot neglect, and which has already suffered somewhat through pressure of League affairs.

Pennsylvania will send the following men to the League Meet: Isaac Etwell, Philadelphia; S. H. Murray, Sewickley; J. J. Van Nort, Scranton; Geo. A. Gorgas, Harrisburg; J. E. Harder, Clearfield; Geo. A. Jessup, C. C., Scranton.

At the Columbia College Games, held Friday, May 13th, at the Staten Island Athletic Grounds, the two-mile bicycle race was won by S. A. McGuire, '89, 6m. 36½s.; E. Hornbostel, Jr., '90, 2d; A. Y. Pringle, o; H. F. Hornbostel, o.

New York will be represented at the St. Louis Meet by the following officers: Messrs. Luscomb and Share, of Brooklyn; Gallien, of Albany; Beck, of Lockport; Butler and Williams, of Buffalo, and Bidwell, of New York. These men will cast thirty-five votes with the State.

Mr. F. Cathcart, 152 Fleet street, London, E. C., proprietor of the Alexandra Park Athletic Grounds, and the “Ducker” of England, holds two grand tournaments, viz: May 20, 21 and 22, and June 23, 24, 25 and 27. One of the features of the tournament will be the appearance of the American team.

Columbia Wheelmen, Stockport, N. Y.—At a meeting of the club, held May 6th, the following officers were elected: President, R. Burns Reynolds; Vice-President, John Kittell; Secretary-Treasurer and Captain, Joshua Reynolds. The club admits ladies to membership, and has already two lady members, who are also enrolled in the League.

The price of the New York Road Book will be \$1.50 to League members in States other than New York. The book is well worth this amount, and is simply invaluable; all wheelmen east of Chicago should have one. Beyond the mere fact of the value of the book, wheelmen will be helping the New York Division to pay for its production. Address, A. B. Barkman, 608 Fourth avenue, Brooklyn, N. Y.

A smart piece of riding.—A rather smart thing was witnessed in Melbourne recently, a bicyclist named Pickering was riding leisurely along the road, when a horse, drawing a light cart, bolted at a terrific pace. Pickering at once gave chase, and, after some little time, he headed the runaway, and, smartly dismounting, he seized the horse's head and brought him to a standstill, without damage to either bicycle or self.—*The Cyclist*.

The League of Essex County Wheelmen are busy taking a mail vote as to whether the League shall be disbanded or not. It was formed five years ago, and the annual assessment is but fifty cents. A circular has been issued, and a copy mailed to each member, with a postal for an answer as to whether the League shall be disbanded or not. The polls are to close May 20, and a meeting of the League officers has been called for May 22, at the Essex House, Salem, at 1:30 p. m., to take such action as the votes on the question may require. The general opinion among the members, as far as can be learned, is opposed to disbanding.—*Lynn Bee*.

F. M. Daniels heads the New York Club's 1887 mileage with 602 miles.

The New York League Meet party left on the West Shore Road at 5:40 p. m. on Tuesday.

It is rumored that candidate Kirkpatrick will meet with some opposition from Pennsylvania.

Mr. Jason Rogers, who is touring through New York State in the interests of the *Sunday Mercury*, was at Lyons, N. Y., on the 17th.

The Citizens Club held their regular monthly meeting on Monday night, and added seven new members to their already large membership roll.

Ex-Park Commissioners Powers and Viele have written letters favoring, indeed strongly advocating, the passage of the Rights and Privileges bill.

At the Germantown, Pa., Academy games, held at Stenton, near Philadelphia, May 14th, the half-mile bicycle race was won by H. E. Hayward, 1 m. 49½ sec.

“Tommy” Smith, of the Citizens, and “Billy” De Graaf, of the Harlem Wheelmen, ride from their Harlem homes to Fifty-ninth street every morning and evening, to and from business.

There are vague whispers that the South will combine “solidly” on a League ticket. With New York, Massachusetts, Pennsylvania and Ohio a solid “union,” no conceivable combine could control the convention.

A feature of Forepaugh's circus will be an aerial bicycle trapeze act. The bicycle is driven along a tight-rope. The trapeze is suspended from the hub of the driving wheel, and upon this a man and woman will perform.

The sparrows in the Boulevard trees are twittering over the road race, which, it is rumored, the Citizens and New Yorkers are going to hold. It will be of the team variety and fifteen miles long, from Kingsbridge to Tarrytown.

The following races will be run at Cheltenham Beach, Chicago, on the 26th, for gold and silver medals: one-mile novice, half-mile scratch, one-mile handicap, three-mile handicap, road wheels, five-mile open, one mile 3:15 class.

Mr. P. Harvard Reilly, of the Citizens and Springfield clubs, sailed for Europe on Wednesday on the City of Rome. Professor Reilly intends to take a three months' tour through Europe, devoting special attention to Switzerland. He will ride an 'Extraordinary Safety.

Mr. A. J. Patterson, of the New York Bicycle Club, left Gotham on Friday for a trip to New Haven. He rode to Bridgeport, passing through New Rochelle, Greenwich and Norwalk. He reports the roads beyond Greenwich as beastly. Mr. Patterson took the train from Bridgeport to New Haven.

At the League Meet, Mr. Butler, of Buffalo, will move that the chairmen of the four committees—Rights and Privileges, Membership, Transportation, and Rules and Regulations—be appointed a Constitutional Committee to re-organize the Constitution and By-Laws of the League, with the object of strengthening the Divisions, by giving them more power and a larger proportion of the receipts.

Messrs. H. S. Raven, J. M. McFadden, F. W. Kitching, Geo. S. Daniels, and F. M. Daniels, all of the New York Club, spent last Sunday in the Oranges. They rode through Montclair, Bloomfield, Verona, Cedar Grove and Little Falls. Dinner was had at the American House, Bloomfield. A number of citizens were present, and, altogether some forty wheelmen sat down to the dinner, which they recommend to all wheelmen. Supper was taken at Little Falls. The five added 187 miles to the club's mileage.

A biography of Harry Etherington appears in the *St. Stephen's Review*, and apparently the highest compliment paid to Mr. Etherington is indirectly a compliment to Americans. The paragraph referred to is the following: “Throughout the American Continent no Englishman connected with sport and the sporting press is better known or more generally liked and respected than Mr. Harry Etherington, whose visits with the conquering teams of English cyclists have ever been warmly welcomed, while his peculiar dash and smartness have made the Yankees almost consider him as one of themselves.”

F. J. Osmond is looked upon as the coming English racing man.

The Overman Wheel Company are exhibiting a 64-inch Victor at their Boston store.

Mr. Edwin Oliver has accepted the position of chief bugler for the St. Louis parade.

Thomas Stevens will lecture in Brooklyn, May 26th, under the auspices of a prominent church.

“Daisy” and “Violet Lorne” are at war. The bicycling scribe is at his best when in a bellicose state.

At the Yale College games, held Thursday, May 14th, E. F. Landy won the two-mile bicycle race; time, 7:39 3-5.

The League programme is a thing of beauty. If the meet is as great a success as the programme, St. Louis will do herself proud.

W. W. Scott, of the Hyde Park, Mass., Club, will attempt to break the twenty-four hour bicycle road record the first moonlight night.

Chief Consul Brewster, of Missouri, intends to give each district to the care of a Representative, who will appoint local Consuls. A very good idea.

The first money ever earned by Thomas Stevens with his pen was four dollars, paid him by THE WHEEL for an article, when he first arrived in New York from San Francisco.

All the N. C. U. suspends, who have not competed in professional events, have petitioned for re-instatement. It is generally presumed that they will be re-admitted into amateurism.

“Violet Lorne” tells of a lady friend of hers who uses her toboggan costume for tricycling with happy results. Violet's fair friend must be either in training for a light-weight championship, or bound on a journey to the North Pole.

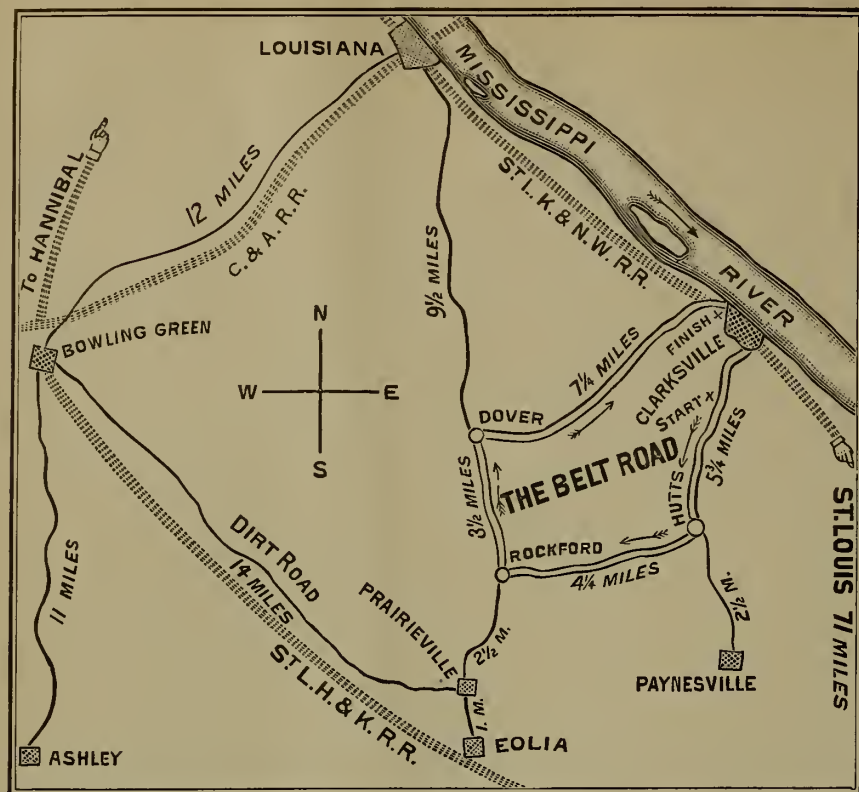
Thomas Stevens' book will be issued next week by the Scribners. Mr. Stevens will give two premiums: one of \$500 to the person sending in the most number of subscribers; another to a subscriber, to be determined by lot. Neither premium is to be awarded until 10,000 orders are booked.

The annual election of the Connecticut Bicycle Club of Hartford resulted as follows: President, Charles E. Chase; Secretary, J. G. Calhoun; Treasurer, George H. Burt; Captain, Robert F. Way; 1st Lieutenant, E. F. Harrington; Club Committee, H. H. Saunders, C. H. Longley, George O. Hull and Frank E. Johnson.

The Cambridgeport Cycle Club has issued a neat programme card of the road race which is to be run under its auspices on May 30th. The course will be 25 miles, and it is expected that it will be covered in very speedy time. There will be five prizes for the winners, and in addition souvenirs, which will be given to every man riding the race to a finish. The first prize will be a cyclometer, the second a pair of rat trap ball pedals, the third a saddle, and the other two, useful cycling accessories.

