

# THE WHEELER'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

Vol. 111. No. 5.

INDIANAPOLIS, IND., MAY, 1888.

50 cents per Annum.

## VELOCE COLUMBIA

New this Season. A Rear-Driving Safety of the  
Most Improved Pattern.

CATALOG FREE.

POPE MANUFACTURING COMPANY,  
BOSTON, NEW YORK, CHICAGO.



### Rudge Bicycleette.

A large invoice of these famous machines, and also  
of the well-known

RUDGE LIGHT ROADSTER,  
Just received.

RUDGE CATALOG FREE.

H. M. SABEN, Manager.

152 Congress Street, Boston.

Is there an agent for the RUDGE in your vicinity? If not, apply as above.

# 1888. The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)



THIS WHEEL, \$100.

This is an absolutely safe wheel which retails for \$75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

—THE—

## 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added, if they so desire, at the additional cost of \$25.

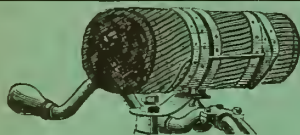
These wheels are safe, speedy and good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

Wholesale Distributing Offices:

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| MERWIN HULBERT & CO.,    | New York, N. Y.     |
| C. F. STOKES,            | Chicago, Ill.       |
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| E. T. ALLEN,             | San Francisco, Cal. |
| JOHN P. LOVELL ARMS CO., | Boston, Mass.       |

Retail Salesroom, No. 147 Washington Street. Boston, Mass.

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



THE ROSS IMPROVED

### DETACHABLE LUGGAGE CARRIER For Crank and Star Bicycles.

Absolutely the best and most convenient Luggage Carrier made. Do not try to use any other, and do not buy until you have seen the "Ross Improved."

Improved and Made Stronger than Last Year.

PRICE, \$1.00; by Mail, \$1.10.

—A Discount to the Trade. In ordering state name of wheel and year of manufacture.

C. H. ROSS & CO.,  
SOLE MANUFACTURERS,

46 Columbia St., ALBANY, N. Y.

### SPADE HANDLES!

To fit any Bicycle - - - \$2.50.

Improved for 1888 and guaranteed equal in style finish and material to any handles in the market. Rubber tires, all sizes at reduced prices.

C. W. SPINNEY. Fitchburg, Mass.

## \$93 Sewing Machine Free!

We want one person in every village, town and township, to keep in their homes a line of our ART SAMPLES; to those who will keep and simply show these samples to those who call, we will send, free, the very best Sewing Machine manufactured in the world, with all the attachments. This machine is made after the SINGER patents, which have expired. Before the patents ran out, this style machine, with the attachments, was sold for \$93; it now sells for \$30. Reader, it may seem to you the most WONDERFUL THING ON EARTH, but you can secure one of these machines ABSOLUTELY FREE, provided your application comes in first, from your locality, and if you will keep in your home and show to those who call, a set of our elegant and unequalled art samples. We do not ask you to show these samples for more than two months, and then they become your own property. The art samples are sent to you ABSOLUTELY FREE of cost. How can we do this?—easily enough! We often get as much as \$2,000 or \$3,000 in trade from even a small place, after our art samples have remained where they could be seen for a month or two. We need one person in each locality, all over the country, and take this means of securing them at once. Those who write to us at once, will secure, FREE, the very best Sewing Machine manufactured, and the finest general assortment of works of high art ever shown together in America. All particulars FREE by return mail. Write at once; a postal card on which to write to us will cost you but one cent, and after you know all, should you conclude to go no further, why no harm is done. Wonderful as it seems, you need no capital—all is free. Address at once, TRUE & CO., Augusta, Maine.

—THE—

## B. F. Goodrich Co AKRON RUBBER WORKS

Akron, Ohio.

—Manufacturer of—

BICYCLE TIRES,  
HARD & SOFT RUBBER HANDLES,  
SPADE GRIPS,  
PEDAL RUBBERS, Etc.

Write for Price List.

### L. A. W. Cards. Latest Designs.



Your name, address, emblem, etc. neatly printed on all. We use a first-class card, and do neat work. Sure to please or money refunded. Try Us.

PRICES:—25 for 31 c., 50 for 50 c., 100 for 75 c., post paid.

CHROMATIC CARD CO., Camden, O.

## Star Bicycles, Safe, Practical, and Fast.

No Headers or Dangerous Falls,

305 Miles in 24 hours.

Accepted World's Records on the Road from 150 to 305 Miles.

World's Safety Records from 1 to 20 Miles on the Track.

First American Machine to make more than 20 miles within the hour.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all First Premiums, when in competition, since 1881.

Send for Catalogue.

H. B. SMITH MACHINE CO.,

Smithville, Bur. Co., N. J.



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Is the direct and short route from Indianapolis to St. Louis and points in Missouri, Kansas, Texas, Colorado, California and other States and Territories. It affords magnificent train service and superior facilities for the transportation of all classes of passengers. The physical condition of its property is fully up to the standard, which insures to its patrons safety, speed and comfort. Prompt and sure connections are made with western lines at St. Louis and other Junction points. Trains for the West leave Indianapolis 7:30 A. M., 11:55 A. M., 11:00 P. M. Arrive at St. Louis 5:00 P. M.; 7:30 P. M. 7:00 A. M., respectively. In considering the many advantages offered by this popular route you will find it is materially to your advantage to ask for, and see that you get tickets over the Vandalia Line. Rates are always as low as by less important routes. Baggage checked through from starting point to destination.

For detailed and particular information regarding rates, etc., call upon or address,

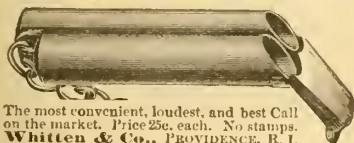
**H. R. DERING,**

Ass's Gen'l Pass. Agent Vandalia Line.

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**THE BEST BICYCLE LOCK.**

No chain; can not be picked or pulled open; neatest thing out. Price, \$1.00.

**THE BEST BICYCLE WHISTLE.**

The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps. **Whitten & Co.,** PROVIDENCE, R. I.



**C. H. & D.**

THE PROPER LINE

TO AND FROM

**CINCINNATI,**

DAYTON, TOLEDO, DETROIT,

And All Points

East, South, and South East

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

Or address—

**W. H. FISHER,** Gen'l Agt

**C. H. ROCKWELL,** G. P. and P. A. CINCINNATI.

IMPORTANT CHANGE OF TIME ON THE MONON ROUTE (L., N. A. & C. RY.)

Commencing Sunday, April 8, the Monon Route will put on a new Chicago train, leaving Indianapolis daily at 6:30 a. m. and arriving in Chicago at 1:30 p. m. Returning, the train will leave Chicago daily at 11:40 p. m. and arrive in Indianapolis at 7:30 a. m.

Elegant Pullman sleeping and chair cars will be run on these trains.

Other trains will leave as follows:

Chicago express, 12:01, noon, daily; arrive in Chicago 6:50 p. m.

Monon Accommodation, 6 p. m., except Sunday.

Chicago Night Express, 11:10 p. m. daily; arrive in Chicago 7:30 a. m.

By taking the 6 a. m. train, passengers for St. Paul, Minneapolis and other Northwestern points save twelve hours in time.

Remember our round trip rate to Chicago is only \$7.40.

For further information call at ticket office, 26 South Illinois Street, Union Depot or Massachusetts Avenue.

**I. D. BALDWIN,** D. P. A.

**E. O. McCORMICK,** G. P. A.

**STEEL BALLS**

FOR

ANTI-FRICTION BEARINGS.

Of Best Cast Steel.

HARDENED, GROUND AND BURNISHED

1-16" to 3" diam. Samples and prices on application **Simonds Rolling Machine Co.,** Fitchburg, Mass

**FOR SALE!**

**Victor  
Light Roadster**

**★ TRICYCLE ★**

1887 PATTERN.

Been ridden about six months. In good condition, no parts broken or rusty. Balls all over. Brand new tires just put on all round.

Will sell for cash or on time. No exchange. Address

**BEN L. DARROW,**

Wheelmen's Gazette,

INDIANAPOLIS, IND.



**HUMPHREYS'  
HOMEOPATHIC  
SPECIFIC No. 28**

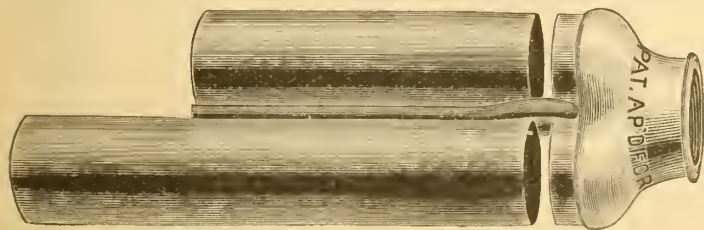
In use 30 years. The only successful remedy for Nervous Debility, Vital Weakness, and Prostration, from over-work or other causes. \$1 per vial, or 5 vials and large vial powder, for \$5. SOLD BY DRUGGISTS, or sent postpaid on receipt of price.—Humphreys' Medicine Co., 109 Fulton St., N. Y.

**RIDE FAST!**

Or slow—suit yourself. Which ever you do keep a record of your riding. The CYCLIST'S RECORD BOOK, pocket edition, leather binding, lap to protect edges, pocket for cards, pencil loop, etc., 50 cents. The best made.

**C. D. BATCHELDER,**

SANFORD, MAINE.



Duplex Whistle. Price, 50 Cents.

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

ASK YOUR DEALER FOR THE

**Springfield Roadster Whistles**

AND

**Yost's Air-Drying Enamel.**

The Best Ever Offered.

50 Cents per Bottle.



Single Tube Whistle. Price, 40 Cents.

**Springfield Bicycle Mfg. Co., 9 Cornhill, Boston.**

# ARE YOU GOING?

## GOING WHERE?

WHY, TO THE LEAGUE MEET AT BALTIMORE. IF YOU ARE, YOU WANT TO PROVIDE YOURSELF WITH  
A COPY OF THE

## Wheelmen's Gazette League Meet Number.

IT WILL TELL YOU ALL ABOUT BALTIMORE, THE BALTIMORE MEET IN PARTICULAR, AND LEAGUE  
MEETS IN GENERAL.

IF YOU ARE NOT GOING TO THE MEET YOU WANT TO GET A COPY ANYWAY, SO YOU CAN POST  
UP AND TALK TO YOUR FRIENDS ABOUT IT AS THOUGH YOU HAD REALLY BEEN THERE.

FIFTY CENTS, SENT IN BEFORE THE MIDDLE OF JUNE, WILL NOT ONLY SECURE A COPY OF THE  
LEAGUE MEET NUMBER, BUT WILL GIVE YOU THE GAZETTE, FOR A YEAR BESIDES.

ADVERTISERS WOULD DO WELL TO SECURE EXTRA SPACE IN THIS NUMBER. WE WON'T PUBLISH  
OUR CIRCULATION FOR THIS NUMBER, AS WE ARE SHORT OF "0" BUT IT IS NEEDLESS TO SAY IT  
WILL BE "IMMENSE."

## WHEELMEN'S GAZETTE,

DARROW BROS., Publishers,

INDIANAPOLIS, IND.





# Interesting to Every American Rider ∴ and Dealer ∴

## NOTICE.

79 Franklin Street, Boston, 1  
FEBRUARY 15, 1887.

Gentlemen:—

We are advised that the machines known as "American Champion" Bicycles infringe certain letters patent of ours, and as they are both made and sold without license from us, we have commenced suits against the makers.

We beg to notify you that the sale or use of said bicycles by any other party is *also* infringement, and that we shall take such legal proceedings as we may be advised by our counsel to take, for the protection of our rights, and the suppression of infringements, wherever such infringements occur.

Yours Truly,

THE POPE MFG. CO.

This circular was issued for the purpose of intimidating riders from buying our machines, and agents from selling them.

We now beg to inform riders and dealers that there is NO DANGER, as Judges Gresham and Blodgett, of the United States Circuit Court for the Northern District of Illinois on April 30, 1888, decreed that NONE of the goods manufactured by us infringed ANY of their patents. We might further say that all our machines are manufactured under our own letters-patent, which have not yet been proved invalid.

Now that the horizon is clear, so far as we are concerned, we shall be happy to furnish our entire line at short notice, as we are working over time and can do so. Our handsomely illustrated 64-page catalog mailed on application.

Respectfully Submitted,

GORMULLY & JEFFERY MFG. CO.,  
CHICAGO, ILLINOIS.



WARWICK

CYCLE

MFG. CO.

SPRINGFIELD,  
MASS.

# CYCLES

## THE WARWICK PERFECTION

### IS COMING.

### DO YOU KNOW

That A. W. GUMP & CO., Dayton, Ohio, carry the largest retail stock of Bicycles in America?

### DO YOU KNOW

That you ought to have the catalog of A. W. GUMP & CO., Dayton, Ohio, before you buy a Bicycle?

### DO YOU KNOW

That A. W. GUMP & CO., Dayton, Ohio, have over 250 second-hand and shop-worn wheels alone, and will be pleased to send you a list and save you money?

### DO YOU KNOW

That A. W. GUMP & CO., Dayton, Ohio, take Guns, Revolvers and Type Writers in part in exchange for any American Bicycle?

### DO YOU KNOW

That A. W. GUMP & CO., Dayton, Ohio, ship their goods all over the United States, and have gained a reputation for fair dealings that has crowded them with orders?

### DO YOU KNOW

That A. W. GUMP & CO., Dayton, Ohio, handle every American Bicycle and supply their customers with just what they want?





## Our Specialties.

THE CORSON STAR SADDLE. Warranted to please; price \$3.50, nickeled \$4.50.  
THE STAR RIDERS' MANUAL; price 50c.  
THE TOURISTS' DELIGHT; price 50c.  
THE STAR ADVOCATE; Monthly, 50 cts. per year.  
THE STAR EXTENSION STEP AND FOOT GUIDE; price \$1.50.  
THE COMMON SENSE STOCKING SUPPORTER; price 35c.  
SPADE HANDLES; a fine article, nickeled with vulcanite grips, \$2.50 per pair.

**E. H. CORSON'S**  
BICYCLE EMPORIUM,  
ROCHESTER, N. H.

**DRY POLISHER.** Our celebrated Polisher consists of a chemically prepared chamols skin and one third yard of canton flannel for polishing after rubbing with the prepared chamols.

**NICKLE PLATING LOOKS LIKE NEW** after you have used our Polisher, which is infinitely superior to anything else.

Price, \$1.00, Postpaid.  
Liberal discounts to agents.

**E. TAYLOR & CO.,** Cleveland, O.

## For Sale, Cheap.

Second-hand Bicycles and Tricycles. Send for our large list before you buy. Prices low as the lowest. Second-hand machines taken in trade.

**WM. M. FRISBIE CO.,**  
16 Crown St., NEW HAVEN, CONN.



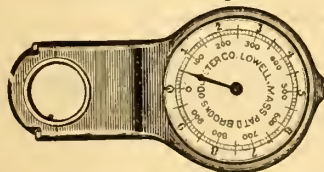
## The "Hinge Cradle" Bicycle Saddle

Excels all others. It compensates the jar from any possible direction; is self-shaping to form of rider and grade of road, and is the only truly hygienic saddle made; also ready for the Star.

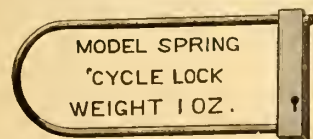
Cheap to first purchaser in any club or town. Price, nickeled, \$5. For circular address

**Copper Cycle Saddlery,**  
433 Pearl Street, CLEVELAND, OHIO.

## The Brooks Ideal Cyclometer.



Greatly improved this year. The Simplest, Most Reliable and Best Cyclometer made. Every one guaranteed to be correct. Small, Light, Neat, Compact, Accurate and Cheap. Price by mail, \$5.00.



## The W. C. B. Jock Strap.

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong. It does not blud or cramp the person at any point and can be worn all the time with comfort, in fact the wearer does not feel it. The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body. Send for circulars of these goods. Liberal discount to dealers

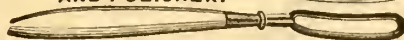
**W. C. BOAK,** Le Roy, N. Y.

## IDEAL TOOTH POLISHER

(TRADE MARK)

## FELT TOOTH BRUSH

ADJUSTABLE CLEANSER AND POLISHER.



Endorsed by the Profession.  
Has the following advantages over the old bristle Tooth Brush: **More Cleanly, Perfect Polisher. No Loose Bristles. Non-Irritating to the Gums. Powdered Ready for use.**  
For sale by all dealers in Toilet Articles.

**THE HORSEY MFG. CO., UTICA, N. Y.**

The eminent novelist, Mr. Geo. W. Cable, kindly expresses his appreciation as follows: "I have your brush in use, and thank you for it. It certainly gives the teeth an extremely pleasant feeling of polish." An elegant adaptation for daily use and benefit of the "Felt Wheels," etc., used by modern dentists everywhere to polish, cleanse, and harden the teeth.

Dr. C. M. Richmond, of New York writes: "As a cleanser and absorbent of the oils and particles which collect on the teeth, it has no equal and never can have a rival."

### Special Uses.

A great benefit to the *tender teeth* and gums of the young. A great comfort to *invalids*, as many have testified. The easiest way for a smoker to keep his teeth clean and bright

In addition to its merits and benefits  
**Wheelmen AND Travelers**

Enjoy its Convenience and Neatness.

