

THE WHEELMAN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. III. No. 4.

INDIANAPOLIS, IND., APRIL, 1888.

50 cents per Annum.

Riders of Racing Columbias hold the best World's Records. Equally good Material, Workmanship and Care are given to the Manufacture of

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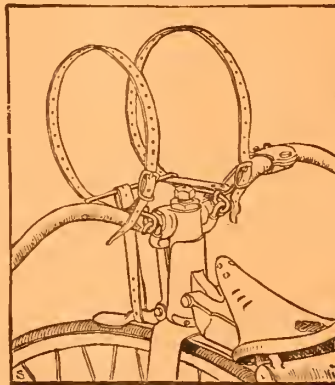
Or Improved Bicycle Shawl Strap.

Detachable Form for Books or any other Bundle.



This Carrier is made DETACHABLE, so it may be removed from the Bicycle in a moment without undoing the bundle. Simply unbuckle the strap which holds it down in front and unhook it behind the bar, fasten the hook again and you have a perfect Shawl Strap for carrying the bundle in the hand.

Made in two widths, 3½ and 4½ inches between the arms. For sale by all Bicycle Dealers.



(Patented Feb. 7, 1882.)

PRICE, \$1.00

Does not interfere with the use of the brake.
Does not add to danger of "Headers."
Saves the machine if one is taken.

Worth its price for use on one excursion, and you can afford to buy a fresh one when your old one gets soiled.

Very light; no extra weight of bag to carry.
The bundle may be rolled short for coasting, to allow room for the legs on each side.

Try one and learn its great convenience.

Students using the 'Wheel' will find the arrangement valuable in carrying their books to and from school.

It is strong and durable.

THE PROPER PLACE FOR LUGGAGE IS ABOVE THE HEAD OF THE BICYCLE

Where the extra weight is not noticable in riding, and is an ADVANTAGE in preventing the driving wheel from slipping while climbing hills. Any experienced rider knows that baggage carried on the perch or back-bone is IN THE WAY, difficult to climb over in mounting, and makes the hind wheel DRAG HARD and the STEERING HEAVY, particularly where the roads are rough.

The great Bicycle Traveler, and author of "XM Miles on a Bi.," KARL KRON, says:—"I never tire of advising Tourists to use your LUGGAGE CARRIER, as by far the best thing of the sort ever devised."

Hundreds of Testimonials equally as good.

Liberal Discount to Dealers.

Made by C. H. LAMSON, 177 Middle St., PORTLAND, ME.

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READ THIS IF YOU OBTAIN A CARRIER.

DIRECTIONS—FOR PUTTING ON THE DETACHABLE CARRIER:—Unfasten the hook and hold the Carrier over the head so that the hook will hang down behind the right handle-bar, then pass the hook in between the Break and the Head and hook it to the wire loop behind the left handle-bar, then use the short strap to fasten the whole down firmly to the brake in front, (see cut). On some makes of Bicycles the wires of the Carrier will need to be bent down to bring it level. If the Carrier sticks up after it is hooked on the machine, USE A LITTLE FORCE AND BEND IT DOWN. A little piece of rubber cloth is a good thing to roll the bundle in. When your wires get bent out of shape, straighten them up. They will stand it.

If your dealer does not have them, send \$1.00 directly to the manufacturer who will mail you one, postage free. We make a special Detachable Carrier to fit the "Victor."—Price, \$1.00.

Manufacturer of the GOLD L. A. W. BADGES, &c.

In answering Advertisements please mention this paper.

THE CLARK CYCLE COMPANY,

—SUCCESSORS TO—

SAM'L :- T. :- CLARK :- & :- COMPANY,
BALTIMORE, Md.

Having Secured the Sole United States Agency for the Celebrated

KING OF THE ROAD LAMPS,

Made by **JOS. LUCAS & SON**, Birmingham, Eng.

We are prepared to supply the Trade on Liberal
Terms. RIDERS should insist on having
the best, for a poor Lamp is worse
than no Lamp, and there are
none so good as the

"KING OF THE ROAD"

Send for 1888 Catalog of

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CONTAINING COMPLETE PRICE LIST OF LAMPS AND OTHER FIRST CLASS ACCESSORIES.

Mailed on Receipt of Name and Address.

Sale and Exchange.

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

GREAT BARGAIN. A Facile, good as new, cheap. N. J. WHITEHILL, West Randolph, Vermont.

PHOTOGRAPHS of noted wheelmen; send for circulars. FRANK H. ROBERTS, Collinsville, Ill.

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

FOR SALE, a 46-inch Facile Bicycle, "Special '86;" nearly new. Address R. W. HILL, Ward, Delaware Co., Tenn.

FOR SALE, cheap, 48-inch Expert, 48-inch Victor and 48-inch Harvard in first-class condition. Address 7 BROWN ST., New Haven, Conn.

FOR SALE. Columbia Light Roadster, 55-inch, enamelled. First-class condition. Price \$110.00. Address, C. L. R., Care WHEELMEN'S GAZETTE.

NOW is the TIME to sell your Bicycles, Tricycles, etc. Best means of securing purchasers is by advertising in our SALE and EXCHANGE COLUMN.

TO EXCHANGE 44-inch 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. ARTHUR MUNSON, Stamford, Ct.

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

HINTS to Prospective Cycling Tourists in England and Wales. Particulars they most want to know; from start to finish. Price 25c. Stamson, Stamford, Conn.

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

FOR SALE a brand new Springfield Roadster Bicycle, retail price \$75; will sell to the highest cash bidder. Address, X. Y. Z., care WHEELMEN'S GAZETTE, Indianapolis, Ind.

TO EXCHANGE, 3 good Volsins and Cases, and small lot of fine plated Jewelry (balance of stock) towards good Bicycle, Safety or Ordinary, or Remington or Hammond Type Writer. W. B. KERNAN, Hornellsville, N. Y.

DONT BUY A BICYCLE until you have sent a stamp to A. W. Gump & Co., Dayton, Ohio, for a list of over 250 second-hand and shop-worn bicycles. Mention this paper. Second hand guns and bicycles taken in exchange.

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

FOR SALE. A 56-inch, full nickel American Light Champion Bicycle, 1887 pattern, with spade handles; used only a few times and as good as new; cost \$138.50. Will sell for \$115 or will trade for a 54-inch Columbia Expert. Address C. F. SPECK, Grayville, Ill.

THE early bird catches the worm. We have made unparalleled reductions in our entire stock of Bicycles, Tricycles, Tandems and Safeties, both new and second-hand, for cash and exchange; send for list just published; state what you need, and we will send full particulars. L. H. JOHNSON, Orange, New Jersey.

CHARLES SCHWALBACH,
—DEALER IN—

Bicycles and Sundries and Lawn Tennis Goods,

Has the best line of second-hand wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

STEEL BALLS FOR ANTI-FRICTION BEARINGS. Of Best Cast Steel. HARDENED, GROUND AND BURNISHED 3-16" to 3" diam. Samples and prices on application. Simonds Rolling Machine Co., Fitchburg, Mass

All in need of a good, servicable pair of bicycle pants, or for that matter, an every day pair should send to the Bay State Pants Company for samples of their goods.

A. W. Gump & Co., Dayton, Ohio, have purchased the entire stock of bicycles and sundries of F. Kohnle, who will hereafter give his entire attention to nickel plating.

We are in receipt of a very handsome hanger from the Springfield Roadster Company, it shows their wheel in a great many different positions, also the different sundries that they handle.

The salesrooms of A. W. Gump & Co., Dayton, Ohio, show a stock of over five hundred bicycles and many more are on the way. Every wheelman should send for his catalog and second-hand list.

Now that the riding season is commencing, every wheelman should take out a policy in the Travelers Insurance Company. This company is the oldest and most reliable in this line of business, and makes a specialty of insuring wheelmen. It will be worth your while to investigate their plan of insurance.

Dear Mr. Editor: Won't you please tell your male readers that \$3 will buy a fine, strong, servicable pair of pants, made to order by the N. Y. Standard Pants Co., of 66 University Place, New York City? By sending 6 cent in postage stamps to the above firm, they will send to any address 25 samples of cloth to choose from, a fine linen tape measure, a full set of scientific measurement blanks and other valuable information. All goods are delivered by them through the U. S. Mails. A novel and practical idea. Advise your readers to try the firm. They are thoroughly reliable. Yours truly, WILLIAM VANDERBILT.

CHEAP EXCURSIONS TO MINNESOTA, DAKOTA, IOWA, NEBRASKA AND KANSAS.

The popular Monon Route (L. N. & C. Ry.) will sell excursion tickets to all points in the above named states at half-fare. Tickets will be on sale March 20, April 3 and 24, May 8 and 22, June 5 and 19, 1888. Tickets are good 30 days. Stopover privileges allowed at intermediate points going. For tickets and further information apply to any agent of this company.

I. D. BALDWIN, D. P. A.
E. O. MCCORMICK, G. P. A. 26 S. Illinois St.
Chicago, Ills.

A MYSTERY.

What is a mystery? One of Webster's definitions is "that which is beyond human comprehension until explained." To some persons the Compound Oxygen is a mystery. Any one who would like to clear up this mystery and know "what Compound Oxygen is—its mode of action and results," may receive a work with that title, containing nearly two hundred pages of interesting reading free of cost on sending address to Drs. Starkey & Palen, the physicians who have so successfully used this treatment and who seek to satisfy the natural curiosity to have the "mystery" explained. Their new offices are at 1529 Arch Street, Philadelphia, Pa.

THE GREAT MODJESKA

Eloquently indorses a principle important to all, in the beauty and preservation of the teeth.

My Dear Sir: New York, Feb. 4, 1888.
I purchased, last October, while in Topeka, Kansas, several boxes of your Felt Tablets (Ideal Tooth Polishers) for the teeth, and have been using them ever since. I cheerfully add my testimony to others as to their value, and believe them to be an invention that will in time almost supersede the brush of bristles. I am only afraid that at some time I may run out of the Tablets in a place where none are procurable. Yours truly, HELENA MODJESKA.

HALF FARE EXCURSIONS TO THE WEST.

The Vandalia Line will sell excursion tickets to points in Kansas, Nebraska, Texas and other western and north-western states, April 3 and 24, May 8 and 22, June 5 and 19, 1888 at half fare or one fare for the round trip, good to return for 30 days from date of sale. The superior accommodations afforded by this great passenger route are so well known to the traveling public, that it is scarcely worth while to makemention of them, and the close and sure connections incident to a journey over the Vandalia, is one of the satisfactory features which go to make the route so deservedly popular. For particular information about rates, time of trains, etc., call upon or address H. R. DERING, Ass't Gen. Pass. Agt. Vandalia Line, Indianapolis.

WE WANT EVERY

BICYCLE AGENT AND NEWSDEALER

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

IT WILL BE A BENEFIT TO YOU.

IT WILL BE A BENEFIT TO THE SPORT.

IT WILL BE A BENEFIT TO US.

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

In the Future the

Wheelmen's -:- Gazette

Will be kept on sale at the offices of

Hart Cycle Co., Philadelphia, Pa.
John Wanamaker, Philadelphia, Pa.
M. A. Woodbury, Bradford, Pa.
Bert Galbraith, Milton, Pa.
W. I. Wilhelm, Reading, Pa.
Cincinnati News Co., Cincinnati, O.
B. Kittridge Arms Co., Cincinnati, O.
Chas. Hanauer, Cincinnati, O.
Cleveland News Co., Cleveland, Ohio.
A. W. Gump & Co, Dayton, Ohio.
Nicholson & Cossand, Russiaville, Ind.
Harry Hearsey, Indianapolis, Ind.
Louis D. Smith, Terre Haute, Ind.
John Wilkinson Co., Chicago, Ill.
W. B. Sizer, Chicago, Ill.
Brentanos, Chicago, Ill.
George W. Rouse, Peoria, Ill.
T. J. Mathews, Grayville, Ill.
F. H. Roberts, Collinsville, Ill.
Eisenbrandt Bros., Baltimore, Md.
Clark Cycle Co., Baltimore, Md.
Springfield Roadster Bi. Co., Boston, Mass.
H. M. Saben, (Rudge Agency) Boston, Mass.
American Bicycle Co., Springfield, Mass.
W. H. Kellogg & Co., Palmer, Mass.
E. H. Milham, St. Paul, Minn.
Heath & Kimball, Minneapolis, Minn.
E. C. Meacham Arms Co., St. Louis, Mo.
St. Louis Wheel Co., St. Louis, Mo.
American News Co., New York.
Jens Pederson, New York. N. Y.
Brentanos, New York City.
W. C. Boak, LeRoy, N. Y.
Andrew Graff, Brooklyn, N. Y.
Rueben Woods' Sons, Syracuse, N. Y.
Chas. S. Vick, Rochester, N. Y.
Osborn & Alexander, Los Angeles, Cal.
Osborn & Alexander, San Francisco, Cal.
Bauer & Brady, San Francisco, Cal.
Edward Mohrig, San Francisco, Cal.
J. M. Miller, Atlanta, Ga.
Hilderbrand & Young, Washington C. H., O.
S. B. Wright, Denver, Colo.
Kraft & Adams, Louisville, Ky.
Julius Andra, Milwaukee, Wis.
L. J. Doolittle, Plantsville, Conn.
H. Pembroke, Salt Lake City, Utah.
W. L. Fish & Co., Newark, N. J.
C. A. Eidlebrch, Flatonia, Texas.

Ten Thousand Miles on a Bicycle

Mailed for \$2. Bound in cloth, gilt top, photographic frontispiece, 41 chapters, 908 pages, 675,000 words 75 pp. of indexes with 10,468 titles and 22,806 references. A pamphlet of 140 pages, giving specimens of these indexes and other parts of the book, and a list of agencies where it may be bought, will be mailed on application by postal card to the publisher, KARL KRON, at the University Building, Washington Square, N. Y. City. D. The book and pamphlet may also be had on personal application to L. Darrow at the office of the WHEELMEN'S GAZETTE, Indianapolis.

BARGAINS

IN SECOND-HAND CYCLES AND SUNDRIES.

Send Stamp for list of Faciles.

ARTHUR MUNSON, AGENT,

STAMFORD, CONNECTICUT.

THE CLARK CYCLE COMPANY,

—SUCCESSORS TO—

SAM'L :- T. :- CLARK :- & :- COMPANY,
BALTIMORE, Md.

Owing to the increased business of the above firm in the past two seasons, during which time the

New Rapid Bicycles and Quadrant Tricycles

have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed.

And in making this announcement to the Cycling public, we consider it an opportune moment to ask them to

REMEMBER

That we were the first to introduce on the American Market, our now famous method of wheel construction, with **TRUE TANGENT SPOKES**, and that while every American Manufacturer of note has been forced to copy it, we still have in all our **NEW RAPID CYCLES** the **BEST** and **STRONGEST** cycle **WHEELS** ever made.

REMEMBER,

Too, that the **QUADRANT STEERING**, as applied to all our **QUADRANT TRICYCLES**, remains unequaled as a perfect steering device and anti-vibrator without the use of springs to the front wheel.

REMEMBER

First, last, and all the time, that we shall be in the field for **THE SEASON OF 1888**. with a line of Cycles of all kinds that cannot be surpassed in any respect.

Write for Catalog.

CLARK CYCLE CO.,

Baltimore, Md.



THINGS YOU WANT TO KNOW, WILL BE FOUND IN THE VICTOR CATALOG FOR '88. FREE TO ALL. THE PUBLISHERS
OF THIS VALUABLE AND INTERESTING WORK CLAIM TO BE SENSIBLE, WIDE AWAKE, PROGRESSIVE WHEEL-
MAKERS, AND BASE THEIR HOPE OF SUCCESS ON THE BELIEF THAT THEIR PRODUCT WILL BE
APPRECIATED BY SENSIBLE, WIDE AWAKE, PROGRESSIVE WHEEL RIDERS.
THE LINE FOR '88 IS COMPLETE. COMPRISING THE

:-Victor Light Roadster,

Victor Safety,

Victor Tricycle,

Victor Jr. Bicycle.:-

They are all wheels to ride. If you have not already done so, don't fail to send your name and address on a postal
card and so obtain much matter that will be both interesting and valuable to you.

