

THE WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

Vol. 11. No. 5.

INDIANAPOLIS, IND., AUGUST, 1887.

Price 10 cents.

*** Tenth Year. ***



THIS is the tenth year in our endeavor to present to the American wheelmen an American made machineworthy of his critical attention. How well we have done this the army of Columbia riders, which extends from ocean to ocean, and which comprises the majority of American wheelmen; the world's table of records; the achievements of long distance riders in this and foreign lands; and the uninfluenced comments of the presss,— too well tell the story of what we have done to require words of ours. The present and prospective wheelman, and particularly one in doubt as to the most serviceable high grade wheel, is especially invited to call at our Boston office, or our offices in New York, Chicago or any of the agencies for the Columbia bicycles and tricycles in almost every important town in America, and there inspect the Columbias for the present season. It is suggested that it would be of mutual interest for any one interested in cycling to send for our catalogue, which gives a detailed and illustrated description of the Columbias now on the market.

The Cyclers' obedient servant,
POPE M'F'G CO.



POPE M'F'G CO.,

79 Franklin Street, Boston;
12 Warren Street, New York;
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In answering Advertisements please mention this paper.

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(YOST & McCUNE PATENT.)

Invented by Riders of Experience. The Only Absolutely Safe Wheel Against Headers Made. The Best and the Cheapest. Do Not Buy a Wheel Before You See The Springfield Roadster.

No extra rake to fork.

No expense left out to warrant success.

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Coasting Without Danger!

Hill-Climbing to Perfection!

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The above illustration shows the clutch from the inside, with the roller bearings and gripping mechanism. It is perfectly smooth and noiseless. No friction is added by applying the power. There is no waste of power. It grips at the slightest touch. No dead centers.



THE SPRINGFIELD ROADSTER, complete, with Enamel Finish, Nickel-Plated Trimmings, and Fish Adjustable Saddle, \$75. Diameter of front wheel, 50 inches; rear wheel, 20 inches. Made of the best weldless steel tubing and steel drop forgings. Warranted against defects in workmanship or material. All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward tread of THE SPRINGFIELD ROADSTER. The only safe and smooth coaster.

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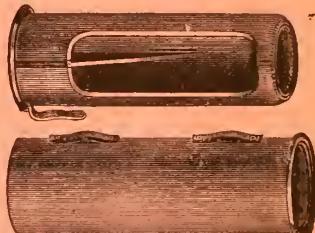
OR JOHN P. LOVELL'S SONS, Sole Agents for New England, 147 Washington Street, Corner of Cornhill and Brattle Street, Boston, Mass.

The clutch movement is noiseless and runs perfectly smooth.

The fork cannot be forced forward faster than the large wheel revolves.

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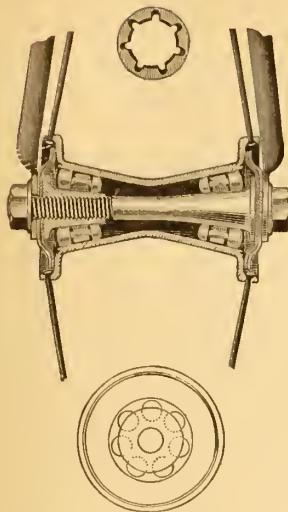
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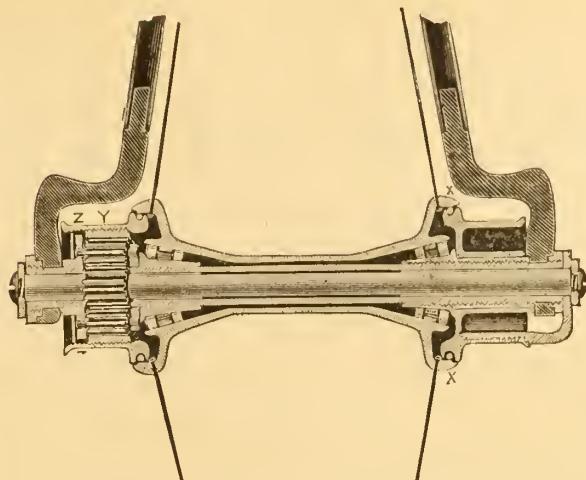
TOOL BAG,

As shown in the cut of the complete wheel. Made with separate compartments for oiler and wrench.

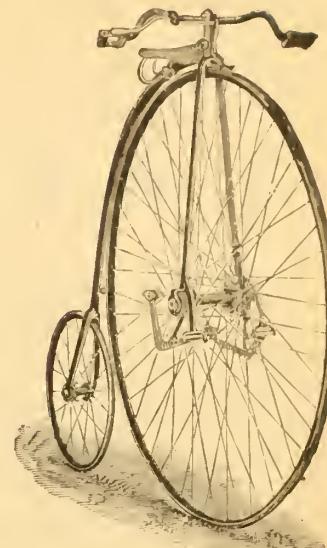
THE KING BICYCLE FOR 1887.



View of bearings in rear wheel, and end view of adjustable anti-friction roller bearings and revolving collar which holds them in place. Full explanation in Catalogue; sent free.



Cut showing how the depression of one lever, turning one propelling drum forward, turns the other backward and raises the lever without contact with the driving wheel. Full explanation in Catalogue; sent free.



Front View, with spade handles.

CATALOGUE SENT FREE.

PRICE LIST.

Enamel Finish, one-tenth Nickel, -
Enamel Finish, one-fourth Nickel, -
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Full Nickel Finish, -

SOLID CRESCENT RIMS. PARALLEL BEARINGS To Both Wheels.	\$75
	80
	85
	90

HOLLOW RIMS. HIGHEST GRADE. ADJUSTABLE ANTI-FRICTION BEARINGS To Rear Wheel.	\$95	\$105
	100	110
	105	115
	110	120

One-fourth Nickel includes Hub, Saddle-Spring, Handle-Bars, Brake, and Head. One-half Nickel includes also the Spokes of the large wheel. Full Nickel includes all except the Rim. We recommend and most riders order the \$1.10 style with anti-friction bearings to both wheels. A discount of 10 per cent. from third column prices is offered to any clergyman, or to the first purchaser in any county. Above prices are for 48-inch wheel; add or subtract \$1 per inch up or down. Spade handles, \$2 extra. Agents wanted in all unoccupied territory.

THE KING WHEEL COMPANY, 51 Barclay St., New York.

THE BICYCLE HERALD AND EVANGELIST.—Single copy, 8 pages, one year, 15c.; 10 copies, \$1. *The Herald* contains the running record, progress of the art, cycling romance, and practical helps; *The Evangelist* is devoted to the Christian life, evangelistic work, temperance and reform, and a youths' department. Sample copy sent free. Agents wanted in every town in the United States. Premiums or liberal cash commission. Write for terms to **ALBERT J. KING, 51 Barclay Street, New York.**



THE * STAR



This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887.

No.	Name.	25 Miles,	Time.	No.	Name,	25 Miles,	Time.
1.	H. J. HALL, Jr., K. C. W.	STAR,	1:33:53.	6.	J. H. KNOX, K. C. W.	STAR,	1:38:17
2.	C. A. STENKEN, H. C. W.	STAR,	1:33:57.	7.	E. P. BAGGOT, H. C. W.	Columbia,	1:40:02
3.	E. VALENTINE, K. C. W.	Columbia	1:34:34.	8.	S. B. BOWMAN, E. W.	STAR,	1:40:20
4.	H. L. BRADLEY, Ild. B. C.	Columbia	1:34:49.	9.	H. GREENMAN, Ild. B. C.	STAR,	1:43:36
5.	W. F. CALDWELL, E. W.	Columbia	1:37:02.				

Roseville, N. J. July 4th.

Wilkesbarre, Pa., July 4th

Detroit, Mich., July 10th.

STAR first and second in one mile novice.
first, second and third in one mile State Championship.

first, second and third in two miles State Championship.

New Castle, Pa., July 4th.

STAR won Hill-Climbing Contest,
One mile open.
Two mile open.
Three mile lap race.

STAR One mile novice.

WON Two mile 6:45 class.

FIVE Half mile boys' race.

FIRSTS One mile State Championship
Three mi. State Championship

Terre Haute, Ind., July 13.

STAR FIRST in One mile open.
in One mile class.
in Two mile State Championship.

STAR won three mile L. A. W. Champion-
ship.

St. Louis, July 10th.

THE great Ninety-two mile road race, from St. Louis to DeSoto and return, between Hal Greenwood on a STAR, and Percy Stone on a Victor, settles the question as to which is the best machine for such roads. Greenwood won easily. Stone dropped out at 46 miles.

Above are a few of the most important events, so far this season won on STARS. For particulars and Catalogue of the best all-around Bicycle made, address

H. B. SMITH MACHINE Co., Smithville, N. J.

In answering Advertisements please mention this paper.

READ ONLY THE COLORED PAGES INSIDE.

♦ THE FACILE. ♦

PATTERNS OF THIS OLD RELIABLE BICYCLE FOR 1887 ARE

- 1.—THE REGULAR PATTERN, unchanged from 1886, it having in that year been largely altered and improved.
- 2.—A VERY LIGHT ROADSTER, somewhat changed from that of 1886, being hollow throughout, levers and connecting rods included. Lever bearings are double-ball, and every bearing in the machine (except the brake and brake-lever) is adjustable ball. Head is the new unapproachable ABINGDON, which is almost as much superior to any other ball-head in the market as other ball-heads are superior to cones. Weight of 46-inch, 34 pounds.
- 3.—THE STANDARD FACILE, a good plain pattern, with weldless steel hollow backbone and front forks, and balls to front wheel; plain enamel finish. The best low-priced machine offered in the market.
- 4.—THE NEW GEARED FACILE, a front-driver, using a beautifully simple and effective gearing placed on one side only and having no chain. Hollow throughout; every bearing adjustable ball; 21 rows of balls. Size 40, geared to 60. Has already won the first road race of the year, and is the fastest machine ever produced.
- 5.—THE REAR-DRIVER FACILE. Has a 36-inch driver, speeded to 54 by the same gearing as the other, with a 22-inch steerer. The best machine of the rear-driving type, yet the front-driver is believed to be the better of the two.
- 6.—THE FACILE TRICYCLE, a handy, central-driving, open-fronted, and easy-running machine, with FACILE driving. Singularly light, weighing only .46 pounds, although amply strong, and far away the best cycle in the market for ladies.

PRICES range from \$88 to \$137; \$140 for the geared patterns, and \$150 for the Tricycle.

Do not overlook the Facile Oil and Enamel, both firmly established in market as standard and *the best*. If you want a Ball-Head, see the Abingdon: then you will accept no other. Send for List, mentioning THE GAZETTE. **W. G. WILCOX, 33 Murray Street, New York.**

DO YOU WANT A CHEAP BICYCLE?

SEND FOR OUR CLEARANCE SALE LIST.

*Tangent-Spoke Light Roadsters, Direct-Spoke Full Roadsters, Safeties, and Tricycles,
all with ball-bearings, and highest grade and finish.*

♦ YOU WILL BE SURPRISED! ♦

These machines formerly sold for from \$125 to \$165, according to size and finish; but in order to make room for NEW RAPIDS and QUADRANTS we will sacrifice them. Terms either cash or part cash and deferred payments. All Machines sent on approval.

SAML. T. CLARK & CO.

PEARRE BUILDING,

BALTIMORE, MARYLAND.

BEFORE YOU BUY A BICYCLE

OF ANY KIND, SEND STAMP TO

A. W. GUMP, DAYTON, OHIO,

For Large Illustrated Price-List of New and Second-Hand Machines.
Second-Hand Bicycles Taken in Exchange and Bought for Cash.

LARGEST STOCK IN AMERICA

OF SECOND-HAND BICYCLES.

A. W. GUMP, DAYTON, OHIO.



Bicycles Repaired and Nickel-Plated. Second-Hand Bicycles, Guns, and Revolvers Taken in Exchange.

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VOL. II.

INDIANAPOLIS, IND., AUGUST, 1887.

NO. 5.

The Wheelmen's Gazette.

TERMS OF SUBSCRIPTION

One Year, by mail, post-paid,	50 cents.
Six Months, by mail, post-paid,	25 cents.
Single Copy,	10 cents.
Foreign Subscriptions,	1 shillings.

G. S. DARROW, Editorial Department.
P. C. DARROW, Art Department.
DARROW BROS., PROPRIETORS,
25 Sentinel Building, Indianapoltis.

Entered at the Post-Office, Indianapolis, as second-class mail matter.

The Wheelmen's Record
has a larger paid circulation than any other cycling
Weekly in the country.

The Wheelmen's Gazette
has a larger circulation than any other cycling Monthly in
the country.

THE RECORD and THE GAZETTE have a larger
circulation than all the other cycle papers in the country
combined.

Advertisers should take notice of these facts in making
their contracts.

The Gazette Changes Hands.

To the patrons and friends of the Wheelmen's Gazette:

GENTLEMEN:—A forced change has taken place in my business relations at Springfield by which my residence has been changed to Buffalo, and by the said change I find that I am unable to give it the attention that the paper deserves, it is therefore with great pleasure that I announce that I have made all arrangements for the continuance of the *Gazette*, under a new and able leadership; one that will put new life and increased activity into the paper and one, I am sure, that will not allow the *Gazette* to drop from the proud position held by it in the past.

I therefore gladly announce that I have sold the *Gazette* and its good will to Darrow Bros., of Indianapolis, Ind., and would bespeak for them the same kind patronage that has been awarded me in the past, and I trust that you will continue with them the liberal support heretofore bestowed on the *Gazette*.

The feeling of regret with which I part with the *Gazette*, is modified by the knowledge that it falls into able hands.

Hoping that the change will benefit alike the paper and its patrons, I remain as ever,

Yours truly,

HENRY E. DUCKER,

Pub. Wheelmen's Gazette.

Buffalo, July 18, 1887.

There are about two thousand cyclers in Washington. A few years ago, Belva Lockwood was the only woman rider in the city, now about five hundred are mounted on tricycles and tandems.

Thomas Stevens has undertaken to deliver a series of lectures in England.

The New Management.

THE announcement that the WHEELMEN'S GAZETTE has passed into the hands of the publishers of the WHEELMEN'S RECORD, will be news to but few of our readers. The mere fact of the change has been previously announced in the weekly cycling press, but we believe it will lead to a better understanding between the editors and their constituency to explain the policy of the GAZETTE under its new management.

From the start we should feel well acquainted with each other. We are not strangers to you who have read "From the Hub to Hoosierdom," or the many selections from the RECORD that Editor Dueker frequently republished in the GAZETTE. By this work of the editors you know us, and unless you are vastly different from that horde of good natured, whole-souled wheelmen to whom we furnish the RECORD every week, we know you.

Now that we are acquainted, we will take you into our confidence and explain to you certain changes that will be made in the GAZETTE.

You will all agree with us that a monthly magazine is a poor place in which to publish the news, especially when its publishers have a weekly paper that is better able to take care of such matters. For that reason the GAZETTE will not attempt to be a news paper, but it will contain a general summary of the news of the past month, and will abound in bright, timely observations and comments on cycling affairs by a corps of able correspondents.

The humorous sketches which have won for the RECORD its great popularity among all wheelmen, will become a feature of the GAZETTE as well. It is a reasonable principle that the literature of recreation should be bright and full of life, and at the same time high in tone and thoroughly clean and wholesome. It is but consistent that it should be so. That is what we shall endeavor to make our part of it.

The GAZETTE will be fully illustrated by pictures in keeping with the literary matter of the paper. As the RECORD is the only illustrated cycling weekly in the country, so will the GAZETTE be the only illustrated monthly.

In all other matters as well, we promise you that no effort will be spared to make both the GAZETTE and the RECORD pre-eminent among their contemporaries. We know that you will not ask more than that.

The American expression, "road-hog," is becoming quite popular in England. It is an expressive term and describes a certain phase of alleged humanity, in a way that no other word can.

Summary of the Month.

(FROM JULY 10 TO AUGUST 10.)

THROUGHOUT the greater part of the country the past month has been hot and dry. The roads have not been in their best condition, but notwithstanding all drawbacks, cycling affairs have made great progress. No better indication of this can be had than the increase of 453 members in the L. A. W., which reminds us that Thos. Stevens has been re-instated by the League officials.

Connecticut. The Hartford Wheel Club adopted a rule expelling members for riding on the side walks; the East Hartford Wheel Club hold a tournament on the 16th. Geo. B. Thayer publishes the story of his cross-continent ride in a volume entitled "Pedal and Path."

California. The riding season is in its height, and a great many local tours are made. The San Francisco wheelmen are organizing to build a track at Oakland.

Illinois. Chief Consul Van Sicklen begins active work on the division road book. Hosford, Winship, Harmon, Dedrick, Seig, Hay, Forest, Greenleaf, et al of Chicago, make century runs. A club of Chicago wheelmen is organized to buy a tandem; on the 10th the Illinois Club hold a smoker; The Owl Club holds a ten mile road race to Pullman, which is won by Winship. Ehrt wins the series of three races against Van Sicklen.

Indiana. The Division holds its annual tour. Century runs are made by Heberhart of Madison and Evans of Ft. Wayne, the latter accomplishing the distance in 9 h. 36 m. Darrow Bros. purchase the *Wheelmen's Gazette* and transfer it to Indianapolis. Prince Wells rides ten miles on one wheel without a dismount in 59 m. 45 s. Terre Haute races are held on the 13th.

Kansas. Division holds its annual meet and races at Paola 18th to 20th.

Kentucky. Division publishes its first road book. The Newport Club spread a supper for their friends on the evening of August 6.

Louisiana. Chief Consul Hodgson returns after a lengthy trip in the north and east. The anti-League element still makes unsuccessful attempts to gain control of the New Orleans club.

Massachusetts. The Division holds its annual meet at Martha's Vineyard. The Columbia team is re-organized with Rowe, Hollingsworth and Crooker, Daniels trainer. Senter, the boy racer of Rockland, challenges any boy of sixteen to race for the national championship. Karl Kron is busy shipping his books from Springfield.

Michigan. The races in connection with State Meet, are run at Detroit on the 10th. The Detroit Club Team challenges any club

to a twenty-five mile road race. The East Saginaw Club Team accepts. Holcomb and Smith of Detroit make a hundred and fifty mile run on the 30th.

Missouri. The Greenwood-Stone race to DeSoto and return, was won by Greenwood on the 11th. The St. Louis Club increases rapidly in membership. A race at the St. Louis fair is declared off, on account of loafing. Treasurer Brewster returned from his eastern trip.

New Jersey. D. Rogers & Co. make a sudden departure, leaving behind an army of creditors. Luscomb resigns from the New Jersey Road Team Racing Association on account of the illegality of road racing. Orange Wanderers have a coasting contest on Avenue Hill. Elizabeth Wheelmen admit two ladies to membership.

New York. Ilderan Club starts on the Canadian tour. Brooklyn Club's races over the Irvington-Milburn course on July 31. As a result of the opening of the park there is a great influx of tandems in the city. Ducker, the cycling king of Springfield, locates in Buffalo. Chief Consul Bidwell begins a series of educational articles on the subject of cycling, for a newspaper syndicate.

Ohio. Division annual meet at Mansfield on the 26th.

Oregon. The cyclers begin working for the repeal of the law requiring wheelmen to dismount upon approaching a team.

Pennsylvania. John Wells, of Philadelphia is returned to his old office as representative. Alfred W. Knight receives damages for being run down upon the road; Rowland Evans and Fred Conningsby also makes it very interesting for a driver who assaults them in the park.

Tennessee. Fisher, Gibson, Combs and Petric of Nashville, tour to Niagara Falls.

Our Letter from Verax.

CHICAGO, ILL., August 13, 1887.

MY DEAR OLD GAZETTE :—

It will be eminently proper, will it not, if I tender your proprietors my sincere and hearty congratulations upon the acquisition of your own self, and indeed I think that the Indianapolis wing of the fraternity will show an exceedingly commendable taste if they hang out their flags in honor of the event, and offer a stanch local support, both financially and otherwise. Cycledom at large has always appreciated you, and the new editors will no doubt see that the same condition of affairs shall continue to exist, and mayhap the already phenomenally large subscription list will show a comfortable increase ere the press tumbles off another volume of your handsomely typed pages. In matter of typographical beauty you have always been the queen of the monthlies, while your large budget of news, and your clean and concise way of putting things, added to the wit and sound sense of your editorial opinion has ever stamped you as the King of the Monthly American Press. That your shadow may never grow less, and that you may continue to spread the gospel

of our manly sport to the four winds, is the sincere wish of your humble servant.