It is with much pleasure that we present illustrations of the Long Island Wheelmen's new house. For a long time this club had been irreverently dubbed “Fossils” by thoughtless Brooklyn wheelmen. But the “Fossils” have let themselves out; they have discovered a spring, far better than the waters for which Ponce de Leon searched so vainly, inasmuch that they not only arrest time, but renew the youth and vim and go of those who drink it. Their club house will be found a model of elegance and convenience, and we have published the plans of the various floors, that other club-building committees may profitably use them as a guide in arranging their houses.

Mr. Lester E. Hickok, a traveling salesman of the Wilcox & Howe Hardware Company, of Birmingham, Ct., has completed 6,000 miles on his bicycle, attending to the regular duties of his business. One of his most remarkable trips was from Newport, N. H., to Amesbury, Mass., stopping at twelve towns and making twenty-one business calls, requiring a riding distance of 120 miles, all of which was accomplished between 7 a. m. Wednesday and 4 p. m. Friday. Mr. Hickok says that he could not have made the trip without one or two additional days had he depended upon the railroad for transportation. He rode a 56-inch Columbia, with luggage carrier on the handle-bar, on which he carried a rubber suit, and on the perch was fastened, by a pair of clamps, a bundle containing an entire change of under-clothing.—*Boston Herald*.



THE CLARKSVILLE ROAD RACE.

THE HUNDRED MILES CHAMPIONSHIP.

From the *American Wheelmen*, under whose auspices and management the above event is to be held on Monday, May 23d, we condense the following information, and we are also indebted to our contemporary for the plan of the road race.

The steamboat Hudson will leave St. Louis for the scene of the road race, late Saturday night, directly after the League banquet. The cost of the round trip, including fare, three nights sleeping accommodations, meals, and the banquet and ball aboard the boat after the road race, will be \$7. The Hudson will arrive at Clarksville on Sunday at 9 A. M.

Sunday will be devoted to touring, over magnificent roads and through beautiful country. The roads are fine gravel turnpikes, and there are level stretches, miles in length. On Sunday evening, special services will be held at the churches.

The race starts at 8 A. M. Monday, Chief Consul Brewster acting as starter. The "Belt Road" (see map for start and finish), will be ridden around almost five times. The race will be ridden somewhere in the neighborhood of six hours.

THE PRIZES.

First Prize.—World's Championship Cup, solid silver, value, \$300; light roadster bicycle, value, \$140; total.....	\$140
Second Prize.—Solid Gold hunting-case Keystone Watch, jeweled movement, heavy cases, value, \$100; light roadster bicycle, value, \$140; total.....	240
Third Prize.—Light roadster bicycle, value, \$140, with either Butcher or Lakin hub cyclometer attached to it, \$10; total.....	150
Fourth Prize.—Bicycle.....	140
Fifth Prize.—Spencer repeating Shot Gun, capable of firing six shots in four seconds, 12 gauge, 30 to 32-inch barrel, weight, 8 to 8 1/4 lbs., Damascus steel barrels, walnut pistol grip, stock rubber butt plate, choked bore.....	40
Sixth Prize.—Butcher on Lakin hub cyclometer.....	10
Seventh Prize.—Brooks Ideal cyclometer.....	5
Total.....	\$1,025

Also special medal for 50-mile record.

THE STARTERS.

The following men have signified their intentions of starting:

S. G. Whittaker, Chicago, present holder of 20 and 100-mile road records, the latter 6 hr. 1 1/2 m., rides American Champion.

A. A. McCurdy, Massachusetts, holder of 24-hour record, 305 miles; 100-mile record, 7 hr. 51 m. 30 s., rides Star.

W. A. Rhodes, Dorchester, winner of various bicycle and tricycle road championships, and a fast man on the path, rides Victor.

Chas. F. Frazier, Smithville, N. J., very fast on the path, rides Star.

John S. Prince, Omaha, Neb., too well known as a path-rider to need mention, is yet untried on the road, has some excellent long-distance records; mount unknown.

R. A. Neilson, Boston, known as a path-rider only.

Percy W. Stone, St. Louis, Mo., finished third in road race last year, and did some excellent work last year on the path, rides Columbia.

Frank F. Ives, Meriden, Conn., a sterling road rider and a fast man on the path.

Among other entries are: Bullock, Omaha; Hardwick, Galena, Kas.; Eck, Minneapolis; Ashinger, Omaha; Munger, Detroit; Van Horn, Denver; Hollingsworth, Russellville, Ind.; W. L. Sheriff, California, Mo.; Belcour and Morris, St. Louis, an unknown, supposed to be entered by the Overman Wheel Co., and John Brooks, of Blossburg, Pa., who will ride a Star.

Whittaker, Rhodes, Neilson, Stone, McCurdy, Frazier and Brooks are at Clarksville with their trainers. Altogether the outlook for the race is most promising, and an astonishing performance will doubtless be credited to the winner.

EIGHTH ANNUAL LEAGUE MEET.

ST. LOUIS, May 20 and 21.

COMMITTEE CHAIRMEN.

W. M. Brewster, Chairman, 309 Olive Street.
L. J. Berger, Secretary, 1901 Oregon Avenue.
TRANSPORTATION.—B. B. Ayers, 212 Clark Street, Chicago.

RECEPTION.—Edw. Sells, 105 N. Second Street.
ENTERTAINMENT.—G. W. Boswell, 416 N. Second Street.

PARADE.—Prof. C. H. Stone, 310 N. Eleventh Street.

RUNS AND TOURS.—L. J. Berger, 1901 Oregon Avenue.

BANQUET.—Dr. H. H. Keith, 2248 Washington Avenue.

FINANCE.—J. E. Smith, Simmons Hardware Company.

PROGRAMME.—A. K. Stewart, care of *Spectator*.
PRESS.—W. E. Hicks, care of *Post-Dispatch*.

RECEPTION.

Visitors to the League Meet will be met at the Union Depot, and the steamers by the Reception Committee. Wheels will be stored on ground floor of Exposition Building, on St Charles Street. League headquarters, Lindell Hotel; committee and register in room twenty-two. Excellent ac-

commodations, on European plan, may be had at Hotel Barnum, opposite the Lindell Hotel.

ENTERTAINMENT.

Friday, May 20th.—Excursion down Mississippi River on steamer Chas. P. Chouteau, which leaves wharf at 4 P. M. View of bridge will be had, also of the Carondelet Bluffs, famous for their handsome residences. On the return trip fireworks will be displayed from these bluffs. Steamer will stop at Montesano Springs to meet the tourists from St. Louis and DeSoto. Supper will be served on board. Music, excursion and supper free to wheelmen.

Saturday, parade, starting at 10 A. M. from Twentieth and Locust Streets, winding up at Forest Park for photograph and picnic lunch. Officers: Grand Marshal, Dr. N. Malon Beckwith, with twelve aids. Bugler, Edwin Oliver.

TOURS AND RUNS.

DeSoto.—On Friday morning a train, leaving the Union Depot at 8:15 o'clock, will be taken, arriving at DeSoto at 10 o'clock. In parties of ten a seventy cent rate is made. The famous hills lying between DeSoto and Bultown will be crossed at a leisurely pace, dining at the latter town; thence North toward the city to Kinmswick Hill and across to Montesano Springs, joining the boat excursionists there. Distance, twenty-five miles.

Ballwin.—A run will be made to Ballwin, leaving the Missouri club-house at 8:30 A. M. The Manchester pike is well-known for its beauty and delightful coasts, and those taking the run can return in ample time for the excursion. Dinner at Ballwin. Distance, forty miles round trip.

Montesano.—Leaving the Missouri club-house at 1 P. M., this run leads down the DeSoto road and over to Montesano, embracing about five miles of natural road, and furnishing ample but safe coasting facilities. Return to St. Louis with boat excursionists. Distance, twenty-five miles.

Regular runs are not called for Saturday morning by reason of the parade, and the general park tours will fill the afternoon hours. However, those desiring private excursions in any direction will be provided with guides.

The banquet will be held at the Lindell Hotel on Saturday evening.

The Board of Officers' meeting will be held in the entertainment hall of the Exposition Building on Friday at 9 A. M. The general meeting will follow the officers' meeting.

THE BILL PASSES.

EDITOR OF THE WHEEL: The wheelmen's "bill of rights" was considered by the Senate in "committee of the whole" on Tuesday night. Senator Pitts moved that the committee report the bill favorably and recommend its passage. Senators Daly and Dunham, the special opponents of the bill were absent, and the motion was carried without debate. A few minutes later the bill again came before the Senate, upon the question of its third reading, and final passage. Senators Daly and Dunham were now in their seats, and the former moved to amend the second section of the bill so as to exclude Central Park from its provisions. He made a vigorous speech, declaring bicycles to be "a nuisance," and stated that he was informed by the New York Park Board that more accidents had occurred in the Park from the use of bicycles than from all other causes combined; that horses had run away and people had been killed by these accidents, and that to admit bicycles to Central Park would be to inaugurate an era of pestilence and annihilation. He earnestly hoped the Senate would adopt his proposed amendment. His remarks were followed by vigorous speeches from Senators Pitts, Fassett, Raines, Pierce and Comstock, all of whom spoke against the amendment. Senator Pitts, in the course of his remarks, said he was sure that if the Senator from the seventh (Daly) would only forsake his present lonesome condition, marry a wife and buy a bicycle, his view of Central Park and of life generally would be less harrowing. Senator Comstock sent to the clerk's desk, letters from some of the New York Park authorities, commending the bill and declaring in favor of the rights of wheelmen to the Park drive-ways. These were read by the clerk. Senators Coggeshall and McMillan, both strong champions on the bill, were unavoidably absent. The bill passed without amendment—only two votes in the negative, viz., Senators Daly and Dunham.

ISAAC B. POTTER.

HOW TO TRAIN FOR CYCLE RACING.

BY G. LACY HILLIER.

