



Vol. II.—No 13.]

NEW YORK, NOVEMBER 23, 1888.

[WHOLE NUMBER, 39.]

**The Greatest Success of the Season!**

**UNDOUBTEDLY THE KING OF THE REAR-DRIVERS.**

— THE —

# American Rambler

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

**THE FASTEST COASTER OF THEM ALL.**

**NOW READY FOR IMMEDIATE DELIVERY.**

**SAFE, BEAUTIFUL, FAST, EASY-STEERING.**

If your dealer cannot show this Wheel to you, be sure and write for our Catalogue before purchasing.

MANUFACTURED BY

**GORMULLY & JEFFERY MANUFACTURING CO.,**

CHICAGO, ILL.,

**Largest American Manufacturers of Cycles and Sundries.**

**We Do Not Need to Blush at the Following Records; Neither Do We Want the Earth, but We Do Want the Hill-Climbing Records.**

Read the following and then draw your own inference as to where the records are held; also jot down in your diary where these practical hill-climbers and speedy Wheels can be purchased:

EAGLE ROCK HILL, Newark, N. J., November 19, 1888, by J. Harry Shurman on a Springfield Roadster, **24 times** without a dismount, breaking all former records for speed for **13 times** and placing **11 times** additional to our credit, and for our competitors to practise on.

CORY HILL, Boston, **11 times** without a dismount, by Samuel Sterling, of Bridgeport, Conn (age forty-five years); STICKNEY HILL, Lynn, Mass., **4 times** without a dismount.

These hill records, together with the fastest quarter mile ever ridden and the fastest half mile in competition, by J. Fred. Midgley, at Rochester, N. Y., August 30, 1888, we think should convince the most sceptical regarding the qualities of the Springfield Roadster on the track, road and hill. We solicit the investigation of those who anticipate purchasing; and to those who are not pleased with their present mounts, we would say, **TRY THE SPRINGFIELD ROADSTER.** Watch for 1889 Catalogue, January 15. Agents wanted in all unoccupied territory.

**SPRINGFIELD BICYCLE MANUFACTURING CO.,**  
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**EASTERN ROAD CLUB CUP TIE,**  
**November 8, 1888.**

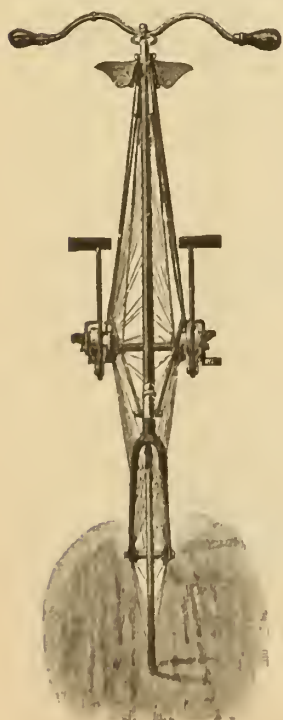
"E. P. BENSON established a Safety record for 25 miles in the time of 1 hour 35 minutes 25 seconds."—*Bicycling World*, November 16, 1888.

The Machine ridden was a **SWIFT ROADSTER.**

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**THE COVENTRY MACHINISTS' CO. (Limited),**  
**239 COLUMBUS AVENUE, BOSTON.**

**THE STAR**  
**THE BEST ALL-AROUND BICYCLE MADE.**



*Perfectly Safe. No "Headers." Speedy.*

**THE BEST HILL-CLIMBERS AND TOURING MACHINES.**

CATALOGUES FREE. ADDRESS

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New York Salesrooms,  
**115 LIBERTY STREET.**

**SMITHVILLE, N. J**



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RELATING TO

## Second-hand Wheels,

SOLD BY

### HART

## Cycle Company,

No. 811 ARCH STREET,

Philadelphia, Pa.

**I.**  
**Prices** are fixed according to the condition and make of the machine.

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

**III.**  
**Guarantee.**—We warrant all our second-hand machines to be free from defects, except such as are caused by wear and which are apparent.

**IV.**  
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### V.

## OUR PRESENT BARGAINS.

42-inch American Safety (new machine).....	\$70 00
44-inch Ideal; in good order.....	25 00
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48-inch Harvard; ball bearings; newly finished.....	55 00
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.

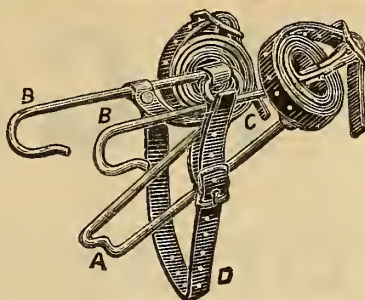
Victor; 1885 pattern.....	60 00
Humber Tandem; nearly new.....	150 00
Columbia Two Track; nearly new.....	100 00

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**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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(Patent applied for.)

"A." Bracket rests on brake spoon. "B" "B" Hooks over handle bars. "C." Straps. "D" passes under brake spoon. Weight, only 4 ounces. Can be carried in a tool bag. Will carry a 10-pound dead-weight and not sag. Send stamp for circular. Price by mail, 75 cents. For Star Bicycle, \$1.00. D scout to the trade.

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LAWN TENNIS SHOES A SPECIALTY.

## THE "BEST" BICYCLE LOCK



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price \$1.00.

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SPIRITS OF TURPENTINE, ROSIN, ETC.

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Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

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# Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

Bicycle Tires, Hard and Soft Rubber  
Handles, Spade Grips, Pedal  
Rubbers, etc.

Write for Price List.

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### EASY PAYMENTS.

Victor, New Rapid, Champion, Star and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices taken 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, 13 G St., Peoria, Ill.

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**GORMULLY & JEFFERY'S**  
American Champion Bicycle.  
American Light Champion Bicycle.  
American Challenge Bicycle.  
American Ideal Bicycle.  
American Ideal Tricycle.  
American Challenge Tricycle.  
AND SUNDRIES.

1888 Springfield Roadster  
Plain bearing, \$75.00 | Ball bearing \$100.00

SINGER'S  
SAFETY.



All Ball Bearings,  
\$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.  
Call and see our stock before purchasing.

## BICYCLE REPAIRS

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.

**BENNETT & HALE,**  
112 Orange Street,  
NEW HAVEN, CONN.

Buy Your Shoes of  
**T. B. BENNELL,**

304 BROADWAY, Near Duane.

THE GREAT LONDON SHOE MAN.

My Specialty FOR THE SUMMER IS THE

**KANGAROO SHOES,**

The Most Durable and Comfortable Shoe Made.

Call and see them and a fine line of BICYCLE SHOES



# WON • AGAIN!!

## 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.

### SPECIAL NOTICE.

To a limited extent we will accept other good machines in part payment for NEW RAPID BICYCLES, SAFETIES, and QUADRANT TRI-CYCLES and TANDEMS.

*SEND FOR CATALOGUE.*

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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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All copy should be received by Monday.  
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Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor  
 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.