### Its Economical Side.

Eighteen Felt Polishers (wood veneer back) cost 25c., each comfortably lasts 10 days. The Holder, strong, elegant, imperishable, costs 35c. At dealers or mailed. **HORSEY MFG. CO., Utica, N. Y.**

## DON'T BUY A WHEEL



Until you see our 1888 catalog which covers the most complete line of Bicycles and Tricycles in America.

**20 DIFFERENT STYLES.**

Each and every one possessing true merit. The finest line of

### JERSEY GOODS

that can be produced, and all articles pertaining to the wants of a wheelman. Second-hand wheels bought, sold and exchanged. Send for Catalog.

—THE—  
**JOHN WILKINSON CO.**  
55 State St., CHICAGO.

### BEST IN THE WORLD!



## THE KELLOGG BICYCLE SHOE.

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

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

### INDIANAPOLIS

## BUSINESS UNIVERSITY

Best facilities for Business, Short-Hand, Penmanship and English Training, Elegant Catalog free.



**UNIVERSAL BATH.** Pull, Nits, Lice, etc. Vapor and Water—Fresh, salt, Mineral. Artificial Sea Bath. Centennial Award Medal and Diploma against the world. Wholesale & Retail. Send for Circulars. **E. J. KNOWLTON, Ann Arbor, Mich.**

Send 6c. for 20 Samples and Rules for

Mention this paper when you order, and we will give to each purchaser a pair of

**PANT STRETCHERS.**  
The best invention ever made for taking out wrinkles and bagging at the knees, and shaping the bottoms of Pants.

**THE BAY STATE PANTS CO.**

Measuring for Coats, Pants, Vests and Overcoats.

SENT BY MAIL OR EXPRESS PREPAID.

TRADE MARK

VESTS, \$2.25. COATS, \$8.00. SUITS, \$13.25 to \$30.00.

Every garment cut and made to the individual measures and directions given us and a fit guaranteed. Also manufacturers of Bicycle and Tennis Suits.

**BAY STATE PANTS CO., Custom Clothiers**  
34 Hawley St., Boston, Mass.

## M. A. WOODBURY,

43 & 45 Mechanics St., Bradford, Pa.

Sole Manufacturer of the Eureka Home Trainer and Bicycle Stand. Price \$7.50.

IT IS JUST THE THING TO LEARN THE



On, and shows you the exact points to which it is beneficial, which will surprise you. (See *L. A. W. Bulletin* of Feb 24th.) Also dealer in Bicycles, Tricycles, Tandems and a full line of sundries. These goods are all warranted, and will be shipped from Boston, New York, Baltimore, Bradford, Chicago or St. Louis to suit the convenience of purchasers.

We can please you in style, quality, price and terms. Correspondence Solicited.

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.



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





## THE KING BICYCLE.

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

THE KING WHEEL CO.,

51 Barclay St., New York.

## ★ ★ ★ ★ ★ LOOK AT THIS! ★ ★ ★ ★ ★



NEW AND  
SECOND-HAND

BICYCLES.

Our Specialties:

**Repairing AND Nickle Plating**  
AT LOWEST PRICES.

If you want the best New Machine in the Market for 1888, or a bargain in a Second-Hand Bicycle, send 2-cent stamp for Catalog and Second-Hand List to

**H. T. HEARSEY,**

147 North Delaware Street,

INDIANAPOLIS, IND.

SECOND-HAND BICYCLES TAKEN IN TRADE FOR NEW ONES.



We are prepared to make this year a fine line of TROPHIES, MEDALS and PRIZES of all descriptions, including

Cups, \*\* MEDALS, \*\* Stop-Watches,  
\*\* Jewelry, \*\* Trophies.

Illustrated Catalog and Price List Sent on Receipt of Stamp.

**Pedersen & Buckingham**

4 1/2 Maiden Lane, NEW YORK CITY.

### SECOND-HAND WHEELS

Bought, Sold and Exchanged. Send for Second hand List and our large illustrated catalog of Wheels and Accessories with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.



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# —THE— WHEELMEN'S GAZETTE.

VOL. III.

INDIANAPOLIS, IND., MAY, 1888.

No. 5.

## THE TALE OF A STAR.

NE day last fall it happened that business called me to Chicago. The bicycle boys had planned a big run for the coming Sunday, and, as Chicago wheelmen are always anxious to show off the beauties of their parks and boulevards to strangers, naturally enough they wanted me to join them. The day was Friday; I could be home, ready for work Monday morning. I would only lose Saturday at most so I decided to stay. One of the provisions of course, was that I should be fitted out with a good running, light weight wheel.

It was shortly before the time set for the execution of the seven anarchists. The whole city was teeming with excitement. Between the anarchists and the policemen and the detectives, Chicago seemed to be having a hard time of it. This was about all I heard during my stroll about town the next day. By Sunday morning you may be sure I was glad to straddle my borrowed wheel and be off with the boys into the country.

We had a glorious time. Everything that goes to make up a pleasant run seemed to be at hand. The day was just right, the roads were just right, the crowd was just right and the pace was just right. What more could anyone want? The combination was perfect. When we got to Pullman fortune still further favored us. The hotel was practically empty and we voted that just right too.

Although the hotel was empty there seemed to have been preparations for a large crowd, both in the matter of food and waiters. So it was, we bicycle boys received extra food, fare and attention. There was something about the waiter at our table that attracted my attention. There was evidently something about him different from the ordinary waiter, and yet I could n't decide what it was. True enough he took the quarter one of the boys handed him on rising, but it was with more of an air of taking something fairly earned than a gratuity.

We were all seated on the front porch of the hotel, joking and telling stories, in the free and easy after-dinner style for which wheelmen are noted, when the same waiter emerged from the office and took a seat among us. The first shock of surprise, mingled with a little resentment, was scarcely over before he began talking. It was evident from his first word that he had come here to tell us something, and we were curious enough not to interrupt him.

This is the story he told:

"Boys, I see you ride bicycles, all of you, and I never see a bicycle boy but what I feel drawn towards him; a sort of a friendly interest springs up, seems like, although there's something strange about that, too, for it was all on account of a bicycle that I am reduced to what I am.

"Don't laugh, gentlemen. I was n't always a common waiter, not by a long shot. And it was all because of a borrowed wheel that was stolen that all this happened. I'm going to tell you about it, 'cause it may teach you something.

"I was living in Peoria, Ill., at the time. Had a good position in one of the banks, moved in the best society, was engaged to marry the nicest girl in town and was in a fair way of doing well generally. My reputation was without a flaw and I was proud of it.

"Well, one day, with a party of friends, all members of our club, I visited Chicago. You see I had bought a bicycle and learned to ride about six months before. I don't see any like my old wheel

here. Mine was one with the little wheel in front. Star, I believe they called it. The other boys all rode the other kind but I was kinder skittish about falling over head foremost, so I chose the Star, and I stuck to her, although I suppose got about as many falls as the other boys.

"Well, we had no sooner struck Chicago than some of the club boys got on to it, tracked us to our hotel and insisted that we should go to ride with them the next day, which was Sunday. We told 'em we could n't go as none of us had brought our wheels along. But that made no difference, they said. They would fit us out with wheels just the right weight and size. And so they did, the other boys, but search high and low they couldn't find an unoccupied Star for me.

"Would n't I ride a crank for once?

"Not much I would n't. I did n't want to go back to Peoria with a broken arm or sprained wrist, and I told them so, plainly.

"So three of them set out to hunt up a Star. I went along, for I was as anxious as any that they should find one. One of the boys said he thought he knew a fellow that had a Star he did n't use much. He lived about four miles out of town, but that did n't make any difference, we would go there. We got on the cable cars and rode about four miles and walked about two more, and finally reached the place. The boys explained the situation to Livingston McNeely, the owner of the bicycle. He said he was n't in the habit of loaning his wheel, as it had belonged to his older brother, who was now dead, but if I would be careful of it I could have it for the day. We went around back to look at the wheel, and when I saw it I wished he had refused up and down to loan it. He said it had belonged to his older brother, but from the looks of it it might have belonged to his great-grand-father. It was one of those old time Stars, with wheels as heavy as a hay cart's and with a ratchet that clicked like a police rattle.

"I knew it would be about the hardest days work I ever did, riding that wheel about, but I could n't refuse it, seeing how put out he was in lending it. I thanked him as well as I could; said it was getting late and we'd better be going. The owner followed us to the gate, as if loath to see the wheel depart; he said I might leave it at the club house when I was through with it, and then he said he might not use it for several days and again he might want it right off, at any rate he wanted to know where it was when he *did* want it. We thanked him again and started for the club house. We each took turns in pushing the wheel for the three miles to headquarters. Of course we could n't take the wheel on the street cars. I did n't know the way to the club house and neither of the other boys could ride a Star, so there was no alternative, we all had to walk and push.

"The next day we went riding. We had a gay time in general, and I had a rough time in particular, with that old coffee mill. I won't dwell upon the run. Its joys and mishaps to me were all swallowed up by the great calamity that so shortly followed.

"Returning to the club house that evening, I put the wheel in the store room, according to the instructions of the owner, and the next morning, when on my way to the depot, I stopped to look at it, the wheel was gone! I was thunderstruck. Hastily I looked all over the premises. No use. It could not be found. Then I remembered how loath Livingston McNeely had been to part with it; what hallowed memories for him clustered around that wheel, and now it was gone; what could I say to him when he should come and ask me for his wheel? The situation was too horrible to contemplate.



I must keep the loss secret, for I still might be able to recover it before the owner came to claim it. He said it might be days before he should want it. By that time I might have it back again. Oh, happy thought!

"But I needed help. Total stranger that I was to the ways of Chicago, what could I do alone? As much as I desired to keep the loss a secret, there was no way out of it, I must get some one to help me. So I hunted up the boy who had taken us to the house where we found the Star. Under the pledge of the most profound secrecy, I told him all about the loss and together we rushed hurriedly back to the club house.

"We called for the janitor. He was not to be found. The whole house was open, wheel house and all, but no one was around. Then I suddenly remembered that that was the way I found things this morning, and told my friend so. He said that was just as he expected; thieves had been all over the club house. We had better call for a meeting of the club and investigate the losses. I told him that would never do, as I was anxious to get the wheel back before the owner knew it was gone, besides there did n't seem to be anything in particular about the house out of place or missing. My friend said that was so but suggested that we had better hunt up the janitor and learn what we could from him,

"The janitor lived on the north side, about two miles out. My friend said he did n't know what time he generally put in appearance at the club, so we decided, rather than wait for him to come down, to hunt him up. It was quite a walk, and no little trouble to find the house, but we finally got there.

"Is Mr. Rapp in?" asked my companion of the red faced, red headed woman who appeared at the door.

"Mike, is it, ye want?" she replied, 'shure, I have n't seen his ugly face for over a week, barrin' it was a minit jist yester' aivnin,' when he stuck his hed in the dure and sez "Good bye, darlint," an' I sez "Good riddence to ye, ye good for nothin' whelp," an' that was ivery last wurd he sez, an' I hope to die sober if I iver want to set eyes on 'im agin,' and the door slammed.

"That settled me. Mike was gone, and with him the bicycle. What were his objects did not need to be known, he was gone and we must find him.

"I promptly expressed my views to my friend and he as promptly laughed at them. 'Why,' he said, 'it's ridiculous. The idea of Mike running off with a bicycle. He could n't ride one to save his life.'

"I told him it was no laughing matter, but serious business with me. The affair had reached such a stage where something had to be done, and if he would give me a description of Mike, I would go to a detective office and put some one on his trail. I told him to think, for an instant, the fix I was in, and he would see it was no fooling matter. How could I ever face Livingston McNeely again? How could I ever say to him, the wheel you loaned me is gone? The wheel, around which cluster so many happy associations, which you were wont to keep and cherish, and which you saw fit to lend me, a total stranger, that wheel is stolen—ruthlessly stolen; and I have made no attempt to find it or punish the thieves. No, I could n't say that. I must do my best to recover it. If I put the case in the hands of the detectives they could undoubtedly recover the property and arrest the thief. What was more, they might do it with such secrecy and dispatch that no one would be any the wiser 'till the wheel was back in the club house.

"My companion agreed with me now, and together we went down town. He showed me where I could find a detective and left me.

"I would go up with you,' he said, as he motioned to the top of the eight story building before which we had stopped, 'but I must hurry to my business; it is late now. Let me know how you get along,' and he was gone.

"I mounted eight flights of stairs. I could go no higher; I stopped. There, staring me in the face, was a sign with a large gilt eye. Above the eye were the words 'We Never Sleep,' below was 'Noall & Pounce, Detectives.' This was evidently the place I was looking for. I went in. A little, dark-haired, black-eyed man was sitting at one end of the room reading a newspaper. As soon as he saw me he slapped his paper on his desk, grabbed a pen and began writing. I stood there, waiting for him to say something while he scribbled down two columns of the paper. Then I moved a chair in

a rather loud tone of voice, so as to give him to understand someone was there. He looked up, suddenly like, and asked me what I wanted. I stated the case to him as clearly as I could, under the circumstances. His little black eyes seemed to bore right into me; seemed as though he knew everything I was going to say before I said it, and that made me nervous.

"When I finished, he shook his head and said in an impressive manner 'As you say, this is no ordinary case, and the greatest care and sagacity will have to be exercised in prosecuting it.'

"I told him I did not remember saying so, but that was all right.

"He went on, 'I also agree with you, that the greatest secrecy must be preserved.'

"Yes,' I replied, 'it would never do for it to get in the newspapers, or the owner would see it.'

"Or some other detectives,' he added hurriedly. 'No, we must keep absolutely dark. My advice would be to leave this in our hands absolutely; for, hopeless as the case already seems to you, I guarantee you, on my professional honor, that we can recover your property inside of six weeks.

"I told him six weeks looked like a pretty long while to track down a bicycle thief.

"But this case was undertaken by no common thief,' he replied. 'Every move he has made so far shows him to have been an accomplished villian. But have no fear, I already have a clew that may lead to the discovery of the perpetrators.'

"I says, 'It looks very plain to me that the wheel was taken by Mike Rapp, the janitor; everything goes to show that.'

"Now!' he exclaimed. 'Now that's just what I supposed. To a person not acquainted with the business, such things seem natural, but we detectives see further. We see through these thin disguises. Believe me, these things are but subterfuges of the real thieves, made to throw us off the scent. Now, for instance, you say the wheel-house door was found opened and unlocked. To you, perhaps, it seems that that was the way the entry was made. To me, it is only a shrewd contrivance to throw us off the scent. Undoubtedly the wheel was taken through some secret outlet yet to be discovered. Now let us proceed to business, and systematically. In answering my questions please give me *all* the facts, even the merest details, for sometimes the seemingly most insignificant trifles are the basis for our theories and the ultimate recovery of the goods.'

"He took up pen and paper. 'Name of wheel?' he said.

"American Star.'

"Name of owner?'

"Livingston McNeely.'

"Married or single?'

"I told him I did n't know.

"That's bad,' he said, 'of course, you can find out?'

"Yes.'

"What is his occupation, if any?'

"Don't know.'

"Are his parents living?'

"Don't know.'

"Well,' he remarked somewhat testily, 'all these points must be covered. How do you expect us to go to work with no knowledge to work on?'

"I told him it was scarcely to be expected and promised to find out for him all the points I did not know.

"He then proceeded. 'Name of self?'

"I told him.

"How long have you been living in this country?'

"I told him that I had always lived here, was born here in fact.

"I had hoped not,' he went on. 'Now let's have full description of the wheel.'

"I gave it to him, as near as I could.

"Now listen,' he said, 'while I read it over. If I have anything wrong, please correct me at once. Wheel known as American Star; little wheel in front, big wheel behind; small wheel, 16 inches from top to bottom and 16 inches across; large wheel, 52 inches both ways; weight, estimated 85 pounds; nicked all over except saddle and rubber handles; levers slightly worn, tires a great deal so; piece of frame on left side had been broken and patched, also three spokes out an right side; makes a peculiar noise when it runs, like a small boy scraping a barrel stave on a picket-fence; has a peculiar wabbling



gait; like a councilman on his way home from committee meeting; great fondness for tipping its rider over sideways; number unknown; date of manufacture unknown, supposed to be 1878.

"That is very good, as far as it goes," he went on, "if it were not for these 'unknown' and 'estimated' items. We detectives must have things definite. Our main hope of success lies in the definite details we have to work with. Here where you say small wheel in front, large wheel behind, I presume if you were to look at the machine from the rear, the reverse would be true?"

"I told him I supposed it would, although I had not examined the wheel enough to be sure of it,

"Now there are a few more facts that I want, and I am done. How fast does the bicycle travel?"

"That depends a great deal upon the rider. A good one can go faster than a poor one."

"Of course, but that is n't answering my question, young man. How fast can a good rider go, and how fast will a bad one go?"

"I should say twenty miles an hour for one, and two miles an hour for the other."

"There is apparently considerable latitude in that direction. Nevertheless we will put it this way: Speed, from two to twenty miles per hour. Now what does it eat?"

"Eat? Why, great Scott, man, bicycles don't eat!"

"Don't they? Well, maybe the riders eat. What do they eat?"

"Anything and everything."

"We can't put down 'anything and everything,' that's too broad. Can't you make yourself more definite?"