* * * * *

I wonder if the sale of the GAZETTE means that Springfield's mighty chieftain will wash his hands of all things bicycicular, or will he again put his shoulder to the wheel 'til Buffalo shall also cry "hail to you, Oh, Henry E. Ducker, the great, the only getter up of successful tournaments." Well, the old race promoter has had an eventful life, and it was to races that the GAZETTE owes its existence. I remember well the first Springfield meet. We had heard little of Springfield up to that time. Early in the spring, however, a rumor reached us in New York, to the effect that there was a great club there with a president who knew how to manage things, and later on came the handsomest posters we had ever seen to advertise a meet. A lot of the fellows went, including Pitman, Eagan, and our own local champion, Baby Thompson, who had a record of 3:10 for the mile. I didn't go as business prevented, but the boys came back to town with descriptions so marvelous as to rival the powers of a Haggard. "Why," said the Owl, "they did a mile with hands off in 3:15. Ducker's a dandy, and don't you make any blooming error." That day was the talk of the country, and Ducker immediately girded up his loins to prepare for the next year's tournament, which it was announced would embrace three days of sport. The feature was to be a camp on the grounds where the different clubs were to take up their quarters. That spring the *New York Wheel* was made the league organ, and Fred Jenkins, its editor, was invited to referee the races. To make a long story short, the tournament was the most successful Springfield ever gave, though the camp was a huge failure. It was estimated that 50,000 people paid admission at the gate. Yes, Fred Jenkins did the refereeing and paid a bill of a hundred dollars for services rendered, which the wiley Ducker refused to pay, and Fred saying in his paper that the Springfield club declined to settle its obligations, cost him his League membership, for Ducker at once set to work to fire him from the L. A. W. which was done at the fall meeting of the Board at New York. That little bill also cost the *Wheel*, the league organ ship, which was allotted to the publishers of the now defunct *Cyclist and Athlete*.

Ducker planned for his tournament the following year schemes which tintured of the gigantic, and started the GAZETTE to advertise them. The GAZETTE as you all know, has never missed an issue, but succeeding Springfield tournaments were never the success the second one was. This was mainly due of late however to the idiotic nonsense embodied in the amateur rule, and was no fault of the brainy Ducker. It took a pretty long yarn to tell you how the GAZETTE started, and I trust it was worth it.

* * * * *

Our riders seem to think that the Gormully & Jeffery Co., and the Pope Company can be called upon to foot any expense that comes up. Now the Ehlert-Van Sicklen

races, for instance. Most everybody saw them, and the Illinois boys particularly hollered their throats sore over Ehlert's victories, but when it come to chipping in for the medal they were not there. The two companies above mentioned donated ten dollars each, while the combined subscriptions of the Illinois, Chicago, and Owls does not sum up to over a solitary ten dollar note. Shame on you boys, you have had your fun, can't you give up a quarter? Bob worked hard to give you pleasure and should have a better reward than a paltry thirty dollar purchase.

* * * * *

Chicago is to have an international military affair that will eclipse anything of the kind that the world every saw. It is to take place sometime this fall. The prizes offered by various merchants of the city, are magnificent and valued, some of them as high as \$2500. The management intend to give bicycle races also as an additional attraction, and it is not unlikely that we may at last be able to have a booming meet. 500,000 visitors are expected.

* * * * *

The Chicagoos will shortly play a game of base ball with the Illinois club. Conkling has the matter in charge for the former club. I am afraid that the Illinois boys will be defeated, as Conkling tells me that his battery will consist of Whitney and Andrus, both of whom are almost as expert as professionals.

* * * * *

Mr. Gormully showed me a rather peculiar letter from a lady the other day, from northern Ohio, who wanted his concern to make her a machine to ride from her home to New Orleans. Verily cycling growtheth.

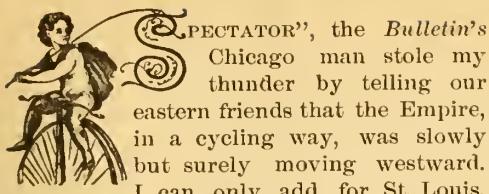
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I have read a number of criticisms both pro and con on Karl Kron's book, and I feel inclined to congratulate him on their tenor. The adverse ones are marked for the most part with an unmistakable dent of malice, and the claims made are either gross misrepresentations or near enough so to be what Chicago people call rank lies. It is true that the identity of the author is apparent all through the work, and equally true that many of the greatest literary efforts of our time have been written from a personal standpoint. It is true too that the author is eccentric to a degree as is shown by the careful manner in which he guards his real name. And one might, should he choose, and know the gentleman, say a great many other things there is no particular occasion to cite. But that the book is just what it is represented to be as a gazetteer, cannot be denied by anybody who takes the trouble to carefully glance over it, and is, I think in the opinion of the majority of these, the most important work exclusively cycling hitherto published.

VERAX.

Messrs. Stoddard, Lovering & Co., offer some very desirable bargains in Racing Machines, and take second-hand machines of reliable make in part payment for same. Aspirants for racing honors cannot do better than write to them for terms.

Notes from St. Louis.



"SPECTATOR", the *Bulletin's* Chicago man stole my thunder by telling our

eastern friends that the Empire, in a cycling way, was slowly but surely moving westward.

I can only add, for St. Louis, that eastern institutions are literally "humping" themselves this way; and if several projects, which are already nearly big enough to walk, result in the successes which their fond parents anticipate, St. Louis may quietly take the lead as the center of cycling progress and general sports.

I can say without egotism, that the cycling press has been a factor in making the latent energies of our wheelmen, and in working on their enthusiasm until we find them in a state of continual activity. The RECORD, coming to us earlier in the week than any of its competitors, I am told is becoming recognized as "the hustling weekly," and I predict that our boys will also take kindly to the new GAZETTE, accepting it as a sort of "easier," to sit back and read at one's leisure.

When discussing the merits and demerits of the various papers, the question is frequently asked of late: "What has become of our own paper?" Is the *American Wheelman* still on deck, or is it settling into a perpetual lull? is the query. I ran across a cycler last week, who was supposed to have been a part owner of the *A. W.*, at one time. "Where is Rogers now?" I asked. "On Change, I expect. Jack hasn't much time for cycling now." Whether this means that we shall write an obituary squib next month or not, isn't certain.

A Manhattan club in St. Louis, or rather an organization eclipsing the New York institution, bids fair to become a fact, in spite of the conservative feeling which tells cyclers to avoid co-operation with other sports. When Mr. E. A. Smith, of the Missouri Club, unfolded his scheme to his fellow-members, doubtful encouragement and cold water were all he got for his pains; but he kept hammering, visiting the leaders of every prominent athletic organization, until Chief Consul Brewster became interested. The latter enthused other cyclers, and meantime Smith button-holed that eminent patron of all sports, J. A. St. John. This gentleman is a member of the Mo. Athletic Club, the Modoc Rowing Club and Gymnasium, and beside spending considerable wealth in booming these, trains and supports the best oarsman in the land—Jake Gandaur. Half an hour's conversation convinced Mr. St. John that Smith's idea was a great one, and he readily promised his aid and influence. Add to this the fact that a generous tract of land can probably be obtained at very reasonable terms, and the prospects grow bright indeed. This land is owned by gentlemen who are themselves lovers of sport, and is located but a square south of the smooth pavements, being a bit west of the Mo. Bi. Club quarters. Some \$15,000, it is estimated, will be required to erect a comfortable house and equip the grounds with

tracks and all appurtenances, and as handy sums have been promised already, it seems there will be no difficulty encountered financially. Once started, members would come in swarms.

It is generally thought that the alluring cycle craze would play merry havoc among the members of a club such as the above; but I know of several prominent Missouri Club men, who are devoted heart and soul to the welfare of the M. B. C., who are afraid that too much success might injure their own club. Said one of them: "My ambition is to see the M. B. C., out of its present quarters within five years, and at home in its own house, somewhere on the Lindell Boulevard, which will one day be the most fashionable spot in the city. I wouldn't encourage this new scheme, one reason being that I cannot well invest in two, and I fear that if it thrives it may do the very thing I want the M. B. C., to do, thereby leaving us in the shade as a club." Others don't share his opinion.

A general athlete is an evanescent mortal; he doesn't last; but convert him into a cycler and he will hunt up cycling quarters, every time.

"If you won't give it away, I'll tell you something," said a Cycle Club man. I promised not to tell. "Well, we are going to build or 'bust.' I have estimated that a nice, comfortable club house, accommodating, say two hundred riding members, could be built for \$5,000. Four of us can supply \$2,000 for a lot. With this and a number of reliable building association shares as security, show me why we can't have a house? It could be leased to the club by the moneyed men at a moderate, yet profitable rate." Possibly, Smith's little scheme might be still safer.

I wonder if a word about Clarksville, in an Indiana paper, would be a "safe course." The mere mention of Indianapolis, in Pike County, means a quarrel on the spot. Well, Clarksville is a great little town, and a few years hence will find it the favorite spot for a Sunday ramble or summer vacation. Possessing fine facilities for boating, fishing, bathing and hunting, to say nothing of the girls, views and fine gravel roads which have a tendency to accumulate on the backs of Indiana editors in "beautiful ridges;" the place is certainly attractive. As to road racing, the natives crave for several years of rest.

Clarksville, like all the other haunts hereabouts, was "discovered." The Eurota Club paid it a visit some four years ago, and came back with tall stories about the scenery, the nine foot coast through space, on the curve of Clifford Hill, etc. Result—more trips and a cycling growth in Pike County. Soon the girls heard of it, and under Prof. Stone's leadership, a boat trip was made up the Mississippi. A second excursion followed shortly, which I shall never forget. Having purposely missed the start, I sat in the Bakery sadly cogitating on the bustedness of things in general, and this cycler in particular, when a gentle grip at the collar told me that Cola was there. Another hour found that devotee of adventure diving from

the bow of a skiff at Alton, twenty-five miles north. A red light coming around a bend, an answer to our calliope call, a scramble ashore and supper in the captain's cabin, all followed in short order. During that beautiful moon-lit night and the two following ones, sleep was at a discount; and on this trip, Phoenix bobbed into existence. Since then, the excursion has been regularly made twice a year. Curious incidents occur some times. I was awakened at 3 a. m., one morning by my cot-companion, the *Post-Dispatch* man, who suddenly sat up and recited poetry, now and then snapping his fingers and making fists at the moon. Arcadia, situated in the Ozarks, eighty miles south, was once a rival of Clarksville, but is no more.

Smith, the latest hustler, yesterday explored the country beyond DeSoto. With a companion, he rode the day before to Hillsboro, spending the night there. His companion had tumbled down the well known hills in approved novice style, but Smith tells us that his face was a study the following morning, when they encountered the hitherto unknown grades south of DeSoto. "The hills were not as long," said Smith, "but were like natural step-ladders, so steep and jolty that one flop followed another for nearly twenty miles. We had enough when Big river was reached, and spent the rest of the day in the water and mending our pants on the bank with some thread a farmer's wife had given us. By the by, did you ever, while in a state of nature, sit on a rosin-covered pine board? I came very nearly bringing one home with me."

DeSoto—hills—Stone-Greenwood race—follows naturally, doesn't it? There has been so much said, pro and con, as to whether these bold riders went down those hills as though they were on home-stretches of so many race-tracks, that a simple suggestion seems in order. If they really did spurt down the hills, perhaps they wouldn't mind proving the assertion by repeating it for sufficient inducement, using machines minus brakes. That would settle the problem (and the riders) forever.

We used to think that a mile ridden in three minutes on a wheel was a wonderful performance, yet we are now prepared to howl, "loaf" if our racing men do not get down to 2:35. Did it ever strike you that a sprinter, creating remoteness at the rate of 100 yards in ten seconds, covers thirty feet per second? Yet this is only half the momentum that Rowe and a score of other flyers reach, when they spurt to the finishing tape at the rate of fifty to sixty feet a second. One foot per second would have been a fair estimate, however, of the speed at which our local flyers moved during one lap at the recent "loaf" at Union Grounds.

Paper full, Mr. Editor? Midnight; guess I'll quit.

PHOENIX.

At the Harvard-Yale games at Cambridge, June 25, one of the most interesting sights was a beautiful Rudge Crescent Tricycle. It was on exhibition in front of the Grand Stand and was surrounded by an admiring crowd of spectators.



"YOU never heard how I came to ride a bicycle, did you?" inquired the Club Liar, casting a general smile around on all the members. None of them made any reply except the Captain, who remarked that he never had been seized with any particularly strong desire to be enlightened on the subject. Then they kept right on arranging for their race meeting and the Club Liar stood back and waited his chance.

At last, there was a halt in the proceedings, and the Club Liar began, "Well, I'll tell you how it was. Several years ago an insurance man got on my track, and there wasn't any way of shaking him. I bluffed him off every time I got a chance, yet about the time I began congratulating myself on being rid of him, he would bob up again with some new semi-tontine, non-forfeitable, non-payable, *non-compos-mentis* sort of a scheme for insuring my life for about forty thousand dollars.

"Finally I saw that there was no use holding out any longer, so we compromised the matter. He agreed to let me alone if I would take an accident policy—five thousand in case of death, and thirty dollars a week indemnity. It came high, too; cost ten dollars a quarter, and the months came rolling around, and around, and I didn't have the least sign of a scratch to show up, but every time I would go down in my pocket for a good old ten. I got awfully sick of it, and I just said to myself, 'old man, you'll have to find some way to get the worth of your money out of this.' I thought about the matter a good deal and asked my friends' advice. My girl's mother advised me to go onto the roof and jump off, but I didn't want the five thousand all at once. I believe I could get more fun out of it in thirty dollar installments. After giving everybody a hearing, I concluded to take the advice of a friend who rode a bicycle. He said if I'd begin learning to ride, he would guarantee thirty dollars a week as a regular thing. So I bought a cheap bicycle and began to monkey with it. I hadn't fooled with it for more than fifteen minutes, before I was in for thirty dollars.

"Just as soon as the week was up I went at it again and got in another claim, then I took the machine out on the country road, and I raced along with a friend of mine. My friend, he won by a long way, but I got sixty dollars out of the race, just the same. Two weeks.

"But finally, the money stopped coming in so lively. I got to learning to ride so well that I couldn't fall off any more without trying. I didn't mind falling when I couldn't help it, but I didn't have grit enough to fall off on purpose. So in a few months, the company began catching up with me and I saw that I was on the losing side again, so I begun to cast about for another style of wheel. I got my eye on one with the little wheel in front. It was called a safety, but safe or not, I felt tolerably sure that I could work a few falls out of it while I was learning. I found a second-hand one for sixty dollars, and I thought it would be a mighty poor wheel that couldn't lay me up for two weeks, and I wasn't disappointed.

"The first time I tried it I took a side fall, and the brake jammed into my leg and slit me clear down to the heel. I got in four weeks, just on that alone, and when I got up I took the machine out and caught the front wheel in the crack of an iron crossing, and that gave me three weeks more. But after that I got the hang of the thing so that I couldn't fall off without making a special effort, so I gave it up and tackled a Rover.

"I had to buy a new one and it came a little high, but I soon found I wasn't going to lose anything on it. The first time I took it out I wabbled along the side-walk until I run into a man. He was a great big specimen and when he got up off the ground, he thumped me so hard that I was laid up for a month and a half. Total receipts for the entire time were one hundred and eighty dollars, expenses sixty dollars, leaving a net profit of one hundred and twenty, which was not bad for a young man with a common school education and limited opportunities.

"I worked a few more small claims out of the Rover safety, but it didn't pay big any more. So I began looking around for another mount and I was still undecided about the comparative advantages of a dwarf safety, or a tricycle, when the Calamity Accident Insurance Co., sent their agent around to me and offered me two hundred dollars if I would let my policy lapse at the next quarterly pay day. We compromised on two hundred and fifty, and although I acted as though I was doing them a big favor, I was rather glad to make such arrangement, for I was getting to ride so that I couldn't fall off of anything that run on wheels, without making a cold blooded effort to create an accident, and somehow or other I didn't have the grit to do that."

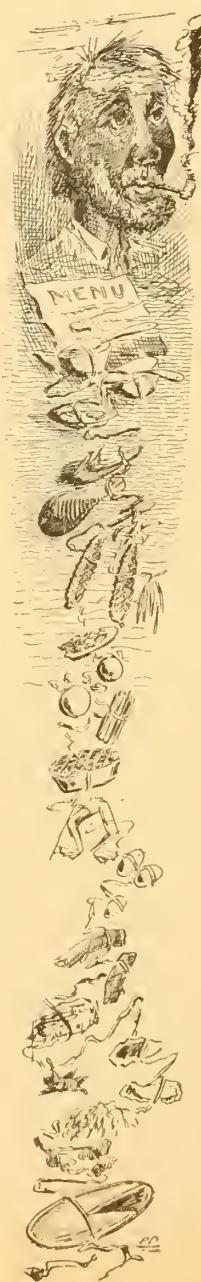
"Excuse me," said the Racing Man, as the Club Liar ceased speaking, "excuse me, but are you insured against accident at present?"

"No, they are all onto me," the Club Liar answered.

"Well, it is a great pity, because I'd like first rate to throw you right out of that window to the tune of two hundred and forty dollars. I guess I'll give you about five minutes to take out a policy, and then I'll give you the throw anyway."

So it happened that the Club Liar took his hat and stole out of the room, and when five minutes was up, the Secretary counted noses and found that they lacked just one of having a quorum, so the meeting broke up.

A Tale of Woe.



NCLINE your elephantine ear,
If you a mournful tale would hear,
For I, that tale would tell:
Much less than one short year gone by,
No melancholy tramp was I,—

I kept a fine hotel.

But all upon a luckless day,—
It happened all about this way:—
Some kind of Wheelmen's Club,
They struck me hard and hung on late,
Until I made a special rate
To furnish them with grub.
Well, soon a wheelman came our way.—
He'd been out riding all that day,
And put in fifty mile,—
Says I: 'this is the League hash-mill,
So just turn in and eat your fill.'

And did he? I should smile!

He went clear through
The whole menu.—
Two bowls of soup, an oyster stew,
Roast spring lamb,
With mushrooms,
A cold boiled ham,
Some Turkish prunes,
Fried potatoes,
And stewed tomatoes,
Some corn and beans,
A plate of greens,
Apple sass,
Sparrow grass,
An Irish stew,
And a pot pie, too,
Broiled frog legs,
Scrambled eggs,
Soused pigs feet,
Some cold cracked wheat,
Pickled tripe,
Fricassee snipe,
Oysters raw,
And a plate of slaw,
And after eating an oyster fry,
He calmly wound up on a pie.

Then, when he ate the pantry dry,
He looked about him with a sigh,
Then ate the silverware;
The table next he masticates,
The glasses, bowls and china plates,
And then he ate the chair.

He chewed the register you bet,
And then the pool and billiard set
His appetite was e-mense!

He ate the combination safe,—
This hungry, hollow, thankless waif,
And all for fifty cents!

And then, to tell the solid truth,
He ate the shingles off the roof,
Then paused, the field to scan:
But all his hungry eyes could see,
Was just unpalatable me,—
A hopeless, busted man!"

"Will it Ever be Thus?"
OR
"The Wail on a Lovely June Morning."

A Drama in One Act.

DRAMATIS PERSONÆ.

H. Wimbel. His better half. The hired girl.
One dog. Another dog.

SCENE:—138 W. 104TH ST., NEW YORK.

H. W.—Wake dearest wife, the sun has fairly risen, the weather fine will be, and I would fain now take thee out, that thou mightst breathe the balmy morning air.

H. b. h.—Aye, aye, it shall be thus, my dearest love, with thee I'll speed upon the *wiry steed*, the Drive fast up and down, this faithful heart I'll breathe in fragrant dew of June.