From conversations held with representatives of leading houses, we should judge that the trade generally agrees that the safety will be in increased demand for 1889, and their efforts are being concentrated on the low rear-driver, that they may be ready to fill orders with some show of promptness, which was not the case last spring. The ordinary will, of course, be in fair demand, but the safety has developed a new class of riders, and the almost absolute feeling of security experienced by low-wheel riders will send the demand for it up to the capacity of the makers. The stock of ordinaries will be carefully watched lest it grow too large. In the haste to purchase safeties, many riders will throw their ordinaries overboard at sacrifice prices, so that there promises to be a glut of very cheap second-hand tall wheels. It will prevent an absolute stampede toward the safety, it will prevent the low-wheel movement from becoming too general, it will be altogether more prudent for the trade to exercise a most conservative policy in dealing with exchangers; in fact, we should advise all sellers to refuse to allow any price on a second-hand tall wheel in exchange for a safety. If this advice is followed, small dealers will not find their profits and their capital locked up at the end of the season in an overstock of unsalable second-hand ordinaries. The marked decline which we expect will take place in second-hand ordinaries should attract a class of cheap buyers.

In new forms of wheels, the tandem safety bicycle, shown at the Stanley Show last year, is a favorite, though the cost of the wheel will make limited buying. The advantages of the tandem are many, and all who have tried this form of wheel heartily approve of it. An effort will be made to supply ladies' safeties, which are expected to be in fair demand. As the tandem bicycle will take the place of the tandem tricycle, so the ladies' safety will, to a large extent, retire the single tricycle. Cycling for women can never develop to even a gratifying extent, so long as they are asked to drive more cumbersome wheels than are used by men; it is absurd to expect such a thing, and we think that makers could greatly aid the development of cycling for women if they would make every

effort to create a demand for ladies' bicycles to the exclusion of tricycles. So far as we could glean, prices will remain about stationary.

At Berkeley Oval, on Election Day, a great howl of indignation leaped up to the blue vault when fifteen men went to earth in the mile handicap, causing sundry bruises and discolorations, about one hundred dollars loss in repairs, and a confused jumble of cuss words. The dark glances and baleful glares directed toward the Clerk of Course were entirely unmerited, for the accident was most largely due to the unskillfulness of some competitor. The fall occurred on a straightaway smooth stretch of track, and there was no reason, except the one alluded to, why a man should go down at the place the collective header occurred.

At almost every race meet we see men suddenly prostrated on the earth, and for no apparent reason. A skillful observer can most generally pick out a man who is liable to fall and carry others with him. His wheel is not properly arranged for speeding, and it wobbles all over the track; his saddle and his pedals are not suitable for racing. This kind of rider generally beats his companions on the road, and forthwith he proceeds to the race path, wobbles around a few laps, and if he has not exceptional good luck he loses his head through excitement, has no control over his wheel, and finally croppers, generally in a crowd. The moral we would impress on embryo racing men is that they should use the proper pedals, shoes, saddles, and, if possible, racing wheels, that others may not suffer through their neglect and unskillfulness.

Now that the season of indoor entertainment is on us, let us at once raise a universal howl against the custom of advertising these "full-dress" affairs. If the members of a club have gentlemanly instincts, the cut and make of their coats and trousers may be safely left to their own judgment. Society is much more lenient and liberal in these matters, and excepting at strictly formal receptions it is not a quite unpardonable breach to substitute the cut-away or the frock—with dark trousers, of course—for the regulation swallow-tail.

There is, outside the dictum of fashion, a grave reason why cycle clubs should leave the matter of apparel to the judgment of their members. It is not only vulgar to announce an affair as "full dress," but it also shuts out many members of the club who cannot afford such an expensive luxury. To the man who does not go about much, the possession of a full-dress suit is not absolutely necessary to enjoyment, and there is no reason why he should be compelled to go to an expensive outlay in order to appear at his club reception dressed as his fellows. We should deem it a privilege to shake with a man who has enough individuality to dress exactly as he pleases, so long as he does not offend good taste.

### "GIVE US GOOD ROADS."

Wails Stamson: Let us have some practical plan of improving the roads. Stamson's wail is a direct appeal to the National Roads Improvement Committee. What is the committee doing? That's the question. It should have money. It should collect a library of road construction and improvement literature. It should send out instructive circulars to road repairers, to road builders, to road supervisors. It should interest the press. It should affect or attempt to affect legislative bodies toward roads improvement laws. Has it taken steps to accomplish any of these things?

Messrs. Coningsby and Shurman have proven that if a cyclist can climb a hill once there is nothing to debar him from repeating the performance several times, consecutively, so that there is now scarcely any merit attached to the number of times a man can climb a hill. It is a true test of relative strength and hill-climbing capability, however, to discover in what time a man can climb a hill a reasonable number of times. The record accomplished by Shurman on Sunday last is such a tax on the system that it is unwise for any cyclist to attempt to better it. We would advise all future record breakers on Eagle Rock to use ten round trips as the standard, the time consumed for the ten trips the record, and only regular stock wheels, of any make, to be used.

## EAGLE ROCK.

### SHURMAN AND CONINGSBY MAKE NEW RECORDS—A HOST OF HILL-CLIMBERS.

The facts that the year is in the sere and yellow stage, and that poets and other acutely imaginative and sensitized individuals detect a certain amount of melancholy in the shortening days, did not deter a merry crowd of men on wheels and men off wheels gathering at Eagle Rock on Sunday last.

The news that both Shurman and Coningsby were to try for records on the Rock had been very generally circulated, and a number of local cyclists, as well as a body of Brooklyn cyclists, were present to see the hill "downed."

Shurman had arrived in Orange on Tuesday morning and put up at the Llewellyn Park Hotel, convenient to the Rock, to watch for a favorable opportunity. During the week the hill was in poor condition, though Shurman was out on it every dry day, and on one trial beat Greenwood's record for a single trip.

The weather on Sunday was particularly favorable to hard road work, being clear and crisp, though somewhat cold. Shurman started at 8:50 A. M., and never once stopped riding until 3:14:15 P. M. He was dressed in tights, light sack coat and fancy red cap. During his long ride he was freely supplied with port wine, sandwiches, etc. His mount was a Springfield Roadster, 46-inch wheel, geared to 54, one of the regular wheels kept in stock for use in hilly districts. The regular speed gear is 64. Shurman mounted the hill very slowly, especially on the steepest part, over which he dipped his cranks a few inches. Turning at the top, he placed both feet on the rests, folded his arms and sailed away, to the admiration of the passers-by, as well as the cyclists. Shurman's flight down the hill was as the swirl of a hawk—a daring rush through space. The table published below gives the value of Shurman's ride. It will be noted that while Greenwood holds the single ascent record, Coningsby holds the record for one round trip, Coningsby and Shurman share the records for two and three round trips, while Shurman holds all records on the hill from the fourth to the twenty-fourth trip, supplanting Coningsby's records for the fourth to the thirteenth trip.

