

VOL. II.—No 12.]

NEW YORK, NOVEMBER 16, 1888.

[WHOLE NUMBER, 38.]

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—THE—

# American Rambler

**The Best Hill-Climbing Crank Machine Ever Produced.**

**THE FASTEST COASTER OF THEM ALL.**

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Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

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L. A. W. meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one-mile safety and one-mile team race. Toronto, Canada, three-mile road wheel, and one-mile safety race. Rochester, N. Y., one-mile, open to all, track record, 2.44½; three-mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half-mile on record; also, two-mile, 6.45 class.

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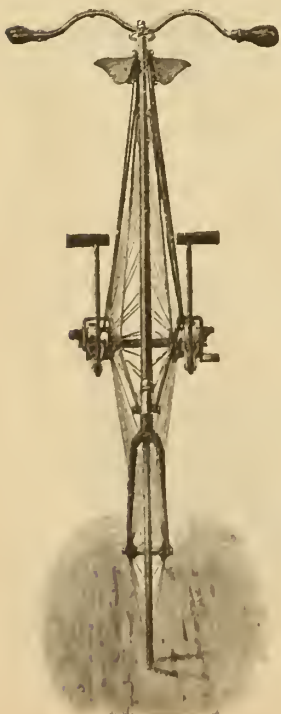
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SMITHVILLE, N. J.



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**Condition.**—We repair all second-hand machines before selling, and refinish many, and have sold several thousand, which have given entire satisfaction.

### III.

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42-inch American Safety (new machine).....	\$70 00
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48-inch Expert Columbia; 1888 pattern.....	100 00
50-inch Victor; nearly new; 1887 pattern.....	80 00
51-inch American Star.....	50 00
52-inch Special Columbia.....	50 00
52-inch Champion Lt. Roadster; not used.....	100 00
52-inch Apollo; scarcely used.....	90 00
52-inch Expert Columbia; full nickel; 1887 pattern.	95 00
54-inch English make; ball bearings.....	50 00
54-inch Expert Columbia; nickeled.....	90 00
54-inch Humber Racer; new.....	75 00
54-inch Sanspareil Lt. Roadster.....	60 00
54-inch American Star.....	40 00
54-inch Expert Columbia.....	75 00
54-inch Sanspareil.....	65 00
55-inch Rudge Lt. Roadster.....	75 00
55-inch Columbia Lt. Roadster.....	90 00
56-inch D. H. F. Premier.....	75 00
56-inch Club.....	65 00
56-inch Expert Columbia.....	75 00
57-inch British Challenge.....	60 00
58-inch Expert (very cheap).....	75 00

## TRICYCLES.

Victor; 1885 pattern.....	60 00
Humber Tandem; nearly new.....	150 00
Columbia Two Track; nearly new.....	100 00

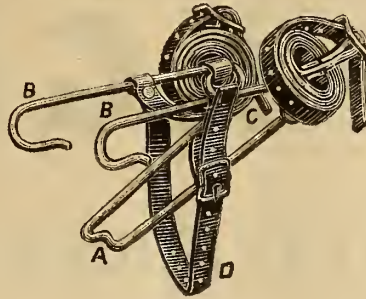
**Note A.**—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

**Note B.**—Any bicycle or tricycle will be sent C. O. D. to any address, with privilege of examination, on receipt with the order of a sum sufficient to pay transportation charges.

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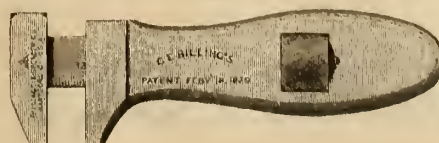
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on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments of interest to every actual or prospective wheelman. Geo. W. Rouse & Son, 146 St. Peoria, Ill.



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American Ideal Tricycle.

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SINGER'S SAFETY.



All Ball Bearing, \$135.00

Singer's Bicycles, Tricycles, Safeties and Tandems.

BICYCLE SUITS, STOCKINGS, HATS, SHOES, ETC.

Over 100 new machines on our Bicycle floor, on sample. No second-hand machines.

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WE have the most complete Repair Shop in New England, devoted exclusively to Bicycle and Tricycle Repairing, Brazing and Small Machine Jobbing. Work done at short notice and prices reasonable.

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THE GREAT LONDON SHOE MAN.

My Specialty for the Summer is the

## KANGAROO SHOES.

The Most Durable and Comfortable Shoe Made.

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## THE CITIZEN'S CUP,

At Baltimore, October 10, 1888, by the MARYLAND BICYCLE CLUB (second time). Road Race of Ten Miles. Twenty starters. The first man in was H. L. KINGSLAND, riding the same

## New Rapid Light Roadster

On which he last year over the same course made

### **WORLD'S ROAD RECORD.**

This speaks volumes for the machine after one year's hard usage. For speed, hill-climbing and durability no machine equals the

## NEW RAPID.

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**THE CLARK CYCLE COMPANY,**  
**Baltimore, Md.**



# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.  
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23 Park Row,

P. O. Box 444, New York.

Persons receiving sample copies of this paper are respectfully requested to examine its contents and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully serves. Subscription price, \$1 per year.

There will be a triangular fight for the League Presidency, and the battle will be fought at the Grand Union in February. The candidates for the greatest office in the gift of the League are George A. Jessup, of Scranton, Chief Consul of Pennsylvania; Herbert W. Hayes, of Boston, Chief Consul of Massachusetts, and Charles H. Luscomb, of Brooklyn, Chairman of the Rights and Privileges Committee.

Chief Consul Jessup is a man of affairs, a striking figure to look at. As a member of the Board of Officers he has been handicapped by his connection with Aaron's State, there being a condition of armed neutrality between the representatives of Pennsylvania and the other members of the Board. There is a latent feeling that Pennsylvania is not intensely loyal, and this would handicap Mr. Jessup's chance. Another reason why he could scarcely be elected is that the nomination will be decided upon at a caucus meeting of New York, Massachusetts, Ohio and New Jersey representatives, and as Mr. Jessup does not enjoy the confidence of the representatives of these States, his candidacy could scarcely be seriously considered at their caucus. Mr. Jessup could doubtless carry Pennsylvania, and he has strong Western and Southern support. But his admirers can do nothing without organized effort. They might gain a victory by marshalling into the Jessup line Pennsylvania, Illinois, Maryland, and some of the other doubtful States.

Chief Consul Hayes, as a member of the Executive Committee, has been a notable and acceptable figure in League circles for the last three years. He would undoubtedly carry his State, but his success would depend on whether he could get the support of New York and New Jersey, both of which usually vote together. With Mr. Luscomb in the field, he can scarcely hope to carry New York, as Chief Consul Bidwell would undoubtedly throw the influence of the State, so far as lies in his power, to the Brooklyn candidate. We think Mr. Hayes a likely man, having unusual executive ability, and a pleasing, dignified and gentlemanly personality.

Mr. Luscomb's chances are just now below par on account of his unfortunate *coup d'état*.

His rare ability, enthusiasm and hard common sense are somewhat discounted by a constant effort to over-reach himself and by a dogmatic and over-riding method of procedure, as in issuing his political circular, for instance, on which he neither consulted his committee colleagues nor the League Executive Committee. Mr. Luscomb's administration would be very energetic, but very much Luscomb, as the gentleman has such confidence in his own judgment that suggestion is totally lost on him. If Mr. Luscomb runs we think he will be successful, as he has a strong following.

Chief Consul Bidwell, who should be President, only that his State cannot afford to lose him, will largely have the decision of the contest in his hands. He does not consider the Presidency, having made up his mind to retire from League work when he ceases to be Chief Consul of New York State.

Mr. Kirkpatrick is not even mentioned as likely to succeed himself, and will probably retire to private life, such as Dr. Beckwith now enjoys, and such as most men of place enjoy when they have got to the top and others are pushing upward for the top-notch position.

Mr. J. R. Dunn, of Massillon, O., so rumor hath it, casts the optic of desire on the First Vice-Presidency. He is one of the brainiest men in the League, and the Executive Committee would be the better for such a man.

*Wheeling* is very much exercised over the loafing tactics, which have become such a nuisance on the English path that "a scratch race is now a signal for nearly every one on the ground to hiss." To prevent this, the editor of *Wheeling* has given notice that at the N. C. U. Council meeting he will move that a "time limit" be placed on all championship events on the morning of the race, the standard to be determined by the state of the weather, the track, and other considerations. *Wheeling* reinforces its "notice to move" with a three-column essay against "Loafing," in which scarcely one position taken is sound. For instance, *Wheeling* states that there can be no comparison between waiting tactics on the turf and the path, because a horse runs for money and a cyclist rides for honor. We cannot see why such a comparison is impossible and illogical; the prize of the horse owner is money, so says *Wheeling*, and the jockey exhausts body and brains to win it; the prize of the cyclist is honor, says *Wheeling*, and he also exerts body and brains to win. But is it not true that there are as many patrons of the turf to whom the money is an incident and the honor everything, as there are cyclists to whom the prize is the first and the honor a secondary consideration? We think so. *Wheeling* fails to note that a horse may run all the way at almost top notch, while a cyclist cannot. Can it be expected that, while a horse is asked to run all the way for a mile and a quarter, which may be named as the average distance of horse racing, a cyclist shall be asked to spurt two, three, five or ten miles? We should say that the duration of a horse to a man is in the proportion of four to one; that is, a horse can carry top speed for a mile, while a cyclist can carry it but a quarter mile. We must also ask *Wheeling* to note that if a 2:40 man slows down his speed one-eighth—that is, to a three-minute pace—it is at once noticeable, while if a 1:42 horse is slowed down one-eighth—that is, to a 1:56 gait—the decreased speed is not so appreciable.

The cure of loafing remains with the racing men themselves. The cycling press should educate racing men into the idea that a man with stamina, but without much speed, cannot hope to win a

waiting race; that his only chance is to go all the way; and further, that the practice of "loafing," having developed a race of spurters, a man who develops stamina is assured of abundant fruit for his work.

We can illustrate the first assertion by referring to the two-mile intercollegiate scratch race, decided at Berkeley Oval on Election Day. The race was a foregone conclusion for Davis, who was far and away superior to the next best man, Kenneth Brown. Davis' trainer instructed him to spurt the last half mile, to kill off Brown; but Davis did not spurt till near the tape, and Brown, who has a turn of speed, rushed past in the last thirty yards. The lesson is obvious.

It is scarcely known by the general public that the Long Island Wheelmen instructed its representatives at the Baltimore meet to bring up the question of tariff on cycles, and endeavor to have the League indorse that party which favored a reduction of tariff, it being alleged that such a move would reduce the price of wheels in this country. The question never came up at Baltimore, the L. I. W.'s representatives doubtless reconsidering the action of their club, and it is, perhaps, well that they did so, although it requires no seer to tell how the question would have been disposed of.

At a time when the campaign just ended was provoking much discussion as to the merits of protection and free trade, a deal of information was spread before the public as to the resources and ramifications of the various manufacturing industries, all of which was of great benefit to the absorbent and intelligent American citizen. The tariff question as affecting wheels was freely discussed in cycling circles, and it was our opinion that the views of the leading members of the trade would be warmly received. It was our intention to publish the opinions of all the manufacturers and importers, and, in response to our inquiries, four of the leading houses expressed positive convictions on the subject, while others refused to consider it. The positions taken were as follows: Manufacturers using foreign material thought a reduction of tariff on raw material would enable them to put cycles on the market at a reduced price; others thought that with no tariff whatever on raw material they could market their goods in Europe at lower prices than English houses. The importers favored a reduction of tariff for obvious reasons, but the American representatives of foreign houses favored protection. As we could not present the views of all, we concluded not to publish anything, but in so deciding we felt that an important contribution to cycling literature had been lost.

We have in another column reprinted and commented upon the recent exposure of the American Team, but we cannot refrain from pointing out that we had long ago opened our readers' eyes to the fact that the American Team were not all that Mr. Morgan claimed them to be. In our leader of May 2 on Professionalism we wrote:

We know as a fact that the manager of one set of professionals who usually hunt together sent a message to another manager offering to make a match, and added, significantly, "Your man can have it either way he likes." This was a gentleman who has frequently and loudly declared that anything in the way of an arrangement was his particular abhorrence.

