

THE WHEEL

A JOURNAL OF CYCLING

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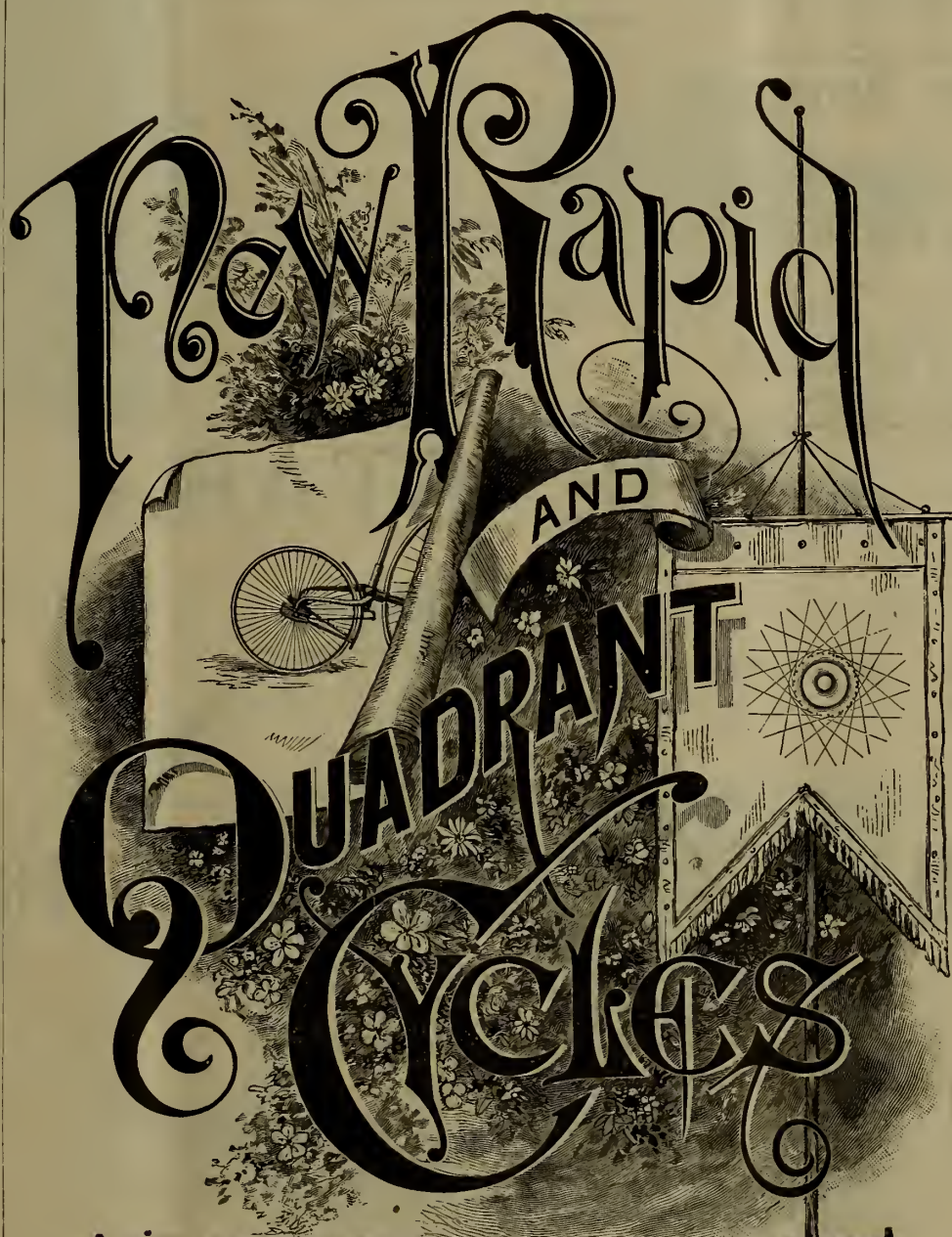
Vol. XII.—No. 9.]

NEW YORK, MAY 27, 1887.

[WHOLE NUMBER, 295.]

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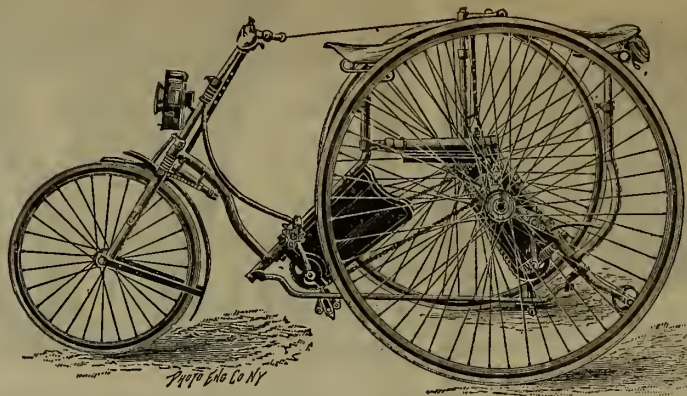
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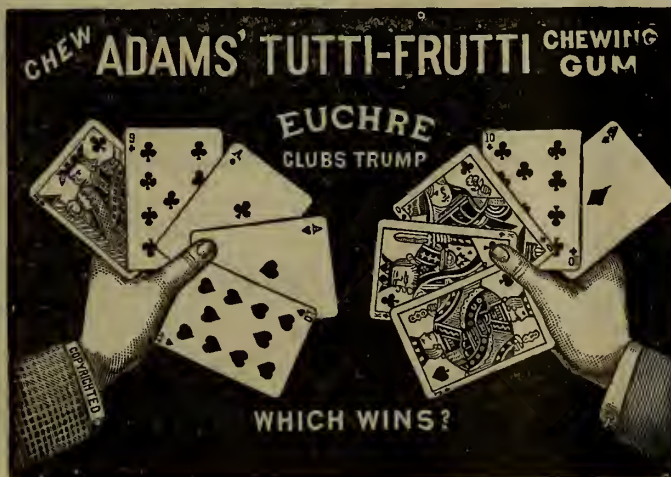
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As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

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.

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Wheelman's Gazette and The Wheel	\$1.25
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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.—Schwalbach & Willdigg, Prospect Park Plaza.

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

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EDITORIAL NOTES.

We regret that we were unable to finish off our last issue with a few editorial suggestions which we had in mind; but the fact is, the rapidly increasing business of the paper leaves little time for flights of fancy or dalliance with the Queen's English. The most urgent matter that occurs to us is to return thanks to the firms who have been so liberal with their advertising patronage, and to those who have been kind enough to write us of their appreciation of the improvement in THE WHEEL. This progress towards the ideal can be pushed at a more rapid pace, if every reader of THE WHEEL will subscribe to the paper; and if they will state, when writing any of our advertisers, that they saw their announcements in THE WHEEL.

There are two other things to which we wish to draw our readers' attention. In order to make the paper national, news notes should be received from all over the country. A simple fact, plainly and concisely stated on a postal card is all that we ask. It is not necessary to write a long preamble to state that the local club held a run, that a race-meet will be held, etc.

We shall be glad to publish accounts of tours and runs, if the distances between points, condition of the road, hotels, etc., are accurately reported, the data cannot fail to be valuable. In time, the information would cover all the rideable districts of the United States, and intending tourists could map out their routes with certainty.

Mr. Schriver kindly contributes a letter to this week's WHEEL which we consider very pat. The progress of the Rights and Privileges bill through both houses at Albany unearthed the friends and enemies of cycling. Senator Daly is entitled to the special attention of wheelmen. His speech against the bill was an uncontrolled outburst of vehement ignorance and prejudice; apparently, Senator Daly, body and soul, is the property of that honorable body, the New York Commissioners of Public Parks. Senator Dunham heeled the

efforts of Senator Daly to defeat the bill; to be sure, he did not harangue against it, but that was probably due to lack of eloquence, not to unwillingness; but he cast his little vote against it, and thus put himself on record. Mr. Shea of the Assembly, is also on the black list. And when we think of Mr. Crimmins, why, unprintable English comes to our relief. He is the noblest kicker of them all. His famous *Herald* document is carefully filed away. He has called us "them bicycle fellows," which entitles him to such attention as only insulted men can bestow. The most disappointing part of the whole affair is the announcement in last Sunday's paper that our otherwise admirable Mayor, Mr. Hewitt, had written the Governor asking him to veto the bill. Mr. Hewitt is a gentleman, an American gentleman at that, and we are regretfully surprised that he allowed Mr. Commissioner Beekman to "work him" in the interests of the Park Commissioners. But of all those who opposed the bill, the actions of President Beekman are most despicable. As Mr. Schriver says, he played us false, and should we ever have an opportunity, we will do our little all to defeat him for any office he may run for. As for the friends of the bill they should not be forgotten. Senators Cantor and Piatts, as the introducers of the bill in the Assembly and Senate, are entitled to the most credit. Then there are other good men and true who spoke kindly for us. Among them, Messrs. Shehan, Fassett, Raines, Pierce and Comstock, all of whom we commend to the special care of all cyclists.

The attitude of many of the New York City clubs towards the Rights and Privileges bill reflects but little credit on them. The bill was created for the purpose of opening up Central Park, yet New York City clubs and New York City wheelmen have done scarcely anything to forward the bill. Probably the most influential club is the Citizens, and among its members are men who could have done some real good, but it has pleased both the club and its members, with three exceptions, to remain strictly quiescent.

THE LEAGUE MEET.

THURSDAY, May 19.

A large number of St. Louis Wheelmen, including the L. A. W. Reception Committee, gathered at the Union Depot early on Thursday morning, to meet the first party who were booked to arrive for the meet shortly after nine, the Wabash Eastern pulled into the depot, and discharged the dust-covered but happy wheelmen. Among the party were the following: Herbert W. Hayes, C. C. of Massachusetts; Secretary-Editor Abbot Bassett; Col. Albert A. Pope and Son, Boston; H. D. Corey, Boston; Thomas Stevens, representing *Outing*; George A. Jessup, C. C. of Pennsylvania; J. R. Dunn, C. C. of Ohio; George R. Bidwell, C. C. of New York; T. J. Kirkpatrick and wife, Springfield, O.; Edwin Oliver, Chicago; C. S. Howard, representing the Boston *Globe*; W. H. Emery, Dorchester, Mass.; W. B. Everett, Boston; Sanford Lawton, Springfield, Mass.; George C. Newell and C. S. Davol, Providence, R. I.; W. C. Marsh, Geo. W. W. Parker, W. S. Atwell, Boston; C. H. Luscomb and W. W. Share, Brooklyn; Henry Gallien, Albany; Joshua Reynolds, Stockport; Charles S. Butler, Buffalo, N. Y.; W. L. Beck, Lockport, N. Y.; G. Carleton Brown, Elizabethport, N. J.; J. H. Cooley, Plainfield, N. J.; W. B. Banker, Passaic, N. J.; Captain J. W. Spahr, E. G. Barnett, D. H. Olds and George Kepsey, Springfield, O.; W. F. Lewis, Johnstown, Pa.; John J. Van Nort, Scranton, Pa.; J. F. Roll, Iowa Falls, Iowa; L. L. Buchanan and George C. Wallingford, Newport, Ky.

As soon as the wheels were unloaded they were taken in wagons to the Exposition Building, where the wheels were stored. The party were escorted by the Reception Committee to the Lindell Hotel, the League headquarters. The day was spent principally at the hotel, the league officers discussing the chances of the different candidates for office, and trying to influence votes for their favorites.

THE MISSOURI BICYCLE CLUB'S RECEPTION.

The event of Thursday was the reception tendered visiting wheelmen by the Missouri club. The lawn-tennis grounds were resplendent with gay strings of Japanese lanterns and other Oriental decorations. The gymnasium had been cleared of the apparatus and a tarpaulin placed over the floor afforded a good dancing surface, and Schuchmann's Orchestra sat out in the open air and furnished music for the dancers within and the promenaders

outside on the grounds. All the visiting wheelmen who had arrived were in attendance, nearly all being in cycling costume. The local cyclists appeared divided in costume. The love of fashion was too strong for some and they appeared in full dress, but the large majority were loyal to the wheel and blossomed out in shorts. The ladies were out in good force and many brilliant toilets flashed under the variously colored lights. There were also many gentlemen, not wheelmen, present. Mayor Francis dropped in for a few moments and looked enviously at some of the handsome calves displayed. Comptroller R. A. Campbell let the city finances go long enough to spend the entire evening with Mrs. Campbell, enjoying the festivities till midnight.

About 11:30 refreshments were served from a long table in the rear of the building. After the refreshments the company gathered in the parlors, where they were entertained by some of the visitors. Dr. J. S. Aiken, of New York, sang several ballads with his fine baritone voice, and Ned Oliver, of Chicago, the official bugler of the parade, gave an evidence of the voice that will enrich the air Saturday by giving a capital imitation of a contralto prima donna, and was heartily applauded. Mr. A. H. Overman, of Boston, was forced to the front by calls, and responded gracefully with a German parody of "Barbara Frietchie," in which he handled the broken English very amusingly. Shortly after midnight the company dispersed, the wheelmen looking forward with eagerness to to-day's convention.

FRIDAY, May 20.

THE BOARD OF OFFICERS' MEETING.

The regular meeting of the Board of Officers was held in Entertainment Hall, on Friday morning. The meeting was called to order shortly after nine. In the absence of the President and Vice-President, Dr. C. S. Butler, of Buffalo, was elected temporary Chairman. The Credentials Committee of three was then appointed as follows: Dr. J. H. Cooley, Plainfield, N. J., Chairman; W. W. Share, Brooklyn, and A. C. Stewart, St. Louis. The committee retired to examine the proxies, and reported at 11.30 as follows: Proxies accepted, 99; thrown out because not signed, J. C. Moore, J. D. Atkinson, R. C. Woodworth, S. H. Day and John V. Stevenson; F. T. Mittauer, rejected, because not a member of the board.

MEMBERS PRESENT.