SHURMAN'S Round Trips.	CONINGSBY'S Round Trips.	SHURMAN'S Total Times.	CONINGSBY'S Total Times.
M. S.	M. S.	H. M. S.	H. M. S.
1... 13.05.....	12.45.....	13.05.....	12.45.....
2... 13.25.....	13.45.....	26.30.....	26.30.....
3... 13.30.....	13.30.....	40.00.....	40.00.....
4... 12.20.....	14.30.....	52.20.....	54.30.....
5... 14.15.....	15.00.....	1.06.35.....	1.09.30.....
6... 15.10.....	15.00.....	1.21.45.....	1.24.30.....
7... 14.15.....	16.15.....	1.30.00.....	1.40.45.....
8... 14.20.....	14.45.....	1.50.20.....	1.55.30.....
9... 13.25.....	15.30.....	2.03.45.....	2.11.00.....
10... 14.20.....	17.00.....	2.18.05.....	2.28.00.....
11... 15.15.....	15.00.....	2.33.20.....	2.43.00.....
12... 14.40.....	16.45.....	2.48.00.....	2.59.45.....
13... 17.00.....	16.00.....	3.05.00.....	3.15.45.....
14... 18.20.....	.....	3.23.20.....	.....
15... 19.40.....	.....	3.43.00.....	.....
16... 17.00.....	.....	4.00.00.....	.....
17... 17.40.....	.....	4.17.40.....	.....
18... 15.55.....	.....	4.33.35.....	.....
19... 15.20.....	.....	4.48.55.....	.....
20... 17.50.....	.....	5.00.45.....	.....
21... 20.55.....	.....	5.27.40.....	.....
22... 18.50.....	.....	5.40.30.....	.....
23... 17.50.....	.....	6.04.20.....	.....
24... 10.55.....	.....	6.24.15.....	.....

### CONINGSBY BEATS THE CRANK RECORD.

During the afternoon, Fred. Coningsby, Brooklyn Bicycle Club, mounted the Rock four



WARWICK

# Warwick Perfection Wheels

CYCLE

HAVE MORE GENU-  
INE IMPROVEMENTS  
THAN ANY OTHER



WHEELS ON THE  
AMERICAN OR EURO-  
PEAN MARKETS.

## ITS ADVANTAGES WILL SELL IT.

### *The Following are Some of its Many Advantages:*

- 1st.—**A DIRECT ACTION PLUNGER BRAKE** whereby the hand does not have to be removed from the spade handle to apply the brake.
- 2d.—**A SPRING BEARING AND FRAME TO FRONT WHEEL** whereby concussion and vibration are brought to a minimum.
- 3d.—**ITS PEDALS** have a perfect vertical adjustment and are perfectly dust proof.
- 4th.—**THE HANDLE BARS** are made from tapering weldless steel tube, tapered internally so as to give great strength at the part where required—*i. e.*, at or close to the head—and will not break as is the case with other handle bars.
- 5th.—**THE RIM** is made from one piece of sheet steel, thickened at the bottom where the spokes are connected.
- 6th.—**THE SPOKES** in case of breakage can be quickly replaced (without sending to factory or repair shop) by removing a nipple, which can be removed from the outside of the rim without taking out the tire.
- 7th.—**THE RUBBER TIRE** being made the shape of a spherical triangle and covering the edges of the rim, will wear longer and will run with less labor than any other tire now in use, and are **WARRANTED NEVER TO COME OUT**, being secured in the rim by a flexible core, and are stretchless in their circumference.
- 8th.—**THE BACKBONE** is made from weldless steel tube, being tapered internally, and is four gauges thicker at the part where the greatest strain comes—namely, at the neck or head. Over 5,000 of these backbones were made and sold in England last year.
- 9th.—**THE FRONT FORKS** are of the same well-known perfection patent, thickened at the part where the greatest strain comes.
- 10th.—**THE BEARINGS** are vertically adjusted and are warranted perfectly dust proof, and will run several thousand miles without oiling or adjustment.
- 11th.—**THE SADDLE** is a new departure from the unsightly coil springs used in other saddles. The springs used are India Rubber Buffers, which take up concussion and vibration. The saddle will not stretch in case of its becoming wet, either from perspiration or rain. It has, also, a new side rocking motion, and its ease and comfort can only be appreciated by its use. It can be adjusted to any wheel.
- 12th.—**THE SPADE HANDLES** are detachable and of a new form, the grips being made to conform to the angle of the rider's body.
- 13th.—**THE ENAMEL** is of a high grade and polish, and cannot be broken with ordinary use.

MANUFACTURED BY  
**WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.**

A. KENNEDY-CHILD, Superintendent of Agencies.

MFG. CO.

SPRINGFIELD,  
MASS.



times on a 46-inch Victor Light Roadster. Coningsby's time for the four ascents is the best piece of work yet accomplished on the Rock. His times were as follows:

	TIME OF ASCENTS.	TIME OF ROUND TRIPS.	TOTAL TIME.
1.	9.00	13.27	13.27
2.	9.44	13.41	27.12
3.	9.48	13.53	41.05
4.	9.15	14.50	55.55

Shurman's trips were checked by H. W. Humphreys, Newark, N. J., and F. H. Campbell, of THE WHEEL. E. J. Decker, Orange Wanderers; F. J. Brock, Newark, N. J., and F. P. Prial, THE WHEEL, timed and also checked Shurman's trips. Coningsby's trips were checked and timed by F. P. Prial, A. B. Barkman, Brooklyn B. C., and E. V. Coningsby, Jersey City. Schoefer and Brown, Brooklyn B. C., mounted the hill several times, but not without dismounting.

The vibration on the coasts so weakened Coningsby's left wrist that he was compelled to dismount on the fifth trip, when within a few feet of the goal. He will again start for the ordinary record, and will also try to beat Shurman's record.

An epidemic of hill climbing seems to have broken out. Frank Brock, of Howard A. Smith's, who had never gotten within hailing distance of the top before, mounted the hill on a Star. A number of others claimed to have gone all the way, but their jubilant asseverations were received with incredulous smiles.

It can no longer be claimed a feat to mount the Rock. The only merit lies in discovering the knack.

Within a half mile of the Rock stands the Llewellyn Park Hotel, where dinner was served for about thirty. The local Consul should appoint a hotel next season where a good dinner could be bought for fifty cents.

Although it was half way through November, two new wheels were seen on the hill. Borland and Raymond, B. B. C., were on an Ivel tandem, and were the admiration of all beholders, the wheel being a beauty to look at, running very fast on the level and coasting like a demon.

The Brooklyn party came home on the 4:45 train, and had a pleasant trip, the two Brooklyn "babes" keeping things lively. Brown, the Consolation Race Champion, was peculiarly quiet for him, and remained glued to his seat all the way in. It was afterwards discovered that he was making an heroic attempt to conceal the rear portion of his nether garment, which had become damaged during the afternoon.

## THE WILMINGTON-READING INTER-CLUB ROAD RACE.

The interest taken in the bicycle race between the Reading and Wilmington bicycle teams, held on November 3, on the road from Myerstown to Reading, was manifested by the immense crowd of people that congregated along the road on the other side of the Penn Street bridge. Long before three o'clock there were hundreds about the small office of the coal yard beyond the bridge anxiously waiting for bulletins which were received by telephone from each village along the course through which the wheelmen passed. At 3:30 p. m., when the crowd on the hill beyond announced that the racers were coming, the spectators had swelled to over 2,000.