Unfortunately, as usual, our informant declined to allow his name to be used, and refused point blank to permit us to refer to the matter in more than general terms, and in the present unsatisfactory state of the law of libel we were obliged to content ourselves with generalities. It is, however, enough to show that *Wheeling*, as usual, had been able to gauge the situation more thoroughly than its contemporaries.—*Wheeling*.



# THE MOST IMPORTANT.

## What Wheelmen Regard as the Great Need of the City.

## They Are Unanimous in Their Opinion About It.

## One Hundred and Seventy-four Give Their Views.

## And They Represent Many Scores of Others.

## An Expression from the Cyclists' Union of Long Island.

Two weeks ago the Brooklyn "World" circulated in the city a question which it was believed would bring forth numerous answers expressing very varying opinions. The question was:

"What, in your opinion, is the movement most important to Brooklyn which THE WORLD should advocate?"

In these columns many scores of responses to the inquiry have been published. Among the later replies is that published below from wheelmen connected with the Cyclists' Union of Long Island. One hundred and seventy-four of the bicycle riders agree in their opinions as to what Brooklyn most needs, and they claim to be in accord with many hundreds more. Their answer is:

To continue the macadamizing of Bedford Avenue from Butler Street to Eastern Parkway.

F. L. Herbert, 37 Seventh Avenue.  
L. M. Bailey, 113 St. John's place.  
S. H. Torrey, 41 Seventh Avenue.  
George Bancroft, 163 South Oxford Street.  
G. Edgar Todd, 131 St. Felix Street.  
W. G. F. Class, 126 St. Mark's Avenue.  
Edward A. MacLean, 108 St. Felix Street.  
Charles N. Neil, 131 St. Felix Street.  
J. Frank Borland, New York P. O. Box 185.  
William Kenmore, Jr., 93 St. Felix Street.  
H. P. Matthews, 208 Berkeley Place.  
F. C. Farnsworth, 725 President Street.  
W. E. Pullen, 214 Carroll Street.  
H. E. Raymond, 118 Lafayette Avenue.  
Bert M. Cole, 126 South Elliott Place.  
W. S. M. Mead, 346 Carlton Avenue.  
W. W. Campbell, 310 Clinton Avenue.  
E. L. Hall, 163 Monroe Street.  
William C. Moore, 427 Pacific Street.  
G. T. Corby, 418 Clermont Avenue.  
W. Snedeker, 3 Poplar Street.  
F. F. Mulgren, 67 Myrtle Avenue.  
Edw. A. Capen, 435 State Street.  
E. C. Smith, 219 Washington Avenue.  
H. Osborn, 31 Cambridge Place.  
William James Lewis, 184 South Oxford Street.  
B. C. Smith, 219 Washington Avenue.  
H. Greenman, 510 Greene Avenue.  
Elmer Skinner, 237 Cumberland Street.  
H. R. Edmunds, 90 State Street.  
G. L. Warner, 49 Joralemon Street.  
A. A. Robertson, 203 Sterling Place.  
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M. L. Allen, 765 Carroll Street.  
John W. Schoefer, 255 Warren Street.  
D. W. Barker, 73 Lafayette Avenue.

Edgar L. Hopkins, 84 North Second Street.  
Cyril S. Harrison, 125 South Elliott Place.  
Charles A. Denison, 890 Bedford Avenue.  
N. Rogers, 466 State Street.  
William E. Mayor, 195 South Oxford Street.  
William F. Miller, 127 Berkeley Place.  
How. Spelman, 189 Cumberland Street.  
W. K. Cleverley, 349 Twentieth Street.  
W. E. Sheffield, Jr., 362 First Street.  
A. J. Haviland, 136 Grand Avenue.  
E. D. Williams, 189 St. John's Place.  
Charles Mason Dutcher, 117 Gates Avenue.  
A. W. Hunt, 67 Quincy Street.  
F. F. Weston, 131 St. Felix Street.  
F. R. Morse, 12 Fort Greene Place.  
J. R. Hardie, 86 Prospect Place.  
T. C. Snedeker, 141 Adelphi Street.  
P. Seixas, 110 Park Place.  
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W. A. G. Clarke, 392 Degraw Street.  
Charles F. Quinby, 273 Ryerson Street.  
Frederick Coningsby, 241 Broadway, New York City.  
R. L. Calkins, 112 St. Felix Street.  
Charles F. Ackerson, 202 Dean Street.  
De Boise Bresnan, 129 DeKalb Avenue.  
A. B. Barkman, 608 Fourth Avenue.  
F. B. Jones, 95 St. James Place.  
W. J. Savoy, 685 President Street.  
Chris Joost, Jr., 161 Hart Street.  
W. C. Bailey, 128 Broadway, N. Y.  
Lincoln Brunn, 430 Grand Avenue.  
Howard Watson, 398 Grand Avenue.  
Charles M. Oakley, 88 Monroe Street.  
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H. J. Hall, Jr.,  
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Edward A. Cauer,  
Albert H. Harris,  
Thos. W. Johnson,  
Joseph Manne,  
L. G. Wilder,  
All members of the Long Island Wheelmen.  
—Brooklyn edition of *The World* of Nov. 12.

We republish above an article from the Brooklyn edition of *The World*, of November 12. We congratulate *The World* that it has grasped the

needs as well as the strength of Brooklyn wheelmen. The article is inspired by the Cyclists' Union of Long Island. The blocks which the wheelmen would have macadamized are a connecting link between two stretches of macadam, over which all riders of the Eastern District of Brooklyn must pass to reach Prospect Park and the Boulevard. The blocks are four in number, and by reason of their sharp grade are known as "Cobblestone Hill." The hill is now covered with soft dirt and loose cobbles, and is a source of positive discomfort to Brooklyn riders. By all means this stretch of road should be macadamized, and we hope the Cyclists' Union will keep at it until the work is accomplished. Every cyclist should sign the blank being circulated by the Union.

## MR. LUSCOMB'S COUP D'ETAT.

The feeling over Mr. Chas. H. Luscomb's famous political tract has by no means subsided. On all sides Mr. Luscomb's action is very generally condemned, though a few wheelmen advocate his cause. Our editorial in last week's paper is very generally accepted as a fair statement of the case.

The Executive Committee of the League have not been idle, and Mr. Luscomb has already heard from them. The Executive Committee do not concern themselves with Mr. Luscomb's right to throw the support of wheelmen in the State to Governor Hill; they take the ground that Mr. Luscomb had no right to ignore his fellow committee-men—Rights and Privileges Committee—and send out the circular letter on his own responsibility. Unless a very satisfactory explanation is made, Mr. Luscomb's resignation will be asked for.

## W. S. MALTBY CHALLENGES ALL COMERS TO A FANCY RIDING CONTEST.

We have sent the following challenge to the New York *Clipper*, at the request of W. S. Maltby:

NEW YORK, November 9, 1888.

EDITOR CLIPPER—Dear Sir: On behalf of W. S. Maltby, I hereby challenge any cyclist to a contest in fancy and scientific cycle riding, either on the ordinary crank bicycle, or any part thereof, for \$500 a side and the championship of the world. The place of contest to be mutually agreed on, but in case either contestant is compelled to travel over 200 miles, he is to receive his expenses. Each contestant will provide an umpire; the referee to be mutually agreed upon when signing articles. Mr. Maltby has challenged all fancy riders both here and abroad in his tour around the world, but no one has ever accepted his challenge. Mr. Maltby is anxious to meet all comers, and trusts, in case no one accepts the challenge, that he will be awarded the coveted title, and have same recorded in the list of the *Clipper's* championships. I inclose check of \$50 as a token of good faith.

Very truly,

F. P. PRIAL.

## ROAD HOGS IN CENTRAL PARK.

NEW YORK, November 11, 1888.

TO THE EDITOR OF THE WHEEL:

I have lately read a number of items in your valuable paper in regard to complaints against the conduct of cyclists in the Park.

My experience has been that I find many drivers who insist on taking the wrong side of the road and often compel cyclists to dismount to save themselves from being run down.

On November 10 I was riding with a party on the West Drive of the Park, and was on the extreme right of the road, all riding single file. At about Ninety-sixth Street we met three carriages abreast, leaving scarcely room enough for us to pass. Directly behind these was a pair of spirited horses, driven by a child, who could not have been over eight years of age. As we approached them the youthful driver swerved the team suddenly, completely blocking the remainder of the road and compelling us to run into an embankment, to escape being trod under the horses' hoofs. The result was a breakage of wheels and a bruising of bodies. As soon as the man who accompanied the child saw the accident, he seized the reins and drove off. Had a cyclist caused such an accident he would probably have been arrested at once.

E. A. POWERS,

Captain Riverside Wheelmen.



## ON THE HILL.

### EAGLE ROCK.

A number of hill-climbing cracks have been concentrating their efforts on Eagle Rock within the past few days.

On Tuesday, the 13th, Wm. Van Wagoner, of Newport, made seven round trips on the Rock. See time of the trips in table, next column.

It will be noted that Van Wagoner's time for the seven trips is better than Coningsby's record for the same, though the latter made thirteen trips, while Van Wagoner made only seven. The times were taken by J. H. Shurman, Lynn, Mass.; J. V. L. Pierson, Bloomfield, N. J.; Howard A. Smith, Newark, and S. D. Judd, West Orange, N. J. We are informed that no stop watch or split-second watch was used, and as it is almost impossible to get correct returns from an ordinary watch, we shall not accept Van Wagoner's times as records until we hear from the timers. The time of first trip is fifty seconds better than Greenwood's record.

Van Wagoner started at 10:55 A. M. He rode a 39-inch Star safety, geared to 42 inches. Coningsby used a Victor safety, geared to 45 inches, 4 inches below the regular road gear.

In making trials on the Rock, no value can be attached to any record except such as are made on regular road wheels.

On Tuesday afternoon, starting at 4:17:20, J. V. L. Pierson, of the Bloomfield Cyclers, mounted the Rock on his Light Champion Roadster four times, beating his own ordinary record of two mounts, made Sunday week. The ride was witnessed by Philip Young, Wendell M. Strange and W. Lamson, all of Montclair, N. J.; J. H. Shurman, of Lynn; Raymond Ball, of Orange; George Oakes, of Bloomfield; Fred Coningsby, of Jersey City, and Wm. Van Wagoner, of Newport, R. I.

The times of the four trips were as follows: Start, 4:26:56; reached summit at 4:36:32; time of trip, 9m. 36s.; reached summit on second trip at 4:44:25; third, 5:04:56; fourth, 5:27. Wheel used was a 52-inch Light Champion, with 5½-inch cranks.

### RUTHERFORD WHEELMEN'S ELECTION-DAY RACE.

This event was run off successfully on the town common; there being no admission fee, a large crowd witnessed the events. The meet was held to revive the wheeling interest in Rutherford, which has not been so active as it might be. No accurate times were taken. The following is a summary of the various events:

Two-mile Bicycle Club Handicap.—F. N. Burgess, scratch; Alfred Oakley, Jr., 150 yards, second; W. H. Kirkby; 150 yards, third; R. A. Burgess, 75 yards, fell.

Five-mile Bicycle Club Race, Scratch.—A. P. Jackson walked over. The prize was the Hancock medal.

One-mile Bicycle, Boys.—A. Rue, first; W. Preston, second.

One-mile Bicycle Club Race, Scratch.—F. N. Burgess, scratch; F. Van Sicklen, second.

One-mile Bicycle Handicap, Open to Passaic and Bergen County Riders.—F. N. Burgess, first; A. P. Jackson, second. Both started from scratch.

Field Officers.—Referee, S. N. Higbie; Judges, H. V. Raynor, W. A. Tompkins and W. Williams; Timers, C. S. Parker, L. B. Burtis and F. B. Whitmore; Scorers, D. G. Schroeder, S. L. Magie and C. M. Vail; Starter, J. L. Chapman; Committee, E. W. Dean, Jr.; R. A. Burgess, D. G. Schroeder, W. C. Ivison and J. Van Harding.