H. W.—'Tis well my love, I'll tell the hired girl to hurry forth the *Tandem*.

(He hollers) Hi, hi, you lazy wench, go get thee hence, hence over to yon barn, and bring me out that *Tandem*, made by my faithful friends, Gormully and Jeffree, Chicago's truest knights,—go get thee hence, girl go!!!

H. G.—I fly stern master, see me fly.

(exit h. g.)

(H. W. and H. B. H., are seen donning their riding garb, their faces beaming with joyous anticipation. A sad *wail* is heard from without.)

H. W. (Hush, hark, hello, what might H. b. h.) that be?

H. G. (from below) Oh, master stern
Oh, mistress fair
This is bad luck
Go pull your hair.

We never got that *Tandem* yet,
'Tis in Chicago still, I'll bet.

H. W. (Dance around the girl,
H. b. h. who in a graceful position
One dog. leans on the *Tandem* which
The other dog. is not there, and sing:)

Even so
Even so,
Right the girl is,
That I know.
The truth, the sober truth she said.
The wheel is in Chicago yet.
Gormully hasn't *made* it yet.
Even so, even so,
The girl is right, I trow.
Curtain.

Gentle reader, this little Drama, in its simple, touching grandeur teaches us, that there is many a slip between anticipation and realization, also that Chicago is a great place.

Early in the season, H. Wimbel of the *Puck* staff ordered a G. & J. tandem. There was the usual delay that attends the introduction of all new wheels, but just as the tandems were about ready for shipment, the foregoing touching wail came floating across to Chicago.

A butcher, of Philadelphia, who evidently had not heard of the fate of his fellow on the Ripley Road, assaulted Rowland Evans while that gentleman was riding in the park a few days ago. The assault was particularly malicious and unprovoked. It will go hard with the road hog, for the Division has taken hold of the matter.

He Had A Scheme.

"ARE you the codger that runs this concern?"

"Yes," we admitted "we endeavor to act in that capacity."

"Can I have a private interview with you?" our wild eyed visitor asked, abandoning his position at the doorway and approaching close enough to breathe down the back of our neck conveniently, "I have a scheme, a great scheme. I suppose you pay cash for good air-seasoned schemes, don't you?"

We paused in writing out a full report of the grand Senagambian national race meet, long enough to throw out the suggestion that we hadn't time to examine into the merits of any patent anti-headers.

"But I haven't got an anti-header—noting like it," he insisted; "it is a scheme to—"

"We're not paying out cash for copyrighted solutions for the amateur question," and as we rolled out these words in severe tones, the mercury froze in the thermometer, our artist hunted up his pawn ticket and went out to get his overcoat, but the visitor smiled at our elbow, all undisturbed.

"This is my scheme: I propose to make your paper interesting. Now of course your efforts in that direction have been fairly good, but you don't grasp the grand fundamental idea of journalism. Nothing makes a paper so interesting as a red-hot, well matched fight. That is what you lack. You are too peaceable. Of course your size is some excuse for you, but the scheme I have is perfectly safe,—safe, practical and fast, as brother Smith occasionally remarks.

"The idea is just this. You will in the future run two papers, the RECORD and the GAZETTE?" he did not wait for us to endorse this remark, but went on, "Now what I want you to do is to employ me at a salary befitting my social position to conduct a department in each paper. In the RECORD I will write under the name of 'Constant Reader,' for instance, and in the GAZETTE I will take some such a name as 'One Who Knows.'

"Constant Reader" will then lead off by making some wild remark about the pedal mount by star light, or the value of a bicycle as a fire escape. 'One Who Knows' will take umbrage at the remark and call 'Constant Reader' a falsifier, a low lived two-dollar-a-day pace-maker.

"Constant Reader" will then come back with the confident assertion that 'O. W. K.'s grand father was known for years as the great Minnesota road hog.

"At about this stage of the fight you will begin to awake more interest than you appear to do now. New subscriptions will be coming in, and folks will be calling for back numbers so as to see how the feud started.

"Then I will open up on myself and say that 'Constant Reader' needn't talk, when he knows that certain persons have proof that he is a near relative of Senator Daily, of the New York Legislature. Then the folks who have taken sides with 'One Who Knows' will howl for joy, and all the big fire arms companies in the country will be writing in to both the RECORD and GAZETTE to

secure advertising space to be taken out in trade.

"We will just keep it up in this shape—every time there is a bicycle stolen, 'One Who Knows' will accuse 'Constant Reader' and 'Constant Reader' will accuse 'One Who Knows,' and some time when the season draws near a close, 'Constant' will challenge the other fellow to a scrapping match. I will guarantee to accept this over the signature of 'One Who Knows,' naming as weapons, dynamite bombs at ten paces.

"On some dark night we will go outside the city, accompanied by a low priced Chinaman, who we will have previously engaged to act under the disguise of 'Constant Reader.' I will then throw a bomb at him, avoiding fatal effects if possible. It would be best to merely remove a leg. That will supply sufficient blood to wipe out the 'great bicycle feud,' as it will be known. By doing this, you will throw new life and vigor into—"

"See here," we said interrupting him, "please put on your brake, we grasp your mammoth sixty-four inch idea; we grasp it, we approve of it, and we will employ you to carry it out—of the window—on two conditions."

"What are they?" asked the eager stranger.

"That the duel take place first, instead of last, and that the Chinaman be permitted to throw the bomb."



Prince Wells,
CHAMPION ONE WHEEL RIDER.

WHEN Prince Wells came to visit some friends in Indianapolis during the fall of '84, if some familiar eyeler had asked him to come out to the track and see if he couldn't run ten miles on one wheel without a dismount, in less than an hour, it is likely that Wells would have been scared out of the traditional year's growth. Yet he accomplished this same feat on the morning of August 6th on the Indianapolis track, and did it with comparative ease, which simply shows that a man never can tell what he may be able to do.

Three years ago, Prince Wells was known about Louisville, as a good racing man and fancy rider. He was the organizer, captain and bright, particular star of the Louisville Wheel Club, for he was the man they put up against Cola Stone, Dolph, Jenkins and the

old time flyers, who might happen along that way.

When the Indianapolis Bicycle Club was organized in the fall of 1884, Prince Wells, came up to help out in a benefit entertainment at College Avenue rink. His fancy riding was a revelation to us. He could vault into his saddle, ride hands off while cutting letter S's, stand still, and greatest of all, when standing still he could drop a handkerchief between the spokes of his wheel and pick it up again.

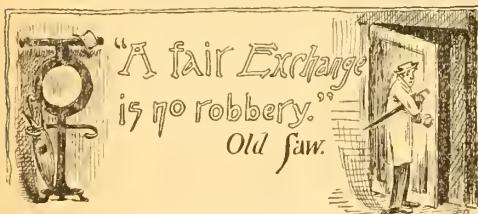
Nothing half so wonderful had ever been seen before, and the members of the Indianapolis Club, one and all advised Wells to become a professional, and not waste his talent in the pursuit of glory. The manager of an opposition rink offered Wells an engagement. He accepted it and resigned his membership in the League.

In the spring of the next year, Wells learned to ride one wheel, and on the Fourth of July he went to Columbus, Ind., and established the one mile unicycle record. Time, 4:47. During this season he toured through Ohio, Indiana, Michigan and Illinois. Next year he made a southern tour, riding at the New Orleans Exposition, but later in the season he came north and traveled with Ralph Freidberg doing double riding. The pair challenged any double team of fancy riders in the world, but the challenge found no acceptance.

During the season of 1886 Wells made a western tour, taking in California, Utah, Arizona and Colorado, going from Denver to New Orleans where he made the first unicycle record for ten miles.

Since the beginning of last season, Prince Wells has ridden over nine hundred performances. During the holiday fortnight at New Orleans, he performed over a hundred times.

Of course, Wells takes most pride in his new world's unicycle record, but there are other wonderful performances standing to his credit. In his regular performance he mounts a bicycle on a table set with dishes, and mounts one wheel on a four foot pedestal. The last time he was in Louisville he rode down the court house steps—twenty-eight in all—upon a wheel from which every thing had been removed except the pedals.



Sperm oil is about the best obtainable lubricant for cycle wheels, but it almost always contains impurities which tend slightly to corrode steel. An easy method of purification is to keep a strip of clean bright lead in the bottle for a few days, exposing it to the light at the same time.—*Wheeling*.

A. T. Stevens, who has been laid up with a lame knee, began riding a tricycle last week and goes to and from business on it. He does

all the driving with the good leg, but lets the other follow the pedal around. This motion in two days, had so strengthened his knee that he could discard his crutches, for the first time in six months, and hobble about with a cane.—*Post Dispatch*.

It is to be hoped that some concerted action will be taken by the manufacturers who have at various times been victimized by pros. who sign contracts to ride a certain make of wheel for a consideration (which we notice the pros. take good care is first paid to them), and when clear of the premises, seem to forget all obligation themselves. Of late some grumbling has been heard in high places, and it would not be surprising to see some pro. made an example of.—*Boston Globe*.



"Hello, old man, what's the matter; you're looking all shrunk up. Been sick?"

"Oh no, I just got into my new League uniform and it doesn't seem to fit exactly."

The *Scientific American* publishes the specifications for a bicycle ambulance, contrived by J. E. Whiting, a British officer in India. The ambulance can easily be constructed in any camp where there are bicycles. Two bicycles are taken, and the rear wheels and pedals removed. The rear forks and heads are then fastened together by pieces of bamboo about ten feet long, the back bones being turned toward each other. A hammock is swung between the saddles, and across each handle-bar, a strong wooden handle, extending several feet on either side, is strapped. A soldier takes hold of each handle and trundles the ambulance along.

Ladies I have bad news for you. I am told by an inventor, that he has a patent pending for a device to go on a tandem which will show just how much each rider is doing, and expose the weakness of those who are strong. I will not suggest that any lady rider "loafs" on a tandem, but I do not believe it at all necessary for the men to know what portion of the work the ladies are doing. I shall not buy the device.—*Daisie in The Bulletin*.

"Westward the course of Empire takes its way." A saying old, but, nevertheless, true. Cleveland has succeeded the mighty Springfield as a racing centre, the beloved Ducker has taken up his abode in Buffalo, the *Gazette* has found a resting-place in Indianapolis, and now Burley Ayres, who has so long been Pooh Bah of the League, will take his wheel for a sojourn on the Pacific slope. We may be a little new out here, but "we get there just the same."—*Bulletin*.

One of the bitterest satires upon what people call the freedom of this land is the existence of such things as tramway lines. For nobody's advantage but their own, a trading company can get the right with very little trouble, to utterly ruin the roadways for every class of traffic but their own. If roads were only decently made and kept, there would exist no shadow of an excuse for their existence, for all their work could then be done much more cheaply and efficiently, and with quite as much comfort to the passengers, by omnibuses, and with twice the safety to pedestrians.—*Cycling Journal*.

Morgan is quoted in an interview as saying: "Commercially America is the great marvel of the world; politically, I don't think much of her. * * * Commercially, give me America; for justice give me England." Now on the question as to the condition of Woodside's stomach, or whether the vermiform motion of Temple's abdomen is normal or not, we accept Morgan's opinion as of value, but when it comes to interviewing the "Senator" on the political aspect of the sky in America, as compared with England, we are somewhat rattled. We are now daily looking for an interview with Mr. Blaine, in which he will knowingly give the prying newspaper scribe points on how McCurdy can "do" Rowe from scratch, and that Rhodes and Neilson are N. G. on the road. The Maine statesman might also confide the intelligence that Mr. Bassett had been frantically championing the abolition of the amateur rule, and London W. wears black tights when out riding. Surely if the Senator can interview on politics, Mr. Blaine can give points on cycling affairs.—*Bi. World*

Ajax, writing in *Sport and Play*, (Eng.) pays his compliments to the American team in a way that indicates that the Senator has neglected to look after his fences in the vicinity of Birmingham. Ajax makes one mistake however, when he accepts these three foreign adventures as representative American cyclers. Ajax should remember that we Americans do not care to be represented in any way by an Irishman, Welshman and a Hebrew.

I must confess that I am a trifle taken-to-over the wonderful doings of these wonderful Americans, whom our Englishmen can lick into a cocked hat. I should like to bet a big wager that W. A. Histon would beat any one of them at any distance up to twenty-five miles. But to the records. Does it not seem strange, dear readers—and I put it to you as men of common sense—that these American cyclists who have failed to do anything very startling during their preliminary efforts in England can visit Long Eaton and do phenomenal performances?

"Where hills have been climbed, where great road races have been run, where wheels have been tested to their very utmost, THE VICTOR has been found at the front to tell its own story."—O. W. Co. Catalog.

♦ AMONG THE MANY BATTLES ♦

WHICH GRACE THE SHIELD OF THE VICTOR ARE THE NAMES OF

CLARKSVILLE,
"BIG 4" 100 MILES,

♦ "THE
BIG 4" ♦

CRAWFORDSVILLE,
BOSTON 100 MILES,

ALL 100-MILE EVENTS, OPEN TO THE WORLD.

MANY RACES.

Including such as "The Eastern Club Race," "The Wanderers' Road Race," etc., have been won on VICTORS, but we mention only the fields which have been open to all comers. THE VICTOR FEARS NO COMPETITION, and glories in no race where any rider is barred.

In several instances, where a choice of different bicycles was given the winner as a prize, the VICTOR has been chosen.

OVERMAN WHEEL Co.

182-188 COLUMBUS AVENUE, - BOSTON.

ALL FORGED STEEL!

ALL INTERCHANGEABLE!

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ALL RIGHT!

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VICTOR

◆ VICTOR ◆

IT WILL OUT-COAST
“OLD COASTER” HIMSELF,
AND THEY DO SAY
THE TIRES STAY IN.

◆
BETTER SEE IT.
CATALOG FREE.

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New American Patents.

Compiled for the WHEELMEN'S GAZETTE by O. E. Duffy, Patent Attorney, Washington, D. C., of whom copies and information may be obtained.

No. 365,377 June 28th, 1887. P. Gendron, Toledo, Ohio, tricycle.

No. 365,488 June 28th, 1887. G. M. Powell, Newfield, N. J., velocipede.

No. 365,702, June 28th, 1887. Harry M. Pope, of Hartford, Conn., assignor by mesne assignments to the Pope Manufacturing Co., Portland, Me., velocipede.

No. 366,045, July 5th, 1887. J. R. Trigwell, Brixton, County of Surrey, England, assignor to Geo. Watson, Middlesex, Eng., velocipede (2 patents).

No. 366,218, July 12th, 1887. T. B. Jeffery, of Chicago, Ill., velocipedes.

No. 366,279, July 12th, 1887. Reinhard T. Torkelson, of Worcester, assignor to the Springfield Bicycle Manufacturing Company of Boston, Mass., treadle for bicycles.

No. 366,287, July 12th, 1887. J. L. Yost and J. B. McCune, of Worcester, assignor to the Springfield Bicycle Manufacturing Co., of Boston, Mass., attachments for bicycle, (2 patents).

No. 366,703, July 19th, 1887. H. Thresher, of London, county of Middlesex, England, assignor to A. H. Overman, of Boston, Mass., velocipede.

No. 366,775, July 19th 1887. T. B. Jeffery, of Chicago, Illinois, velocipede handle.

New English Patents.

Compiled for the WHEELMEN'S GAZETTE by Messrs. HUGHES, ELI & HUGHES, Patent Agents and Engineers, 76 Chancery Lane, London, W. C., of whom copies and information may be obtained.

7715. C. Allen and N. Rathborne, of Liverpool, for improvements in the construction of velocipedes and other wheels.

7736. J. S. Bown, of London, for "improvements mounting bicycles and other lamps subject to vibration."

7875. J. T. Trench, of London, for improvements in air cushion handles for bicycles, tricycles and velocipedes generally.

7894. I. B. Jeffery, of London, for improvements in handles for velocipedes, applicable also to tools, weapons and other implements.

7957. G. Burgess, of Coventry, for improved means for reducing vibration in the handles of cycles or velocipedes.

7971. T. Humber, of London, for improvements in and relating to velocipedes, rendering them applicable for use in war-fare.

7972. T. Humber, of London, for improved device for carry a rifle and bayonet on a bicycle.

8022. H. L. Pearce, of London, for improvements in the driving mechanism of tricycles and similar vehicles.

8165. A. G. Carter, of London, for improvements in bicycles.

8168. A. S. Bowley, of London, for improvements in bells for velocipedes.

8199. W. T. Shaw, W. Sydenham and A. Sydenham, of London, for improvements in velocipedes.

8282. W. H. Freeman and J. Thomas, of

Birmingham, for improvements in bicycle and tricycle lamps.

8306. F. Renz, of Germany, for improvements in velocipedes.

8307. J. Spanton, of Westminster, for a convertible tandem safety bicycle.

8315. H. Passadours, of London, for holding on the brake levers of velocipedes.

8371. J. M. Starley, of London, for improvements in bicycles and tricycles.

8456. J. Busley, of Coventry, for improved means for fixing and holding detachable parts of velocipedes, cycles, and other machinery.

8496. W. Phillips, of London, for improvements in tricycles.

8724. F. W. Gerhard, of Staffordshire, for improvements in cycles.

8793. W. S. Bolt, of London, for improvements in or relating to tricycles, velocipedes, and other vehicles.

8802. K. Shmitt, of London, for improvements in velocipedes.

8920. G. W. Milward, of Manchester, for improvements in tricycles.

8944. H. Edwards, of Anglesey, for improved tricycle the driving mechanism of which may also be applied to bicycles and other kinds of machinery.

9050. T. Warwick, F. Warwick and E. Warwick of London, for improvements in tricycles and other velocipedes.

9091. W. Golding, of Manchester, for improvement in velocipedes.

internal monitor warned him to see the lad.

* * * *

To cut a tedious tale short, let it suffice to say that Messrs. Scragg and Briskit's boy—John Smith—explained that he had seen about the row, and as there was one of his profession in it, he thought the Editor of a paper with so excellent a motto as that which decorates our editorial column would wish to have a fair report, and as a butcher boy and a bicyclist, he considered himself especially calculated for the task, especially as he had arranged to go for a little Jubilee trip with his friend, Mr. William Hawkins, and would pass through the town where the trial was fixed about the time it was held. It is hardly necessary to add that our noble chief gave Mr. John Smith *carte blanche* in the matter, and we apprehend his report in full. It occurs to us that he sometimes premits his professional enthusiasm and *esprit de corps* to outrun his discretion, but in view of the "eminently practical" knowledge which he possesses, we prefer to let the MSS. go untouched.

* * * *

"Ryal Uts Otel, Satdy Nite.

"Mister Eddyter,

"Sir,—Hin accordance with the direktons i received from you, i an my pal Bill Awkins run down to Gilford on Satdy larst to tak a full report of the ole affair. Me and my pal is both in the butcherin line ourselves, an we would much sooner see most of the sigchlists smash than see the gnoble priverledges which we butcher boys as on the road xtinguished. Me and my pal takes train to Lethered, & there we gets orf, and after an offal struggle thro bad roads & stones we gets to Gildford; ere after some little search we finds the cortouse in a bak street. I goes in, when up comes a slop & says wot do i want, & i says 'Press,' i says, and shoes im my card wot ad got 'B N' printed on it. Well, say e, we is got another on em ere; so e puts me & Bill along side of a pale little gent in a summer soot, & whispers e's on for another sighelng paper. So i says preaps this is Mr. Nairn, tho e don't look so portly as e mite, but anyways i'll try the fremasonry of the weel on im, so i slaps im sudden like on the bak and says, 'Ollo! brother weelman, old eok, ow goes it?' Insted of asking me to ave a drink, the pale little gentleman says e aint a brother weelman, and seems urt; so i says to Bill, i says, 'I calls such conduk low.' Well, the pale cove must ave over eard me, for e turns round & says, 'Oh, hof korse if your a special pal of F. P. L.'s i must apolergise,' & e shakes ands, but not asty like, then e says is name is Smashed Candles, wiche, i think e meant for a joke, i was just gettin ready to larf wen i see hour side a comin in. There was the gent who represendid hus, as a profession i mean. Got hup splendid—reach-me-down sort o dittoes—large check-pattern short coat, weskit, an pants, patunt leather bootes, & a fine shiny stovepipe at. 'Hexcentricity hof genus,' says Candles—'ere, ere,' says i, tho I don't know wot e meens. Wen our man took off is at I see e'd been at the suet for is air. 'Ah,' says i to bill 'e aint dun is air with no

Beardon The Bandit;

OR, THE BUTCHER BOY AND THE BRUFFAM.