The roll-call showed forty-four members present, as follows: Kentucky, Hiram W. Longley, Dayton; Louisiana, Harry H. Hodgson, New Orleans; Maryland, George F. Updegraff, Hagerstown; Massachusetts, H. W. Hayes, Cambridge; Dr. W. H. Emery, Roxbury; C. S. Howard, Boston; J. H. Grimes, West Somerville; Sanford Lawton and W. C. Marsh, Springfield; Missouri, William Brewster, A. C. Stewart, of St. Louis, and W. H. Cameron, of St. Joseph; Nebraska, F. N. Clark Omaha; New Jersey, Dr. J. H. Cooley, of Plainfield; Dr. G. Carleton Brown, of Elizabeth; E. F. Burnes, of Smithville; W. B. Banker, of Passaic; New York, George R. Bidwell and Chas. H. Luscomb, of New York; Joshua Reynolds, of Stockport; Henry Gallien, of Albany; C. S. Butler, of Buffalo; W. L. Beck, of Lockport; W. W. Share, of Brooklyn; Ohio, James R. Dunn, J. M. Tryon, F. T. Sholes, H. P. Hane, A. P. Seiler, F. L. Casselberry, H. S. Livingston; Pennsylvania, George A. Jessup, I. Elwell, J. E. Harder, J. J. Van Nort and S. H. Murray; Rhode Island, C. S. Davol.

ELECTION OF OFFICERS.

After the roll call, nominations for President were called for. Mr. Luscomb nominated Mr. T. J. Kirkpatrick, Springfield, O., seconded by Chief Consul Dunn. The rules were suspended, and "Kirk" was elected unanimously. C. C's. Bartlett, of Maryland, and Brewster, of St. Louis, were appointed a committee to escort the newly-elected President to the chair, where he made a happy speech of acceptance. In about the same manner Mr. Herbert W. Hayes, Cambridge, Mass., was elected Vice-President. The treasurer'ship was unanimously voted to Chief Consul Brewster, of St. Louis, upon nomination of Dr. Brown, of New Jersey. Mr. G. R. Bidwell, C. C. of New York, was unanimously elected third member of the Executive Committee, upon motion of Dr. Butler.

REPORTS.

The report of Treasurer Sanford Lawton was the same in substance as that of the Secretary-Editor, as far as the financial condition of the League was concerned.

In presenting the annual report of the Secretary-Editor, Mr. Bassett said that the League's assets

on May 1, 1887, amounted to \$5,548.38, and the liabilities to \$3,957.79. The excess of assets over liabilities is \$1,590.59, which amount will shrink to \$1,343.88, if there is made a deduction of \$246.71, which represents certain accounts of doubtful value. There is due the Treasurer \$1,751.76, which is less than the amount allowed the office last year, making the liabilities in excess of the assets \$407.88. The League's only large creditors to-day are the State Divisions, to which \$2,122.08 is owed, but all this will be paid in a few weeks. When the office of Secretary was taken by the present incumbent the books showed the League to have a balance after paying all bills of \$25.98, but there were bills due which did not appear and which have since been paid amounting to \$525, and of the accounts due \$335 had to be carried to profit and loss. Other accounts had to be settled at a loss, and it is therefore a low estimate to place the bankruptcy of the League on January 1 at \$1,500.

The future has a hopeful aspect and the Bulletin is now paying for the mechanical work done on it, and the day is probably not far distant when it will net a profit. The three issues published in January, after the officers' meeting, resulted in a loss of \$230.30. In February, the loss was \$411.06. In March the Bulletin was transferred to Boston, which involved an entire new setting of the paper for one week, and the loss on the paper for that month was \$1,069. In April the Bulletin showed a profit of \$72.84.

Counting on the probable future of the Bulletin Mr. Bassett said that if the Executive Committee found that it would be possible to conduct it without a too great loss the paper would be printed once a week, but if not, it might be necessary to publish it twice a month.

The total membership of the League to date was shown to be 9,480. The increase so far this year has been satisfactory, and it is not improbable that 15,000 names will be enrolled before the close of 1887. Various plans that the Secretary has in mind for improvements in the office were outlined, and in conclusion Mr. Bassett said: "Your Secretary has been an incumbent of the office for but a few months. He has made mistakes, perhaps, and there have been delays which may have been unpardonable, but he has made an earnest effort in the face of great difficulty, and he asks no more of the members than that they will be as patient with, and considerate for, him in the future as they have generously been in the past."

The Racing Board reported as follows: During the past year the Board has been called upon to declare some dozen or more men to be professionals, and it has suspended many parties from the race-track for unbecoming conduct or defiance of the rules. He also gave a list of all the path records allowed by the L. A. W. the past year.

These reports were adopted, after which President Stewart invited all the visiting wheelmen to visit their club-house during their stay here.

Reports were read from the Executive and Membership Committees. The latter's chairman, E. F. Hill of Peekskill, N. Y., was severely criticised by the report of the committee for his negligence. The reports were adopted after President Kirkpatrick had explained that the Executive Committee's last protest to the C. T. C. of England against the stealing of the L. A. W. emblem.

Before the nomination of officers, Mr. Luscomb of Brooklyn presented a resolution setting forth that the action of the Board at its January meeting was not an affront to any Divisions, especially Pennsylvania and Maryland, and expressing the League's appreciation of every Division. This was unanimously adopted.

A resolution was prepared for presentation to the general meeting approving the action of the New York Legislature, which last week gave wheels equal rights with other vehicles on roads and in parks, and prohibiting discrimination against them.

The Transportation Committee's report was sent down by Burley Ayers of Chicago. The meeting then adjourned.

THE EXCURSION.

About four o'clock the steamer Charles P. Chouteau was thronged with the merry wheelmen and a large company of ladies, visiting the city, who started on a delightful run down the river to Montesano Springs. Visiting wheelmen were admitted to the privileges of the excursion on the presentation of their visitors' badge. After a brief stay at the Springs the party will return in the evening, dancing and promenading in the starlight. The boat picked up the overland tourists who took runs down and up the De Soto road,

SATURDAY, May 21.

THE PARADE.

Owing to the late, or rather early, hours kept by the wheelmen on Friday night, the parade was not ready for the start at 10 o'clock. As fast as the wheelmen arrived they were arranged along the curb of Lucas Place, between Twenty-first and Twenty-third streets. The Missouri Division wheelmen occupied the north side of the street and the visiting wheelmen the south side. The streets were packed for several blocks by an enthusiastic crowd and the sight was an animated one.

Prof. C. H. Stone, chairman of the Parade Committee, had charge of the details of the parade. He was assisted by the following aides: Bicycle Division—A. C. Stewart, Louis Chauvenet, John Fry, H. W. Baker, J. A. Seddon, Lindell Gordon and H. W. Belding. Tricycle Division—Dr. H. H. Keith, A. Moore Berry and E. W. Pattison.

At 10.30, Edwin Oliver gave the "get ready" blast on his bugle, and ten minutes later the line was formed as follows:

Mounted Police—Grand Marshal, President Kirkpatrick.

Aids: Col. A. A. Pope, Geo. H. Day, and Professor C. H. Stone.

Massachusetts Division—Commander, Chief Consul Hayes.

New York Division—Commander, Chief Consul Bidwell.

Pennsylvania Division—Commander, Chief Consul Jessup.

Ohio Division—Commander, Chief Consul Dunn.

Illinois Division—Commander, Capt. W. B. Buckley, Illinois Club.

Kentucky Division—Commander, Captain J. F. Adams.

Indiana Division—Commander, Chief Consul Irvin.

Iowa Division—Commander, Chief Consul Thrall.

Kansas Division—Commander, Chief Consul Candy.

Wisconsin Division—Commander, Capt. J. A. Hinman, Oshkosh.

Missouri Division—Commander, George C. Oeters.

Unattached League Members—Commander, H. W. Belding.

Missouri Bicycle Club—Commander, Lieut. A. Lewis.

Tricycle Division—Commander, H. H. Keith.

In the Massachusetts Division appeared Singer's Six-in-Hand Victoria, ridden by the following gentlemen: Abbot Bassett, W. B. Everett, H. W. Hayes, Geo. H. Hill, Sanford Lawton and C. L. Smith. The Victoria created no little comment and enthusiasm. Thomas Stevens also rode with the Bay State Division. The tricycle division included a number of tandems and showed up in good form. The Oshkosh wheelmen wore Chinese hats and carried a banner inscribed "Hong Kong Division," which created much merriment.

The parade moved over the following route: Twentieth and Locust, down Locust to Fifteenth, to Washington avenue, to Fourth street, to Chestnut, to Sixth, to Pine, to Eighth, to Chestnut, to Fifteenth, to Locust, to Twenty-eighth, to Chestnut, to Grand avenue, to Olive street, to Union avenue, to Kings highway in Forest Park. At the Park a photograph of the riders was taken, and a picnic lunch was served, after which the riders set out on the various tours. The number of wheelmen in the parade was estimated at 600.

POLITICS AND CYCLING.

HOW TO VOTE NEXT FALL.

NEW YORK, May 23, 1887.

EDITOR OF THE WHEEL.—Wheelmen have now a capital opportunity to make a note of their friends and enemies among the politicians, according to the position taken by them in regard to the Park "Liberty Bill." It is to be hoped that Mr. Potter will shortly give us the benefit of his experiences in so ably engineering the measure through the Legislature, and that each and every wheelman in the state will make a resolution—and stick to it—to cast his vote in accordance with this information when the time comes. We have other duties as citizens, but our interest in cycling privileges comes first; and unless we reward our friends and rebuke our enemies, particularly the latter, we will find in the future that the men who are looking for votes care very little for demands made on them for just treatment.

From what light we have, the problem is a simple one, concerning directly a few men only, of whom we can easily make examples. The entire opposition to our bill has emanated from Park Commissioner Crimmins, and this is so well understood, that if he were ever to come up for elective office, there would be little danger that any cyclist would forget that here was a head to be hit. But unfortunately we are not likely to have this chance. Senator Daly will, however, run again for either the Senate or for Congress; and while his record is generally good, wheelmen living in his district should cast a ballot against him. Those whose suffrage is sought by Senator Dunham and Assemblyman Shea should perform the same service for those gentlemen; for these three were the only open opponents in the Legislature. Just how we will feel toward Governor Hill can hardly be told for a week or two, but the indications at present writing are that he will sign our bill and thus range himself on our side.

Mayor Hewitt has distinguished himself by writing a gratuitous letter against us; but he, too, is probably out of our reach, as it is not likely that he will try for any public office again after his present term has expired, unless there is a futile effort made on his behalf for the Presidency. The pipes are being laid to make Henry R. Beekman, now President of the Board of Aldermen, the next Mayor of New York. He is *de facto* Mayor already, selecting the appointees to office and directing the executive work generally, while the nominal Mayor writes letters about garbage and horse car tracks. When Mr. Beekman is in the field we must not forget that last fall he spoke us fair and played us false, and that he has apparently been the channel through which Mr. Crimmins obtained Mr. Hewitt's name in opposition to our bill. It would be rash to say, perhaps, that the Crimmins-Beekman alliance is as close as when they were together in the Park Board, but the influence of the former over the latter is by no means dead, and we cannot afford to endorse Mr. Crimmins' friends. If last year's election were to be gone through with again not only Mr. Beekman but Mr. Hewitt also might get fewer votes from bicycle riders; the more so, too, that Henry George has to day written a letter fully approving our position and expressing the opinion that it is "a gross injustice" to keep us out of the park.

Whatever you do, fellow-wheelmen, don't throw your votes away under the impression that there are not enough of them to count. We have nearly ten thousand riders in this State, quite enough to turn a State election. Perhaps a third of these are in the city, and when you reflect that each rider can influence two or three friends and relatives who do not ride, it does not take much political knowledge to see that here is a force worth reckoning with—a force that can and should be solid on election day. Yours truly,

EDWARD J. SHRIVER.

THE CHAMPION OPENS THE SEASON BY WINNING THE PEORIA ROAD RACE.

PEORIA, Ills., May 13, 1887.

GORMULLY & JEFFERY MFG. CO., Chicago:

DEAR SIRS:—The Peoria Bicycle Club ten-mile road race was won yesterday afternoon by Bert Meyers on a 52-in Light Champion in 40:27—fourteen hills in the course. The second man was John Seery (our repairer) on a full Roadster Champion. The third man struggled in on an '87 Light Roadster. The boys are all enthusiasm for your wheels nowadays.

Yours truly,
Geo. W. ROUSE & SON.

KINGS COUNTY WHEELMEN.

SCHEDULE FOR JUNE.

June 1, morning run, 5:30 A.M.; June 2, club meeting; June 4, run to Roslyn, assemble at 3 P.M., dinner at Mansion House, return via boat to New York by moonlight; June 7, moonlight run to Brown's road-house; June 9, morning run, 5:30 A.M.; June 11, run "around the block," assemble at Park Plaza at 4 P.M.; June 12, informal run to Coney Island; June 16, club run to Brighton Beach Hotel, 8 P.M., dinner, return at 10 P.M.; June 19, run to Morristown, N. J., start 8 A.M.; June 23, annual parade, assemble at 7:30 P.M.; June 25, annual race meet at Brooklyn, A.A. grounds; June 26, "Loafers' run" to Staten Island, start at 8:30 A.M., dinner at Perth Amboy; June 28, morning run, start 5:30; June 30, moonlight run to Captain Olmstead's,

"'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.

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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.

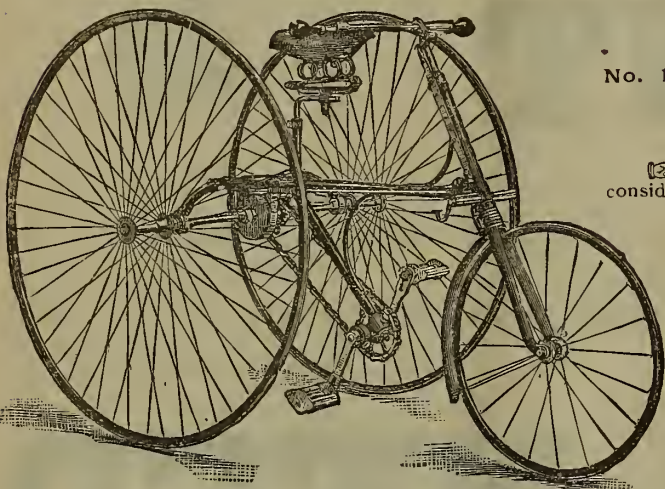
Apollo Safety—Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

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No. 1 for Gents.