Our Editor has doubtless disposed of the dietetic portion of training, and I merely have to offer a few remarks on the practical work to be done on the machine itself. Before doing so, however, I should like to say that that venerable proverb; "What is one man's meat is another man's poison," applies most emphatically to training. The work which precisely suits one man will, perhaps, go a long way towards killing another. If a man is gifted with a good digestion, and is thoroughly sound, from a "veterinary" point of view, he can stand the very hardest training. In my own case (for personal experiences, though egotistical, are at least reliable), I was enabled by exceptional digestive powers to undergo very severe work in the early part of 1881, reducing my weight from 12st. 8lb to 10st. 1lb. When I touched that point I was necessarily "fine drawn," but being able to assimilate with rapidity and comfort an almost unlimited diet of mutton, vegetables, beer, and port wine, I laid on weight, whilst still doing a great deal of active practice. To put the matter as concisely as possible, it is necessary to practice as often as possible, and yet to keep sufficient bodily power to stand the strain of the ultimate contest. In other words, to race and ride continuously without getting stale. Staleness may be temporary, in which case it is merely weariness; or it may be continuous, in which it is an absolute failure of bodily resources. The fire burns out, and the engine ceases to go. The man with good digestive powers feeds the fire, whilst the weaker man (in that respect) fails to do so, "falls off," "goes stale," and gets "overtrained." Thus, when a man is training, it is necessary for him (or his trainer) to note very carefully the course of his work and his appearance at the finish. No man can do well if his work is too much for him, and short, sharp bursts which fetch out all his pace without exhaustion are most suitable. In cycle racing, pace, and especially pace for a short distance, is the greatest necessity. Judgment, coolness, training, and pluck are all required to make a flyer, but unless, in somewhat paradoxical phrase, a man can move his legs fast, enough he will never develop first-class form. Moreover, the man who can move his legs fast suffers less exhaustion in the course of a long, and comparatively slowly ridden race, and has always the necessary "bit up his sleeve" at the finish in consequence. Thus, as the actual race can only display our man's judgment and courage, all his efforts in training should be devoted to the acquirement of pace. We will suppose the cyclist to have rubbed off by means of road-riding, hard tricycling, plenty of toe-and-heel walking, and an occasional half-mile run in flannels most of the absolutely superfluous adipose tissue, and to have got between a few pounds (more or less, according to the style of the subject) of his "racing weight," he should locate himself within "measurable distance" of the best and fastest track available, and, if his means allow it, obtain a good trainer; failing this, some handy lad should be engaged to carry out the necessary "rubbing down" process. About an hour and a-half after the morning meal let the rider repair to the track and walk slowly a couple of laps (half a mile or so), finishing with a slow run for the last 200 yards. Let him then strip and rub the thighs and legs well with a towel, not too rough; then putting on a woolen sweater and a pair of woolen pants let him spend from half an hour to an hour paddling round the track at say a 14 or 15 miles an hour gait, putting in every third or fourth mile a smart spurt for a couple of hundred yards or so, and finishing with a good burst for nearly a full lap. Never start spurring when wanting wind, and ride easily between the spurts; only spurt three or four times in all. Get plenty of wind for the final burst, start from a given point some 250 to 300 yards from the winning post and ride out every yard of it. Then slip into the dressing room out of the draught, and sit still in the flannels for a few minutes, when the perspiration will come freely out. Now you get your man to rub you down. You will want two towels, not over hard (the idea that rubbing a man's skin off with a towel like a slab of sandstone is training him is exploded); get rubbed down all over, and then get your attendant to keep up a gentle friction until the skin feels quite dry. Most attendants hurry too much. A quarter of an hour or more is frequently necessary to get a man dry, and the second perspiration with many is heavier than the first; it comes at a shorter or longer interval, and

unless thoroughly dried off leads to colds. The morning's work through, our training man must go home to his dinner, and "take it easy." If a swimmer he may now and then indulge in a short swim, preferably in an open air bath; he may go for a walk, or lay about in the sun, reading, fishing, or otherwise amusing himself. After tea, in the cool of the evening, an hour or two after his meal, let him once again visit the path, this time for the most serious work of the day. The costume should consist of light racing pants and vests, and "spurring" be the order of the day. It is now that the assistance of a competent watch holder and a fast man to race against, are most valuable. This latter is almost a *sine qua non*, but if not obtainable, starts must be given to anyone on the path, and efforts made to overhaul them. This is not nearly so good, however, as the "stable companionship" of a really good sprinter, who even, if not good enough to run the whole distance, will "take the rider on" for the last thirty or forty yards. At first a mark should be placed, say 150 yards from the winning post, and the rider, taking a flying start, should spurt "all out" to the post; then easing up he should completely regain his breath by paddling quietly round the track, and then repeat the spurt, getting a lead over the distance, if possible. Spurt about half a dozen times in an evening, and then, if still feeling fresh, go half a mile at a good pace, and then get a very complete and careful rub down, wrap up in flanne's and go home.—*Irish Athletic and Cycling News.*

ANKLE ACTION.

A POINT FOR RACING MEN.

From the "Cycling" volume of the Badminton Series, written by Lord Bury and G. Lacy Hillier, we take the following instructions:—"Seated either on a bicycle, slung so that the wheel may revolve, or upon a home-trainer, the beginner should raise the pedal to its highest point, and then, steadying the wheel with the brake, place his foot upon the pedal, carefully fitting the slots in his shoes into their places, and seeing in any case that the foot is straight. Then using the thigh muscle for the most part, let him thrust the foot (and pedal) forward in a horizontal direction; in fact, a sort of sharp, forward kick, having the heel dropped as low as possible, the toes well up, and the foot firmly set on the pedal, which will be at an angle. This should be practised carefully with the brake slightly on, and for this purpose, though a bicycle can be used, a tricycle will be found much handier, if no home-trainer of the West Bromwich pattern is available, as the brake can be put slightly on by means of a piece of string or a strap to the lever, tied to any convenient point, and the novice can spend a few minutes daily practising this exercise: in carrying out which programme the left foot should at first be used more than the right. As soon as the usual awkwardness of the ankle-joint has been worked off this action will be found remarkably effective in starting the machine; after a time the ankle muscles, and those of the calf will become stronger, and a sharp straightening of the ankle, as the pedal passes through segments 1 and 2, will materially aid the propulsion of the machine. This straightening of the ankle will be continued until the foot is brought into a position at right angles to the leg, the muscular effort of which should now have by equal gradation become directly downwards. The pedal will now assume a horizontal position, and the power of the leg with the weight of the body and the pull of the arms will all be exerted to force it downwards—at this point the crank throw is in the most effective position and the hardest work is put in. When the pedal begins to follow a backward course, the ankle action becomes of the greatest value. The toe is gradually dropped, and the heel raised as the pedal gets nearer and nearer to the lowest point, the action having at length reached the backward or 'clawing' stage. To secure the full advantage of ankle work, this 'clawing' action must be very carefully practised; the toes should be sharply pressed upon the sole of the shoe, as if they were trying to grasp something, whilst the ankle should be straightened as much as possible, the foot being almost in a line with the leg, the calf muscles being strongly retracted, and the backward pull (which of course requires fitted shoes) can be made practically effective through segment 5, and also of service well into segment 6. The ineffective portion which exists on either side is soon reduced to a very small part of the circle, for as soon as segment 7 is entered upon the heel should be sharply

dropped, and an upward and forward kick or thrust, as described in the directions for the first position, will lift the pedal forwards and upwards through segment 8, when, of course, the whole series of actions will be repeated."

As the rider gets more fully into condition the length of the spurt may be increased, though let the man be ever so good, he should never, in practice, do more than a 400 yards spurt, and may with advantage, where he can go the quarters "all out," confine his spurts to 250 yards, laying it in as thick as ever he can, and always trying to go faster still. By such work as this, pace, and pace only, will be obtained, and rapid pedalling acquired. This work will not improve a man's staying powers, but "staying" is not learnt on the path. The faster a man becomes, the better will he be able to "stay" in a long race, whilst, of course, for short races pace is the great desideratum.

Of course the above sketches are what may be called "awfully stiff training"; but if a man can stand it, he will be all the better for it. None but a sound, healthy man could; so, in the case of men not up to the highest physical standard, the regime must be modified to suit their capabilities. The moral of it all is, get as much fast work as possible for the physical waste. Minor tips:—Have your racing shoes to fit across instep and heel, and wide in the toe and front part; wear soft woolen socks; have slits to correspond with the pedal bars, or some kindred idea to keep the foot from slipping, have a comfortable saddle, and always make an alteration in any particular not exactly suitable, however slight it may seem. Ride a machine 1 inch to 2 inches inside your full stretch and use long cranks, as such conditions favor rapid spurring. Cultivate good form on the road and when easing in practice, but don't waste a thought on it when you are "in a hurry." About twice a week, have ankles, knees, calves, thighs, and small of back, well rubbed with Elluman's (cattle) Embrocation, which I used continually, and most thoroughly believe in; and finally, leave off when you've had enough—never go on practicing, as some do, when giddiness, lassitude, and sleeplessness warn them that the sword is too sharp for the scabbard, that the spirit, indeed, is willing, but the flesh is weak.

Many men cannot afford to give up nearly their whole time to training, and under such circumstances the above rules must be modified to suit their convenience. First, some of the superfluous fat must be got rid of. To do this, hard work is necessary. Rising early, our rider must get a slice of bread and butter, and a drop of tea or coffee, and then, if possible, repair to the track, putting on a thick sweater and flannel pants. He should pile it on around the track at such a pace as to induce perspiration. After twenty minutes or so of such exercise, he should slip into the dressing room, and, sitting down, await the full flow of the perspiration. After a good rub down, allowing plenty of time to get thoroughly dried, he should go home to breakfast and attend business. About one o'clock, or a little later, a good meal, consisting preferably of steak or mutton, with a little vegetable, stale bread and bitter beer, should be obtained; and, on leaving business, a cup of tea or coffee, with an egg and bread and butter should be taken. Then, between six and seven in the evening, he should once again betake himself to the track, and put in a good deal of short, sharp spurring; and anyone undergoing such partial training must diet little, confining himself to ordinary diet, avoiding pastry and cheese, and be very moderate in his drinking. I don't believe in a training man "starving himself with thirst," any more than I believe in his starving for food, but at the same time he must, at the commencement of his work, fight against the terrific thirst which comes on him; holding the wrists in cold water, and washing the mouth out, are very useful in such cases, and when once the opening "thirst fever" has passed, with a little caution, the training man can easily avoid over indulgence in this respect. In this style of work, increase of weight, "being on the big side," or "puffiness" is the bugbear, and the morning's work should be devoted zealously to pulling off the weight, and, when once off, to keeping within measurable distance of "fitness." The evenings, on the other hand, should be wholly devoted to pace.

It may perhaps occur that it may not be possible to get on the track before breakfast, in which case a morning ride must be taken on the road; for this purpose I much prefer tricycle work, and an hour on the road on the tricycle, especially if one or two stiff gradients be included, will rapidly reduce

the superfluous fat. Finally, when raining is undertaken, it should be remembered, that a little regular work is infinitely preferable to a lot of work irregularly done, and that if no time but the evening half-hour be obtainable, it is better to practise for pace, and trust to that work to pull the weight off.

Some men are so spare in habit as to be well down to weight, and such men frequently do well when partially trained, yet when they give up training and begin full work they rapidly deteriorate, simply because they have not "stuff" enough to fall back on; whilst many a fleshy man never shows what he really can do, until a long tour and some hard physical work have pulled him down to a reasonably fit state.—*Irish Cyclist and Athlete*.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wine and Spirit Review* writes: "Probably the most remarkable record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

* * *

The Long Island Wheelmen's Club house is almost ready for roofing. It has been put up in a marvellously short space of time, and the builder, Mr. Brown, 1534 Fulton avenue, Brooklyn, is entitled to much credit for his promptness. Mr. Brown's estimate was selected out of over a score of bids, by the building committee. The club house, when completed, will be one of the most artistic buildings in Brooklyn, and will favorably compare with any bicycle club house building in America. We advise clubs needing alterations or new headquarters to communicate with the builder of the Long Island Wheelmen's club house.

Great support is given wheelmen and tennis men by the Carpenter suspender. It has many qualities not found in ordinary suspenders, and one trial will give a man a permanent bias for this suspender.