"Well, will this do? When they have ridden five miles they will eat soft boiled eggs, stewed oysters and *blanc-mange*; when they have ridden six miles they will eat buttered toast, beefsteak and coffee; seven miles they will eat ham and eggs, fried potatoes and corn bread; eight miles wiener wurst and horse radish; nine miles, spare ribs and sauer-kraut; ten miles, vegetable soup; eleven miles, pie; twelve miles, beer and pretzels; thirteen miles, tooth-picks; fourteen miles, twine; fifteen miles, India-rubber; sixteen miles, straw; seventeen miles, leather; eighteen miles, shoe blacking and ten-penny nails; nineteen miles, popcorn; and at twenty miles they will eat hash."

"Very good, very good. We can often trace a fugitive by his appetite, especially if it is as peculiar as this one you have given me," said the detective. "I suppose, of course, your estimates here are based on his not having eaten anything since starting, eh?"

"Oh, certainly."

"Now, have you a photograph of the wheel?"

"I told him no, but that I had a highly-colored lithograph on the inside of my valise that I always carried."

"Very well, let's see it."

"And I opened up the valise and showed him one of H. B. Smith's advertising cards."

"How about this 'Father Time' business? Is that a necessary accompaniment to the machine?"

"I told him certainly not, that was but the creative fancy of the artist."

"Sorry, very sorry, such things are apt to be misleading. Now about the reward. Of course we must offer a reward. I should suggest about \$300 to start with."

"But, my dear sir," I replied, getting warmed up at the mention of \$300, "the wheel did n't cost half of that."

"Well that is one of the features of the business that we have to contend against," replied the detective. "I presumed, from what you said, that the wheel must be recovered at all hazards. If this is not the case, perhaps we might as well drop the subject at once," and he sat back in his chair awaiting my answer.

"This rather frightened me, and I hastened to assure him that he was right in his surmise, for the wheel must be recovered at any cost."

"So I suppose," he said, "and \$300 is a small sum compared with the difficulties we detectives will have to encounter."

"Then he reached for a bell. Presently his office boy appeared. 'Augustus,' he said, 'have 50,000 circulars printed.' And he handed him the written description and the colored card he had carefully cut out of my valise, along with a part of the leather that went with it, 'send them to all the railroad stations, hotels, pawnbrokers' shops and skating rinks all over the state."

"Now I will pick out a detail of detectives, for if this business is to be closed up at once, it will take numbers to do it."

"Mr. Pounce," he called, and a thin, dried-up individual emerged from an inner room, where it seems as though he had been listening to what was going on, 'how many men have you at your disposal?'

"There's McMurty, and Billy Hibben' and Diogenes Blair, who are off duty. Terrence Scanlan he's laid up with the rheumatiz, so we are one short."

"Too bad," replied Mr. Nowall, 'it seems as though fate is against us, but we'll come out all right yet. Detail Blair to guard the club house, tell him to keep strict watch that the wheel is not returned.'

"I suppose, young man," he said, turning to me, 'you will have to have him admitted to membership in the club; otherwise his stay there might attract the attention of the thief. He may possibly be among your number.'

"I told him this could probably be arranged satisfactorily, although I had nothing to say in the matter."

"Detail McMurty at the Grand Central Depot. Put Hibben at the foot of Clark Street Wharf, tell him to search all out-going boats and suspicious looking persons. You, Mr. Pounce, had better scatter yourself along the different roads leading out of town, and as soon as the wheel is found, telephone it to me at once; and also let me know of any new clues as soon as they are discovered. And he continued, as Pounce turned to go, 'I think you had better place experts in all public telephone stations, with instructions that all cipher messages must be translated.'

"I was so glad to see the search fairly begun, that I felt a great burden raised from my shoulders. I left all my available cash with Mr. Nowall to meet current expenses, for, as he explained, it was scarcely to be expected that the insignificant reward offered would induce them to ferret the thing out themselves."

"There was no more to be done that day, so I left, telling him I would be on hands early in the morning."

[CONCLUDED NEXT MONTH.]

### The Amateur Question in America.

It has been asserted in America that the present failure in amateur racing in that country is due, solely and wholly, to the existence of the amateur definition. There is an old adage which says spectators see most of the game, and we feel pretty well assured that the futile efforts to tinker and patch the amateur law made by the A. C. U. are solely responsible for the present dearth of amateur interests in the sport of cycling. The American amateur of good class simply said, "These gentlemen are doing their level best to drag amateurism down to the dead level of average professionalism. So be it; but I shall stand out," and stand out he did, with the result that the amateur interest has flickered out, a few enthusiasts simply remaining, whilst the professional element fails to interest the average spectator, who knows perfectly well that the "teams" are so many stage-managed advertisements. What has killed cycle racing in America was the tampering with the amateur law, and when that law is properly re-established and enforced in all cycle contests, whether on the road, the path, or the home-trainer, then, and not till then, the genuine amateur interest will have a chance of re-developing. The continent of Europe affords crushing proof, if proof is needed, of the benefits derivable from a properly applied law. German and Norwegian amateurs are drawn from the best classes. They are men who can afford to pay for their amusement, and who are open-handed in the furtherance of its interests. On the other hand, in France, where no amateur definitions exists, the interest around the racing path is purely pecuniary, and the better classes, with the few exceptions necessary to prove the rule, ignore the sport and all its surroundings.—*Bi. News.*

THE last heard from Prince Wells, he reports he is perfecting arrangements to make an extended tour of Australia and thinks he will start about the first of March or April. He has added several new tricks to his already very complete repertoire; one of them is, putting a bicycle on a half-tub shaped table three feet high, mounting bicycle, raising small wheel and spinning it; the other consists of doing fancy riding on a wheel that has only three spokes in it.





### New American Patents.

List of patents issued upon bicycles, tricycles, velocipedes and attachments, from March 6 to and including April 17, 1888, as compiled by Jos. A. Minturn, Solicitor of American and Foreign Patents, rooms 29, 30, 31, 32 and 33 Old Sentinel Building, Indianapolis, Ind. Copies of any U. S. patent furnished at twenty-five cents each, by the above firm, whom we cheerfully endorse.

- 379,017. March 6. E. G. Latta, Friendship, N. Y., assignor to Pope Mfg. Co., Portland, Me., velocipede.  
 378,961. March 6. G. M. Hughes, Auburdale, O., vehicle wheel.  
 379,373. March 13. H. A. Davis, Utica, N. Y., bicycle.  
 379,270. March 13. S. Elliott, Newton, Mass., tricycle.  
 379,276. March 13. T. B. Jeffery, Ravenswood, Ill., velocipede.  
 379,224. March 13. I. Johnson, Worcester, Mass., velocipede.  
 379,228. March 13. I. Johnson and R. T. Torkelson, Worcester, Mass., velocipede.  
 379,290. March 13. W. Schroeter, Delitzsch, Saxony, Germany, velocipede.  
 379,258. March 13. R. T. Torke'son, Worcester, Mass., velocipede.  
 379,557. March 20. T. Bentfield, Newark, N. J., bicycle strap.  
 379,907. March 20. H. M. Pope, Hartford, Conn., assignor to Pope Mfg. Co., Portland Me., velocipede.  
 379,812. March 20. P. L. C. F. Renouf and I. W. Boothroyd, London, Eng., velocipede.  
 380,059. March 27. C. Snowdon, Cincinnati, O., umbrella attachment for bicycles.  
 380,221. March 27. F. J. and W. H. Ross, South Hadley Falls, Mass., velocipede boat.  
 379,955. H. D. Hedger, Boston, Mass., velocipede handle.  
 380,495. April 3. E. G. Latta, Friendship, N. Y., assignor to Pope Mfg. Co., Portland, Me., velocipede.  
 380,886. April 10. C. F. Hadley, assignor to Overman Wheel Co., Boston, Mass., bicycle.  
 380,770. April 10. A. W. Schiermeyer, Daykin, Neb., tricycle.  
 381,038. April 10. C. F. Stillman, New York, N. Y., velocipede.  
 381,144. April 17. F. E. Kohler, Canton, O., tricycle.  
 381,504. April 17. R. Mullins, Newark, Ind., tricycle.  
 381,274. April 17. A. H. Overman, Newton, assignor to Overman Wheel Co., Boston, Mass., velocipede.  
 381,165. April 17. H. M. Pope, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Me., velocipede seat.

### New English Patents.

- 2,347. February 18. W. C. Burton, Rochdale Lane, an improvement in and applicable to velocipedes.  
 2,646. February 22. R. J. Russell, South Hornsey, improvements in bicycles.  
 2,747. February 24. John Smith, Nottingham, military tandem bicycle.  
 2,809. February 25. Frederic Louis Striffler, Middleton, Lancashire, improved method of transmitting motion to distance or other indicators for bicycles, tricycles and other vehicles.  
 2,990. February 28. Charles Tucker and Edward Gadsby, London, improvements in telescopic tricycles.  
 3,070. February 29. Charles Inwood, Gravesend, Kent, improved automatic steering arrangement for bicycles, tricycles, and other velocipedes.  
 3,220. March 2. Edward Kemp Taylor, London, improvements in tricycles.  
 3,260. March 3. John Robert Tuff, Southampton, improvements in ball bearings for velocipedes.  
 3,308. March 3. Thomas Crookes, Sheffield, improved cyclist's combination knife.  
 3,318. March 3. Frank Joseph Bayer and Joseph Edward Lease, improvements in tricycles.  
 3,522. March 7. Richard Henry Lea, London, improvements in velocipedes.

3,633. March 9. M. A. Wier, Surrey, new or improved rowing carriage.

3,703. March 10. Albert Barber, Glasgow, protecting the handle bars of velocipedes from shocks and vibrations caused by the steering or other wheels of same.

3,733. March 10. Edward Kemp Taylor, Chelsea, improvements in tricycles.

3,846. March 13. G. Bullus, new combined tricycle horse and parcel cart, can be worked by one child and one or two others can sit in the cart, or parcels can be placed in for transit or delivery.

3,872. March 13. R. J. Russell, Middlesex, improvements in bicycles.

3,962. March 14. J. A. Lamplugh, improvements in suspension seats or saddles for bicycles, tricycles, and other velocipedes.

3,971. March 14. G. W. Simmons, London, improvements in chairs and stools, beds, and bicycle and tricycle saddles.

4,060. March 16. John Elyott Doyle, Wolverhampton, improvements in bicycles, tricycles and the like.

4,078. March 16. Frederick Broughton, London, improvements in balance motors for bicycles, tricycles, carriages, trucks or other vehicles worked by manual power.

4,104. March 16. Harriet Grant, London, improvements in velocipedes.

4,125. March 17. Alexander Wheeler Patching, Birmingham, improvements in, and in means for securing, the spokes of velocipede and other wheels.

4,137. March 17. Henry Charles Tucker, Banbury, improvements in cycle velocipede machines.

4,181. March 19. Samuel Deykes Gibson, Halesowen, improvements in wheels for bicycles, tricycles and other vehicles.

4,285. March 20. Alfred Jorgensen, London, improvements in centres for cranks of bicycles and other velocipedes.

4,610. March 26. Walter John Lloyd and William Priest, Middlesex, improvements in velocipedes.

4,676. March 27. James Logan Watkins, Uxbridge Road, improved gear to enable a bicycle to be left in a standing position.

### Our Denver Correspondent.

W. L. VAN HORN, one of Denver's most enthusiastic wheelmen, has offered prizes to be contested for in a road race, Sunday, April 29. From present appearances all but Ramblers will be excluded.

New members are voted on at every meeting of both the Socials and Ramblers.

The new rooms of the Social Wheel Club are nicely furnished and supplied with piano, billiard table, card tables, etc. Nothing for a club of any age at all, but for one of three months standing it is getting there with a vengeance. Every member is putting his shoulder to the wheel, consequently wheeling matters are going up to the top.

The Ramblers and St. Louis Cycling Club don't seem to be getting along very fast with their road race. Alf, what's the trouble?

VELOS.

For a summer trip, "a bicycle tramp" gives more real, solid pleasure to the square inch than any other recreation. One depends on neither cars nor carriages. He is his own horse as he wheels over hill and valley in a grand go-as-you-please-stop-when-you-want-to-and-come-back-when-you-feel-like-it vacation; and then to come home feeling good all over, mind clear, body vigorous, ready for business and able to work.—*Fort Wayne World*.

THE invention of the tricycle, and its rapid advance to the present state of mechanical perfection, is, I am firmly persuaded, the greatest boon to American women that the century has brought. Coming simultaneously with the conviction that "bodily exercise profiteth" much for womankind, it provides a way to take that exercise which is at once fascinating, graceful, invigorating and healthful.—*Scientific American*.

THE tricycle has steadily gained in favor, until it is now used all over England by physicians in their business, and by clergymen, and by thousands of others in all walks of life, as a health-giving, invigorating recreation.—*New England Medical Gazette*.



## The Wheelmen's Gazette.

Issued on the Fifteenth of Every Month.

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| BEN L. DARROW, | Business Manager. |

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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.

### Give Us Good Roads.

NO MORE encouraging prospect for the permanency of the bicycle could be imagined than the springing up all over the country of numerous Road Improvement Associations. Wherever you find good roads you find bicycling in a flourishing condition, and if the reverse be not true it argues more for the enthusiasm of the riders than any natural advantages they may have.

It has happened before now, and it is likely to happen again, that various clubs in different parts of the country, have found themselves in a similar condition to that of the U. S. Government at the present day. They had a surplus in the treasury they were anxious to get rid of. These clubs thinking to spend their money in a way to permanently benefit the sport, then invested their money in expensive grounds and race-tracks.

And did they benefit it? Yes, they benefited it about as much as a man benefits his health by taking a glass of whisky. They got up an abnormal excitement for a time, and when that excitement was over the sport to whose benefit all was supposed to tend, sank into a more debilitated state than ever before.

This is not mere theorizing. One can count the permanently successful bicycle tracks of this country on the fingers of one hand, and still have enough fingers left to write with.

Not so, however, is bicycling destined to flourish and fade where we have good roads. Good roads not only insure the permanency of the cycling spirit, but they are the natural father of that spirit.

Let the clubs who want to spend their money in the advancement of cycling, put it into road improvements. Perhaps the few hundred dollars the club has would not go very far, spread out on the highway, but it would work wonders in the way of promoting an interest in good roads among the community, and be of excellent service in securing favorable legislation.

That is why we say nothing argues more for the permanency of the cycling spirit than this same determination all over the country to have better highways.

### The Indiana Tour.

THE start will be made at Indianapolis, July 8, at 9 A. M. To Morristown, for dinner, twenty-five miles; to Rushville, over night, fifteen miles. July 9, to Connersville, for dinner, eighteen miles; to Brookville, over night, twenty-four miles. July 10, arrive at Cincinnati 1 P. M. Probably stop over at Cincinnati a day or a day and a half to visit exposition, etc.

The trip through Kentucky is expected to consume about five days, and touching the following points: Covington, Williamstown, Cynthiana, Paris, Lexington, Nicholasville, Camp Nelson, Bryantsville, Danville, Harrotsburg, Shakertown, Lawrenceburg, Shelbyville and Louisville. From the latter point it is intended to take boat to Madison, on which a banquet will be served to the wheelmen.

Coupon tickets will be issued to League members of the tour at a cost that will probably not exceed twenty dollars, and will entitle the holders of such tickets to lodgings, meals, boat fare, etc., during the tour. Non-League members can not procure the above tickets,

but the Secretary-Treasurer of our Division will be on hand, to fill out applications for L. A. W. membership before the start is made. Unattached wheelmen, or non-L. A. W. members, are, as a matter of course, entirely welcome to join us, but can not be allowed the L. A. W. rebate at hotels, etc.

THE CALIFORNIA DIVISION of the League will hold its annual meeting, this year, at Stockton, on July 4. A very interesting program is provided, consisting of a parade, races, and athletic exercises. Some of the San Francisco and Oakland wheelmen, who can spare the additional day required, will probably wheel to Stockton, or return therefrom, on their machines. The distance from the metropolis is about the same as Santa Cruz, where the last annual tournament was held, and which was a very enjoyable affair. The journey to Stockton on the wheel is probably not so hard a one as that to Santa Cruz, the mountains not being so steep. The distance is about eighty-five miles. Bliss, of Alameda, made the trip both ways on his wheel, one day being consumed each way and the intervening day of the tournament being spent at Santa Cruz. Burmester, of San Francisco, also made the trip down on his wheel, but returned by train. Knapp, of San Mateo, also made the trip down from that place.

The races at Stockton should give the San Francisco Club an opportunity to display some of the remarkable speed mentioned in the article entitled "Moonlight Run to San Jose," published in the *Bicycling World and L. A. W. Bulletin* of March 23, 1888. It is therein stated that seven of the members of this club, in response to the captain's order for the first run of the season, February 25, 1888, made the first twenty-six miles from Brooklyn to Centerville in one hour and twenty minutes. This is decidedly better time than was made in the twenty-five mile road race three days previously, but in which none of the San Francisco Club participated. If there be no error in the statement the time is certainly wonderful, when it is considered that one mile of the distance is over a very rough plank bridge, where no speed can be indulged in, and there are two or three other miles where the roads are somewhat rough, namely between San Lorenzo and Alvarado. The average time for the whole distance is less than three minutes and five seconds to the mile, and allowing that the plank bridge must certainly take upwards of six minutes, the remaining twenty-five miles must all have been covered at a more rapid pace than a three-minute gait. This looks as though the San Francisco team should have things their own way at Stockton this year; in fact, if the record for those twenty-six miles from Brooklyn to Centerville is indisputably established, no others would have much of a show, but we are inclined to think there is an error in the article referred to.