OVERMAN WHEEL Co.

182-188 COLUMBUS AVENUE, - BOSTON.



—THE— WHEELMEN'S GAZETTE.

VOL. III.

INDIANAPOLIS, IND., APRIL 1888.

No. 4.



"WHAT kind of an entertainment do I remind you of?" remarked the racing-man, as he sat with his feet propped upon the billiard table, busily puffing a bad smelling cigar.

He expected, of course, some one would say a smoker, so he was perhaps a trifle disappointed when the new member suggested that he reminded him of a loafing race.

"If you can call any kind of an agricultural exhibition an entertainment," remarked the captain disdainfully, "you remind me very forcibly of a hog show."

The racing man left; he did not wait for any more odious comparisons.

"Speaking of entertainments," remarked the club liar, as soon as the excitement had subsided, "I want to tell you about a novel kind of an entertainment I heard of the other day. An uncle of mine who lives down in Brown County wrote me all about it, and if you don't mind listening, I'll read it to you."

"Here goes:

HOOSIER HOLLER, Mar. 28th, 1888.

My Dear Neffue:

Knowin' as how you are a prominent bicyclist, an' judgin' as how you woud like to keep posted on all matters pertaining to bicycling, I set down to write you of a little debate we had here on Washington's Birthday at the Presbyterian Meetin' House.

You see it came about this-a-way. We wanted to raise some money for the church; fer the preacher was complainin' as how he had n't been paid anything fer nigh onter six months, and the coal was all out in the cellar, an' seven dollars a ton at that, so it was decided to give some kind er entertainment. The Polk girls, what 's home from the Greenville Academy, they says let 's give a concert, but there was nobody in the whole blamed town as could sing but them; without it was old uncle Peter Snobs who plays the banjoe. So we had to drop the concert. Somebody says let 's have some charades, but Deacon Wamsley says that charades was no more nor less than theater actin' by another name and that he for one was agin it. That settled the charades fer we did n't want er have no fuss, 'specially as Deacon Wamsley leads what might be called the 'ristocratic set in our church. That is, the Peabodys and Huckins and Hobbsses and his folks is all connected, and sorter hang together. You see Mirandy Huckins she married Lisha Peabody, who 's Congressman from this deestriect. Not that they 're better than nobody else, mind yer; but just fer the sake of peace we let the charades drop.

The new school teacher, Mr. Dibble he suggested that we take up somethin' that was elevatin' the same time as was interestin' and caculated to draw a crowd. He said there was nothin' like a debate for widenin' a man's intellectual powers an' he suggested that we give one.

The idee seemed to take all 'round. The only question was what should we debate on?

Nobody could think of a fittin' subject. That is, one that was sufficiently elevatin' an' at the same time interestin'. After three or four had been suggested and voted N. G., which is no good; the teacher he says why not discuss the subject of Civil Service Reform?

Some of the folks says good 'nuff, but Curnel Fellows, as was editor of the *Hoosier Holler Enterprise*, he jumped to his feet an' says sorter hot like, sez he; 'Not much; that are 's jst a one sided question. There ain't only one way to argur about it. If the cussed Democrats keep in we want it and are bound to holler fer it once a week regular, but if we Republicans manage to git a show in the fall, we don't want none of your reform foolishness, we don't. Them air is the sentiments that the *Hoosier Holler Enterprise* advocates, an' she 's goin' to stick to 'em as long as she keeps a dozen subscribers an' the sheriff's printin'.

We all seen 't was no use buckin' again the Curnel so we give in.

Then some wun says; 'Le's debate on which is the best, the Chinamen or the nigger.' This seemed to strike 'em all kind er favorable like, till some wun else suggested that as we did n't have no Chinamen in Hoosier Holler and only two niggers that he did n't see as it makes much difference to us which was the best, and that we orter take something more local, as it was.

Then it was the great question of the day come up and as soon as some wun says "what 's the matter with discussin' which are the greater benefit the modern civilization, bicycles or natural gas?" then every wun hollers out, "that 's it, that 's it."

Every one seemed to be satisfied, for the subject was surely of local interest enough, bein' as we have the biggest bicycle club as well as the biggest natural gas well in Brown County right here in Hoosier Holler.

We was n't long in choosin' sides, two men and a girl to each side. Will Sowders, who is captain of the wheel club, he and his cousin and Mattie Glee took the bicycle side and Micaja Long, who's attorney for the Hoosier Holler Natural Gas Co.—and a mighty smart chap, too;—he an' John Breedlove and Caroline Huscamp they took the side of the gas as a matter of course, bein' as Micaja is engaged to Caroline and Breedlove is Vice-President of the company.

The night set for the debate was Washington's Birthday and there was quite a large sized crowd on hand. Tilly Huscamp she had sold 30 tickets herself and several other little girls nearly as meny.

Micaja, he spoke first and a rattlin' fine speech he made.

"Wat 's the use," says he, "of discussin' such a one sided question as this? The idee of the bicycles, a mere toy, the plaything of school boys and children being compared in utility to the great, overwhelming fuel revolutionizer, natural gas. It is absurd! preposterous!"

Then he worked in a neat little puff for the Hoosier Holler Natural Gas Co., and advised everyone to get their houses piped at once, so as to avoid delays when the rush came.

When he sat down the natural gas crowd cheered till they was hoarse, and the more they cheered the madder the bicycle crowd got.

Then Sowders he jumped up and says as how Micaja Long was dodgin' the issue; that ridicule did n't prove nothin' an' that bicycles was not toys as he was goin' to prove.

Natural gas he says was limited in its location while the bicycle

was found all over the world, and that he believed he was correct in sayin one had been plum clean around it.

"Then," says he, "look how the bicycle is used in the British army and messenger service; does that look like it was a toy?" "Besides," "if it was a toy it 'ud be a heap sight better than a pipe full of gas what smells fit to knock you down."

Then you oughter see the gas crowd look sick, an' all the bicycle boys with one yell they hollers, "What 's the matter with Souders?" an' they yelled back, "He 's all right," so loud they nearly raised the roof.

Then they had it sort 'er permiscuous.

Breedlove he says that a bicycle was a dangerous instrument and ought to be supressed. If it was n't throwin' its rider it was scarin' horses.

Will Souder's cousin, he jumped up an' says, "how often is it yer hear of natural gas blowin' up? An' when it does it always kills some eight or ten people. I never heard of a bicycle killin' any one," "Not even in war," put in Micaja, with his peculiar sarcasm.

Mattie Glee, she says that she did n't see as how Natural Gas helped the girls any, while there was the tricycle on her side, an' a tricycle was fun, sure 'nuff.

Caroline she came back at her, sayin' that tricycles was well 'nuff for frollikin' chits like her, but for wemin who had to make the fire every mornin' natural gas was mighty helpful.

Then Sowders he says that the man who would make his wife light fires in the mornin was a mighty mean sort of a man anyway, (see how he got back at Micaja?) 'an that he thought the danger persons who used natural gas were exposed to would soon be so evident that insurance companies would raise the rate on 'em.

Long sprang up an' says he must confine himself to facts. "Facts count," sez he.

"Natural gas" says he "is free, or nearly so, and can be enjoyed by the poorest family in the county. Ten cents a thousand is the company's rate. Bicycles are very expensive and can only be indulged in by the rich."

Then Will Souder's cousin he says that if facts was what he wanted he was willin' to bet that there was more bicycles in the country than there was natural gas.

Breedlove says this was no bettin' match, but fer his part he did n't see what fun there was in bicyclin' anyhow. It always seemed to him, he said, as though it was awful hard work.

Things was gettin' kind 'er hot and lively by this time, folks a-jumpin' up an' down an' argerin an' argerin' back, so Squire Chewsy who was presidin' seein' a fuss was inevitable if the thing continued, called order an' says he'd give the case to the jury.

The jury was the Stewards an' when they retired in the prayer-meetin' room, the excitment was big as if it had been somebody gettin' expelled from the church.

We waited for some fifteen minutes talkin' the thing over when Deaken Godown stuck his head through the door an' asked was bicycle spelt with two y's or two i's?

This gave confidence to the bicycle boys and their stock went up direct.

Somebody told him, an' in about five minutes more the whole posse of 'em marched out as solemn as you please and Deaken Godown sed they had brought in their agreement.

Then he pulled out a paper an' read: He sez, sez he, "Powerful arguments has been presented on both sides of this question—namely, to wit: which is the greatest promoter of civilization, bicycles or natural gas? Weighty arguments that had received the most careful consideration, an' that the Board of Stewards, or jury rather, was of the unanimous understanding that in deciding the question a compromise was necessary. After viewing every phaze of the question so ably presented, they were forced to the conclusion that both the bicycle and natural gas were important factors in our civilization; but that it was the opinion of the jury that the highest point of development and civilization would be reached if some-one would invent a bicycle that would run by natural gas."

The applause that greeted the verdict was deafenin'. Everybody cheered, and everybody seemed happy.

Parker Todd said it was the most affectin' scene he had witnessed since Marion Parker's breach of promise suit against Henry Somers.

I know you are ingenous, dear neffue, don't you think you could do something with the idea? You go ahead an' get up the bicycle,

an' let me in on half the profits an' I 'll be satisfied.

Yer aunt an cousins are well an' send their love. Sport has eight pups. Write often.

Your Uncle,

ELLJA HOBBS.

"There," said the Club Liar, folding up the letter, "I 'm going to get a copyright on that idea, it 's so new."



New American Patents.

376,662 and 376,892. January 17, '88. Emmitt G. Latta, of Friendship, N. Y., assignor to the Pope Mfg. Co. of Portland, Maine, Velocipede saddle. Two patents.

January 17, '88. Joseph R. Locke, of Amesbury, Mass., Vehicle spring.

376,551. January 17, '88, George W. Rodecap, of Middletown, Ind., Tricycle.—One large rear driving wheel and two small forward supporting wheels.

January 17, '88. John W. Sullivan, of East Brighton, N. Y., Vehicle spring.

January 24, '88. J. Bolick, Conover, N. C. Wheel.

376,322. January 24, '88. Emmitt G. Latta, of Friendship, N. Y., assignor to the Pope Mfg. Co., of Portland, Maine, velocipede saddle.

January 31, '88. F. H. Gibbs, Syracuse, N. Y., apparatus for the manufacture of wheels.

377,204. January 31, '88. Emmitt G. Latta, of Friendship, N. Y., assignor by mesne assignments to the Pope Mfg. Co., of Portland, Maine, velocipede.

February 7, '88. Charles H. Goodesell, of Poughkeepsie, N. Y., velocipede.

February 7, '88. Emmitt G. Latta, of Friendship, N. Y., assignor to the Pope Mfg. Co., of Portland, Maine, velocipede.

February 7, '88. E. Storm, Poughkeepsie, N. Y., vehicle spring.

373,570. Geo. Singer and R. H. Lea, Coventry, Eng. Patented in England. A tricycle axle.

373,850. H. M. Pope, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Maine, a tricycle axle.

373,980. David Horn, Carterville, Ill., tricycle.

374,287. Thomas Benfield, Newark, N. J., an automatically folding bicycle step, adapted to adjust itself to a verticle position when the foot is removed therefrom.

374,542. John Knous, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Maine, velocipede fork.

375,176. Arther E. McIntee, Brooklyn, N. Y., tricycle.

375,707. H. J. Hudson, Blackfriars Road, County of Surrey, Eng. assignor to Pope Mfg. Co. Portland, Maine, velocipede. Relates principally to the saddle-clip and seat spring.

375,714. H. M. Pope, Hartford, Conn. Assignor to Pope Mfg. Co., Portland, Maine, velocipede.

375,755. W. P. Kidder, Maplewood, Mass., tricycle.

375,971. J. F. Steffa, Rockville, Ill., velocipede.

376,051. Robert Steele, Philadelphia, Pa., tricycle.

376,073. Charles L. Collier, Howell, Mich. railway velocipede.

366,241. Peter F. Fillicz and A. C. Mounin. Two trailing wheels supporting an extra seat.

377,900. February 14, '88. Emmitt G. Latta, Friendship, N. Y., assignor to the Pope Mfg. Co., Portland, Maine, velocipede.

377,869. February 14, '88. Charles F. Stillman, New York N. Y. velocipede.

378,253. February 21, '88. Emmit G. Latta, Friendship, N. Y., assignor to the Pope Mfg. Co., Portland, Maine, velocipede.

378,496. John F. Conley, Rockford, Ill., bicycle support.

378,693. February 28, '88. Emmit G. Latta, Friendship, N. Y., assignor to the Pope Mfg. Co., Portland, Maine, velocipede.

378,631. February 28, '88. Allen M. Stoner, Topeka, Kansas, velocipede.

379,017. March 6, '88. Emmit G. Latta, Friendship, N. Y., assignor to the Pope Mfg. Co., Portland, Maine, velocipede.

New English Patents.

298. Jan 7, '88. Joseph Bates, Bloxwich, improvements in tricycles and other velocipedes, or wheeled vehicles propelled by manual power.

310. Jan 7, '88. Stephen Martin, improvements in and relating to velocipedes.

375. Jan 10, '88. Morriss Woodhead, Paul Angois, and William Ellis, Nottingham, improvements in velocipedes.

379. Jan 10, '88. Thomas Charles Pullinger, Greenwich, improvements in the construction of velocipedes relating to the front head.

409. Jan 10, '88. Arthur Thomas, W. Fagg, L. G. O. Co., Crown Terrace, Upper Holloway, preventing the communication of vibration to the riders of velocipedes.

462. Jan 11, '88. Reginald George Fletcher, of the firm of Messrs. Fletcher, Son and Fearnall, improvements in and relating to velocipedes, adapting them to military purposes.

495. Richard W. Palmer, Manchester, improvement in rubber-tired wheels.

548. Jan. 13, '88 Alfred Nicholas, Birmingham, improvements in bicycle and other bells and alarm apparatus.

595. Jan. 14, '88. James Albert Fallows, Manchester, improvements in brakes for velocipedes and other similar carriages.

625. Jan. 14, '88. Thomas W. Moore, London, improvements in tricycles and bicycles.

664. Jan. 16, '88. Francis John Lovett, London, an electrical lamp for bicycles, tricycles and other carriages.

701. Jan. 17, '88. Herbert Akroyd Stewart, Buckinghamshire, improved driving mechanism to obtain continuous rotary motion.

712. Jan. 17, '88. Josiah Brookes, Henry James Brookes and Richard Green, Staffordshire, improvements in driving chains for bicycles tricycles and other machinery.

800. Jan. 18, '88. Charles Carmichael, London, an automatic swing head for rear driving safety bicycles or other cycles.

845. Jan. 19, '88. Sydney Isaac Samuel, London, improvements in velocipedes or manu-motive carriages.

917. Alfred Easthope, improvements in bicycles.

918. Jan. 20, '88. Alfred Easthope, improvements in and relating to velocipedes.

1,005. Jan. 23, '88. Arthur Hunnable, improvements in velocipedes.

1,057. Jan. 24, '88. Louis von Lubbe, the open back shear spring bicycle and tricycle saddle.

1,063. Jan. 24, '88. Joseph Cottrell, improvements in tricycles and other velocipedes.

1,094. Jan. 24, '88. Purnell Purnell, improvements in velocipedes.

1,098. Jan. 24, '88. Dan Albone, an improved velocipede.