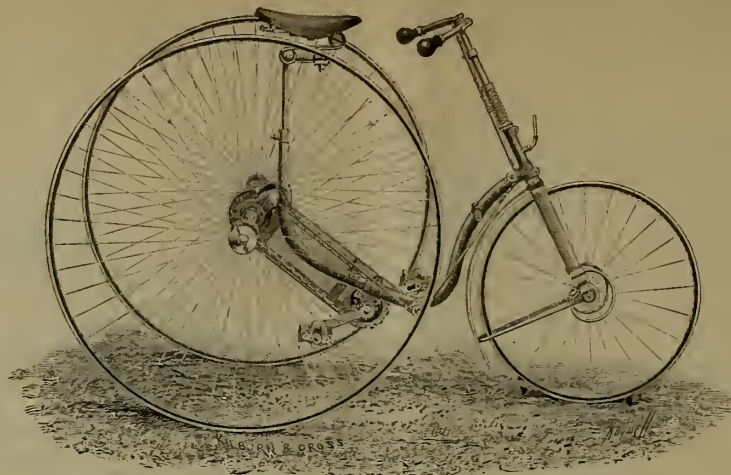
Messrs. Schwalbach and Willdig advance the following claims for their wheelmen's headquarters, which have been newly fitted up, and are now equal to any bicycle salesrooms in the country. Close to Prospect Park, only twenty minutes from the bridge; very large stock of second-hand wheels and sundries. Fine line of tennis goods; wheels to let; storage and locker room; very successful bicycle instructor, finely enamelled; and last but not least, sole Brooklyn agency for "The Wheel of Perfection," the New Mail.

The Extra Special or Light Roadster Facile is having a great run in England, and with its extra large number of hollow parts and its eighteen rows of ball bearings [including the celebrated "Abingdon" ball head] is a beautiful example of cycle construction. The Geared Facile is slightly delayed by some necessary alterations in the special axle, but it will be on hand soon and then those who want the fastest thing that ever run on rubber tires can be suited. The Facile tricycle offers the inducement of remarkable lightness, nothing approaching it in this respect in the three-wheeler line having been yet produced: ladies who do not care to move 25 lbs or so of weight which can be spared will be interested in this feature, as also in the lever driving.

If you need lubricating oil or liquid enamel, try the Facile Oil and Enamel, both of which have been on market several years, with the unanimous approval of all who have used them and with constantly increasing sales.

The Zylonite collars and cuffs have jumped into great favor, because they look as well as fine linen wear, yet they can be easily rubbed up and worn for an indefinite period. They are in especial favor in summer, and besides are valuable to touring wheelmen, as they can be rubbed clean with the handkerchief, and thus enable him to be presentable at the stopping places. Every wheel agency should keep them on sale.

The Star boom which Brooklyn is experiencing just now, is being looked after by Mr. Harry J. Hall, Jr., on Bedford Ave. Many prominent men are now riding Stars. Mr. Hall also repairs and sells new and second-hand wheels of all makes.



COLUMBIA LIGHT ROADSTER TRICYCLE.

Price with "Double-Grip" Ball Pedals, \$165. Price, with "Double-Grip" Parallel Pedals, \$160.

BRIEF.—Two 48 inch driving and 24 inch front steering wheel. Endless moulded pure rubber tires, $\frac{3}{4}$ -inch to drivers, $\frac{3}{4}$ -inch to steerer. $\frac{3}{4}$ -inch seamless-steel hollow felloes. 40 and 24 double-butted direct spokes, No. 11 $\frac{1}{2}$ wire. Double axle, of seamless tubular-steel, with side balance-gear. Tubular front fork, Copeland socket steering-head, and adjustable automatic handle-bar steering. Hollow curved handle-bars, adjustable for height. Vulcanite handles. Adjustable L seat rod. Cradle Spring. Adjustable long-distance saddle. Central crank and chain driving gear. Wallace patent sprocket-wheels. Ewart patent forged-steel detachable-link chain. Detachable Cranks. Columbia "double-grip" rubber ball pedals. Columbia adjustable ball-bearings all around. Foot rests. Lantern bracket. Wire dress-guard. Tool-bag, with oil-can, screw-driver and monkey-wrench. Width of track, 31 $\frac{3}{4}$ inches; total width, 37 $\frac{1}{2}$ inches. Gear, 47. Weight 70 lbs. Finish, enamel with nicked tips.

The Columbia Light Roadster Tricycle has been designed with a view of embodying general principles which have already proved successful in all respects, and in the direction of which the public demand is turning, so combined as to afford the most satisfactory results, modified in such ways as use and experience have shown to be necessary; and we have perfected the model by adding our own ideas and specially devised details. By adherence to various well-established principles, we are able to offer a machine of simple and durable construction, lighter than most that have gone into successful road use, yet not so light but that it will afford good service for years, for long or short tours, for any rider who is willing to give serious consideration to the respects in which a high-grade tricycle differs from an ordinary road vehicle. The handle-bar steering type affords an economy of weight without a proportional sacrifice of strength, and, by the arrangement of the driving and steering parts, a more complete and ready control over the machine by the rider than is to be found in other patterns. The means of adjustment are such as to admit of a perfectly upright and natural position, practically the same as that upon a bicycle, with all the advantages to a rider arising therefrom.

The axle, than which no part of the tricycle is more important, has been made with a careful consideration of all the strains to which it is liable. It consists of a strong tubular axle carrying the wheels, and an outer axle taking three bearings upon the inner section and having its connection with the latter, and with the driving wheels, through the balance-gear at the left side. The bearings between the axles are so made and placed as to add much strength to the whole.

Upon the outer section the upper sprocket-wheel and the brake-drum are firmly pinned and brazed, and on either side of these, at such a distance apart as to afford the greatest strength and to remove the danger of springing of the axle, either by jars caused by the driving-wheels coming in contact with obstructions, or, on the other hand, by the heavy strain of the chain, are the bearings in which the axle turns, and through which it has its connection with the main frame of the tricycle. We use but two main-frame bearings, for the sake of simplicity; they present no difficulty of alignment, a very ready and ample adjustment, and will be found satisfactory in every respect, as our Columbia bearings always are.

The wheels are made with spokes enlarged at both ends, headed at the felloe, and screwing directly into the hub-flange. For extra stiffness we use our well-known hollow felloe, made of the best cold-drawn seamless steel-tubing, and the tires are of pure rubber and securely cemented in.

The central loop of the frame is of one continuous piece of tubing, passing vertically upward through the main frame bracket, and tapered to receive the adjustable seat-rod. At the front it presents the Copeland patent socket steering-head in which the tubular steering-spindle turns, with a cam shoulder at the lower end to automatically retain the steering-wheel in a straight position, and a neat ball-bearing and a spiral spring above, affording an even and adjustable tension. This spindle is firmly fixed to the tubular front fork, and at the top receives the straight arm of the handle-bar, which is adjustable up and down in it.

Strong spiral springs at the fork ends, and carrying the steering-wheel, serve to effectively take up the vibration which has in some cases been a source of complaint in this type of machine.

The driving-gear is similar to that which has proved so valuable a feature in others of our machines, with the Wallace interchangeable sprocket-wheel, and our admirable Ewart forged-steel detachable-link chain. The lower sprocket-wheel is carried upon the central loop by a strong bracket, the position of which may be adjusted when so desired, to change the direction of the rider's thrust upon the pedals.



NEW ORLEANS NOTES.

The projected run to Baton Rouge failed to come off on the 7th inst., as was anticipated, and it is doubtful now whether any sort of a crowd can be again gotten together to attempt it. A M. Hill, Bob Abbott, Chas. Fairchild and two or three others have, however, given it out as their intention to "do it or die," before the leaves begin to turn, and Fairchild, it is said, will attempt to establish a Southern record when he makes his try.

Messrs. Hill, Fairchild, Fenner, C. H., and Guedry made the run to Shell Beach last Sunday in something close to five hours. This ride takes one over 34 miles of as tough a road as will be found anywhere in these parts, and the boys arrived home via train, pretty well "broken up."

A fair likeness of the jovial looking phiz of our new Chief Consul, Harry H. Hodgson, illuminated a recent edition of the *Daily Picayune*.

Col. E. C. Fenner, the enterprising agent of Gormully & Jeffery, in this city, last week sold to parties in Opelousas, this State, nine American Challenge bicycles, and now we are waiting for notice of the formation of a club there.

The first Light Champion wheel arrived here yesterday, and "Oliveria" is happy. The wheel itself is a beauty, and will doubtless prove popular hereabouts with the advocates of light wheels. The G. & J. wheels are all great favorites here, the sales outnumbering those of all other makes combined, two to one.

C. B. Guillotte, captain of the N. O. B. C., has, by the advice of his physician, temporarily given up the wheel. Heart disease is the trouble and absolute rest is required.

THE WHEEL was unintentionally the cause of two of our shining lights receiving a *billet doux* apiece from the Racing Board. My recent remarks regarding Messrs Hill and Hughes, the Pope Co.'s agents here, caught the watchful eye of Chairman Bassett, and a string of questions were mailed both of the gentlemen for answers which I believe were satisfactorily replied to. Hill and Hughes are all right on the amateur question and will make things hum at the next

race meet, for now that Charlie Guillotte is on the shelf for awhile, it looks as if they will have things pretty much their own way, unless the conventional dark horse should turn up.

The regular meeting of the N. O. B. C. was held last night (May 11th), and action taken on the motion to amend to their constitution, so as to make League membership no longer compulsory. After much wrangling the motion was voted down (one vote deciding it), and the club will now remain in the L. A. W. This decision will swell the Division's membership to a sufficient number to entitle us to a representative.

Chief Consul Hodgson leaves next week for St. Louis, to represent this section in the annual confab.

The success and interest attendant on the inter-club-team road races in the North, leads me to think that were such an organization to be effected among the cycling clubs of the South it would lead to good results. Memphis and Nashville, Tenn., Columbus, Macon and Atlanta, Ga., Birmingham, Montgomery and Enfield, Ala., Dallas, Tex., Ferdinand, Fla., Little Rock, Ark., and New Orleans, all have cycle clubs, and it seems to me that with a little effort, most of them could be induced to enter into an Inter-Club-Team Road Racing Association, surely each of the clubs named could send two, three or four men, as may be decided on, to represent their different sections. The race might be an annual or semi annual event, and each time should occur in one of the cities represented in the association. This latter plan would give each club a showing on their own grounds, and not cause the event to lose public interest by continued repetition, as would be the case if confined to one place. The prize might be a cup, with individual medals to the first and second men, but these and all other details can easily be arranged if the organization is perfected.—*Cor. Bicycle South.*

What do THE WHEEL's correspondents in the places named say to this? Does the sentiment favor such an organization? Let us have the benefit of your views on the subject, ye Southern scribblers, and perhaps the Association may not end in a mere suggestion.