PART II. GIVEN AWAY WITH PART I.

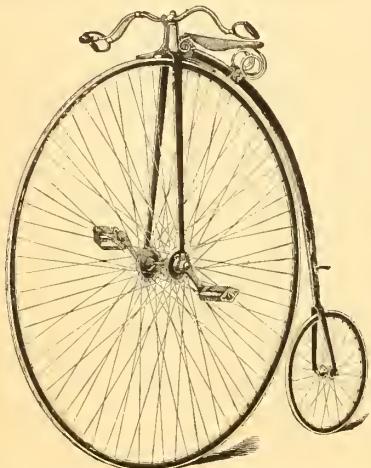
The Editor sat meditating in lonely grandeur in his sanctum—the thoughts which course in rapid succession through the vacuum which replaces his brains were all directed to one subject—the forthcoming trial of the assault case, and the necessity of securing an "expert and practical" report for his paper. The trouble grew in intensity; the Editor was himself a party to the trouble, and thus might be biased, so he was out of the question. Then his thoughts turned towards our only "Comus," who he knew was a person of belligerent nature; but then we felt sure that "Comus" would seize the opportunity to point out that if the wagonette had been fitted with a ball head, or if the horses had had linen collars on, all would have been well. Other members of the staff passed in mental review before the chief's perplexed mind, and still the momentus question remained unsolved.

* * * *

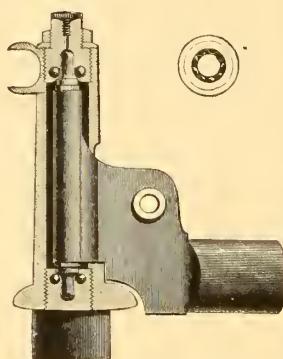
"Please, Sir," said the domestic, entering the room, where a pallid wreck, dead-beaten with deep thought, reclined in his easy chair—"Please, Sir, Mr. Scragg and Briskit's boy wants to see yer." The thing was so startling that it galvanised a moment's life into the dilapidated chief, and he demanded with some asperity why the butcher's boy should wish to see him. The domestic didn't know, and the enraged chief was about to order his instant expulsion from the house, when some

THE NEW MAIL.

LATEST AMERICAN HIGH-GRADE WHEEL!

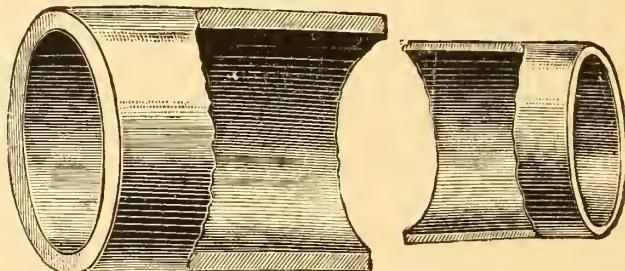


At least, before purchase, see or send stamp for Large Illustrated Catalogue of this Superb Wheel.



TRIGWELL'S BALL HEAD.

One Thousand Miles Without Oiling or Adjusting. Perfect Rigidity and Ease of Steering. Greatest Modern Improvement! See Testimonials in our Catalogue.



WARWICK'S NEW PERFECTION BACKBONE.

Sectional Views of Neck and Back Fork End. Increased thickness and strength given at upper end, where is the greatest strain. Forks, also, same construction.



WARWICK'S NEW RIM.

No Seam Outside.
Thickened Metal at the Bottom.
Cemented Tire.

Also,
NEW ENGLAND AGENTS
for the
IDEAL
BOYS' BICYCLE.

WILLIAM READ & SONS,
MANUFACTURERS,

107 Washington Street, = = =

BOSTON, MASS.



"TEN THOUS. MILES ON A BI.": A Gazetteer of American Roads in Many States; an Encyclopaedia of Wheeling Progress in Many Countries (908 pages of 675,000 words, including 75 pages of indexes with 22,806 references). Sent prepaid for \$2 by the manufacturers, SPRINGFIELD PRINTING CO., Springfield, Mass. Pamphlets of 48 pages, giving specimens of the indexes and main text, "opinions of the press" and of subscribers, and list of 160 depositories where the volume may be bought, are mailed free to all who make application by postal-card to the publisher, KARL KRON, at the University Building, New York City, D.

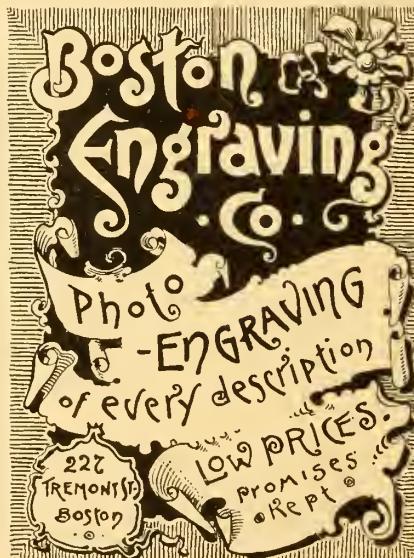


ARTHUR MUNSON, AGENT,
STAMFORD, CONNECTICUT.



ADJUSTS BEARINGS, TIGHTENS SCREWS,
REMOVES DIRT WITHOUT WASHING,
Should be in every Wheelman's Tool Bag.
By Mail 15¢
G.P. Bernays, LITTLE ROCK, Ark.
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FLORENCE, MASS.

YOU can live at home, and make more money at work for us, than at anything else in this world. Capital not needed; you are started free. Both sexes; all ages. Any one can do the work. Large earnings sure from first start. Costly outfit and terms free. Better not delay. Costs you nothing to send us your address and find out; if you are wise you will do so at once. H. HALLETT & CO., Portland, Me.



THE STANDARD SHOE.



THE EAGER
BICYCLE SHOE

This Shoe has every qualification necessary to make it the best Bicycle Shoe in the world. Uppers warranted genuine kangaroo; bottoms warranted hand-sewed. Net price, \$4. A liberal discount made to dealers. Please send for circular. Manufactured by F. M. EAGER, Palmer, Mass.

In answering Advertisements please mention this paper.

New Zealand fat, i'll bet that's prime South Down an nothing else.'

"The cove wot did the lawyering for the other side was a werry quiet spoken gent—our gent was different, e spoke splendid, & described the sighelists has Brigands an Ighwaymen—in fak e let notoin parss but put in a word hevery time e saw a chance. When i card is name wich it wos Forrest Fulton i looks surcastic at the hother side & says to bill i shood advise the hother side to remember the old sayin never holler till you'r hout o the wood—cause wy a Forrests a lot bigger than a Wood.

"Hafter a fu miner cases ad been disposed of a party stands hup & says—'all in this kase cum forad,' & so i as a hopportunity of lookin at all the celebrated people hengaged. The gent hon hour side was very eloquent and piled up the hagny no end callin the sighelists i-waymen and bandits as i sed afore & pointin hout the virchus of is client, is gnable an genllmanly feelin in refrainin from drivin over Mrs. Smith & seterer & seterer.

"The first witness called was a party with short air, werry tite bags & is shoulders carried werry igh whilst is ed was stoopin forad. Candles sed it wos 'The Caborse,' wich i takes to be sort of hallass. Wen e'd been sayin ow the pair ad tried to drive over im hour gent drops in an stops it. The next witness was a comparatively respektable lookin party knone as 'Beardon the Bandit,' hallass 'The Docter,' e gav is evidece hin a werry quiet stile, & tho our man tried never so to queer im, e didn't suckseed, an as i wispered to Bill, wo adn't took no notis of my joke, our cove may be a Forrest, but e mustn't oller till e's out of the Wood, Bill laffed so arty that two slops cam & chucked im directly. After the Docter was dun with, we ad Langridge the Leaper, a young man with surprized heyes, and no houtward signs of belonging to the criminal klarses. Owever, our gent soon put that right, showin as ow this hinnercent-looking cove was a hamateur garotter, & ad jumped on to the back of the defendant, & pretty nigh skragged im; an then we ad 'Illier the Ighwaymen,' who ad is air short, and looked just as if e'd done a bit of chokey recently—as very likely e ad. Most Ighwaymen I've sen in pictures looked different—the penny plain an tuppence colored ones, I mean. i spose this party was a penny one—any ow e was plain enough. Then we ad a quiet-spoken gent named Nicholson, who said a bit, and then another named Daniel. 'Istry repeats itself,' wispered Mr. Candles to me. 'Daniel in the Liar's den,' e says. i wos about to laff, but remembering Bill's fate i contrived to look werry Solemn, whereupon the little gent looked werry unappy & miserable. Wy! Then we ad a man kalled Smith, who our gent made out was in the abit of manoverin his companions under the noses of osse for fun, but nothing come of it. Then our case come on, & 1 gent went on the stand & put it all most clear ow e never said nothing like a wicked word, and simply pulled the orses eads to prevent their runnin over the sighelist, ew a man brought is wip right at em savage like, and ow, but for is presence of mind, damage & hinjury must ave bin

done. Hin short e showed that e was a sort o hangel in plain cloths and a top at. After im eam the koachman, who ad a good apinion of imself, sayin as ow the Docter asked im to apologise, takin im for the boss; and i was ily hinterested to ear that this clever koachman wipped the hamateur garotter with the wip, which e said was in the soket all the time.

"Hall this necesary took sum time, and then the party for the hother side, a Mr. Moore mad a most himpudent speetch, axing the bench to himprison the gent, whereas every thing was the hother way,

"Well, sur! you will ardly bleve it, but presently the magistrates says, 'Turner, Langridge and Hillier stand up.' So these three go into the box, an a orful lookin lot they wos. i was a waitin hexpectin to ear as they ad 5 yeres for darin to drive on the same road with a olesale buteher, wen to my orror, the bench says, 'Summens against these thre gents is dismissed.' Hi assure you, Mr. Edyter, you mite a knocked me down with a pole-ax. Then they calls up hour cove, and, to my astonishment and disgus, they says that ad hany injury been bin dun they would av locked im up, but as there wasn't they fined im the ighest penalty, £5, in each of the three cases, and then they ad hintsul to hinjury by givin one of the fivers to the persecuters side. Wot a hupset of established customs is ere! Wy, we butcher boys will av to be kareful ow we drives round corners next. i kan write no more my art is to ful.

JON X SMITH
is mark.

Bicycling News.

Advertising Novelties.

THE "Reading notice" is generally conected to be a very va'uble form of advertising. Disguised as a news item, the advertisement steals upon us unaware, as we peruse the paragraph columns of the cycling press. Powerful as are these little notices, these promature news items, as we might fittingly style them, they are seldom drawn up with enough spirit. There should be more force and literary style thrown into them; those who don't exactly catch our idea about this matter, may take the hint from a few of our new improved reading notices. We have compiled them with great care and while we have employed expensive literary talent in their construction, we have placed the price so low as to be within the reach of the most impecunious manufacturer.

The —— Cycle Co., is so far behind with their orders that they are running at full blast twenty-six hours a day.

(Style A. 15 cts. per insertion.)

They are selling back bones at three cents a pound at the Cincinnati slaughter houses. This kind of material may do for our competitors, but we desire to state that in the manufacture of —— cycles, we use only the best hand-made gas pipe.

Yours truly,

——— Co.

(Style B. 85 cts.)

There are seventeen clergymen in Brooklyn riding the —— safety wheel.

(Style C. 12 1/2 cts., extra clergymen supplied at 3 for 5c.)

A prominent western dealer writes to —— "please send me one of your —— saddles, they are boomin out here worse than gas wells or real estate. The —— saddles made by —— are no good and they are being sat down upon by all our riders."

(Style D, \$1.10 per insertion.)

see the cyeler wheeling

Down the rocky road,

O how sad he's feeling

For he has a load

Slung across his shoulders'

Now, he would feel merrier

Wheeling o'er the boulders,

With ——'s Luggage Carrier. For sale by all dealers in cycling sundries.

(Style E, \$2.35.)

James Smyth left his new —— Light Roadster standing in front of his residence last Tuesday. The beautiful wheel attracted the eye of a cycle thief, who took it and had barely started off when Mr. Smyth saw him and gave chase, but owing to the easy running qualities of the —— Light Roadster, he was unable to overtake the cycle thief with the fastest horse. Smyth now wishes that he had bought one of the —— Co's., heavy running wheels, for he would have had no trouble in overtaking such a machine a foot.

(Style F, \$1.25, with black heading, 18 cts. extra.)

We offer these advertising novelties to the awaiting public. They are warranted to increase any business twenty-five per cent. or money refunded. We have hired an experienced paying teller, who will perch behind a rich mahogany desk and refund money to all dissatisfied advertisers. Special puffs to order on short notice.

P. S.—Give us a call and examine our large stock of samples.

It was on a Michigan avenue car yesterday. An oldish woman, having three or four parcels on the seat beside her, listened for a while to a conversation between two men on the opposite seat and then leaned forward and asked :

"Were you talking about races?"

"Yes'm," replied one.

"Going to be in town?"

"Yes'm."

"What kind of races?"

"Horse racing, ma'am."

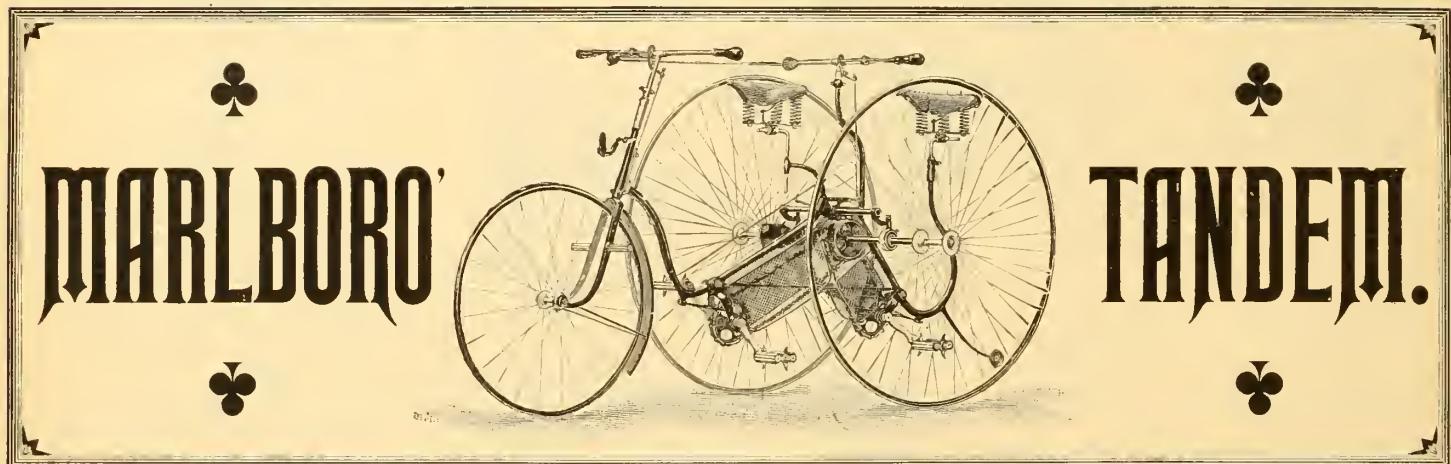
"Oh, it is? Well, that's all. If it's hoss racing I don't keer to hear any more about it."

"What kind of racing did you want to see?"

"Who? Me? Oh, I kinder belong to the church and I don't believe in any sort of racing, but if they've got to race, and if I've got to be there, I like to see about a dozen fellers hop on to them boyekles and go tearing and ripping—hip—hurrah, hurrah—around a track—hi-a-h-h-h!"

And she breathed hard and wiped the sweat off her nose, and when everybody laughed she said she begged their pardon and hoped they wouldn't lay it up against her.—Detroit Free Press.

—THE—
COVENTRY MACHINISTS' COMPANY'S
NEW



New Method of Converting, Very Simple and Expedient. Can be Ridden by Two Ladies. Double Steering. Admitted by both Riders and the Press to be the Best Tandem for All-Round Road Work in the Market.



THE MARLBORO' CLUB TRICYCLE

For 1887 is fitted with 26-inch Steering-Wheel and Extended Bearings. It is the Strongest, Simplest, and Handsomest Single Tricycle made.



THE CLUB AND UNIVERSAL CLUB BICYCLES

Have Many Improvements.



Catalogues sent free on application.



THE COVENTRY MACHINISTS' COMPANY,

239 Columbus Avenue, Boston, Mass.

In answering Advertisements please mention this paper.

Jottings from Across Three States.

 OMING SO unexpectedly the news that the WHEELMEN'S GAZETTE has shifted its base of operations from Springfield, Mass., to Indianapolis, Ind., throws me into what a Hibernian cyeler would call a "doldrum," for my knowledge of geography fails to help me in locating three rivers of first water notoriety between Philadelphia and Indianapolis over which to ship these notes. The Ohio would do for one, but beyond this I am not well enough versed in the topography of the country to name two other streams of like fame, so I am under the necessity of dropping the old heading under which these notes heretofore appeared, and casting about on all sides I cannot find a more appropriate title than the one which appears above, so if it satisfies all parties we will retain it.

I hope that its immigration westward will add to the successfulness and usefulness of the GAZETTE, and while most cyclers no doubt are sorry to have the historic associations of Springfield roughly broken up as they have been, still theinevitable is the inevitable, and as for a century past the march of empire has most unequivocally swept westward, so it is only natural to expect that it should continue to move in the same direction.

The knowing ones in New York and other extremely live localities of the east think we are a slow lot here in Philadelphia, so I am rather diffident about turning in to the fraternity in Indianapolis what may not prove entertaing enough material, but as the GAZETTE in its future career ought to spread out and cover a larger territory than ever, and as the tastes of folks differ considerably prehaps the jottings may still find favor. Prehaps you think out west that we sit still here and let the world wag as it will, well though we do not indnlge in lantern parades of close on two hundred men like the one recently given in Minneapolis, we nevertheless do some kicking around. For one thing take the late fuss between a cyeler and a buggy driver in our park here. The cyeler a mere boy got into a squabble with an influential driver on one of the park drives, and the handler of the ribbons treated the pusher of the pedals to a taste of the whip. When legal proceedings were taken, of course each side had its story, but the results are suggestive of the true inwardness. The buggy driver drew in his horns and acknowledging he was just a "wee bit" wrong, compromised to the tune of \$125. It was scarcely more than a week after the time the papers noticed the afforesaid occurrence that another outrage of a like nature had to be chronicled. The victim of the horseman's whip in the instance just referred to where \$125 was recovered, was Fred Conningsby a youth, unconnected with the L. A. W. or any club. The second victim of road hog favors was Mr. Evans who in addition to being a full grown man is also a member of the L. A. W. Mr. Evans was taking an evening ride,

when, as he states, just inside one of the park entrances, he was wantonly and without provocation cut over the shoulders with a whip by a buggy driver who declared the wheelmen should not be allowed on the roads. Mr. Evans dismounted and went to a guard house close by, but finding it empty, he by the advise of some bystanders followed up his assailant personally. The latter finding he was pursued, whipped up his horse and did his best to get away, but finally after a five mile chase, tired out and reeking with perspiration, Mr. Evans had the satisfaction of catching his man, and handing him over to a park guard. On being caught the buggy driver who turned out to be a Mr. Carnall, a produce merchant of the city, commenced to realize the fix he had got himself into, and begged hard to get off. He even tendered his watch as security for his appearance, but the park guard remarked that he was not in a pawnshop, would have none of it, and sending away the horse and buggy Mr. Evans had his assailant locked up. He remained in confinement for about twenty-four hours, when bail being secured this mighty road-hog was released to await further developements. Mr. Isaac Elwell who is president of the Pennsylvania Bicycle Club, and attorney for the Pennsylvania Division, has the case in hand and says that he is determined to push it to the last extremity.