### FIFTY-MILE TRICYCLE ROAD RECORD.

G. P. Mills has lately been giving the English a taste of his quality on the road. Not content with routing the 100-mile tricycle record on October 23, he started after the 50-mile tricycle record on the 25th, and retired it by over nine minutes. Mills' time was 2h. 53m. 25s. The last twelve and a half miles was covered in 38½ minutes. Mills' record has only been beaten once on any form of cycle, Messrs. Albone and Tingey having made 2h. 50m. on a tandem bicycle.

	VAN WAGONER.			CONINGSBY'S TIME.	WELLS' TIME.	SHURMAN'S TIME.
	Time of Ascent.	Time of Descent.	Time of Round Trip.			
1.....	6.47	3.13	10.00	12.45	14.00	18.00
2.....	9.30	3.00	12.30	13.45	14.15	17.00
3.....	10.00	3.30	13.30	13.30	16.45	16.00
4.....	9.00	4.30	13.30	14.30	15.15	18.00
5.....	9.30	4.00	13.30	15.00	16.15	19.00
6.....	10.30	3.00	13.30	15.00	15.30	17.00
7.....	13.40	4.20	18.00	16.15	18.00	16.00
TOTAL TIME.....			1h. 34m. 3 s	1h. 40m. 45s.	1h. 50m.	2h. 1m.

### A GREAT HUNDRED-MILE ROAD RACE.

We published in our last issue a summary of the *Sporting Life's* road race, held Election Day, but this week we publish full details, as the race was one of the fastest ever ridden in this country.

The weather was threatening and cloudy, with a heavy wind from the northwest, directly in the face of the riders; had there been no wind the time would have been better by at least fifteen minutes, but as it is everyone is more than satisfied, and a new record is established that will be hard to beat.

The race was called for ten o'clock, but very few of the starters or officers had arrived at that time. Precisely at 10:39:30 the word "go" was given, and the following men started off with a rush on their long ride:

Frank M. Dampman, Honeybrook, Pa.  
B. Frank McDaniels, Wilmington, Del.  
Kirk Brown and A. G. McGlathery (on a tandem bicycle), Philadelphia.  
C. A. Dimon, Philadelphia.  
W. G. Spier, Philadelphia.  
John A. Wells (tricycle), Philadelphia.  
H. P. McAniff, Wilkesbarre, Pa.  
H. L. Pyle, Wilmington, Del.  
C. S. Stevens, Millville, N. J.  
C. V. Dasey, Philadelphia.  
J. H. Pearson, Vineland, N. J.  
H. D. Ludwig, Honeybrook, Pa.

The tandem bicycle led the way and set a pace that was very close to a three-minute gait for the first mile or so. Dampman, McDaniels and Ludwig rode with it in a bunch, and the rest soon were strung out in ones and twos. The first lap (seven miles) was finished by Dampman, McDaniels and Ludwig in 26m., with the tandem 30s. behind. McAniff's machine gave out here and he retired. McDaniels ran into a ditch and had to dismount.

The wind, which at this time of the day was the strongest, began to tell upon the men and the pace was somewhat slackened. The second round was finished with the men in the same order, and another rider, C. V. Dasey, was retired.

On the third lap the leaders began to string out and gradually lost sight of each other, except Dampman and McDaniels, who hung together like two thieves. They passed the checkers in the following order: Dampman, first; McDaniels, second; Brown and McGlathery, third; C. S. Stevens, fourth; W. G. Spier, fifth; J. H. Pearson, sixth; C. A. Dimon, seventh; John A. Wells, eighth, with H. L. Pyle alongside. Ludwig was seized with cramps in the right leg and gave up.

Four miles further on the 25-mile point was reached at the top of the first Sister, on Lancaster Pike, and the times of the first five were taken as follows: Dampman and McDaniels, 1h. 37m. 57s.; Brown and McGlathery, 1h. 45m. 26s.; C. S. Stevens, 1h. 49m. 56s.; W. G. Spier, 1h. 51m. 14s. Upon the completion of the fourth lap Brown and McGlathery, Wells and Pearson retired.

After this, and up to the eighth lap, the race was a procession, not by any means slow, though, with Stevens in third place, Spier in fourth and Dimon in fifth, Pyle having dropped out on the fifth lap, on account of a broken handle bar. At this point Stevens dropped out and Spier made a stop of several minutes, when Dimon took third place, which he kept till the finish. On this lap the 50-mile point was passed. Dampman, fearing that McDaniels might develop one of his wild spurts, tried to run away from him, passing the pole in 3h. 32m. 43s., with McDaniels 3h. 35m. 13s. John Fuller and Louis Hill then paced McDaniels till he had again caught Dampman.

After this the race was without interest until the last lap, when the timers and spectators gathered at the finish, two miles above the General Wayne Hotel, on Montgomery Avenue. As it was now quite dark, lanterns were strung across the road, and the advent of the winners anxiously waited. Just a little before six cries of

"Go it, Frank!" were heard, and as both Dampman and McDaniels are named Frank this rather increased than diminished the excitement.

A few seconds later Dampman emerged from the darkness with his head down and going at a three-minute gait, with McDaniels a few feet behind, and the great 100-mile race was over at exactly 5:59:47. Result:

- 1—Dampman, 7h. 20m. 17s.
- 2—McDaniels, 7h. 20m. 18s.
- 3—Dimon, 79 miles, time not taken.
- 4—Spier, 72 miles, time not taken.

This breaks the American record for 100 miles made in competition by about four minutes. The finish was remarkable, but one second elapsing between first and second men, though Dampman, when within 300 feet of the end, nearly took a header, his feet touching the ground. He regained the saddle, however, without having sustained any damage.

### HARVARD BICYCLE CLUB ROAD RACE.

The annual fall road race of the Harvard Bicycle Club was held November 8. The course of nine miles was very rough and stony, with several hills, so that the times made were very good. The first six men finished as follows:

	MIN.	ACTUAL TIME.
	START.	M. S.
1. Barron, '91.....	7	38 45
2. Greenleaf, '92.....	3	35 00
3. Holmes, '92.....	7	39 05
4. Bailey, '91.....	2½	34 45
5. Rogers, '90.....	6	38 30
6. Kelley, L. S....	6	38 45

The Massachusetts Institute of Technology Bicycle Club has accepted the challenge of the Harvard Bicycle Club to a road race. The contest will come off on November 31. Each club can enter as many men as it chooses, but only the first five men at the finish from each club will count. The Harvard Club will be represented by Davis, Brown, Bailey, Greenleaf, and some of the men who made good time in the above event.

KENNETH BROWN.

### BLONDIN'S GREAT BICYCLE ACT.

Nowadays I never practice, and even my most difficult tricks, such as turning a somersault over a chair placed in the middle of the rope and landing with my feet on the other side of it, are usually performed without premeditation, just as the whim seizes me. This enables me without effort to vary my programmes at every performance, and prevents them from becoming monotonous to me. I could remain a year, or even longer, without ever setting foot on a rope and then go on and tread it as safely as though I had been in constant practice. As an illustration of the slight amount of practice required for a new trick I may mention my bicycle act. Some years ago, when bicycles were somewhat of a novelty, it struck me that I could utilize one in my performance, and accordingly had one constructed according to my direction, with a groove in the wheels to fit the rope, but otherwise of ordinary fashion. I ordered it to be sent to me some time before the performance so that I could try it, but it came just as I was making ready to appear. I was as pleased as a child with a new toy, and, mounting it at once, I rehearsed successfully in view of a large audience, who probably thought I had been practising for months."—*Exchange*.

The streets of Elizabeth, N. J., are shortly to be repaved. The Roads Improvement Association should attempt to influence the proper parties to use a pavement suitable for cyclists.



## THE RACE PATH.

### FIXTURES.

- Nov. 21-22-23—Tournament at Columbus, Ga.  
 Nov. 24—One and two mile bicycle handicaps at 23d Regiment Armory, Brooklyn. Entries close November 17 with F. E. Steele, P. O. Box 1151, New York City.  
 Nov. 24—Race meet at Chestnut Hill Reservoir. Entries close November 22 with Chas. P. Daniels, Boston, Y. M. C. A. gymnasium.  
 Nov. 28—New Haven Bicycle Club's reception and entertainment, at New Haven Opera House.  
 Nov. 29—Races at Opelika, Ala.  
 Nov. 29—Prospect Harriers' 10-mile bicycle handicap. Entries close November 22 with G. E. Painter, 332 First Street, Brooklyn.  
 Nov. 31—Harvard B. C. and Inst. of Tech. B. C. road race.  
 Dec. 13—Riverside Wheelmen's reception at West End Hall, 125th Street, New York City.  
 Dec. 17—Chelsea, Mass., Cycle Club's reception.  
 Dec. 17—Twelfth Regiment Games at Armory, Ninth Avenue and Sixty-second Street, New York. Two-mile handicap. Entries close December 8 with C. J. Leach, P. O. Box 3201, New York.  
 Feb. 8, 1899—Entertainment and reception of Manhattan Bicycle Club, at Lexington Avenue Opera House, New York City.

### BANKED CORNERS.

The only difficulty in finding the extent to which corners should be banked depends on the uncertainty as to what precisely the racing cyclist requires. If he wishes the track laid at such an inclination that at what he may expect to be his usual speed a tricycle shall have no more tendency to overturn outwards, owing to his speed, than inwards, owing to the inclination of his machine—that is, if he wishes to exactly balance the effect of so-called centrifugal force by that of gravity—then there is no difficulty whatever. The question of the probable value of constants, or the applicability of an empirical formula need not be considered, and the true result may be obtained with absolute certainty. I have, therefore, worked out with a running explanation the proper slope for the two radii of 165 and 140 feet, for a speed of twenty-five miles an hour.

If the racing cyclist does not want the slope to exactly counteract the effect of centrifugal force, but desires something else, it is for him to state his requirements, after which it may be possible to put them into numerical form.

Calling  $m$  the mass of machine and rider,  $v$  his velocity, and  $r$  the radius of curvature of the track, the centrifugal force in dynamical units is  $\frac{mv^2}{r}$ .

$v = 25$  miles an hour  $= 36\frac{2}{3}$  feet a second.

$r = 165$  feet.

$\therefore$  centrifugal force  $= 8.148 \times m$ .

The weight of machine and rider is, in England, and with sufficient accuracy anywhere on the surface of the earth, but this is not generally true elsewhere, equal to  $32.2 \times m$ ; thus centrifugal force is equal to  $8.148 \div 32.2$ —that is,  $1 \div 3.95$ , or, practically, one-quarter of the weight.

If, then, the track is banked so that the tangent of the slope is equal to  $\frac{1}{4}$ , or if the outside of the track is raised  $\frac{1}{4}$ , the width of the track in plan above the inside, then the machine and rider will tend to spill neither way, or a bicycle going round at the same speed will lean so as to be perpendicular to the track.

The corresponding figure for the sharper curve is  $1 \div 3.35$ . There is one disturbing factor not considered, but its value is so small in proportion that it is practically of no consequence. It is the gyroscopic action of the wheels to resist a change of direction, or if that is forced upon them, to increase the tendency of the machine to overturn.

It will be seen that the slope found is rather steep, and it might feel uncomfortable to go round at a speed much less than that assumed. As the margin of safety depending on the width of the tricycle and the height of the centre of gravity is pretty wide, it is probable that a less slope would be preferable. It will be noticed that the width of the machine does not enter into the question of finding the slope of equilibrium. It is only required when the factor of safety is to be found with a view to discover what limits of speed are safe on any particular track.

I have not Molesworth with me, nor do I know the width of the Bristol track, so I cannot compare the results which I have obtained with those in this week's *Cyclist*.

C. V. Boys, in the *Cyclist*.

TO BANK RACING PATHS.—An English expert gives the following formula for determining how much a path should be banked on the corners:

Let  $V$  = velocity in miles per hour.