In my last communication the types made me say that "Fairchild's road map now adorns the dull parlors." If the typo who made that "break" should chance to stroll down this way and drop into the club house, the plush upholstered furniture, the Brussels (?) carpet, and the many colored globes on the chandeliers would soon convince him that the parlors are anything but dull. "Club parlors" is how I "writ" it. Will be up to see you this summer Mr. Printer, and take soda water at your expense.

First black eye for the road hog in New Orleans. On April 30th, while on riding to his place of business, Mr. W. W. Crane, of the N. O. B. C., was run into by a wagon driven by a careless or smart Aleck negro, resulting in a badly damaged wheel and a narrow escape for the rider. As fate would have it, the negro chanced to be driving up on the left side of the avenue, when he should have been on the right, and in consequence of this violation of the city ordinance, he was arrested and fined \$5 as a penalty for his morning's frolic. Mr. Crane also entered a suit for damages to the extent of some \$20. (the cost of repairs to his wheel), and at last accounts, Mister Nigger's Lawyer was endeavoring to effect a compromise.

Prince Wells, the trick rider, is again in the city, filling a second engagement with the Dime Museum. While here, he contemplates riding a unicycle from the Museum to West End, a distance of about four and a half miles. B1.

EAST HARTFORD NOTES.

The East Hartford Wheel Club has elected the following officers for the ensuing year: President, L. S. Forbes; Captain, H. E. Bidwell; 1st Lieutenant, E. E. Arnold; 2nd Lieutenant, E. S. Horton; Secretary, H. D. Olmsted; Treasurer, Wm. K. Ackley.

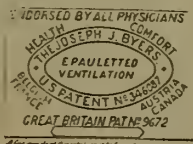
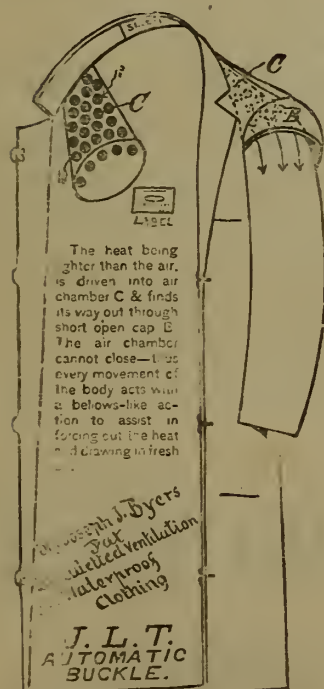
The Spring race meeting of this club occurs June 4th. An excellent programme has been prepared, and the prizes will be worth winning. The half-mile handicap, in heats, only the winner of each trial heat to start in the final, with valuable prizes for all who ride in the latter, will be among the attractions. Come and win a prize. SEC.

May 10, '87.

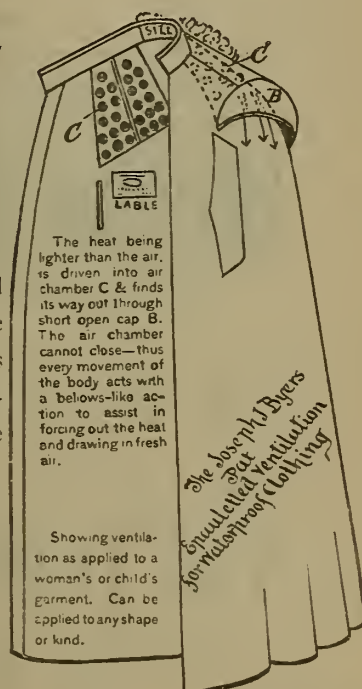
JOSEPH J. BYERS' Patent Epaulettes Ventilation.

THE ONLY RAINPROOF COAT THAT CAN BE WORN BY A BICYCLIST, AND WITHOUT EMBARRASSMENT, IS THE "VENTILATOR," RECOMMENDED BY MR. GLADSTONE.

A wearer of a waterproof with the Joseph J. Byers Patent Epaulettes Ventilation, even if he exerted himself to perspiration could not fill the garment with heated air. The heat emanating from the body must pass quickly away through the perforations,—could not be made to accumulate and condense, because the perforations made for their escape are placed so high up in the garment as to leave no lodgment for warm air.



A Facsimile of this Label to be found on every garment.



RUBBER RIDING COATS SPECIALLY MADE FOR BICYCLISTS MAY BE PURCHASED OF ALL LEADING DEALERS WITH THE JOSEPH J. BYERS PATENT EPAULETTED VENTILATION.

THE BALANCE MUST GO THIS TIME !

ALL FINE IMPORTED WHEELS.

The Spalding Bicycle,

PRICE \$100.00.

Original Price \$135.00.

Made by Hillman, Herbert & Cooper. A thoroughly first-class Wheel. From our previous special sale there were only a few left. State size wanted.

THE "KANGAROO,"

PRICE \$90.00.

Original Price \$130.00.

The Original, and to-day the Most Perfect Safety. We have very few left, which we will sell at this low price. Three second-hand "Kangaroos" at \$75.00 each.

Humber & Co. Tricycles.

Three Crippers and two Tandems. The last chance to obtain these fine Wheels at a great reduction.

We carry a full line of the BEST AMERICAN WHEELS.

Write for Catalogue.

VICTOR BICYCLES AND TRICYCLES,

A. G. SPALDING & BROTHERS,

241 Broadway, New York City.

**IMPORTANT ANNOUNCEMENT FROM
GORMULLY & JEFFERY MFG. CO.
TO THEIR AGENTS AND
FRIENDS.**

It is pretty well known to the cycling public generally that a combination of Eastern manufacturers has been formed to injure the business of several manufacturers in this country, one of whom is the undersigned. In communicating a few facts to our interested friends, we wish it distinctly understood, that we do so with no intent to influence public sentiment in our behalf, as we believe ourselves perfectly competent to fight our own legal battles without calling upon the public for assistance. But the emissaries and travellers of some of the members of this combination, whose business it seems is to call upon our agents, endeavor by gross misrepresentation, deliberate falsehood, and threats of stopping their business peremptorily, knowing that neither they nor their employers have the ability or legal right to accomplish this result, these emissaries by such methods endeavor to frighten our agents into refusing to handle our wheels. Our travellers having been withdrawn from the road at present, we take this method of notifying our agents, friends and any individual contemplating the purchase of one of our cycles, that we are prepared to fight every suit brought against them on our account, entirely at our own expense, and will hold anyone who may be so annoyed, entirely harmless. It might be well to remark here that no suits of this character have been brought, up to the issue of this paper. Another favorite falsehood with these people is that we are selling no wheels, although they know full well that since this litigation has arisen, we have more than doubled our capacity, and still at no period since the opening of the riding season have we been able to catch up with our orders. Still another favorite falsehood with these minions of the aforesaid combination is that our bicycles and tricycles are made of inferior material. To this we answer that all our productions are warranted and guaranteed, and it is only necessary for the customer to examine into our financial status to satisfy himself that there is no occasion for misgiving on that point. The falsehoods of these hirelings generally take the color of the three foregoing, but whatever is claimed by them, we wish our friends to feel perfectly tranquil in the knowledge that we have the power and will protect them in every instance.

Respectfully submitted,
GORMULLY & JEFFERY MFG. CO.
R. PHILIP GORMULLY, Pres't.

Adv.

THE BUSY WORLD.

The *Bicycling World*, replying to a paragraph in the *Boston Globe* about Lacy Hillier, says, "Imagine Lacy on an American machine—why, my lad, it wouldn't hold him." Well, perhaps the *World* won't believe it, but we have seen G. L. H. on a Yankee mount, and it *did* hold him. It was Golder's "Victor" (Overman Wheel Co.), and the ex-champion made it skip to such a tune we couldn't hold on to the back wheel.—*The Cyclist*.

Messrs. Gormully and Jeffery have an interesting communication to their friends, agents and patrons in our advertising columns.

Messrs. A. G. Spaulding and Bros. are now making a specialty of club uniforms. The Ixion's look very swell in the new uniforms made for them by this firm.

They must be sold at once, is what A. G. Spaulding and Bros., announce of their stock of bicycles and tricycles. A good chance to obtain a cheap and good wheel is offered at this special sale.

For rubbing the muscles and joints, to prevent stiffness and soreness after severe exercise, use Sackett's Witch Hazel. Many athletes will attest to its value. Although a stick of this famous plant was used by our great-grandfathers to locate springs of pure water, yet its witchery does not end here. It is a great favorite with wheelmen. It is sold in pints, quarts, etc., by the Steves Mfg. Co., 12 Warren street.

Messrs. Rogers, Peet & Co. are too well known to require any introduction from us; but the fact that they have added a sporting goods department to their business cannot fail to be of interest to wheelmen. Their unique advertisement tells what they are doing, and all we can do is ask wheelmen, tennis players and athletes to call upon them. Of course they carry a general line of men's outfittings, which are in great demand by New Yorkers.

The following testimonials have been received by the Gormully and Jeffery Mfg. Co.:

CHICAGO, April 27, 1887,

GENTLEMEN:—I have had the pleasure of taking a beautiful header on my new "Light Champion," just because it ran away from me. My last mount, a ——— Light Roadster, which cost me \$140, cannot be spoken* of in the same breath as regards easy-running qualities. Your bearing is certainly the most easy running by far that I have ever tried, and if I don't "get there" in the Pullman Race, it will not be the fault of my machine.

Yours truly,
R. H. EHLERT.

INDIANAPOLIS, IND., April 30, 1887.

GORMULLY & JEFFERY MANUFACTURING Co.,

GENTLEMEN:—Your "American Light Champion" was received last week. Since trying it, I have had every reason to be satisfied with the wheel. The bearings run well, the machine light, and the wheel rigid as a board; the ball-head has a perfectly free movement, without being too complicated; there is a good throw to the cranks that makes every kick count; but when it comes to the handle and bar, you have simply beaten your own record. A person with as short arms as I have is in a position to appreciate bars that are easily adjustable to any length of arm, besides you can get just the right purchase for a good solid pull. Every time I show the wheel to some 'cyclor it is a case of "love at first sight." There will be many more here to keep it company before long.

Yours truly,
GEORGE S. DARROW.
Editor *Wheelmen's Record*.

B. W.
DINSMORE
& CO.

Printers and Publishers.

12 FRANKFORT STREET.
NEW YORK!

PRINTERS OF "THE WHEEL."

HOTEL DIETER,

Fulton St., opposite City Hall, Brooklyn.

SPECIALTIES:

Dinners. Receptions, Ice Cream and Salads.

ROOMS FOR MEETINGS TO RENT.

ICE CREAM BRANCH:

1193 Fulton Street, near Bedford Avenue, Brooklyn.

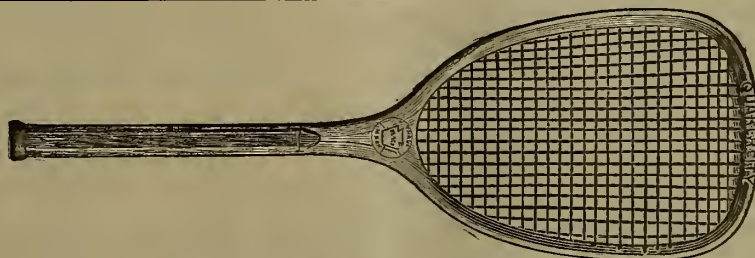
CHANGE OF MANAGEMENT.