The arrangements for the race were perfect. John Crawford, the superintendent of the telephone company and an ardent admirer of the sport, kept the line of communication open between Myerstown and the coal office, and had checkers stationed at Womelsdorf, Wernersville, Robeson and Sinking Spring, to forward the positions of each rider, and those at Womelsdorf and Sinking Spring furnished water from uncorked bottles to the riders as they hurried by. The checkers were: Charles Dundor, at Womelsdorf; Murray Kilmer, at Robeson; Charles Miller and Barney Koch at Wernersville; and Harry Boyer and Charles Peacock, at Sinking Spring.

The Wilmington riders, accompanied by a number of friends, reached Reading at 10 o'clock in the morning, via the W. & N. Road. They were all in fine condition. Dampman weighed 142 pounds, Merrihew 156, McDaniel 144, and Sheward 152. The first three named

had with them Victor wheels weighing forty-two pounds each, while Sheward had a Springfield Roadster of fifty-five pounds weight. They were joined at the P. & R. outer depot by the Reading team with their Star machines of forty-eight pounds weight. The home boys were also in fine form, Wilhelm tipping the beam at 163 pounds, Douglass 145, Scheele 159, and Kahler 130. They left with the 11:45 train for Myerstown, accompanied by W. I. Grubb, of Pottstown, who had been agreed upon as judge; A. M. Scheffey, of Pottstown, referee; Frank Heilman and John Crawford, of this city, timers; and Morris Diener, Murray Kilmer, Albert A. Gery and Harry Wilhelm, starters.

When the party arrived at the Boney House, from which the start was to be made, the street was crowded with vehicles, and nearly a hundred persons gathered there to see them off. After a slight delay a pistol shot was fired by one of the starters, and the men amid cheers wheeled away, numbered as follows: Dampman 1, Merrihew 2, McDaniel 3, Sheward 4, Douglass 5, Kahler 6, Scheele 7, and Wilhelm 8. Wilhelm at once spurred and took a good lead, which he kept up to the end of the 21-mile race.

The judges and party had some time to wait for the regular train to return to Reading, and when near Womelsdorf they saw Wilhelm on the turnpike dismount from his machine, but quickly got back again. This was owing to a team coming in an opposite direction and crowding him from the track. This was the only incident that marred the ride over the entire course.

All along the route spectators gathered in groups and cheered on the riders. Between Womelsdorf and Robeson Wilhelm caught up with a man in a sulky with a fast horse. The man urged on his roadster, and set a pace for Wilhelm for a mile and a half, when the horse broke and Wilhelm shot ahead. Then the man set pace for Dampman for a considerable distance.

At Sinking Spring Joseph E. Allgaier, on horse-back, met the advance guard and hurried them down the road, while other members of the Reading Club, on their wheels, set pace for the remaining contestants. It was a lively, interesting and red-hot race.

When Wilhelm crossed the line at the coal office opposite the bridge he was greeted with loud cheers. He made the 21 miles in just 1h. 15m. and 28s. Dampman crossed it 12s. later in 1h 15m. and 40s., and the others in the following order:

Merrihew, 1h. 18m. 44s.  
McDaniel, 1h. 18m. 50s.  
Douglass, 1h. 19m. 20s.  
Scheele, 1h. 19m. 50s.  
Kahler, 1h. 19m. 59s.  
Sheward, 1h. 22m. 38s.

The Wilmington team won the race by just 2 points, having scored 19 out of 36.

## A POLITICAL BICYCLE CLUB.

The Harrison and Morton Bicycle Club, which made its final parade November 14, has been, without doubt, the most widely advertised cycling club in existence. The idea of a political organization on wheels was conceived by Mr. S. L. Ghaster, Secretary-Treasurer of the Fostoria Bicycle Club, last July, and he has been ably assisted by the officers and members of the organization, until it has surpassed most sanguine expectations. The club has been favorably received in the neighboring towns, and from its initial parade last August until last night, each parade has surpassed its predecessor.

While the parade was passing through the suburbs, the club executed a drill on Main and Tiffin Streets, that was a revelation above anything ever before given by them. Their pyrotechnical display was also very beautiful. A great deal of money has been expended by the organization on these parades, and if a flattering reception by the public will make it so, the club can retire in a blaze of glory.—*Fostoria (O.) Daily Journal*.

There is no question about the accuracy of the Banker brothers' mile tandem road record. The discrepancy between our report and the timers' certificate is a typographical error.

## WILHELM'S LANCASTER PIKE RECORD.

In referring to the record from Paoli to Fifty-second Street, our Philadelphia correspondent recently stated that "Wilhelm claims a record of 48m. 10s." In reply to a query, the famous Reading rider sends us the following communication, from which we should judge that his record of 48m. 10s. is about as genuine as the ordinary road record:

READING, PA., November 17, 1888.

EDITOR OF THE WHEEL:

Your letter in regard to the Lancaster Pike record received some days ago, but owing to a very badly burnt hand, in which I had taken cold, answer to same was delayed a few days.

I made the run from Paoli to Fifty-second Street in 48m. 10s. some time last Fall; it is considered sixteen miles. Watches were held by three or four parties, and the timers had barely time to get from the railroad station to finish before I was over the tape. The train time from Paoli down is 45m., so that time could almost be verified by the train conductor, as the rider is in sight most of the way. If it were necessary I could get the names of starters and timers. The run was made on a Sunday. This was the best time ever made on this pike. There are a few riders in Philadelphia who imagine that unless they are present at everything or have a hand in it, consider everything done without their aid N. G.

I tried twice before that—first time broke down, and, after waiting fully five minutes, took a crank wheel and made the run in 50m., and everyone knows Wilhelm on a Star and Wilhelm on a crank are two different people.

The next time, against a heavy wind, I run it in 52m. 48s. The third time, with wind favorable, I run it in 48m. 10s.

Will shortly try the 10-mile record on this pike—that is, as soon as I can hold a handle-bar with my sore hand.

Yours truly,

W. I. WILHELM.

## CYCLISTS SETTLING A CAMPAIGN BET.

Before election ten Republican members of the Poughkeepsie Bicycle Club made a wager with ten Democratic members of the same organization that Harrison would be elected, the losers to draw the winners in a large wagon from the club rooms in Catharine Street to the Post Office and return, and also to pay for a supper. Of course the Democrats were beaten, and paid the bet like men last Thursday evening. The weather was rainy and the walking in terrible condition.

The paraders started just before eight o'clock. There were nine Democrats attached to the wagon, while nine Republicans rode inside. In the wagon was a transparency bearing these words: "It is no more than we expected." Fireworks were discharged at intervals from the wagon. There was a large crowd gathered on the street, and at all points the paraders were saluted with fireworks and bon-fires. The march from first to last was an enthusiastic one and attracted much attention.