The authorities in New York are enforcing the law requiring cyclers to carry lamps after dark.

### Obituary.

MAGGIE B. PHILLIPS died at her home, in Indianapolis, Ind., April 30, after a lingering illness of thirty-two days.

Miss Phillips was the only lady member of the Indiana Division of the L. A. W., and a very beautiful and accomplished young lady of eighteen.

Her loss is very keenly felt by her many intimate friends.

More home-like seems the vast unknown,  
Since they have entered there;  
To follow them is not so hard,  
Wherever they may fare.  
They throng the silence of the breast;  
We see them as of yore—  
The kind, the true, the brave, the sweet,  
Who walk with us no more.

'T is hard to take the burden up,  
When they have laid it down;  
They brightened all the joys of life,  
They softened every frown.  
But, Oh! 't is good to think of them,  
When we are troubled sore;  
Thanks be to God that such have been,  
Although they are no more.



## MONTHLY SUMMARY.

FROM APRIL 15 TO MAY 15.

*Alabama.* Bessemer Athletic Association meeting held April 12: half-mile bicycle race, George Blum, 1:15 (time doubtful): C. A. Kemp, second; P. Boggin, third; one mile bicycle race, George Blum, 2:15 (time doubtful); two mile bicycle race, P. Boggin, 9: George Mooney, second.

*California.* W. C. Hull, of San Francisco, has been re-instated as an amateur by the racing board.

*Colorado.* On May 5 and 6 the Ramblers will have an excursion to Idaho Springs, leaving Denver on Saturday afternoon at 3 p. m.

*Connecticut.* Connecticut road book is now ready for distribution. The Harvard University Bicycle Club will hold a hare and hounds chase on April 20, and a fifteen miles handicap road race on April 27.

*District of Columbia.* E. B. Forney, 1211 Pa. Ave., Washington, and Albert T. Newman, 3136 M St., Georgetown, have been appointed Consuls by G. S. Atwater, C. C. The officers of the Capital City Cycling Club, of Washington, for the ensuing year, are as follows: President, T. E. Sheridan; Vice-President, R. B. N. Baker; Secretary-Treasurer, W. S. Reed: First Lieutenant, William H. N. Burt; Second, Robert Walker. Prof. E. A. Paul, principal of the District of Columbia High School, died at Washington, April 2, from the injuries sustained by being thrown from a bicycle with which a horse collided.

*Georgia.* The Augusta Bicycle Club is now officered as follows: Captain, Thomas Chapman; Lieutenant, John C. Gibson; Secretary-Treasurer, B. Hake. Atlanta Bicycle Club held a spring tournament April 19 and 20.

*Indiana.* J. Fred Probst, of Terre Haute, has been appointed C. C., vice A. B. Irvin.

*Iowa.* H. B. Cropper has been appointed Representative for the Iowa Division, vice D. G. Kirschbaum. The Spring Meeting of the Board of Officers of the Iowa Division, L. A. W., will be held at Cedar Falls on Tuesday and Wednesday, May 29 and 30, 1888.

*Louisiana.* The Louisiana Cycling Club, of New Orleans, recently chose the following officers: President, W. H. Rehman, Jr.; Vice-President, C. M. Fairchild; Secretary-Treasurer, R. G. Betts; Lieutenant, E. M. Graham. The regular quarterly meeting of the Louisiana Division will be held April 9, at the rooms of the New Orleans Bicycle Club.

*Maine.* C. S. Batchelder, of Sanford, and H. S. Higgins have been appointed L. A. W. Representatives by F. A. Elwell, C. C.

*Maryland.* G. H. Beckley is appointed Local Consul for Reisterstown. Clarence Hodson is appointed Local Consul for Crisfield.

*Massachusetts.* A twenty-mile road race, between the New Bedford Cycle Club and the Taunton Bicycle Club, will be run on Memorial Day, for a trophy of \$50 value, subscribed by the New Bedford citizens. The Chelsea Cycle Club recently elected these officers: President, Abbot Basset; Vice-President, J. R. Seward; Captain, F. A. Woodman; First Lieutenant, E. A. Phemister; Second, George Nash. The Boston Club had an enjoyable "racket" at their club rooms, 36 St. James Ave., on the evening of April 7. The Massachusetts Bicycle Club recently elected these officers: President, Robert G. Amory; Secretary, Charles C. Ryder; Treasurer, W. H. Minot; Captain, A. D. Peck, Jr.; Lieutenant, J. E. Tippet. The Nonantum Cycling Club, of Newton, has been disbanded, and a new club has been formed to be known as the Newton Outing Club. Harvard Bicycle Club held a fifteen-mile handicap road race, April 27, at Cambridge. The Cambridge Cycle Club gave a minstrel show April 13. The East Cambridge Cycle Club, at its annual meeting, Tuesday evening, April 2, elected the following officers: President, H. C. S. Saunders; Captain, C. H. Singleton; Secretary-Treasurer, J. H. Ishbaugh. The Roxbury Bicycle Club is now officered thus: President, Dr. W. H. Emery; Vice-President, Irving E. Moulthrop; Secretary, George E. Marsters; Treasurer, William T. Johnson; Captain, John S. Lowell; First Lieutenant, George E. Marsters; Second George A. Titcomb. The seventh annual meeting of the Massachusetts Bicycle Club was held Tuesday evening April 3, at the club house on Newbury St.; the following new members were admitted: Associate, M. I. Motte; active, George A. Taylor, Eugene Thomas, Benjamin C. Lincoln, Benjamin F. Leavitt, Andrew W. Bunholm and W. C. Overman. The third annual meet-

ing and elections of the Suffolk Wheel Club, of Boston, took place April 11; the following officers were elected to serve for the ensuing year: President-Captain, J. Franklin Charnock; First Lieutenant, Geo. S. Locke; Second, F. K. Davis; Secretary-Treasurer, A. G. Collins. The Board of Officers of the Massachusetts Division, L. A. W., on April 5, tendered a farewell dinner to C. S. Howard, cycling editor of the *Boston Globe*, who was to sail April 10 for the Azores Islands in quest of renewed health.

*Mississippi.* G. S. Clarke, of Greeneville, has been appointed C. C. of Mississippi, by T. J. Kirkpatrick.

*Missouri.* Captain Lewis, of the Missouri Club, called the following runs for the balance of the month: Sunday, April 15, Creve Cœur; April 22, Collinsville, Ill.; April 28, Baldwin. Percy Stone, of St. Louis, has been re-instated as an amateur, by the racing board. W. A. Rutledge has been appointed Local Consul for Monroe City by W. B. Brewster, C. C.

*Nebraska.* The following Local Consuls have been appointed by F. T. Clarke, C. C.: Lincoln, R. D. Addis; Sterling, F. O. Dort; Plum Creek, F. L. Temple; Beatrice, F. A. Robertson; Schuyler, E. H. Phelps; Plattsmouth, T. M. Patterson; Fremont, Paul A. Colson; Sutton, Theo. Wentz; Chapman, J. Eaton; Elwood, C. W. Gilmore; Geneva, R. P. Fuller; South Omaha, H. B. Mulford; Stoddard, W. G. Wilson; York, R. McConanghy.

*New Jersey.* The Orange Wanderers have withdrawn their resignation and will remain members of the New York and New Jersey Road Racing Association.

*New York.* The annual dinner of the Kings County Wheelmen was held at Dilliard's Saturday, April 14; in consideration of the great increase in membership, the following additions have been made in the number of officers: Corresponding Secretary, R. L. Jones; Assistant Treasurer, J. H. Long; Second Bugler, E. R. Nichols; Color Bearer, F. F. Storm, Jr. Albany Wheelmen entertained their friends April 3. Poughkeepsie Bicycle Club gave an entertainment at the Casino Rink April 10. Long Island Wheelmen closed their social season April 21 with a ladies' night, and held a theatre party April 28. The Buffalo Bicycle Club held its last social event of the season at its club house on April 13. The Cortlandt Wheelmen of Peekskill-on-the-Hudson, have elected the following officers for 1888: Captain, W. E. Flockton; Lieutenant, S. Allen Mead; Secretary-Treasurer, D. C. Hasbrouck; the club lost some of its membership during the winter, but hopes to replace them by new riders this spring. Gerry Jones is appointed Chairman of the L. A. W. Racing Board, vice Dr. J. H. Cooley, resigned.

*Ohio.* Jas. Bearup, of Wellington, has been re-instated as an amateur by unanimous vote of the Racing Board. The Youngstown Bicycle Club has been organized with the following officers: President, Frank McKay; Secretary, A. J. Nicholson; Treasurer, C. H. Kennedy; Captain, Independence Grave. At the annual meeting of the Canton Bicycle Club, the following officers were elected for the ensuing year: President, C. W. Keplinger; Vice-President, Wm. A. Bell; Secretary-Treasurer, Will G. Saxton; Captain, Norm. T. Krause; First Lieutenant, Chas. H. Fessler; Second, Chas. L. Oberly; Bugler, Chas. A. Vignos; Color Bearer, L. R. De-Ville; Executive Committee consists of the President, Secretary-Treasurer and Captain. The Star Wheel Club, of Cleveland, have elected these officers: President, Walter Collins; Secretary-Treasurer, Vincent Matthews; Captain, Robert Ruck; First Lieutenant, W. N. Taylor; Second, A. C. Kale.

*Pennsylvania.* At a meeting of the Newcastle Bicycle Club the following officers were elected for the coming year: President, H. Warren Terry; Secretary-Treasurer, C. L. White; Captain, Chas. J. Kirk. Allie P. Steele has been re-instated as an amateur by the Racing Board. The professional bicyclist, Eddie McDowell, was tendered a benefit at the Elite Rink, Philadelphia, on April 7.

## FOREIGN.

*Australia.* A match bicycle race, twenty-five miles, for \$250, was ridden by Lebeau, of New Zealand, and S. Clark, the Scottish champion, at the Carrington Ground, Sydney, on February 4, the former winning by half a lap in 1h. 49m. In a recent race in Australia, Rollinson and Clark vs. three horses, twenty miles, the quadrupeds beat the wheelmen by about a mile.

*Canada.* The Montreal Bicycle Club held their annual meeting Thursday, April 12. The new officers of the Ariel Bicycle Touring



Club, of Kincardine, are: President, H. A. McIntosh; Vice-President, A. G. McIntyre; Secretary, W. B. Hurdon; Captain, F. E. Coome; First Lieutenant, W. E. Scott; Second, Charles Beatty. The Forest City Bicycle Club, of London, Ont., elected officers a few days ago: President, Alfred Murphy; Vice-President, James Reid; Secretary-Treasurer, W. K. Evans; Captain, Thomas Knowles; First Lieutenant, W. S. Chisholm; Second, Joe Knowles; Third, James Filby. At the annual meeting of the Montreal Bicycle Club, held April 12, these officers were elected: President, F. G. Graedinger; First Vice-President, H. Joyce; Second, J. F. Barlow; Secretary, R. F. Smith; Treasurer, R. Loyd; Captain, E. W. Barlow; First Lieutenant, G. Kingham; Second, Louis Rubenstein; Standard Bearer, C. O. Palmer; Bugler, J. D. Miller.

**England.** W. Wood, of North Shields, defeated Richard Howell, of Leicester, in a fifteen mile bicycle race, for \$250 a side, at the grounds in Newcastle, March 31, winning by three yards, in 51:27. W. M. Woodside defeated F. W. Allard in a ten-mile bicycle race at Coventry, on April 2, in 35:23. In the mile championship race held at Wolverhampton, April 2, Howell came in last. Richard Howell won the ten-mile professional championship of England in a race open to all at Leicester on April 2, in 33:2½, W. Wood being second. The Rowe vs. Engleheart race, set for April 14, fell through with on account of Engleheart receiving an injury while training. In the five-mile race at Leicester, April 14; between Rowe and Howell, the latter won by five yards. W. Wood defeated W. A. Rowe in their twenty-mile race at Jarrow-on-Tyne, on Saturday, April 21, in 1:6:40½. In the fifteen-mile match race at North Shields, April 28, W. Wood beat R. Howell in 51:27. The second of the three races between Richard Howell and W. A. Rowe took place at the Molineux Grounds, Wolverhampton, April 28, was witnessed by a large throng; the distance was one mile, Howell winning by twenty yards. In the ten-mile race between R. Howell and W. Wood, at Leicester, April 30, the former won in 33:22½. International match race, ten miles, W. A. Rowe vs. Richard Howell, Coventry, May 12.

**Ireland.** At the Irish Cyclists' Association Tournament, held at Balls' Bridge, Dublin, on March 30, some fast work was recorded: In the half-mile handicap, N. Synner, scratch, won his heat in 1:16½, and the final in 1:15; C. F. Williamson, of Belfast, 18 yards, rode second in the final; on Monday, April 2, the second day of the tournament, Synner rode third in the final heat of the half-mile handicap, riding a half-yard behind 1:15.

#### COMING EVENTS.

May 16—Orange Wanderers run to Staten Island via Elizabethport.

May 24—Fifth annual meet of the Woodstock (Ont.) Amateur Association.

May 26—Inter-collegiate games at the Manhattan Athletic Club Grounds, New York City.

May 29-30—Iowa Division Board of Officers meet at Cedar Falls.

May 30—New York and New Jersey Road Racing Association team road race over the Irvington-Milbourne course.

May 30—Bay City Wheelmen and Olympic Athletic Club joint meet at Oakland, Cal.

May 30—Los Angeles Wheelmen's race.

May 30—Road race from Lealand Hotel, Chicago, to Pulman.

May 30—Annual meet of the Maine Division of the L. A. W. at Portland, Maine.

May 30—Terre Haute (Ind.) Bicycle Club race meet at the Vigo County Fair Grounds.

May 30—Tournament at Oakland, Cal.

May 30—Orange Wanderers run to Pine Brook, Morristown and Milbourne, returning via Irvington.

June—East Hartford (Conn.) Wheel Club tournament.

June 16—Orange Wanderers century run to Trenton, Philadelphia Fairmount Park and Lancaster Pike.

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

June—Spring race meet of the Kings County Wheelmen.

July 1—Canadian Wheelmen's Association annual meet at Belleville, Ont.

July 4—California Division L. A. W. Meet.

July 4—Newcastle (Pa.) Bicycle Club race meet.

September 4, 6 and 8—Tournament at Buffalo, N. Y.

Rowe wore Sullivan's favorite colors in his race with Allard.

#### The L. A. W. Meet.

BALTIMORE, MD., May 1, 1888.



SINCE the decision of the Board of Officers to accept the invitation of the Maryland Division to hold the next League Meet in this town, preparations have been actively going forward to make the event a great success.

The various committees are hard at work and we expect to outrival any previous meet in the entertainment of our visitors.

The programme as now mapped out covers three days, June 18, 19 and 20. The first day, Monday, will be devoted entirely to the business meetings, and as there is a considerable amount of work to come up for the members to discuss, it is expected that this business meeting will cover the whole day and perhaps a portion of the evening. The principal matter for consideration, of course, will be the reorganization of the League. It is hoped that every member who contemplates attending this meet, will be present upon the first day and lend his aid in this reorganization, and not be one of the "stay at homes," and then have his little kick because the work was not done according to his ideas.

The first event of the second day, Tuesday, will be the editors' race between the worthy scribes of the *Athlete* and the *American Wheelman*. After this will follow the parade. The route as laid out is principally asphalt pavement, and has been selected with the view of getting as many of the visitors as possible to join in the parade, and the entire length of the route is not more than two miles.

The finish will be made in our famous Druid Hill Park, renowned for its miles of excellent drives and also its beautiful scenery. Here the League photograph will be taken, and thence the ride will be leisurely taken up to Arlington Driving Park, the scene of the races in the afternoon. At this place, upon their arrival, the wheelmen and friends will be served with lunch.

The races in the afternoon will no doubt prove the best that have ever yet been given here, as we expect the fast men here from all sections of the country. Notable among the events will be the one mile bicycle and the one mile tricycle championships of the League. After the races we return to the city for a short rest, and then in the evening comes the smoker concert. This will prove to be a novelty to everyone who takes it in, and will give all hands an opportunity to make new and renew old acquaintances. For those who do not care to attend the smoker, however, there has been provision made in the way of a theatre party.

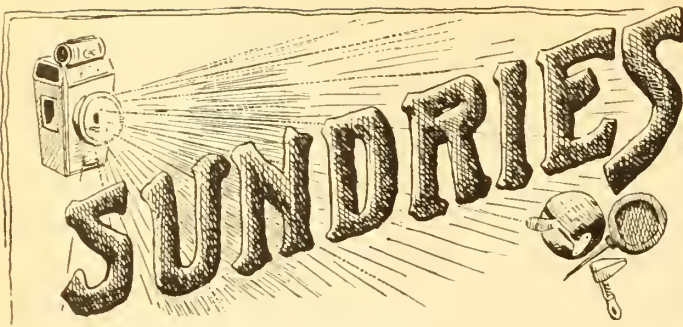
The morning of the third day, Wednesday, will be taken up with runs and tours, principal among which will be the ladies' run. In the afternoon comes last, but not least, the event of the whole Meet, the grand excursion down the Chesapeake. The committee having this in charge are working like beavers and it will certainly prove a surprise to all taking part in it. The steamer will leave the city at about two o'clock and after taking in all the principal points about the harbor, of interest, will proceed to Annapolis, the site of the U. S. Naval Academy. Here the visitors will be given an opportunity of visiting the Naval Academy grounds, the State House, etc., and then the steamer will be again taken for the resort of the Chesapeake, "Bay Ridge." This place will be reached at about six o'clock, at which time the regular excursionists will be leaving so that we will have the grounds entirely to ourselves. Among the principal features of entertainment at this place will be one of Maryland's famous "soft crab and fish" suppers. After the supper the dining hall will be cleared for dancing, and when all have wearied of tripping the "light fantastic" the steamer will be taken for the city. It is intended to have a display of fire works on the trip up to the city, provided the consent of the naval authorities can be gotten to give such a display on the steamer.