Karl Kron's book is floating around here, and it is curious to hear the different expressions of opinion respecting it. Some people express unqualified satisfaction with it, others extreme disgust at receiving what they consider a conglomeration of facts of little interest to them or as they think to anyone else. A verdict pitched middle way between the two extremes would convey perhaps about a first estimate of the value of the work, it cannot be altogether praised nor can it be wholly condemned. It partakes more of the nature of a book of reference than anything else, and this is or will be one of its weak poins for a book of reference must be kept up to date or it is valueless. Our English cousins do not seem to look on the production with much favor, but then prejudice in their case respecting things American, has something to do with their opinion.

The intolerable hot weather characteristic of this locality during the summer was not conducive to much activity on the road. Notwithstanding this however, a fair amount of touring has been done by Quaker City riders. The Pennsylvania Bicycle Club has every year a two weeks outing. One year the route was to Lake George, another year it was to Niagara, this year the riders of "Pennsy" followed the path of their own state to the picturesque wilds of Pike county going by way of the well known Delaware gap, and the trip of 1887 is regarded by those members fortunate enough to have participated in it as being one of the most enjoyabele on record. To Captain A. C. Roberts, who has filled his position almost from the foundation of the club, belongs the credit of organizing and keeping up these annual

club wheel perigrinations. It is a feature of "Pennsy" club life which could very well be noted and copied by other cycling organizations, for there is nothing like an annual club outing to bring the men together, and keep up a healthy club life.

The Pennsylvania Bicycle Club is busy moving into its new club house. This is going to be one of the most complete cycling club houses in the country. I say going to be, for it is not yet finished, and though the club is moving into it owing to the expiration of their time in the old house. The formal opening will not take place until some time in the fall. When everything gets fixed up I shall send you an account of what "Pennsys" members expect to be the beau ideal of a cycling domicile.

Some interest is being taken in the racing line in Philadelphia, for a wonder, and according to latest reports, monthly race meetings are to be a feature of this season here. The great trouble with respect to matters of the sort in Philadelphia, appears to be that there is a lack of hormonious action on the part of the local cycling organizations. The utmost harmony seems to prevail all through the Pennsylvania Division, and every one seems satisfied with our new Chief Consul Geo. Jessup of Scranton. Mr. Jessup has proved himself a liberal minded and level headed chief, and if he still pursues his anti-partisan policy he will run the Division up to even a more notable degree of prominenee than is at present characteristic of it. His latest action of appointing Mr. John A. Wells a representative, shows pretty well his line of policy. Mr. Wells was his predecessor in office, and one of the parties in the New York fracas, which raised such a stir some time since in the League world. Though in the minority and to use a vulgar expression "getting left" Mr. Wells did not loose the confidence of his fellow Division members, and Mr. Jessup knowing this evinced much tact and a kindly spirit in appointing Mr. Wells to fill the position which he at present holds.

A race meeting is scheduled in Philadelphia for August 6th. If Temple's record or anybodys else record "goes broke" you may expect to be informed of the fact.
Philadelphia, July 30, '87.

CURIS.

A RANK IMPOSTOR.



First English Wheelman to Second Ditto: Arry, me boy, do you know I believe that fellow Blaine is an imposter? The other evening at Lord Wigglesby's reception I asked him what he thought of Senator Morgan and he said he didn't know him; yet the bloomlin' fraud claims to have been in Congress for twenty years!

Before Purchasing Your New Wheel,
Send for this Catalogue.

60 Pages of
Information.

INFORM YOURSELF

12 Distinct Patterns.

Free to all
Applicants.

ON MODERN MOUNTS

17 Handsome
Illustrations.

New Rapid
AND
QUADRANT
CYCLES

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

Full Roadsters, Light Roadsters, Rover Pattern Safeties,
all with True Tangent Wheels.

Single and Tandem Tricycles, with the unequalled Quad-
rant Steering.

Acknowledged by all Competent Judges to be the Leading
Line of Wheels for 1887.

In answering Advertisements please mention this paper.

Bike.

All the pleasant friends I have met in Chicago, and of the many more I hope to meet there, Bike shall take a second place to none. Gentle reader, do you ask "who is this Bike?" Keep your seat

for a moment, you shall learn. Bike is a dog; a plain, gothic, yellow dog with a short energetic tail and large soulful red eyes. When Bike opened said eyes to look for the first time upon this great, cold, unsympathetic world, he found that cruel fate had located him in Chicago, his specific address being the Gormully & Jeffery stables. It was here that Ned Oliver found the little stranger. He was taken into the office where he made the acquaintance of the entire force. An informal meeting of the stock-holders and employees was held to decide upon a name for him. "Ephriam Alexander" was considered, but was set aside being to bulky, "Beauty" was a good name, but it lacked application. Finally Whittaker's suggestion prevailed and the dog was named "Bike."

Ned Oliver took him home. Ned is very fond of pets and there was something about Bike's frank open mouthed manners that pleased him wonderfully. It soon became apparent, however, that Bike had succumbed to his natural environments and early acquired the flea habit. Several residents of the flat mentioned the matter to Mr. Oliver, but he passed around the cigars, and quieted the talk with a little diplomacy. He did not use diplomacy on the dog, preferring Sapolio and corrosive sublimate, but right along through thick and thin Bike's little friends, the fleas stuck to him.

Bike thinks a great deal of his fleas and devotes a large share of his spare moments to them. It was while sitting in a third story window, one sunny afternoon, frolicing with his little playmates that Bike fell out and broke his leg. None of the fleas were injured. This was a great disappointment to the other occupants of the flat; had he broken his neck or killed all the fleas there would have been greater satisfaction.

As soon as Bike became convalescent he was removed to the factory at the request of Mr. Oliver's neighbors. It was here that I first met him. He was in the saddle room at the time making a light lunch off of scrap leather. As Mr. Oliver introduced us he limped up and rubbed a few fleas onto my pants as a token of friendship, then took up his position between my legs, which he retained during my stay in the building. Bike seemed to like me first rate and so did his fleas, and some of them became very much attached to me. I learned that Bike was a dog of many noble traits. He had a pleasant way of entering into conversation with a frequent rich contra-alto yelp, and ever and anon, he would bite off a portion of one's pants, in a merry, off-hand way. He would do these things every time I sat down; when I got up to walk, he limped along between my legs. I didn't like to kick him away be-

cause I did not want to start a running feud between the GAZETTE and the Gormully & Jeffery Co., but many a time during the day I longed to be with that dog alone for just five minutes, still I would have been satisfied with a compromise that would have permitted him to leave me alone for the balance of the day. But he stuck to me, only one time did I shake him and that was when I tried to lure him into the enameling ovens that I might lose him. He staid outside and waited for me, then and when I came out and found him I suddenly remembered that I would have to hurry to catch the train.

I do not know what great wrong I have ever done to Ned Oliver. I am willing to leave it to all who know us both that my dealings with him have been just and honorable. But be that as it may, just as I had said farewell to everybody, from Birdie Munger down, Oliver grasped my hand and said "Old man, you may have him, I have noticed how much you like him and strong as is our attachment for him, we will give him to you if you will be good to him and treat him as your own."

"Take who?" I hoarsly asked of the young man who was weeping on my shoulder.

"Take Bike, gentle little Bike, and be good to him, treat him as—"

"No sir! not by a great deal I won't" said I, "if there is any treating to be done I prefer to treat the entire crowd."

So we caught Bike and shut him in a fire-proof safe, that he might not follow us as we stepped around the corner.

**From Our British Correspondent.**

AFTER a spring of unexampled badness, summer weather set in with astonishing suddenness, early in June, and we have since had a period of drought as strikingly in contrast to the preceding humidity as possible, so that from chronic muddiness the roads have transformed to a state of universal sandiness, and the heat has been as oppressive as the cold was unpleasant immediately before.

All our amateur championships, but two have been held, and W. A. Illston is conqueror on the bicycle, while the tricycle championships are distributed to separate men. I have not a file of the paper at hand, but believe that it was in the GAZETTE that I criticized young Illston's riding a twelve month ago, and remarked upon the promising form he displayed at the Alexandra Park tournament that year, so that I may lay the flatteringunction to my soul that I was the only writer to discern his sterling quality at the time. Furnival has not been riding this year, except in two or three races (which he won) and Illston had little diffi-

culty in winning the one mile with his famous spurt, in his own inimitable neat style of riding, but at twenty-five miles he developed staying power that astonished not a few, and there is every probability that he will place the remaining two bicycle events—five, and twenty-five miles—to his credit, as F. J. Osmond seems to have gone stale through over-training, and we have not any other men of sufficiently good championship quality to beat Illston.

The tricycle championships have been more open questions. R. J. Mecredy, the Irish rider, was a pretty warm favorite for each race, but in the first ridden (25 miles) he unaccountably failed to retain a spurt for the finish, and was badly left by F. J. Osmond, who won handsomely, although never racing on a tricycle before. G. P. Mills, the road-riding demon, started in this race, (as in others of the championships) but cut up very poorly, having no speed or skill on the path. In the one mile, Mecredy was pitted against not only G. Gatehouse (the Cambridge University crack) but also E. Kiderlen, the Dutch champion, and several other sterling sprinters, in the event, Kiderlen won the sprint. Last of all came the five miles, for which Kiderlen and Mecredy were the favorites, but in this heat the Dutchman was cleverly beaten by Frank Moore, (a former bicycle champion who has recently taken to tricycling with great success) and the final heat fell to Mecredy, who won by accidents, his opponents colliding behind him, although the Irishman would undoubtedly have won in any case.

In all these competitions, the times ruled fast, and a large number of standard medals were won by competitors, although the records did not actually go except from 21 to 25 miles. The tricycles used for racing this year are very much smaller and lighter than previously; thirty inch drive wheels being usual, and twenty-seven to thirty pounds a not uncommon weight, so that it is probable some more records will be badly broken ere long, although up to the present the only times affected have been above twenty miles in the twenty-five mile tricycle race, and the fractional, and mile tricycle records, which have been lowered several times already, now standing at: quarter-mile, half mile, three-quarters mile, and one mile, 2 mi. 35 $\frac{1}{2}$ s.—E. Kiderlen.

21 miles, 1 hr. 8 mi. 57 $\frac{1}{2}$ sec.	—E. B. King.
22 " 1 " 12 " 20 "	" " "
23 " 1 " 15 " 51 $\frac{1}{2}$ "	" " "
24 " 1 " 19 " 11 $\frac{1}{2}$ "	" " "
25 " 1 " 22 " 24 $\frac{1}{2}$ "	" " "

In a practice spin, on trial against time, Kiderlen and Turner have ridden a tandem tricycle:

Half mile, 1:19 $\frac{1}{2}$; Three quarter mile, 1:58 $\frac{1}{2}$; One mile, 2:39 $\frac{1}{2}$.

In a race, Illston has reduced the bicycle record: half mile, 1:14. Of these, the most remarkable is the mile tricycle record. Even when Gatehouse rode twenty miles within the hour, last year, nobody would have predicted that the tricycle mile time would so soon be brought below the celebrated "2:39," which created such a furore

BEST IN THE WORLD!



THE KELLOGG BICYCLE SHOE.

Made of kangaroo or dongola, as may be required, hand-sewed, and possessing merits superior to any other Bicycle Shoe made. Sent post-paid on receipt of price, \$4. Liberal discount to dealers. Manufactured by

W. H. KELLOGG & CO., Palmer, Mass.

YOU CAN'T BEAT THIS!

USE

HANCOCK'S LIQUID ENAMEL.

BECAUSE

It has no superior for Bicycles and Tricycles. Every bottle is full size and warranted to give satisfaction. A fine brush is given with every bottle. It is only 50 cents per bottle.

I can fit ANY BICYCLE with COW-HORN HANDLE-BARS for \$4.50 per pair.

SIDNEY J. FRANCIS,
Special Terms to Dealers. FITCHBURG, MASS.

IT WILL CERTAINLY PAY YOU

TO SEND TO

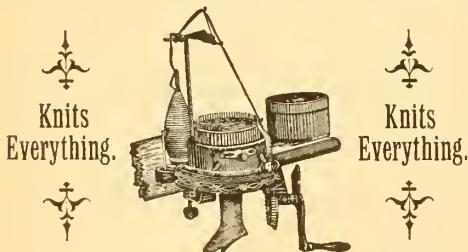
HOWARD A. SMITH
& CO.

Newark, N. J.

FOR ANYTHING YOU MAY WANT
IN THE CYCLE LINE.



See their NEW CATALOGUE.

THE DANA BICKFORD
FAMILY KNITTING MACHINES.

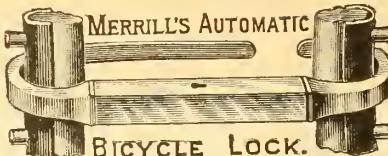
Every family should have one, as they will produce with ease, neatness, and dispatch, every knitted article required by the household, and of just the quality, texture, and weight desired.

Send for Catalogue of Prices to

THE DANA BICKFORD KNITTING MACHINE CO.
795 Broadway, New York City.

MURRAY'S.
100 Sudbury Street, Boston,

Is the place to have your repairs done, as he keeps a large stock of parts for repairing all kinds. Prices low. Second-hand machines wanted. Send 2-cent stamp for catalogue of American wheels.



MERRILL'S AUTOMATIC
BICYCLE LOCK.

For Locking Bicycles. New, Novel, and Elegant. Can be applied instantly, and locks automatically. Neat, compact, and cheap. Weight only 2½ ounces; length only 4 inches.

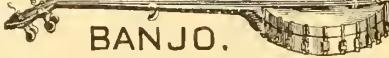
Dr. W. D. BALL of Boston writes: "I bought one of your Locks the first of the season, and can say it is really the only Lock on the market good for anything. I leave my bicycle anywhere, and have never had it tampered with; and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in Bicycles, or sent postpaid on receipt of \$1.

MARLIN FIRE-ARMS CO., New Haven, Ct.

THE CELEBRATED

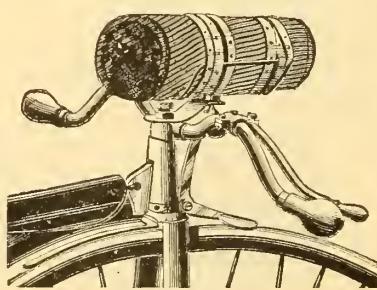
FRANK B. CONVERSE



MANUFACTURED BY

JOHN F. STRATTON,
49 MAIDEN LANE, - NEW YORK.

JUST FILLS THE BILL!

THE ROSS IMPROVED
Detachable Luggage Carrier,
FOR CRANK AND STAR BICYCLES.

POSITION FOR COASTING.

Above cut represents bundle in position for coasting only (at right angle with handle-bars). In ordinary riding the bundle is turned parallel with the handle-bars.

New, neat, and pronounced by all riders to be **The Most Convenient Luggage Carrier Ever Made.** Can be attached or detached instantly. Bundle can be strapped to Carrier when detached. **In Coasting** bundle can be turned entirely out of the way without dismounting. Also many other advantages offered in the **Ross Detachable** entirely unknown in the use of any other bundle support. Don't buy an old-style Carrier until you have seen it. Made in the best manner, nickel-plate, and highly polished. Only \$1; by mail, \$1.10. Liberal discount to the trade.

C. H. ROSS & CO., Sole Manufacturers,
Agents Wanted. 46 Columbia St., ALBANY, N. Y.

THE ROSS CARRIER FREE! To any one sending us an order for six Carriers we will send one of the Ross Detachable Luggage Carriers free.

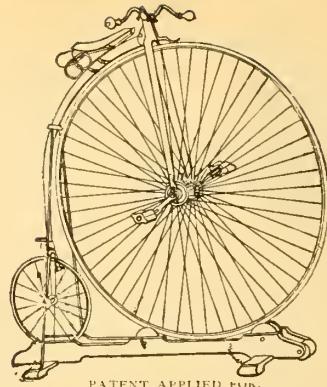
In ordering, state name of wheel.

BIKE DRY POLISHER. The plated parts of any machine kept polished like new with little time or trouble. Satisfaction guaranteed. Price \$1 by mail. Circular free. E. TAYLOR & CO., Cleveland, Ohio.

Best Goods at Lowest Prices!

PUNNETT'S Celebrated Jersey Cloth Knee-Breeches, only \$4 a pair. Knee-Breeches out of Cassimere, Cordury, Flannel, Cheviot, etc., same price. Best Long Bicycle Stockings, \$1 a pair. Improved Acme Belt Hose Supporter, 25c. a pair. Send for samples and measure blanks.

PUNNETT,
MERCHANT TAILOR. ROCHESTER, N. Y.



PATENT APPLIED FOR.

EUREKA HOME TRAINER AND BICYCLE STAND.

New, novel, durable, and adjustable for different sizes and styles of cycles and riders' strength. Invaluable for exercising, training, and teaching beginners; also for cleaning, holding, exhibiting, and saving bicycles from injury, and for benefits derived from cycling the whole year. Dealers will find them of great service in selling and exhibiting cycles. Sold by bicycle manufacturers and agents generally. Price \$7.50. Agents wanted. M. A. WOODBURY, 43 Mechanic St., Bradford, Pa.

A GREAT BARGAIN!
\$50 GRAB IT QUICK! \$5054-INCH ROYAL MAIL RACER.
55-INCH RUDGE RACER.

In first-class condition, and worth \$100. Send for description.

AMERICAN BICYCLE COMPANY,
SPRINGFIELD, MASS.SPORTSMAN'S
Pocket Drinking-Cup.

In nickel-plated case. Improved for 1887, and price reduced to 35 cents, or four for \$1.

GREGHILL MFG. CO.
MERIDEN, CT.

WORKING CLASSES, ATTENTION!

We are now prepared to furnish all classes with employment at home, the whole of the time, or for their spare moments. Business new, light, and profitable. Persons of either sex easily earn from 50 cents to \$5 per evening, and a proportional sum by devoting all their time to the business. Boys and girls earn nearly as much as men. That all who see this may send their address, and test the business, we make this offer: To such as are not well satisfied we will send one dollar to pay for the trouble of writing. Full particulars and outfit free. Address **GEORGE STINSON & CO.**, Portland, Maine.

To ADVERTISERS!

We wish to call your attention to the advantages of *The L. A. W. Bulletin* as an advertising medium.

It goes to every member of the League of American Wheelmen, and has a circulation above 10,000 copies.

It goes to every Bicycle Club room, public library, free reading room, and Young Men's Christian Association in America.

It contains the official notices of the League, and all cycling news.

It goes to a class of young men who have money to spend.

The advertisements in *The Bulletin* are read as carefully as the news.

Our rates are not high, when the circulation and the character of the paper are considered.

Issued every Friday.

ABBOT BASSETT,

SECRETARY-EDITOR,

22 SCHOOL STREET,

— BOSTON, MASS.

when it was first ridden on a bicycle at Springfield.

On the road, nothing very noteworthy has been done. Mills rode a tricycle fifty miles in two minutes faster time than the previous record; and C. W. Bown claims a record for one hundred miles on a tricycle in very poor time—7 hr. 54 mi. 10s. But the road records will not be worried very much just yet, as the surfaces of our best record making routes are in unusually bad condition, and it will be in September and October that the serious business of road racing against time will set in.

A case which has excited a great deal of interest among wheelmen, arose on the famous Ripley Road a few Sundays ago. A wholesale butcher of the anti-cycling type, which you in America denominate a "road hog," drove a waggonette deliberately against a pair of tandem riders, who only escaped collision by taking to the grass. A general scrimmage followed, wherein a horde of cyclists took part against the "road hog" and his groom, and in the event the cyclists gained a decisive victory, obtaining their assailant's address and subsequently having him fined in the highest penalty—fifteen pounds—imprisonment being only avoided by the circumstance that no actual damage was done to the cyclists.

The greatly puffed-up "International Tournament" came off at the Alexandra Park, but was not a pecuniary success, although the entries and racing were excellent. The badness of the track is unquestionably the reason for this, as there seems to have been nothing whatever done to repair the path during the past twelve months, occasionally, desultory jobs of patching and rolling are done, and during the major portion of the year the track is left to go to rack and ruin. So it is expected that we shall have no more "tournaments" at the "A. P.," but in all probability the Birmingham people will get one up next year on a larger scale than ever.