Let  $r$  = radius of inside curve in feet.

Let  $W$  = width of track in feet.

Then  $\frac{V^2}{15r} \times \frac{W}{1} =$  elevation of outside track in feet.

### ENGLISH RECORDS ACCEPTED.

The Records Committee have accepted the following claims to path records:

#### BICYCLE.

F. J. Osmond, Brixton Ramblers B. C., at Crystal Palace on 12th September—Quarter mile (flying start), 33.4-5s.; one mile, 2m. 31.4-5s.

H. E. Laurie, Worcester Harriers, at Long Eaton track, on the 31st August:

MILES.	M.	S.	MILES.	M.	S.
11.....	31	04	1-5	17.....	48 28 2-5
12.....	33	59	1-5	18.....	51 25 1-5
13.....	36	52	4-5	19.....	54 10
14.....	39	49		20.....	56 58 2-5
15.....	42	42	2-5	21.....	59 48 4-5
16.....	45	37	2-5		

Greatest distance in one hour—21 miles 125 yards.

#### TRICYCLE.

H. H. Sanson, Notts Castle C. C., at Long Eaton, on 31st August—Quarter mile, 39.4-5s.; half mile, 1m. 17.3-5s.

C. E. Taylor, Long Eaton C. C., at Long Eaton, on 19th September—Six miles, 17m. 25s. J. B. King, L. A. C., at Coventry track, on 13th June:

MILES.	M.	S.	MILES.	M.	S.
9.....	26	16 3-5	15.....	44	17 1-5
10.....	29	10 2-5	16.....	47	15 2-5
11.....	32	09 2-5	17.....	50	15 2-5
12.....	35	06 2-5	18.....	53	16 1-5
13.....	38	07 2-5	19.....	56	14 4-5
14.....	41	09 1-5			

Greatest distance in one hour—20 miles 480 yards.

#### TANDEM BICYCLE.

D. Albone and E. E. Glover at Paddington, track, on 15th October:

MILES.	M.	S.	MILES.	H.	M.	S.
1.....	2	58	11.....	0	34	09
2.....	5	66	12.....	0	37	13
3.....	9	00	13.....	0	40	23
4.....	12	03	14.....	0	43	32
5.....	15	12	15.....	0	46	43
6.....	18	19	16.....	0	49	50
7.....	21	25	17.....	0	53	02
8.....	24	44	18.....	0	56	13
9.....	27	53	19.....	0	59	19
10.....	30	58	20.....	1	02	16
	4-5					3-5

#### TANDEM TRICYCLE.

J. S. and Mrs. Smith, at Long Eaton, on 1st October:

MILES.	H.	M.	S.	MILES.	H.	M.	S.
26.....	I	26	51	4-5	29.....	I	37 03 3-5
27.....	I	30	14	3-5	30.....	I	40 24 1-5
28.....	I	33	36	2-5			

#### RACE MEET AT CHESTNUT HILL RESERVOIR.

A bicycle handicap race will be run off at Chestnut Hill Reservoir, Saturday, November 24, at three o'clock, which will be open to all amateurs. Rover safeties will be allowed to compete. The distance to be run will be once around the lower basin, about 1.6 miles. No machines less than thirty-four pounds will be allowed to compete. The prizes are gold and silver medals. In order to establish a standing start record once around the Reservoir, a medal will be given to the rider making the fastest time from scratch. An entrance fee of \$1 will be charged, and will go toward buying the medals. All entries will close on November 22, with Charles P. Daniels, Boston Y. M. C. A. gymnasium.

Woodside left New York for the native jungles of his Hibernian ancestors on Thursday afternoon, the Indiana, of the State line, bearing him away. A horde of newspaper men will doubtless meet him abroad, and pump for further details of the late regrettable swindle. We pity Morgan & Co., for we know what Woody will feed the scribes on. He carries in his trunk a large assortment of clippings relating to the late fiasco. He will close up his father's estate, after which his plans are unsettled.

## NOTES FROM THE CITY OF BROTHERLY LOVE.

On Thursday evening, November 8, the Pennsylvania Bicycle Club started the ball a-rolling in the way of home entertainments. It is the idea of the Board of Officers to have some entertainment at the club house at least once a month during the coming winter months, and if every evening is passed as pleasantly as the first they will be pronounced a success from start to finish. A good deal of hilarity was indulged in by the majority present in cheering for the success of our next President, one cheer after another being given with a vim that did not improve the voices of the participants, several members being still minus the melodious voices they generally possess. A light repast, including a barrel of cider, was served at the expense of the poor Democrats.

Miss Tegaler, of the Washington Cycle Club, is spending the winter in Philadelphia, and expects to spend much of her spare time on her Dart bicycle, enjoying our magnificent roads.

Mr. and Mrs. Kirk Brown have become quite proficient in the management of their new Psycho tandem bicycle, and can make the members of the Century Club work pretty hard in order to keep up with them. Messrs. Brown and McGlathery have also done considerable riding of late on the same machine, and are now anxious to meet Hill and Fuller on their Ivel tandem. Let me see the sport when they meet.

"Ariel" seems to have gotten his foot into it with the Reading boys, by the way they try to trample on him in the last issue of the *Bicycling World*; but let us hear from the said "Ariel" before we pronounce judgment.

The result of the *Sporting Life's* 100-mile road race was no surprise to Philadelphians, as the two who finished were the only two good, or rather I should say hard, road riders entered. The time, considering the hilly course and heavy wind, was excellent.

At the recent entertainment given by the Pennsylvania Bicycle Club, one of the members appeared in a suit made of campaign flags and labeled with these devices: "Protection," "Protection to American Industries," "No Free Trade," etc., etc. At first considerable sport was made by the same, but at last it proved too much for even the good-natured Democrats, and they made up their minds that that coat had to go; and it did go, but it took a regular old-fashioned college rush and corner fight to demolish it. You ought to have seen that poor enthusiastic Harrison man when they got through with him—A WRECK!

Both the Pennsylvania and Century clubs have an election bet of a \$5.00 supper on hand, when no doubt considerable fun will be had. I know several members who are already fasting, so as to be prepared for a good appetite, and I also know some who will not need to fast in order to be blessed with the aforesaid good appetite.

Sunday, November 11, a go was had at the record, from Paoli to the site of the old Fifty-second Street toll gate, by C. L. Leisen, J. H. Lehman and W. D. Supplee. At the start Leisen set a rattling old pace, and gained considerable on the other two. At Devon he was some 150 yards in the lead, but at Villa Nova hill Captain Supplee caught him, and from here they kept together until Bryn Mawr hill was reached, when Leisen was taken with cramps, and obliged to stop for a few moments. Supplee pushed on alone and made the distance, a little over fifteen miles, in 52m. 4s.—record for Philadelphia riders, but several minutes behind the record claimed by W. I. Wilhelm of 48m. 10s. The course was fair, save in a few spots, one dismount having to be made on account of mud.

#### SOME ONE TELLS ME

That J. G. Semple can drink more hard cider than any two wheelmen in Philadelphia.

That Spier and Dimon don't intend entering any more 100-mile races.

That W. Chas. Furnelton has sold his wheel and overcoat in order to settle up election bets.

That H. L. H. Hall sports a new high-high, and a new overcoat, on—well, never mind, I won't give him away.

That Charles Wilson, Jr., has already commenced training for next year, as he intends to show the public who Charles Wilson, Jr., is.

WESTFIELD.



## WILMINGTON.

The Wilmington Wheel Club proposes to honor F. M. Dampman, B. F. McDaniel and S. Wallis Merrihew, its three big road-racing men, with a reception some time during January. These three riders, during the past season, have spread the name of the club broadcast throughout the land. After coming in first, second and fifth respectively in the big Buffalo 100-mile road race, they have since won a 20-mile road race from the famous Reading Bicycle Club team, and Dampman and McDaniel also came in first and second respectively in the 100-mile road race on the Lancaster Pike, Philadelphia, breaking the existing American record by four minutes.

The local cyclists have recently come out best in a dispute with a local turnpike company over the payment of toll. When the company suddenly demanded toll the wheelmen, to a man, stood together, and after ascertaining that the charge of toll for bicycles was a violation of the company's charter, the wheelmen refused to pay tribute, and are no longer molested.

The Wilmington Wheel Club will give a tournament on the afternoon of Thanksgiving Day, which gives every promise of fine sport. They do not promise much in the way of prizes, but they will assure visitors of a warm welcome and a good time.

Wilmington, the metropolis of Delaware, is a prosperous manufacturing city of 60,000 people. Its bicycle club numbers fifty-five members, mostly active riders.

B. Frank McDaniel leads the club in mileage for the year, his cyclometer measuring 5,300 miles, the largest mileage in one day being 115½ miles. Dampman is second with an approximate mileage of 4,000 miles. Victor R. Pyle has covered 3,200 miles, and Captain S. W. Merrihew has made 3,100 miles. Clarence Elliott and Clarence W. Pyle both hover in the neighborhood of 3,000 miles, while a dozen riders have mileages ranging from 1,000 to 2,000 miles. It is this constant riding and the hilly country which makes such good road riders of the Wilmington wheelmen. There are four or five more good riders in the club as yet untried who are only second to Dampman, McDaniel and Merrihew.

If such a race could be consummated, the Wilmington team would be pleased to meet the Pacific Coast road team, mention of which was made in last week's WHEEL. We would wager a big Delaware peach that the Wilmington team would not be second.

The Wilmington Wheel Club, on a return ride from West Chester, a few weeks ago, attempted to climb Point Lookout Hill, a succession of heavy grades almost a mile long. Seven out of the ten riders, S. W. Merrihew, Albert Jefferis, Charles S. Wilson, V. R. Pyle, Will Sheward, W. C. Seeds and Charles Philips succeeded, and one, J. D. Kurtz, Jr., just failed at the crest.

Charles E. Strange and Paul L. Hassenforder, of the Taunton (Mass.) Bicycle Club passed through Wilmington on their wheels last week. They are spending their vacations in this delightful manner, and rode all the way from Jersey City. They only tarried over night, and then continued on their way to Baltimore by way of the Delaware Peninsula. Both were in good condition, although Hassenforder had a "star" on his chin from a too sudden and close communion with Mother Earth in one of his unguarded moments.

NOVEMBER 13, 1888.

DELAWARE.

The members of the Manhattan Bicycle Club, of New York, have developed an original idea. Several of the members' sisters have formed a committee on interior decoration, and at a meeting recently held at the club house several important departures were decided upon. Every one of the young ladies volunteered some article which will add to the beauty of the club rooms. The arrangement of various hangings was discussed, with the result that the curtains which have hitherto gazed out of the front windows of the Manhattan's front parlors will find themselves retired to the back windows, as they are not deemed up to the mark for the front windows. We look for a transformation throughout the house.

## WHEEL GOSSIP.

A. H. Overman has applied for a patent on a new saddle.

Six hundred cyclists witnessed the *Sporting Life's* road race.

The Stanley show of 1889 will occupy a space of 32,000 square feet.

Woodside will use two Springfield bicycles of new pattern while abroad.

A race meet will be held in St. Louis on the morning of Thanksgiving.

A great cycle show will be held at Leipzig, Germany, in February, 1889.

Kimball & Co., of Everett, Mass., are supplying a boys' bicycle to the trade.

The corners of the Berkeley track will be banked two feet, and a grand meet will be held next June.

It is related that Senator Morgan has sought the seclusion of a relative's orange grove at Jackson, Miss.

The Thorndike Bicycle Club, of Beverly, Mass., will hold a fancy dress ball and costume party this evening.

An English amateur, who has control of a good thing, seeks a partner with \$2,000 cash, through our advertising columns.

Many of the prominent bicycle clubs had special wires run into their club rooms on election night, to get prompt returns.

The Wilmington Wheel Club will give Dampman, Honeybrook and Merrihew, its three big road racers, a reception in January.

The wheelmen of Wilmington, Del., have bested a local turnpike company which insisted on collecting tolls in violation of its charter.