The following named were concerned in the bet:

Republicans—W. Irish, W. Boshart, Dr. P. W. Smythe, Fred. Bowne, A. J. Klady, W. P. Heath, C. Schaffer, Frank Jennings, C. Ostrander, S. Colwell.

Democrats—George Sweet, H. Thurston, A. Shaffer, H. W. Bullard, George Buck, W. B. Hamill, A. Fraleigh, M. Mullen, W. Gillen, John Van Benschoten.

The banquet was served at 9 p. m. The tables in the large dining room were handsomely arranged and presented an inviting appearance. The party numbered twenty-four. Everything connected with the feast was prepared in a splendid manner.

The eating occupied about an hour, and it is needless to say that justice was done to the many good things. There were no speeches on the occasion, but general good feeling prevailed on all sides, and the time passed pleasantly away, with everyone fully satisfied.—*Poughkeepsie Daily Eagle*.

The *Bicycling World's* "Caviler" was down to the Berkeley races, and has some very nice things to say in the latest issue of the *World* about Chief Consul Bidwell and the writer, the Chief Consul being favored with aristocratic, snavity, good-breeding, and the writer with slight, wiry, nervous, dark-haired, wide-awake, alertness, push, etc. All very large and fine, but if the "Cav." was just dying to meet some New York "celebs.," why didn't he come down onto the track? We think this "Caviler" is a lady, in which case it would have been rather embarrassing had we met her "face to face."



## WAY DOWN EAST.

We took a flying trip "Down East" on Saturday, Sunday and Monday last. In the great world of wheels, Down East may be interpreted as meaning nothing but Boston, the Hub, of hallowed associations; containing so much and so many identified with the birth and growth of the sport and trade of cycling. This particular trip was broken at Springfield, where we dismounted to inspect the

### WARWICK CYCLE COMPANY'S FACTORY.

It was nightfall when we arrived in Ducker's old town. The rain-god was exploiting himself, and all the world and his umbrella was out on Main Street. The Warwick Company's plant is down a dark street, on the banks of the Connecticut, fully two miles from the railroad and hotel centre. It may be reached by horse-car, but the trams—that's English—are so few and so far between that we took to shanks mare. We shinned down Main Street at a lively pace, not failing to note the pretentious buildings which have materialized since our attendance at the last Springfield meet, dodged down Broad Street, and spying the welcoming lights, we were soon safely in the cosy office of the Warwick works. The factory is a big brick building. Its principal advantages are its nearness to the water, which will permit cheap freightage to New York when the Connecticut river is deepened and broadened; the building is so arranged that the Warwick people will have ample room for extension as their business increases.

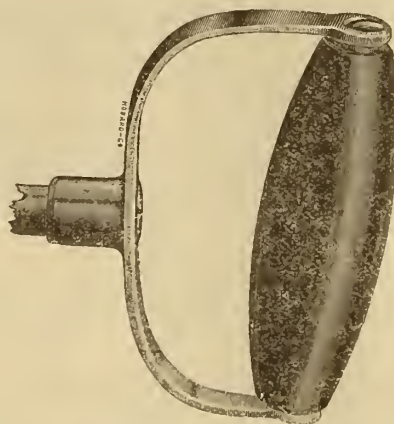
Although it was long after closing time, we found Messrs. Warwick, Swan and Tapley present, up to their eyes in business, arranging agencies for their new wheels, for which there were scores of applicants. One very pertinacious young chap, with the beaked nose of enterprise and extended chin of decision, was present. He was so taken with the wheel that he wanted a State agency, and we think he got it. Mr. George T. Warwick, the president of the concern, is an Englishman, but has been in this country several years. He is the oldest son of Thomas Warwick & Sons, the famous English part makers, whose perfection back-bones, hollow rims and other specialties are sold by the thousand to makers both here and abroad. Mr. Warwick is thoroughly grounded in the art of cycle construction, having spent much of his earlier life in his father's factory. The company is the possessor of over a score of patents, many of which they have utilized in the wheels they are at present manufacturing. He has also modeled new machinery which will enable them to turn out wheels at a less cost than other makers. Mr. Warwick is thoroughly at home at his factory, his whole heart seeming to be wrapped up in the building. As to his personality and his many courtesies to us during our stay in Springfield, we cannot write too highly. Mr. George K. Tapley, treasurer of the company, who will do the financing, has had a twenty-years bank experience, which will doubtless be of great service. Mr. Fred. R. Swan, the secretary of the company, is a member of the Springfield Bicycle Club.

The Warwick Cycle Company's product for 1889, which we will shortly describe in detail, will consist of ordinary and safety and tandem safety bicycles. We saw a completely finished ordinary and an unfinished safety. The features of the Warwick product are two in number: First, the company, grasping the most fundamental law of successful business, will spare neither skill nor expense in turning out work which will recommend itself both for beauty and service, and thus insure a permanent success; second, over a score of patents owned by the company have been introduced into the wheels, so that while they will easily hold their own with the best makes so far as durability and appearance are concerned, they will further commend themselves by many of the valuable features introduced.

The ordinary is a magnificent looking wheel. It is a tangent-spoked wheel, with enamel finish and nicked trimmings, and drawn on beautiful lines. We hastily summarize some of the many advantages of the wheel. (1) At such points as long experience has proved to be the most fracturable (nice word)—such as the joining of the back-bone and rear forks, the back-bone and neck, the spokes at point of contact

with hub and rim—at these, and all other weak points, the material used is rolled much thicker to withstand the strain. Thus the spokes are thickened at one end; the inner line of the rim, in which the spokes are fastened, is much thicker than any other part; the backbone is not of the same thickness throughout, but thickens at the head and where it is brazed to the rear forks. The idea is to avoid the excessive and expensive repairing, which often induces many riders to give up the sport. (2) The introduction of a spring at the hub end of the fork, which absorbs vibration and makes the Warwick the only ordinary wheel with an anti-vibration device. This spring is a novelty, and many wheelmen who have not seen the wheel seem doubtful as to its strength. We would assure these that the wheel is so constructed that should this spring ever break the wheel could be ridden right on. (3) The handle-bars are quickly detachable, and are thickened just at the head to prevent breaking and bending. The handles, instead of being parallel to the wheel, are slanted slightly outward from back to front, and upward, just into the position most naturally assumed by the rider. (4) The brake is a direct action plunger brake, the brake lever being brought directly under the hand, looking much prettier and being certainly more effective. (5) The entire head is covered by a dust-cap, absolutely preventing dust and dirt from getting into the steering centres. (6) The rim is an improvement on the famous Warwick hollow rims; there is but one set of spoke holes bored in it, thus making the rim very strong and doing away with removing the tire to insert new spokes. The method of fastening the spoke to the rim is as follows: The spoke proper has a fine thread cut on to the end. On to this a nipple is screwed. The upper part of the nipple is enlarged, something after the manner of a pin head. On the outside of this there is a still larger nipple with