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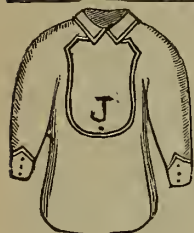
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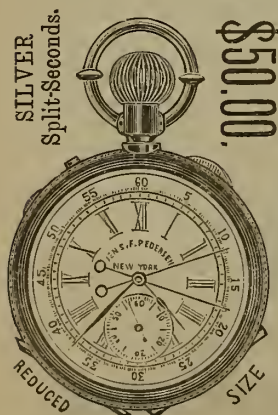


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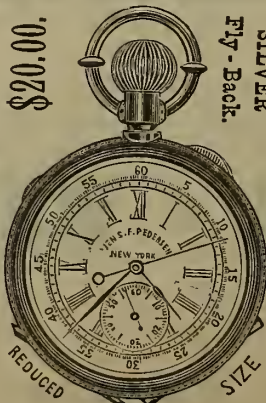
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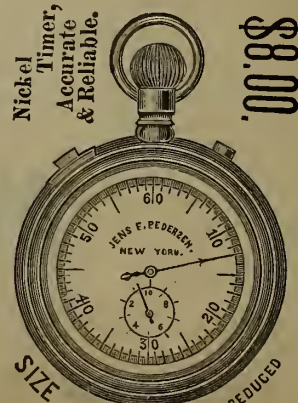
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Maiden Lane,

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Nickel
Timer,
Accurate
& Reliable.

\$8.00.

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

JONAH'S JERSEY JOTTINGS.

As I know, Mr. Editor, that you want your space this week for more interesting matter than my jottings, and that you want to tell us "stay-at-homes" all about the jolly times at St. Louis that poverty and business have kept us from, I will trespass to a less extent than usual in your columns, and it is lucky for me that you want but little; for there is really but little to give you.

The minds of the boys are so taken up with the approaching road race that they will talk of little else. Everything points to a great day, a great crowd, and a great race. All the clubs are to be on hand, and all intend to have a run through the Oranges in the morning. They will all have to take a pretty early start, for the scorchers will be sent in their journey from Hilton at one o'clock. The proprietor of the Hilton Inn is making great preparations to receive the wheelmen, and will utilize the large ball-room as a dining-room. He says that he will be ready to feed 450 men at noon, and that there will be no need of sending word ahead, as the first who come will be the first served. The banquet tickets will cost one dollar each.

Unless we have some rain between now and then the course will be several minutes slow, as in many places the stones have worked to the surface. It is good riding still, however, for this course is never really bad. The men are doing such good work that I fear I must retreat from my prophecy that 1.39 will not be beaten. If we are blessed with a good rain in the meantime, I look for something very close to 1.35.

I have done a great deal of figuring on the information I have and the stories I hear, but I must confess I do not see how the Kings County men are to be beaten if Hall and Valentine finish among the first four, Bridgman in the first ten, and Weber in the first twenty. And no one that I have seen ventures to place any of these further back than I have named. So I look for them to be winners again, though they will be harder pressed than they have been yet. As to who will chase them in is a hard question to answer, and I fear we will have to wait for the race for a response. If Powers is riding as fast as I hear he is and Edwards is among the starters and up to his old form, Halstead, of course, being always reliable, with any sort of a fourth man, I should pick the Harlems for second place, in the absence of any knowledge as to the strength of the Citizens, New York and Rutherford teams. Elizabeth will have to go on an average much faster than it has yet to be dangerous; but they are such a team of "kids" and "light weights" that it is hard to tell what they will do. Their average age is below twenty and their weight under 125, and twenty-five miles is a long distance for youngsters to go. The Ilderans have two good men, I know, but as to the other pair I am not informed. If the other Hudson County men can back up Stenken at all they should stand a good chance for second.

The Kings County four went over the course on Sunday. What they did I have been unable to learn. Kluge, Stenken, Greenman, and Bowman keep their wheels at the Irvington Hotel, and have a ten-mile spin every afternoon. Kluge is at work on a crank so as to get the hang of steering with the big wheel in front. He does very well considering he has ridden the machine but a few weeks. On Saturday afternoon this quartette had something that looked very much like a race for ten miles, with the following result: Stenken, 36:35; Greenman, 37:42; Bowman, 39:13; Kluge, 39:19. Considering the condition of the course and the wind that day, it strikes me that the pace was very fair.

On the same afternoon the Union County Wheelmen had a trial race with Pierson, Moore, Farrington, Burnet, Warner, and Hetfield as competitors. The times roughly taken on an ordinary watch showed for ten miles: Pierson, 43:00; Hetfield, 44:00; Moore, 44:30; Burnet, 44:45; Farrington, 48:00. Hetfield tired badly after this and dropped rapidly to the rear. The twenty miles were finished as follows: Pierson, 1:23:30; Moore, 1:30:30; Burnet, 1:32; Farrington, 1:39; Hetfield, 1:45. It was now Pierson's turn to grow weary, and Moore caught him at 23½ miles in 1:48, when he stopped. The others went on and finished the twenty-five as follows: Moore, 1:53; Burnet, 1:59; and Farrington, 2:05. These three, with Pierson, will probably be the team in the race.

I look for them to do much better than this when they have to, for they are all game and speedy riders.

I have not seen the entries, which close to day, but I am sorry to learn to-night that it is probable that the Brooklyn, Citizens, and New Yorks will not be among the starters. Twenty-eight, however, will be a big enough field to make a lively contest.

It may be of interest to look back at the performances of the Jersey boys in the past races of the association, who will probably compete in the present one.

C. A. Stenken, of the H. C. W., is the most prominent one, and on him we depend to bring to Jersey the individual championship. In the first race he finished second to Valentine in 1:42:40. He is in fine condition now, and is a much faster man than he was then. He is sure to beat 1:40, and under favorable conditions will crowd 1:35 with perhaps a little to spare. He was not a contestant last Fall.

Hallet Caldwell, the sixteen-year-old boy of the E. W., distinguished himself last Spring by finishing third in 1:48:14. He did not compete in the Fall. Although his business has allowed him to train but little, an added year of strength should enable him to make a fine showing.

L. B. Bonnett, of the E. W., was sixth in the Spring in 1:52:45, and seventh in the Fall in 1:45:25. This year he will ride a Star. Whether it will benefit his speed remains to be proven.

D. B. Bonnett and A. S. Bellinger are the E. W. substitutes, and one of them may ride. The former finished fourteenth last Fall in 1:52:17, and the latter eleventh in the Spring in 1:56:41. Bonnett now rides a Star.

The Rutherford men all competed in the Spring race, but none of them finished.

C. Lee Myers, of the H. C. W., led the field for three miles last Spring, and then was passed and did not finish.

Walter Barrows, of the E. W., ran a good race last Fall for fifteen miles, and rode himself to a standstill, so that he was obliged to give up the fight.

E. P. Bagot, of the H. C. W., competed in the first race, but failed to cover the finish line.

This will be the maiden effort of the Union County men as a team, Pierson, Moore, and Burnet have made creditable records in path and road races.

MAY 23, 1887.

BALTIMORE ITEMS.

We received a copy of the L. A. W. programme, and express our thanks for being so kindly remembered. "It's a beauty, and no foolin'."

Among the most pleasant little trips it has ever been our luck to participate in, was the one we took on Sunday last. We had as companions, "Egg" and "Fancy," of the "Ramblers," and "Zephyr," of the Marylands. The plot of the trip was, fun, the time, 1887, and the place, the Eastern Shore. Jokes were played upon each other from the time of starting until we arrived home. One was scaring your humble servant by threatening to put him to work on account of having no ticket when the supposed ticket man came around. We did about forty miles of riding, twelve of which were made in one hour and five minutes, good time considering the road.

Won't Bartlett be a big man on June 20 and 21.

H. L. Kingsland bids fair to become one of our best fancy riders as well as a racer. If he and Eberman keep on, look out for some great double acts.

The Maryland Bicycle Club has commenced its regular Wednesday night runs, and the first one was very well attended. If they will only keep it up they will regain their reputation as the hardest riding club in the South.

Let's get to work and give an all-day excursion down the bay some time this Summer, it will be a great success if properly managed, and all who go will want—like Oliver Twist—"some more."

Now hold your breath until June 20 and 21, and then let off all the steam and go in to show the visitors a "bully" time,

VICTOR.

NEW ORLEANS NOTES.

May, with its gentle zephyrs and cloudless skies, has not been up to the standard this year; for instead of the balmy breezes and clear heavens, we have had copious showers nearly every day, and, as this means muddy roads, our road fiends will have to content themselves with scorching on the asphalt. The rain last Sunday overtook on the road, one of our new riders, who straddled a full nicked wheel, and caused him much concern, as visions of his beautiful steed covered with rust, floated through his imagination. The afore-said rider is wiser now, and takes a becoming pride in telling how his wheel "was out in the rain last Sunday and there's not a speck of rust on it yet, either." Oh! for a sister who took pleasure in keeping bright a nicked wheel!

The rain also caused a postponement of a trip to Baton Rouge which Fairchild and Guedry had planned for yesterday, 19th inst.

On Monday, 16th inst., quite a number of the boys pulled themselves out of bed an hour or two earlier than usual and hid themselves unto Lee Place, from which point Prince Wells—whom the daily press modestly refers to as "the champion trick and unicycle rider of America," and who has been filling an engagement here—had announced his intention of starting on a unicycle record-making ride. A few minutes after six o'clock Wells made his appearance, and shortly after announced that all was ready. Timer Rea mounted his wheel; the word was given; Wells stepped nimbly onto his ticklish looking steed, and the start was begun. The time for the first mile was not caught, but from there on it was as follows: Two miles, 14:25; three miles, 21:40; four miles, 31:55; five miles, 38:20; six miles, 45:50; seven miles, 57:30; eight miles, 1:05:46; nine miles, 1:15:55; ten miles, 1:24:58¼.

Five stops for rest aggregating thirteen minutes makes the actual riding time for the ten miles one hour nine minutes fifty-eight one-quarter seconds.

Messrs. Crane, Rea, Fenner and Guedry, of the N. O. B. C., acted as officers of the event. The course of the run was entirely over our St. Charles Avenue asphalt, and Wells was followed the entire distance by fully a dozen wheelmen. Prince had not especially trained for the occasion, having fully intended to attempt the ride later in the season at Louisville, but with a little urging he was persuaded to try it here, his object being more the establishment of a record than extraordinary time. Since the run was made, however, someone has started the report that there are already records for the distances, made about four years ago by F. F. Ives, but as nothing definite can be learned here, we will have to call on the Racing Board for information on this point, in the meantime we are congratulating ourselves on having stolen a march on the North and East by having the first record ride of 1887, take place way down here in the Sun-burned South.

Wells left for Louisville the evening of his exploit (having cancelled his other Southern engagements) and after a short visit to his relatives there, he leaves to join the Wilson and Ranken Minstrel Troupe, with whom he has a forty-five weeks' contract.

A little word in kindness spoken,

A kind deed, or a tear,

Has often healed the heart that's broken

And made a friend sincere.

No hearts have been broken; no tears have been shed, but a kind word has cemented the tie of fraternal feeling between two State Divisions L. A. W., so strongly that it will take a pretty close and ugly rut to loosen it. Louisiana, suggested a California man, for the Vice Presidency of the League. California appreciated it, and as it could not in person be represented at the annual meet, showed its gratitude by sending them five proxies to Louisiana's Chief-Consul to vote as he saw fit, thus making a weak and insignificant Division count for something. It was a graceful act on the part of California, and Louisiana appreciated it, and now the "Little Giant of the Pacific Coast" and the "smallest Giant of the Gulf Coast," have linked arms and are chums.

BI.

Mr. L. Roberts of the Pennsylvania club is about to take a trip through England, Ireland, Scotland, and part of the continent, on a tricycle. He will leave early in June, and expects to be gone until fall. Mr. Roberts is a well-known photographer, and his object is the securing of photographic views. He will fit out at Coventry, having a tricycle made that will be especially adapted for his requirements.

PHILADELPHIA POINTERS.

Chris Wheelers' little "History of Cycling in Philadelphia" now being published by the *Wheelmen's Gazette*, is not altogether as fair as some of us are accustomed to expect from the wiley Chris. It is calculated to give outsiders an erroneous impression of the feelings in the Philadelphia and Germantown Clubs in early cycling days. At no time during the history of these clubs—and they were both in existence for some two or three years before Chris was heard of in this vicinity—has there ever been anything but the most cordial and fraternal feelings between them. And Chris altogether omits in his chronicle of the efforts made to get into our Fairmount Park, the two men to whom above all others the most credit is due—W. R. Tucker of the Philadelphia, and Joseph Pennell of the Germantowns. Mention might also be made of Dilwyn Wistar, the first Treasurer of the League, but Chris seems to have forgotten him also. Of course, it may be that Chris means to make mention of these parties in a later paper, but Mr. Hart and Mr. Blair are both given prominent places in the art gallery (though Mr. Blair has done comparatively little) to which they are not more entitled than the others mentioned,—and while Mr. Hart has undoubtedly done a great deal, yet as it is in the line of his business, he himself would be the last man in the world to claim special attention for his labors above that accorded his club mates.

On Saturday last, Mr. and Mrs. Harold R. Lewis of the Philadelphia Club were tendered a farewell run and dinner by the members of the club. The Lewis tandem has been seen very frequently on the road of late, its riders practicing for prospective European wanderings a-wheel, but it will be housed up this week and Mr. and Mrs. Lewis will sail for the shores of Albion.

"We Philadelphians cannot complain of the indifference of the local newspapers to the sport of cycling. The *Press*, the leading paper (*sic*) has a regularly engaged and authorized correspondent who furnishes a weekly article, mostly local, for that journal; the *Times* has the services of Mr. George Gideon, who provides the readers of the Sunday edition with a well-written, 'newsy' article; Mr. McOwen, our respected poet, has made the bicycling article in the *Item* a prominent feature of that paper.

"In addition Mr. McOwen is the Philadelphia correspondent of the *Gazette*, of Springfield, and Mr. Gideon for THE WHEEL (*sic*) and the *Bicycling World*.

"The *Press* and *Item* bicycling editors are members of the Pennsylvania Club, Mr. Gideon of the Germantown."—CALUMNY WALLACE, in *The American Asleep*.

Guess once more Collie dear; first you say I am "Lackawanna" and now "Don Caesar"—one more guess and then you'll want an undertaker's services.

MODERN FASHIONS.

"There once was a blooming old bloque
Who wanted a black velvet toque,
So he ordered a pair
Reinforced in the rear,
And put 'em in pickle to soque.