The undersigned begs leave to inform the public that he has assumed the management of "Avon Hall," Bedford Ave. and Halsey St., Brooklyn, where everything will hereafter be conducted on first-class principles.

BILLIARDS. POOL. BOWLING.

First-class Wines, Cigars, and everything pertaining to a first-class public house.

M. L. MURPHY,
Proprietor.



The Celebrated Quaker City Racquet, price \$5.50. Sporting Goods of all kinds at Lowest Prices.
W. H. ROBERTSON, 296 BROADWAY, NEW YORK.

FOR WHEELMEN

FOR SALE BY

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

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

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

FREE OF POSTAGE,

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

Gents' Collars, 20c. 6 for	- - - - -	\$1.10—\$2.00 Doz.
" Cuffs, 40c. 6 "	- - - - -	2.20—4.00 "
Ladies' Collars, 15c. 6 "	- - - - -	.85—1.50 "
" Cuffs, 30c. 6 "	- - - - -	1.70—3.00 "

REMIT BY POSTAL ORDER.

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



A BOON FOR WHEELMEN.

A NEW AND REMARKABLY COOL SUMMER HAT.

One of the most unpleasant features of road riding is the heat and oppressiveness of heavy or closely woven head-gear. But the invention, or rather discovery of the new style of hats and helmets, fully described below, will obviate much of the trouble, and wheelmen should hail with joy the introduction of an article which they so sadly need.

The well-known house of D. B. & H. M. Lester, No. 581 Broadway, has introduced a hat to the public which will, beyond doubt, be hailed by both ladies and gentlemen as the much-sought-after but never-before discovered headgear suitable for Spring and Summer wear. Felt hats, as every one knows, retain too much heat to be comfortable, and straw hats offer too many avenues of entrance for the sun's rays to keep the head cool. D. B. & H. M. Lester offer the public a "Bark" hat, and from a very short description of it any one may readily perceive that it is destined to be the great Spring and Summer hat of the future. The bark from which these hats are made is stripped in layers or sheets from a tree growing near the equator in Africa, and in the Arabic tongue is called "El Marahaban Di Targo." This bark is extremely light in weight and is an absolute non-conductor of heat, and can moreover be made into any conceivable shape of hat with as much grace and ease as straw. They were manufactured abroad some time ago but the heavy duty imposed on their importation precluded them from ever coming into general use here. The duty on the raw material is, however, comparatively trivial, and through this shrewd Broadway house this wonderful bark is imported and manufactured into hats here. Although the firm has hardly begun to introduce these "Bark" hats to the public, yet, as one might readily imagine, the factories are being taxed to their full capacity in supplying the demand for the Southern and Western trade. They are made in four shapes—sporting and naval helmets, square and round-crown—D. B. & H. M. Lester originally intended them merely as sporting hats, for one comprehends in a second that for lawn-tennis, yachting boating, fishing, or for those engaged in any outdoor pastime, they are really incomparable. But this was not to be. It was very soon discovered that they could be made quite stylish enough for street wear, and they will be seen during the coming warm weather at every seaside resort and on the heads of all the sensible ladies and gentlemen in the cities. It would be difficult to conceive of a cooler hat than this one manufactured from this African bark. Light, airy, graceful, a non-conductor of heat and affording every opportunity for the breezes and none for the sun to sweep across the head, they are as perfect summer hats as nature and human ingenuity could devise. They are not rendered limp by damp or wet weather, and can be folded up so as to be carried in the pocket, resuming their natural form when desired for wear. D. B. & H. M. Lester are wholesale dealers, supplying jobbers and retail dealers throughout the country. Still the house gladly permits the public to inspect these unique hats in their establishment, and even goes so far as to manufacture them in any desired shape for sporting clubs or other organizations. It does the same for the retail dealer who may desire some style of his own fancy. The display of these "Bark" hats in the windows, No 581 Broadway, is now attracting marked attention from the passing public. They are for sale at the stores of Peck & Snyder, No. 124-128 Nassau street; J. R. Judd & Co., No. 101 and 105 West Thirty-sixth street; M. Block, at No. 124 Fulton street; C. M. A. Ward, 280 Grand street; in Brooklyn, C. M. Jacobson, No. 417 Fulton street; F. Olinger, No. 60 Broadway, E. D.; Greenpoint, W. H. Thorne, No. 213 Manhattan avenue; Trenton, N. J., R. L. Dobbins; Newark, N. J., R. F. Jolly & Co; Paterson, N. J., Albert Jones. They may also be obtained through all sporting-goods dealers throughout the country.

This house, by the way, is not only the sole manufacturer of these "Bark" hats, but also of those "nobby" flannel hats and caps which became so popular last season. Messrs. Lester are now exhibiting some novel and exclusive patterns, which for attractiveness excel those heretofore manufactured. All dealers in bicycling outfitings should have these hats in stock.

* *



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

- 18 STYLES OF NORFOLK COATS OF FLANNEL, BATISTE, SERGE, PLAIN AND FANCY DOMESTIC AND IMPORTED CHEVIOTS, CASSIMERES, CORDUROY, \$5 to \$10.
- KNICKERBOCKERS TO MATCH, WITH DOUBLE SEATS, \$4 to \$4.50.
- LONG TROUSERS OF SAME GOODS, \$3.50 to \$5.00.
- TENNIS BLAZERS IN GREAT VARIETY OF FANCY STRIPES, DOMESTIC AND IMPORTED, \$5, \$6, AND \$7.
- TENNIS "SWEATERS," BELTS, CAPS, HATS, SHOES AND HOSE.
- JERSEY SHIRTS IN ALL THE COLLEGE COLORS, AND ANY SPECIAL COLOR COMBINATION SUPPLIED.

PRICE LIST MAILED FREE ON REQUEST.

ROGERS, PEET & CO.,
Clothes, Hats and Shoes,
 BROADWAY & PRINCE STREET, BROADWAY & 32d STREET,
 NEW YORK.

WE HAVE A FINE LINE OF SECOND-HAND WHEELS, MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging Second-Hand Wheels for New Rapids, New Mails, Quadrants, Sparkbrooks, Stars Victors,
OR ANY OTHER MAKE.



THE NEW RAPID.

WE ARE SOLE AGENTS FOR NEW YORK

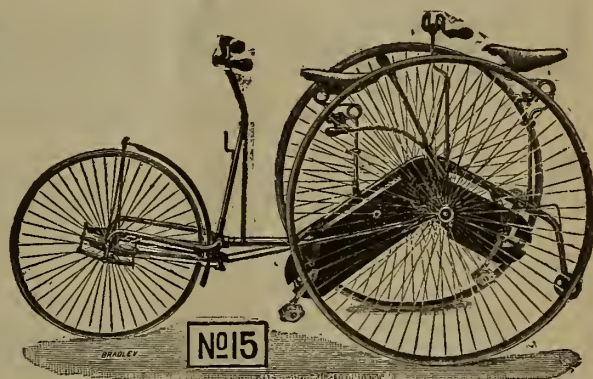
OF THE

New Rapids, Quadrants, and Sparkbrooks.
NEW YORK BICYCLE CO.,

Harlem Branch—Now Open,
124th Street & Seventh Avenue. }

38 Park Place, N. Y.

RENTING. REPAIRING. STORING.



Second-Hand Bicycles, Tricycles, and Tandems.

No.	SIZE.	NAME.	COST.	PRICE.	No.	SIZE.	NAME.	COST.	PRICE.
2	54	Standard Columbia,	\$ 95 00	\$ 62 50	75	48	Columbia Expert,	130 00	80 00
3	52	" "	92 50	55 00	76	52	" "	137 50	95 00
7	55	Columbia Light Roadster,	150 00	110 00	78	54	" "	130 00	110 00
9	35	Invincible Safety,	135 00	80 00	80	44	"Facile,"	130 00	70 00
10	36	Kangaroo Safety,	130 00	75 00	81	52	Premier,	105 00	65 00
13	50	American Rudge,	107 50	75 00	83	55	Royal Mail,	137 50	105 00
19	50	Standard Columbia,	90 00	55 00	1002	52	Expert Columbia,	137 50	100 00
21	46	" "	80 00	42 50	86	54	American Rudge,	115 00	75 00
22	44	" "	77 50	35 00	87	55	Spalding Racer,	140 00	60 00
25	52	" "	105 00	65 00	90	52	Royal Mail,	137 50	85 00
27	55	Rudge Light Roadster,	156 50	95 00	91	50	English,	100 00	40 00
29	52	Expert Columbia,	137 50	100 00	92	54	" "	100 00	40 00
33	50	Club Light Roadster,	142 50	100 00	93		"Otto Tricycle,"	85 00	35 00
37	56	Columbia Expert,	142 50	100 00	94	36	" "	30 00	10 00
42	58	Expert Columbia,	45 00	90 00	95	55	Spalding Semi Racer,	140 00	60 00
47	54	" "	127 50	90 00	96	55	"Racer,	140 00	55 00
48	54	Rudge Light Roadster,	140 00	100 00	97		Humber Tandem,	265 00	185 00
51	52	American Rudge,	112 50	80 00	98		Sparkbrook Humber T'd'm	265 00	200 00
52	50	Club Light Roadster,	142 50	90 00	99		Col. two-track Tricycle,	160 00	110 00
54	56	Expert Columbia,	140 00	105 00	100	51	Special Star,	170 00	125 00
55	52	American Club,	140 00	70 00	101	56	Columbia Expert,	140 00	105 00
57	56	" "	150 00	75 00	102	52	American Challenge,	75 00	55 00
58	54	Expert Columbia,	135 00	80 00	103	55	English,	150 00	50 00
59	52	Standard "	92 50	50 00	106	50	Special Columbia,	120 00	60 00
60	42	" "	95 00	60 00	107	52	Premier,	115 00	55 00
61	56	" "	110 00	60 00	108	48	Expert Columbia,	135 00	100 00
67		Humber Tandem Tricycle	260 00	180 00	109	54	American Club,	170 00	95 00
68		Columbia Tricycle,	160 00	70 00	110	45	Pony Star,	80 00	50 00
71	54	Columbia Expert,	127 50	80 00	111	50	Columbia Standard,	90 00	50 00
74	52	Rudge Light Roadster,	137 50	100 00					

IMPORTANT.

When ordering give number and quote description and price; also state second choice in case the first should be sold on receipt of your order.

Any of the above machines will be sent to any address provided \$5 accompanies the order as a guarantee of good faith, the balance to be paid on arrival; with privilege of examination.

Should you not find what you want on the above list, write us stating just what you require and about the price; we have wheels coming in continually, and no doubt can fix you out.

We make a specialty of *exchanging wheels*, and are general agents for *all* makes, which we furnish new at catalogue prices.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE CO., 38 PARK PLACE, NEW YORK.

Harlem Branch: 124th Street and Seventh Avenue.