R. H. Davis, of Harvard College, has not joined the Berkeley Athletic Club, as stated in last week's WHEEL. We were misinformed.

Mr. L. J. Larzelere, of Muncy, Pa., has returned from a bicycle trip to Philadelphia, the actual riding distance being 500 miles. He rode a Volunteer Columbia.

At this time of the year cyclists are peculiarly liable to colds, a protection against which is Dr. Warner's camel's hair health underwear, which are much superior to silk or wool.

Eagle Rock has succumbed to "Tommy" Burnet, of the Elizabeths, who mounted the Rock on Election Day, after a 40-mile ride. The wheel used was a Universal safety.

At the Providence, R. I., Republican jubilee parade, held last Monday evening, a body of cyclists of the Republican faith joined in the parade, and attracted considerable attention.

We trust that the wad of bills picked up at Berkeley Oval on Election Day will be at once sent to this office, that the owner may be found. We have correct information as to whom the finder was.

A deal of quiet voting was done for Governor Hill, on account of his support of the Liberty Bill. It is on record that one cyclist returned to New York from Boston to cast his ballot for the "Liberty Bill" Governor.

There is a growing feeling that Eagle Rock is becoming a "chestnut," now that all the boys are riding up, or very nearly up to the summit. It is quite a speculation that many men accomplish a feat, once the way has been opened.

Messrs. Charles E. Strange and Paul L. Hassenforder, of Taunton, Mass., were in town on Wednesday and Thursday. They had ridden on their wheels from Taunton to Washington, and from Washington to New York on the train.

The *Sporting Life* states that "Six hundred wheelmen, and among them six ladies," etc. This is ridiculous. Now that lady riders are becoming more numerous, why not use the term cyclists when referring to a body of wheelmen and wheelwomen.

At the Berkeley games John C. Wetmore, of Elizabeth, our "Jonah," and W. I. Harris met, and though they had not seen each other since boyhood, Harris recognized the Jersey litterateur. Both gentlemen went to school in Washington some twenty — but let that pass.

We shall print a deal of matter between now and the opening of the season relevant to the Safety-Ordinary controversy, so that by attentive perusal the riders of tall wheels may about make up their minds whether a less elevated perch would be an advantage or not.

The Prospect Harriers have included a 2-mile handicap in their Thanksgiving Day programme. The race will be run at Washington Park, Brooklyn, where there is a safe and fast quarter-mile track. Entries close November 24, with George Paynter, 332 First Street, Brooklyn, N. Y.

A feature of the Manhattan Bicycle Club's second annual reception, to be held at the Lexington Avenue Opera House, on February 8, 1889, will be the appearance of Miss Irene Ackerman, the critic and dramatist, in one of her own plays, entitled "The Choir Girl of New York."

The Riverside Wheelmen have engaged W. H. Barber, the Rochester fancy rider, to give an exhibition at their reception, which will be held December 13, at West End Hall. The club is arranging the details of a hill-climbing contest, to be held on Englewood Hill on a date not yet decided upon.

A new method of enjoying a cycle over winter is thus described in the advertising columns of the *Irish Cyclist and Athlete*:

POP IT AT THE CYCLE PAWN OFFICE, 48 FLEET STREET (back of the bank), the only establishment in Dublin where a liberal advance can be had on cycles, and where they are thoroughly understood and properly taken care of.

The last number of THE WHEEL has a letter signed "Traveler," written from somewhere in Wales. I am neither a prophet nor a mind-reader, but I "guess" that our old friend, W. E. Hicks, wrote that letter. Of course we have all heard of him as on a tour in Europe, but aside from this the letter seems to carry some of his personality.—*St. Louis Spectator*.

W. E. will be glad to see that his St. Louis friends have not forgotten him. We are not saying that W. E. is the "Traveler"; but we do know that W. E. is never out of range of THE WHEEL.

## A CYCLIST CAUGHT AT A SMALL GAME.

"Ariel," of the *Bulletin*, in speaking of Mr. Collins having severed his connection with the *Press*, says that the *Times'* cycling column is the most complete and accurate of any of the city papers. Besides committing a childish blunder in grammar, "Ariel" has indulged in a rather small piece of self laudation, for, as everyone knows, "Ariel" writes the cycling column of the *Times* himself.—*Sporting Life*.

The *Bulletin* of last week republishes Mr. L. H. Porter's exhaustive article on the construction, care and repair of roads. Mr. Porter's article has done good service. Wonder why he is not placed on the Improvement of Highways standing committee. Another good man for this committee would be L. D. Aylett, of Birmingham, Ala. Of the gentlemen who are now on the committee, we cannot identify any of them with roads improvement.

It is surprising that no firm either imports or manufactures toe-clips, to be applied to bicycles used for racing. The clips are made on the other side by the St. George's Engineering Co., of Birmingham. Messrs. Spalding & Bros. made a pair to order for A. B. Rich, and that expert rider declared that they were a decided advantage, and caused a marked increase in speed. The clips permit the rider to pull up on the pedals, and thus with a push and pull motion, a practised hand literally grinds his wheel around.

It is reported that Canary, the fancy rider, has been offered several English makes of machines by the English makers, without charge, and some of the manufacturers offered him a salary if he would ride their wheels, but he has only used a Columbia in his exhibitions in France, England, Germany and Spain. He finds the interchangeability of parts of the greatest possible advantage, even though 3,500 miles from where the machines are made. Canary has engagements covering the greater part of the winter. He has been made an honorary member of the large clubs in many of the cities he has visited.



## AN AMERICAN CYCLIST IN FRANCE.

ROUEN, FRANCE, September 14.

About eight o'clock one morning this week I was awakened by a cry of "Monsieur! Monsieur!" at my chamber door at the hotel. On opening it I found two young Frenchmen, who said they were going to Aumale, an hour and a half ride distant, and would like my company. I didn't know how they had smelled me out, but they had, and with true French politeness wanted to make my stay among them pleasant. At Aumale, they told me, there was to be a bicycle tournament in the afternoon, and one of my two new friends was to be a contestant. I looked at my calendar, and a

GREAT CHUNK OF HOMESICKNESS welled up in my throat. A bicycle tournament! Why, bless my soul, the Buffalo tournament comes off to-day, sure enough! I'll go over, I said to myself, and see if it is as dignified an event as Henry E.'s annual scheme. And so we rode to Aumale in the forenoon.

The day was splendid. The air was cool, and not a breath of wind was stirring. It is needless to dwell upon the ride over, except that there was a soul-satisfying succession of coasts, which I took brakes off. There was not even a pebble on the road, and the machines made scarcely any noise as they rolled over the smooth surface.

Riding mile after mile through the most fertile of countries, on a road better than a park boulevard, was such a new experience to me that one moment I was spurring along at a racing gait, and the next almost coming to a standstill as a new burst of beauty was revealed to the eye by an opening glade or a sudden turn in the road. The last mile and a half into Aumale is a magnificent coast down a winding road, at the foot of which we could see the town nestling. Down, down, the wheel drops into the valley. Another turn, a long descent, a magnificent curve, and we enter the town. "The Fourth of July!" I cried, as

THE RED, WHITE AND BLUE GREETED MY EYE, for the streets were all flagged, as if for a sovereign's visit. From the little ancient windows floated away the banners, and the stores and shops were draped here and there with the national colors.

Aumale, a quiet little place of 3,000 inhabitants, in the northeastern part of France, near the Belgian frontier, had put on holiday attire for her annual event, the bicycle races. Riders kept coming for an hour or so after our arrival, which was about eleven o'clock. They all put up at the largest hotel in the place, and by 12:30 the hostelry was one buzz of conversation. The racers were from Amiens and Rouen, and monopolized the most attention, as each one had more or less of a glorious record, and, as in America, was to the town folks some sort of a champion.

I was a little impatient to see the track. After the fine roads, I could not but believe that I should behold a second edition of the old Springfield track. During dinner my two companions tried very hard to make me understand what the course was like, but my limited French would not permit an understanding, even though every one at the table took part in the explanation, and upset two or three salt-cellar in trying to define the outlines of the course for me.

After dinner I made a break for my bicycle, expecting to ride out to the course. My companions laughed heartily. "It is right here," they said, and took me around a corner, and there it was. Then I had my turn at laughing. The idea of

A RACE TRACK RIGHT IN A STREET was enough excuse for this breach of hospitality. The course was about three-quarters of a mile long, and was of the ordinary surface of the road—that is, it was not paved with the miserable stones of which many French towns make their streets. The start and finish were at the same place, but the course was not circular by any means. It was a straightaway stretch, and I wondered much when I was told that the racers would finish where they begun.

For half its distance the track was in full view; then it took a sharp turn to the right, ran down a decided grade, and reached its far

end through an avenue of lofty trees. As a tall mansion stood at the top of the grade on the right, of course the second half of the course was invisible from the starting place. The track, or street, was wide enough for two wagons to drive abreast. The houses and shops stood back fifty feet from the roadway, and this broad space was the sidewalk. Down the centre of the walk, on each side, from the start to the turn, a heavy wire was stretched to keep back the crowd. Benches and chairs were also there, held at two cents each. The wire was fastened to the trees that ran along each side of the course and afforded excellent shade. As the races proceeded, these trees were soon filled with boys who desired a better view than their little legs gave them on the ground.

The commencement was set for 2:30, but there was the usual delay of an hour or so, a universal feature, no doubt, of such contests. There were fully 100 wheelmen present. With but one or two exceptions the wheels were all of English make, and "Coventry" stared one in the face everywhere; nor did the Frenchman's boasted patriotism seem to suffer from the fact that, despite the duty, the English wheels are the only ones used. The programme stated that it was a feast day of a saint, and that the entries were free. This was all very plain, but I was mystified a little further on, for there it said that several of the events would be three times around the course. That puzzled me. As the course was only two wagons wide, I couldn't understand how the turns were to be made, and awaited the solution with interest. At last a most distinguished looking and handsome elderly gentleman took his position at the judge's table, which stood on the walk about ten feet from the track.

A policeman, with gray moustache and imperial and a cocked hat, came out of an inn near by

WITH THE DINNER BELL IN HIS HAND,

which he commenced to ring for silence. The course was then well lined with the populace, the chief ladies and gentlemen of the town having reserved seats. All vehicles had been kept off the course since early in the morning, and some commotion was caused by a wagoner—a road hog, no doubt—who insisted upon driving over the course. The official with the cocked hat dropped the bell and made short work of turning the horse and driver the other way.

The contestants were clustered around the judge's table, in picturesque attire of bare legs, tights and parti-colored caps. The imposing-looking judge arose, adjusted his spectacles and read out the full list of events, with the names of the contestants, all of whom, of course, were designated as "Monsieur!" I was wondering where the finishing line would be, when a barrel was rolled out to the middle of the course in front of the table.

"Première course!" called the judge.

The contestants took their places for the first event, which was three times around the course. The cocked hat and bell again demanded silence. "One, two, three," called a man, who said "go" and dropped a flag. The racers started themselves, the fellow quickest with the mount getting a good lead. Not one could do anything but the step mount, and so the line of six starters went hopping along for fifty feet.

Down the grade and out of sight the racers flew. Then there was a long pause, in which I expected to see some one remove the barrel, but nobody did. Then the racers re-appeared, two being abreast. I became decidedly nervous at the prospect of their dashing themselves against the barrel. As they drew nearer I forgot the barrel in speculation as to how they would make the turn.

YOU HAVE SEEN A FLOCK OF DUCKS ALIGHT.

Well, that's what the racers looked like as they got up to the barrel. First one jumped off, then another, and then another, until all were pushing their wheels around the barrel, passing it on the right. Then the hop, hop, hop again, and the spurring as before. Each time they came to the barrel the race took on the character of a ride and run contest.

My friend was in this race, and he was the fastest, but he was slow in mounting and finished third. I am now teaching him the pedal mount, and he can almost feel next year's first prizes in his grasp. This race was announced as open only to amateurs, but the prizes were so many

francs and a "diploma of honor." Honor? Shades of the L. A. W. Racing Board! how could there be honor with such a prostitution of one's amateur standing?