Cycling life in England is becoming almost unbearable to riders who take a keen interest in the sporting side of the pastime, on account of the prominence given to "trade" matters in our journals; and the makers of cycles display as much animosity and acrimony towards one another that even the most straightforward of amateur riders are accused of malpractices by the people in hostility to the make of machine they happen to ride. Races on the path and road, and hill-climbing competitions, alike suffer from the infusion of trade jealousies, and the meanest subterfuges are resorted to by some firms to belittle the wares of opposition houses. In America, I am aware, this sort of thing has been going on to a great extent for a long time past, but your chief manufacturing firms seem to be, at the least, tolerably honorable and gentlemanly in their dealings and counter dealings, which cannot be said of our cycle tradesmen, some of whom are the most blackguardly and illiterate boors, whose exaltation from the bench and the vice to the counting-house and the arm-chair is due to good luck in money matters, un-

supported by good breeding or any refined instinct. This sort of thing is threatening to ruin the sport, and disgust ladies and gentlemen from active participation in the pastime. FAED. London, July 15, '87.



Sale and Exchange.

Advertisements inserted in this department at the rate of *one cent per word for each insertion, cash with the order*. This rate is only made to wheelmen unconnected with the trade. To the trade, regular rates.

FOR SALE—50 inch nickelized Ideal almost new, \$45 a bargain. Frank R. Hill, Three Rivers, Mich.

CARDS—Fine, heavy bristol, 75 cts. per hundred, L. A. W. and local club designs. Give initials of club and League number. Sam Miller, Box 356, Hagerstown, Md.

FOR SALE—50 inch Expert, ball bearings, cow horn handles, full nickelized, Kirkpatrick saddle, never ridden fifty miles. Price \$100. H. W. Meyers, Hazleton, Pa.

FOR SALE—53 inch Rudge Light Roadster, good order and cheap, \$60. W. G. Heberhart, Madison, Ind.

FOR SALE—54 inch 1887 Victor Light Roadster, used but two months, cheap for cash. A. W. Allen, North Pennsylvania St., Indianapolis.

FOR SALE—Facile, 46 inch, latest pattern (1886-7) ball bearings all round, dropped handle bars, Lillibridge saddle, telescope tool bag, etc. In perfect condition except slight injury to one crank rod-fork, not perceptible. Ridden about 60 miles. Price \$100. J. W. Hillman, Cape Vincent, N. Y.

GENTS. One thousand nicely printed dodgers free, sent with each Eruka Hoine Trainer ordered C. O. D. or cash with order, before October 1887. As a local advertisement they are worth twice the cost of trainer and the trainer is worth double the amount it is sold at. No rider can afford to be without one. M. A. Woodbury, Bradford, Pa.

RACER FOR TRADE. Used but a few times on the track, in prime condition; will trade for high-grade light roadster in good condition. For particulars address, "Racer" care Gazette office.

WANTED.—Pair of second-hand ball pedals cheap Lewis W. Blanchard, Centerville, N. Y.

DO YOU WANT A DOG?
If so, send for **DOG BUYERS' GUIDE**, containing colored plates, 100 engravings of different breeds, prices they are worth, and where to buy them. Directions for Training Dogs and Breeding Ferrets. Mailed for 15 Cents. Also Cuts of Dog Furnishing Goods of all kinds.

ARE YOU INTERESTED IN POULTRY?
Then send for **Practical POULTRY BOOK**. 100 pages; beautiful colored plates, 150 illustrations. Beautiful colored plate. Treatment and breeding of all kinds of fowls; descriptions of the breeds; how to caponize; plans for poultry houses; information about incubators, and where to buy Eggs from best stock at \$1.50 per sitting. Sent for 15 Cents.

DO YOU KEEP CAGE BIRDS?
If so, you need the **BOOK OF CAGE BIRDS**. 120 pages, 150 illustrations. Beautiful colored plate. Treatment and breeding of all kinds Cage birds, for pleasure and profit. Diseases and their cure. How to build and stock an Aviary. All about Parrots. Prices of all kinds birds, cages, etc. Mailed for 15 Cents. The Three Books, 40 Cts.

ASSOCIATED FANCERS,
237 South Eighth Street, Philadelphia, Pa.

•Wheelman's Song•

Words and Music by CHAS. B. HOLCOMB, Tariffville, Ct.

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

Indiana Bicycle Co's

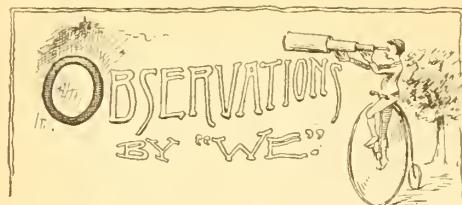
Clearance Sale of Second-Hand and Shop Worn Bicycles.

INDIANAPOLIS, IND.

1-28 Inch Otto new but old style	\$ 7
2-32 " Otto new but old style	10
3-36 " Otto new but old style	13
4-44 " Otto, new style,	30
5-46 " Ideal, 1885 pattern new	30
6-46 " Otto new but little shop worn	35
7-48 " Otto, new but little shop worn	37
8-46 " Otto Special, fair condition,	25
9-48 " Otto Special, in splendid condition,	28
10-48 " Rival, roller bearings to both wheels	10
11-50 " Standard Columbia, fair condition,	25
12-52 " American Challenge, fair,	32
13-52 " American Challenge, new, shop worn	65
14-52 " Standard Columbia,	35
15-52 " Rudge Lt Roadster, used 3 mos.	85
16-52 " Am. Rudge, cow horn bars, spade handles,	75
17-52 " Lt. Champion, used one month,	100
18-52 " Victor, splendid	100
19-52 " Expert Columbia, full nickel, splendid	85
20-52 " Expert Columbia, full nickelized used two months,	115
21-52 " Expert Columbia, spade handles,	110
22-54 " Expert Columbia, full nickelized, ball bearings, splendid condition,	85
23-54 " American Challenge, good condition,	45
24-56 " Premier, ball bearings, splendid	60
28-56 " Sanspareil Lt. Roadster, ball bearings	65
29-58 " Expert Columbia, c. h. bars, ball ped.	85
30-42 " American Safety, ball bearings, fine	75
31-42 " Columbia Safety, shop worn,	100
32-44 " American Safety, shop worn,	85
34- Marlborough Club Tricycle, but little used	125
35- Columbia Tandem, used two months	200
36- Old Style Victor Tricycle,	50
37- Columbia Three Track Tricycle,	60
38- 48 " Victor enameled, 1886 pattern, balls all around, A fine machine,	80
39- 48 " Victor enameled, almost new, 1886 pattern, leg guards, balls all around	85
40- 50 " Victor enameled, excellent; used only two months, 1887 pattern, balls	95
41- 54 " Victor enameled, fair condition; spade handles, 1885 pattern, balls	80
42- 54 " Rudge, nickelized forks and spine, very good, balls to both wheels	70
43- 54 " American Rudge, enameled, but little used, balls to both wheels	65
44- 54 " American Rudge, enameled, fair condition, balls to both wheels	60
45- 54 " Expert, full nickelized, fair condition, balls to both wheels, Victor pedals	75
46- 54 " Victor, enameled, almost new riding very little, 1886 pattern, balls	95
47- 55 " Rudge Lt. Roadster enameled, fair; T handles, Victor pedals, balls	75
48- 56 " Columbia Expert, enameled, good condition, balls to both wheels	75
49- 56 " British Challenge, enameled, excellent, balls to both wheels	65
50- 56 " Apollo, enameled, fine condition, almost new, balls all around	80
51- 56 " Victor, enameled, very good, 1886 pattern, balls all around	85
52- 58 " Victor, enameled, used six weeks, balls all around, 1886 pattern	90
53- 58 " Victor, nickelized fork and spine, fair, balls all around, 1885 pattern	75
54- 46 " American Safety, ball bearings; cow-horn bars and spade handles	80
55- 52 " Royal Mail	85
56 ten 48 in Otto Special new but shop worn	30 each
57 two Springfield roadsters, used as samples	65 each
58 Six 52 inch Light Experts, new, cow-horn bars spade handles	105
59 Three 54 inch same as above	105

The above list of second-hand wheels are all in good, rideable condition, and each one is a bargain. Will be sold at the above net prices. Order quickly, and do not stop to correspond. Order only by numbers. You will not make a mistake by ordering one of these wheels at the price named. Send \$10 with order and we will send C. O. D. for balance.

Mention the Gazette.



When Bull Nicholson was at Detroit, some of the Star boys who had heard much about his spurt, asked him how he did it.

"Do you take a short, quick stroke or a long slow one?" Bull winked knowingly and remarked, "I compromise by making it quick and long."

* * *

Speaking of Indiana racing men, it is curious to note how wild Holingsworth gets in a long race. His strength holds out wonderfully, but he loses that cool self control that every racer should have. At the Clarksville race we were delegated to wait at a certain point on the road to give Sam water as he passed. Presently he came down the road drinking some yellowish liquid from a cup. "Want some water, Sam?" we called. "Yes, yes, run ahead there, ain't you got any sense, run ahead, I can't take it here," and in this cheerful way Sam chased us down the road a couple of hundred yards. It is no fun sprinting against a cyeler, especially when the runner has to carry a tin cup of water. The next time we saw Sam we asked him why he made such a fuss about taking his water at the turn.

"At the turn," he said "Did I get water at the turn?"

"Why certainly."

"Well I don't know one fellow from another when I'm racing."

Again at the Crawfordsville race, Sam got off his wheel at the fifty mile finish, and in a manner quite different from his usual quiet demeanor, loudly demanded "something in a cup." He insisted that he hadn't had a drink since starting, although everyone knew that two of his own brothers had been up the road attending to him.

* * *

We understand that Hicks, of the *Post-Dispatch* would like to get up an editorial race. When he mentioned the scheme to us we assured him of our approval, but suggested that it be postponed until next season so as to give some of the editors of our esteemed contemporaries a chance to learn to ride.

* * *

An Indianapolis preacher who rides a safety, also has a tricycle for his wife. When they go out on the road together, the stronger of the two has the lighter machine, this difficulty, the ingenious inventor obviates by joining the back bone of the bike to the front of the trike by a strong rope, in this way they skip along over the roads and the lady finds herself relieved of a great deal of hard pedaling.

* * *

Speaking of tandems and other multiplied wheels, reminds us of a little conversation

we had with a tall, raw-boned Texan in regard to Singer's Victoria.

It was during the St. Louis meet. We were leaning on the railing of the *Chas. P. Chateau*, and the Victoria was standing just behind us.

"What would they be apt to think of six-in-hand out your way," we asked thrusting our thumb over our shoulder.

"Wall" drawled the Texan, "I reckon if they was all small suit they would call it a miss-deal, an' say nawthin' more about it, but if all six of 'em should happen to be aces, I recon you'd have to hang for it."

Why I Did Not Win.

REASONS are as numerous as flies in a blue berry pie. To race, one must train. I trained, that is one reason why I lost. I trained it, to various points on the B. I. & C. Y. railroad, and now after it is all over, it seems to me that I would have done better had I put in these wasted moments in riding my bicycle. The B. I. & C. Y. road is not conducive to speed, and those who have to ride over it always wonder why the law of Illinois takes the unnecessary precaution of limiting its speed to twelve miles an hour.

To race, one must diet. I dieted, that is another reason why I lost. For breakfast I would content myself with a humble meal of cold potatoes, fried tripe and black coffee. For dinner, ice water, pie, watermelon and a tooth pick; the latter was usually eaten in front of a high priced restaurant, as a guarantee of good faith. At supper time I usually let myself out a trifle and ordered beef steak, potatoes, corn, beans, cucumbers, tomatoes, pickles, applesauce, berries, a few pieces of cake, and a glass of iced tea.

Then I would wander forth into the calm, straw-colored moonlight, and wonder how the other boys were getting along with their training and if they wouldn't give considerable for a large sized octagonal meal. Then I wander about until midnight, calmly content in the knowledge that one who can stand a thorough course of training can win anything.

To win races one must use judgment. Generally I do, but last time when I run the seventeen mile championship of Alaska, I tried using my feet (sometimes judgment won't do the pedaling) besides I felt that my feet represented two large, and growing factions that could no longer be ignored. This is another reason why I got left. Before entering a race always observe that at least half the spokes in your wheel are tight, and your bearings are sober. Also note that your saddle is fastened securely in place; if it is not, tie it down firmly with a piece of pink twine. It is very ticklish to have your seat slide down to the little wheel and leave you sitting on the back bone, wondering how long it will be before the blame thing will shift around and catch the big wheel.

Always let well enough alone. If you are making pace you are probably going as fast as you can, so don't get mad at the other fellow for not relieving you. Even if he has

promised to make a hippodrome of the race, he may be able to set more pace than you can take care of and lap you. He may try to lap you any way. If he does, the best thing to do is to tell some of your friends on the back stretch that you have a terrible pain in your gall, or some other disabling locality; that will let you out and gain you the sympathy of your own crowd at least.

Don't take your girl to see you race. Suppose you get badly left, how will you explain it to her. You can't do it, you will have to sneak out of the back gate and leave some other fellow to take her home.

Don't get mad if, after losing a race, all your friends stand around the other fellow; if you win next time, they will stand around you and rub turpentine and de-odorized benzine into your system.

If you win, make the most of it. Challenge everyone whom you think you can beat. The surer you are, the louder you should blow. Oh, by the way, I almost forgot to tell the main reason why I did not win; it was because the other fellow come in first.

NIXIE.

An Unbearable Yarn.

On the 6th of July at 5 P. M. I started from Bureau Junction for Peoria. Supper was had at Putnam (9 miles) and when I left Henry, ($7\frac{1}{2}$ miles) it was already dusk. I rode along over excellent roads at my best speed until darkness and rough and sandy roads compelled me to walk.

The moon had not yet risen and I began to regret not having stopped at Henry for the night. At length, about 8 o'clock the moon appeared, and I was enabled to ride again. For half an hour I had seen no one and it began to get very lonely. There were sundry stumps near the road which a vivid imagination might turn into bears or robbers. In vain I reasoned that there were no such animals left in civilized Illinois. Wolves I knew there were which rendered desperate by extreme cold, sometimes attacked people. To be sure it was not cold, but why might not extreme heat answer the same purpose?

Then it occurred to me what a splendid article I could write for the *WHEELMEN'S GAZETTE*, if I were chased by a bear or a wolf. I rather hoped one would put in an appearance after that. Instinctively I quickened my pace and imagined a huge grizzly puffing along behind. Very likely the Pope M'fg. Co., would desire to exhibit my wheel along with Stevens' when they heard how it had saved my life.

I was just thinking up a good heading for the story of my adventure, when I ran into a lot of deep ruts. I dismounted safely, but quickly, rather glad on the whole that that a "huge grizzly" was not "puffing along behind."

Presently the road ran through a forest where I had to proceed very carefully to avoid an accident in the almost total darkness. As my desire to meet some denizen of the woods (this is the proper expression, I believe) decreased, my fear of meeting one increased.

"Wh-a-t are th-o-se white things among the trees?" My hair stood erect from curiosity. Nothing but an old grave yard, luckily; still in conjunction with bears this was suggestive.

A steep decline lay before me. I was just about to dismount, when from under a small house, hitherto unnoticed, there appeared a white object the size of a calf. I thought I had got my adventure at last. Somehow I wasn't hankering after adventures any more. It was only a big bull-dog coming at me as if shot from a catapult. At least so I suppose, though I have never seen a bull-dog shot from a catapult.

Sparland was my objective point for the night. Rapid calculation proved to me that the only way to get there was to keep moving I didn't care much for the dog as I knew by a great many bicycle stories that I could easily leave him, but I did want to get to Sparland.

Percy Stone spurted down the DeSoto hills in safety so why could not I spurt down this one, especially as he is only a professional, while I am a glorious amateur.

In the orthodox story fashion I now left the bulldog way behind and should undoubtedly have done the same even if no one had come out of the house and called "Nep" back.

KAY BEE.

Our Australian Letter.



HERE IN Melbourne, the metropolis of Victoria, the wheel has been buzzing at a 2.45 gait for some weeks past, mainly due to the presence of F. Wood and R. James, the English professionals, who have been assiduous in organizing bicycle race meetings, and six days' bicycle tournaments. Previous to the great six day tournament concluded on the 30th of April last, no tournament was held in Victoria since 1882. No sooner was this last one over, than another was organized in which professionals and amateurs could take part, but separately, commencing on 28th of May, last. The professional contest began at 3 P. M., continuing until 9 P. M., after which the amateur contingent came on and occupied the track for two hours, thus affording the professionals six hours per day and the amateurs, two hours. The tournament was held in the exhibition building on a specially prepared track. In the professional event, F. Wood won by five yards after a desperate struggle with Wyburd. The scores were F. Wood, 534 miles, 3 laps; Wyburd, 534 miles, 3 laps; Mitchell, 527 miles 5 laps, the other three competitors being nearly 100 miles to the rear when time was called.

The amateurs was almost as exciting at the finish as the preceding one, owing to the leading men coming over the handles in the last lap. The scores were, J. H. Busst, 191 miles, 7 laps; W. Brown, (England) 190 miles 3 laps; Swan, 188 miles, 2 laps, the other five contestants hopelessly in the rear. In the first hour on the last day, Busst and Brown

scored a record of 17 miles, 3 laps, which betters any one single hour's riding of professionals or amateurs during the contest. This tournament was organized and carried out by Wood and James, who appear to be making money out of their Australian tour.

On Saturday last, a gigantic Athletic and Sporting Carnival was inaugurated in the exhibition building, Melbourne, in honor of Her Majesty's jubilee, a craze which has fairly taken possession of the people in this colony. The managing director of this mammoth speculation is a Mr. H. S. Bole, who represents the Coventry Machinists Co., in Victoria. Some difficulty was anticipated regarding the amateur wheel races announced to take place thereat, owing to the absence of it being stated under what rules such races would be governed. Subsequently it was stated that the Victoria Wheelmen's Association would govern, but as this institution proved to be a myth and existed in imagination only apparently, it was announced that the V. C. U., rules would be adopted, but again the difficulty presented itself of ignoring the Victoria Cyclists Union, which is recognized by the parent institution, and consequently governs Victoria Amateur cycling. The fiat went forth that amateurs would render themselves liable to permanent disqualification if they took part in the racing. Lastly the matter was settled by accepting the V. C. U., government and submitting to its supremacy in amateur wheel racing in Victoria. *En passant*, Mr. Bole seceded from the V. C. U., in connection with the disqualification of Con Dwyer, his employee, over the sworn declaration of R. James, who avers that Dwyer was paid for competing in the tests contests, and the professionals at Sydney in February last, and again in Melbourne for his attempt to lower the race track record of the world. Primarily he was declared a professional for the Sydney affair, but the declaration of R. James, who "managed" for Wood and himself, heaped up the matter. The New South Wales Cyclists Union still regard Dwyer as an amateur and at a recent meeting refused to believe what was stated in the declaration. As a counter Dwyer has in turn filed a declaration denying all that James has sworn to and thus the matter stands at present. Who are the public to believe?

F. Rollinson, the burlesque wheel rider, was the recipient of a benefit meeting, a few weeks ago in the metropolis, tendered by the cyclists of Melbourne.

Cycling in Sandhurst where it is usually lively, is going on steadily but surely. The weather for some weeks past has been such that out door use of the wheel has been effectually stopped. Both clubs are getting on their feet again and with the advent of fine weather, will make a stir. Another racing track is in course of construction in a convenient reserve and adjacent to the city center. It is hoped that this one will prove more successful, both in construction and situation. In the December issue of the GAZETTE you published some particulars concerning the quarter-mile track built by the Bendigo Cricket Club on their grounds at

Black Creek, for the use of local cyclers. Unfortunately the track did not answer the purpose, cutting up terribly, after removing the top coating of cement, and since the intercolonial meeting held there on the 10th of November last, it has not been used at all for any purpose, but it may possibly, after so much rest, settle down and harden well, if the B. C. Club will only look after it. The fatal objection to the Cricket grounds, apart from the track itself, is, that it is too far out of the city to insure good or even payable gates, a feeling that will always enter when the promotion of a race meeting is under consideration. The last meeting held there by the joint clubs, was a financial failure, which will act in a marked way against holding any future undertaking at the same place.