1,148. Jan. 25th, '88. Stephen John Rose, a new pattern dwarf or safety bicycle of the class known as rear drivers.

1,216. Jan. 26th, '88. Jules Michel Marie Truffault, improvements in bicycles.

1,219. Jan. 26, '88. George John Stevens and John Cunningham, improvements in velocipedes.

1,221. Jan. 26, '88. Eugene Prudon, a cyclists galosh.

1,235. Jan. 27, '88. David Kidd McIntyre, a detachable cycle crank extension.

1,271. Jan. 27, '88. Herbert Roe Tandy, improvements in velocipedes.

1,284. Jan. 27, '88. Heinrich Puckert, improvements in lamps specially designed for use on velocipedes.

1,285. Jan. 27, '88. John William Hall and Harry Phillips, improvements in and relating to velocipedes.

1,287. Jan. 26, '88. Reginald George Fletcher, George Douglas Leechman and Robert Edward Phillips, improvements in and relating to velocipedes.

1,298. Jan. 28, '88. James Carr, improvements in bicycles and tricycles and appliances connected therewith.

1,318. Jan. 28, '88. Henry Horwood, improvements in velocipedes.

1,328. Jan. 28, '88. Joseph Henry Dearlove and David Richard Davies, improvements in and relating to velocipedes.

1,330. Jan. 28, '88. Herbert John Haddan, a bicycle attachment for the use of learners and others.

1,334. Jan. 28, '88. Alois Mary Leinwather and Heinrich Glaser, improvements in ball bearings for vehicles and other moving bodies.

1,350. Jan. 30, '88. Charles Thomas Auster, improvement in brakes for velocipedes.

1,356. Jan. 30, '88. Walter Chatwood Burton, improved pedal lever for velocipedes.

1,374. Jan. 30, '88. Edward Mushing, improvements in velocipedes.

1,376. Jan 30, '88. George Singer and Richard Henry Lee, improvements in and connected with velocipedes.

1,388. Jan. 30, '88. Louis von Lubbe, a driving and steering bicycle and tricycle wheel, single or double.

1,642. Feb. 5, '88. Charles Montague Linley and John Biggs, improved device for carrying photographic apparatus on velocipedes.

1,692. Feb 4, '88. James Logan Watkins, a covering to a bicycle or tricycle that will form a tent.

1,765. Feb. 6, '88. James Robinson, improvements in velocipedes.

1,779. Feb. 6, '88. Henry Harris Lake, improvements in and relating to seats or saddles for velocipedes.

1,790. Feb. 7, '88. William Mawby, improvements in and relating to tricycles or other manumotive machines.

1,807. Feb. 7, '88. Joseph Bennett, apparatus for the prevention of extinguishing of lamps by oscillation for cycles.

1,834. Feb. 7, '88. John Bramall, improvement in mechanism for propelling and steering velocipedes, boats and the like.

1,857. Feb. 8, '88. James Brawn, improvements in velocipedes, hobby-horses and the like.

1,982. Feb. 9, '88. William Gallimore, improvements in and relating to velocipedes.

2,087. Feb. 11, '88. Henry Tadwell Davis and Charles William Dawson, improvements in velocipedes.

2,163. Feb. 13, '88. James Alfred Lamplugh, improvements in the saddles or seats of bicycles, tricycles and other velocipedes, and in appliances or apparatus employed in the manufacture of the said saddles or seats.

2,196 Feb. 14, '88. Edward Losh Dutton, improvements in safety bicycles.

2,253. Feb. 14, '88. Johann Walch, improvements in and relating to speed and power gear for safety bicycles and other velocipedes.

2,354. Feb. 16, '80. Walter Phillips for improvements in the method of, and means for connecting tricycles together.

2,356. Feb. 16, '88. George Butler and Samuel Stanton, improvements in or relating to guiding or steering joints or heads for velocipedes.

3,578. March 9, '87. J. E. Thorpe, improvements in velocipedes.

4,296. March 9, '87. A. H. Overman, Boston, improvements in velocipedes. Patented by R. E. Phillips, in Eng.

4,393. March 24, '87. J. H. Findland, improved differential speed gear of bicycles and tricycles.

"Is this Mr. Kluge?" inquired a stranger upon being shown to room 821 of the Southern Hotel.

"Yes sir, C. E. Kluge, at your service," replied the courteous racer.

"My name is Mix; T. Edison Mix, happy to meet you and make your acquaintance. You are agent for the celebrated Duke bicycle, are you not?"

"The King bicycle," answered Mr. Kluge, correcting him.

"Ah, yes, so it is the King. It is a most noble wheel. If I understand correctly it is a perfect safety, a complete anti-header."

The agent smiled and nodded accent. "Yes, it is the only thorough and perfect safety wheel on the market."

"So I have heard," said Mr. Mix, "I consider it a remarkably high grade wheel; but as I looked over its specifications it occurred to me that your Emperor bicycle could be improved in just one particular."

"And what is that?" asked Mr Kluge.

"It is just this, a little invention of my own. Your Baron bicycle will be made simply perfect by the addition of my patent safety handle bars."

There was no trade made.



WITH what enthusiasm does a genuine wheelman watch the weather and the condition of the roads, especially when he has been penned up in the club room all the winter working earnestly upon the home trainer. One can imagine how eagerly I accepted an invitation from the Kenton Wheel Club, of Covington, Ky., to join them on their trip to Independence. It was about the middle of February and if I am not mistaken, was their first club run of the season.

It was rather cloudy and looked very much like rain, but still I kept my appointment and met two more Cincinnatians who were also going to take the run. We three crossed the river together and

arrived at the club rooms just in time to help light a fire to take the chill off us before starting. Of course we did not get started immediately as there is always a considerable amount of chatting to be gotten through with on such occasions, and then just as we are ready to start we find that one who promised to be there has not arrived yet. After all it was not so very late when we got in line ready to mount our worthy steeds. The roads in Covington



are in such a state, full of "chuck-holes," as you might call them, that it took considerable time to get fairly out of town, and then we had to dismount again on account of so much mud, which drove us on to the plank walk, it was quite a sight to see so many wheelmen, (twelve in all), with their wheels over their heads excepting the two dogs (safeties), the riders of which carried them under their arms. Nothing worthy of note happened until we were about two miles out of town when we had a good laugh over one of our number running into an oyster man, who apparently was top-heavy and at the sound of the well-known whistle, as might be expected he turned in instead of out causing himself to be laid out flat, the handle-bar striking him on the head and the pedal in the back, the oysters which he carried in a paper sack flew in all directions, it is unnecessary to say how the rider took a tumble himself and got down upon the ground, but whether it was for the purpose of picking up the oysters or not, I will leave my readers to judge, the man picked himself up and walked away apparently too mad to curse as he no doubt from the looks of his face, would have done on any other occasion, and going into the nearest saloon drowned all his grief in his favorite beverage.

After this catastrophe two of the other riders, one of them the bugler turned round and started for home, finding it a little rougher than they had anticipated, for the roads were exceedingly sticky.

The scenery could hardly be surpassed, the road winding around and following Banklick Creek, all of them surrounded by hills.

We soon came to Sanfords town, a pretty little village with a few houses scattered along the pike. At the toll gate which is about four miles this side of Independence we dismounted and quenched our thirst with a nice cool drink of clear spring-water. About a mile and a half further along we came to Independence hill, it is rather steep and about two miles long, and as we



were in no particular hurry we did not all attempt to climb it as the roads were in such a bad condition but three or four of us climbed it without a dismount, others dismounted half way up and refreshed themselves at the spring then mounting again rode to the top.

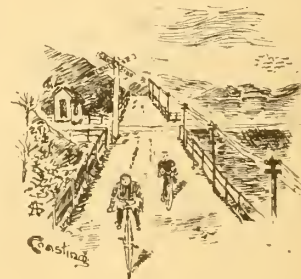
It was not long afterwards till we were all sitting on the porch of Jones' Hotel which is very well known to all wheelmen who have ever dined there. It commenced to rain soon after we arrived, and came down as if it did not intend to let us get out of there, but we were too hungry to pay much attention to anything except the din-

ing-room door which was watched as a cat would watch a mouse-hole, it would open occasionally causing a rush from us hungry riders who thought it was some one coming to announce that dinner was ready, but we had many false alarms before we heard the dinner bell, which caused our hearts to jump up in our mouths, but alas, it was the first bell and we had to turn back and wait patiently once more, until we should hear it again. We did not have to wait long in suspense, and when we once got seated, we did more than justice to that meal, I honestly think I enjoyed it more than any meal I ever sat down to and I think I was not the only one.

After dinner we began to turn our minds towards home but as the rain was coming down in torrents it did not seem likely that we would ride, until someone suggested that we go see the bussman and try and make arrangements with him to take us back. So accordingly three of us went over and made all necessary arrangements, and in half an hour we were all packed in like sardines with the two safeties inside, three wheels on top, and one fastened on behind, and the rest were left for the bussman to bring home at his leisure. For our journey home I must refer you to the illustration.

After arriving at the club rooms we appreciated the refreshments served out to us and went our way winding up a very pleasant trip.

NAMDETS.



The Wheelmen's Gazette.

Issued on the Fifteenth of Every Month.

TERMS OF SUBSCRIPTION:

One Year, by mail, post-paid,	50 cents.
Six Months, by mail, post-paid,	25 cents.
Single Copy,	10 cents.
Foreign Subscription,	4 shillings.

P. C. DARROW, Editor.
BEN L. DARROW, Business Manager.

DARROW BROS., PROPRIETORS.
25 Sentinel Building. Indianapolis.

Advertising rates on application.

The circulation of the WHEELMEN'S GAZETTE now embraces that of the WHEELMEN'S RECORD, making it the most widely circulated of any of the cycling periodicals

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

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

The League Organ.

THE old admonition that brethren should dwell together in unity seems to be totally disregarded by the joint editors of the *Bicycling World* and *L. A. W. Bulletin*. Bassett makes a statement in his part of the paper, which is promptly contradicted or adversely commented upon by Editor Fourdrinier in his part, and as the latter has much more space at his disposal, and the last word always, he generally has the best of the controversy.

It is not so much a question as to which side is right or wrong, for the issue seldom amounts to anything after it is settled. That the League Organ should lend itself to such petty bickerings is, however, to be greatly deplored. It surely can not be beneficial or interesting to League members, and they should take pains to show that is not.

Let Them Stay.

As a rule we are not in favor of a prohibitive tariff, but now that about half of our professionals are in Europe, would n't it be a good thing if Congress would put such a high tariff on imported racers that they would have to stay there? Then, if we could only induce the other half to find a hole somewhere, and to crawl into it, cycling would boom along and stand some show of becoming respectable.

Fort Wayne.

THE fourth annual banquet of the Fort Wayne Bicycle Club was held on the evening of the 9th inst. Anyone who is at all familiar with the Fort Wayne Club can imagine what a good time they had. Forty wheelmen sat down to the following menu, which was served in elegant style by Mr. McKinnie of the Wayne Hotel:

Little Neck Clams.
Olives. Radishes.
Consomme a l'Impériale en tasse.
Haut Sauterne.
Filet de Sole au Vin Blanc.
Pomme a la Empire. Concombre.
Chateau Margaux.
Printemps Dindon de Sauce de la Huitre.
Filet de Boeuf pique a la Bristol.
Cotelettes de Poulet a la Rothschild.
Royal Sec.
Ris de Veau a la Toulouse.
Punch a la Wayne.
Selle De Mouton aux Gélée de Groseille.
Salade de Laitue.
Macon.
Pomme au Gratin.
Petits Pois.
Asperges des Branches.
Cabinet Pudding a la Liederkranz.
Vanilla Ice Cream.
Lemon Meringue Pie.
Gateau.
Fromage.
Cafe.

After the feast the following toasts were responded to:

"The Fort Wayne Bicycle Club,"	CHAS. J. McLAIN.
"The City of Fort Wayne,"	A. J. MOYNIHAN.
"The Wheelmen,"	C. W. EDGERTON.
"The Press,"	W. D. PAGE.
"The Road Hog—We Despise Him,"	P. C. DARROW.
"Our Rights Upon the Road,"	CHAS. W. KUHNE.
"The Age of Wheels,"	AUGUST DETZER.
"The Small Boy—A Necessary Evil,"	THEO. F. THIEME.
"A Bicycle Ballad,"	LEROY HARTZLER.

MONTHLY SUMMARY.

FROM MARCH 15 TO APRIL 15.

California. Olympic Athletic Club games, San Francisco, Feb. 22: half-mile bicycle race, R. A. Smythe, 1:35; two-mile bicycle race, R. A. Smythe, 7:17½. The terms of all Local Consuls expiring March 1, the following appointments for the ensuing year are hereby announced by Robt. M. Welch, C. C.: Alameda, P. E. Haslett; Haywards, C. H. Johnson; Livermore, Geo. A. Morrill; Napa City, W. S. Hoover; Oakland, Lewis Sears; Oroville, S. S. Simon; Pasadena, Geo. H. Frost; Sacramento, John Bruener; San Francisco, J. R. Hopkins; San Jose, Arthur C. McKenney; San Mateo, D. W. Donnelly; Santa Cruz, E. N. Radke; Stockton, W. A. Severy; Vacaville, J. M. Miller. The annual business meeting of the California Division, L. A. W., was held in Mystic hall, Red Men's building 320 Post Street, San Francisco, on Friday evening, Feb. 24.

Delaware. The Wilmington Wheel Club, at its last meeting, elected the following officers: President, Eugene D. R. Sutton; Secretary, William F. Kurtz; Treasurer, Victor R. Pyle; Captain, S. Wallis Merrihew; First Lieutenant, Charles C. Kurtz; Second Lieutenant, Albert Jefferis; Bugler, John S. Bertolette; Executive Committee, B. Frank McDaniel, Wm. Tatnall, Jr., Thomas Jefferis.

District of Columbia. E. T. Pettingill, C. C., resigns and G. S. Atwater is appointed to fill the vacancy.

Georgia. Spring meet Atlanta Bicycle Club, April 16 and 17.

Illinois. At the annual meeting of the Capital City Cycling Club of Springfield, held on Tuesday, March 6, the following officers were elected for 1888: President, T. F. Sheridan; Vice-President, R. N. Baker; Secretary-Treasurer, W. S. Reed; Board of Directors, Wm. Henkle, Frank Channing, A. A. Billingsley, the President, Vice-President and Secretary-Treasurer; Captain, W. S. Reed; First Lieutenant, William H. Burt; Second Lieutenant, Robert Walker; Bugler, A. T. Westlake; Color Bearer, A. A. Billingsley; Quartermaster, J. P. Fogarty. E. P. Blake is appointed Local Counsel No. 10, vice W. Dunn, resigned. W. J. Matern is appointed Local Consul No. 12, vice E. P. Blake, promoted. J. H. Zimmstein is appointed Local Consul No. 41.

Indiana. Fort Wayne Bicycle Club gave an informal reception and smoker at their club rooms March 10.

Iowa. The Dubuque Wheelmen recently organized in Dubuque, with the following officers: President, Rod. G. Guyette; Secretary-Treasurer, Geo. A. Upton; Captain, Ed. W. Grierish; First Lieutenant, Nathan Sears. The Bend City Wheelmen is a new organization at Muscatine, the officers of which are as follows: President and Captain, Robt. L. Thompson; Vice-President and First Lieutenant, Roy C. Betts; Secretary-Treasurer, Ad. Reuling.

Kentucky. The Louisville Wheel Club has disbanded.

Louisiana. Regular quarterly meeting of the Board of Officers was held April 9.

Maryland. The Maryland Bicycle Club held their annual meeting in Baltimore March 14, when the election resulted in the choice of the following: President, M. Morris; Treasurer, E. H. Steinmetz; Recording Secretary, C. F. Hutchinson; Corresponding Secretary, E. H. Bennett; Captain, E. F. La Cato; First Lieutenant, Albert Mott; Second Lieutenant, B. H. Steinmetz. After the business meeting the members sat down to their annual banquet.