The other four events were all run off in about the same way. With a barrel to be run around at each end of the course, the contests had no further interest for me, and the only thing that kept me awake was a desire to see if anybody should

TAKE A HEADER OVER THE BARREL.

But nobody did, and the races passed off without any accident. One of the events was a tricycle race, and among the contestants I was sure I saw Burley Ayres, of Chicago. I was pressing forward to get a taste of his English and see him paint his amateur character all black, when I happened to look down at his calves. Those the underpinnings that carried off the West Side prize? Well, hardly! I sighed, and went back to my world of dumbness, for though there was a hubbub all around me, I could say nothing for fear I should precipitate a conversation upon myself. Once I thought I was "in for it." I was wearing a picturesque cap which I had picked up at the League meet at Baltimore. A racer who claimed to have been fouled near where I was standing had made his protest to the judge, but it had been rejected. The fellow saw my cap in the crowd, and remembering where I had stood, he appealed to me. I didn't know what in thunder he was talking about, and so, when he finished with what was a presentation of his case, I, not wishing to appear ignorant, smiled and said:

"WE, WE; CERTAINEMENT."

With that he grabbed me by the arm, shouted something to the judge, and started to lead me to the table. I said here: "No American oyster at that table to-day, if this month has an R in it," and I broke loose from him and got around a convenient corner. During the rest of the day, when anybody came at me with French, I put both hands to my ears and drove them off.

One thing that was rather peculiar was the presence in the rear of the racers of a boy of eleven or twelve years as a contestant. His father was in the crowd, and instead of pulling him off the course, he urged the little chap on, who rode bravely and well till he nearly fell from exhaustion. The boy rode an antiquated bone-shaker, and though thus handicapped, nobody had mercy enough to tell the father what he thought of him.

This bone-shaker had a curious brake on it that I thought I should have liked to have when I attended the League meet at St. Louis, and they were daring the visitors to go to De Soto. This French brake was applied to the back wheel, being worked by the usual brake lever on the handle bar. To the lever was tied a stout cord, which ran under the right side of the saddle, passed through a hole bored in the long distance saddle spring, over a roller half way down the backbone, and thence to the arm of the brake, extending back over the rear wheel. This arm passed under the back forks, and pressed a spoon brake upon the tire. When the boy would near the barrel the way he would stop his machine at full speed with that rear brake made my head, still muddled by a bewildering tumble, fairly dizzy. Ah, how that would go on Hodgson's hill, near De Soto! I thought.

After the races came an hour of fancy riding, which consisted of the vault and pedal mounts, riding with the little wheel in the air, riding with four on one machine, and riding with one sitting on the rider's shoulders. There were none of those pretty American tricks with which "Luggage Carrier" Smith entertained the L. A. W. excursionists at Bay Ridge, or Professor Klipstene the excursionists to Montresano Springs, at St. Louis, the year before.

But the most amazing part of the tournament was yet to come. Everybody adjourned to the town hall, where the town and tournament officials occupied the stage to see the prizes awarded. Another distinguished gentleman made a speech, declaring the honor he felt, and then he announced the winners, with the amounts won. As each name was called the owner went up from the audience, through the flies to the stage, where he was handed his money and diploma, as large and imposing as a college sheep-skin. All this was done with many bows. The recipients signed their names to another imposing paper before leaving the stage. As the winners appeared on the platform,



their comrades, grouped in the audience, greeted them with applause and good-natured remarks. After the prizes had been awarded, a second speech was made, in which the participants and visitors were all thanked for their presence, and assured of the desire of Aumale to see them again. As I rode back in the beautiful moonlight I meditated upon two things: The superiority of the American method of handling the actual racing, and the superiority of the French method of treating the cyclist.

NEMO.

### SAFETY vs. ORDINARY.

While it is well understood that many people have many minds, and while it is natural for every wheelman to set forth the advantages of the particular style of machine that he rides, it is the height of folly and absurdity to wage a war upon facts by claiming qualities for a machine that cannot exist, even in the imagination of its most enthusiastic admirer. This is the position taken by A. B. K., when he claims that "the 'ordinary' is not only the safest bicycle, but safer than any other class of machine." Even the uninitiated knows better than that, if he be but blessed with somewhat less than the average amount of human intelligence.

Again, he says that nearly all the serious accidents that happen to the "ordinary" rider result from inexperience, recklessness or foolhardiness. Rather a rash statement, but realizing that in many places where a Star could go with ease and safety it would be reckless to ride an "ordinary," suppose we admit it. Would these accidents have occurred from the same causes if the rider had been mounted on a tricycle, safety or Star? And had they occurred, would they have resulted so seriously?

We are perfectly well aware that the "ordinary," mounted by a cautious, experienced rider, on a smooth, open, macadamized surface, is a comparatively safe machine. But it is a well-known fact that on the road, in the hands of the average rider, it will not stand a comparison as to safety with either of the three styles of machine above mentioned.

From the same authority we learn that "a youth with any ambition and pluck of course chooses the 'ordinary.' Why? Very often because he loves the very element of danger." O brothers of the safety, Star and "trike," it doth grieve me sadly to learn that ye have not one spark of "ambition" or "pluck!" Why do ye not love "the very element of danger?" Why, indeed, are ye living? If the "ordinary" is the safest machine, why is it selected by the ambitious, plucky youth who "loves the very element of danger?" "Oh, consistency, thou art a jewel."

It is positively refreshing to hear that an "ordinary" has been ridden up a four-inch curb, *unintentionally and in the dark*. Is that the record for unintentional curb riding in the dark? Four inches!

I have not the slightest desire to run down the "ordinary." On the contrary, I am aware that it possesses many desirable qualities peculiar to itself. I do not forget that it was the first to come into general use, and the one that has given to wheeling a decided impetus. As such I honor it. Nor do I call its riders fools because they ride a different style of machine from myself. But I cannot acknowledge that it is the only wheel that has a reasonable excuse for existence.

As regards the safety, I believe it has come to stay. It does not offer itself as a substitute for any other machine, but makes a place of its own. I believe, however, that a moderate-sized Star, say a 45-inch, is safer than the so-called safety. The novice is usually led to suppose that "headers" from a safety are an impossibility. Experience, however, teaches him his mistake. I have often noticed "dismounts over the bars" from safeties, by experienced riders, too, where Star riders had not the slightest difficulty. It will be readily seen that the ability of the Star to go in many places impossible to other machines adds greatly to its comparative safety as a road wheel.

H. D. F.

Dr. B. W. Richardson, of the English Scientific Society of Cyclists, has conceived a great idea; nothing less than a grand muster of English cyclists, to be held in the spring of 1889, the venue being Windsor Park, and the object to show the strength of English cycling, and to be reviewed by Queen Victoria.

### CARD PLAYING AT THE NEW YORK BICYCLE CLUB.

NEW YORK, November 12, 1888.

EDITOR OF THE WHEEL:

Your New York Bicycle Club notes this week contain a slight error, which, I think, it may be well to correct, as it leaves the club in a wrong position. The "anti-card men" were *not* "routed by the card men" at the recent meeting. The club voted with substantial unanimity not to forbid card playing, but to absolutely prohibit all forms of gambling. Inasmuch as an anonymous correspondent of the *Bicycling World* has seen fit to drag the club's private affairs into the press, it may not be out of place to say that his assertions that the older men in the club had prohibited card playing out of a careful regard for juvenile morals, is either stupidly incorrect or maliciously false. There has never been any question of regulating individuals in our club, and no action beyond holding the entire matter in abeyance until the club itself should have an opportunity to vote on it. Nor has there been the slightest sign of any Puritanical spirit. The only question has been how far we should utilize the experience of others, and how far we should make our own experience. It is with considerable reluctance that I ask you to publish anything of so purely a family nature, and I do so only because these efforts have been made to represent the club to outsiders, first, as a sort of Sunday-school organization, and, now, as a body countenancing gambling, both of which characters the club itself has emphatically repudiated.

Yours truly,

EDWARD J. SHRIVER,  
President New York Bicycle Club.

### DENVER.

The Ramblers are nearly all together again, Captain Gerwing, who represented the club at Buffalo, having just returned. The members who attended the Buffalo meet were C. C. Hopkins, R. Gerwing and W. E. Perkins. Mr. Kennedy, who rode fifty miles against a horse in New Mexico, returned a couple of weeks ago.

The Denver Ramblers' mileage for the year is nearly 50,000, counting cyclometer records of all members. Some of the members have ridden every day during the year, and have taken ten century runs. The first century run of the year was February 5, to Palmer Lake, on the "Divide." When the riders approached the higher elevations they ran across a great deal of snow. In June the club were caught in a severe snow storm not forty miles from Denver. It snowed for twenty hours without cessation. The boys were obliged to put up at a hotel for the night, and returned home the next day by train. On January 1 quite a number of wheelmen went to Littleton, and rode along leisurely with their coats strapped on the handle bars, and were none too cool then. There is probably no club in the country which has had such a varied experience as the Denver Ramblers.

Nearly fifty wheelmen joined in a political parade the other night, and added considerably to its interest, breaking the monotony of so many marching clubs.

We would like to know if any club has played the game of hound-deer, sometimes called a paper chase. This has become quite a favorite with the Ramblers, and sometimes a whole day is spent by a lot of hounds following a trail of paper scattered by the two deer, who have had a few minutes' start. The game is very exciting as well as instructing, as those participating become familiar with every road in the vicinity, whether good or bad.

RAGDE.

### PATENTS.

[Reported especially for THE WHEEL and CYCLING TRADE REVIEW by C. A. SNOW & Co., patent attorneys, Washington, D. C.]

Wm. E. Smith, Washington, D. C. Bicycle.  
Chas. W. Sponsel, Hartford, Conn. Bicycle.  
A. H. Overman, Newton, Mass. Saddle for bicycles.

All bearing date of November 13.

### THE NEW YORK BICYCLE COMPANY.

We can remember the time when the New York Bicycle Company started in business in Park Place in a portion of an office about 10x20, with the enormous stock on hand of four, possibly five, wheels! This was about two years ago. Business remained for some time almost in a state of "innocuous desuetude" under the original management, and it was not until the Irvings took hold of it, and by sound management, strict attention to the wants of their customers, and a firm desire to do only what was just and right by everybody, that the business began steadily to increase. Soon after taking hold, it was found necessary to obtain lighter and more commodious quarters. No. 8 Warren Street, near Broadway, was finally decided upon, and less than a year ago the New York Bicycle Company moved into their new lofts, and continued operations in the same successful manner as at the start. Although their present rooms are nearly eight times as large as their former ones, they are still cramped for space, and contemplate further enlargement for next season. Besides their new wheels, samples of which they keep on exhibition, is a running stock of about one hundred machines, which have been taken in part payment for the perfectly new mounts of their handling, or have been bought outright for cash. Buyers, who for their own good reasons do not wish to pay for perfectly new machines, would do well to examine this stock of slightly used wheels of the New York Bicycle Company. Those who look through the stock for the first time will be surprised to find at what a large reduction they can purchase a machine practically new. The above company have recently bought out the right, title, and interest of the Manhattan Wheel Exchange (Messrs. Wetmore & Chester), formerly of Cortlandt Street, this city. This concern did a business in the same direction as that of the New York Bicycle Company, but only in a more curtailed way. By the absorption of the Cortlandt Street company in that of the New York Bicycle Company, this firm is practically, at present, the only one in the business section of the city that makes a SPECIALTY of TAKING OLD MOUNTS IN PART PAYMENT for NEW. So far, however, from taking anything in trade, or buying outright, any old "tub" of a machine that comes along, it is a great mistake to think such are considered at all by the company in question. They will *not* buy or trade any but staunch machines, and any that are too ancient and require too much repair they will absolutely have nothing to do with, as we know quite a number of wheelmen can testify. Their machines, from the lowest priced to the intermediate and highest ones, it can safely be said, are all to be relied upon for being full valuation for money paid. And we think the boys deserve much credit for the pains they certainly take to exclude all undesirable wheels from their stock. Their argument is substantially as follows: "A wheel that has not been too much run, that has been but little, if at all, repaired, and that was a thoroughly well-made machine in the first instance, is easily as good for all practical purposes as a perfectly new mount. A hundred miles careful riding only helps a machine, and, also, serves to test it pretty thoroughly. When such can be bought at so large a reduction from catalogue prices, it is certainly the best policy for all who cannot afford to buy entirely new wheels to purchase such as herein described." If the Irvings keep on with their good work, there is certainly a bright future for them. The way they have already brought the New York Bicycle Company to the front speaks eloquently for the Irving push, enterprise, and sound general business ability. We wish them all success.