This, then, covers about the entire program. In closing let me say that Maryland invites all wheelmen and women to this Meet, be they League members or not, and we are sure that not one who attends will go away without an idea firmly fixed in his or her mind of visiting us again.

CARL.

William Woodside, father of the well-known bicycle rider, left an estate valued at about \$125,000.





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.

The ostrich is the latest rear-driving safety.

Louisville will send a body of wheelmen to the League meet.

Mr. Charles E. Pratt will attend the League meet at Baltimore.

The Harvard Bicycle Club talk of holding a cycle race meet this year.

Fifty members from Pennsylvania will ride to the League meet at Baltimore.

"Will the coming man use both arms?" asks a scientist. He will have to if he expects to ride a bicycle.

The English Racing Season has commenced, and Osmond and Mayers have already scored two victories.

J. F. Midgley, of Worcester, will be seen on the racing path this year. He will ride a Springfield Roadster.

The Boston Club men are talking up a hundred thousand-dollar club house, near the business center of the Hub.

Rowe will ride his Columbia Racer while abroad, not a New Rapid, as was rumored through the English press.

Irish cyclists have formed a roads improvement association, not composed of cyclists entirely, but of all taxpayers.

Messrs. Seward, Kendall and Emery have been appointed to take charge of the Massachusetts Division's spring meet.

The ladies of Washington have formed a cycle club, many members of which will ride the newly invented ladies' bicycle.

In the suit for infringement of patents against the Gormully & Jeffery Mfg. Co., decision was rendered in favor of defendants.

The C. T. C. Gazette, for April, devotes five pages to letters from members advocating an increased C. T. C. annual membership fee.

The *Bicycling World's* fifth colored cartoon represents Mr. and Mrs. Abbot Bassett on a tandem. At last we have a picture of "Daisie."

'T is said that Long Branch, N. J., will add to its many attractions, that of a bicycle track, the laying out and building of same to cost some \$25,000.

Chas. E. Kluge, of the Hudson County Wheelmen, recently rode to the summit of Columbia Heights Hill, Brooklyn, on a crank machine, without a dismount.

The Orange, (N. J.) Bicycle Club offer two prizes, one for the best season's record, and the other for the best record for twenty-four hours, made by a member of the club during the present year.

The English War Department has designed a uniform to be worn by the cycling contingent. It consists of a dark green military tunic and cap, faced with red, dark green knee breeches and stockings.

After the Baltimore meet, Washington cyclers cordially invite L. A. W. members to visit their city. A good time is promised. Bear this in mind when you make your plans for the Baltimore trip.

A bicycle for ladies' use has been invented, but the rider can not manage it with a bustle on. There will be any amount of bustle, however, the first time the gentle bicyclist takes a "header" from her machine on a public highway.

N. E. Kaufman, of Rochester, N. Y., was the only entry for the English trick riding championship, and he was awarded the medal emblematic of the title. He has engagements on the continent that will occupy his time until the spring of 1889.

'T is now, in sooth,  
The high-priced youth  
No strawberries can eat;  
He knows he must  
Save up his dust  
To take him to the Meet.

A stock company with \$25,000 capital, now organizing in Wilmington, Del., intend to build a quarter-mile track on their grounds for use by the Wilmington Wheel Club and the Warren Athletic Club. The location is but ten minutes drive from the center of the city.

It is good news to wheelmen to know that Eden Park, in Cincinnati, has at last been opened to the use of the wheel. There are some lovely roads and coasts in that charming spot, and the absurd restrictions prohibiting its use to cyclers has been as a cup of gall to the riders of that city heretofore.

Herr. Jos. Enstner, of Rosenheim, Germany, has constructed and patented a "family cycle," consisting of a convertible tricycle, and holding three adults, or two adults and two infants. "This machine," says a German contemporary, "is equal in speed to any bicycle or tricycle, and is especially adapted for bad roads."

Edward W. Burt, a prominent member of the Philadelphia Bicycle Club, met with a severe accident while taking an airing on the Lancaster Pike one day recently. A collision with a tandem machine that was brought to a sudden stop immediately in front of him, caused him to be thrown, and, striking on his forehead, a deep cut was the result. The injury was not serious.

"You see, it occurred this way: Several of us boys were down to the Point last Saturday, and Boggs he got to blowin' around and says he could make any of us take his dust on the way home. So I took him up, and sure enough he did n't."

"You don't mean to say you beat Boggs in from the Point?"

"Did n't say I beat him in; said he did n't make me take dust and he did n't either. It rained just as we got started."

The Maryland Division is making great preparations for the annual meet of the L. A. W., to be held in Baltimore this year. They have secured the co-operation of the Merchants' and Manufacturers' Association, who will subscribe towards the fund for the payment of expenses. President Kirkpatrick, who will act as chief marshal of the parade, has appointed the following aids: E. P. Hayden, Baltimore; W. S. Bomberger, Hagerstown; W. S. Bull, Buffalo; Harry D. Corey, Boston; W. R. Tucker, Philadelphia; S. T. Clark, Baltimore. The business meeting will be held at the Academy of Music on the morning of June 18.

### Illustrated Advertisement.



WANTED—A good, strong Luggage Carrier.



## That Supplement to "XM Miles."

ON March 24, just when Karl Kron's great collection of newspaper notices and specimen pages was almost ready for issue, the stockholders of the Springfield Printing Co. voted to go into insolvency; and a six weeks delay will therefore ensue before he can distribute the work. The concern was the largest and oldest of its kind in western Massachusetts; and it was because of a change in its ownership, that Mr. H. E. Ducker, of tournament fame, who had for several years served as its superintendent, removed to Buffalo, and sold his GAZETTE to the present owners at Indianapolis.

A postal card addressed to Mr. Kron, at the University Building, Washington Square, New York, will insure the arrival, as soon as published, of his remarkable gift-book, which has now grown to 150 pages of 90,000 words,—the same being a larger number than his first prospectus promised to include in "Ten Thousand Miles on a Bicycle," which the present gift-book is designed to find 30,000 buyers for. The pamphlet contains free advertisements of all other cycling books now on the market and of all the cycling journals; but, as no trade notices of the usual sort have been admitted for pay, it stands on its own merits as the most elaborate and costly advertisement ever yet attempted in behalf of a cycling book.

Containing more printed matter than any cycling book which had anywhere been published previous to March, 1888, it deserves a formal review, and shall receive one after the completed issue reaches our hands. Meanwhile, we can say, from an inspection of advance sheets, that about a third of the pages are reprints, picked here and there to show the quality of "XM Miles," and the rest are from new plates, giving carefully compiled "Opinions of the Press and of Subscribers," or else well worded "Arguments of the Publisher to His 3,000 Co-partners," each page being complete in itself and having a different title.

Though we are sure every reader will thank us for putting him in the way of getting a book of 150 pages for the outlay of a single cent, we warn him that such outlay carries with it the serious risk of a two-dollar greenback; for not many wheelmen who read this mass of testimony, which the foremost critics of all nations have given in favor of Karl Kron, can well refrain from contributing their personal share towards the purse of \$60,000 which that publisher is now undertaking to raise as a reward for that author's "four years solitary labor in behalf of wheeling."

We reprint some of the headings under which the "Notices" are classified, as follows: Briefs from the Reviewers; Magnitude; Lowness of Price; Literary Style; Typography; Indexing; For the General Reader; Egotism; Individuality; Eccentricity; For Horsemen and Footmen; Verdict of the Metropolis; At Home and Abroad; Comprehensiveness; World-Wide Scope; Laudation at London; Condemnation at Coventry; Coventry Ringing the Changes; British Fair Play; Appreciation at the Antipodes; Two Ways of Looking at it; Officially Recommended; East, West and South; Fun for Pennsylvanians; The Story of Stevens; Recognition by the L. A. W.; "Co-operative Tailoring" and Touring; A Five Dollar Book for Two Dollars; Reward Wanted—\$60,000; Sending Books on Approval; History of Wheel Literature; A Guide for Beginners; A Directory of Clubs and Clubmen; Not Simply a Personal Narrative; "A Free Advertisement" of Cycling in General; Customs—Duties and Transportation; Natural History of "the Hog;" A Month's Reading for a Quarter-Dollar; For Public Libraries; The Costs of Bookmaking; The Chances of Profit; Prospectus of "My Second Ten Thousand;" Autographs and Portraits; Chapter Preferences; Under the Southern Cross; Sales in New Zealand; In Canada and Great Britain; Remittances and Acknowledgements; Names Wanted and "Opinions;" The Significance of Talking Money; The Theory of Reciprocity; *Edition de Luxe*; Information for Booksellers; Books and Papers Recommended; Minor Cycling Prints in the American Market; THE WHEELMEN'S GAZETTE and *Wheeling*; The Two "Literary" Chapters; Comments on "Castle Solitude;" Compliments for "Curl;" Suggestions and Corrections; "Curl" at St. Petersburg; The Personal Equation; "Four Years at Yale;" The French of it; From a Feminine Point of View; Short Cuts from Subscribers; Tips from the Cycling Scribes; The Humors of Coventry; Echoes from "The Thunderer;" The Policy of Honesty; A Test of Endurance; A Firm Hold on the Future; A Straight Course to the End.

## Our Illinois Correspondent.

PARIS, ILL., May 1, 1888.

PARIS, the rural district, as some cyclist in Chicago has termed us, has not been heard from for some time, so I write a few items from here that your readers may know we are still in the ring.

Your humble servant has recently returned home from an extended trip in the west of eight months duration. During that time I have traveled over Southern California for four months, where I met with C. A. Beiderman, Frost and Atkins and a number of other gentlemanly fellows and jolly wheelmen in the neighborhood of Pasadena. Since the middle of January, I have been in Denver, Colorado, where I have met, certainly, a most excellent set of wheelmen who are enthusiastic in the good cause. I met there Messrs. Van Horn, Kennedy, Harry Gordon, W. S. Doan, Dick Walker, a former Indianapolis man, Bob Gerwing, and others. The Denver Ramblers certainly take the cake for trick riding, club runs and riding in general. They are splendid fellows. So much for my trip.

Now about Paris "Meteors." The season is opening up very nicely. The boys are doing some great riding already. We see several new men out this spring, thus swelling our ranks. The small boys are beginning now to loom up right well and will soon be up with large boys in numbers. Gravel roads are all the rage in our county, a new one being built each season, so that ere long we will have excellent roads in all directions from Paris. Our boys are all jubilant over the roads. Most of the boys have the same mounts they used last season. Smith is out on a Pony Star. Cretors wants a Safety if he can sell his New Rapid. He was out yesterday in a new rapid (horse and buggy). Cook still likes the Rudge. Dole brothers are struck on the Apollo, which is a fine wheel, sure. Rudy says if he can sell his Royal Mail he will surely mount an Apollo. Laughlin is a Royal Mail man. Captain Logan manipulates the Expert Columbia. Harvey, our college man, is at Champaign, but will soon return and push the pedals of his 58 Harvard. We expect to get rich and have cheap transportation soon, as one of our new men is a banker and the other a railroad man.

Some of the boys are planning a trip to Mammoth Cave and other Kentucky points some time during the season. M. O. D.

## Our California Correspondent.

LOS ANGELES, May 1, 1888.

Southern California is having quite a boom in wheeling matters. The Los Angeles Wheelmen have fitted up the club rooms in great style. Osborn & Alexander, of San Francisco, have established a branch agency here with S. G. Spier as manager. P. L. Able is pushing the Victor for all he is worth, and R. C. Woodworth reports sales for the 1888 New Mail way up.

The Los Angeles Wheelmen are making preparations for their spring race meet on May 30. The races this spring are to be held at Agricultural Park. The mile track is to be put in as good a shape as time and money can get it. The races will include twelve events, including the three mile state championship, half-mile club championship and the one mile club races. The club will expend about one thousand dollars for prizes, etc.

Several of the "racing men" are already in training, and fast time may be looked for. R. C. Woodworth, who holds the two-mile state championship, is hard at work, training, as are Percival and Wing, the Star riders. Percival has a record of 2:57 on a sixty-pound Star, and Wing is not far behind. A. W. Allen, of Indiana, is here also, and is training for the short distance races. Then there are Frost and Atkins of Pasadena, who claim to be fast men, will be here to take a hand in the races.

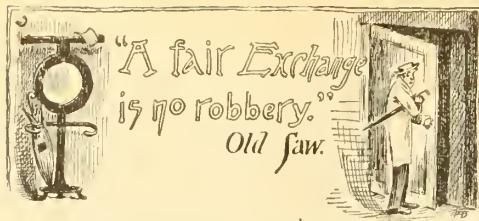
Taking it all in all, we can expect to see good races and good time made. Woodworth says he will break the coast record for one mile, 2:50, or know the reason why.

We have had beautiful weather lately, not too hot nor too cool but just right for riding. Every Sunday, Captain Little, of the L. A. Wheelmen, calls a club run to some of the neighboring towns, and the boys turn out in good numbers, generally from twenty to thirty members.

L. A. W.

In Munich all cyclers are numbered and registered.





Mr. W. J. Morgan is evidently an all round genius, as we notice that he has been giving his opinion on the present state of English politics.—*Wheeling*.

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"Black silk towels are the latest agony," says a fashion note. Black slick towels have been in use in printing offices for over four hundred years.—*Incennes Sun*.

\*\*\*

Copenhagen, which must be a delightful town to live in, if the game with which we are all familiar is in vogue there, will shortly possess a cinder path, to be used for cycle racing.—*Wheel*.

\*\*\*

We have heard of "one-legged races," "aged men's races," "ladies' races," but it is left for Rome, N. Y., to produce a "deaf mutes' race." One satisfaction, the fellow who gets left won't be able to "tell how it happened."—*Bicycle World*.

\*\*\*

They do say that the new "universal language," Volapuk, has but one swear word. What must the poor cyclist of the future do when the festive cur tangles itself up in the spokes of his wheel, and the erratic hoodlum shies brickbats at him?—*Bicycle World*.

\*\*\*

Ireland may not enjoy Home Rule, yet her cyclists have no cause of complaint against the blind goddess. A farmer who recently ran down a cyclist on—look out for this name—Bohernabreena Hill, was severely lectured by the justice, before whom the assault case was tried, and fined 9s. 6d.—*Wheel*.

\*\*\*

They have got a one-legged man in Lynn, Mass., who can ride a bicycle, perform on the trapeze, or gyrate on the festive roller skate. This individual glories in the name of Prof. Erni. This has an Italian sound, but we would bet dollars to doughnuts that he hails from the vicinity of Cork, and that his name begins with Pat.—*Bicycle World*.

\*\*\*

The meanest man in this country has at last been discovered. His name is Shaw and he lives in Philadelphia. On Sunday last he removed the handle from the pump in front of his place, that he might not be bothered by thirsty wheelmen. The tortures of the Inquisition should be revived for the benefit of this generous Quaker citizen.—*Wheel*.

\*\*\*

R. F. Cromlin, of Harrisburgh, Pa., was in Washington last week, and "scraped" an acquaintance with Belva Lockwood, late woman suffrage candidate for President. They were both riding bicycles on Fourteenth Street, when Belva dashed along so close to Mr. Cromlin as to tear off his overshoe. Nothing was said on either side.—*Bicycle World*.

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We are in receipt of advices from Washington as follows: "The grand jury to-day found an indictment against Joseph M. Chase for manslaughter, in causing the death of E. A. Paul, on the 2d of April, by having at that date forcibly ridden a horse against him, throwing him down and giving to said Paul a mortal-fracture wound on the spinal column."—*Bicycle World*.

\*\*\*

After the sensation of spinning through the country on a bicycle has once been experienced, all else is forgotten. Horseback riding becomes tame; the tennis ground is allowed to go to seed; and base ball is only resorted to when a recent storm leaves the roads heavy. Consumptives, dyspeptics, throw away your medicine and buy a wheel, and you will never regret the venture. We know how it is, for we've been there ourselves.—*Sports Afield*.

\*\*\*

Boys, we are going to get us a bicycle, and all of you that want one will do well to communicate with us. We will have ours before long, and also have a large advertisement in the *News* for the manufacturers. There is no better country in the world for bicycle riding than the natural roads and cow trails of the plains. Remember, we will not lend you ours. You need n't ask for it. If you want to ride

a bicycle you must buy it. That is a rule every bicycle owner must make and adhere to. There will be an agency here.—*Texas Crosby County News*.