D—SY."

—in *American Aesthete*.

There once was a light-hearted moque
Who tried a committee to choque,
The committee we hear
Objected;—we fear,
The light-headed one had to croaque.

Arrah, now, Johnny! I'm wid ye! DIXEY.

KENTUCKY DIVISION CONSTITUTIONALIZES.

The annual meeting of the Kentucky Division, L. A. W., was held at the headquarters of the Kenton Wheel Club, No. 9 East Pike street, Covington, Ky., pursuant to the call of Chief Consul Edward H. Croninger, on Wednesday evening, May 18th.

A large number of local members were present, but not one from any other city or town in the State, except by proxy.

Cynthiana sent up nine proxies and its regrets, and nine other proxies, principally from Dayton and Newport, were handed in.

No person or proxy showed up from the direction of Louisville, which greatly disappointed the Covington boys, who expected a fight on the Secretaryship.

The principal business before the meeting was

the adoption of a State Constitution, and the election of a Secretary-Treasurer, besides the furtherance of the road-book scheme.

The adoption of the Constitution was the occasion of quite a long debate and considerable unnecessary wrangling.

It was drawn up by Mr. Rodgers in a condensed form, combining features, peculiarities and eccentricities from a good many other state constitutions.

Mr. Longley, now representative, wanted most of the articles as drawn up changed, to which Mr. Rodgers objected.

Mr. Longley wanted the Treasurer to give bonds, and Mr. Rodgers objected. So did others. They said there was no use giving a bond to an unincorporated association, which could not be enforced if it were given. Then the meeting switched off on the subject of incorporation. Mr. Longley wanted the Division incorporated. Mr. Rodgers objected, because, as he said, it would necessitate the issuing of stock and was in direct violation to the constitution of the League; neither of which objections are good, or true, as any association may be incorporated in Kentucky—hundreds of them are—without issuing capital stock; and further, as there is no such provision in the National Constitution—that any rational being ever heard of.

Finally they patched up a Constitution with a \$200 bond and no incorporation in it.

The Constitution, as adopted, will be printed in the road-book, which only awaited it before completion.

The road-book committee were instructed to finish their work and put the book out at the earliest moment.

The State was successfully gerrymandered in the by-laws, as follows:

First Division.—All counties west of the western boundaries of Breckenridge, Grayson, Edmonson, Barren and Allen counties.

Second Division.—Louisville is in the eastern border, and a list of counties too numerous to mention, make up the division.

Third Division.—Consists of all of the eastern and north central counties, the Blue Grass region, and in fact, is the division where most of the riding is done.

The meeting then proceeded to re-elect the present genial, efficient and proficient Secretary-Treasurer, Thomas J. Willison, who first read a report showing that the Division has in hand in cold cash the sum of \$95.41. The Chief Consul and Chairman, Mr. Ed. Croninger then asked if there was any further business to be transacted, and Mr. Hanauer rose and said there was; Then he stepped to the door and remarked to a person there standing, "bring in that further business." And thereupon some business in the shape of a couple of gallons of ice cream and numerous papers of cake was brought in, and a cool, refreshing silence reverberated through the room.

KENTUCKY NOTES.

Longley went to sleep after haranguing Rodgers over the constitution until his jaw dropped.

Cynthiana sent word that "Kenton's interest is Harrison's interest," and licked a special delivery stamp to put on the proxies so that they would be sure to arrive on time.

Tom Willison was elected secretary by acclamation, and Mr. Toie, in nominating him, referred feelingly to his past efforts for the good of the Division, and of his tremendous record as an ice-cream fertilizer or paralyzer.

The Louisville-Lebanon affair is taking on a new phase. Mr. Edwards says the money paid for membership to the Division was sent to Louisville per Horace Beddo, who was on a business trip in that part of the state. Step up Mr. Beddo or Mr. Dietzman and give us an explanation.

Chief Consul Croninger has appointed the following local consuls: Covington, H. S. Rodgers; Louisville, Chas. E. Currie; Dayton, H. W. Longley; Princeton, E. M. Johnston; Crescent Hill, Thos. W. Kennedy; Danville, Chas. L. Grant; Richmond, R. E. Turley; Cynthiana, H. H. Redmon; Newport, L. S. Smith; Lebanon, C. J. Edmonds; Mt. Sterling, T. W. Bassett.

During the debate on the Constitution, the clause providing how to pay money out of the treasury was being discussed. Somebody remarked "Yes, we have a clause showing how to get the money in, and we certainly need one to designate whose claws shall get it out." Fired.

It is said that Kinney Lowe of Newport, a well-known young man, and one who created quite a

name for himself as an expert polo player during the rinkum days, has applied for admission into the League of American Wheelmen.

There are some ugly rumors afloat regarding the selling of prizes by certain amateurs in the vicinity of the three cities. Another warning to look out for your pesky amateur standing.

H. W. Longley, Representative from Kentucky, took the club proxy of the Kenton Wheel Club along with him to St. Louis. He is dead set on admitting professionals to the League, as professionals, and claims that keeping them out just keeps the League back that much. He will be heard from at the meet. NORB.

THE MICHIGAN ROAD BOOK.

The Michigan Division, L. A. W., has just completed its road book, a copy of which has been sent us by Chief Consul Johnson. The book is of "pocket" shape, bound in leather and contains nearly 100 pages. Sixty-one different routes are given, and a number of fine maps are used. The book is entirely different in tabulation, etc., from the New York and other road books, but it is very complete, and reflects credit on the compiler. It is furnished free to the members of the Michigan Division, and sold to League members of other States for \$1.00.

THE BUSY WORLD.

Wheelmen will be pleased to learn that Mr. Henry C. Squires, 178 Broadway, has secured the sole United States Agency for the genuine Royal Mail. A loft sixty-five feet long is devoted to the bicycle department. The Royal Mail is much improved over last year's wheel. Its specialties are: A new pattern Trigwell's ball-head, much better than last year, hollow rims, detachable cranks, Brown's ball-bearings, detachable handle-bars, laced spokes, etc. The house is an old established one in the sporting goods line, and it will doubtless make a success of the bicycling department.

The Joseph J. Byers Epauletted Ventilated Waterproof Clothing Wheelmen will be pleased to learn that this firm is getting up a mackintosh waterproof for wheelmen. The success of the Byers mackintoshes is the system of ventilation with which the garments are fitted. Every living body is continually throwing out heat. When clothed with an air-proof garment, this warm air is retained underneath it. If the outlet were placed in the back, the garment would be ventilated from the bottom of the skirt upward to that point only, but above the point of ventilation, the warm air would remain as before; and besides, the current of cool air in the perforated part in the back, would be uncomfortably cold and damp. By referring to the coat illustrated in Mr. Byers' advertisement our readers can see how the required ventilation has been obtained, without the drawback indicated above. The arched shape of the epaulet is obtained in the following manner: The perforated, non-elastic part of the garment being carefully measured, and its surface across the shoulder ascertained, the part to compose the epaulet is then taken in hand; its measurement from back to front over the shoulder is allowed to be greater than the perforated and non-elastic part beneath it. Thus we find that the greater surface cannot be compressed or squeezed into the lesser, nor laid evenly over it. An arch or epaulet is thus formed which lets out the warm air from the garment but does not admit the entrance of rain, and adds greatly to the appearance of the garment itself.

Messrs. Spalding & Brothers are having a run on their "Sale" of imported wheels, which they are closing out at remarkably low prices. The Spalding bicycle, original price \$135, is being sold at \$100. Kangaroos are selling at \$90; original price, \$130. This firm is also agent for the celebrated Victor wheels, and also has a remarkably large stock of wheeling and tennis outfitings.

The New York Bicycle Company carry as large a line of second-class wheels as any house in the city. They sell at low prices and get rid of a large number. Their stock is always changing and one can always find something to suit him. They are also agents for the famous New Rapid wheels. Call and see the Pony Star they offer for sale.

AN AMERICAN ABROAD.

CYCLING IN GERMANY, VIENNA, DRESDEN—A GLIMPSE OF ROYALTY.

BERLIN, May 14, 1887.

DEAR WHEEL:—I have done no riding since I last wrote, nor even attended a race meet, so I have no particular story to tell. Many things of interest, however, have come under my observation, and perhaps it will be quite as well to devote the space this time to notes of travel, bicyclic, general, and otherwise. I came quite near having a ride in Munich; that is to say, the genial American acquaintance made at the hotel the night of my arrival, kindly offered me the use of his wheel, his police permit and his number, which I declined with thanks for obvious reasons. To tell the plain truth a Continental "cop" is not a man to run any risks with when one is prevented from holding up his end of the argument from inability to "sling the lingo."

There are three large, healthy clubs in Munich, notwithstanding the police regulations, and the members, as a rule, are as fine a body of mature men as I ever saw together on the wheel.

* * *

It has been a matter of surprise to me to find the cycle in such general use on the Continent. We all know how the case stands in England, but I did not know that every town over here has its bicycle club, and some of them three or four. Speaking of mature men, I was more struck with this point at the Munich race meet than in other places, for there the bearded men far outnumbered the young fellows with the first hopeful indications of hirsuteness upon their upper lips, and they were the most enthusiastic. I saw one jolly lover of Munich beer, in the parade, who would tip the scales at 300, I'll warrant. And the smallest was a "kid" of such tender years, and mounted on a wheel so diminutive that the whole thing appeared as a burlesque; and he rode at the head of the procession too.

* * *

My Salzburg acquaintances were men of my own age, stalwart fellows who ride the wheel solely because it saves time and is a practical affair for every-day use. I had heard so much of their mountain home, of its picturesque beauty and its quaint old streets, I was not sorry when our train reached the place, on our way to Vienna, to be told that we must lay over there six hours. Salzburg boasts a live club, but where the riding is done, or how it is done, within the city limits, is a mystery to me; for many of the streets seem crooked alley-ways, as often courts, entered one after another through low archways under buildings, forming a perfect maze. The place also boasts an old feudal castle or citadel, built in the eleventh century, which, during the middle ages, I am told, was the residence of the archbishops, who were princes of the German Empire. It is an imposing pile of stone and brick, perched upon the summit of a high hill, or rather an immense Craig, and is in fair state of preservation. It was my pleasure to weary myself with the long climb up to its battered portals, after which I entered, and shortly took another climb up the worn oak staircase leading to the top of the watch-tower—worn by the castle guards, doubtless, of centuries gone by; it was my pleasure, too, to look off, as they looked off, over the beautiful country now dotted with hamlets and homes in every direction save one, where snow-capped mountain peaks glistened in the afternoon sunlight. The place is now an immense barracks, full of Austrian soldiers; and what place in Europe is not?

* * *

Soldiers, soldiers everywhere, and in every country,—keeping the peace (?) of Europe. I have grown tired of the sight of them. They swarm in the streets, in the cafes, in the museums. They are your companions on railroad journeys, in street cars, everywhere. Not long ago I had the sublime satisfaction of riding three hours with an Austrian officer and a dog, the three of us crowded into two seats in the apartment, the dog in the middle; and the man smoked vile cigars made of cheap Virginia tobacco, much in vogue in this section, costing about five Kreuzers each, or two and a half cents, and which were about seven inches long.

The German soldiers are a fine body of men,

but one soon tires of the strut and airs of the younger men, who seem to be upon a perpetual dress parade. I have seen no soldiers on the wheel yet, though I have heard of them.

* * *

I was so much occupied in Vienna that I had no time to look into wheel matters. The Sewing Machine agencies run the wheel business there. The city boasts the usual number of clubs, but wheels cannot be greatly used or I should have seen more of them. Vienna is a lovely place in which to spend money, a hard place to get about in, until you learn how, and a nice place to leave. Perhaps I am prejudiced, but I feel less at home there than in any other city visited.

One afternoon I rode out to the Summer Palace at Schonbrunn, expecting to be dazzled with splendor and magnificence. Doubtless my visit to the old chateau at Fontainebleau, with its memories of royalty and splendor through the long line of French kings for many centuries, was partly responsible for the disappointment. But Vienna has its perfections: the perfection of feminine form for example, in one prominent direction, as seen *en promenade* at any hour of the day. Can it be fashion, or French corsets? Also the perfection of music,—and the perfection of building stone palaces out of brick, mortar, and cement stucco. I should like to own real estate in Vienna. Think of paying a forty-five per cent. tax on rents from this kind of property, and then a twenty per cent. income tax on the remainder! But the soldiers must be fed and paid, for white-winged peace must be sustained at all hazards. And women are the bod carriers, and are hitched to little carts, with dogs, to do their share in the transportation of merchandise about the city. I wish some of our "strikers" among American workmen could be transported to some of these European cities, and forced to remain a few months to study this phase of the labor question. It might make them more contented with their lots.

* * *

Dresden is a wide awake cycling centre, if one can judge from appearances. I was only there one day, but I saw quite a number of tricycles, and Saturday evening the cafes were as full of wheelmen as soldiers. They were young fellows, all of them, and looked very natty in their blue and gray uniforms. One young gentleman was covered with medals, and I presume was a local "flyer." I inquired if there was to be a race meet or other meeting, but learned that the boys usually came together in this way at the cafes occasionally, to hear the music and have a good time. They tell me that the roads are fair about Dresden and that there is considerable touring.

I met Frank Noyes, of the Capital Club, while in that city, and had a long talk with him. He is studying very hard and will some day come to America as a finished tenor, and I suppose will call himself Noijyii or Noisyi or something of the sort. He sends his best regards to all his friends in the States.

* * *

Continental bicycle clubs are far ahead of us in the matter of badges. These are no flat affairs stamped out of a thin piece of silver and barbarously engraved (though a few of them are) but are made in relief, from designs that are truly artistic, in silver, bronze and other metals or alloys. They are heavy and substantial, and a very pretty idea it is to set them in a fringe of silk with the club colors, a la Christmas card. Of course the fringe is very short, but it is effective, and the badge is something any man would not be ashamed to wear. I have seen a few enameled badges here in Berlin; they are pretty, but not so striking as those I have described. Give us something new in badges in America, and make it artistic.

* * *

I should not be surprised if the word "velociped" was dying out over here, or would be supplanted in time, for many of the clubs represented at the Munich meet had adopted the purely English name "bicycle club."