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### LYNN CYCLE CLUB'S SMOKER.

The members of the Lynn Cycle Club who did not attend the "smoker" at the club rooms on Tuesday evening missed a jolly good time, but will be sure and be present at the next one. About sixty of the boys showed up, however, and all seemed to enjoy themselves. The early part of the evening was passed in playing "Mormon" pool, cribbage, "old maid" and other equally innocent and docile games, in which the victors were entitled to the spoils, but, unfortunately for them, there were none.



The committee in charge was disappointed in not securing certain talent for the entertainment, but what did appear was bang up. Edward J. Phelan presided at the piano, and opened the programme with a finely executed solo. John Kelley, a well-known local tenor, followed with the song, "Golden Love," and, in response to an encore, sang "Dear Angel, Sleep Thee Well." Next in order was a piano duet by Mr. Phelan and Fred S. Hitchcock, entitled "The Panama, Colon, Lynn Electric Galop," which brought down the house. Mr. Phelan, who is a member, then played a piece of his own composition, dedicated to the club, and entitled "The Lynn Cycle Club March," which was roundly applauded. The next artist introduced was Frank W. Goodwin, the basso profundo of Lynn wheelmen, who sang two solos with such effect that one of the boys forgot to push his peg ahead on his cribbage board. The songs were "Dreams" and "The Fog Bell." Myron W. Whitney must look to his laurels.

At this point the piano was permitted to run down, and refreshments were served by Caterer T. J. Smith, consisting of ice cream, cake and coffee, all of the best. And here it should be stated that the club, in addition, furnished choice Havanas, T. D.'s and ammunition all through the evening in profusion, consequently there was an atmosphere filled with curling smoke and rings from start to finish, a la camp-fire, which gives these gatherings of cyclists the name of "smokers."

After coffee had warmed the ice cream, speeches were made by Pres. J. Harvey Young, ex-Pres. T. A. Carroll, Captain Ambrose H. Carsley and Fred S. Hitchcock. The master of ceremonies and prompter, who had copies of all the speeches, not necessarily for publication, but as a guarantee that everything should go off smoothly, was Thomas F. Tully. That settled it, and there were no slips in delivering the text. Among those called on who did not limber up to any great extent was "The King of the Roads" (W. A. Rhodes, of Dorchester, now a resident of Lynn), and another member who was called up for a short story.

After the oracular pyrotechnics had been shot through the fog banks of smoke, all hands became ecstatic over the carols of Timothy A. Carroll, who also felt vigorous enough to hammer the accompaniment without outside assistance. The only inspiration he had to pull him through was a whistling solo contributed by Charles W. Wilson, who afterward, when about to take his departure, wore out the club clothes-brush in scraping the Buffalo bugs out of the nap of his plug hat.

Ed. F. Bergholtz exhausted himself in trying the draught of one of those gigantic election cigars, and the "butt" is now on exhibition at the club room. The boys talk of having it stuffed. Eben G. Young, Walter N. Durgin and a number of the other old-time stars, were present, including S. S. Merrill, who beat Charlie Wilson out on eating ice cream, and came very near creating a famine in Tom Smith's freezer. S. S. melted seven plates, and Charlie six, the latter washing his down with four cups of coffee.

Charles Butterick beat Tom Collins out of first prize in the pool scrap, and the way the whole team poked the balls was a caution. The first prize was a doughnut, and the second, captured by Tom, a clam. Billy Rhodes found the pocket several times with skill.

The Committee of Arrangements consisted of Captain A. H. Carsley, T. A. Carroll and J. H. Shurman.—*Lynn Bee.*

#### ODDS AND ENDS.

Messrs. Hill and Thompson, two English amateurs, who conspired to gain, by fraud, certain prizes offered for road records by Messrs. Ellis & Co., have been suspended by the N. C. U. until 1890. They would have been deprived of their amateur status by the L. A. W. Racing Board. On the other hand, the N. C. U. has professionalized Hale for accepting expenses and a small salary.

We republish, from the *Cyclist*, information on banking the corners of racing paths. A number of tracks would be very much improved if the corners were properly banked, and we recommend the articles republished from the *Cyclist* to the attention of proprietors of cycle tracks.

The latest pattern in English ordinaries is the Farringdon, made by Ellis & Co., manufacturers of the Facile. The safety riders having demonstrated the advantage of placing the saddle further back from the head, caused ordinary riders to try the same plan. But this put more weight on the hind wheel, and the vibration was felt all the more. This objection has been met by the introduction in the Farringdon of a 22-inch rear wheel.

"Nemo" sends us a sketch of a race meet, held at Aumale, France, the like of which we have never heard of before. The course was a mile stretch of the public road; the turning point a barrel, at which each dismounted, the road being too narrow to circle about; and the prizes certain amounts of francs, with testimonials of honor. The prizes were presented at the town hall, with speeches, huzzas of the assembled public, and other marks of French politeness and form.

Ten thousand dollars is said to be the sum won by Rowe's friends when the latter surprised "Senator" Morgan and defeated Temple.—*Wheeling.*

Ten thousand cents is nearer the mark.

The "rational" safety, with a larger front than rear wheel, is coming to the front in England. Its steering is easier, the vibration is less, and the probabilities are that it is faster than an equal, or nearly equal-wheeled safety.

The Manhattan Bicycle Club had a moonlight run in Central Park on Wednesday night. The first monthly reception of the season will be held to-night at the club house. The regular monthly meeting of the club will be held Monday, November 19. On Sunday, 18th, a run will be taken through the Brooklyn riding district. On Thanksgiving Day two and ten mile club championship road races will be held on the Irvington-Milburn course. The club has six new applicants for membership.

The C. T. C. constitution will be changed, so that the executive body will be less unwieldy, and more power will be given to "local centres." The new arrangement is on the same lines as the plan of decentralization recently applied to the L. A. W. constitution.

L. H. Johnson has received an invoice of Ladies' Rover Bicycles, which he has had specially built by the makers of the original and well-known Rover safety, to fill the growing demand for a small, compact, graceful, strong yet light mount suitable for either sex. The wheels are 30-inch steerer, 28-inch driver, both fitted with  $\frac{3}{4}$ -inch rubbers, Warwick hollow rims and true tangent spokes. These, while much lighter, are stronger than any other pattern made, and will withstand the most severe usage without injury. The framing and forks, both gracefully curved, are of welded steel tubing, the seat-post being firmly braced, while the handle-bar socket is very long, giving perfect rigidity to the steering, and extra strength. The handles are brought as far back as will allow the lady rider to mount with ease, affording a vertical pull and graceful position. Wheels and driving-chain are thoroughly protected from skirt or waterproofs, and bearings are single adjustable balls to all parts, including pedals. The price is \$135. The Ladies' Rover is not only a fine mount for our fair cyclists, but is also very suitable for winter use by gentlemen who like to keep dry in a mackintosh ulster.

## BARGAINS!

### SECOND-HAND

## Bicycles and Tricycles.

We make a Specialty of taking Old Mounts in Part Payment for New Victors, New Rapids, New Mails, Stars and Springfield Roadsters.

#### KEY TO DESCRIPTION.

**FINISH.**—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

**BEARINGS.**—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

**CONDITIONS.**—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearing A1. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings excellent. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No. Size.	Name	Cost.	Price.	Finish.	Bearings.	Condition.
411 56	British Challenge,	\$147.00	\$60.00	6	1	2
417 52	Columbia Expert,	132.50	65.00	3	2	1
421 52	New Rapid Rdstr.,	132.50	125.00	4	1	1
422 53	Col. Light Rdstr.,	127.50	90.00	4	1	2
425 —	Quadrant No. 8,	185.00	170.00	4	1	1
429 54	Victor Roadster,	130.00	85.00	4	1	2
430 —	New Rapid Safetv,	135.00	120.00	4	1	1
431 55	Rudge Light Rdstr.,	141.25	61.00	4	2	4
433 —	Ladies' Quad. No. 14	175.00	165.00	4	1	1
435 52	Special Club,	160.00	100.00	1	1	1
438 57	Special Star,	160.00	70.00	3	Ball	2
441 54	Columbia Expert,	125.00	65.00	4	2	2
445 48	Rudge Lt. Rdster.	132.50	80.00	4	1	1
446 54	Columbia Expert,	135.00	80.00	1	1	1
447 52	N. Rapid Lt. Rdstr.,	137.50	95.00	4	1	2
450 56	Victor Lt. Roadster,	142.50	120.00	3	1	1
453 —	Genuine Hbr. Tdm.,	250.00	150.00	4	2	1
457 52	Volunteer Columbia,	102.50	80.00	4	1	1
460 48	Columbia Semi-Rdstr.	75.00	50.00	4	3	2
461 56	New Mail,	142.50	110.00	4	1	1
462 51	Semi-Racer Star,	120.00	50.00	4	Ball	4
463 —	Victor Safety,	135.00	115.00	4	1	1
464 54	Am. Rudge,	110.00	60.00	4	1	2
466 55	Col. Lt. Roadster,	140.00	85.00	3	1	2
467 —	Rudge Hbr. Tdm.,	250.00	175.00	4	1	2
469 —	Kan. Safety (36x34)	140.00	75.00	4	1	1
470 40	Otto Special,	35.00	18.00	5	4	2
471 —	Columbia 3 trk. Trike,	165.00	60.00	4	1	4
472 52	N. Rapid Lt. Rdstr.,	132.50	112.00	4	1	1
474 50	Universal Club,	125.00	60.00	4	1	1
475 51	Special Star,	120.00	65.00	4	Ball	2
476 51	Special Star,	135.00	80.00	3	Ball	2
477 52	New Rapid Roadster,	142.50	130.00	3	1	1
479 44	Special Facile,	123.00	55.00	4	1	4
480 45	Pony Special Star,	137.50	70.00	4	Ball	1
481 54	Columbia Expert,	135.00	65.00	3	2	2
482 50	English Tourist,	120.00	50.00	5	2	2
484 54	Royal Mail,	135.00	63.00	4	1	4
485 50	British Challenge,	130.00	30.00	3	4	3
486 48	Columbia Expert,	125.00	84.00	3	1	1
487 54	Special Club,	135.00	78.00	3	1	2
488 50	Harvard,	125.00	50.00	5	2	1
489 —	Springfield Roadster,	100.00	62.00	3	1	1
490 54	English,	140.00	65.00	3	2	2
491 54	Apollo,	135.00	45.00	3	1	4
492 50	Columbia Expert,	130.00	60.00	1	2	2
493 —	Springfield Rdstr.,	75.00	52.00	4	Plain	4
494 55	Racer,	130.00	35.00	4	1	2
495 —	Springfield Rdstr.,	75.00	52.00	4	Plain	4
496 48	Columbia Standard,	85.00	35.00	5	4	4
497 54	Victor Roadster,	140.00	75.00	3	1	2
498 54	American Rudge,	110.00	75.00	4	1	2
499 48	Singer Lt. Roadster,	135.00	90.00	4	1	1
500 50	Columbia Expert,	130.00	85.00	3	1	2
501 50	New Mail,	127.50	85.00	4	1	1
502 48	Columbia Expert,	127.50	70.00	1	2	2
503 52	Columbia Expert,	132.50	75.00	1	1	1
504 —	Eng. Rover Safety,	120.00	60.00	4	1	1
505 52	Premier,	120.00	60.00	4	2	2
506 54	British Challenge,	140.00	55.00	4	2	2
507 —	Premier 3-trk. Trike,	165.00	60.00	4	Ball	4
508 54	Sanspareil,	135.00	50.00	4	2	2
509 48	Columbia Standard,	85.00	35.00	5	4	4
510 36	Boy's,	45.00	30.00	1	4	1
511 51	American Star,	100.00	50.00	4	Plain	2
512 42	Victor Junior,	55.00	50.00	4	3	1
513 —	Humber Tandem,	260.00	115.00	4	2	1
514 48	Rudge Lt. Roadster,	132.50	80.00	4	1	1
515 52	Premier,	120.00	40.00	4	1	2
516 54	Columbia Standard,	90.00	35.00	4	4	4
517 48	Special Star,	125.00	75.00	4	Ball	4
518 52	Matchless Singer,	130.00	80.00	4	1	1
519 —	Columbia 2-trk. Trike,	165.00	85.00	4	1	1
520 48	Special Star,	125.00	75.00	4	Ball	2
521 51	Columbia Lt. Rdstr.,	135.00	100.00	3	1	1
522 48	Mustang (Pope Mfg. Co.),	85.00	40.00	4	4	2
523 56	American Club,	135.00	52.00	4	2	2
524 54	Victor Roadster,	130.00	80.00	4	1	2
525 53	Columbia Lt. Rdstr.,	127.50	95.00	4	1	2
527 —	Sparkbrook Crippler Trike,	165.00	130.00	4	1	1

#### All Machines Guaranteed Sound.

Upon receipt of \$5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

## Wheels Bought, Sold and Exchanged.

### FULL LINE CYCLING ACCESSORIES.

#### CORRESPONDENCE SOLICITED.

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Dieter's Table d'Hote, 50 cents. Served 12 to 8 P. M. Fulton Street, opposite City Hall, Brooklyn.