Massachusetts. The Dorchester Bicycle Club held their annual meeting and elected the following officers: President, Willard H. Forbes; Vice-President, F. L. Bailey; Treasurer, F. E. Fowler; Secretary, W. A. Clapp; Captain, Arthur P. Benson; First Lieutenant, J. P. Clark; Second Lieutenant, G. W. Hayward. The Newton Bicycle Club have elected officers as follows: President, L. A. Hall; Secretary, H. A. Fuller; Treasurer, E. S. Martin; Captain, J. H. Aubin; First Lieutenant, F. S. Wilson; Second Lieutenant, H. A. Henderson. The Thorndyke Bicycle Club of Beverly, gave a fancy dress ball in the town hall, Tuesday evening, March 20. The Melrose Club members gave a dance March 2. Massachusetts Division Officers held a meeting at Young's Hotel, Boston, March 31. The Northampton Wheel Club will have their fourth annual ball at the City Hall, next Wednesday evening, March 7; the present officers are: President, L. L. Campbell; Secretary, H. R. Grayes; Captain, A. A. Chabot. The Rovers' Cycle Club, of the Charlestown District, Boston, gave its annual party in Congress Hall, March 21. March 20

the members of the Dorchester Bicycle Club met at their annual dinner at the United States Hotel, Boston. March 27, ladies' night at the Dorchester Bicycle Club rooms. Dorchester Club held a pool tournament March 2, and their annual meeting March 6. Holyoke Bicycle Club inaugurated their new club rooms March 9. Dorchester Club gave a party at Lyceum Hall March 9. Cambridge Bicycle Club elect the following officers for 1888: President, John Amee; Captain, Geo. A. Perkins; Secretary, Geo. A. Nash; Treasurer, J. H. Daggett; Executive Committee, above officers and Emmons C. Ellis, C. A. Underwood, J. H. Grimes.

Michigan. Flint Bicycle Club held its annual meeting and elected officers as follows: President, J. B. Castre; Vice-President, H. W. Ober; Secretary-Treasurer, E. M. Gordon; Captain, W. C. Monroe; First Lieutenant, Bruce McDonald; Second Lieutenant, Geo. D. McIntosh; Bugler, Albert Lutz. At the annual meeting of the Detroit Bicycle Club, the following officers were elected: President, C. A. Lightner; Vice-President, A. F. Peck; Secretary, R. Traub; Treasurer, John Hanley; Captain, P. N. Jacobsen; and First and Second Lieutenants, Messrs. Lane and Larmour.

Missouri. The Marion County Wheelmen of Hannibal, held their annual meeting March 5, at which the following officers were elected for the ensuing year: President, W. H. Hall; Vice-President, P. P. Lockling; Secretary-Treasurer, H. C. Woodruff; Captain, A. C. Miller; Lieutenant, C. H. Appler; Bugler, W. C. Foss; Color Bearer, Jno. Sydney. The Missouri Bicycle Club held its annual meeting for the election of officers Tuesday, March 6, at their club house, which resulted as follows: President, W. M. Brewster; Vice-President, E. A. Smith; Treasurer, A. P. Dennis (re-elected); Secretary, Geo. Boswell (re-elected); Captain, Ab. Lewis.

Nebraska. Prince and McCurdy are matched for a race at Omaha April 7, stakes are said to be \$15,000 a side.

New Jersey. The Hudson County Wheelmen, of Jersey City, elected the following officers for the ensuing year: President, Dr. E. W. Johnson; Secretary, Theo. F. Merseler, Jr.; Treasurer, Carman Nichols; Captain, E. P. Baggot; First Lieutenant, W. E. Eldridge; Second Lieutenant, F. J. Gubleman; Sergeant, F. C. Sheldon; R. G., W. Robertson, Jr.; L. G., H. C. Pearsal; Bugler, G. L. Bettecher; Color Bearer, N. E. Feury. On the evening of March 1, the Essex Bicycle Club, of Newark, now the oldest club in the L. A. W., if not the oldest bicycle club in America, held its ninth annual meeting; Mr. Swift was declared the winner of the club long distance trophy for 1887, and the speed challenge cup was again awarded to Charles Joy; the officers elected were: President, John B. Lunger; Vice-President, J. J. Keer; Secretary-Treasurer, William S. Righter; Captain, E. Eugene Sargeant; Lieutenant, Madison Alling; Elwood C. Harris, Charles Joy and Herbert W. Knight, as members of the Executive Committee. The annual meeting and election of officers was held in the club rooms of the Orange Wanderers Feb. 15; the following officers were elected: President, Dr. R. M. Sanger; Vice-President, W. A. Belcher; Secretary-Treasurer, J. M. Gilmour; Captain, C. W. Freeman; First Lieutenant, F. P. Jewett; Second Lieutenant, R. S. Miller; Color Bearer, J. M. Gilmour. Hudson County Wheelmen, of Jersey City, gave an entertainment March 2.

New York. Karl Kron began the distribution of his mammoth pamphlet of "Newspaper Notices," 5,000 copies, as a free advertisement of "X-Miles," March 29. The New York and New Jersey Team Road Racing Association held their annual meeting in New York on March 10; the Citizens Club sent in their resignation, which was accepted, and the New Jersey Wheelmen, a disbanded organization, was dropped from the rolls, while the resignation of the Orange Wanderers was not acted upon; the following officers were elected: President, W. D. Edwards; Vice-President, G. C. Pennell; Secretary, M. L. Bridgman; the race of May 30 will probably take place over the usual course. The Brooklyn Club had an enjoyable dance March 2. The Brooklyn and Ilderan Bicycle Clubs are to combine. The Citizens Club elected the following officers for 1888: President, John C. Gulick; Vice-President, Richard Nelson; Secretary, Geo. T. Wilson; Treasurer, A. E. Paillard; Trustees, W. C. Frazee, W. H. Book, Simeon Ford, F. E. Faulkner and Knight L. Clapp; Road Officers: Captain, Philip Fontaine; First Lieutenant, J. B. Fischer; Lieutenant of Tricyclists, Geo. Martin Huss; Surgeon, Dr. Brooks H. Wells; First Color Bearer, M. Schachtel; Second Color Bearer, H. G. Barnard; First Bugler, E. A. Hoffman; Second

Bugler, F. C. Thomas. The Manhattan Club, elected the following officers at their annual meeting, held March 19: President, J. M. Warwick; Vice-President, W. K. Kubin; Secretary, J. W. Sheehan; Treasurer, D. H. Thistle; Captain, Martin Metzger; First Lieutenant, J. W. Sheehan; Second Lieutenant, Wm. Newgass; Surgeon, Dr. J. I. Metzger; Color Bearer, W. H. Putney; Bugler, R. F. Shaffner. The following are the regular nominees for officers of the Brooklyn Club: the elections take place April 10: President, Howard Greenman; Vice-President, W. E. Fuller; Secretary, G. E. Corby; Treasurer, H. E. Raymond; Captain, Howard Spelman; First Lieutenant, W. H. Meester; Second Lieutenant, G. L. Warner; Surgeon, A. C. Brush; Color Bearer, W. J. Kenmore; Bugler, Percy Seixas; Trustees, W. F. Miller, D. W. Barker; additional Trustees, L. W. Slocum, H. S. Stallnecht. The Elmira Bicycle Club was recently organized with the following officers: President, Rufus Stanley; Secretary-Treasurer, C. F. Stevens; Captain, M. F. Mayer; Lieutenant, A. F. Spalding, Jr. The regular annual meeting of the Binghampton Wheel Club was held Feb. 17, and the following officers were elected: President, J. A. Saunders; Vice-President, T. H. Harris; Secretary, B. T. Ash; Treasurer, J. H. Copeland; Captain E. H. Towle; First Lieutenant, H. Y. Bresee; Second Lieutenant, John Cutler; Third Lieutenant, Frank Cox; Club Editor, W. F. Sheridan; Bugler, W. P. Mosher; Color Bearer, S. W. Newton; Executive Committee, M. C. Craver, W. J. Rogers, and A. W. Lyon. The Brooklyn Club now proposes to build a club house. The Long Island Wheelmen held a stag racket March 2. The new officers of the Syracuse Bicycle Club are as follows: President, Carl G. White; Vice-President, Harry N. Denny; Secretary-Treasurer, George H. Harris; Captain, H. W. Chapin; members of the Club Committees, President, Secretary, Captain, H. W. Wiard and Clarence Decker; Bugler, Chas. C. Truesdell; League Consul, James P. Becker; League Representative, Fred Bingham; club rooms, 7 Joy Building, on Genesee Street. At the election of officers for the Harlem Wheelmen, the following were elected: President, E. O. Locke; Vice-President, W. D. Edwards; Secretary, W. W. Braden; Treasurer, W. H. De Graaf; Captain, J. A. Lefferts; First Lieutenant, C. D. Ford; Second Lieutenant, E. A. Ridabock; Color Bearer, F. A. Phillips; Bugler, A. Rauchfus; J. B. Halsley and F. L. Bingham were elected in conjunction with the President, Vice-President, Secretary and Treasurer to constitute the Board of Trustees. The present Board of Officers of the Kings County Wheelmen is composed as follows: President, Franklin W. Loucks; Vice-President, F. W. Lovejoy; Secretary, Melville H. Leighton; Treasurer, T. S. Snyder; Captain, Malcomb L. Bridgman; First Lieutenant, A. J. Hall Jr.; Second Lieutenant, T. C. Crichton; Color Bearer, R. W. Steves; Bugler, E. R. Nichols; the Board of Trustees of the club consists of F. W. Loucks, F. W. Lovejoy, M. H. Leighton, M. L. Bridgman, A. R. Smith, Charles Schwalbach, Henry J. Hall. The semi-annual convention of the League was held in New York on March 5, fifty representatives being present from eastern districts, and other districts being represented by proxies to the number of 103, it was decided that hereafter the election of officers shall take place in July instead of March, a new constitution was read and referred to a constitutional convention, and it was resolved that the next annual meet should be held in Baltimore on June 18, 19 and 20.

Ohio. At the annual business meeting of the Toledo Cycling Club, held March 5, the following were chosen officers for 1888 and 1889: President, Fred Boice; Vice-President, Geo. S. Mills; Secretary-Treasurer, Geo. S. Waite; Captain, H. Richards; Lieutenant, W. Morgan; Color Sergeant, J. H. Kitchen; Bugler, W. Howell; members of Club Committee, President, Vice-President, Jno. C. Keller and Smith Comlv. The Forest City Ramblers, of Cleveland, held their first regular meeting a few days ago, and elected these officers: President, George Collister; Secretary, John T. Huntington; Treasurer, Charles Fogleberg; Captain, Henry E. Chubb.

Pennsylvania. The annual election of the Keystone Bicycle Club, Pittsburg, held March 7, resulted as follows: President, R. F. Smyth; Secretary-Treasurer, J. W. McGowin; Captain, C. E. Geidell; First Lieutenant T. B. Lee; Second Lieutenant, C. A. Smith; Third Lieutenant J. H. Croninger; Color Bearer, B. D. Smith; Directors, F. F. Sneathen and J. W. Atwood. The twenty-four hour bicycle race, contestants riding four hours each evening for six days, terminated at the Elite Rink, in Philadelphia on Saturday evening, March 10,

with the following result: H. G. Crocker first, 405½ miles; W. Knapp second, 405½ miles; Ashinger third, 404½ miles; Rhoades fourth, 403½ miles; Dingley fifth, 376 miles. The South End Wheelmen of Philadelphia have secured a lease of a spacious brown stone house on the corner of Broad Street and Castle Avenue, and expect to take possession of the new quarters in a couple of weeks. Pennsylvania Bicycle Club formally opened their club house Feb. 22. A series of amateur races are announced to be held at the Elite Rink in Philadelphia, on the evening of March 28, under the management of John A. Wells and William Updegraff. The new officers of the Chambersburg Wheel Club are as follows: President, Mr. Dyson; Vice-President, Mr. Hassler; Secretary, Mr. Schaff; Captain, Mr. Nixon; Lieutenant, Mr. Hollenberg. The Scranton Bicycle Club have elected the following officers: President, George A. Jessup; Vice-President, John J. Van Nort; Secretary, John F. Roe, Jr.; Treasurer, F. D. Walte; Captain, H. C. Wallace; Lieutenant, Eugene Healey; Bugler, John Sherwood; Club Council, George Sanderson; the club has secured a charter and purchased a lot upon which a handsome club house will be built. The Pennsylvania Bicycle Club, of Philadelphia, will give the first of its series of public entertainments on Thursday evening, April 19, at Association Hall, Fifteenth and Chestnut Streets; the entertainment will consist of a lecture by Mr. A. H. MacOwen on the pleasures incident to a trip "With Wheel and Camera Through the Isle of Wight;" the lecture will be illustrated with nearly 100 views taken directly from nature and shown by the aid of a stereopticon.

Rhode Island. The Rhode Island Wheelmen of Providence, gave a most enjoyable ladies' night March 9. The annual meeting of the Rhode Island Wheelmen was held Feb. 13, and the following officers were elected: President, James A. Kinghorn; Vice-President, Ansel L. Sweet, Treasurer, Howard L. Perkins; Secretary, Wm. A. Bennett; Captain, James L. Speirs; First Lieutenant, A. F. Titus; Second Lieutenant, Geo. P. Hutchins; Trike Lieutenant, Geo. L. Cooke.

Tennessee. The Clarksville Cyclers will celebrate their second anniversary March 30 and 31. It will take the form of a banquet at Elden's Opera House; runs and tours, and a street parade on the afternoon of March 30. The Reception Committee are I. N. Parker, R. F. Bunting and B. A. Patch.

Wisconsin. The *L. A. W. Pointer*, official L. A. W. organ for Wisconsin, Illinois and Minnesota, will be issued semi-monthly, instead of monthly, as heretofore.

FOREIGN.

Australia. R. Davis, of Adelaide, broke the Australian mile bicycle record in a race there on Jan. 2, his time being 2:38½; the race was for the championship of Australia.

Canada. The Wanderers' Bicycle Club, of Toronto, Ont., recently elected officers as follows: President, C. P. Orr; Vice-President, F. J. Morphy; Secretary, W. J. Sylvester; Recording Secretary, M. J. Taylor; Captain, G. H. Orr; First Lieutenant, B. Brown; Second Lieutenant, A. Rennie; Third Lieutenant, G. Toye. The Rambler Wheel Club, of Belleville, Ont., recently elected the following officers: President, Henry Corby; Vice-President, Henry Richtie; Second Vice-President, T. S. Clarke; Secretary-Treasurer, E. Foster; Captain, H. A. Dean; First Lieutenant, R. E. Clark; Second Lieutenant, Joseph Bonar; it was resolved to ask the Canada Wheelmen's Association to hold the annual meet in that city on Dominion Day. Members of the Young Men's Christian Association organized a cycling club in Toronto, Ont., last week, the officers being: President, Dr. W. T. Adams; Vice-President, Grant Halliwell; Secretary-Treasurer, F. W. Gooch; Captain, W. H. Seymour; the club starts with about twenty members, and only members of the association will be admitted.

England. Wallace Ross, the American oarsman and present champion of England, was the winner of a "road scullers' race" on tricycles, in the vicinity of London, on Feb. 21; his score was 330 miles, East being second with 325 miles; Corcoran third with 324, and Goodwin fourth with 286 miles. J. G. Murgatroyd has deposited a forfeit in England for a match between Fred Wood, now in Australia, and W. A. Rowe, or any member of the American team, from one to twenty-five miles, for \$250 a side, the race to take place four weeks after Wood's return to England; A. P. Engleheart, the ex-amateur, has also challenged Rowe. On the evening of Feb. 29,

at Newcastle, Rowe, the American champion, beat Woodside by 20 yards, and English beat Morgan at five miles. A. P. Engleheart and W. A. Rowe are matched for 10 miles April 2. Cowboys *versus* Cyclists had another race at Agricultural Hall, London, March 19-24. International match race, five miles, W. A. Rowe *versus* Richard Howell, April 4, at Leicester.