The Sandhurst C. C., has been increasing its membership roll considerably and is now very strong. During the winter they have successfully held socials, and surprise parties, all of which have been largely attended and thoroughly enjoyed, whilst a concert entertainment held a month ago was a decided success. One of their number, T. Basst, has been distinguishing himself on the path by winning the ten mile V. C. U. championship event, and showing up prominently in the other races for Union championship. The third anniversary of the club will be celebrated on the 3rd of August, next, by the customary festivity of a dinner.

The long looked-for "Ten thousand miles on a Bicycle" will be in the hands of American readers ere this reaches you. 'Tis needless to add that the thirty odd subscribers to the volume, in Sandhurst would have long since forgotten about the existence of such a book or its author either, but for the energy of the local V. C. U. Consul, who keeps the little group in hand during the suspense.

Through the courtesy of Karl Kron I have received one of the Pope Mfg. Co., calenders for 1887, a model of inventive art and one of the best things of its kind I have ever seen.

The New South Wales amateur champion, C. W. Bennett, issued a challenge to Con Dwyer, of Victoria, to race a series of distances, viz. one, three, five and ten miles for a medal of the value of ten guineas. The one and five miles were contested on the 21st of May, last, Bennett winning both events, in the very slow time of 3 min. 27 $\frac{1}{2}$ s., and 19 min. 31 $\frac{1}{2}$ s., respectively. A fortnight later, the other events were run off, Bennett winning the three-mile event, and the medal, in 12 min. 13 $\frac{1}{2}$ sec.

The authorized intercolonial wheel championships for New South Wales will take place at Sydney in August next, and the annual Victorian Wheel Carnival will be inaugurated by the Melbourne B. C., in November next, whilst several other important cycling meetings will take place in the metropolis and provinces. This with the fact of the greatest of all events, the Melbourne Cup (horse race) meeting, takes place the same month, and this being jubilee year, should induce competitors and visitors from far and wide to the shores of the sunny south. The big prize of £200 offered by the M. B. C.,

GORMULLY & JEFFERY MFG. CO.

Largest Manufacturers of Cycles and Sundries in America.

CHICAGO, ILLS.

Indianapolis, Ind., July 30 th. 1887.

To the Gormully & Jeffery Mfg. Co.,

My Dear Sirs:

In the language of the brother who arises in prayer meeting and begins by saying "I have something on my mind that I want to say"— so I arise to remark a few things. There is no far fetched connection between wheels and religion. They are very closely allied, in my make up at least. I believe in bicycling all over. I am sorry that St. Paul didn't have one. I think if he had, instead of walking all over the Roman Empire, he would have ridden his bicycle and thus have accomplished twice as much and the Millenium would have been a good deal nearer. I believe that the day will come when all preachers will ride wheels. It may be that a good many must die first; but for all that, the time is coming when the "parson's one horse chaise" will be a handsome two wheeler. I believe that when the brethren once get caught up in the fraternity of wheelmen, they will forget to fall out over differences of creed. Just across the street is an Episcopalian who has very little respect for my meetin' house but who is a jolly good fellow on the wheel.

There is only one reason that it isn't a fit thing that I should ride your Safety. I am considered such an everlasting crank that I ought to ride a crank wheel, but I am willing to sacrifice a little harmony for the sake of safety and sense. Your wheel as per ad. ordered to be ridden by Mr. Hunter, came O. K. and is a beauty. I almost wish I hadn't bought my wheel until next year. Mine was made in March and his in June and there are so many improvements that it almost made me sick. As the boys say, if you don't "get there" it will be a wonder. But with all that you may do, I want to say that you have got, when all things are considered, the best all the year, rough road, smooth road, rain, sun, mud and dust wheel I know of. My Light Safety I regard as a first class wheel. Of course I am heavy and hard on wheels but I advocate the wheel for business and not for the race track. I practice what I preach. I ride my wheel summer and winter, through rain and snow, on smooth roads and on rough; and of course anything that will stand me is pretty well tested. The ad. in the paper has attracted attention I know and will do you good I am sure. I am mailing extra copies to other ministers of the state and I assure you that the fever is spreading. I am just going off on a campaign over the eastern and northern part of the state, taking my wheel as naturally as I would take my boots. For example, I will preach tomorrow at Muncie and then go twenty or thirty miles to preach in the evening. I will doubtless send you the names of persons to whom catalogues may be sent with possible profit.

I am most heartily yours,

G. L. McNUTT,

By the way, I wish you would send me a set of rubber washers direct to Crawfordsville, Ind.

SEND FOR ILLUSTRATED CATALOG.

In answering Advertisements please mention this paper.

will probably induce some of the English fliers, and let us hope American as well, to try their luck for the rich plum offered as first prize, in the three mile race.

Notwithstanding the fact that wheelmen on this side of the water have no exclusive cycling press since the demise of the *Cycling News*, yet their literary wants are very simply catered for in the columns of the daily and weekly papers, metropolitan and provincial locals. We are perhaps better off in that respect than our fellow wheelmen in the metropolis, or any of the other inland cities or towns, for a column of exclusively cycling matter appears weekly, a medium that enables the local cyceler to know how the wheel world wags outside of his own city bounds.

The Jubilee Sporting Carnival, to which I have already referred to in a preceding paragraph, was successfully inaugurated on Saturday night last (11th inst) by a monster procession of all the competitors in costume. The whole thing was a novel spectacle, gay and animated, whilst the whole of the vast building was brilliantly illuminated by the electric light. The tracks and platform were specially well lighted. The carnival extends from the 11 to 18th of June, inclusive, and bids fair to be a monetary success.

Sandhurst, June 13, 1887. OLEVYN.

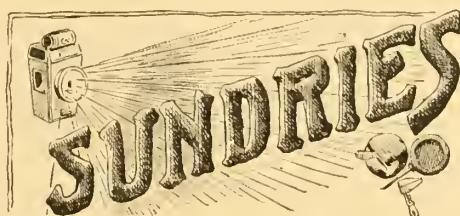


AUGUSTUS—No, we feel that we cannot use your joke about the haggard rider and Rider Haggard; it would not be right for a magazine with a small, weak, local circulation like the GAZETTE to monopolize such a brilliant burst of humor. Sell it to a newspaper syndicate.

C. T. G., Macon, Ga.—You send us eight pages of legal cap carefully written on both sides in which you undertake to tell about a tour you made from Macon to Niagara. You don't exactly catch the idea of what is wanted in a touring sketch. The great mass of wheelmen in the country don't care two cents whether you had ham and eggs for breakfast, or cold beans, yet you tell us this and then go on to give a synopsis of your dinners and suppers. These matters might have seemed very important to you at the time, but there is no excuse for your sitting down in calm deliberate after-thought and putting these trifling facts on paper. The exact time at which you left each town, and the distance between each stopping place is not calculated to interest the average reader, yet you never fail to give it. We tried to cut out all these dry details, but found when we had done so, there was nothing left. The fact is that a touring sketch is the hardest thing to write that you could have selected. You have only failed as hundreds of others have. Try something easier.

"ATHENS," Athens, Ga.—Writing on both sides of the paper seems to be a quite fashionable down in your part of the country. It is not fashionable in newspaper offices this season. We will furnish the paper any time you want to write to us, that is if you have something more important to write about than you have this time.

G. H. B., West Barnet, Vt., and about five hundred others.—The numbers of the GAZETTE which you have not received will be forwarded to you as soon as they come on from Springfield. We have adopted a better system of mailing, than the GAZETTE formerly had, and you will get your magazine all right from now on.



The League has penetrated into Arizona.

Thos. Stevens is arranging for a series of lectures in England.

Treasurer Brewster has been taking in Beantown and its suburbs.

Chief Council Van Sicklen, gave a lawn party to the Owl Cycling Club at his residence in Windsor Park.

J. A. Lewis, Sec'y. Treas. of the Mo. Division has returned from a European trip. He spent a couple of weeks with the cyclers of London.

J. Elmer Pratt, of Flint, Mich., has just returned from a tour of 2,315 miles, occupying two months. The entire cost of the trip was but \$93.15.

Geo. W. Nellis, Jr. of Herkimer, N. Y. has the honor of making the fastest tour across the continent. He was 54 $\frac{1}{2}$ days on the road. Distance 3,369 miles.

The passage of the bicycle bill has boomed the sale of tandems in New York City. Over seventy-five have been sold since Central Park opened.

The Wheelmen of Minneapolis are arranging for a lantern parade to take place during the Exposition this fall. They say it will be a grand affair.

We have tested the new Overman lamp, fitted with the patent Serrell ventilation. It throws a good light, and refuses to go out, under any circumstances.

Messrs. Stoddard, Lovering & Co., have found the demand for the Bicycle to be so great that Harry Corey sold his own private machine to accomodate a customer.

In England, publishing a criticism of a man's racing is considered sufficient grounds for a libel suit. At least Frank Moore thinks so in his action against *The Athlete*.

In Germany the cycle champion is called *Dreirad-Herrenmeisterfahrer*. In this country as long as he is champion, they scorn to treat him so, but when he is beaten, *Dreirad-Herrenmeisterfahrer* is an insignificant mono-

sylable along side of what we then call him.

At the great hill climbing contest in Cheshire, England, promoted by the London Athletic News, the first prize was won upon a Rudge Bicyclette, which was an easy winner from a field of seventeen starters.

Central Park, has now been open nearly two months, and so far no accidents from bicycles have occurred. This must be in a measure disappointing to the old fogies who prophesied continual smashups and runaways.

It is gratifying to note how the English provincialisms, cyclist, bicyclist, etc. are giving way in this country to the more American terms, cycler, bicycler, etc. "Cyclist" besides sounding affected in the extreme is not justified by either analogy or good usage, and should be dropped.

The editor of the *Scientific American* became so enthusiastic over his Rudge bicyclette, that he inserted under date of June 25, a full description of this machine in the columns of that paper.

Quite a number of wheelmen have recently invested in Waterbury watches to carry when on their wheels. The ordinary pocket in the front of a flannel shirt is not a safe place for a fine watch, and in the pantaloons watch pocket it may become soaked with perspiration. This saving the high priced chronometer by carrying a cheap strong watch when riding is a sensible idea.

The GAZETTE publishes this month A. W. Gump's list of second-hand wheels. Mr. Gump is probably the largest bicycle dealer in the country, and his reputation for square dealing has won him an immense trade. The wheels are all priced very low, and the intending purchaser can rest assured that they will be represented to him just as they really are. The list will repay anyone's perusal.

The asinine queries that are at times propounded to the editors of all kinds of papers are well known, but the following, which we have received this week, takes it, we fancy: "Anxious.—Having proceeding into strong exercise on his bicycle too quickly, the left side of his chest protrudes slightly in advance of his right, and this, though not at all painful, he would be glad to get rid of. Could you give a prevention and cure, and state its real nature and cause?" We have recommended our correspondent to try a coke hammer. That ought to kill or cure him. And we prefer the former.—*Wheeling*.

Painful as was the report that artists were starving to death in Paris, because they could do nothing but paint pictures which nobody would buy, yet more painful is it to read that the professional bicycle riders will soon find their occupation gone. Sad, indeed, will it be to see these limber-legged "professors" reduced to the necessity of earning a living like the rest of us. But everybody can't live by and on "art." If the world had no inhabitants but bicycle riders and artists and ball players and elocutionists, we should all starve to death, which would be a good deal worse than things are now.—*Boston Herald*.

BICYCLES ON EASY PAYMENTS.

The NEW RAPID, AMERICAN CHAMPION, STAR, RIVAL, OTTO, and other bicycles and Tricycles sold on easy payments, with no extra charge except for interest. Second-Hand Wheels bought for cash and sold on easy payments. Repairing and nickel-plating.

GEO. W. ROUSE & SON, 7 G Street, Peoria, Ill.

SECOND-HAND WHEELS
BOUGHT, SOLD, AND EXCHANGED.

Send for our large finely-illustrated Catalogue, of interest to every actual or prospective wheelman. Descriptive Price-List of Second-Hand Bicycles free.

GEO. W. ROUSE & SON, 7 G Street, Peoria, Ill.

❖ IMPORTANT TO BICYCLERS! ❖



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THE TRAVELERS

OF
HARTFORD,
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ISSUES ALSO THE BEST AND CHEAPEST LIFE POLICY IN THE WORLD! * INDEFEASIBLE, NON-FORFEITABLE, WORLD-WIDE. *
ASK AGENTS TO SHOW A COPY.

Assets, \$9,111,000.

JAMES G. BATTERSON, President.

Surplus, \$2,129,000.

Paid Policy-Holders, \$13,000,000.

RODNEY DENNIS, Secretary.

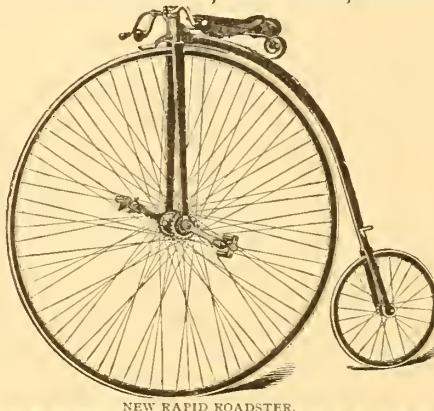
WE MAKE A SPECIALTY
— OF —
EXCHANGING WHEELS.

Fair prices allowed for second-hand machines in exchange for new SPARKBROOKS, QUADRANTS, NEW RAPIDS, VICTORS, FACILES, NEW MAILS, ROVERS, HUMBERS, or ANY OTHER machine made.

Sole Agents for New York of the celebrated NEW RAPID and SPARKBROOK BICYCLES and QUADRANT TRICYCLES.

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NEW YORK BICYCLE CO., 38 Park Place, New York.



WE MAKE A SPECIALTY

— OF —

SECOND-HAND BI-TRICYCLES.

A large stock of these machines, of ALL SIZES AND MAKES, constantly on hand; many FULLY EQUAL TO NEW.

SECOND-HAND LAMPS, BELLS, CYCLOMETERS, BAGS, ETC., IN LARGE VARIETY.

ENCLOSE STAMP for LIST, stating size wanted and make preferred.

Correspondence Solicited.

Two Trips to the Emerald Isle

By "FAED."

I.—A RACING TRIP TO DUBLIN.

II.—A TOURING TRIP TO KILLARNEY.

Profusely Illustrated by Wood-Cut and Lithographic Processes, by GEORGE MOORE.

Price 40 cts., post-paid, from the office of THE WHEELMEN'S GAZETTE, Springfield, Mass., U.S.A.

EDITION DE LUXE.

Printed on thick paper, with 20 photographs of scenery by the author, and bound in cloth boards. By mail, \$6, from the author, Powerscroft House, Clapton, London, England.

MONEY to be made. Cut this out and return to us, and we will send you free, something of great value and importance to you, that will start you in business which will bring you in more money right away than anything else in this world. Any one can do the work and live at home. Either sex; all ages. Something new, that just coins money for all workers. We will start you; capital not needed. This is one of the genuine, important chances of a lifetime. Those who are ambitious and enterprising will not delay. Grand outfit free. Address TRUE & CO., Augusta, Maine.

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Bicycles, Tricycles, and other Cycles of any style or make, REPAIRED, ENAMELED, or NICKELED, in the Best Possible Manner, by Experienced Workmen, at Fair Prices.

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Our facilities for giving instructions in short-hand through the mail are unsurpassed by any other short-hand school in the world. We will give you a three-months' course for \$6, and guarantee satisfaction. Special inducements to parties getting us pupils. Send for sample lesson to

DUREN, VINT & SOMERSALL,
Box 1358, BOSTON, MASS.

THE
Pacific Wheelman.

DEVOTED TO THE INTERESTS
OF CYCLING ON THE
PACIFIC COAST.

Fifty Cents per Year.

Address Care of A. O. COOK & SON,

415 Market Street, SAN FRANCISCO

THE A. C. U. PIN, the most unique emblematical Bicycle Pin made; patent pending; cut shows exact size. Prices: Made of solid Roman gold, raised polished letters, garnet stone in diamond setting, \$3.50; oxidized silver wings or wheel, rest gold, \$3.50; enamel around letters, 50¢ extra; two or three garnet stones set on top of crown, \$1 extra for each; diamond in crown, from \$10 to \$25. Send cash, check, or money-order. W. H. WARNER, SPRINGFIELD, MASS.



In answering Advertisements please mention this paper.

He Wanted to Write a Letter.

"This is the WHEELMEN'S RECORD office?" he asked.

"Yes, anything we can do for you?"

"Excuse me, excuse me, sir. I was looking for the WHEELMEN'S GAZETTE," and he backed toward the door.

"This is the GAZETTE office, too," we said, "do you want anything?"

His mind seemed to wrestle with the mighty paradox for several moments, and as the situation began to dawn upon him, he asked, "You've moved the GAZETTE here from Springfield for a fact, have you?"

"Yes, anything you want?"

"I should like to see "Old Poultry" if he is about."

"Old who?"

"Maybe you know him better as Henry Ducker. Some of the racing boys used to call him 'Hen,' the short for Henry; and some called him 'Duck,' for Ducker. I just split the difference and called him Poultry."

"No," we said, "Mr. Ducker is not with the GAZETTE any more."

"I am a racing man," he said, introducing himself, "one of the profesh, and a particular friend of Henry's. I shall probably not know you well enough to borrow small change before some time next week; but may I have the liberty of dictating a letter to your amanuensis, if she is not too busy amanuencing for your large and prosperous aggregation of publications?"

"We are not in the habit of loaning our type-writer girl out to the neighbors, but if your business is of great importance, you may."

So he went into another room, and that evening after the type-writer girl had gone, we looked in her note book and found this letter:

TO DR. J. H. COOLEY,

CHAIRMAN OF THE RACING BOARD.

DEAR DOC:—I take my pen in hand, or more truthfully, I oil up my type-writer to call your attention to a small matter that may come under your jurisdiction. I do not know how large your jurisdiction is, but I suppose it is about the size of the ordinary green-lined sun umbrella, at present much effected in the effete East.

I have noticed that all the old professionals are trying to get back their amateur standing, and are meeting with more or less success. What kind of a show would I stand at that? I am an unwashed and unrepentant professional myself, but since you have begun taking in washing, what is the matter with performing the snow-white amateur act on me.

This is not a mere matter of pink-tinted sentiment with me. It is a matter of business. You probably understand that there are some very handsome cash prizes offered for amateur events for the fall season. At the same time the profesh has mighty slim picking and poor prospects. Right in the midst of the season I am running in tough luck. True, I have won plenty of collar buttons and silk umbrellas, but I leave it to you as a fair minded gentleman, that no-

body can subsist on such a diet and retain a good racing form at one and the same time. Thus it transpires that a great deal of my time that should be devoted to training and being interviewed, is now being taken up by that most glorious of our free institutions—the free lunch. If I persist in this course much longer, I may attract undue attention and should I lose my amateur status as a lunch artist, I would be in a bad fix.

I am perfectly willing to slip a pedal on the final spurt, and allow my amateur competitors to take the L. A. W. pin, or the silver-plated cake basket. What I want is to get a whack at some of the government currency prizes, and if you can fix the matter all right by return mail, I will do as much for you some time.

Yours for purity of the sport,
PROF. S. P. RINTER.

Cycling and Agriculture.

"I SEE," remarked the manager to the editor, "that a new agricultural paper down in New Orleans, is running quite an extensive bicycle department."

"Well," said the editor, "what's that got to do with us?"

"Nothing in particular, but if you had any enterprise about you, you would take the hint and work an agricultural department into the GAZETTE. That would keep things even."

"Good scheme," said the editor, "I'll see what I can do with it."

AGRICULTURAL NOTES.

The large section, ball-bearing squash should not be picked until after frost. Failure to observe this rule may result in the deterioration of the fruit's flavor.

We are told that the ordinary tire cement is an excellent preparation for impeding the progress of the skipful potato bug. It should be applied carefully with a tooth-brush, otherwise it might prove unnecessarily annoying to the bug.

There may be some excuse for a farmer who neglects to "ring" the common white hog of commerce, but whoever has a road-hog about the place should be very careful to insert a ring in his nose at the earliest possible opportunity.