* * *

Last Sunday the streets of Berlin were full of wheelmen—poor fellows—pushing their machines over magnificent concrete, *on foot*, to reach ground in the parks and beyond, upon which it is lawful to ride. Think of this, Washington wheelmen! In imagination I see you wearily trundling up the avenue and out Fourteenth street, to reach the roadway leading to Soldiers' Home. Wouldn't it be superb! Yet wheeling flourishes in Berlin. There are large clubs, and the uniforms are as varied and as neat as one sees at home. The tan-

dem is quite popular and the two-wheelers of most approved patterns. But they have not yet come to cow-horn handle bars, as far as I have seen. If I have time, which is doubtful, will make some acquaintances here and learn more about the sport before I leave.

* * *

Saw the Emperor a few days ago. For a man over 90 years of age he is remarkably well preserved, and looks as though he did not intend to lose his grip on European affairs in the immediate present. When I saw him he was *not* riding a tricycle. Expect to be in London the coming week and hope to do some tandem riding, or at least try some sort of a wheel on the superb English roads. Till next time adieu

CHARLES RICHARDS DODGE.

THE INTER-CLUB RACE.

The Inter-Club road race will take place over the Irvington-Milburn course on Decoration Day, May 30, starting precisely at 1 P. M. The entries are as follows:

UNION COUNTY WHEELMEN—A. M. Pierson, E. B. Moore, T. H. Burnett and A. Farrington. Substitutes: John Z. Hatfield and J. E. Warner.

ELIZABETH WHEELMEN—L. B. Bonnett, W. H. Caldwell, W. J. Barrows and L. B. Bowman. Substitutes: A. F. Bellinger and D. B. Bonnett.

KINGS COUNTY WHEELMEN—H. J. Hall, Jr., E. M. Valentine, L. P. Weber and M. L. Bridgman. Substitutes: J. H. Knox and W. C. Marion.

HUDSON COUNTY WHEELMEN—C. A. Stenken, E. M. Smith, E. P. Baggot and C. L. Meyers. Substitutes: R. A. McAva and Frank Eveland.

ILDERAN BICYCLE CLUB—H. L. Bradley, H. Greenman, W. L. Richardson and J. W. Schoefer. Substitutes: E. Hornbostel, Jr., and H. Hornbostel.

RUTHERFORD WHEELMEN—E. W. Dean, Jr., W. C. Iverson, A. P. Jackson and R. A. Burgers. Substitutes: F. T. Doolittle and A. L. Morgan.

The race will undoubtedly be the most interesting event ever held in this vicinity, and the event will attract a large throng of wheelmen. Many of the clubs have ordered runs through the Oranges, to wind up at the course, and others will attend in stages. Trains leave foot of Barclay street at 9.10, 10.10, 11.10 and 12.10, and from Christopher street ten minutes later. The station nearest the starting point is Maplewood, and the 11.10 train arrives in time for the race. The race will be started from the top of the Long Hill, just past Hilton.

HARLEM WHEELMEN NOTES.

Interest in the N. Y. and N. J. T. R. R. increases as time approaches for the race. The team and a large number of men will go over to Irvington on Sunday, and remain until Monday evening.

Halstead, Parker, Griffith and Pearse, constitute the team, with Locke and Steiner as substitutes. We do not expect to scoop the cup, but will be heard from well up in the ranks.

Great hopes we had that Powers would ride, but as he has a number of short races on hand, he concluded not to try. If he did, first place would probably be his, and fast time made.

The Morrisania Wheelmen have a Racket, so the invitation reads, on Saturday night, May 28th, and we are requested to attend and help things along.

Since the New York Bicycle Company, and Bartlett and McDonald have opened cycle stores, wheeling has been booming around here. Sixth avenue is filled every night with beginners, and a number of ladies hire three or four tricycles and ride up and down. We hope we will see some ladies' names upon our membership roll shortly.

We do not secure possession of our adjoining building until July 1st, and then we hope to have it finished, and remain settled for three years.

Mr. Walter Zugalla, our efficient Treasurer, has resigned, as he removes from the city, and Mr. Warren Clark takes his place.

I presume when I meet Mr. Schriver upon Monday, at the road race course, I will have to be prepared for a lecture on "Previousness." Because I supposed Halstead was the first man to climb Englewood Hill, and I never thought to mention him. I forgive him for the overhauling he gave me some weeks ago, as I know his weakness is to rush into print upon the slightest pretense, whenever he, or his club, is in danger of being robbed of any honor, etc.

RICK.

THE AMERICAN TEAM IN LONDON.

LONDON, May 20.—Woodside, the American bicycle champion; Morgan, the champion long distance rider; and Temple, the trick rider, arrived here to-day and propose to test the skill of English professionals. They have just finished a trip through Ireland and Scotland. The Pall Mall Gazette of this evening contains the following interview with Morgan, who is managing the team. He said: "We have come across to hunt glory and dollars. We want to whip the best man England can show us, and I guess his name is Howell. If we can do that, that is if Woodside can, we don't mind the dollars so much. We shall race whenever we get a chance."

"Your man was beaten badly last Saturday by Howell at Leicester, was he not?" asked the Pall Mall Gazette reporter. The suggestion roused the patriotism of Temple, who replied warmly: "I reckon he made a good fight, all things considered. He made the pace so hot that twenty miles were run off in an hour and a few seconds, and if he could not spurt Howell in the last few yards, I guess Howell had not been training on a track like that at Aberdeen with a corner at every few yards."

"How did you like Aberdeen and its cycling population?"

"I cannot say I like it much," replied Temple. "Give me Ireland. Why, in Dublin the hospitality was so great that it could not have been greater. We were real sorry to leave there. Woodside did them the favor of lowering their records for them before he left."

"What is your next move?"

"Well," said Morgan, "next Saturday we race on the Alexandra Park track in a professional handicap given by the Finsbury Park Club, and on Monday Woodside meets Howell again for the ten-mile championship of the world. After that we shall possibly have plenty of opportunities of meeting the pick of English professionals."

"What are your impressions of the behavior of our English crowds toward you?"

"It could not be more generous. Win or lose, if they see merit they own up. When we win we shall get as good a time as Howell had last Saturday."

"You have done some wonderful long-distance rides in your time, Mr. Morgan."

"Certainly. But I am more of a business manager than in that line on this journey. Temple here can take care of himself in handicaps as he showed at Leicester last Saturday, and I hear the English are a bit struck with his spurt; but of course Woodside is our leading man, and if I could train him to beat Howell I should be proud."

"Do you think it likely that your man will win any of the matches?"

"Yes, I do. The man who made the pace when the world record, 22½ miles in one hour, was reeled off by W. A. Rowe, who has fairly and squarely beaten Fred Wood in America, must have a chance even with Howell, and I shall not disbelieve it till I am forced."—*Cablegram to St. Louis Post-Dispatch.*

KARL KRON ON THE HOME STRETCH.

EDITOR OF THE WHEEL:—The final pages of "X. M. Miles on a Bi." have gone into type to-day, really and truly. To-morrow will see these latest pages cast in cold copper, and "Wednesday, May 25," which my show bills name as "publication day" will see them printed. Next week, and each week after that, the binders will turn out 1,000 copies; and I feel fairly confident that I can put the volume within reach of New York subscribers and purchasers (at 12 Warren street and 313 W. 58th street) before June is ten days old.

Meanwhile, until my announcement of the actual facts appear in the advertising columns of THE WHEEL, I wish subscribers would refrain from writing enquiries as to "when the book may be expected." If they wish to receive my latest circular, giving a list of agencies in one hundred and twenty-five towns, where subscribers' copies will be sent by express for distribution, I shall be glad to mail such circular—together with specimens of my "seventy-five pages of indexes, containing 10,468 titles and 22,806 references."

During the three weeks since I wheeled up from Meriden, I've taken a four-mile homeward ride from the printing-office, almost every evening, in the dark—after midnight on two occasions. In about three weeks more, I shall wheel back to New York, and begin beating the gong as a book-agent for the sale of those 30,000 volumes at \$2.00 each.

KARL KRON.

West Springfield, Mass., May 23, 1887.

SUPPOSE WE PULL ON THE BRAKE A LITTLE?

A presumable dealer, whose courtesy I have not forgotten, although I had not the pleasure of learning his name, once asked the genial and rotund editor of the *Bi-World* to "don't let that damn *Witcox* puff his bicycle any more." The damn aforesaid does not wish to do so, being ready for the sake of peace to admit that it is the sum of all villainess; but having been asked by several to point out the practical objections to the Rover-type machine, and believing that mechanical laws and rational rules of conduct are older and stronger than the best and biggest of us, he is moved to take a spare half-hour in making some suggestions which may perhaps be of some use to many, though they chance to displease some.

In the first place, the Kangaroo type, which was a revival of a pattern that was unsuccessfully tried in the year 1881—instead of being the original and novel thing it was offered and extolled as being—is admittedly a failure in this country, although it is not yet so in England, and is not yet out of use there; I am not ready now to predict that it will go out there. Its great practical faults, other than its excessive small size, and its incurable trick of side-slip and the serious troubles of driving by two disconnected chains, which were the alternative to carrying the axle through the wheel itself. Its faults led to the so-called Rover-type, which also, instead of being "new" and the very latest novelty, is in every material particular, except one, a revival of the Bicycleette brought out in 1879, by Mr. Lawson, then with the predecessors in Coventry of the Rudge Works. This type of machine avoids the disconnected driving by returning to the most ancient type, the "boneshaker," and puts the axle just forward of the driving-wheel.

The best information I have—and I say this subject to correction if wrong, as I want to be correct on matters of fact—is that thus far machines of this type in use in this country, (most of them, I think, being Rovers themselves,) have not stood the rack well, and on roads and under usage rather better than they will generally have to encounter. That the most vulnerable places will be sought, and found, there can be no doubt, and I do not undertake to say where the machines will usually yield first; yet there are some parts in their construction which will have to bear a special load.

One of these is the vertical tube supporting the seat, which gets a severe straining in every direction from the leverage caused by having the load of the rider so far above its junction with the backbone. The Kangaroo as originally made by Hillman had a back support for saddle which was subject to the same difficulty; but this is much more severe, and I only think now of one other case in cycle-making which exacts so much from a simple tube. A few makers try to meet the difficulty by a stay running diagonally forward to the backbone, but at best this takes the straining leverage in only one line of direction.

The lower half of the vertical tube, holding the chain wheel, must stand the same sort of trial, and although it is provided with a stay running forward this also is incomplete; in fact, I was told, in England, that the twisting and springing of this tube laterally under the thrust of the pedals has already been found a practical trouble.

The back fork also gets a special load, and I have already known of enough cases of yield at that point to surmise that one of the troubles of the type will be found there.

As every student of cycle-making knows, a fully upright fork is the easiest as respects strain on the steering, and every degree of added rake increases the load to break the head and neck. The reason is obvious: the more you approach the ordinary angle of the rafters of a roof the more effect the load carried will exert to force the two extremities of the machine apart—in other words, to pry the head open or to break off the top centre of the neck. This was one of the trials of the old 'Extraordinary,' and I have been told (though I have no knowledge about it myself) that in consequence that pattern of machine proved very hard on heads. It is therefore perfectly clear that the enormous rake of the Rover type must give a hard trial, *pro tanto*, to the head, neck and front fork. The one particular alluded to above, in which the original prototype Bicycleette differed materially from the machine of to-day, was just this one of the rake; the Bicycleette had the fork nearly vertical and effected the steering by a pair of connecting rods from a dummy head placed on the backbone; the first Rovers made followed this example.

The brake on the Rover type, as on many makes

of the Crippler tricycle is seriously wrong in being on the front wheel instead of where the load is. This also will increase the strain on these machines in use.

Beyond all else, the *use itself* will perhaps or probably prove the hardest of the trials. The fallacy that a vehicle and its load can be shortstopped suddenly at good speed without damage to either one or the other, will certainly be illustrated in the old way, if put to the proof.

Now I want it understood that I don't attempt herein to point out where these machines will prove weakest, or even to predict that they will not be found impregnable; it is only the places and ways where they will get a very peculiar strain which I have tried to name. Is there any other thing to be fairly considered? One, I think, as suggested very well by the spirit of an old couplet I remember learning when a boy, thus:

"Be not the first by whom the new is tried,
Nor yet the last to lay the old aside."

The failure of the Kangaroo type, attended by about as much extravagance of laudation at the time as we now have over the Rovers, might better not be forgotten. Supposing some machine really and not merely professedly new and original throughout should appear, which way would be the more prudent for people who don't care to pay for tests in the public interest out of their own pockets—to rush headlong to buy the experimental thing, or to wait a bit and see whether it prove good? That is, is not the "novelty" of a pattern or of a particular machine the best reason for being slow rather than fast to buy it? I ask this question merely—I don't presume to answer it; but I venture further to suggest to my good friends who positively must have "the very latest"—invented yesterday and made to-day, if they could only find it—that all the risks of haste will be theirs, including the risk whether the type is really good at all in this country and the risk whether, if it is good, some alterations will not have to be made. Have you stopped to think of this?

This is a very old-fashioned view of the subject, yet I have never known a discarded toy to have much exchangeable value.

That I be not misunderstood as decrying for trade reasons an article I have not for sale, I must be permitted to add that I offer in market a geared bicycle which I believe in a good deal and a good deal more than I believe in any other. There is also abundant testimony to the fact that I do not at the same time advise caution in going after Rovers and urge haste in buying mine.

JULIUS WILCOX.

NEW YORK, May 21, 1887.