COMING EVENTS.

April 28—International match race, one mile; W. A. Rowe *versus* Richard Howell, Wolverham, Eng.

May 5—Road race given by the St. Louis Wheel Company, of St. Louis, Mo.

May 12—International match race; ten miles, W. A. Rowe *versus* Richard Howell, Coventry, Eng.

May 29—Spring meeting of the Board of Officers of the Iowa Division, will be held at Cedar Falls.

May 30—N. Y. and N. J. Team Road Racing Association, road race.

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

July 1-2—Canadian Wheelmen's Association will hold their general meeting at Ottawa.

July—Annual meet of the Canadian Wheelmen's Association will be held at Belleville during this month, actual date not decided on.

July 4—California Division will hold their annual meet and races at Stockton, under the auspices of the Oak Leaf Bicycle Club.

"If Your Children Cry for Bread, Will Ye Give Them a Stone?"

H. W. BURMESTER and J. J. Bliss, two California wheelmen, made a century run around the Bay of San Francisco on the 25th of March, starting from San Francisco shortly after midnight, Sunday morning. The first portion of the run was by moonlight, but neither had a fall or mishap of any kind on the trip.

The exertion of the first forty odd miles in the cold night air, induced hunger, and this, added to the loss of sleep, made Burmester somewhat faint. He had been working hard during the previous day and did not close his store until about an hour before the start. After reaching Santa Clara he declared that he could go no further without food, though then within three miles of San Jose, where the first half of the run ended and where it had been determined to breakfast. Burmester, encouraged by his companion, decided however to try to make the Fredericksburg brewery, between Santa Clara and San Jose, and there get beer and sandwiches to carry them through till breakfast. Although within a short distance of the brewery, the way seemed long and one or two pauses were made. The desperate feeling, caused by the void in the empty stomach, caused Burmester to ask the first person he met, while wheeling by, presumably on the chance of getting some encouragement from the expected reply that it was near by (for he well knew that it was not very far), "How far is it to the Fredericksburg brewery?"

The reply, however, was not of the kind anticipated. Burmester's divining powers, in his then hungry condition, had not permitted him to perceive that he had accosted a minister of the gospel, who said: "You do not want a brewery, young man, you want a church." Then, perhaps noticing the forlorn, travel-stained appearance of the wheelmen, the clerical gentleman shouted after them, "You go down there, two miles to the right!"

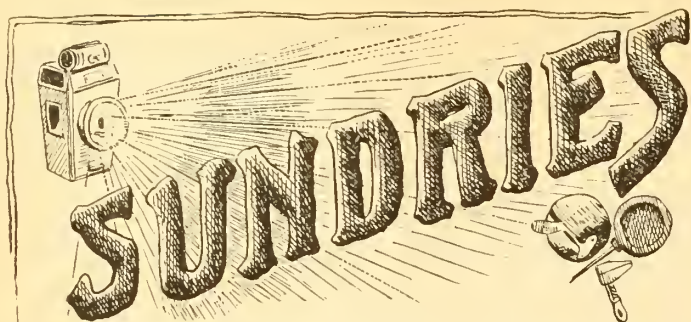
This was the last camel on the feather's back. This was adding injury to unkindness, and Burmester for some time could not refrain from making uncomplimentary remarks about the preacher who would intimate to him at such a time that the desired place for refreshment was two miles distant to the right, when it was in truth less than half a mile to the left.

The question arises, is a clerical sermon of the most potent and soul satisfying description, capable of furnishing the kind of assistance and refreshment needed by a starving wayfarer.

Bliss had a hearty laugh over Burmester's mistake, and considers the joke on him too good to let it pass entirely unknown to others.

He desires to add, however, that after the needed food and other refreshments, the remainder of the journey (some fifty odd miles) was reeled off in fine time and shape, considering that a strong head wind was encountered over the greater part of the last half of the trip.

Mr. Jo Pennell contemplates writing a complete history of cycling.



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

Even a wheel will turn when trod on.

The early candidate catches the mail vote.

The makers of the Springfield Roadster have contracted for 4000 wheels for 1888.

Howell is now riding a 59-inch Rudge especially built for him, weighing 23 pounds.

It is reported that Senator Morgan will wear bigger diamonds than Alvin Joslin when he returns to America.

Model for "local notes" paragraph:

"Mr. ———, the eminent cyclist, is on the sicklist."

Truly the lot of the cycle champion is no where strewn with roses. In Germany they call him a *Drierard-Herrenmeisterfahrer*.

The Citizens' Club, of New York, has resigned its membership in the New York and New Jersey Team Road Racing Association.

We would advise all of our readers to send a postal to Karl Kron for one of his enormous circulars, or send stamp to this office for a copy.

One of our German exchanges *Der Radfahrer*, has a black bordered first page in its issue of March 15, on account of the death of King William I.

Rowe took a tumble in England the other day. He came in collision with Battensby at Newcastle and got badly shaken up. "No bones broken."

Alas! such ignorance. A poet asks: "Who makes the stars?" Poor fellow! he had probably never heard of the H. B. Smith Machine Company.

The market for arnica and court plaster is booming, with prices firm. The bicycle season has fairly begun, and fair to middling bruises are quoted lively for spot.

The robins may be a little slow in making their appearance, but several bicycles have been seen upon the street, and it is safe to say that winter has fractured its spine.

According to the *Bicycle News*, there is a hansom cab in London which has steel rims, spokes and hubs, and rubber tires. Quite an improvement, we should think.

Scotland has a new weekly, the *Scottish Cyclist*, which is published at Glasgow by James R. Nisbet and David F. Bremner, is very neat in appearance, and we wish it success.

A recent paragraph, concerning this paper, in the St. Louis *Spectator*, only goes to prove that our definition of imbecile, in the GAZETTE dictionary, of last month, was a correct one.

Harry D. Corey, of the Pope Manufacturing Company, was in this city for a brief stay, on the 24th and 25th of last month, in the interest of the Columbia and Rudge wheels.

Ralph Temple, of the American team, got a bad fall at Newcastle-on-Tyne, last month. No bones were broken, but he was so severely injured as to be confined to his bed for several days.

There is no time like the present. We address this remark to all riders who have second-hand machines for sale. We would respectfully suggest as a medium, the columns of this paper.

The Rev. J. Thomas Jones, L. L. D., vicar of Curdsworth, England, has invented and patented a steam engine to be utilized in the propulsion of the tricycle. Its practical value has not yet been demonstrated.

The *Scottish Cyclist* is a very bright little paper, but it has commenced wrong, we notice in every issue extensive clippings from the GAZETTE, but no credit is given. They are yet young and should reform.

We have had extensive access of information as to different clubs whose twenty, thirty or forty members all ride the same machine. Now, can't some one hunt up a club of twenty-five wheelmen, none of whom ride wheels alike?

At Philadelphia the six day, four hours a day, race between Louis Armaindo on a bicycle, against the combined score of pedestrians Vint and Noremac, resulted 328 miles, 22 laps for the former, and 326 miles, 18 laps for the latter.

The death of R. H. Spear is announced at Minneapolis. He was a professional trick rider and showed some speed, having made the fastest lap ever ridden in the Washington rink. He also held for a time the quarter mile unicycle record.

We would like to have our subscribers understand that we mail our papers only once a month, so in writing for duplicate copies or missing numbers, they need not expect to receive them immediately unless stamps are enclosed for postage.

An electric hub lamp will shortly be placed on the market by Messrs. Lucas & Son, of Birmingham, which will be an indispensable accessory to cycling and will rapidly take the place of the small and poor illuminating lamps used at present.

The various religious congregations of Elizabeth, N. J., urged by the wheelmen, are subscribing to a fund to provide their clergymen with tricycles. The scheme is popular, and it is probable that every minister in Elizabeth will receive a mount during the coming season.

The New Jersey Legislature has taken take action upon a bill which secures bicycles and tricycles all the rights and privileges enjoyed by other pleasure vehicles, and subjects them to the same restrictions. The bill is modeled after the one recently adopted by the Legislature of New York.

There is another war waging between our esteemed contemporaries *Wheeling* and *Bicycle News*. The former claim they refused an advertisement from a certain maker, and the latter are trying to prove the contrary. We would advise Mr. Page to subscribe for some of these English papers so he can get some points.

The team who have been selected by T. W. Eck and Frank Do'le to visit Europe this year are H. G. Crocker, S. G. Whittaker and W. F. Knapp, professionals, and they will be accompanied by W. E. Crist, the amateur flyer, who is desirous of meeting the amateurs of the United Kingdom, and whose expenses will, it is understood, be defrayed by the Manhattan Athletic Club. It is the intention of the team while abroad to attempt to lower all records, for both path and road up to twenty miles. They will take part in the leading tournaments held in Great Britain, Ireland, France and Germany. They sailed on Thursday, March 29, on board the steamer *Spain*.



CHICAGO Cycledom is, as usual, excited and ambitious. Each day that passes our ranks are strengthened. The clubs are prospering. Every one is happy. The trade feels good over the prospect of an unusually lively season, and H. D. Corey is in town. I met Harry this morning and it did my heart good to hear him dilate on the wonderous construction of the wheel he represents. Harry is a recognized model of a truthful man, and his word can be taken straight, without water.

Art. A. Taylor, the man from Boston who lives in Ohio, is in the city. Mr. Taylor represents the Pope Manufacturing Co., and is about to start on a trip, in their interests, through Illinois and Indiana. I bespeak a hearty welcome for him wherever he goes.

Taylor and I took a run down to Joliet one day last week. Joliet is a pretty town and has about forty wheelmen. Taylor wore a beautiful white silk tie and sported a checkered cape overcoat. I walked beside him and was kept busy keeping the cape from flapping in my eyes. We had a pleasant visit with H. M. Fish, and after dinner decided to call on Chas. E. Gross, who is Captain of the Joliet Bicycle Club. Mr. Gross is chief usher of the State prison. After a few moments ride in a bob-tailed horse car, we came in sight of the gloomy prison, which is built of stone and surrounded by a great stone wall perhaps twenty feet in height. We alighted from the car and walked boldly into the village. Poor Gross was in his office nursing a badly sprained ankle, caused by winter riding on a refractory Victor. He greeted us with his usual how-long-are-you-in-for smile, and bade us welcome.

The Joliet wheelmen are a splendid set of fellows, one of whom, Mr. O. H. Wright, Jr., who acts as Mr. Gross' assistant, offered to show us through the "pen." We readily consented and cheerfully granted his request, made to Taylor, that he remove his cape overcoat before we started. "Thirteen hundred and forty-six convicts are confined within those walls and buildings," said Mr. Wright, as he pushed open the door to the marble shop. The convicts are kept busy, making everything from a pair of cotton socks to a tombstone.

We walked from building to building, deeply interested in what we saw. Taylor suddenly paused in front of a stalwart young convict, and peered into his face, "Great Scott!—is this you?" He told me afterwards that he had sold the poor fellow a D. H. F. Premier two years before, etc. I didn't doubt it. D. H. F. is enough to drive a man to drink. The only Taylor expressed five pounds of chewing tobacco to his Joliet friend this morning, and I doubt not that his conscience rests easier.

The Chicago Bicycle Club opened their new club rooms a week or so ago. They are located in the very heart of the city, No. 113 Adams Street. Luxuriously fitted up, they present as comfortable an appearance as one could wish to see. The opening smoker and musical was a most enjoyable affair and reflects much credit on the club.

The Illinois Club are on the hunt for a club house that they can compare favorably with that of the Owls. Judging from their past achievements I have not the slightest doubt of their success. Mr. W. Davis has been elected captain, replacing Mr. R. H. Ehlert. Mr. Davis will make an excellent captain. The I. C. C. boys are great riders, not a few of them have cyclometered over three hundred miles already this season.

The Lincolns are still growing and now number over 140. They have followed in the wake of the Owl and Illinois Clubs by putting up three handsome gold medals for the best mileage of the season.

My highly-esteemed friend, the "Looker-On," roasts poor Tom Roe quite nicely in his last letter to the *American Wheelman*. Thomas has exposed the Prince-McCurdy \$30,000 race in a letter to the *Chicago Inter-Ocean*. True he was played for a sucker in Minneapolis to the tune of \$10,000 or thereabouts, but he has learned the lesson, "Don't gamble on the wrong side of a fake race."

Bob Garden is already at work on his great Pullman road race, and promises a race that will exceed, in the number of starters and the value of prizes, the mastodon "'87" race.

GIES.

Our Minneapolis Correspondent.



WILL endeavor to give you a few points on wheeling matters in Minn. From present indications the coming season will be a good one, although at present the snow is four feet deep (but we are hoping to begin riding by the first of June). I was up on Nicollet Avenue and called on F. A. Lealand, the Victor agent. He has just been getting in a new stock of '88 Victors, which I must say, are fine looking machines. Grant Bell has received an invoice of New Rapids and Stars, and the Volunteer and Veloce Columbia are on exhibition at Heath & Kimball's, 14 South Fourth Street. The Volunteer is the subject of general conversation among the older wheelmen, and from present indications it is bound to become a favorite here at least.

The Minneapolis Bicycle Club has re-organized with the following officers: President, Wm. Pauly; Captain, the old reliable E. J. Hale; Secretary and Treasurer, Chas. Barwick; First Lieutenant, Louis Lundell; Second Lieutenant, Colie Bell. The club was organized last season and had thirty-six members. Their club rooms are now 211 1/2 Nicolett Avenue, but will soon be changed to a more desirable location. The club is in good condition now and by the end of the season hope to be the largest and strongest club west of Chicago. The Mercury Club we don't hear anything about, whether dead or sleeping I can't say, but I hope it's not dead.

There is a movement on foot to start an amateur athletic association in Minneapolis, and if it develops the wheelmen will have an out-door track, and we have some talent here that if we only had a chance to bring out, would make lots of the eastern flyers sick. Colie Bell has ridden his mile in 2:57, Hale has done five miles in 16:20, Stockdale has done three miles better than 11 minutes and Bartlett has done and can do better than 3:30 on a tricycle. This is what has been done on the road, as we never had a chance to ride on a track.

Well, as time is limited and nothing more to write, will come off. More later on.

RED EYE.

Spring Meet of the Atlanta Wheelmen.

THE prizes given by the Atlanta Wheelmen, at their race meet to be held in that city, April 16 and 17, are as follows:

FOR THE FIRST DAY:

First race—One mile handicap; first prize, \$25 oxydized silver shoe horn and buttoner in a plush case. Second prize, \$15 whisk broom holder, oxydized silver. Third prize, \$10 cane, with oxydized silver head.

Second race—Two mile state championship; handsome \$40 silver pitcher and cup.

Third race—Half mile open; \$25 oxydized silver cigar case with battledoor and shuttle-cock figures on top.

Fourth race—One mile open; \$25 solid silver pitcher.

Fifth race—Five-mile state championship; handsome \$75 mile silver epergne.

FOR THE SECOND DAY:

First race—One mile Atlanta Bicycle Club championship; \$15 silver tureen.

Second race—Two mile handicap; first prize, \$25 pair of bronze statues representing two warriors. Second prize, \$15 set of solid silver ice cream spoons. Third prize, \$10 silk umbrella, silver head.