\*\*\*

One of the young and enterprising wheelmen of Pine Bluff, Ark., recently attempted to ride across a rickety bridge on his bicycle. Nothing is calculated to give a man cooler judgment, and compel him to keep his eye on the main chance, better than to ride a wheel. This particular cyclist had not yet gotten control over his nerves, and when half-way across the bridge, by some freak of nature or circumstances—our reporter failed to get his "notes" on this detail—he suddenly decided that he had better jump into the creek. This strange and novel decision was aided by his wire steed, and the catfish in that stream had a regular matinee performance for the next ten minutes.—*Exchange*.

\*\*\*

Oscar Jennings, a physician, 35 Rue Marbeuf, Paris, is collecting material which will be a valuable addition to cycle literature when compiled in book form, as no doubt that gentleman intends. His letter reads as follows: "Will you allow me to make another appeal in your columns for information as to the value of moderate cycling as a restorer of impaired health? I want authentic cases of recovery from gout, rheumatism, hypochondria, varicose veins, etc. I am also desirous of learning the opinions of cyclists for and against it in rupture, obesity, constipation, insomnia, albuminuria, diabetes, and diseases of the heart and lungs. Lastly, its influence on women, particularly as regards sterility and hysteria."—*Wheel*.

\*\*\*

All is not nickel-plate that glitters.  
A rolling stone gathers the cyclist.  
It's a long hill that has no summit.  
A loose tire goeth before a fall.  
It's the early wheel that catches the sunrise.  
The race is always won on the last lap.  
A tin can in the gutter is worth two on a rim.  
A live dog is better than a dead lion—to stop a wheel suddenly.  
It is but a step from the sublime (saddle) to the ridiculous (road-bed).

The wheel comes to a standstill when the poolballs are rolling.  
It is a wise child who knows his father—will buy him a bicycle—and a wiser father.

One swallow never made a summer, but one swallow—too many—may make a wheelman fall.

A dry bearing considereth not the empty oil can, but a wise wheelman considereth Matthew, chapter xxv, ninth verse.

—Arthur Penfield, in *Scottish Cyclist*.

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#### ONLY A GIRL.

I hear a sharp ring on the frosty way,  
And I catch the gleam of a cycle bright,  
Just a glimpse of a form in Quaker gray,  
And then, the dear boy! he is out of sight.  
Ah, out and away, ere the sun is high,  
While the early clouds are all rose and pearl,  
And the air like a wine that is bright and dry;  
And I'm—only a girl.

I think of the hollows where leaves lie dead;  
Of the gaunt trees' shadows against the sky;  
Of the cool, clear stretch of blue overhead,  
And the low lush meadows he rattles by.  
I look on the road with its dusty track,  
Where the wind-gusts meet to whistle and whirl;  
And—yes! I may look for his coming back,  
For I'm only a girl.

I may watch and wait all day for the ring  
Of his pretty plaything's glistening steel;  
And, dressed in my gayest, may sit and sing  
Over my work till I hear the wheel.  
Then I shall see the eyes of my lad,  
And he a cheek and a drooping curl;  
And—well yes—perhaps—I'm a little glad  
That I'm only a girl.

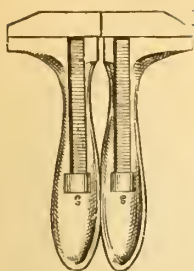
—"RUTH HALL,"

THE wheelmen of central Indiana will meet at Knightstown Sunday, May 20. Club runs are being arranged from various points in the vicinity.

The only dairy which does not use water to excess is the dromedary.



### The Dart Cycles.



THE Dart Safety consists of a 30-inch rear driving and a 30-inch front steering wheel,  $\frac{3}{4}$  rims, connected by a horizontal reach. Is geared to 52, 54; 57 or 60 inches, as desired. Pedals stationed vertically beneath the saddle. Frame constructed of best imported weldless steel tubing and drop forgings, combining new patent adjustable ball head, 23 balls at top and 23 at bottom, revolving between separate hardened steel disks fitted in toughened steel casings. Eight inch steering head between top and bottom bearing surfaces. New patent

drop forged steel shell hubs, patent detachable hub nipple; patent detachable sprocket ring; patent true tangent spoke; crescent U steel rim; patent adjustable ball bearings with disks to wheels, pedals and crank journal, each group adjustable from one side, fitted with patent fountain oil basin and new oil cup. Patent Dart handle grip; patent incline pedal rubber grip; patent angular adjustable saddle post; patent chain adjustment; improved detachable non-breaking mud guard and patent non-rattling brake.

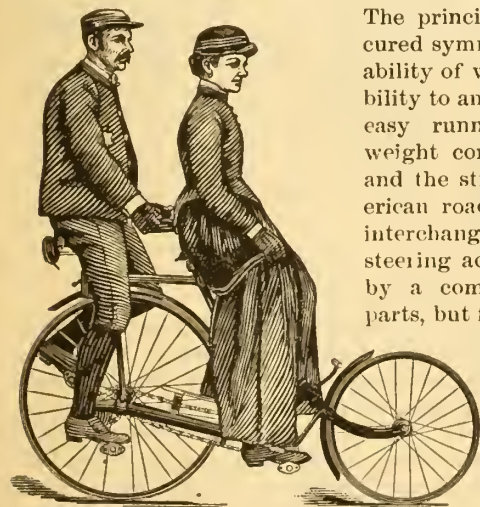
The material used is that which eighteen years experience has proven to be the best that can be had in England for the particular use to which it is intended. All the latest and best methods, as well as materials, are employed in their con-



THE DART SAFETY.

struction without regard to cost. The principles embraced have secured symmetry, durability, adjustability of wearing surfaces, adaptability to any size or weight of rider, easy running, and lightness of weight consistent with durability and the strength required for American roads. Every part is made interchangeable. The automatic steering adjustment is not secured by a complication of additional parts, but from principles of proper construction. This safety can be ridden with hands off the handle bars.

By reference to the cut it will be observed that the steering rod passes through the steering head, which is



THE DART TANDEM BICYCLE.

a part of the frame. At both ends of the head are adjustable ball bearings, each having 23  $\frac{1}{4}$  balls. The importance of this combination toward a perfect piece of mechanism having a loose bearing surface required to be very rigid, to sustain the countless shocks in riding over obstructions, will at once be apparent.

The crank axle journal is also a new improvement, being a continuation and solid part of the frame, having no loose joints, nuts, or screws to jar loose, and is therefore very rigid and durable. Weight, all on, 48 pounds.

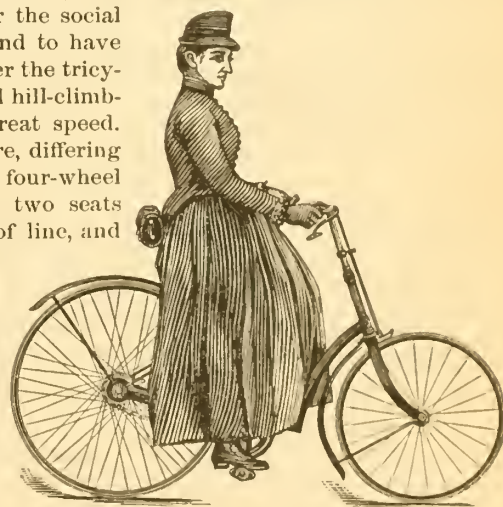
The Dart Tandem Bicycle has all the patented and other improvements of the Dart Safety, and is composed of one 32-inch rear-driving and one 24-inch front steering wheel,  $\frac{3}{4}$  rim, with a connecting frame dropping low to the ground in front of the rear wheel and running forward entirely beneath the feet of the front rider, thus having no gearing or frames of any kind in front of the forward rider, the handle bars extending from the rear around to the sides. Both

riders sit over the rear wheel and drive it by two sets of pedals and endless chains, exerting an immense power to overcome the resistance of the one wheel. The steering and balancing is entirely under the control of the rear rider, making it unnecessary that the front rider shall know anything about cycling. Timid ladies, who have never been on any kind of a cycle can ride on the front seat of this one without holding on to the handle bars. The remarkable feature of this double bicycle is that its construction has been accomplished by making it shorter than the Dart Safety, and but a little heavier. It is, therefore, almost as easy and light to handle as that machine, and equally as easy to store, as it is no wider than the ordinary bicycle. It has all the advantages of the single track over the double or three-track machines on rough roads.

Every bicycle rider who has ridden a tricycle understands the difference and degrees of pleasure in riding the two machines. The Dart Tandem Bicycle is intended to take the place of the tricycle, where two riders desire to ride one machine, and not lose

that exhilaration and grace of motion that has heretofore belonged exclusively to the single bicycle. Any bicycle rider can control and ride it with or without a rider on the front seat, and thus acquire, to those who desire to learn to ride, an ability to ride a bicycle without the trouble of learning through individual effort, by simply riding on the front seat of the tandem bicycle. The inexperienced rider gets on the front seat, while the experienced one holds up the machine, and then mounts as an ordinary bicycle.

This is a great machine, and for racing, touring or the social pleasures will be found to have many advantages over the tricycle. It is a wonderful hill-climber and capable of great speed. It has a novel feature, differing from the three or four-wheel tandems, in that the two seats are three inches out of line, and the rear one elevated above the front, so that the head of the front rider does not obstruct the view of the rear one who guides the machine, thus overcoming the tiresome necessity of leaning from side to side to keep the road in view. Weight, all on, 70 pounds.



THE LADIES' DART BICYCLE.

The Ladies' Dart Bicycle combines all the patented and other improvements of the Dart Safety, and consists of a 30-inch rear driving and a 24-inch front steering wheel,  $\frac{3}{4}$ -inch rims connected by a frame dropping low, within nine inches of the ground, to permit mounting in front from the pedal instead of from the rear of the saddle, and to give freedom to the skirts. The saddle is stationed directly over the front of the rear wheel, with the pedals immediately beneath, so that when seated, the lady stands supported in a vertical position over the pedals, and appears, in motion, to be walking. Mounting is accomplished while the machine is standing still, from either side and in front of the saddle, by simply stepping one foot over the low horizontal reach and placing it on the pedal, which stands parallel with the reach, and transferring the weight of the body from the foot on the ground to the one on the pedal, which drives the pedal down and carries the saddle forward to the rider,



who simply transfers her weight from the pedal to the saddle. Dismounting is accomplished by stepping off forward from the pedal nearest the ground, which is but four inches of a descent and requires no exertion or agility. Mounting or dismounting from the ladies' bicycle, by either lady or gentleman, is easier, safer and more graceful than anything that can be imagined about a bicycle, and for this reason, and that it is light, strong, and can be ridden by any member of the family, will be preferred by many gentlemen to any other type of safety.

Many lady riders of tricycles have asked why the makers have not made a bicycle for ladies; why compel them to propel with their lesser strength a vehicle of much greater weight? We will not attempt an answer, as there seems to be no good one, but we are in sympathy with their desire to enjoy the very best of cycling pleasures, which comes only from the bicycle. The manufacturers have endeavored to enable them to realize this by the production of the Ladies' Dart Safety.

The makers are receiving many hearty words of praise, hailing this machine as the ladies' emancipator from the cumbersome tricycle. Its form at once discloses that it can be ridden with much more freedom than is possible with the tricycle, and this, too, without sacrificing any of that propriety which in the general mind is attributed alone to the tricycle. On the contrary there is a universal expression of surprise that the bicycle should prove so much more graceful and in the highest type of propriety. Nothing can be more proper nor more beautiful than the symmetrical lines of flowing drapery kept in graceful motion by the speed of the wheel and the undulations in maintenance of equilibrium.

The ease with which it can be mounted and dismounted, and the absence of all awkwardness, are even more surprising, as they seem to be the greatest difficulties to overcome in the ladies' bicycle, but with its building was discovered the true bicycle mount, putting within the ability of the novice, aged and feeble that which formerly required the skill of the athlete. Bicycling can no longer be called a selfish pleasure, as the Ladies' Dart Safety has put within the reach of wife, daughter, or other member of the family, the pleasure that has heretofore been monopolized by the gentlemen. Our new patent adjustable brace rod, which is fitted to the ladies' bicycle, makes it the strongest machine for gentlemen's use that has yet been put on the market. It is instantly adjustable for either ladies or gentlemen. Weight, all on, 70 pounds.

### Trick Riding.

THE trick riding championship of the world has finally, after much talk and recrimination on all sides, been settled in favor of N. E. Kaufmann. The "contest" was held in London, and as Mr. Kaufmann was the only trick rider to contest, the title in question was awarded to him. The question as to whether Star and safety were eligible to compete with the ordinary, was settled in favor of the two first named.

"I think it's a burning shame" said Flossie McGuire to her brother, that now you've got me to join the L. A. W. I ain't allowed to vote for Chief Consul or anything."

"Yes you are sis," replied Charley, "what put that idea in your head, anyway?"

"Why, it says in the paper here that the Chief Consul and Representatives are elected by mail vote."

JACKSONVILLE, ILL., April 30, 1888.

*The Gormully & Jeffery Mfg. Co.,*

*Chicago, Ill.:*

GENTLEMEN:—

After considerable delay the four Light Champions arrived all O. K. (four beauties). The customers are delighted. The two 50-inch machines were severely tested yesterday over thirty-three miles of the roughest roads imaginable; they were simply fearful. One continuous bump from the time we left our paved streets until we arrived on the paved streets of Springfield, our destination point. However, not a spoke, screw or nut became loose during the entire journey.

Yours Truly,

(Signed)

MCDONALD BROS.

### Important Decisions Rendered by Judge Blodgett,

IN THE UNITED STATES COURT FOR THE NORTHERN DISTRICT OF ILLINOIS.

The cases are No. 824, Pope Mfg. Co. vs. R. Philip Gormully; No. 829, Pope Mfg. Co. vs. Gormully & Jeffery Mfg. Co., R. Philip Gormully and Thomas B. Jeffery; No. 830, same vs. same; No. 880, same vs. same; No. 945, same vs. same; argued before Judges Gresham and Blodgett in January last, occupying four days, were decided a few day ago, dismissing all bills against the defendant without reservation of any kind.

This litigation has been pending for some time, and is of great interest to the parties interested. The main case was No. 824, the history of which is as follows:

The Pope Mfg. Co. were the owners of certain letters patent on the construction of bicycles and tricycles, and licensed certain people to manufacture under them, and amongst them they licensed the defendant. The defendant contended that when he made this license, he understood that it was to terminate absolutely, as to all its conditions and agreements, on April 1, 1886. The complainants contended that, although patents under which the defendant was licensed had expired, and the defendant was relieved from paying royalty, he was estopped from disputing the validity of all the patents named in the contract, and was also estopped from manufacturing goods containing certain features for which complainant held patents, but under which the defendant was not licensed. The court ruled otherwise, holding that the license absolutely ended in all its parts and conditions at the date named, and that no estoppel or agreement existed after that date. Case No. 829 was on the same subject of the contract, but includes the associates of Gormully, that, notwithstanding the license was signed alone by Gormully, they were also liable under it; the court, in this case, rules as in the last, that as no estoppel existed after April 1, 1886, there was no case against the other parties involved, and dismissed the bill accordingly. Cases 830, 880 and 945 were all suits for infringement of patents held by complainants, asserting that the defendants infringed each and all their patents in the construction of their machines, and ask for an injunction. The court discussed each claim in their patents and decided that the defendants did not infringe any of them, and the suits against the defendants were accordingly all dismissed. The decision of the court, as rendered, was lengthy, going into every part of the subject matter, and quoting references in support of the decision rendered. The court refused, at the suggestion of complainants counsel, to review any portion of the decision. Complainants counsel prayed an appeal to the Supreme Court of the United States.

### Half-Holidays.

THE belief is general that every business, professional, or working man or woman, in summer at least, deserves and needs to be allowed to enjoy a weekly half-holiday. Progressive business men, whether philanthropic or not, agree that the granting of such a privilege does no injury to trade, but rather, by its beneficial effect upon the general business and labor health, tends to clear-headedness and renewed working vigor, which more than pay for the slight loss of time. In every large city, and in almost all of the large towns, the early closing movement received a boom last season, and indications point to a more general adoption of the weekly half-holiday during the coming season. A large portion of the stores begin the half-holiday early in May, and many of them close during the summer about an hour earlier on the other week days. The Pope Mfg. Co., of Boston, has published a beautiful lithograph of unique and artistic design, suitable to display in door, window, or office, announcing the hour of closing. By an arrangement of stickers any hour can be given. The company will present one of these lithographs free to any early closing store, or will send one on receipt of a two-cent stamp to pay postage.