a smooth inner surface, which fits close to the first or small nipple. It is made so that the natural gauge of the wire has free play, but the headed nipple will not pass through. This large nipple has a screw on it made to fit the corresponding thread cut through and into the under side of the rim. This is screwed up until the head of the small nipple comes against the inside shoulder of the larger one, which is, of course, on the inside of the rim, and by screwing or unscrewing it the spoke is tightened or loosened, according to requirements. A new spoke can be put in by any one who can introduce a screw into a thread, and at a cost of a few cents. (7) The tires are made egg-shape, slightly projecting over the edges of the rim (see cut), to prevent wear and tear on it. The shape of the tire gives a greater diameter of rubber to absorb vibration than if it were round; a smaller surface of it comes in contact with the ground, giving less friction than if it were round. The core in the centre of the tires (see cut) absolutely prevents stretching, and keeps the tire fast to the wheel. It is not even necessary to use cement, but it is used to keep out grit. The rubber is of the very best quality. (8) The bearings, which are dust proof, instead of being laterally are vertically adjusted, it being claimed that the wear and tear on the balls is vertical, not lateral, hence the vertical adjustment. The bearing case is made of two half pieces, inclosed in a solid steel case. A cap holds the sections in place and makes them absolutely dust proof. The adjustment is made from the underside of the bearing case by means of a screw, which is fastened by a lock nut as soon as the proper adjustment is secured. The wheel may be run 10,000 miles without being re-oiled; the oil-cap is so arranged that it must be covered after oiling up, thus keeping out all dust and grit. The pedals are also fitted with dust-proof ball bearings. (9) The anti-vibration device, referred to above, is one of the greatest features of the wheel. Inside the bearing frame and underneath the fork is a spring made of steel and rubber. The steel takes the strain, and the rubber takes the vibration; thus, vibration is reduced to a minimum. This is a point that cannot fail to be of inestimable value. By means of a set screw the bearing can be perfectly adjusted to the weight of any rider. For a heavy man the screw is tightened, which closes the spring, allowing it to receive the extra weight. The bearing is simple, jointed to the bearing frame, which gives an elastic and easy motion when the wheel comes in contact with rough surfaces. Another device holds the frame rigid in such a manner as to take up all side strain. (10) The saddle is suspended upon springs of India rubber, which play an important part. Another great feature of the saddle is the side rocking motion, which will be heartily indorsed by every wheelman. By means of an India rubber

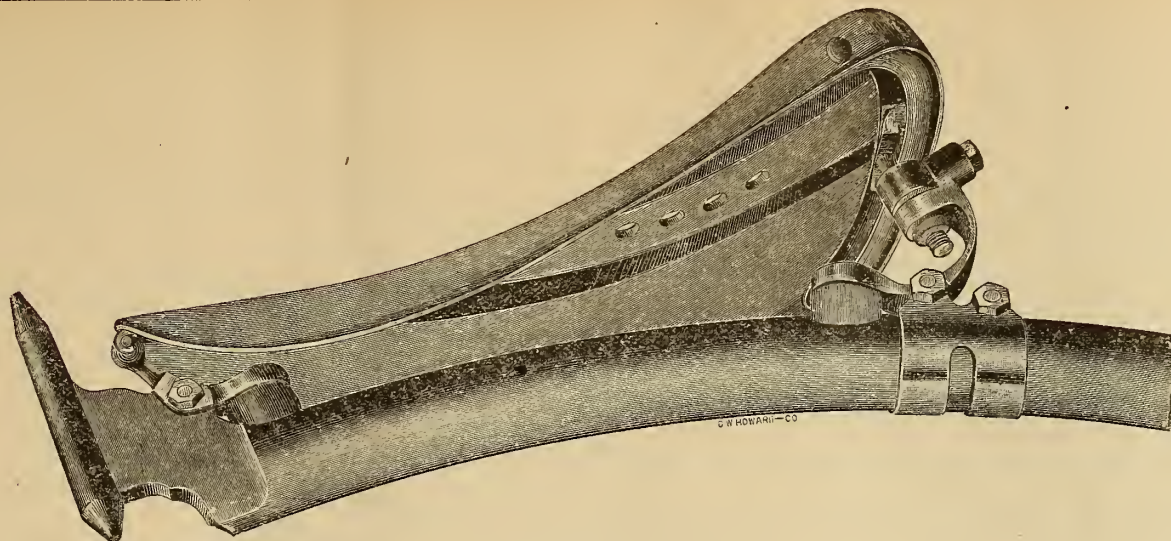


THE POSITION OF THE HANDLES.



METHOD OF FASTENING SPOKES, WHICH ADMITS OF REPAIRS WITHOUT REMOVING TIRE. NOTE SOLID CORE IN RUBBER TIRE WHICH PREVENTS STRETCH. NOTE ELLIPTICAL SHAPE OF TIRE. NOTE THE THICKENED RIM ON LINE OF SPOKE HOLES; ALSO THICKENED SPOKES AT POINT MOST LIABLE TO BREAK.





THE SADDLE.

buffer, the saddle yields to, instead of resisting the shocks to which it is subjected. A simple but most ingenious device renders the leather non-stretchable. This point cannot fail of appreciation, as every wheelman knows that a saddle when once wet by perspiration or rain is more or less injured, and sags to such an extent as to make riding decidedly uncomfortable. Two thin strips of sheet steel extend the length of the underside of the saddle, by which any stretching is absolutely prevented. Underneath, and being a portion of the saddle, is a neatly arranged leather case, which, on being opened, reveals pocket holders for oil can, wrenches, etc. The saddle may be stretched or loosened by a simple plan of adjustment. It may instantly be slipped off the back-bone and taken in out of the rain, in case the wheel must be left outside of shelter. It may also be lifted upward or let down at either the front or back, according to the fancy of the rider. (11) The enamel used is a specialty. It never cracks, and if the back bone were struck with a hammer, a slight dent would be the result, but the enamel would remain bright. It has a fine lustre.

The ordinaries are now being turned out rapidly, and will soon be delivered to agents.