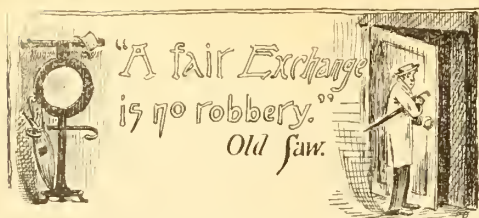
Third race—Half mile hands off; \$10 silver butter dish.

Fourth race—Half mile dash; first prize, \$15 handsome oxydized silver flask. Second prize, \$10 card receiver with figure on bicycle.

Fifth race—One mile state championship; \$35 tete-a-tete set, three pieces harmonized silver on a waiter.

Ten mile handicap; \$50 cut-glass wine set in a rosewood case. A beautiful set in a case of exquisite workmanship. The case opens in all directions.

We are very glad to see that the press is resenting Mr. Morgan's base insinuation on them. This is what the *Irish Cyclist* says: "Manager Morgan has made some very gross insinuations regarding the principal cycling pressmen of the day in *Bicycling World*, and concludes his tirade with a downright mis-statement. He has evidently let his jealousy get the better of his discretion."—*Wheeling*.



The first pleasant day will bring out many bicyclists, who, like the early bird, are first to enjoy the fresh sunshine of spring.—*Boston Herald*.

* * *

A funny wheelman does not know why they call the new type safeties "goats," unless it is because they are "rovers" and great "hill-climbers."—*Wheel*.

* * *

It is about this time of year that the blithesome wheelman gets out his machine, polishes up the bright parts thereof, and starts off for a trial spin over the slowly settling roads.—*New York Tribune*.

* * *

Any traveler on the road, either riding or walking peaceably, who is suddenly assaulted by a dog, whether licensed or not, may legally kill him, and thus relieve his owner or keeper of a disagreeable duty.—*The Road and the Roadside*.

* * *

The idea that muscles of the legs only are developed by cycling is a very common and a very erroneous one. In reality, nearly every muscle in the body is brought into use, those of the lower limbs for propulsion, the trunk for balancing, those of the upper limbs for balancing and propulsion.—*Medical Brief*.

* * *

Colonel Witherspoon used to be very rich, but of late he has met with financial reverses. He has been compelled to sell his riding horse. His old servant, nevertheless, remains faithful. The Colonel uses a bicycle. When he returns home on his bicycle, the faithful servant walks it up and down the yard for ten or fifteen minutes to cool it off before putting it in the stable.—*Texas Siftings*.

* * *

Buenos Ayres has not yet felt the effect of cycle fever, it seems, for we learn that but five riders are found therein. It is pointed out in a note on the subject that a cyclist who recently went to reside there will swell the number twenty per cent. It seems rather a heavy responsibility to carry about with one—that of increasing a class twenty per cent. by becoming attached to it.—*Bicycle News*.

* * *

Just think of mounting the light, pretty machine at your own door, and, good roads granted, being able to guide it at will ten or twenty miles over the country in a morning! What quickened vitality, firm muscle and rosy health result from this pleasurable exercise! With what an appetite you eat your dinner, how soundly you sleep at night, and how exhilarated you feel in body and mind!—*Harper's Young People*.

* * *

A man from Pine Knob stood watching a performance on a slide trombone. Suddenly seizing a companion's arm, the Pine Knob man excitedly exclaimed: "For the Lawd's sake, look thar, Lige!"

"Whut 's the matter?"

"Look thar, he dun it agin!"

"Done what?"

"W'y, crowded mo'n ha'f that blamed ho'n inter his mouth. Did you see that? Wall, I'll sw'ar."—*Arkansaw Traveler*.

* * *

"A lady should be dressed properly for riding in order to get the full benefit of the exercise and all the pleasure of riding. If she tries to ride with bustle and other encumbrances, of course she will find it uncomfortable. Her movements will be impeded: An ordinary riding habit is a good thing. Now, there 's a proper dress," and he pointed to a young lady who had just alighted at the curb from a tricycle. She wore a dark blue flannel dress with a blouse waist and loose skirt, that, so far as the reporter could make out, concealed no bustle or other artificial means of supplying outline to the form.—*Interview in Washington Star*.

Dr. H. T. Appleby writes: "In yesterday's issue of the *Commercial* I noticed, in an interview on athletic sports, that Mr. Dann asserts that 'bicycling is bad for the heart.' If he means bicycle racing he should have said so, and I have no rejoinder. Any supreme effort, such as boating, bicycle-racing, or running, in youth especially, may produce enlargement of the heart. I deny, however, that the bicycle, when used reasonable, has any tendency to produce other than a good, healthy heart action. Mr. Dann may be able to prove his assertion, but as an amateur bicyclist of eleven years, I doubt it."—*Buffalo Commercial*.

* * *

The opinion of Miss Allen, the accomplished head of the ladies' gymnasium, that the way the ladies ride horseback now-a-days does not tend to good physical development, and that the only way to correct it was for the ladies to sit on the saddle the same way gentlemen do, is rather radical, but that 's only what is said of all new ideas when they are first promulgated. Perhaps the ladies will come to it. Who knows?—*Boston Herald*.

Cycling is certainly a step in this direction. Ladies assume a natural attitude, instead of a lop-sided twist as on horse-back.—*Sewing Machine and Cycle News*.

* * *

INDICATIONS OF SPRING.

"The air is full of weather,"
And the ground-hog roams abroad;
The snow melts from the heather,
And the grass grows where it thawed.
The flowers than blown in the spring,
And the "bike" that rusts in the shed,
The blue birds and robins that sing,
Will soon follow the winter that 's fled.
The jingling sleigh bell now is dumb,
The dress coat laid away,
Soon on the road the wheels will hum,
For "there 's weather in the air" to-day.

—*Ft. Wayne Gazette*.

* * *

I met a party of two women and two men coming down Fifteenth Street, Washington, about midnight, who, I am certain, must have been delayed by an accident. Accidents will happen, you know, especially on dark nights; and it is a sight to see a man pushing a tired-out woman up a hilly street, or picking her up out of the grasp of the upset machine. In one case of the latter sort recently, the woman's dress caught in one of the wheels, and when the machine turned over on top of her, the dress had to be cut away with a pen-knife. Nevertheless, they all enjoyed it, good and bad riders alike. The steady work required is delightful exercise, and the feeling of power and comfort combined is very grateful.—*Philadelphia Record*.

* * *

The Midland Cycle Company, Bell Street, Wolverhampton, England, have patented a new pattern of safety bicycle, which will be called the "Easthope" safety bicycle. The new machine is built upon a spring frame, and is claimed to possess an exceptional ease and durability. It consists entirely of straight pieces, which all run in the direction of the strain, and these are arranged in such a fashion as to permit the absence of any supporting rods. The makers assert that this new type of safety will never break across the "neck"—a disaster which has frequently occurred to safety bicycles. The machine has been constructed almost entirely with the view of sale in the American market, and the spring frame is consequently supplemented by extra thick rubber tires. The transatlantic roads are so heavy that elaborate precautions are needed to insure easy riding upon them. The makers anticipate an excellent demand from this market. The construction of the machine makes it peculiarly suitable for being sent over to New York in parts, payment of tariff upon machinery being by this means avoided.—*Ironmonger*.

Against Road Racing.

THE subject of road racing has been much discussed in cycling circles in England for months past, and at the next meeting of the National Cyclists Union the following amendment will be offered: "Any amateur entering in any open, advertised or invitation race upon the public highway, shall thereby disqualify himself from any amateur competition for one year from the day of the offense, the penalty for the second offense to be entire amateur disqualification."

The Art of Riding a Tricycle.



ALTHOUGH the days are past when the apparition of a woman riding on a tricycle was considered a wonderful and not too edifying sight, yet even now we are some distance off realizing the acme of grace and style with which riding should be done to insure perfect machines, as the present are having really good riders, so as to utilize and show them off to the very best advantage. This want is more marked in the same ratio as the number of riders increase year by year. Whether from ignorance, or want of knowledge, or sheer carelessness—from whatever reason, the fact remains the same. Many women ride, but few indeed ride well.

Taken, however, on the whole, perhaps, considering the comparatively short time the pastime has been in vogue, this want of style in riding is not to be wondered at. Could we transport ourselves back to the days of Marie of Medici, when side-saddles were first used, without doubt for many years after, the rides on side-saddles were very unpleasant, and it is quite possible the riders cut somewhat uneasy and ungraceful figures. Even at the present day, it is not by any means every rider in the Row who looks at home and at ease on horse-back. There are some who ride like a picture, sitting firmly in the saddle, seem part of the horse, and the guidance seems but an effort of will power, without material motion on the part of the light, firm hands. And as the skillful rider on horse-back glides her horse, and sits upright and firm in her saddle, so can a lady tricyclist who desires to look nice. In fact, were I to choose to teach anybody how to ride, I would prefer to have a learner who could sit a horse well. The things are more analogous than many think. With one of the Crippler pattern machines, at present so much the rage, a light pair of hands for the steering is a *sine qua non*. The person who attempted with my favorite Psycho to screw and twist the steering about in the spasmodic jerks so dear to the novices would be promptly dismounted, with the machine on top. To take the points of a good rider in detail, it is best to divide into two great parts—dress and deportment.

First, then, the dress must be plain; grey or brown homespun tweed is best, though navy-blue serge has also its admirers. Grey is better, as it does not show mud or dust as blue does. There are many advocates of the habit style of gown; but this has several drawbacks. There is a scrumpy look about the long bare skirt, and the knees are unpleasantly visible. Also, for walking, the effect is so dreadful, and as tricyclists must walk about very often in towns, this last objection is fatal to the habit theory. Ever since I began riding—nearly six years now—I have tried an ordinary walking tailor-made dress. At one time much nonsense was talked, and much ingenuity was expended in leaded hems to prevent the stuff flying up, and strings and hooks and eyes enough to send the unfortunate wearer out of her mind. But now, it is generally an accepted fact that a neat quiet walking dress, with kilted skirt and well-cut body, either of the coat or Norfolk jacket type, is the best for riding. If the gown is neat—very neat and correct as a walking gown—it is quite right for the machine, as the rest is a matter of personal carriage and attention. No steels, however, must be allowed, beyond a small pad at the top. When tricycling, dress improvers are better left at home.

And now comes the second point, the vexed question of high saddle, vertical action, and careful and correct pedalling. The saddle must be adjusted so as to allow only about an inch within the reach of the rider's leg. Sitting erect, with head up and shoulders back, the rider must be able to touch the pedals in comfort; but not so as to ride with a bent knee. This in tricycling should be made as heinous an offense as in figure skating. Beginners have a trick of leaning back when pedalling, instead of sitting in a natural position, with the least bit of a forward bend, and to that end the novice must be taught, or teach herself to ride, holding the handles lightly, and riding without touching handles at all. Their sole use is as a means of guiding the machine, as is the bridle of a horse. The weight of the body should rest mainly upon the pedals, and be supported by the saddle. Then comes the action of pedalling, which so many

ignorantly think to be the same motion as when working a treadle sewing machine or playing an harmonium; in point of fact, nothing can be more different. In both cases the worker is sitting on a hard bench or chair, with no spring to break the jarring motion, with no ball-bearings to reduce friction to a minimum, as in even the commonest tricycle sold now-a-days, and the motion in both cases radically different, being up and down, whereas in tricycling the feet move in a circle, and the muscles chiefly employed are those of the ankle. To pedal properly requires fitted shoes, rat-trap pedals, and no small amount of practice. Briefly, however, to work properly, the toes must be placed on the pedals, and the circular movement before mentioned given, so that whilst the one foot is pushing, say the right-hand pedal forward, the left is being drawn backwards and upwards; a id in good riding, at the close of the down stroke the heel is dropped, turning slightly outwards, as are the feet of a good horseman riding to hounds. Mounting Crippler pattern machines requires much practice to do it gracefully. The right foot should be placed on the axle, and the left hand lightly on the saddle. Then, with a spring, the left foot should be placed on the frontal tube or foot-rest on the front fork, the dress arranged smoothly, and then the rider drops into the saddle. When well done it looks better than the old way of mounting the side-steering tricycles with a backward hop, terribly trying to novices.

The general effect of a good rider on horseback or on a tricycle is absence of effort. There must be no crouching over the handle-bars, which is beyond all expression hideous; neither a wriggling from side to side on the saddle, and the shoulders working hard with frantic pulls at the handle-bar, in the ridiculous idea by so doing the pace is increased. There must be none of these antics in the person who desires to look well on a machine. The way to look well is to be cool, quiet and dignified. Let the same calm *nonchalance* be apparent whether going at three or nine miles an hour. If speed is wanted, use the tremendous power of the ankles—power which will shoot the machine forward, with hardly any apparent exertion, like an arrow; and for another thing, in any emergency strive hard to keep a cool head. Nothing so impresses an onlooker as to see a tricyclist shooting down hill at a rapid pace sitting still, checking the machine with an imperceptible touch of the brake.

My reason for going so much into the detail of the art of tricycle riding is to urge and beg those who do ride not to bring the sport into disrepute by careless and ungraceful riding. The prejudice is less—far less—than some years ago, but it yet lingers; and there is still the totally unfounded opinion, “No woman ever looks well on those things,” oftentimes expressed. It deters others from trying this most fascinating exercise, which can be practiced all the year round—on ice, amongst snow, in spring, summer, and autumn, among the English lanes, the Scotch hills; aye, and even amongst the Swiss Alps—greatest pleasure of all.—Miss F. K. Erskine, in *The Queen*, London, Eng.

New Steam Tricycle.

VICOMTE DE LA TOUR-PIN-VERCLAUSE is credited with inventing a steam tricycle that is a practical success. The Vicomte has been using one, and has traveled several hundred miles with it during the last few months to his entire satisfaction. The machine is light and compact, and the mechanism is so simple that an amateur with very little experience can make eighteen or twenty miles an hour. The fuel used is coke, which is fed into the fire box automatically, so that the fire needs replenishing only once in forty-five minutes, and this only when in motion, since the draft ceases as soon as the engine stops, thus enabling the machine to be left without attention during a halt or at the end of a journey. The steam tricycle is made in several different styles, with single or double seats, and with phaeton, road cart, delivery wagon and other attachments. One has a single seat and a detachable single seated road cart, and with this—the cart carrying a load of 175 pounds—a speed of 25 miles an hour is attained on good roads.

Miss Travis—“Oh, what dreadful tortures they used to practice in the middle ages! Think of breaking a man on the wheel.”

De Smith—“Guess you never saw me out on my bicycle, did you?”—*Burlington Free Press*.

Our Chicago Letter.

CHICAGO, April 1, 1888.

THERE have been one or two small sized stirs in local wheel circles during the month, but nothing desperately interesting.

Surbridge and Roe attempted to bring off a race at the exposition between two novices, but a morning paper insinuated that the race would be a hippodrome. For what object was not stated, as not a cent was at stake. Then we have had the opening of the new club rooms of the Chicago Bicycle Club, which drew about a hundred of our most enthusiastic riders, and proved a very enjoyable affair. The Owls have also moved into new quarters, and far more comfortable than of yore, having a large lawn whereon to display themselves.

The Lincolns gave an entertainment at the Madison Street Theatre, but I can't say any of the boys displayed extraordinary talent.

The principal topic now is Tom Roe's letter of warning from an unknown friend, that Prince and McCurdy had arranged matters to fleece him in the race arranged for April 7. Some people are uncharitable enough to insinuate that Roe wrote the letter himself, and gave it to the papers for the purpose of obtaining more notoriety, but as that already attached to him is not of an enviable description, and could not be improved by the letter referred to, this theory hardly seems reasonable. Roe now denies that he is backing McCurdy, and says that an Omaha man, to whom he gave permission to use his name, is at the bottom of the matter.