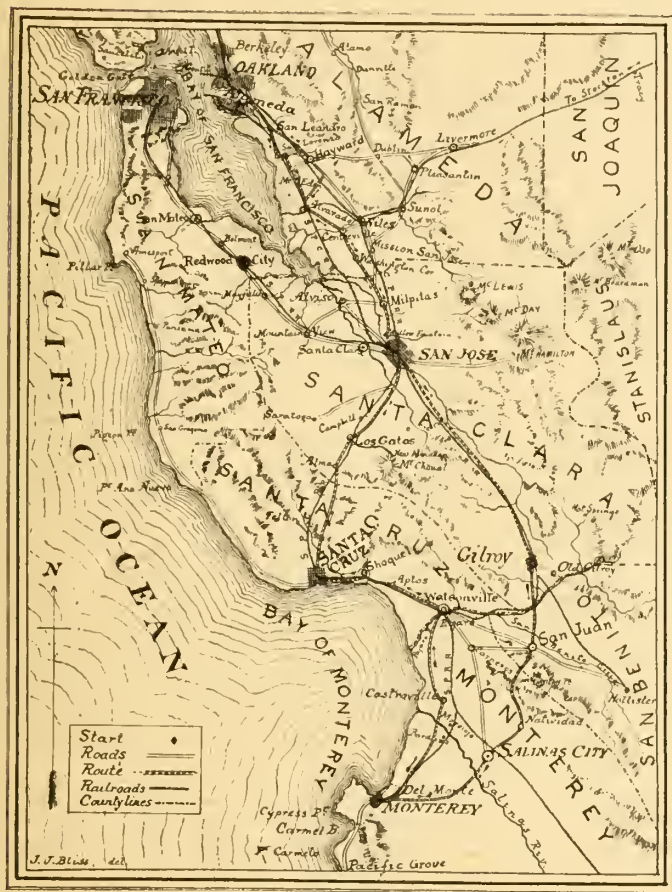
WE suppose every wheelman is aware that A. W. Gump & Co., Dayton, Ohio, keep the largest retail supply of wheels in this country. Their second-hand list, which comprises some 250 bicycles, tricycles and tandems, will appear entire in the June issue of the GAZETTE, and we would advise every one who contemplates buying a second-hand wheel, to inspect this list before making a purchase.



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

BY JOSEPH J. BLISS.

*In Four Parts.*



### FIRST DAY.

For some time, I had been wishing to make what was for me, a comparative tyro on the wheel, a somewhat extended trip. My longest trips, hitherto, had consisted of a century run in one day, and a trip from Alameda to Santa Cruz, and return *via* San Francisco, distance about 160 miles, in two days.

Washington's birthday, I thought, might give me the opportunity of making a four days' trip, with the necessity of applying only for a two days' leave of absence, *i. e.*, the Monday and Tuesday intervening between the Sunday and the Wednesday, which last named day I was free to use as I chose.

There were two trips which I was desirous of making, the one from San Francisco to Sacramento and return, distance about 270 miles, the other to Monterey and return, distance about 250 miles; either of which I thought I could conveniently do within the four days, although the principal portion of either route was unknown to me.

With these ideas in my mind I anxiously watched the weather during the first three weeks of February, in the hopes that there might be a sufficient cessation from rain during the week preceeding Washington's birthday to put the roads in a favorable condition for travel; but my hopes were, it seemed, to be doomed to disappointment, for although there was fine weather during the first week in the month, the second week up to, and including the 14th., was generally rainy, and I had almost given up the idea of making any start for a four days trip on the 19th; but from the 15th to 18 there was no rain to speak of, and the last day was so beautifully fine, and the weather apparently settled down for a fine spell, that I resolved to make a start on the following morning (Sunday).

In some conversation I had with our Division Chief Consul, a short time previously, he had informed me that the roads toward Sacramento were chiefly adobe, which were almost impassable in and

after wet weather, and they took weeks of dry weather to put them in condition, and were besides likely to be flooded in places at this time of year; so that under no consideration would he advise attempting that trip until May at the soonest. The Monterey routes he said were sandier, but considered it would be a hard trip at this season. Having resolved however to make a trip somewhere, I determined on the Monterey route, in the belief that sandy roads would quickly get into rideable condition, with the assistance of fine weather.

I got my outfit in readiness accordingly on the Saturday evening. My riding clothes consisted of knitted jacket, blue flannel trousers and waistcoat, blue flannel shirt, woolen drawers, woolen socks, low shoes and a black silk cap of the English cricketing shape. My tool-bag was strapped under the rear spring of the saddle, and at the head of my machine ("54 New Mail,") I attached to a Lamson carrier an extra flannel shirt, drawers and socks, so that at the end of each days' riding I might have a complete change of underclothes, while those worn during the day were drying; also a few rags for cleaning my machine, and lastly I stuck into this roll a pistol, as I was going to travel, as customarily, entirely alone. Not that I prefer traveling alone, but the difficulty is in finding some one who wants to make exactly the same trip as yourself, and who will not back out at the first range of mountains, or bad ten miles of road to be traveled. I have not yet brought myself to wear knee-breeches, but may, perhaps, in time. The waistcoat I usually wear for the convenience of the pockets in carrying watch, note-book, cigars, etc. I purchased a pair of buckskin ball-catcher's gloves especially for this trip as an experiment, and with a pocket comb, etc., and upwards of \$10 in money, I considered myself amply supplied for a four days' trip.

The bundle at the head of my machine made a small roll, but a pound or two in weight, that would interfere in no way with riding.

At daylight Sunday morning (6:30) I made the start from my home in Alameda, breakfastless, as I preferred a ride of from ten to thirty miles and then breakfast with a good appetite, to the trouble of getting up in the darkness in order to prepare the meal, and then force it into a stomach not yet anxious to receive it. The morning promised to be beautiful, and I wheeled over the intervening six and one-half miles to the town of San Leandro in exactly one hour, which was much slower than usual, for the road had not, I found, had sufficient time to get well beaten down, and the spaces for riding, in the wheel tracks, were in places extremely narrow. I had determined upon having breakfast at Alvarado, and it looked, judging by the time taken for the first six and one-half miles, that it would be a late breakfast, for I feared that some of the road before reaching Alvarado would be even worse than the portion I had already traveled. From San Leandro to San Lorenzo, however, three and one-half miles, I found the road in excellent condition. I was now riding one side of the triangle on which the great twenty-five mile bicycle race was to take place three days later. I regretted the fact that I should not be there to see it, but all other considerations had to give way for the pleasure I had anticipated from "wheeling large" for four days on the stretch. The three and one-half miles to San Lorenzo took me twenty minutes, which, although five minutes longer than I sometimes take on the same piece of road, was fair enough time, and I did not feel like putting on any of my best speed this early in the day with a long ride ahead of me. The road, however, between San Leandro and San Lorenzo, is all that can be reasonably wished for. The grade is level and I have never yet seen it in poor condition for riding.

The pretty cottages and orchards, which line the entire distance, make a spin along here most enjoyable, especially in the fruit season, for then fruit is so plentiful that the wheelman can obtain as much as he wishes on almost any day, throughout the summer, without anyone making objection to his helping himself. Of course, in February, it was too early for fruit.

At San Lorenzo I turn to the right and take the road for Mount Eden. This was the piece that I anticipated would be poor riding, or part walking, but I was agreeably surprised to find that I only had to make one dismount in the four miles to Mount Eden, which only took me twenty minutes, and I was convinced that only one day more of fine weather would have placed this piece of road, which is usually as poor a piece as there is between Oakland and San Jose, forty miles, in good enough condition to spin over it



at a twelve-mile gait. The grade is level, and as nearly all the road was newly graveled last fall, I think this piece will be in fine condition all through the coming year.

From Mount Eden we approach the edge of the Marsh and there is about two miles of graveled road which this morning was in poor condition, and then there is a plank bridge of one mile in length which takes one nearly into the town of Alvarado. The plank bridge is uneven and affords rough and slow riding. Consideration for my machine induces me to thump along over it very slowly.

On the Marsh was a large flock of ducks, or I think mostly divers, which allowed me to ride past them within forty or fifty yards. At last I leave the bridge and roll along at a livelier rate, over a piece of tolerably smooth graveled road.

What a delicious sensation it is, after thumping along for a mile or two over a rough plank bridge, or bumping over the ties of a railroad, to at length emerge upon a smooth piece of road which offers no obstructions to a rapid spin. One feels by contrast as though he were swishing through the air with scarcely perceptible effort, in fact almost flying.

At 8:50 I circle around the corner of the Alverado Hotel, where I stop fifty-five minutes for breakfast, and a smoke afterwards. I am compelled to withdraw the partial recommendation which I gave on a former occasion, as furnishing a fair meal at the low price of twenty-five cents. The meal this morning was about as good as usual, but I presume for the late Sunday morning breakfast I had the misfortune to strike the table-cloth at its very worst, just before it was to be changed, and it was so dirty I could not enjoy my breakfast, and I doubt if I shall have the hardihood to try any more meals there, but shall try San Leandro next time, and keep on making trials till I have determined which is the best place to stay for breakfast, when making an early start from my house. The towns are close enough together in this vicinity to give a choice of three or four places.

I leave Alvarado at 9:45, and thence to Milpitas (sixteen miles through Centreville and Washington Corner), follow the road described in my article in the March number of the GAZETTE. The road is level the entire distance, all graveled, and this morning was in good condition. The differences existing between the trip this morning, and that previously described were all in my favor. The weather was simply beautiful, instead of unusually cold, and if there was any wind it was in my favor instead of against me. The sixteen miles afforded me an hour and a half of most enjoyable riding. At Milpitas I stopped as usual for a glass of home-made California wine. I have not yet found any other place where so large a glass of good wine is furnished for five cents as at Milpitas. After a few minutes rest I mount my machine again and spin along the delightful roads towards San Jose. It was, I thought, at its best this morning, just sufficiently well beaten down to afford smooth wheeling without the summer dust. Trees and bushes were just budding out; all the birds, and creation generally, seemed to be happy, and the bright sun was not too hot to make the exercise of wheeling altogether pleasant. The small streams were all flowing and sparkling in the sunlight, and it seemed a pity that later in the summer, when the hot weather had arrived, and a drink from them would have been most refreshing, that they would then be mostly dried up, and the fresh, invigorating atmosphere would be hot, dry and dusty. But every season has its advantages and disadvantages. After a careful comparison of the merits and demerits of each, it would perhaps be hard to say which season affords the most pleasure for the touring bicycler, spring, summer or autumn. In the spring the weather, though perhaps a little uncertain, is at its best, and probably the roads are then also generally at their best, but the long hours of daylight, which summer affords, are then lacking, as are the fruits of the later season.

At Willow Fountain I make another stop, for there is a way-side house embowered in trees, with a horse trough in front in which the water is always so beautifully clear that one thinks it must be a pleasure for an animal to drink therefrom, and for humanity a cool glass of excellent beer is furnished, by the very accomodating and agreeable proprietor, for five cents, and I think the thirsty wheelman will here get the value of his five cents in enjoyment, even if he only sits under the willow tree by the horse trough and take his drink therefrom, should he be too abstemious for beer. It is seldom

that I can resist the temptation of a ten minutes stay here, although San Jose and dinner are, by this time, less than four miles away. The four miles from Milpitas, I found, had taken me twenty minutes; it was now noon and I considered I could make San Jose in another twenty minutes, which would bring me there in good time for dinner. Fifteen minutes later I am wheeling through the streets of San Jose, a splendid, bustling town of probably twenty thousand inhabitants. This is nearly double what it was at the last census, but probably not estimated too high, and the average San Josean would perhaps place it at one-third more.

San Jose is called the Garden City, though I am inclined to think that Alameda, in proportion to her population, can discount San Jose in point of number of gardens and profusion of flowers. However Alameda has n't half the population of San Jose. Vast improvements are being made in the way of street grading and laying of cable car tracks, and I have some little difficulty in wheeling along San Jose's principal street, till I get under the immensely high electric light tower, where I turn off on a side street to the Pacific Hotel, which I reach at 12:20, and where I stop for dinner. Although I have been to San Jose a number of times, I have not yet felt it incumbent upon me to seek any other hotel than the first one I ever stopped at in the town and where I have always stopped since. A good dinner, well cooked and cleanly served, including wine, is furnished me here for twenty-five cents. How wheelmen fare at the League Hotel, the St. James, I can not say, never having tried it, but if they fare twice as well they fare elegantly, and I do not doubt but they do. The difference in price, however, will make itself felt in their pockets if they are in the habit of touring much.

I stop at San Jose an hour, when, after inquiries as to the proper road, for my journey was now to be over ground new to me, I resume my way to Gilroy over a well graveled, and apparently well traveled, road, which for some distance is lined on either side with tasty residences and fine orchards and gardens. At length I find myself in the open country and I can not help but congratulate myself on the good condition of the road, and as for wind what there was was in my favor.

About six miles out from San Jose my eye caught the glitter of something a mile or so ahead by the roadside, which reminded me of a bicycle, and sure enough, as I approached, I found a wheelman making some adjustment or other to his machine. It proved to be Mr. D. L. Thornton, the only San Jose wheelman that I can claim much acquaintance with. He is the agent of the machine I am riding, and I bought it of him. He was on a Light Champion to-day, and we sat on the fence discussing the merits of the respective machines for fifteen or twenty minutes. Mr. Thornton has been over most of the road towards Monterey, and so he gave me a few pointers as to the route. The road as far as Gilroy, he assured me, was as good or better than that I had already traveled, and twelve miles beyond to San Juan was good, then came mountains, and some creeks to ford, and a certain Salinas River to ford, which I might find it difficult to get across. I was hopeful, however, that I could get through. At any rate it was very encouraging to know that I was to have excellent road for the remainder of the first day. Then in examining my machine Thornton discovered, with his practiced touch, a loose spoke in the hind wheel, which he forthwith tightened, and after we had then each taken a short ride on each others wheels, we parted, he for San Jose and I for Gilroy. I learned, on my return, that Thornton was to ride in the twenty-five mile race three days later, but he said nothing about it at this time, merely saying he was jogging around a bit, I expect for the benefit of his muscles.

At the eleventh mile out from San Jose I came to the first slight ascent, caused by a spur from one of the hills which border the valley on the western side. At the foot of the hill was a river. The ascent was short and not too steep to ride, but I dismount here to take a copious draught from the sparkling stream, for the weather was now quite warm, and I had felt, in passing the eight mile house, somewhat like stopping for a drink. After surmounting the little hill I continued my way along the valley, which was, I guessed, from one to three miles wide, and certainly, at this season of the year, was very beautiful. It was, I imagined, almost entirely devoted to wheat farming. Studded with fine live-oak and buckeye trees, it presented a park-like appearance, and the road, which was



very wide and lay in magnificent straight stretches for miles at a time without a curve, was bordered on either side with fresh, young grass, which looked so smooth and velvety that at times I would leave the well graveled road to ride upon the grass, just for variety's sake. Occasionally I found a stretch where the natural road bed had never apparently received any top dressing of gravel, and in places I was induced to think that even a wheelman like Thornton might be apt to err in his description of a road, for it was not in these places, as a rule, nearly so good as where it had been artificially treated, but the surface was a natural sandy gravel which for the most part was good. I remember, just before reaching the eighteen mile house, a beautifully smooth piece occurred, and with wind in my favor, the way in which I passed one or two horses and buggies, and whisked past the eighteen mile house, where there were several teams and a number of people congregated, I fancied made them open their eyes a little. At about the twentieth mile, near a house, a pony attached to a cart, and apparently unattended, started to run at my approach, but a boy further along headed him off.

At about this time the warmth and continued exertion induced thirst again, and I began to hope for signs of some other stream, but could see none, and on two occasions I dismounted to examine some pools of water which the rains had left by the way-side, for I reflected that the water would probably be good, as it had only been there for a short time, but the numbers of small insects I could see therein deterred me from drinking, and a short time after I rejoiced that I had saved my thirst, for at the twenty-third mile I came to another beautiful stream, as clear as crystal, which ran across the road, and at this time was wide and deep enough to force me to cross by means of a railroad bridge near by. Refreshed at the stream I sped along and soon came into sight of Gilroy, three or four miles ahead, and these last three or four miles were over a magnificent, straight, well-rounded and graveled piece of roadway. At 5:15 I dismounted in front of the Williams House, which on inquiry I found was a League hotel, and there I stopped for the night.

The distance traveled for the day was seventy miles, and I felt that I had an easy and enjoyable ride of eight hours and twenty minutes actual riding time, and from start to finish by daylight. The whole seventy miles is almost entirely level, the roads are good for nearly the entire distance and might be ridden by an expert without a single dismount. Gilroy is a lively little town of probably 2,500 inhabitants, although the last census gives it but 1,621, enjoying a fine water works system, and also gas, with which the public streets are lighted. Immediately upon arrival I was shown to my room where my first care was to take a sponge bath, change my underclothes and hang up those worn that day to dry. The Williams House, at Gilroy, is certainly one instance in which the League has done good work in appointing an official hotel. I can recommend it as a delightfully clean and well appointed house, and had the proprietor charged me more than his customary rates I feel certain that I could not have been better treated. On the contrary he charged me League rates, which are a slight reduction from the ordinary charges to customers. The meals were excellent, the room large and well furnished and neatly papered, forming a pleasant contrast to the usual bare, white walls of country hotels. A place was found for my machine in a corner of the office, where I could at my leisure devote all the attention to it I pleased, in the way of cleaning, polishing and oiling, and here I found an opportunity for putting Karl Kron's philosophy to the test in regard to the bicycle and its owner when engaged in cleaning it, proving no restraint to the customary small talk of the loungers in the bar room or office of the country tavern. I certainly thought their conversation around the office fire was entirely unrestrained. The bicycle proved a ready means of introduction for myself, and instead of going to bed early, as I had intended, I found myself chatting about roads, etc., until after 10 o'clock. No really definite information as to the best route to be pursued could I obtain beyond the next town, San Juan. The opinions were so entirely in conflict with each other that I concluded the only way was to push on and inquire the best way from each place as I arrived there. There seemed, however, to be a unanimity of opinion that I might have difficulty in getting across the Salinas River, which when high was very dangerous on account of quicksands.

[TO BE CONTINUED.]