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.,

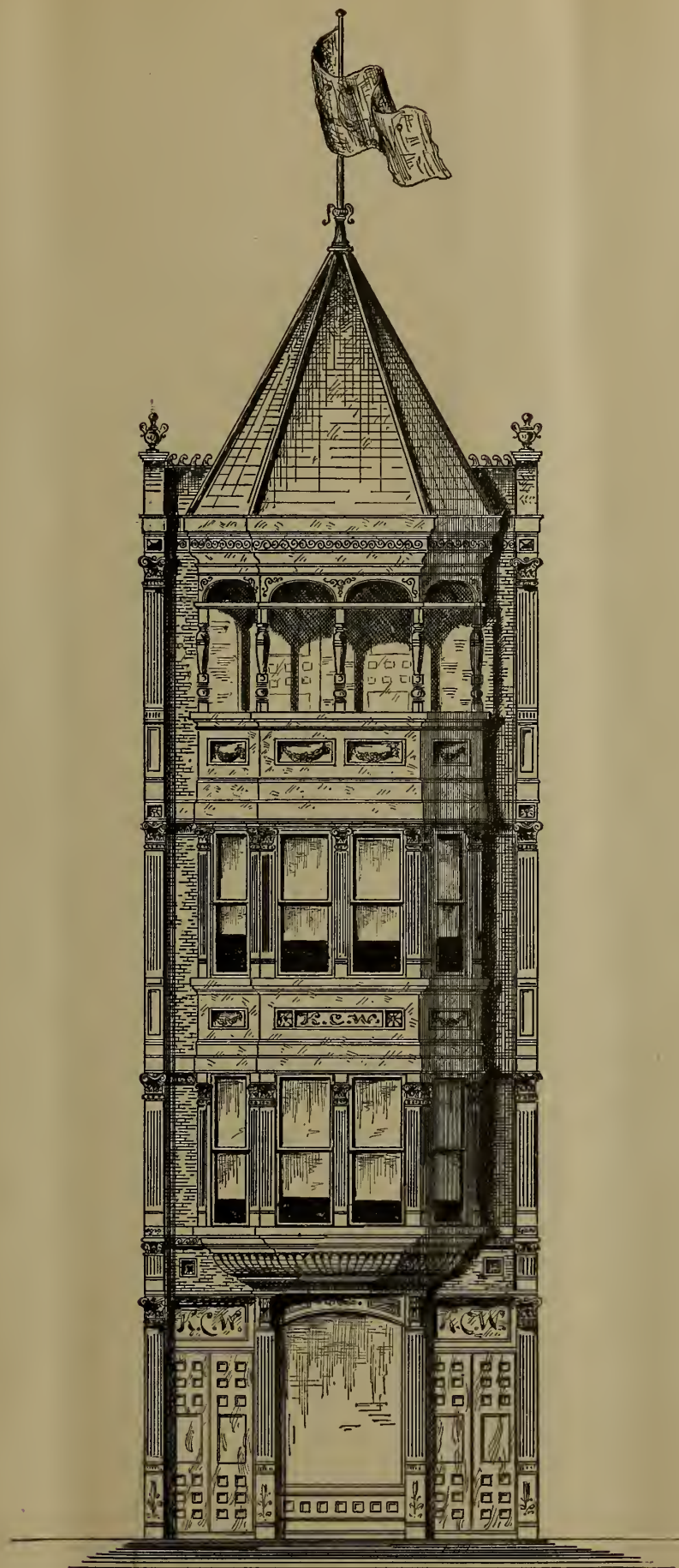
GENTLEMEN:—Your "American Light Champion" was received last week. Since trying it, I have had every reason to be satisfied with the wheel. The bearings run well, the machine light, and the wheel rigid as a board; the ball-head has a perfectly free movement, without being too complicated; there is a good 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*.

Our Kentucky correspondent has enriched the language with "gerrymandered." Will "Norb" please get up a "Dictionary of Kentucky Colloquialisms" as a sort of "key" to his contributions?



The Kings County Wheelmen's Club House,

BROOKLYN, N. Y.

THE KINGS COUNTY WHEELMEN.

THEIR NEW CLUB HOUSE.

The constant and rapid increase of wheelmen in Brooklyn has, during the past few months, led the various bicycle clubs of the city to seek increased accommodations for their growing membership.

The Brooklyn's last fall rented a house in St. Felix Street, which has already grown too small for them; the Ilderan's moved this spring into a house in Lincoln Place, the Long Island's have temporary rooms in Fulton Street, pending the building of their new club house, and the Kings County's, whose present quarters, though more spacious than those of any of the other clubs, are inconveniently located for the majority of its members, have arranged for the erection of a new club house near the corner of Fulton and Bedford Avenues, that for size, convenience, and completeness of its interior arrangements, will surpass any similar structure in this part of the country, and be equalled only by one or two bicycle clubs in the United States—whose buildings cover more ground space.

The site of the building on Bedford Avenue, about one hundred feet south of Fulton Avenue, is in about the centre of the city, being midway between Greenwood and Greenpoint in one direction, and Fulton Ferry and East New York in the other.

The new elevated R.R. through Fulton Street will bring the bridge within ten minutes' ride of the club house, while street cars in every direction run within a block or two.

Opposite the house lies Brevoort Place, a short but beautiful street with a perfect asphalt pavement, affording an admirable meeting ground for occasions like the June and September street parades, when all the wheelmen of Brooklyn are invited to join in a moonlight ride as the guests of the K. C. W. The parade this year is already being talked about, and will probably include some new features that will make it even more attractive than usual to the crowds who line the route of the ride.

The club's new building promises to be one of the notable structures on the Avenue. It will be four stories in height, surmounted by a central tower. The front is to be of brick, iron, and terra cotta. The first story is level with the sidewalk, and consists of a large central window of plate glass, flanked on either side by broad doorways, one of which leads into the wheelroom, while the other opens on the staircase leading to the upper stories. The second and third stories are lighted by a bay or, correctly speaking, an oriel window extending across the entire front of the building, above which is a covered balcony with columns rising from the front to support the tower above.

The impression produced by the design is that of solidity and quiet elegance. On entering the building one will find a floor space seventy-two feet in depth by nineteen in width, broken only by the stairway at the right, and by two projections at the rear, six by eleven feet in size, one of which is the janitor's room, and the other encloses the rear stairway by which one may pass from the wheelroom to the floors above unobserved. The advantages of this are evident on a moment's thought.

Descending to the basement one will find the bowling alleys, and the oil, and storage rooms. A tool bench with all the implements likely to be of use to the amateur machinist, occupies a place in the rear of the wheelroom.

Ascending the handsome open staircase, one comes to the landing on the second floor, beyond which the stairway continues upward to the next story.

The second story is divided at the centre into two large rooms each thirty-six feet deep. The front one is the billiard and card room and will probably be the most frequented room of the house, the large oriel window affording a capital lounging place from which to view the sights of the avenue.

The rear room contains lockers along the walls, after the fashion of regimental company rooms, each locker being eighteen by twenty-four inches in size and six feet in height.

In one corner, corresponding to the enclosed staircase on the other side, is the bath-room, wash basins, and water closet.

The bath tub is of marble and both a shower and needle bath are to be put in.

Returning to the main stairway, which is four feet wide, and passing to the third story we find a hallway leading a dozen feet to the front of the building and opening into a fine room thirty-five by nineteen feet in size and twelve

feet high, whose lines are broken at the front by the curve of the oriel window and at the side by a elaborate fire place and chimney of terra cotta, the opening of which is five feet across. Andirons of wrought-iron of beautiful design will give a resting place for the great logs of wood to be burned in the fire-place.

This room is to be the parlor, and having a hard-wood polished floor will, with the library adjoining in the rear and the officers and ladies' locker-room beyond, be available for club receptions, dramatic performances, and other gatherings. The library is divided from the parlor only by an arch and portieres and communicates by a glass door with the officers' room at the rear of the floor, which in turn is connected with the ladies' locker-room opening from the head of the stairway. The convenience of this arrangement for amateur theatrical performances will be apparent, and for receptions the whole floor can be thrown open. The large rear stairway ends at this floor and a smaller straight stairs leads through the officers' rooms into the gymnasium on the fourth floor.

Passing up the main stairway to this floor we find a hallway running lengthwise of the building and leading to two rooms at either end, each nine and a half by sixteen feet in size, which are to be rented to members for bachelor apartments.

The remainder of the floor is devoted to that which will probably be the most attractive and valuable feature of the club house—the gymnasium.

The room is forty-two feet in length, fourteen in width and sixteen in height. It will be lighted from the roof. It is the intention of the club to fit the gymnasium with as complete a set of apparatus as its size will permit, and every practicable invention for developing the body will be introduced. Cycling does much for the lower portion of the body but the arms and chest are comparatively unexercised, except in rough riding.

To correct this unequal development the gymnasium will offer especial facilities for bringing up the back, chest, and arm muscles; and it is safe to predict that a year's time will show a decided improvement in the development and carriage of the members of the K. C. W.

The building is to be heated by steam, the boilers, &c., being placed in a structure adjoining the club house in the rear. Electricity will be the source of light at night, wires being laid for that purpose, though temporarily gas may be used, pending either the completion of certain plans for utilizing the arc light currents for incandescent lighting, or the extension of the Edison system to Bedford Avenue.

Having described, however inadequately, the club house of the K. C. W., a word about the club itself may not be inappropriate.

Organized in 1881 with six members, its career has been one of steady growth and prosperity, until it now numbers almost a hundred members, with several hundred dollars in its treasury and personal property to the value of fifteen hundred dollars.

Its initiation fee is but five dollars and dues eighteen dollars per year, payable quarterly. Compared with the cost of membership in other clubs offering far fewer advantages, its rates are extremely moderate. The use of a perfectly appointed cycling club house is itself sufficient return for one's dues, not to mention the unusual feature of a well equipped gymnasium and bowling alleys, while the fact of membership in the Kings County Wheelmen is no small advantage. Few clubs in the United States are better known among wheelmen and non-cyclers as well, and it is a common experience for members of the K. C. W., when touring through this or other States, to be saluted on passing through some town or city with the greeting from a pedestrian of "Hello, Kings County!" followed by self-introductions, the proffer of the speaker's services, and an invitation to make use of his club's quarters if "the K. C. W." remains overnight in the place. Everywhere one goes, the introduction: "A member of the Kings County Wheelmen" insures a cordial welcome and a feeling of fellowship that does not exist where the club as well as the member needs to be introduced.

No club in the State has done more to promote cycling and keep the wheel before the general public through the medium of parades, race meets and road riding.

Much space would be occupied to even mention the notable events in the club's history, or to speak of its famous drill team, its well known and speedy racing men, of whom Messrs. Hall, Jr., Valentine, Bridgman, Rich and Weber may be

named, or its members prominent in civil affairs—e.g., three of its members represent the wheelmen of Brooklyn in the Board of Officers of the L. A. W.; another is Secretary-Treasurer of the New York State Division of the League; another holds a similar position in the Interstate Road Racing Association, and the Chief Consul of the State and recently elected third member of the Executive Committee of the L. A. W., George R. Bidwell, is a veteran member of the Kings County Wheelmen.

Notwithstanding the official dignities borne by some of its members and the racing pre-eminence attained by others, the members of the K. C. W. are a very approachable set of men, always ready to lend a hand, to give directions to strangers, or to take the solitary wheelman into their company on runs, while any one visiting their present club rooms at 159 Clymer street may be certain of a cordial welcome and an evening enjoyably spent.

BICYCLIST WOODSIDE AGAIN DEFEATED.

LONDON, May 23.—In a ten-mile bicycle race at Birmingham to-day between Woodside and Howell, the latter won by ten yards. Both men maintained a moderate pace till near the finish, when they made a spurt. The finish was close and exciting. Time, 33m. 35s.—*N. Y. World.*

TO CALIFORNIA ON A BICYCLE.

A JOURNALIST'S TRIP.

HERKIMER, May 20—Several times has Herkimer county been brought into prominence by the acts of the daring citizens. Throughout the length and breadth of the State their history, prominence and worth, are well known and have received their full share of comments, praise and criticism. The county has been well advertised in the past.

When the Pope Manufacturing Company conceived the idea of giving a surprise to the bicycle world, by sending a representative mounted on one of their nickel-plated steeds, a Columbia bicycle, by overland route across the continent to California, naturally their eye turned to Herkimer county. And when a representative was sought who combined all the elements of grit and skill, and who could write up and picture in glowing colors the pleasures, beauties, privations, hardships and dangers attending this 3,000-mile journey, that eagle eye for business again turned to our popular young journalist, George W. Nellis, Jr.

Mr. Nellis was formerly the correspondent of the *Globe* in this village, but of late has been connected with the *Herkimer Citizen*. He is a bold and excellent writer, whose articles have received considerable notoriety and prominence; but have been read with satisfaction and compliments showered on his merits. Grit, and lots of it, is needed to undertake alone and unattended this perilous journey, which but few have succeeded in doing before him. But he possesses the required energy that will give success to the undertaking.

He expects to start from Herkimer on his journey about May 24th. He will be accompanied as far as Niagara Falls by Charles P. Avery. Arrangements have been made with the press and letters will be sent along the line of travel. Chicago and Detroit are on his route and from there we expect base ball news in large quantities. It will be from Cheyenne, Salt Lake City, the National Park, and the roaming wilds of Wyoming that the pen of the writer and traveler will get in its work. Here startling news of hair-breadth escapes and letters fully portraying the crimes of polygamy and Mormonism we expect will be the subjects for his pen, and the same are looked forward to with interest. He expects to be about three months on the journey, and his many friends in this vicinity wish for him nothing but success, good luck and pleasures, on his trip from Herkimer until he enters triumphantly the city of the Golden Gate. —*Herkimer Exchange.*

Henry Sturmev is engaged on the production of another edition—the sixth—of the "Indispensable Bicyclists' Handbook," which will, it is hoped, be published in three or four weeks time. The last edition, which was issued in 1882, has been out of print now over two years, and the "Handbook to the Safety Bicycle," issued in 1885, is also out of print. The new edition will embody the subject matter of both these works, and will form a complete encyclopædia on the subject of the bicycle and its construction.—*The Cyclist.*

WHEEL GOSSIP.

Lynn, Mass., will enjoy a race meet on May 30.

The Harrogate Meet will be held this year from July 29 to August 3.

The Long Island Wheelmen will have a moonlight run on Wednesday, June 1st.

Princeton College games, held May 18.—Two-mile Bicycle Race: Voorhees, 7m. 14½s.

Harvard spring meeting, held May 14.—Two-mile Bicycle Race: J. H. Merrill, 6m. 31s.

Lehigh University sports, held May 14.—Two-mile bicycle race: C. H. Miller, 7 m. 50 s.

Swarthmore College field meeting, held May 14.—One-mile Bicycle Race: Lightfoot, 3m. 40s.

At Yale College games, held on college grounds May 18.—Two-mile Bicycle Race: B. C. Work, '89, 7m. 17½s.

Wesleyan College games, held at Middletown, Conn., May 16.—Two-mile Bicycle Race: W. H. Treat, 8m. 03s.

We are asked to announce that the Bay City Wheelmen, of San Francisco, have removed to 230 Van Ness avenue.