There is some talk of forming an association, composed of all the cycling clubs in the city, the principal object of which is to be the promotion of race meetings. The idea is a good one but shows a lack of enterprise on the part of the clubs, not one having enough courage to "go it alone," and establish our annual fixture, which could be done for a very trifling outlay. Under the circumstances, an amalgamation is desirable. If it is completed the management should be placed in the hands of men who have managerial ability, and will at their disposal to carry out their plans. Lack of both these qualities caused the disruption of the old bicycle track association.

Last Thursday R. D. Garden did the biggest days business in the history of the Pope Co's. Chicago branch. His receipts exceeded \$2,500.

Birdie Munger may now be found at Surbridge's store on Wabash Avenue. I hear he intends to establish a "Chicago to Milwaukee" record that will be hard to beat.

T. W. Eck was here last week and secured Gormully & Jeffery's permission for Whittaker to go to England with his team.

J. O. Blake, formerly of the John Wilkinson Co., is now superintendent of Spaldings' store, and prefers his new position to the old one.

Van Sicklen is undecided about racing this year, although certain papers have announced that he will race on a Star, which certainly is n't a fact.

Fred Ingalls is the happiest man in town since the Chicagos secured new rooms. The club is his hobby and nothing can alter his belief that it is the greatest club in America.

Charley Philbrick will race this season, so he says. Crennan has bet him \$20 he doesn't beat 2:40. Lucky Crennan—I'd like half the bet.

LOOKER-ON.

IN the March WHEELMEN'S GAZETTE appears an exceedingly well written and entertaining description of a ride around the Bay of San Francisco, on the 15th of January last, by J. J. Bliss of this city. Accompanying it is a map which shows the various roads with remarkable accuracy, considering the reduced scale on which it is drawn. The map is really the best thing of the kind ever offered for the guidance of California wheelmen and can be relied on thoroughly.—*San Francisco Chronicle*.

We take pleasure in announcing that we shall commence the publication of a serial to run three or four months, by Jos. J. Bliss, in the May number of the GAZETTE, entitled, "A Wheel Around the Bays of San Francisco and of Monterey." It will be illustrated by a map as was this gentleman's article in the March issue, and we feel confident will be greatly appreciated by California wheelmen.

Cyclings from Cincinnati.

ON account of the bad weather here, there has not been a great amount of riding done, but the fever has not yet abated. The Crescent Wheelmen held their second meeting on Tuesday, March 27th, at their rooms, No. 337 Walnut Street, and elected the following officers: J. White, President; Chas. Reid, Secretary and Treasurer; F. J. Allsup, Captain; Geo. Bauers, Lieutenant. This new club has started out on a good basis, and we wish them success. Mr. W. C. Munroe has joined the cycling ranks, his mount being a Safety.

The Kentons expect the arrival of their tandem about the first week of this month. They will have to draw straws to see who shall mount it first. Safeties are no longer strangers in this city, according to reports there will be a great number of them here this season. The Centrals are booming, at their last meeting six members were taken in.

The Avondales are also in a flourishing condition since the opening of their new gymnasium and billiard room. The Newporters received a handsomely painted table cover from Mrs. Buchanan, of Brooklyn, New York, whose husband is a member of the "Long Island Wheelmen." The cover will add greatly to the appearance of their cozy club rooms.

A. S.

Conflicting Testimony.

JIMTOWN, IND., April 10 1888.

Editor Gazette:—

Myself, Billy Griggs of Hoosierville and Jim Rose of Strawtown, took a twenty mile run yesterday. How is that for the first of the season?

JOE BOWERS.

HOOSIERVILLE, IND., April 10, 1888.

P. C. D.:—

Joe Bowers of Jimtown, Jim Rose of Strawtown and yours truly took a forty-five mile run yesterday. Has anybody touched that this season?

BILLY GRIGGS.

STAWTOWN, IND., April 10, 1888.

Wheelmen's Gazette:—

First century run of the season! Myself, Joe Bowers and Billy Griggs ran 100 miles yesterday, which is pretty good considering the season. Please say as much in the GAZETTE.

JIM ROSE.

We submit to our readers these three postal cards, received April 11 at this office, with but one question:

Who is the Annanias?

Wheelwomen who are just beginning their riding season will find themselves at a terrible disadvantage, compared with those of their sisters who know the delights of winter riding, and have this year carried their knowledge into practical use. There is a terrible sensation, familiar to us all, of a lack of power about the knees in putting a stout heart to a stiff brae, which is one of the melancholy results of having been out of the saddle for weeks or even months past. Let me recommend to all my lady readers, who find themselves in such evil case, that they should begin their rides again with a due amount of caution. Ride daily, but ride more moderately at first, almost on the same principal as if one were a novice in the art, and beginning one's essays on three wheels for the first time in one's experience. This carefulness will be rewarded by a rapid return to the full measure of one's usual riding powers, and a total lack of these sensations of exhaustion and over fatigue which are almost certain to follow hard upon rides of one's usual length and rapidity of pace, when they are indulged in after a long period of inaction.—*Violet Lorne in Bicycle News*.

The Indiana Tours.

THE prospectus for the fifth annual tour of the Indiana Wheelmen is about completed, and indications are that it will be surpassed by none of its predecessors. The Indiana tours have attracted wide attention, and have been of great advantage in increasing the wheeling interests in this state.

This time the proposed route starts from Indianapolis, running through Cumberland, Knightstown, Richmond, Dayton, Hamilton, Cincinnati and across into Kentucky, winding up at the Mammoth Cave.

The date is not yet announced, but it, with further details will be published later; in time for every wheelman to plan his vacation to take in what promises to be the most enjoyable of the Indiana tours.

Summertime Memories.



ur stop at the Blue Boar Inn was more to study the people's home life and

ways than to drink the "Six Ale" that they so frequently called for, and seemed to think every one else wanted as well; as it was, they kept the rather pretty barmaid nearly busy with the mugs and glasses.

It was about the only house in a sparsely settled section, yet the coming and going of laborers from the fields about, with the numerous travelers by cycle, and trap brought more business than one would suppose possible at such a place.

As we dismounted before the door, the maid was gingerly petting a young Porcupine, and talking baby dialect to the thorny little brute, that she was afraid to pick up *a la* kitten, and which she wanted to train to keep in the cellar, as many do to keep roaches away.

What an interest the American tourist awakens among the people over there, and how freely this ale was offered, showing them to be kindly disposed, at least, whether the visitor indulged in it or not. Then their questions came, and many were curious, for their average ideas as to the geography of the "States" were away out. While loitering on the wooden bench in the shadow of the Boar, waiting for the August sun to speed on westward, we listened to the usual poor man's complaints of the times being so hard that they could barely make a living, and how "Brother John's boy had gone to America and was doing well."

One of the tailor's who enjoyed his ale with the others; proved by his conversation to be more intelligent and progressive than his companions, for he was quite an amateur photographer, and had made so good a picture of his master's plantation, with his primitive apparatus, that he made him a present of a modern outfit.

Here an English cyclist who proved a worker in some London machine shop, and was journeying in our direction, joined the group, and after his ale and another smoke, we wheeled together down the dry and dusty hedge-bordered road toward Old Woring, where he was going to see an Inn that was for sale.

He rode an old Ordinary worth about "three pound, ten," wore a light straw hat, a cycling suit in three colors, big thick shoes that must have been burdensome in August, if all right in March, and his pipe was continued indefinitely.

The wheels having brought us to "the George," Old Woring, we found it one of the gone-to-sleep sort of pubs, where without the tap-room, no one could get a living, and from the dilapidated appearances the present incumbent was having a hard rub to exist, and had some excuse for wishing to sell out, he asked seventeen pounds for his good will and fixtures—principally the former, for we saw very

little of the latter. While we tasted the small ale mine host of "the George" set out, a lounge who seemed to know the sleepy old village from end to end, and the business of its inhabitants as well, told such toothsome stories of the penny cakes his mistress made, that we ordered some, and they proved really better than anything in the cake line that we found in England, most of them having a strong taste, as if some portion of the ingredients was aged.

Then he told of the palmy days of the tiled and straw thatched old hamlet before the railroad came, taking away the stage coach traffic, and greatly lessening the travel on the highways, which, since the advent of cycling has partly returned.

So much do the hotel men prize, and rejoice at having cyclers patronize them, that they put up signs soliciting it, and in many cases afford anything but good fare for the prices charged, we usually passed by such houses, and found much better fare and more reasonable charges at the coffee houses, of which all towns, and many of the villages are supplied.

Many years have gone since England has had so dry a summer as the last, and the dull, gray-green of the foliage and verdure was unpleasant to see, and many of their best macadam roads were as they say "inches deep with dust," and their cross roads, where you often see the prettiest bits in the whole country, were at times almost unridable. We rambled over cross country lanes more than many others would, for the by-ways of England have ever had attractions we wished to see, and we saw them so far as we could in a short tour. You seem to get nearer to nature's heart out in the quiet lanes, among the farmer folks, where you can chat with the toilers in the fields, or in their homes.

A peculiarity of dress not only with farmers, but with about all workmen throughout England and Wales, is the buckling a strap round the leg just below the knee, in such a way as to draw their trousers to or above their shoe tops, which are high; and it must prove an uncomfortable and irritating nuisance that we could not see the use of.

Their heavy, iron-shod cowhide shoes could more easily be accounted for, in that usually rainy country, where the stone or brick floors and cobble and macadam roads are in a combine to wear out soles.

The man of the house speaks of his wife as "My Missus," or "the Mistress" and she calls him "the Master," generally, but one farmer's wife who gave us a cup of black tea as we chatted with the family, repeatedly called her husband "My Chap."

It was usual to see the whole family in the harvest field, whether it was oats, peas, beans, or barley, for our tour was in their harvest time, and in their old-time way of reaping with sickles, required that many hands were needed to make light work. In some of the larger wheat fields there were harvesting machines, but of a pattern that would weigh

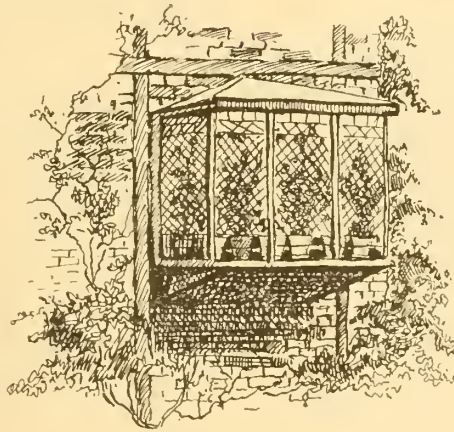
three times as much as American ones, and the four great Norman horses were none too strong. And what monsters those draft horses are! They are sights to see, for one used to the very moderate sized ones on our farms.

The fetlocks are so large and shrouded in long hair that from a rear view, under a wagon, you would declare it was drawn by elephants. They move with majestic moderation, as becomes them, and pull heavy loads, but the wagons are seemingly twice as heavy and clumsy as their loads call for on roads so smooth as most are there.

And the same can be said of the inevitable trap you see used everywhere, for it is away up on high wheels, and oftenest is drawn by a very small horse, pony, in many cases, and "the outfit," with three to six passengers presents a ludicrous appearance.

Traps, though, are a very popular vehicle, on the other side, notwithstanding their uncomfortable, jerky motion, for they are seen on the road in various degrees of style and finish, from high to low.

The quick, ringing foot-falls of the little horse always warned us of the coming of a trap, from behind, and we had an eye on them, for often a party of "drunks," or worse, a road hog, delights in running cyclers off the road



A WAYSIDE WINDOW.

We were very fortunate in escaping encounters with any of them although we came near one while riding through a narrow street in Birmingham. Here, as at a few other places we saw steam driving street cars, trains, they call them, and they seemed larger than the regular railway cars. The engine was so housed in as not to frighten horses, and they appeared to most effectually displace horse power, especially on long distances and in hilly sections.

In the number of towns so roughly paved as to be unridable, we were agreeably disappointed, although some were found. At times we could ride on the slabs in gutters next the curb, where stone paving was too rough, but one often wants to walk through portions of a town, to the better study it and the people, and a dismount on account of paving is not so bad. Many an odd corner and sight have we seen while walking through some rock bound old place, probably has not changed in its appearance during the past century, for the weather worn stone houses tell the story of the years, and on every hand are evidences of age.

We were shown a straw roof which had been on twenty-four years, and was still in service, proving them more lasting than one would think.

Many are of slate, tile and stoneslabs, all of which are more uncomfortable in the various seasons than are the straw roofs, which are said to be cool in summer and warm in winter.

While the village houses of England are quaint and interesting as to exteriors, they are even more queer inside, for they mostly seem to have been constructed with little care for comfort and convenience, and are charming in their oddly designed little rooms.

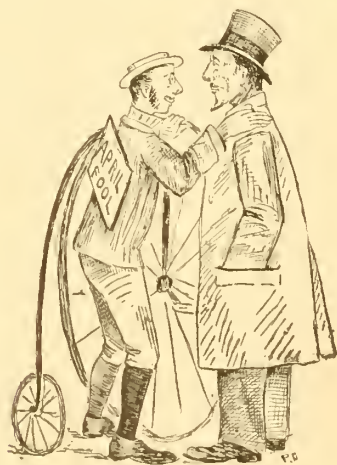
About every room has its fireplace, and a good share of space is taken up by stone, bricks and mortar, in order to locate the ever present grate, which is of itself quite small.

The brick or stone floors of the lower rooms are a novelty to a tourist, from "the wild west," and are often kept sanded, why, we do not know, but these interiors are generally neat and clean.

STAMSON.

Though "February 29" is the date attached to the preface of Karl Kron's monster free adv., which he calls a "Leap Year Book," the pages so increased in number that the final one is dated "March 29," and the actual distribution of the 5,000 copies will have hardly more than began when the present GAZETTE sees the light. Whoever is rich enough to buy a postal card, and educated enough to inscribe in the same a request to K. K., at the University Building, Washington Square, New York, may become the possessor of this gift-book of 140 pages and 85,000 words.

There's a Reason for All Things.



Enthusiastic Wheelman. "Deuced glad I met you, old chappie. Just came from the Club House. Lots o' fun down there this mawning. Boys all particularly jolly. Lively crowd, I tell you."

By the way, I believe I'm getting to be quite a clever rider, don't you know. You ought to see all the folks turn and look at me on the way down."

Strictly Business.

Manager to Editor: "Have you written up your regular editorial on the amateur question?"

"Yes sir."

"And puffed all our advertisers?"

"Yes sir, all of them."

"And guded all non-advertisers?"

"Yes sir, I don't think any escaped."

"You have constructed a new set of puns about buying a bicycle, and trying a triecyle, I suppose?"

"Yes sir."

"Then give them a little talk about beautiful spring."

"All right. Here goes."

SPRING.

When the joyous spring time comes, even tho' ushered in by snow and rain, then cometh the new spring style cycle to blossom forth upon the fresh green fields, and gladden all the earth. For has not the bicycle inventor, been thinking all these long weary winter months? Has not the poor overworked Commissioner of Patents, been sitting up at nights granting letters patent on ball bearing brakes, and anti-friction tires, and weldless steel spokes?

Now all of these things came upon us like a burst of sunshine. They came upon us suddenly like a new rider, who skims along the sidewalk, and ever and anon runs over a small boy or a yaller dog, Later in the season he will pedal along the streets, with an air of one who has had a sad experience. But this is spring.

Soon will come the first spring run. At such times the young man who leaves the crowd, to take a spin over an elegant piece of mud-road he discovered last fall, comes back to town in an ox cart, bearing a new bicycle garnished with black clay, also a large chunk of experience.