Dieter's Ice-Cream, Branch, 1150 Fulton Street, near Franklin Avenue, Brooklyn. Best Cream in the City. Fifty cents per quart, twenty-five cents per pint.

Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant, café and ice-cream parlor on Main Street is a favorite resort with wheelmen in the Oranges. Dinner is served in the café, and special attention is paid to the comfort of wheelmen.



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A Protection against Colds, Neuralgia and Rheumatism.

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We shall have demonstrated that  
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**HIGH GRADE BICYCLES,**

for less money, during the season  
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in America.

Send for the most complete Wheel  
Catalogue ever printed.

THE JOHN WILKINSON CO.  
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# GILLOTT'S STEEL PENS

ARE THE MOST  
PERFECT.

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Bicycle, Tennis, Yachting and Tourist Suits,  
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WE WISH TO CALL ATTENTION TO OUR

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## NOVELTIES,

Which We are Now Introducing.

The high-class workmanship and finish which has  
gained for us an enviable reputation in our

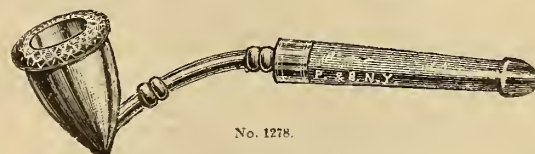
Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM.

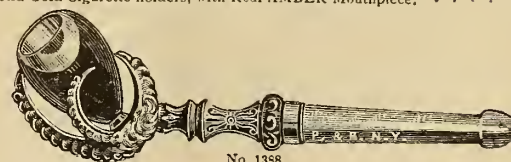
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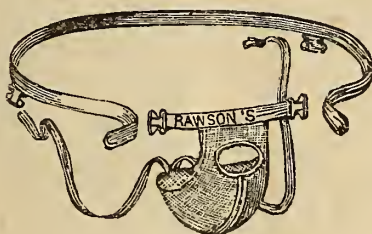
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Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$3.50  
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A Perfect Fit Guaranteed.  
Displacement Impossible.

No Wheelman, Equestrian or Athlete  
should be without THE RAWSON U. S.  
ARMY PATENT ELASTIC SELF-AD-  
JUSTING SUSPENSORY BANDAGE.  
They are a safeguard from Accident or injury.

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Send for Circular and Lecture on Nervous  
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That VICTORS win more road races than any other machines.

What does it mean? Why, it means that the VICTORS are  
of the proper stuff, properly put together, strong, light running and  
thoroughly reliable in every respect. A VICTOR will give you  
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## OVERMAN WHEEL CO., Makers,

CATALOGUE FREE.

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**FOR SALE, EXCHANGE, WANTS.**

25 Words.....15 Cents  
Two Insertions.....25 "

**ZOOK, LITITZ, PA.,** wants to hear from those who want to buy, sell or exchange their wheels for books, stationery, organs or pianos. Wheels, \$10 up. 11-16

**FOR SALE.**—52-inch full nicker Expert in fine order. Cheap. W. L. Cort, 220 Water Street, New York City. 11-23

**SPECIAL SALE OF Youths' Bicycles,** 38, 42 and 44-inch, \$30 each, and 46-inch, \$35. ALL NEW. A. G. Spalding & Bros., 241 Broadway, New York City.

**BIG BARGAIN.**—\$125 cash, genuine Beeston Humber Tandem; specially built, 2-speed gear. This wheel holds the 24-hour American record for lady and gentleman. Wheel cost, new, \$300; is in good condition. Will sell or trade for good Safety Bicycle (lady's wheel preferred). Call or address L. I. W. Club House, 1261 Bedford Avenue, Brooklyn, where wheel may be seen. W. J. C. 11-23

**TWO BICYCLES FOR TWO DOLLARS.**—52-inch Victor Light Roadster, pattern '87, excellent order, not ridden over 300 miles; Victor Safety, '88 pattern, good order. 100 tickets to be sold at \$2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to 1st and 2d National Banks here. A. B. Reid (L. A. W. 3406), Clarion, Pa. 11-26

**BICYCLES** taken in exchange for Roll Curtain, Office Desks, Type Writers and Buggies. Indiana Bicycle Company, Indianapolis, Ind.

**\$2.50** for Spade Handle; seems small, but we have them just the same, and they are the best ones made Cycle Supply Co., 3 Berkeley Street, Boston.

**YOU CAN** get one-third more for that old wreck if you put on our Spade Handle. Sent for \$2.50. Cycle Supply Co., 3 Berkeley Street, Boston.

**FURTHER REDUCTIONS IN BARGAIN LIST** of New and Second-hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54 inch, fine condition, \$75 each. Taken in Exchange for New Wheels. We are selling at Less than Actual Cost. Every Machine offered Guaranteed Sound. No wrecks. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$100, were \$185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humbers. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

**TANDEM SAFETY.**—\$145 cash. 1vel Safety Tandem Bicycle, new in June and in fine condition. This wheel holds the five and ten mile world's road records made in July. Splendid machine for fast riding. Address Louis Hill, 1121 Chestnut Street, Philadelphia, Pa. 11-23

**SPECIAL STAR**

FOR SALE.

For particulars address F. E. C., P. O. Box 444, New York City.

**CORTLANDT EXCHANGE.** Bicycles, Tricycles, Tandems and Safeties, sold for owners, at the lowest possible rates. No storage charges for first month, and nominal charges thereafter. Wheels handled on business principles. Write for explanatory circular for terms, etc., to

**CORTLANDT EXCHANGE,**  
No. 88 Cortlandt Street,  
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Post Office Box 1187.  
**STARS.**—Two Special Stars for sale cheap; almost new F. E. C., P. O. Box 444.

**FOR SALE.**—A Club Tandem Tricycle; or will exchange for Tandem Safety Bicycle. A 1 condition. Address Lyman M. Jenkins, 160 Broadway, New York City. 11-23

**\$45** BUYS 52-inch American Club Bicycle, in good condition; balls to both wheels, and two-thirds nickered. James W. Judd, 528 Willoughby Ave., Brooklyn. 11-23

WANTED.—

**A PARTNER.**

An English amateur, with ten years' experience in the cycle trade, wants a partner with \$2,000 capital; has a good thing. No experiments or humbug. Address

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**FASHIONABLE CLOTHING.**

Reasonable Prices.

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To read that will interest you more thoroughly than any book you ever read, and enable you to understand all these "SIGNS OF CHARACTER," and how to read them, send for

**HEADS AND FACES: HOW TO STUDY THEM.**

A new Manual of Character Reading for the people. It will show you how to read people as you would a book, and see if they are inclined to be good, upright, honest, true, kind, charitable, loving, joyous, happy and trustworthy people, such as you would like to know, and be intimately associated with.

A knowledge of Human Nature would save many disappointments in social and business life. This is the most comprehensive and popular work ever published for the price, 25,000 copies having been sold the first year. Contains 200 large octavo pages and 250 portraits. Send for it and study people you see, and also your own character. If you are not satisfied with the book, you may return it, in good condition, and we will return the money.

We will send it carefully by mail, post paid, on receipt of price, only 10 cents, in paper, or \$1.00 in cloth binding. Address

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N.B.—If you will mention THE WHEEL in ordering we will send—FREE—a copy of the "Phrenological Journal" (20c. a number, \$2 a year), a magazine of human nature.

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Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.

Are unsurpassed for purity and excellence.

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Tennis Soling,  
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More than Forty Years  
Established in this line  
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READY RELIEF.

For Sprains, Bruises, Backache, Pain in the  
Chest or Sides, Headache, Toothache, or  
any other External Pain, a few applications  
rubbed on by the hand act like magic, causing  
the Pain to instantly stop.

For Congestions, Inflammations, Rheumatism,  
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50 cents per bottle.

Sold by Druggists.

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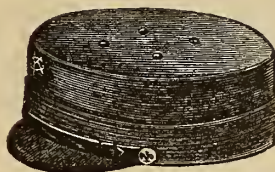
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Wenck's Opera Bouquet is the latest.



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Sporting Goods,

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My Glove Fitting Gymnasium Shoe. The Finest in the World

I carry and make up to order the finest line of goods in the country. Call or  
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We are giving special attention to instructing Ladies to  
ride the Ladies' Bicycle. Private lessons given any time.

Gentlemen who want to learn to ride any kind of bicycle  
and cannot come in the day-time will find that in our hall,  
lighted by the electric light, they can ride as well as during  
the day. Competent instructor always in attendance.

OUR SUNDRIES

have a world-wide reputation, and we can supply all your  
wants for Fall and Winter riding, Jerseys, Hats, Caps, Gloves,  
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a cyclist needs. Send for catalogue.

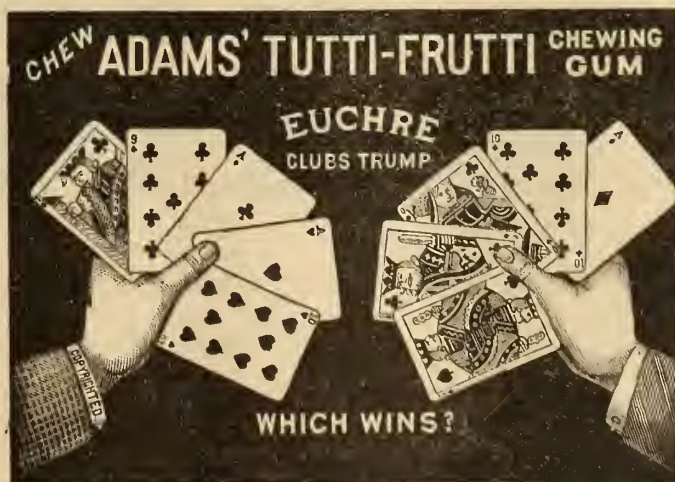
HOWARD A. SMITH & CO.,

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USED BY ALL ATHLETES  
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ON THE ROAD,  
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ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing  
wheelmen, and it keeps the mouth moist, thus preventing excessive thirst.

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



# THE SAFETY RECORD.

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277 Miles

In 24 Hours,

ON A

Veloce Columbia,

BY

John Mason,

OF THE

Illinois Cycling Club.

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6,300 Miles

This Season,

RIDDEN ON

Same Machine,

BY

Same Man.

Machine all Right.

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Moral—Buy the “Veloce.”