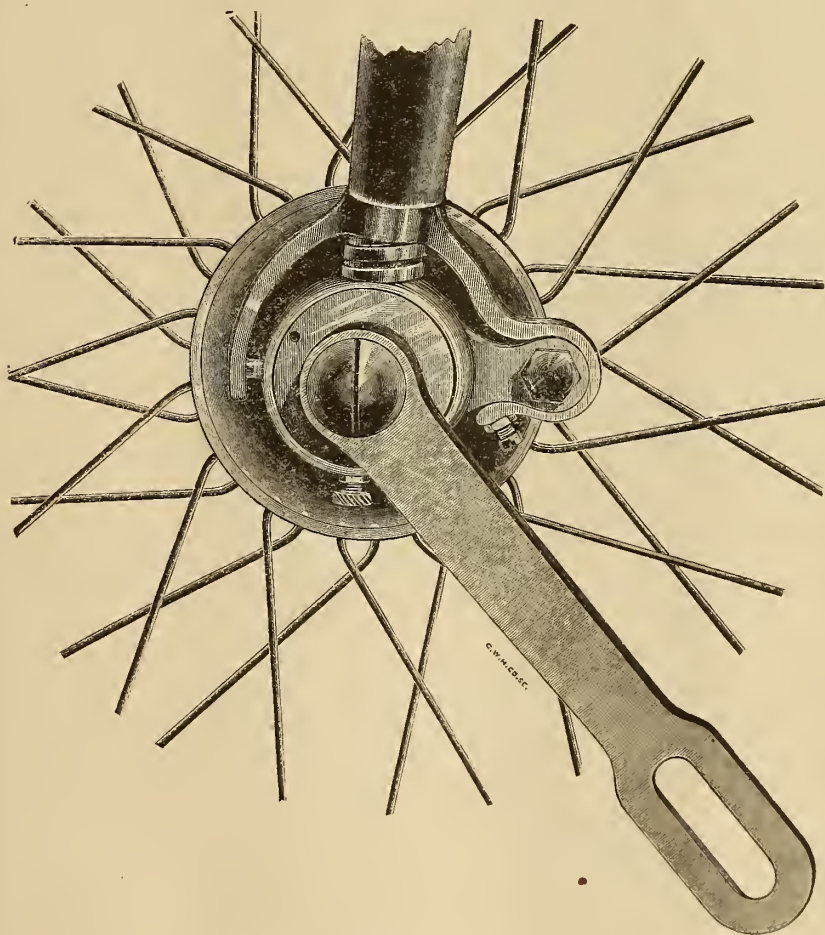
#### THE SAFETY BICYCLE.

The valuable features of the ordinary have been introduced into the rear-driver wherever possible. The frame is made on lines which will permit either a lady or gentleman to ride the wheel. Great strength is secured by the use of light but strong double tubing, and by special bracing where the driving sprocket wheel is attached to the frame. The anti-vibration spring is attached to the front and rear forks. The great feature of the safety, however, is the device for reducing the sensitiveness of the wheel, making it run as true as an ordinary. By a mechanical arrangement the front wheel only moves one-half the distance of the handle-bar; for instance, if the handles sweep over six inches, the wheel turns but three. Thus the rider has complete control of the wheel. Notwithstanding this reduction of movement, the wheel may be steered quickly; we saw it mark out on the road an eleven-foot circuit. The advantages of this distribution of movement are that the rider has perfect control of the wheel; that it does not wobble at high speed; that it may be guided firmly through sandy, muddy and rutty spots. With its front and rear spring forks and anti-vibration saddle, the wheel gives a pleasant seat. The safety will be finished in the same style as the ordinary. The firm will also make a tandem bicycle.

#### OFF TO BOSTON.

After such a liberal diet of nuts, bolts, bearing cases, etc., at the Warwick factory, we were glad to get into the train and make for Boston, where we put up at the United States, an old-time hostelry, with excellent meals, forsooth. Early Monday morning, the air being crisp and crinkly, the sun looking on with an approving smile, we darted for

THE POPE MANUFACTURING COMPANY'S OFFICES, where we met Nat. C. Fowler, Jr., who conducts taking "ads" for the firm; Mr. E. W.



THE ANTI-VIBRATION SPRING FORK.

Pope, whose name is quite familiar on the nether end of a check; the Colonel himself, looking in excellent condition, and Mr. Herbert Hayes, Chief Consul of Massachusetts. Mr. Fowler ciceroned us to an upper floor, where a dozen employes were engaged in making 100,000 1889 calendars. Mr. Fowler showed us the various processes, all of which was very interesting. We took along a specimen of the elegant gilt calendar of '89, which, however, we afterwards left in charge of the office young man. We should be pleased if he will mail us the same; we expect he will grant us the favor, as we have called him "young man," when, between ourselves, he is only a boy.

The Pope Manufacturing Company, besides its usual line of standard cycles, will manufacture a ladies' bicycle and a tandem safety for 1889. We could learn nothing of the details of construction, except that the wheels would be "something new and very fine." The firm will occupy the entire building in which they are at present after January 1. The company is very much engaged just now in pushing its "World" typewriter.

TO THE LEAGUE HEADQUARTERS and the offices of our esteemed Boston contemporary, we next wended our way. Here dwell and have their being those toilers of the pen-and-ink world, Foudrinier and Bassett, yclept Little Foudry and Good Old Bassett. With a sly dig we inquired of Foudry if he had given the fair Pauline Hall any points in the art of riding, but with a blush and a scared look way over towards Albany, he hastened to assure us that it was all fudge. The *Bicycling World*, we were glad to learn, was in excellent condition, never in better shape, all of which we were pleased to hear.

Up into Bassett's bephotographed den, a la elevator, and we find the Secretary-Editor up to his eyes in work. He points to a green, covered tube at his back and says: "That's Foudrinier," and we bid Foudry the time of day. We afterward learned that the tube led up to Foudry's work-room.

At Wm. Read & Son's salesroom on Washington Street, we found Mr. John Read. Mr. Read reported an encouraging business for the year, with a promising outlook for 1889. The firm



will have on the market next year the New Mail ordinary, a new Safety, and a tandem bicycle, over which W. S. Atwell, manager of the bicycle department, is very much enthused.

Away over on Columbus Avenue we strike a group of cycling firms—viz.:

THE OVERMAN WHEEL CO., THE COVENTRY MACHINISTS' CO., AND THE SPRINGFIELD BICYCLE MFG. CO.

At the Overman Offices were President A. H. Overman and W. C. Overman. The firm was not ready for the publication of any details of its '89 wheels. The spring fork, which sold so many Victor safeties this year, will be retained, but in an improved form.

The Springfield Bicycle Manufacturing Co., which has recently opened new offices on the avenue, are principally interested in their new safety, a model of which is now almost ready. The great feature of this safety is that the driving-gear, which is the same as on the Springfield ordinary, permits a wheel base at least six inches shorter than that of other safeties, which will greatly reduce the sensitiveness of the wheel. The Springfield Company's store is in charge of George M. Hendee, who will not go on the road any more, the attractions of home life proving too strong. Mr. Hendee has developed very large and fine since he has been traveling for the Springfield Company, and is now as alert and representative as any gentleman in the trade. At the Springfield Company's store we met the head-bookkeeper, Mr. Warren, an affable, harmonious, solid-looking gentleman, as well as C. P. Daniels, manager of the Boston Y. M. C. A. gymnasium. Mr. Daniels promised us some new points in physical cultivation.

At the Coventry Machinists' Company's store, manned by Mr. George T. Stevens and Mr. Alexander Hill, we had the pleasure of examining the new tandem safety bicycle, just received. It is a very light and speedy-looking mount, and will be in demand in the spring. The company report a heavy run on Swifts, which they expect will be repeated during 1889. The Coventry Company's store was the last one visited by us, and, after a glance at Philip Brook's magnificent church and a short stroll in the Back Bay district, we shook the dust of the cultured capital from our sandals, girded up our loins, and made for the chosen city, which is Gotham.