Farmers who are troubled with rats about the place will find that the ordinary liquid-enamel properly applied will afford the desired relief. Care should be taken to have the rat duly caught and his jaws pried open before the enamel is uncorked. The preparation is very volatile and unless care is used it will harden before it is poured into the animal.

Young people should be careful not to light the parlor on Sunday evenings with a Victor lamp, or they will find to their great disappointment that it will not go out.

A bicycle alarm bell that is no longer of use in its chosen occupation, will be found to make an excellent biscuit cutter.

Small boys should remove the pants guard from their bicycles and take it with them to wash their clothing while in swimming.

The Musical Bicycle.

In last month's GAZETTE, brother Ducker told us about a great invention—nothing less than a musical bicycle. There has long been a demand for something that would scramble together transportation and melody, and we wheelmen have felt it sorely. We have yearned for something that would automatically squirt sweet tunes upon the summer air, and the best efforts of the calliope whistle or the gong alarm have not been able to satisfy us.

Now comes to our relief, the "melocipede." This is the scientific name for the musical bicycle. Anyone can use the instrument, for like the piano of our neighbor across the way, it requires no knowledge of music to operate it.

A new interest is now thrown into cycling. He who formerly imagined it great fun to wheel along the country road and listen to naught save the low crunch of the rubber tire, toying with the gravel and loose sand, will see how greatly he was in error.

Now he will mount his musical wheel and scoot along the road to the tune of "Whoop 'em up Lizey Jane," or "He Gets There Just the Same." The appropriateness of the tune is a matter of no small consequence. Obviously it won't do to go searching along to the tune of "Rocked in the Cradle of the Deep," or "Taken From the County Jail," but "Hustle Little Children" might be looked upon as quite the proper caper.

The wheelman who has a deep, abiding sense of the fitness of things will not go into a hilly country without having his wheel loaded with at least one of Joe Emmet's mountain climbing songs. He who appreciates a good dinner will soon learn that he can wheel up to the road-side hotel by no better tune than "Pay Your Respects to McGinnis." Of course it must be expected that some of the disciples of Abbot Bassett will strike up, "When the Swallows Home-ward Fly," under such circumstances, but we cannot expect to avoid all these counter-currents in our advancing civilization.

The uses of the musical cycle are numerous. It offers us another possible solution for the side-walk riding question. *Directions:* Take the wheel of a side-walk fiend, adjust it to "Children Keep in the Middle of the Road" and fasten it with a lock-nut so as to make the tune permanent. In the course of time the tune will haunt the side-walk rider like a guilty conscience, and he will be driven to reform or insanity.

In connection with the musical cycle, we have but one thing to regret. The brilliant young correspondent who sends us glowing reports of the Wayback Wheelmen's club runs can no longer refer in his usual happy manner to the "silent steeds." He will have to rely upon "Old Sol" and the "Clerk of the Weather" to help him out, in the future. The old "silent steed" that has carried many and many a contribution to the waste basket will soon take its place beside the pig skin saddle and the parallel bearing among the things of the irreclaimable and forgotten past.



Really and truly we would like to know if a racing man can be compelled to take out pedalers' license.

The English tricycle record has been reduced to the remarkably low time of 2 min. 38 sec. for the mile.

Rowe excited much enthusiasm at the Cleveland races, and greatly redeemed himself for his conduct the early part of the season. It would seem that he is in as good or better form than ever.

Crocker is developing into quite a spurter as was evinced at the Cleveland races.

Nielson should take it as an honor being placed on the scratch with Rowe, as at Cleveland.

Tom Nicholson, the Star rider of Crawfordsville has been confined to his house for two weeks past by a bad cold.

Harry Gordon of St. Louis, is developing into one of the fastest riders in the west.

Hollingsworth has joined the Columbia team and has gone east to enter active training. We venture here to make a prediction that the twenty-four hour road record will be Sam's before the snow falls.

The Rudge made its first world's record, just eighteen years ago.

Rowe rode an exhibition mile at Cleveland in 2:30½ and ran off a dead heat with Crocker in 2:57, dressed in long pants and "boiled shirt."

Some of the League Officials are doing their best to prohibit road racing under all conditions.

Chas. Kluge has begun racing on a crank wheel. Whether this is a reform or a relapse into sinfulness depends on what type of wheel you ride yourself.

There is talk of a thousand mile race from New York to Chicago.

Novel races are very popular this season. Fred Cook is going to race an ostrich and the Club Liar is thinking about arranging a race against a district messenger boy.

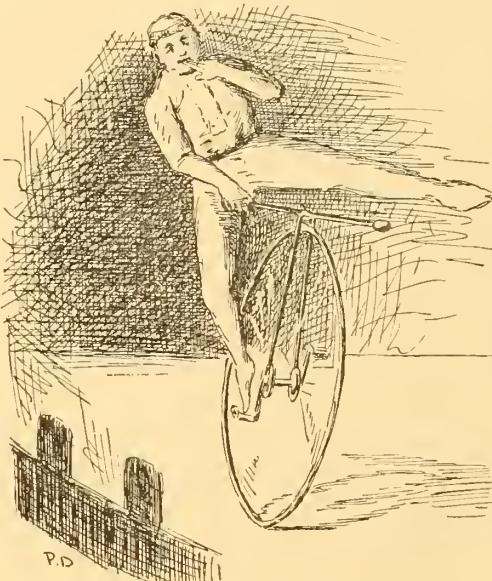
Little Henry's Ambitions, and how they were not Realized.



Little Henry had saved up some money with which to go west and fight the Indians. He saw a chance for himself nearer home, however, and invests in a bicycle.



At first he thought he would like to be known as Hustling Harry, the Champion Pedal Pusher of the Universe.



Then again, he became convinced that there was a brilliant career before him as a fancy rider.



In a few days he firmly believed that he was destined to become a great tourist, and to win fame and glory in foreign lands.



What really did happen before the first week was over.

THE WHEELMEN'S GAZETTE.

A. W. GUMP,

Successor to GUMP BROS.

27 W. SECOND ST.,

DAYTON, OHIO.

List of Second Hand Bicycles,

Notice. Orders for second-hand bicycles can seldom be duplicated, and in ordering please give second choice in case first order is sold. No discount from these prices. All second-hand bicycles are put in running order before leaving our shop. General wear excepted.

Terms. Net cash with order, or will send C. O. D. on receipt of sufficient to guarantee express charges, and balance can be paid on receipt of bicycle.

No.	Size.	Any new Bicycle in the Market Furnished at Lowest prices.	Price.	No.	Size.	Any New Bicycle in the Market Furnished at Lowest Prices.	Size.
1	46	Otto, bran new but shop worn, 1886 pattern	\$26 00	45	52	Premier, ball bearings, cow horn bars, almost new,	58 00
2	44	American Safety, part nickelized and enameled just like new	65 00	46	48	Victor, part nickelized, ball bearings and ball pedals, No. 1 order.	85 00
3	38	Ideal, latest pattern, almost new	29 00	47	54	Star, part nickelized, good order.	52 00
4	59	Columbia Light Roadster, all nickel but rims, ball bearings and ball pedals, Kirkpatrick saddle, cost \$150, almost like new,	115 00	48	46	Acme, new rubber tires and in good running order.	26 00
5	58	American Challenge, ball bearings, standard finish fine condition.	70 00	49	46	Ideal, good running order.	24 00
6	54	American Star, full nickelized, fine order	65 00	50	42	Ideal, good order.	22 00
7	46	Standard Columbia, new but slightly soiled, ball bearings	65 00	51	44	American Safety, part nickelized, good order.	57 00
8	51	Special Star, only used once as a sample, latest pattern	99 00	52	44	American Safety, part nickelized, about like new.	65 00
9	54	American Rudge, ball bearings, new tires on both wheels, fine order	70 00	53	46	Harvard, all nickel but rims, ball bearings to both wheels, fine order, cost \$137.50.	65 00
10	56	American Challenge, standard finish, cow horn handle bars, good order	60 00	54	48	Standard Columbia, part nickelized, good running order, cost \$87.50	88 00
11	50	Expert, all nickelized, fine order	90 00	55	48	Expert, ball bearings, all nickelized but wheels, good order	75 00
12	48	King Safety bicycle, spokes, hubs and head nickelized, almost new, cost \$105	65 00	56	50	Premier, ball bearings, good order	57 00
13	42	American Light Safety, standard finish, balls all around, used a few times as a sample, cost \$117.50	97 00	57	50	Club, ball bearings, good order	50 00
14	49	American Champion, full nickelized, ball bearings and ball pedals, fine order	76 00	58	50	Harvard, all nickelized but wheels, ball bearings, splendid order	75 00
15	52	Harvard, full nickelized, tires worn but balance of machine in good order	55 00	59	50	Harvard, all nickelized but wheels, good running order	60 00
16	52	Harvard, all nickelized but wheels, new tires, ball bearings, No. 1 order	60 00	60	52	Sanspariel, part nickelized, fluted forks, ball bearings, No. 1 order	65 00
17	50	Challenge, standard finish, new but soiled	65 00	61	54	Standard Columbia, all nickelized but wheels, parallel bearings, good order	55 00
18	56	American Champion, standard finish, ball bearings all over, fine order	87 00	62	54	Standard Columbia, ball bearings, good order, with cyclometer,	63 00
19	42	Special Facile, ball bearings, good order except wear on tires, with lamp and cyclometer	78 00	63	54	Expert, part nickelized, ball bearings, fine order	90 00
20	50	American Champion, part nickelized, ball bearings all around, used one week	89 00	64	54	Sanspariel, ball bearings, No. 1 order, drop bars	60 00
21	50	Expert, 1887 pattern, D finish, almost new	112 00	65	56	Harvard, ball bearings, cow horn bars, part nickelized, good order	55 00
22	54	Expert, 1887 pattern, D finish, used one month by a careful rider	112 00	66	54	Expert, part nickel and enamel, ball bearings good order	80 00
23	52	Standard Columbia, new but soiled.	70 00	67	50	Standard Columbia, plain bearings, refitted in good running order	38 00
24	52	American Champion, full nickelized, almost new, ball bearings all around.	98 00	68	56	American Challenge, part nickelized, fine order	65 00
25	52	American Champion, all nickel but wheels, ball bearings all around, ridden less than 20 miles.	95 00	69	56	American Champion, all nickel but wheels, Kirkpatrick saddle ball bearings and ball pedals, fine order	90 00
26	50	Victor, 1887 pattern, new.	115 00	70	56	American Champion, full nickel, ball bearings and ball pedals, just like new	100 00
27	56	Standard Columbia, ball bearings, new.	85 00	71	52	Standard Columbia, part nickelized, No. 1 order	60 00
28	56	American Challenge, standard finish, rented out a few times.	63 00	72	36	Steel tire bicycle in good running order, cost \$15	6 00
29	44	American Safety, part nickelized, No. 1 order.	60 00	73	52	American Club, ball bearings, No. 1 order	65 00
30	50	Victor, ball bearings all over, part nickelized, spade handles, good order.	82 00	74	54	Special Columbia, ball bearings, good running order	55 00
31	50	American Champion, ball bearings all over, rented out a few times.	87 00	75	54	Club Racer, good order	60 00
32	52	American Champion, ball bearings all over, rented out a few times.	83 00	76	52	English Bicycle, built like Standard Columbia, new tires, fine condition	55 00
33	54	American Champion, ball bearings all over, rented out a few times.	82 00	77	36	Kangaroo safety bicycle, ball bearings, good order, cost \$135	65 00
34	44	Special Facile, ball bearings, in fine order, cost \$135.	78 00	78	44	Special Facile, ball bearings, good order	75 00
35	42	Special Pony Star, used once as a sample, will pass for new.	60 00	79	56	Standard Columbia, plain bearings, good order	45 00
36	56	Otto, good running order.	80 00	80	56	Victor, nickelized and enameled, ball bearings all over	85 00
37	58	Expert, ball bearings, enameled all over, good running order.	82 00	81	48	Special Facile, ball bearings, good order	75 00
38	56	American Champion, ball bearings all around, No. 1 order.	82 00	82	48	Standard Columbia, worn but in riding order	25 00
39	48	Columbia Semi-Roadster, new but shop worn, ball bearings.	87 00	83	52	Centaur, used two months	37 00
40	52	Expert, all nickel but rims, new tires, Kirkpatrick saddle, ball bearings and ball pedals, an elegant wheel.	90 00	84	52	Expert, ball bearings, good order	75 00
41	46	Centaur, built like Ideal, rubber tires almost like new, part nickelized and enameled, fine order.	92 00	85	54	Expert, ball bearings, good order	75 00
42	44	American Safety, all nickel but wheels almost like new.	85 00	86	52	Matchless, ball bearings, worn, but in running order	45 00
43	52	Expert, part nickelized, Kirk. saddle, ball bearings and ball pedals, fine order.	88 00	87	50	Champion, ball bearings all over, No. 1 order	75 00
44	50	Harvard, all nickelized but wheels, ball bearings, new tires, fine order.	68 00	88	48	Springfield Roadster, new	70 00

I have purchased a job lot of bran new Universal Club Bicycles and while the stock lasts can offer them at following special bargains. They have cow horn bars, hollow forks, ball bearings to both wheels and are first-class wheels. All have hollow felloes and part nickelized.

75 00 89 52 Club Light Roadster, ball bearings, new, cost \$117.50
90 00 90 54 Club Light Roadster, ball bearings, new, cost \$120.
100 00 91 56 Club Light Roadster, ball bearings, new, cost \$122.50

95 00 92 50 Sociable Tricycle, ball bearings, bran new tires and all wheels in number one condition, for two riders, cost \$225
69 00 93 48 Otto Tricycle, just like new
90 00 94 48 Victor Tandem attachment, No. 1 order
95 00 95 48 Otto Tricycle, shows little wear

95 00 96 Good Second-hand Guns and Revolvers taken in Exchange for Bicycles.

A. W. GUMP, Dayton, Ohio.

Mention the GAZETTE when You Write.

THE WHEELMEN'S GAZETTE.

• ARE THEY SELLING? • DO THEY GIVE SATISFACTION? •

WELL!!

READ THIS! ☺

ANN ARBOR, MICH., May 4, 1887.

GORMULLY & JEFFERY MFG. CO.

Gentlemen—Wheel came this afternoon all right. The agent thinks it the finest wheel he was ever on. Handles just the thing for hill-climbing. From what I have seen of it it is more than satisfactory. Knocks the out two times. The girls yelled out to me that it was "the schon," and so we will call it O. K. Will write later concerning its health.

Truly yours, FRED. R. ROMER.

AND THIS! ☺

BLOOMINGTON, ILL., May 11, 1887.

GORMULLY & JEFFERY MFG. CO.

Gentlemen—I received my CHAMPION wheel some three weeks ago, and am highly pleased with it. The members of our club have examined it and pronounced it excellent, equaling and surpassing in many respects any wheel in the market. Four of our club now own this make of wheel, and before July 1 three-fourths of the club will ride it. As our riders are all old wheelmen, this fact speaks loudly in favor of the CHAMPION.

Yours truly, E. P. BLAKE.

And they are coming in every mail. See the other Cycle Papers for plenty more of the same sort. Catalog on application.

AND THIS! ☺

LITTLE FALLS, N. Y., May 17, 1887.

GORMULLY & JEFFERY MFG. CO.

Gentlemen—The LIGHT CHAMPION is a "dandy." Have ridden nearly 200 miles already, and only had it one week Sunday. How's that? I am giving it one of the best tests in the world, as I live at Herkimer and work for Burrill & Whitman at Little Falls; I ride down over the toughest roads in Herkimer county in the morning and back at night, every pleasant day with good roads,—sixteen miles sure,—besides what running around I do. I think I will cover quite a number of miles this year; will keep track and see.

Yours respectfully, J. E. SEARLES.

AND THIS! ☺

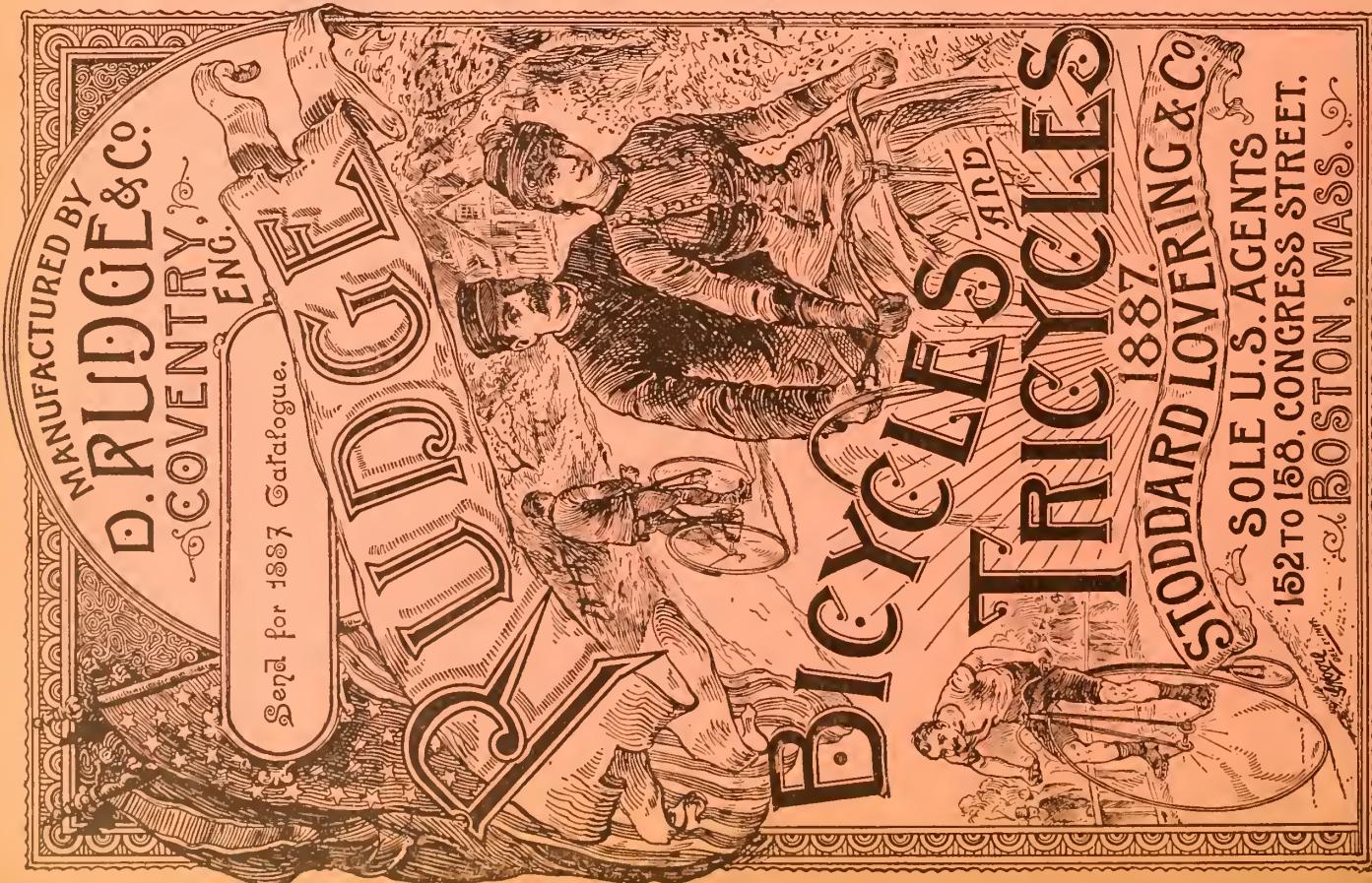
JACKSON, MICH., May 12, 1887.

GORMULLY & JEFFERY MFG. CO.

Gentlemen—The AMERICAN LIGHT CHAMPION received all right. It is the easiest-riding wheel I ever mounted, and also the prettiest wheel in Jackson. Mr. Pratt, the purchaser, is very much pleased with it.

Yours truly, M. JAY MOORE.

GORMULLY & JEFFERY MFG. CO., CHICAGO, LARGEST MANUFACTURERS OF CYCLES AND SUNDRIES IN AMERICA.



In answering Advertisements please mention this paper.