A favorite dining and meeting rendezvous with Brooklyn bicycle and tennis men is Dieter's hotel, opposite the City Hall. Fine meeting rooms can be engaged at reasonable prices at this convenient hotel.

BACK NUMBERS WANTED.—We will be grateful to any of our readers who will return us any of the following back numbers of THE WHEEL: January 29, February 12, February 19, April 2, 1886, and February 4, 1887.

An interesting local event will be the inter-collegiate championship games, to be held at the Manhattan Grounds, 86th street and Eighth avenue next Saturday afternoon. An interesting event will be the two-mile bicycle race.

Mr. Jens F. Pedersen is busy getting out an immense order, consisting of over a thousand pieces, which he received from Japan. The ladies and gentlemen's cuff buttons, shirt buttons, earrings, etc. are very handsomely designed.

A two-mile bicycle handicap race will be held at the Manhattan Athletic Club grounds, 86th street and Eighth avenue, on Saturday, June 4th, at 4 o'clock. Entries close on Saturday, with the Secretary, 575 Fifth avenue, New York City.

A Mr. Goodmanson, a real estate broker on Fulton avenue, Brooklyn, who is unable to use his legs, attends to business on a tricycle, specially built for him, which he propels with his arms. He gets a remarkably fast pace out of the machine.

The Founder Of Cycling Journalism. The *Cyclist* announces the death, on April 23, of Mr. Benjamin Clegg. In 1876, Mr. Clegg established the first cycling newspaper, the *Bicycling News*, which, for several years, was the leading cycling paper.

Mr. P. Harard Reilly was unable to leave for Europe last week on account of illness. He is at present at Hartford, Conn., but will sail next week. Mr. Reilly will tour through Germany, Switzerland, France, England, Scotland and Ireland.

The Bedford Cycle Club will attend the Inter-Club race in stages, which will be decorated by day and illuminated by night with the club colors. The lady friends of the members will ride on the stages, and the members will bring up the rear on their wheels.

A two-mile bicycle handicap will be held by the New York Athletic Club on their grounds, June 11th, at 3:30 P. M. Entries 50 cents; close June 4th, with Otto Ruhl, 104 W. 55th street, New York. The prizes, which are very fine, are on exhibition at Messrs. Devlin & Co's.

Mr. E. J. Schriver, and a club mate of the New York Club took train on Saturday for Worcester, Mass., from which place they rode on their wheels to Boston. Sunday was spent touring on the Boston roads, and the tourists returned by train on Monday, well satisfied with their trip.

On Saturday last, at the athletic games of the University of Pennsylvania, W. B. Page, the bicyclist again beat the running high jump by clearing 6 ft. 1 inch. Mr. Page will compete at the inter-collegiate games to be held at the Manhattan Grounds, New York City on next Saturday.

Karl Kron asks us to announce the historic fact that the last page of "X. M. Miles" was electrotyped May 24th, at 5:15 P. M.

A subscriber at Rosenberg, Texas, writes us that there is not a bicycle in the county, and that four or five ponies can be purchased for the same price asked for a good wheel.

The English Bungalow Village, described by us some few weeks ago, is flourishing. Fifteen new members joined in one week, and a pleasant feature is the fifty cent *table d'hôte* dinner, served every Sunday at two. We think it feasible to establish a Village either at Boston or in the Oranges. Some club should take hold of the matter.

Our St. Louis correspondent, specially engaged to report the League meet, failed to fill his contract, consequently we are unable to report the Clarksville Road Race, beyond the fact that Neilson won in 6h. 49m., with Doane second and Crocker third. The first two men rode Victor wheels.

The Citizens and New York clubs will have an inter-club contest over the Irvington-Melburn course, starting at 11 o'clock. The teams will probably consist of: Citizens—Messrs. Fontaine, Barnard, McCormick and Smith. Substitutes: Taylor and Fischer. New Yorks—Messrs. Jiminis, Shriver, Montanye and Paynter.

Singer's Victoria six-in-hand was given its first trial in Boston on May 17. The machine, which is the property of the Boston Club, was ridden by the following gentlemen: W. B. Everett, Frank W. Weston, W. G. Barton, E. C. Hodges, Gideon Haynes, Jr., and Geo. B. Woodward. The machine was driven over various roads in the vicinity of "Bicycle Corner," and was quite a success.

The Maine division of the L. A. W. held its second annual meeting in Portland Thursday. Wheelmen from Portland, Biddeford and Saco to the number of thirty-five were in attendance. Secretary-Treasurer A. L. T. Cummings, of Biddeford, was re-elected to that office. A movement was made relative to the compiling of material for a Maine road book.

The Brooklyn Bicycle Club will leave their club house on Saturday afternoon, May 28, at 3:30, for their Decoration Day Tour. The 4:30 boat will be taken to St. Georges, Staten Island. From St. Georges, the club will wheel to Tottenville and take boat to Perth Amboy, passing Saturday night at the Central Hotel. Sunday, wheel to New Brunswick, Bound Brook and Somerville—dinner, thence to Orange and Newark, lodging at the Continental over Sunday night. Monday, through the Oranges, and to the Inter-Club road race course.

We had the pleasure to receive a call the other day from Mr. Poultney Bigelow, the editor of *Outing*, who is paying a visit of some months to this country. Mr. Bigelow is much interested in English cycling and cycling journalism, and we were flattered by his approval of the awful disorder of our office, which he said reminded him of his own, and looked like work. Mrs. Bigelow is paying us the compliment of deferring her cycling *debut* until she can start on English roads, our American *confrere* being about to make a tour of the British Isles on a tandem with his wife. We hope that any readers of *Wheeling* who may come across Mr. and Mrs. Bigelow will show them any attention in their power.—*Wheeling*.

In order to be perfectly fair to both parties, we publish the following paragraph from the *Cyclist*.

That erratic and amusing individual, "Karl Kron," seems to have a few stock phrases derogatory to E. R. Shipton which he repeats parrot-like at every opportunity, so when we see his signature in an American paper we know pretty well what's over it. In his latest this irrepressible writer and rusher to conclusions asserts that E. R. Shipton "effectually muzzles these two papers also," referring to *The Cyclist* and *Bicycling News*. On this point we will content ourselves by giving the veracious gentleman in question the lie direct. We would also mildly remark that Mr. Shipton had, and has no more to do with the award of the C. T. C. printing contracts than Karl Kron himself, and that, if he will only take the trouble to glance at the imprint of this paper, he will see that Messrs. Iliffe and Son are not "the owners of *The Cyclist* and *Bicycling News*" as he with equal veracity asserts.

The local scribes are beginning to write up the prospective fast men for the coming season. A favorite theme is a comparison of the racing

abilities of Messrs. Rich and Powers. It is a case of "off with the old love and on with the new," as most of the scribes write up Powers and write down Rich. There is no doubt that Powers is a good man. Indeed, not two weeks since, we thought in print that he was a first-class man. But he has not proven himself the equal of Rich, who gave him forty yards in the mile at Roseville last fall, and spun through half a score of men to the tune of 2:40 4-5. Of course no one can tell what the coming season may develop. Powers will certainly improve, and will probably take rank among the fastest amateurs of the country. But it will be many a day before he can point to as good a record as Rich's, and until he beats him off the mark, the local scribes should use the ink of admiration sparingly. Men's heads have been turned by adulation fed in too large quantities.

Lawn Tennis.

FIXTURES.

Sept. 6-9—Orange, N. J., Lawn Tennis Tournament.

June 8, 9, 10—Brooklyn Hill Tennis Club Tournament.

June 13 and following days—New Haven Lawn Club, New England Championship Tournament.

June 1-4—Championship of Middle States, St. Georges Cricket Grounds, Hoboken.

June 13-16—New England Championship at New Haven Lawn Tennis Club Grounds.

June 22-24—Orange Lawn Tennis Open Tournament, Mountain Station, N. J.

July 1-4—Young America Cricket Club's Invitation Tournament, Stenton, Philadelphia.

July 4-7—Championship Tournament Western States, Scarlet Ribbon Lawn Tennis Grounds, Chicago, Ill.

July 11-15—Championship of Long Island, Meadow Club's Grounds, Southampton, L. I.

August 2-4—Open Tournament at Boston.

August 9-12—Open Tournament at Bar Harbor.

August 16-20—Invitation at Nahant.

August 22-25—United States National Association Championship.

CHAMPION RENSHAW'S PLAY.

A writer in the *American Cricketer*, outlining the prospects for tennis in England this season, explains as follows the phenomenal success and continued prosperity of W. Renshaw in that country: "Those of the older players who headed the list when the pastime was in its infancy continue to retain the foremost positions, and although the number of players has increased a thousandfold, there are but one or two who can be said to have reached the first class during the last three years. The reason of this continued superiority of the older players is due to the fact that the game is not yet fully developed. The 'cracks' go on improving as rapidly as the newer aspirants for honors, and there can be no doubt that W. Renshaw is, at the present time, playing a stronger, more varied and more scientific game than he has done in any previous portion of his distinguished career. To the beginner the play of the champion appears to be perfection, but that this is not so he himself demonstrates. Each season he invents, learns or improves upon some new stroke or manoeuvre that strengthens his attack or develops a fresh strategy of defence to puzzle his opponent. The newer players can only learn these by close observation of the champion's play or by practice with him. This is not easy to obtain, and thus we find him still occupying pride of place as he has done for the past six years."

NEW HAVEN LAWN CLUB.

CHAMPIONSHIP OF NEW ENGLAND.

The New Haven Lawn Club will hold a tournament open to all comers at its grounds on Whitney avenue, Monday, June 13th, and following days. Events: Gentlemen's singles and doubles.

Prizes will be awarded to the winners of first and second places in the singles and to winners of the first place in the doubles. In addition to the first prize in the singles the club will offer the "Championship of New England Prize," which must be won three times, not necessarily consecutively, to become the property of the winner.

Matches will be best two out of three sets in the trial matches, with advantage games only in the odd or deciding set. In the finals, best three out of five sets will be played with advantage games throughout. All players defeated by the winner of the first prize in the singles shall have the right to compete for the second prize.

The rules of the United States National Lawn Tennis Association shall govern all play; other questions shall be decided by the committee of the club in charge of the tournament, whose decision shall be final. Wright & Ditson's balls, as adopted by the National Association, will be used.

Play will begin at 3 P. M. on Monday, June 13th, and at 10 A. M. and 3 P. M. on the following days, and any player who does not appear promptly will be disqualified.

An entrance fee of \$2 for the singles and \$4 for the doubles must accompany each entry.

Players are requested to state, in their notices of entry, the names of the clubs to which they belong, in order that members of the same club may not be drawn against each other in the first round.

All entries must be made on or before Saturday, June 11th, to

ARTHUR S. OSBORNE, Sec'y,
New Haven, Conn.

SOMERVILLE TENNIS CLUB.

The Somerville, Mass., Tennis Association held its annual meeting recently at the residence of the president, John L. Nichols, on Central street. Mr. Nichols presided, and Charles M. Hemenway acted as secretary. But four resignations were handed in, and the membership is now about seventy-five with twenty applications for admission not acted upon. A motion to change the eighty membership limit to one hundred was voted down. It was voted to join the Middlesex County Tennis League, and the president was chosen as the delegate to represent the club in the same. The treasurer reported the club to be in good financial standing. It was voted that the annual assessment of male members be \$5 and female \$2.50. Ladies who give notice within two weeks that they will not use the courts will be exempt from the annual assessment. It was voted that the date of the annual meeting be changed from the second Monday in May to the first Monday in April, to conform to the League, which meets one week later. The following were elected officers: President, E. F. Woods; Vice-President, Frank W. Downer; Treasurer, Frank E. Dickerman; Secretary, Miss J. W. Lowe; Executive Committee, Williston Lincoln, Mrs. Emma Nichols and Harry W. Wiggin.

CHAMPIONSHIP OF MIDDLE STATES TO BE CONTESTED ON ST. GEORGE'S GROUNDS.

The tennis championship of the Middle States will be contested under the auspices of the St. George's Cricket Club on the grounds at Hoboken on June 2, 3, and 4, play beginning at 3 P. M. each day. The St. George's club offers a silver challenge cup of the value of \$250. The conditions with the cup are that it shall be held by the winner of the championship each year until it shall have been won three times by the same player, not necessarily in three successive years, when it shall become the property of the player so winning it. The tournament is for singles only, and is open to all comers. Each match will be for the best three sets out of five. In the time matches advantage games will be played only in the fifth set of such match as may require five sets to decide; in the final match advantage games will be played in each set. The tournament will be governed by the rules of the United States National Lawn Tennis Association, and the Wright and Ditson ball will be used. The entrance fee is \$2, and must accompany the notice of entry. In order that members of the same club may not be drawn against each other in the first round, it is desirable that players entering state the name of the club with which they are connected. Walter Trimble, secretary, 160 Broadway, New York, will receive entries up to twelve o'clock on Tuesday, May 31. The committee in charge of the tournament consists of Messrs. M. G. Post, B. Mostyn, J. H. Smith and H. W. J. Buckall. Among the entries already assured for this tournament are Clark of Philadelphia, Slocum of New York, Brinley of Trinity College, Fred Mansfield and Quincy A. Shaw, Jr., of the Longwoods, and possibly Beckman of New York, winner of the all-comers at Newport last season.

TENNIS GOSSIP.

Club secretaries will oblige by sending us news notes, fixtures, etc.

It is estimated that there are thirty clubs in New York, owning their own grounds.

The Harlem Lawn Tennis Club play on a private ground in 130th street, between Madison and Fifth avenues.

The Franklin Archery Club, of Nutley, N. J., is adding two earth courts to its already large tennis grounds.

The Far and Near Lawn Tennis Club is improving its grounds at Hastings. It will hold its fornal opening on Decoration Day.

Cyrus W. Field has been seriously thinking for some time past of building a Casino, modelled after the one at Newport, at Tarrytown.

Central Park has two hundred and fifty clubs. There is a movement on foot to form an Association, similar to the Prospect Park Association.

The Brooklyn Hill Tennis Club will hold a tournament on its grounds, open to players residing in Kings County and New York City, June 8, 9 and 10.

The Brooklyn Heights Lawn Tennis Club has obtained a plot of ground on the corner of State and South streets. A number of clay courts will be made.

The State Street Lawn Tennis Club has been organized at Camden, Philadelphia, with headquarters at Third and State streets. Edward Blakely is President.