RENTING, REPAIRING AND NICKELING. STORING WHEELS.

BROOKLYN RIDERS ARE DELIGHTED

THAT

❖SCHWALBACH & WILLDIGG❖

HAVE THE FINEST CYCLE HEADQUARTERS IN THE COUNTRY,

AND A

Large Assortment of Wheels.

NEW MAILS; CLUB AND RAPID BICYCLES,
AND

Rapid and Club Tricycles, Tandems
and Safeties.

PROFESSOR RUDD,

THE WELL-KNOWN INSTRUCTOR, CAN TEACH ANYBODY.

SEND FOR CATALOGUE.

COMPETENT MACHINISTS AND DIFFICULT REPAIRS.

❖Examine Our Bargains in Second-Hand Wheels.❖

WHEELS TO LET FOR ROAD USE.

LOCKERS.

STORAGE.

A LARGE ASSORTMENT OF BOYS' BICYCLES.

SCHWALBACH & WILLDIGG,

Prospect Park Plaza, Brooklyn.

—STAR—
Bicycles. STAR Tricycles.
—STAR—

H. J. HALL, Jr.,

1170½ Bedford Ave.,

BROOKLYN, N. Y.

Large Assortment of New and Second
Hand Wheels of all Makes.

REPAIRING QUICKLY DONE.

**CARPENTER'S AUTOMATIC
LACE BACK BRACE.**

New. Novel. Handsome.
Durable.



No Harness.
Comfortable because
avoiding all strain on
shoulders or
trousers.
Round
square, or
sloping
Shoulders
equally well
fitted and
no slipping
off shoulders.
Pat'd
in England,
France, Can-

ada and U. S.

Samples mailed on receipt of price, 75c.,
\$1.00 and \$1.50. Ask your dealer for them,
or send to C. C. CARPENTER, 557 & 559
Broadway, N. Y.

**CAN YOU TAKE
THE WINK, OLD BOY?**
Keep your wheel in
good running order
Your bearings
free from grit and
Properly adjusted.

CYCLE BRUSH TOOL

ADJUSTS BEARINGS, TIGHTENS SCREWS,
REMOVES DIRT WITHOUT WASHING.
Should be in every wheelman's Tool-Box.

Price 75¢
G. H. Bernays, Little Rock, Ark.
Florence Mfg. Co.,
FLORENCE, MASS.



**BICYCLING.
TENNIS.**

NCRMAN & BENNETT,
133 Oliver St., Boston, Mass.

Manufacturers of SPORTING SHOES.
Ask your Dealer for these Shoes and take no other.

A RARE CHANCE.

Outing,	\$3.00
Bicycling World,	1.00
The Wheel and Recreation,	1.00
American Wheelman,50
Wheelmen's Gazette,50

\$6 00

Mailed, post-paid, for one year for **\$4.75**

REPAIRS.
REPAIRS.
REPAIRS.

BARTLETT & MACDONALD,

HIRING
LOCKER ROOM
STORAGE.

6th Avenue & 125th St. N. Y.

Agents for SINGER'S WHEELS, and KING SAFETY. Call and see the MARLBORO SINGLE and TANDEM TRICYCLES. Wheels Bought, Sold and Exchanged
Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

The Regular pattern of this
Old Reliable Bicycle is \$120 to
\$125.

The Standard Facile, a GOOD,
plain pattern, with balls to front
wheel, price \$88 to \$92.

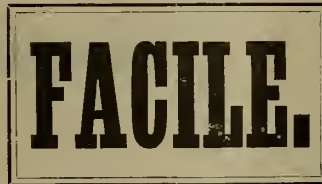


Facile Lubricating OIL—the
best—25cts.



The Light Roadster Facile,
the easiest running and most
elegantly built Bicycle; 18 rows
of balls, \$132 to \$137.

Even if you think the Facile
“slow,” and “simply beastly”
in appearance, and if you
“wouldn't be found dead on one,”
you will NOT lose your cycling
reputation by reading about it, or
even by looking at one.



You can see a Facile, or get a
Price List, at

**33 MURRAY STREET,
NEW YORK.**

Mention this paper.

The GEARED Facile, 40-inch.
Speeded to 60; NO chain. Posi-
tively the FASTEST machine
ever built; balls on every wheel,
Price \$140.



Facile ENAMEL—well-known
and proved to be the best—50cts.



The FACILE Tricycle; neat,
light and comfortable; weighs
only 46 lbs. Simply superb for
ladies. Price \$150.

THIS BEATS ALL!

\$75.

ALL SIZES.

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

\$75.

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

TERMS:--CASH, OR EASY PAYMENTS.

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

S. T. CLARK & CO.,

2 and 4 Hanover Street, Baltimore.

Mention this Paper.

OFFICIAL TAILORS AND OUTFITTERS,

DEVLIN & CO.,

BROADWAY AND WARREN STREET,

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stockings, etc.

Hudson Co. Wheelmen.
Citizens' Club.
Long Island Wheelmen.
Harlem Wheelmen.
Olderan Bi-Club.

New Jersey Wheelmen.
Roselle Ramblers.
Huntington Bi-Club.
Yonkers B. C., and others

FOR SALE, EXCHANGE, WANTS.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address,

H. Wimmel, 138 West 104th street, New York.

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

FOR SALE.—Vol. v, vi, vii, viii, of Outing. Price, \$6. Address, E. H., this office.

SPECIAL BARGAIN.—45-inch special improved Star. S in fair running order; enamel finish; has not been run over 500 miles; reason for sale, have new Semi Racer. John J. Young, Valparaiso, Indiana.

FOR SALE.—54-in. Light Sanspareil, balls all round; Libbridge saddle; cowhorn bars; excellent condition; ridden but 3 months; \$85.00, C. C. D. L. B. Graves, Minneapolis, Minn.

I HAVE a Shattuck single barrel breech-loading shot gun in excellent condition, also a very expensive fishing rod, with the tips, for fly and general fishing, never been used, which I want to exchange for a bicycle suitable for a boy of fifteen; might give some cash, or buy for cash if a great bargain. Address, Irving F. Keeping, 54 East 122d st., City.

FOR SALE CHEAP.—A full nickeled, latest make "Harvard," 50-inch, dropped handle bars, cradle spring, nickeled hub lamp; all in perfect order; will sell at a low figure, having another machine. "R. G. S.," P. O. Box 2425, New York City.

GREAT BARGAIN.—A 48 in. nickeled (except rim) G double ball bearing, British Challenge. Luggage carrier new. Hill & Tolman Automatic Alarm, almost new. Lock Box No. 105, Whitehall, N. Y.

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

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

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

FOR SALE very cheap, 56-inch Columbia Standard, Fredericksen's Studio, 1215 Broadway.

FOR SALE—Great bargain—1 Sparkbrook Humber Tandem convertible, balls all over; including pedals; enamel finish; good as new, perfect in every respect; ridden about 100 miles; cost \$260.00; if bought quick will deliver at cars crated for \$150.00; guaranteed as represented or money refunded. S. T. Clark & Co., Baltimore, Md.

56 IN. EXPERT, full nickel, balls all round; with New Victor saddle and pedals; in fine condition; with cyclometer, C. O. D., for \$100.00. Address K., 21 South Main street, Fall River, Mass.

FOR SALE cheap, my 54-inch American Rudge Light Roadster, ball bearings all round, Standard finish; good condition. Lock Box 18, Whitehall, N. Y.

E. W. WILCOX. W. L. SURPRISE.
CHIKASAW BICYCLE AGENCY,
134 and 136 Jefferson St., Memphis, Tenn.

STATE AGENTS FOR THE
AMERICAN CYCLES.
Second-hand Wheels bought, sold and exchanged

Cherry-Malt
Phosphites

BRAIN AND NERVE FOOD FOR WHEELMEN.

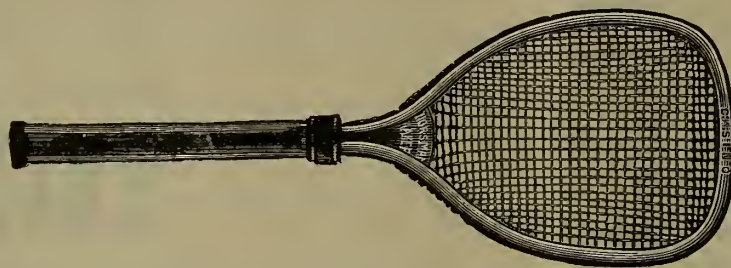
WHEELMEN,

WOULD YOU LIKE TO SMOKE A REALLY GOOD
Five Cent Cigar?
THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
A 10 CENT CIGAR FOR 5 CENTS.

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

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



MANUFACTURER OF AND GEN
ERAL HEADQUARTERS FOR
LAWN
TENNIS.

E. I. HORSMAN, 80 and 82 Wm. Street. N.Y.

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



New York Agent for the American Champion, Challenge, Safety, and Ideal Bicycles. Sundries of all description. Nickel plating and repairing a specialty.

Send stamp for Illustrated Catalogue of Tennis and Bicycles.

JACKSON & CO.

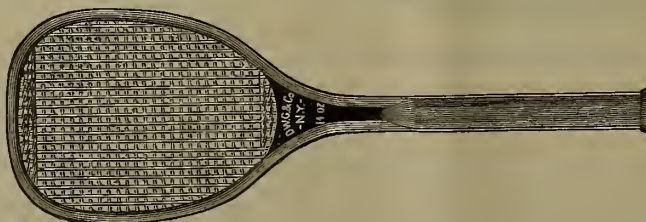
HATTERS,

59 Tremont Street, Boston, Mass.

SOLE AGENTS FOR DUNLAP & CO., NEW YORK.

The best RACKET made is the
"ASSOCIATION."

It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



The genuine "SHEPARD" is superior to any racket made except our "ASSOCIATION." The genuine are stamped D. W. Granbery & Co. in full, all others are imitations and of inferior quality. Price \$4.00. Other Rackets from \$1 up. Nets, Balls, Shoes and every requisite for playing the game.

D. W. GRANBERY & CO., Makers & Importers,
20 JOHN STREET, NEW YORK.

Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago

--- HOW TO ---
Buy, Sell or Exchange.
 ADVERTISE IN OUR
For Sale, Exchange,
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

J. O'CONNOR,
Practical * Boot * and * Shoe * Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.
 All kinds of Foreign and Domestic Patent Dressings.
 A full assortment of Custom made Boots and Shoes
 always on hand at Reasonable Prices. Orders of every
 description promptly attended to and a perfect fit
 guaranteed.
LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,
Confectioner and Caterer,
 Bonbons, Chocolates, Caramels,
 ICE CREAMS AND WATER ICES
 OF ALL VARIETIES AND FLAVORS.
 MADISON AVENUE, COR. 59TH ST.,
 —NEW YORK.—

SPADE HANDLES!
 Handsomest, Strongest, and best Handles in the
 Market.
 Only \$2.50.
 WE HAVE THEM TO FIT ANY CYCLE MADE.
 C. W. SPINNEY, Fitchburg, Mass.