### League Clubs.

WAY back in '79 and '80 there were clubs, and large, popular clubs too, in their time; whose chief requisite for membership was that its members should all ride nickel plated Columbia bicycles. Think of it. It appears ridiculous now, yet there are clubs to-day whose qualifications for membership would appear to us equally as ridiculous if we could only stand off and look at them.

"But the League is a good thing," you say. Yes, and so were these full-nickel plated Columbias, they were good things, too, yet see how foolish it was for a club to shut itself up and debar all who did not see fit or were not able to ride the same wheel they did.

What clubs do we mean? Why League clubs, of course. It is something that takes a great deal of explanation to tell why a wheelman in order to join some local club of friends and associates should be compelled to join another body of national significance and for which he may not care a picaune.

First get your men in the clubs, then if you can convince them that the League is a good thing and that they ought to join it, why well and good. The experience of nearly everyone who has investigated the subject is that to the individual wheelman, the pleasure and good he gets out of the national organization is much; that from the state organization is more; that from the local organization most. Therefore get them into the club first.

A man in a town in New York State, who was a prominent clergyman a year ago, has left the pulpit and is now said to be the most profane man in the place. Ten to one he is learning to ride a bicycle.

### The Bug and the Bicycle.



Enthusiastic Naturalist—"How fortunate! Here is an excellent specimen of that rare *malacoclemmys pseudogeographicus*. I must secure it for my cabinet."



E. N.—"Holy smoke! That shock was simply awful. I had no idea the *malacoclemmys pseudogeographicus* was so dangerous. I must make a note of it."





### Down Westfield Pike.

Now that it 's come ridin' weather  
All the boys turn out in force  
Every Sunday, crowds 'll gather  
An' go scorchin' off, of course;  
Some of them ride country-wards,  
Some along the boulevards,  
Some in crowds an' some in pairs,—  
Seems you 'll find 'em everywhere.

Sometimes I go join a run  
Out to some resort or other,  
An' the boys have lots o' fun  
Joke and chaffin' one another.  
Ridin' on mile after mile,  
Looks to me scarce with the while—  
Seems so sort o' lonesome like—  
Different lots from Westfield Pike.

No one 'pears to know the road,  
An' I take care not to tell 'em.  
How 'd it look, a great big crowd  
Ridin' long a whoop an' yellin'.  
Such things would n't suit, I know.  
Place might seem a little slow  
To some. But then they 're quiet like,  
Nice folks down on Westfield Pike.

Every time I ride that way—  
Don't mind tellin' you it's often—  
April days turn into May,  
August days to June days soften,  
Blue-birds sing beside the rills,  
Flowers blossom on the hills—  
Everything seems different like,  
Days I ride down Westfield Pike.

Different kinds o' flowers an' birds  
Seems as thought you'd find down thur,  
An' then—I ain't got the words  
Good enough to tell of hur.  
Seems as though it can't be true  
She should love me; but she do.  
That 's why life seems brighter like,  
Times I ride down Westfield Pike.

### May.

Now comes the merry mouth of May;  
'T is very plain to see  
All nature 's getting green and gay,  
The flowers bloom on the lea.  
The maple tree in bright array  
Bring forth the green sque-gee,  
The robins skip about all day  
As happy as can be.  
The chickens now begin to lay  
And hatch out poultererie,  
The ice-man goes again his way,  
Coldness no more is free;  
Ten cents does for the bock beer pay  
Enough for you and me.  
The wheelman rides about all day  
From here to Kankakee,  
This poet wheels the woodland way  
And revs his reverie,  
And calmly smokes his Henry Clay  
And does n't care a d—.  
In language simple let me say,  
I know you 'll all agree,  
For pleasure gay the month of May  
Takes the cake essentiallie.



### Theorie vs. Practice.

Ye poet wrote unto his love  
"Come take a tandem ridde with me;  
The sonne is shining bright above  
The birde is linging in ye tree.  
'T is early spring  
And everi-thing  
Is juft as Iweet as Iweet can be."

Ye two they rode out on the lea  
And rushed ye hills adown.  
An lo they rode quite merrilee  
Far, far, away from town.  
And then in quest  
Of needed reft  
On a bank they fat them down.

Next day, what care they for ye flowers,  
They hear no birdes ling.  
They sit and sneeze for hours on hours  
Their heddes they fairly ring.  
Thofe riders bold  
Caught such a cold  
On that bank in early spring.

Ye moral to ye tale is this:  
That poets often ling  
Of pleasures which when carried out  
Prove quite another thing.

### The Hotel Clerk.

Oh, brilliant is your diamond's sheen!  
Enticing is your smile serene,—  
But that deceives me not.  
I know full well you will assign  
Me to sky-parlor, 99,  
And then remark with an air benign,  
"There 's always room at the top."

When e're upon your form I gaze,  
And face your diamond's dazzling blaze,  
This thought will come, sure pop:  
With all your air of high disdain,  
There is one thing that 's very plain,  
With most lamentable lack of brain—  
There's always room at your top.



—THE—

# Cycling Season

Is now wide open, and for the proper enjoyment of it you should be mounted on the best machine to be found. What does this mean? Why, this means



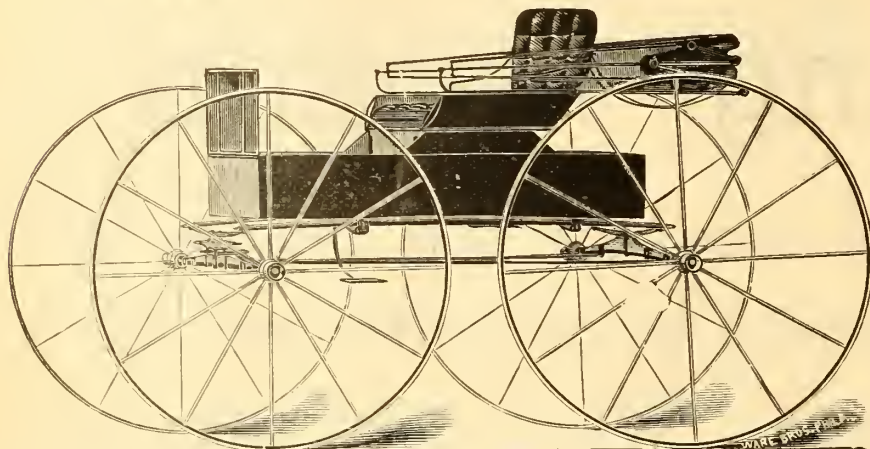
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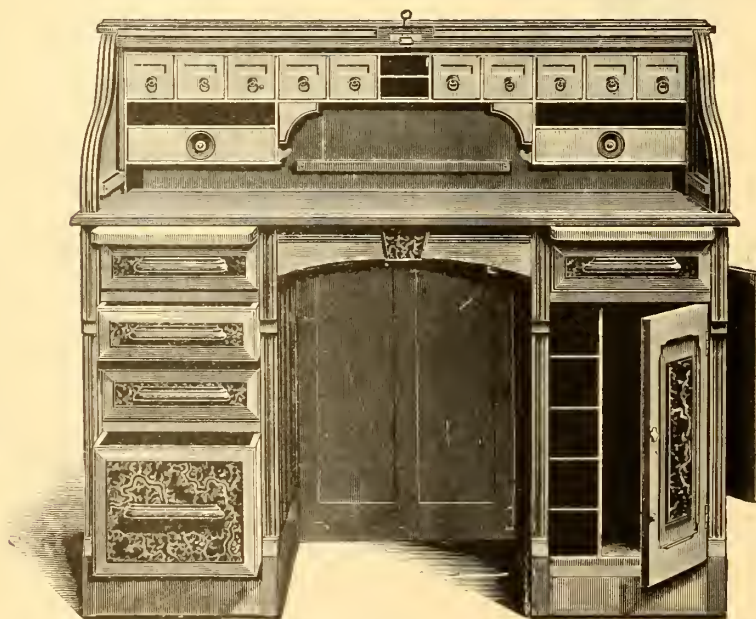
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51½ inches high, 33½ inches deep; 2 slides; closed back; all drawers in both pedestals, or one with drawers and the other with closet, as may be ordered; 10 paper filing boxes, to order. In Walnut, Cherry or Oak.

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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.

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**Write for Catalog.**

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CLARK CYCLE CO.,

Baltimore, Md.





# GOLDEN ERA MAGAZINE

ESTABLISHED 1852.

EDITED BY HARR WAGNER.

**Devoted to the Literary and Industrial Progress of the West.**

It is a Type and Representative of Western Thought and Literature.

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The GOLDEN ERA is \$3.00 per year, 25 cents per copy. As an Advertising Medium it is the CENTURY of the West.

Address,

**THE GOLDEN ERA,**  
**939 Sixth St., SAN DIEGO, CAL.**

San Diego is the Mecca of Invalids, the boon of Speculators and Investors, and the marvel of the Western World.





## 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.

FOR SALE. Victor Tricycle. See page No. 1 of advertisements.

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.

40-inch American safety, 1887 pattern, ball bearings, cobblestone saddle. Price \$75. F. C. KANTZ, Selinsgrove, Pa.

WANTED. Bicycle: 48 or 50-inch. Send description, make and lowest cash price. ERNEST R. OSTROM, Danbury, Iowa.

FOR SALE. 56-inch Bicycle. Ball bearings, cow-horn bars, Victor saddle, in perfect condition, \$65. E. E. DAVENPORT, Mt. Adams, Mass.

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 200 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.

FOR SALE. 52-inch Rudge Roadster in perfect condition; used last two months; ball pedals. Cost \$12.50, sell for \$85, or exchange for Bicycleette. WILLIAM CONVITH, Southampton, N. Y.

BARGAIN. 52-inch Victor Roadster Bicycle; balls all over; spade handles; Butcher hub cyclometer; absolutely perfect; warranted; want smaller wheel; write. LOCK BOX 14, Richfield Springs, N. Y.

TO EXCHANGE, 3 good Violins 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.

DON'T 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.

## 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 B. L. Darrow at the office of the WHEELMEN'S GAZETTE, Indianapolis.

**LORD & THOMAS, NEWSPAPER** Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

Overman Wheel Co. report that they are running two gangs of men continuously at present.

Turf, Field and Farm, the leading paper of its class, has removed its office from Park Row to 251 Broadway, New York City.

The King Wheel Co. have a new catalog and price list now ready for distribution. Intending purchasers should send for one.

The Gormully & Jeffery Mfg. Co. have opened a retail store in Chicago and send out a very pretty card in honor of the occasion.

Besides carrying the largest stock of second-hand wheels in this country, Messrs. A. W. Gump & Co. are agents for every American wheel made.

The Press, of New York City, is a very strong advocate of road improvements, and we think they will advance the cause a great deal. More of the large dailies and weeklies should follow in their wake.

A. W. Gump & Co., of Dayton, Ohio, have issued a very complete catalog of the cycles, guns, etc., that they handle. It consists of sixteen pages and cover, size of the GAZETTE, and every wheelman should send for a copy.

Chicago should be congratulated on having such a paper as *America*, a new literary weekly that has appeared in that city. It is first-class in all departments, and is very neatly gotten up. Intending subscribers should send for a sample copy to the America Publishing Co., Chicago.

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

The popular Monon Route (L. N. A. & 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. Stop over 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.

## 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 travelling public, that it is scarcely worth while to make mention 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.

## BARGAINS

## IN SECOND-HAND CYCLES AND SUNDRIES.

Send Stamp for list of Faciles.

ARTHUR MUNSON, AGENT,  
STAMFORD, CONNECTICUT.

IN THE FUTURE THE

# Wheelmen's Gazette

WILL BE KEPT ON SALE AS FOLLOWS:

ATLANTA, GA.—  
J. M. Miller.  
BALTIMORE, MD.—  
Eisenbrandt Bros., Clark Cycle Co.  
BOSTON, MASS.—  
Springfield Roadster Bicycle Co.,  
Pope Mfg. Co.  
BROOKLYN, N. Y.—  
Andrew Graff.  
BRADFORD, PA.—  
M. A. Woodbury.  
CHICAGO, ILL.—  
John Wilkinson Co. W. B. Sizer,  
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COLLINSVILLE, ILL.—  
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B. Kittridge Arms Co.  
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FLATONIA, TEXAS—  
C. A. Eidlebach.  
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Harry Hearsey.  
LOUISVILLE, KY.—  
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LOS ANGELES, CAL.—  
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Julius Andrae.  
MINNEAPOLIS, MINN.—  
Heath & Kimball.  
MILTON, PA.—  
Bert Galbraith.  
NEW YORK CITY—  
Brentanos, American News Co.  
Pedersen & Buckingham.  
King Wheel Co.  
NEWARK, N. J.—  
W. L. Fish & Co.  
PHILADELPHIA, PA.—  
Hart Cycle Co., John Wanamaker.  
PEORIA, ILL.—  
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PLANTSVILLE, CONN.—  
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W. H. Kellogg & Co.  
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Chas. S. Vick.  
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W. I. Wilhelm.  
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Nicholson & Cossand.  
SAN FRANCISCO, CAL.—  
Bauer & Brady, Osborn & Alexander.  
Edward Mohrig.  
SALT LAKE CITY, UTAH—  
H. Pembroke.  
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E. C. Meacham Arms Co.,  
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ST. PAUL, MINN.—  
E. H. Milham.  
SPRINGFIELD, MASS.—  
American Bicycle Co.  
SYRACUSE, N. Y.—  
Rueben Woods' Sons.  
TERRE HAUTE, IND.—  
Louis D. Smith.  
WASHINGTON, C. H., O.—  
Hilderbrand & Young.  
WORCESTER, MASS.—  
Lincoln Holland.



## TO BE SURE

EVERY WHEELMAN IN THE COUNTRY DOES N'T RIDE A VICTOR, NEITHER DOES EVERY MAN IN THE COUNTRY WEAR GOOD CLOTHES, BUT IF YOU WILL NOTICE WHAT THE BEST RIDERS ARE USING, YOU WILL SEE THAT

## VICTOR CYCLES

ARE AWAY UP AT THE FRONT. WHEN YOU WANT TO FIND OUT WHAT WHEELS ARE MOST USED, LOOK OVER WHEEL CENTERS LIKE BOSTON, NEW YORK, ST. LOUIS, CINCINNATI, BUFFALO, ETC. VICTORS ARE PREFERRED BECAUSE THEY HAVE BOWN'S ÆOLUS BALL BEARINGS ALL ROUND, COMPRESSED TIRES, GUARANTEED TO STAY IN, TRUE TANGENT SPOKES, WARWICK HOLLOW RIMS, SQUARE RUBBER PEDALS, ETC. IN SHORT BECAUSE THEY

## ARE BUILT TO RIDE

SEND FOR CATALOG.

★

OVERMAN WHEEL CO., Makers,  
BOSTON, MASS.



# OUR FAMOUS <sup>AND</sup> PATENTED RAMS-HORN BAR.

## ORIGINAL AS IS OUR ENTIRE BICYCLE.

PORT HURON, Mich, April 14, 1888.  
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand.  
S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.  
In regard to the relative merits of the Spade handles, and Rams-horn bar, I would say: that for hill climbing there is no comparison, the latter being far superior to the former, but for ordinary level road riding, one is perhaps as good as the other, and both are far better than any other form.  
J. E. SEARLES.

HORNELLSVILLE, N. Y., April 18, 1888.  
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.  
R. M. PRANGEN.

PROVIDENCE, April 14, 1888.  
In answer to your inquiry about Rams-horn and Spade Bars, we think the former preferable and better liked this way.  
E. G. BILLINGS.

ELMIRA, N. Y., April 16, 1888.  
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made.  
C. M. JONES.

FLINT, Michigan, April 15, 1888.  
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing.  
HARRY BRIDGMAN.

MINNEAPOLIS, Minnesota, April 16, 1888.  
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.  
H. J. PUTMAN.

BAY CITY, April 13, 1888.  
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never hurt the fingers in stiff pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good lift up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have screwed the handles on.  
BURT ESTES HOWARD.

LYONS, KANSAS, April 12, 1888.  
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward

dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. bars.  
J. H. ERNEST.

WARREN, PA., April 12, 1888.  
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel.  
C. F. L. KINNEOR.

LOUISVILLE, KY, April 11, 1888.  
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.  
KRAFT & ADAMS.



DAYTON, OHIO, April 10, 1888.  
Replying to your letter of April 9th regarding the Rams-horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but, after they have tried them, they invariably like them the best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn.  
A. W. GUMP & Co.

PEORIA, ILL., April 11, 1888.  
We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.  
Geo. W. ROUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them.  
J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.  
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others.  
T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.  
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with.  
D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.  
E. A. WODE.

Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.  
C. A. DICKHANT.

CINCINNATI, April 18, 1888.  
We find the Rams-horn bars almost a necessity on a bicycle now.  
B. KITTREDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.  
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once.  
C. H. SMITH.

CHICAGO, April 17, 1888.  
Having used Spade handles on my machine for a season, I was thoroughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.  
S. T. KIMBELL.

FLINT, MICHIGAN, April 15, 1888.  
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles, having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment. A happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. Never chafe the hands at thumb-joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me \$5.00 or \$6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't those bars slick?" "Best I ever saw" etc. As for myself I would not go back to the Spades under any consideration, providing I could get Rams-horn.  
J. ELMER PRATT.

P. S.—Think your perfect fit handles are going to be a great success—like them very much.  
J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

**GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.**

**MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.**