There are over four hundred clubs who play at Prospect Park. Eighty of these have joined the Prospect Park Lawn Tennis Association, which will play a series of handicap tournaments during the season.

The New Haven Lawn Tennis Club has at present 250 members, which is the charter limit, and numerous applicants are awaiting admission. The organization is in a very healthy condition financially. It has no debts and a snug \$2,300 in bank.

Fred Gillette, formerly of the Longwood Cricket Club, at present a resident of Springfield, is a member of the Springfield Lawn Tennis Club, and he and Henry G. Chapin of Springfield are to make a bid for honors in doubles in some of the tournaments.

Earnest Renshaw has improved so much since last year that it is now thought by many he is second only to his brother, the champion. Lawford has held that honor, however, and has many adherents who believe that Earnest Renshaw cannot possibly be his equal this year.

The Orange Lawn Tennis Club is having its beautiful grounds at Montrose, N. J., enlarged, and an extensive addition built to its club-house. This is in anticipation of holding the doubles of the national tournament there Sept. 6. Later in the season the club will build a grand stand along the exit carriage drive.

The Dorchester Lawn Tennis Club has elected the following officers: President, F. W. Lincoln, Jr.; Treasurer, E. Howard Gay; Secretary, C. S. Sharp. The membership has been limited to thirty and the list is full. The grounds at Bellevue and Quincy streets are in fine order, and were opened for play yesterday. The club will hold tournaments May 30 and June 17 for singles, doubles and pairs, and a full tournament is also in contemplation.

The Mount Pleasant Lawn Tennis Club, of Woburn, has elected the following officers: President, Warren N. Blake; Treasurer, Henry P. Davis; Secretary, E. H. Lounsbury.

Narragansett Pier has not yet secured a professional for the coming season. Last year Will Pettitt was in charge of the grounds at the pier, but his services were in demand at Springfield, and there he is now located.

The tournament of the Middlesex County Tennis League will be held May 28 and 30, and the events are open to the following clubs: Winchester, Somerville, Woburn, Melrose, Reading, Lowell and Tufts College. The tournament will be for singles and doubles, and first and second prizes will be offered. The entrance for each event is fifty cents. The balls and rules of the National Association will be used. The tournament will be held on the grounds of the Winchester Tennis Club.

During the past week R. D. Sears, champion, and Fred Mansfield have had some interesting play on the Longwood grounds. On Monday, Mansfield, taking the odds of 15, defeated Sears 4 sets to 1. They continued to play with the same odds given and taken on Tuesday, Wednesday, Thursday and Saturday. Tuesday Sears won 5 sets to 1; Wednesday Sears won 3 sets to 2; Thursday, when play ceased, they were 2 sets all, and yesterday they finished at 2 sets all. Yesterday Champion Sears gave Quincy A. Shaw, Jr., half 30, and won, 6-2.

At the Hyde Park Lawn Tennis Club's covered court in London recently, Earnest Renshaw, brother of the champion, played an exhibition game with Lewis, who defeated E. L. Williams for the championship. Lewis was slightly fatigued from his previous exertions, and for the first game or two appeared all abroad. Afterward he pulled himself together and some grand play, far in advance of anything in the championship round, was witnessed by the admiring onlookers. Renshaw was in rare form, and soon reached five games to two. Lewis then won three games in succession and games all was the order. Some very fine rallying took place in the next two games, which Renshaw won, the set closing at 7 to 5 in his favor.

THE LAWN-TENNIS SEASON.

The return of the lawn-tennis season finds no abatement in the popularity of this ancient English pastime. History tells us that it was a favorite game with the nobility in the time of Henry VIII. But the game of that day greatly differed from the game as played at the present time. Like all outdoor pastimes, it has undergone many improvements. In this country it came very rapidly into favor. It is said that the first complete set was imported by a New York gentleman, and played on the lawns of his summer residence at Newport in 1874. James Dwight of Boston is also credited with having had the first set of tennis in this country, and to have played with it at Nahant about the same date. He soon learned the game, and was our most expert player for many years. He is one of the best authorities on the rules of the game to-

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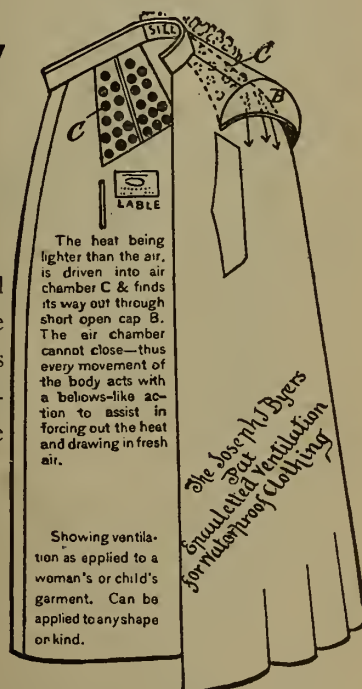
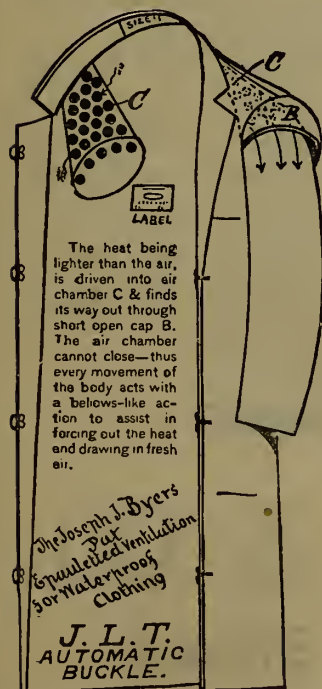
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day. R. D. Sears, the present champion of the United States, was his pupil.

For the past four years the game has become extremely popular at our fashionable summer resorts, and there is scarcely a private residence with a lawn large enough to accommodate the game where the white tennis net is not stretched out, fastened at either end with the familiar poles and guy ropes. "It's the proper thing."

It is the only game that can be indulged in without possibility of injury, and is a favorite one with those who cannot excel in any game requiring special physical strength. At the same time it is held in great esteem by those who play the more athletic games of base ball, cricket and lacrosse, inasmuch as it affords opportunities for a higher degree of skill than almost any other outdoor sport, and calls for judgment, patience, pluck and endurance. Again, it is an excellent game for the ladies, for it affords them the very kind of exercise they most need, and it is one in which they can compete with gentlemen on about equal terms.

A few years back lawn-tennis was widely regarded as child's play, lacking the element of science, and not fit for adults. But a visit to the grounds of any of the leading clubs, when a contest is in progress between the best players, soon convinces any one that there is much skill in the game, and that it is, properly played, very different from the game as we see it on a friend's lawn by beginners. A trial once given, scepticism will give way to enthusiasm. The merits of it are many; in fact, it is doubtful whether any sport has been so beneficial in its results to the young of both sexes.

That tennis has been firmly established in this country as one of the leading field sports is shown by the large number of lawn-tennis clubs and associations that have been formed. A few of the leading clubs are the Young America of Philadelphia, the St. George's of Hoboken, N. J., the Orange of Orange, N. J., the Staten Island of New York, the Far and Near Club of Hastings-on-the-Hudson, the New Haven Lawn Club, Conn., the Longwoods of Boston, the Rochester Club of Rochester, N. Y., and the Blue Ribbon Club of Chicago, Ill. These clubs have from 10 to 20 courts each, some of clay, others of grass, and large memberships. They have their annual tournaments every spring for members only, and fall tournaments open to all comers, when suitable and costly prizes are given for both single and double games.

The principal association tournaments are those of the United States National Lawn Tennis Association, the Intercollegiate and the Western. The first-named association embraces over one hundred clubs throughout the United States, and its annual tournament for singles is said to be held at the Casino grounds, Newport, August 22d, and following days, and for doubles at the Orange club grounds, Orange, N. J., September 6th, and following days. This is for the championship of the United States, now held by R. D. Sears of Boston in singles, and by Sears and Dwight in doubles. Intercollegiate Association is composed of clubs from the following colleges: Harvard, Yale, Trinity, Williams, Brown, Amherst, Princeton and Columbia, and its tournament will be held on the grounds of the New Haven Lawn Club at New Haven, Conn., in October. G. H. Brinley of Trinity now holds the championship in singles, and Knapp and Thatcher of Yale in doubles. The Western Association is composed of clubs representing the leading cities of the West. It is a new organization, formed this spring, and the outlook is that it will give a "boom" to tennis in the West where it is still in its infancy. The association will hold a tournament in midsummer, but the date is not fixed yet. It is the intention to extend an invitation to some of our best Eastern players to be present and make it quite an event in the season.

Outside of the above tournaments, at which the best of tennis play will be seen, are to be given by the St. George's Club, June 1 and following days; by the New Haven Lawn Club June 13; by the Grange Club, N. J., June 22; by the Wright & Ditson Club August 22; by the Bar Harbor Club August 9, and by the Nahant Club August 16. These events will bring together our best tournament players and put them in fine trim for the great event, the championship contest at Newport.

I would suggest to those who are interested and commencing to play the game that they should provide themselves with a copy of James Dwight's new book on lawn tennis. It gives the most useful instructions and hints, especially to beginners, and is by far the best work of its kind.—GEORGE WRIGHT in *Boston Herald*,



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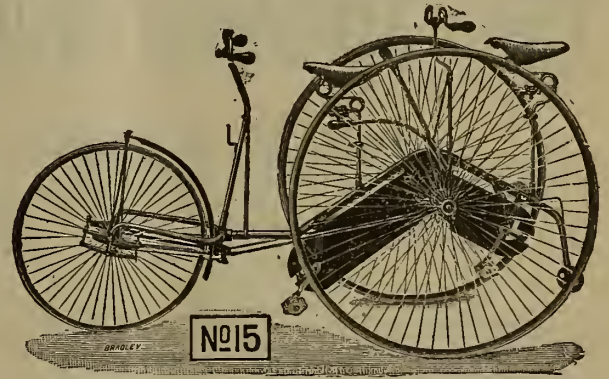
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7	55	Columbia Light Roadster,	150 00	110 00	78	54	" "	130 00	110 00
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13	50	American Rudge,	107 50	75 00	83	55	Royal Mail,	137 50	105 00
19	50	Standard Columbia,	90 00	55 00	1002	52	Expert Columbia,	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,	145 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
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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
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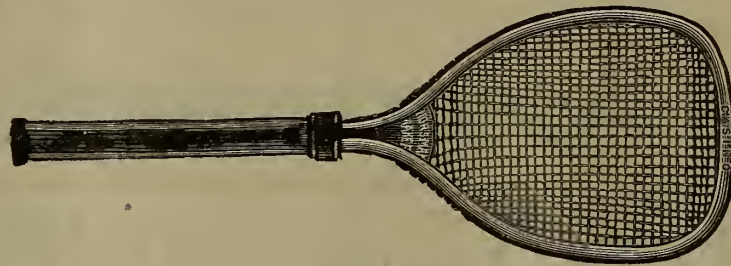
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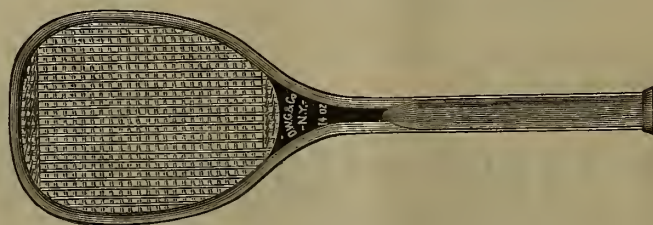
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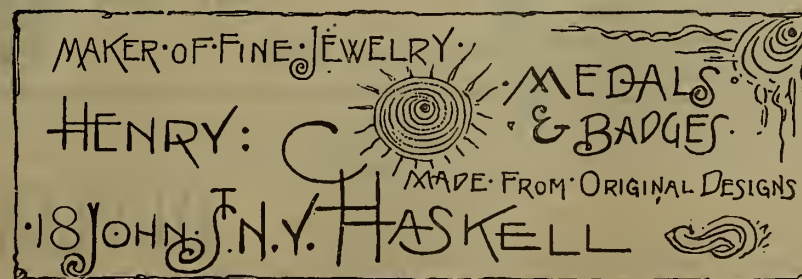
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WITH OUR SPECIALTY, TRIG- WELL'S BALL HEAD.

*Extract from a London letter to the L. A. W. But-
etin, Jan. 8, 1887.*

Speaking of manufacturers with "big stock" cry-
ing 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 pre-
clude 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

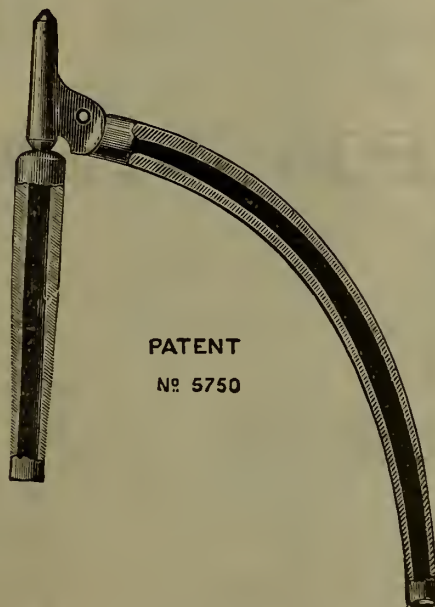
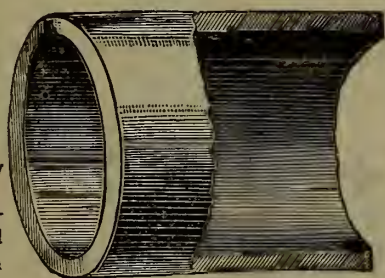
See this Wheel

Before Purchasing.

ASK Your Dealer For It.



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



PATENT
No 5750



Handsome
Photograph
OF THE

NEW MAIL

Sent for
14 Cts. in
STAMPS.

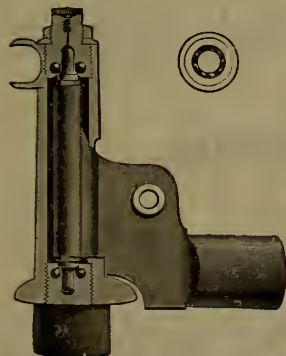


Sectional and end view of
back fork end of Backbone.

CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—



Sectional and end view showing
strengthened neck end
of Backbone.

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.

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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.