ASK FOR THE

WENCK
 PERFUMES AND TAKE NO OTHER.
 Wenck's Opera Bouquet is the latest.

ANDREW GRAFF,
 MANUFACTURER OF
SEAMLESS SHOES.
 SPECIALTIES:
 Running, Walking, Bicycle, Lawn
 Tennis, Foot Ball and Base
 Ball Shoes.
 339 COURT STREET,
BROOKLYN, N. Y.



For practice, SEAMLESS CANVAS RUNNING SHOE.
 Light, Strong and Cheap, to order \$3 and 3.50.
 Send for Catalogue and Price List.

THE 1887 PATTERN * QUADRANTS *

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
 when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which
 though often tried by various Bicycles and Tricycles, has never been
 surmounted except by Mr. ALFRED BIRD, who on Saturday, Feb. 28th,
 and on the following Tuesday in the presence of witnesses, successfully
 rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, *with ordin-*
ary cranks and handles from base to summit without a stop. Many
 attempts had been made by others, and since Mr. Bird's feat, scores of
 famous road riders and hill climbers have tried to reach the top on other
 machines, *but without success.* This marvellous feat proclaims the
 Quadrant the

BEST HILL CLIMBER OF THE AGE,
 and its as yet unapproached record of a mile on the road in 2 min. 38
 sec. establishes its claim to speed and easy running.

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

—AND—

The Marlboro Tandems

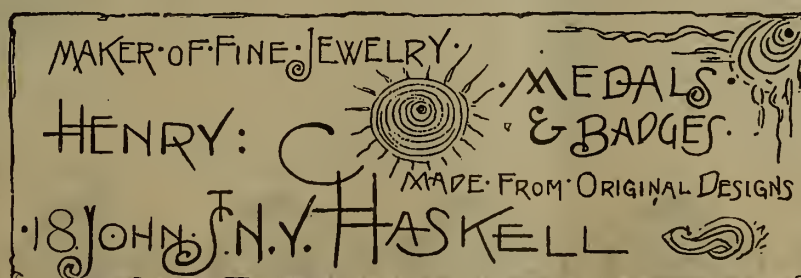
— WERE * THE * SUCCESSFUL * MACHINES * OF * 1886. —

Send for Catalogue of 1887 machines containing
 particulars of all latest improvements to

The Coventry Machinists Co., Ltd.

239 COLUMBUS AVE., BOSTON.

The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
 Plaza, Brooklyn N. Y.



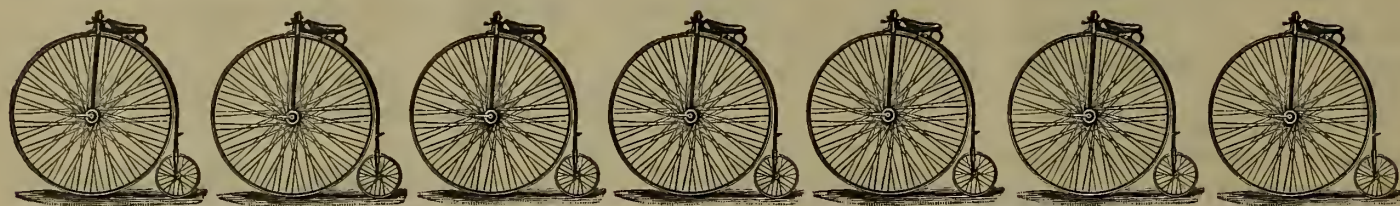
CATALOGUES

SENT

UPON

REQUEST.

SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
 Bicycle, * Tennis, * Boating, * Shooting, * Athletic Clubs, * &c.
 — BEYOND COMPETITION. —



QUESTION.—Is wheeling better than walking ?

ANSWER.—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.

Q.—Should riders lend their cycles ?

A.—No ; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made ?

A.—Yes. A cheap wheel soon wears into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are "Victors" universally admitted to run easily ?

A.—Because they are rigid at all points except the tire, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters "par excellence" ?

A.—Because the lines are true, and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making ?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay ?

A.—Yes. The makers of the "Victor" do ; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make ?

A.—The "Victor" tires are pure Para gum with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are "Victor" rims stiffer than any others ?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the cold rubber pedals ?

A.—The Overman Wheel Co., who also originated the "Victor Swing Saddle" which has been so widely copied in the market.

Q.—Does any maker put upon the market a Bicycle all forged steel ?

A.—The makers of the "Victor" will pay \$100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best ?

A.—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such "penny-a-line" bosh. The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals which says, "Allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½c. per line. It is an excellent way to 'top-off' display ads., and to keep prominently before the public."

The makers of the "Victor" wish to have riders understand that they do not "top-off" their display ads. in reading columns "at 12½c. per line." When they get to be over anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top-off" their display ads. in "reading columns at 12½c. per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising ?

A.—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co., of 182 Columbia Avenue, Boston.



The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

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

Also Our Specialty: Perfection Strengthened Backbone and Forks.

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

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

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

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

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

This gives very strong rigid forks.

AGENTS.

Schwalbach & Willdigg,	Brooklyn.
Peck & Snyder,	New York.
E. K. Tryon & Co.,	Philadelphia.
Crist & Higham,	Washington.
Hibbard, Spencer, Bartlett &	Co., Chicago.
Edward Sells,	St. Louis.
Brush, Moore & Co.,	Cleveland.
T. B. Kaercher,	Pittsburgh.



WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

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

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

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

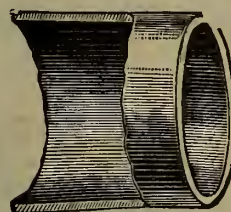
Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

See this Wheel

Before Purchasing.

ASK Your Dealer For It.



Handsome
Photograph
OF THE

NEW MAIL

Sent for

14 Cts. in
STAMPS.



Sectional and end view of
back fork end of Backbone.

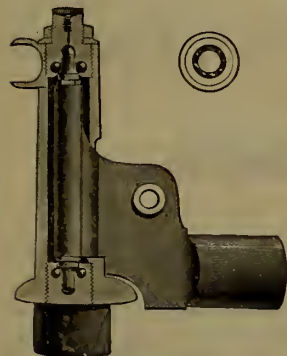
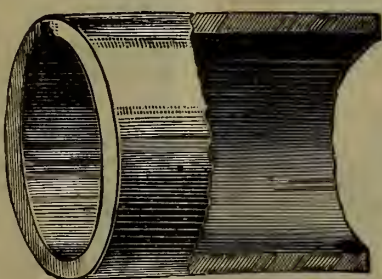
CEMENTED TIRE.

A Superb Light Roadster.

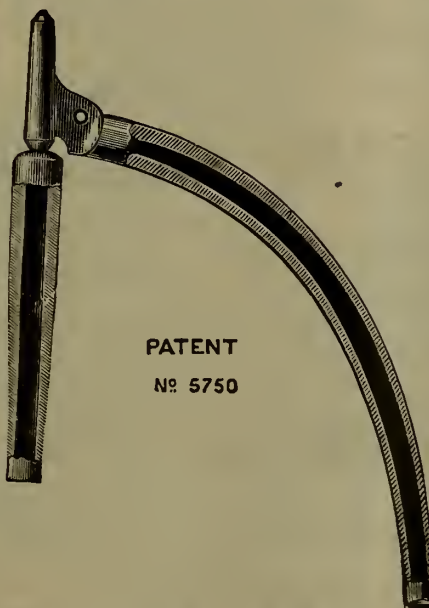
—SEE ONE.—



Warwick's New
Hollow Rim.
with thickened bot-
tom. Seamless and
perfectly smooth
outside.



Sectional and end view showing
strengthened neck end
of Backbone.



PATENT
No. 5750

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

Trigwell's Ball Head. Greatest Modern Improvement.

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

WM. READ & SONS, Manufacturers,

107 Washington Street, Boston.

COLUMBIA AXIOMS.

A RECAPITULATION OF FACTS--NOT MERE CLAIMS.

1. The tenth year in the manufacture of American machines, for American riders, upon American roads.
2. The experience resulting from devoting the whole of that time to the manufacture of first-class bicycles.
3. The world over, in the making of everything, experience and the most valuable results go together.
4. Perfection is claimed by many. The Pope Mfg. Co. does not claim it, for it does not exist.
5. The present Columbias are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.
6. With these advantages, it is simply natural that the Columbias should be considered, by the majority of American wheelmen who ride first-class machines, as the best machines for all-around or special use.
7. The Columbia is the only machine which has been ridden around the world.
8. It has been ridden the greatest distance within the hour.
9. It has been pedalled across the continent many times.
10. Its riders hold the **World's Records** from one-quarter to twenty-four miles, inclusive.
11. It requires the most thoroughly-made machine to withstand the extreme test of fancy riding. Fully ninety per cent. of all the fancy riders in America ride Columbias.
12. There was never a Columbia which has been discarded because it was worn out.
13. It costs a good round sum to make the Columbias; consequently, the Columbias sell for a good price. The nature of the trade does not admit of much for little.
14. In every Columbia is the full worth of the money paid for it.
15. When the majority of American riders of first-class machines purchase and ride Columbias, and continue to ride Columbias, it is fair to presume that prices and machines are considered satisfactory.
16. The Pope Mfg. Co. is the largest cycle house in the world with the best equipped factory, and ought to be able to manufacture first-class cycles at lower prices, consistent with intrinsic value, than can be produced by any other house.
17. The Company warrants all of its productions, and backs that guaranty by its reputation as a manufacturer, and its business standing.
18. That large army of riders of Columbia machines, who have ridden them for years, and are riding them now, is a moving impressive testimonial of the excellence of the Columbias.
19. An examination of Columbias by prospective wheelmen must result in advantage.
20. If one is not familiar with mechanical construction, the advice of a mechanical expert is invaluable in the selection of a machine.
21. The Columbias have been over and over again tested by expert engineers, and the Pope Mfg. Co. has always urged the most thorough inspection.
22. The Pope Mfg. Co. rests the question (if there is any question) of the superiority of the Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert and engineer of recognized standing.
23. The purchasers of Columbias obtain the most for their money. 'Tis an old and true saying, "The best is the cheapest."

There is a Translucent Moral Here; It Need Not Be Pointed Out.

POPE MFG. CO.

ALBERT A. POPE, PRESIDENT.

EDWARD W. POPE, SECRETARY.

Principal Offices: 79 Franklin Street, cor. of Arch, Boston

BRANCH HOUSES:

12 WARREN STREET, NEW YORK.

291 WABASH AVENUE, CHICAGO.

The Most Comprehensive Cycling Catalogue Published—Fifty-two Pages, Forty-Eight Engravings—Sent Free by Mail upon Application.

L LEWELLYN H. JOHNSON *Has Removed to*
4 PARK STORES, MAIN STREET, ORANGE, N. J.

Where he will carry, as heretofore, a complete Line of Bicycles, Tricycles and Cycling Accessories. Purchasers will consult their interest by

visiting or writing to him. Store open evenings until 10 o'clock. Electric Lights. Fine macadam to Door. Telephone, Orange, 111. Lock Drawer 1010.