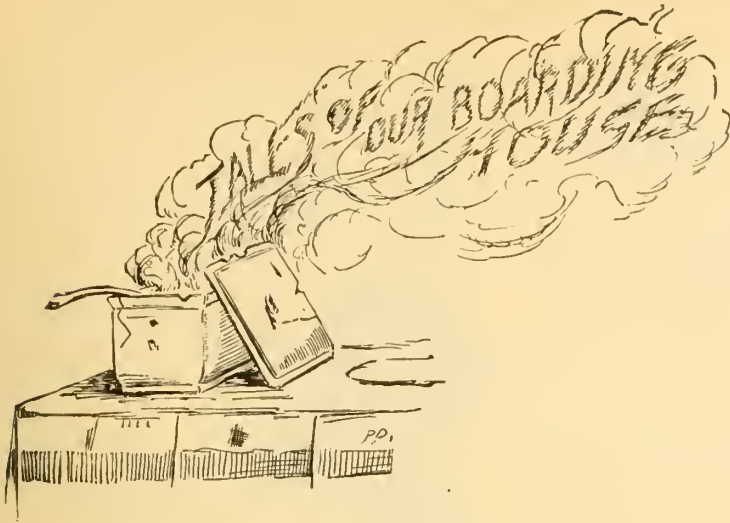
The spring is a fine cycling season, but the young man who takes his girl tandem riding, out into the broad open country,—the young man who does that and expects to secure a job as son-in-law, before the season is over, is going to get left.

"Talking" Money.

Karl Kron's great collection of "Newspaper Notices of 'X. M. Miles on a Bi.'" (140 pages, mailed freely to everyone who sends him a postal card request at New York), containing also "the instructions and arguments of the publisher to his 3,000 co-partners;" and some of these remarks make interesting reading on their own account. K. K. intends to issue a suplimentary pamphlet, containing subscriber's opinions;" and, in asking for these, he reminds them of certain facts which wheelmen would do well to reflect upon. He urges that his investment of \$12,000 in their behalf seems absurd to other publishers, who look upon them as an insignificant and illiterate class of the community; and that therefore, if the wheelman justify his investment by buying an unprecedented number of the books, the act will necessarily improve the popular conception of their character.

Close race,—misers.
Six day race,—clocks.
Scratch race,—Scotchmen.
Lap race,—cats.
Consolation race,—women.
Fixed race,—millionaires.
Professional race,—actors.
Amateur race,—apprentices.
Slow race,—messenger boys.
Loafing race,—strikers.
Road race,—oarsmen.
Hippodrome race,—circus riders.
Heat race,—coal men.
Record race,—secretaries.
Class race,—school boys.
Club race,—policemen.
Team race,—hack drivers.
Crooked race,—politicians.
Track race,—missionaries.

Made out of whole cloth—porous plasters.



PRELUDE.

ONE autumn night in Cranberryville,
Off from the top of Scrub Oak Hill
Shone on the broad, expansive night,
Our boarding house's fitful light.
Around the festive board, within
We boarders sat and juggled hash
And pancakes, while the ones most rash
Chewed at the beefsteak, tough and thin.

And as we sat and eat, and eat,
Some playful jibes we oft repeat.
The hairy butter joke we crack,
And give dried-apple pies a whack,
Then peals the merry laugh, "haw, haw?"
The ancient egg joke passes 'round,
And sausage jests, galore, abound,
'Tis then we sit and talk and chaw.

THE BICYCLER'S STORY.



Listen, my children and you shall know
Of the wonderful ride of Billy Rowe,
Forty-four times round a half mile track
He went in an hour's time, in fact
He run a hundred yards over, you know.

Near the last of October in Eighty-six,
The Springfield track was in elegant fix,
Not a breath of wind on that Autumn morn,
And Billy was trained into flying form,
When he put in his wonderful record ticks,

And he said to his trainers "Now when I ride,
Stand here, and there on the other side,
And ring the bell if I fall behind
And fire the gun if I'm gaining time,
Are you ready gentlemen? let her slide!"

Away he went on his lightning race.
With Hendee setting a break-neck pace
The pistol barked on the Autumn air,
Faster and faster flew the pair
Like comets scouting thro' boundless space

Then Woodside led him around a spell,
But the warning ring of the signal bell
Showed that the hour was slipping away
And never a record would break that day
Unless some one paced Rowe, and paced him well.

So Hendee grabbed him again and flew
The atmosphere turned from a gloomy blue
To a beautiful bright shell-pink, once more,
While larger and longer grew their score.
And did n't they run it lively! Whew!

And the time passed on and the same did Bill,
Like a rocket skimming the sky, until
He passed by the twentieth mile O. K.,
Then he spit on his handles and he shot away;
Greased lightning seemed to be standing still!

So over the track sped Billy Rowe,
Scattering records to left and right;
Gone where the good little records go.
A spurt at the finish, a last frantic kick,
And a record he make that is likely to stick

For many and many a season yet,
Your humble servent will freely bet.
Rowe like all others may pass away,
His other records may stand or go,
But the wonderful ride of that Autumn day
Will last to the honor of champion Rowe.

INTERLUDE.

Mr. Furgason: Miss Smith will you please pass the prunes?

Miss Smith: Certainly, Mr. Furgason, will you assist me in overpowering the butter?

Mr. F: Fortunately I am in training, perhaps I may be successful, will at least try.

THE LANDLADY'S STORY.

Want a story? I'll begin it
If you'll listen half a minute,
An instructive sort of story it will be.
In a graphic sort of manner
I will deal with Dr. Tanner
And his efforts which were much admired by me.

Now, for forty days he fasted
During this time while it lasted
Not a single thing but water passed his lips.
It would be the greatest blessing
If you'd profit by this lesson
And on dietary subjects take the tip.

Forty days without once eating,
This remark will bear repeating,
Went this greatest benefactor known to man.
Let us strive to imitate him;
Humbly try to emulate him
And to profit by his economic plan.

INTERLUDE.

New Boarder: (smilingly.) Mrs. Hashly, will you assist me to another portion of the——

Landlady: (frigidly.) Sir!

New Boarder: (timidly.) salt.

Landlady: (triumphantly.) Oh, certainly.

Johnnie: (Son of Widow Griggs.) Ma, may I tell a story?

Widow: (proudly.) Certainly, my son, if you wish.

Johnnie: Then I'm goin' to tell what you said about Mister——

Widow: Johnnie—do you want to be sent from the table?

Johnnie: Nome. Well then this is n't anything 'bout that.

Widow: (nervously.) Goon then, but be careful.

THE SMALL BOY'S STORY.

Sammy Simms he's always blowin'
'Bout the different things he's got.
But he won't go blowin' roun' me
Again. He knows he'd better not.

I don't like to hear folks braggin'
'Bout the things they're goin' to do
Like Sam; he's always gassin' 'round
'Bout where he's agoin' to.

T' other day he met me comin'
From the grocery where he'd been
"Got some new tree syrup," grinned he,
"Humph! we got oleomargarine."

Landlady: Johnnie do you want any more pie? Here 's the last piece.

Johnnie: Yessum. Sam went on:

"To the trick-show my ma 'll take me
An' see a man what eats a nail"
"Humph! that 's nothin'. My ma says
soon or late I 'll go to jail."

Widow: (excitedly.) Johnnie behave yourself.

Johnnie: Yessum. Then Sam, he says:

"My ma 's got some new hair crimpers;
My ma 's hair 's real color 's red."
"Humph, that 's nothin'. Red 's a chestnut,
My ma can lift her's off her head."

Widow: (desperately.) Johnny leave the table instantly.

Johnnie: (placidly.) Yessum. And, Sam he kept on:

"My ma 's brother he 's in Congress;
I 'm agoin' there too some day.
My pa 's dead. In heaven, ma says."
"Humph, my pa 's in Canada."

Widow: (furiously.) Johnnie, how can you tell such desperate falsehoods?

THE FUNNY BOARDER'S STORY.



There 's a time to laugh and a time to cry,
A time to smile and a time to sigh,
With this philosophical utterance, I
Would preface a little anecdote
About a frisky, eccentric goat.
This William could not only forcibly buck,
But he could eat all sorts of truck;
He got into the house one day,
And then there was the deuce to pay,
He chewed a hat, a Smyrna rug,
A demijon of *juice de bug*,
A vest with pockets full of scads,
Some writing paper, blotting pads
On top of all that stuff he ate,
A rail road stock certificate,
Out to the pump then did he walk,
To water up his railroad stock!

Funny Boarder: (after a long pause.)

Well, why 're you waiting all this while?
Now is the time to smile!

Chorus of Boarders:

"Is it! Oh we did n't know!
Ha, ha, ha, ha, ho, ho, ho!"

Funny Boarder: (bracing up for another attempt.)

There once was a tough old spotted mule,
That belonged to the stub tailed, long eared school,
And there was a reckless, rash young man,
Got up on the "Smart Alexander" plan,
And he violated the safety rule
By twisting the tail of this plain old mule,
The mule up and kicked him a mile and a half,

Funny Boarder: (indignantly.)

Well now is the time to laugh.

Chorus of Boarders:

"Is it! Oh we did n't know."
Ha, ha, ha, ha, ho, ho, ho.

Funny Boarder: (tries once more):

An old chap cried alack! alack
I 've stepped upon a carpet tack
The burglar, I can not catch
Unless he 'll kindly lend a match.
I think to burglarize at night,
Is neither courteous or right.

New Boarder: (interrupting.)

"Bo-hoo, bo-hoo, bo-hoo, bo-hoo."

Funny Boarder: (irritably.)

Well, what on earth is ailing you?

New Boarder:

Beg your pardon, only, I
Thought this was the time to cry.

INTERLUDE.



"Miss Frizzles could you not favor us with a story, too?"

"Te, he, te he, why really I don't know, although I suppose if you really and truly want it, I might tell '*How the Slave Saved St Michaels.*'"

Chorus of Boarders:

Spare us, spare us, cruel Miss,
Heavings, has it come to this?

General stampede from the dining-room.

G. S. D.

En Passant.

1788.

*A clatter of hoofs adown the lane,
A cottage door and a maiden shy;
A grave salute and a slackened rein;
A smile, a blush, and a drooping eye.*

*A draught from a dainty hand—forsooth
A whispered word and a parting slow;
The noble steed and a gallant youth—
They will come this way again, I trow.*

1888.

*A flying vision, a flash of steel;
A silent rushing, a noiseless glide;
A cap doffed low and a lagging wheel,
A halt by a window opened wide.*

*A pretty girl in the slanting sun,
An echo of laughter, sweet and gay,
A waving handkerchief—ten to one
'Tis not the last of his trips this way.*

EMMA OPPER in *Outing.*

Shakspeare Illustrated.



"And watch your safety while you take your rest."

Tempest, II, 1.

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THE N. Y. STANDARD
\$3.00 CUSTOM MADE PANTS

But it takes something more than low prices to make our goods sell as fast as we can make them up. We only use all wool cloth of the latest design and pattern. It is very strong **FINEST, as to feel:** It is firm and unyielding. Not coarse, because of the wiry, tight twist of the wool. It wears like leather.

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New York Styles, AVOID IMITATIONS. Always in the Lead.

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O. FRINK, Sole Proprietor,
 234 Broadway, New York

Hang the Truss.

I commenced using FRINK'S RUPTURE REMEDY the first of May, 1886, and I used it faithfully according to directions one month, with a truss; after that I took the truss off and hung it on a nail. It hangs there yet. I think that I am cured, as the rupture has not bothered me nor have I had any pain since. The doctor said I would have to wear the truss as long as I lived, but it is off, and I have about three-fourths of the REMEDY left. It will do all you claim for it, and I will recommend it to every one that needs it.

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This is to certify that my son, who was born with double rupture, which our family physician said could not be cured, was cured at the age of three months, without the aid of a truss, by the use of one-half box of FRINK'S RUPTURE REMEDY. I will gladly give full particulars upon application to me, either personally or by letter. Mrs. J. E. BRESE, Scranton, Pa.



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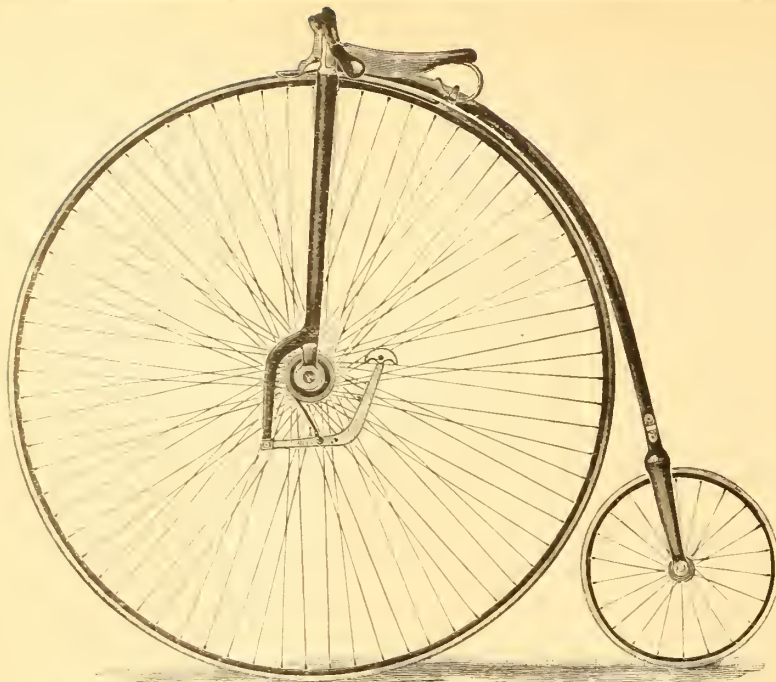
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Mrs Mary A Livermore, Melrose, Massachusetts
Judge R S Voorhees, New York City
Mr E C Knight, Philadelphia
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Hon W W Schuyler, Easton, Pa
Edward L Wilson, 823 Broadway, N Y, Ed Philadelphia Photographer
Fidelia M Lyon, Waimoa, Hawaii, Sandwich Islands
Alexander Ritchie, Inverness, Scotland
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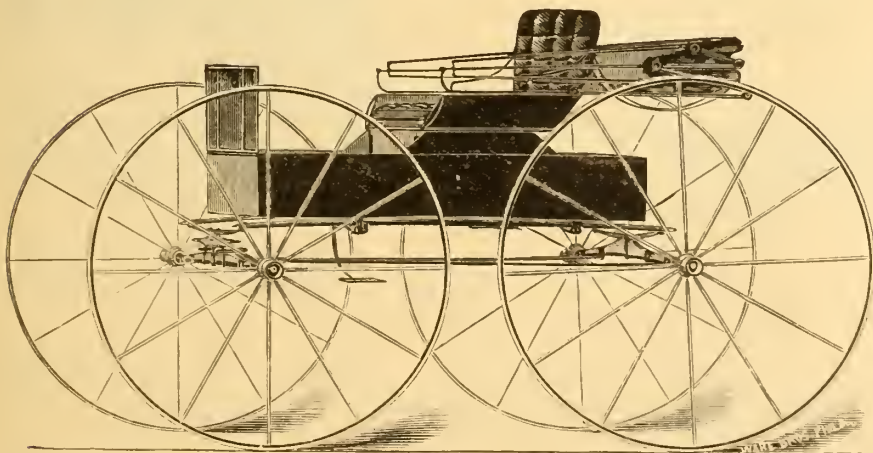
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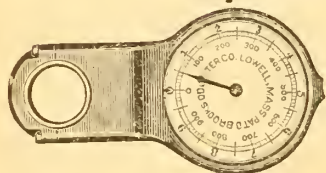
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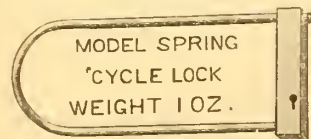


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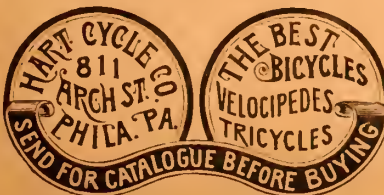
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