## CYCLISTS' UNION OF LONG ISLAND.

### A GRAND ENTERTAINMENT.

The C. U. will hold a literary and musical entertainment at Y. M. C. A. Hall, Brooklyn, on the evening of December 17, at eight P. M. The best amateur talent attainable will be procured. Tickets will be fifty cents; reserved seats, seventy-five cents. Tickets may be obtained of any of the following gentlemen:

H. E. Raymond, .....	118 Lafayette Avenue, Brooklyn
M. L. Bridgman, .....	1255 Bedford Avenue, "
F. G. Webb, .....	736a Union Street, "
W. J. Finn, .....	78 Tillary Street, "
L. H. Wise, .....	370a Grand Avenue, "
H. Greenman, .....	510 Greene Avenue, "

The annual meeting of the Union will be held at the hall on the same evening.

### 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 1131, 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—Long Island Cyclists' Union's musical and literary entertainment at Y. M. C. A. Hall, Brooklyn.  
 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, 1889—Entertainment and reception of Manhattan Bicycle Club, at Lexington Avenue Opera House, New York City.

## THE RECOLLECTIONS OF A VET.

We were seated in the New York Club's lofty-ceiled billiard room one evening, the Vet and I. The knights of the cue had gone home, the cabinet was in secret session in the card room; the gas was turned low.

The Vet is "nigh onto" forty, but is younger than many a man of his age. His eye still gleams; his moustache yet curls defiantly, and altogether the Vet is in good form for an old campaigner and one time Adonis of the path.

The Vet drew a piece of metal from his vest pocket. It was tarnished and without date, but it recalled to him a memory of some battle of the path in the good old pioneer days. The Vet reminisced:

"It is now about eleven years since I first saw a bicycle. I was resident in Boston at the time and had acquired a local reputation as a skillful rider on a wooden wheel, a two wheeler, with the seat between the wheels. It required no skill to either mount, ride or guide my wheel, but in those days my goings and comings were a municipal event. But to return to the bicycle.

"One day I was invited down to the house of David B. Porter, a young Boston photographer of an ingenious turn of mind. Porter had imported an English bicycle and it was an object of curiosity and admiration to everyone interested in the new sport. I went down to his house and was astonished to see him mount and ride off. The sight of Porter on top of that tall wheel, a 52-inch, I shall never forget. To me the wheel appeared enormously high and Porter's performance seemed nothing short of a feat. He had invited me to wait and he would teach me to ride his wheel, but misunderstanding him, I wandered off through the public gardens; and so had no opportunity to ride the wonder just at that time. Porter shortly afterwards took a header from his wheel and broke his leg and was taken to a hospital. Owing to the use of some drug which Porter had been in the habit of using, his bones had become very brittle and he never recovered from his accident. He died at the hospital several weeks after the accident occurred.

"At that time the young men interested in wheeling used to gather at Frank Weston's office. Frank was an architect, but he made a hobby of cycling, and has ever since continued to do so. Weston, Chandler, Cunningham and Heath were the most enthusiastic. These men worked as hard to introduce the sport as if their bread and butter depended on it. It was their custom to publish in the Boston *Transcript* articles condemning the sport, following up in the succeeding number of the paper with answers to all the objections raised. In this way a deal of intelligent discussion of the subject attracted some public attention and resulted in not a few converts.

"About this time Cunningham and Heath, who had been importing English wheels on a very limited scale, resolved to go into the business. I was invited to their store as one well up in the sport and invited to try one of the new wheels. I mounted the new wheel and sailed round and round; meanwhile Cunningham left the room. Not being satisfied with this monotonous performance, I resolved to dismount, and tried the same plan I used when getting off my low wooden wheel. But it wouldn't work at all, and I struck the floor heavily with the wheel on top of me. I knew I had done wrong, but, wishing to make a good impression, I hastily mounted and was riding unconcernedly round the circle when Cunningham, who had heard the crash, came rushing in. "Anything the matter?" said he. "No, no, not at all," said I, "but I think I will get off now," and he held the wheel while I dismounted.

"I was engaged by Cunningham and Heath, my principal duty being to teach, and I was advertised and billed far and wide as Professor Will R. Pitman. During my connection with this concern I taught men whose names have since been interwoven with the history of the sport. I taught at a riding hall, the most difficult kind of a place to ride. I afterward met with much better success on the road. When pupils mounted they would be perfectly helpless, and I had to actually hold them on to the wheels. When, after weeks of patient work, they had learned to ride they were delighted and could scarcely thank me sufficiently. I taught Ned Hodges, Joe Dean, and the poet Dalton, who was a great enthusiast. Among my pupils were many professional and business men, men of

high standing in Boston. Most of them took up the sport to restore shattered nerves and to repair the wear and tear of business.

"My two most difficult pupils were Colonel Pope and Charley Pratt. The Colonel learned to ride some time before Pratt did. At that time he was in the air-pistol business and was also importing English wheels to supply orders. He had already lost one fortune in the Boston fire, had lost another by his business failure, and had now amassed a third competency. He had become interested in the new sport and had come over to Cunningham & Heath's to learn more of it. He was very heavy and it was difficult work piloting him round the circle. After he had become used to the wheel I took him to a loft above the riding floor and let him fight it out. Every once in a while there would be a crash, and I knew what had happened. Cunningham would come running in when the fall had been particularly heavy. "Go up and take that machine away from that man, he is ruining it; he is going to start in the business and will ruin us anyhow." Of course I always protested that we had no right to object to teaching the Colonel; we were there to teach all comers. This argument was always satisfactory.

"When the Colonel was a full-fledged rider we used to go out on the road in the evening. He always felt safer when I was with him. The Colonel was well known and highly thought of in Boston, where a merchant is not swallowed up as here in New York, and very often we were stopped by people interested in the wheel and invited into their houses. The Colonel had but to introduce himself, when his war record and his geniality at once put us on good terms. We were always treated hospitably, and wine and cake were very often served to us. I was always introduced as Mr. Pitman, the champion bicycle rider, for at that time I raced in Boston and vicinity, principally in rinks.

"I was afterward employed by the Colonel. He quickly got to work and placed an order for fifty wheels with the Weed Sewing Machine Co., the price of which averaged somewhat under \$100. When the Colonel took up cycling he had unbounded faith in its future, and he poured his money into it like water. He was the driving, and Ed. Pope the balance wheel of the concern. It was a few years after the business was started that the first dollar ahead was seen. They may say now that the Colonel was lucky, but such was not the case. He foresaw, to a large extent, the future development of cycling, and he spent money liberally.

"Later on came Charley Pratt. He was a young lawyer, and was very delicate from close application to study and work. He was also very near-sighted, and I had a very difficult job to teach him. Had I not had a good stock of patience I might have easily disgusted Pratt with the sport. On what little things a man's future hangs! Afterward Pratt was employed by the Pope Company, and everybody knows how they have gone on increasing in strength year by year. I forgot to say that the Columbia bicycle was largely modeled on the Duplex Excelsior, and that the Colonel himself named the wheel the Columbia, though everybody in the concern was puzzling his brain to discover a suitable name."

### BETTER NIP THIS THING IN THE BUD.

The circular issued by Mr. C. H. Luscomb, as "Chairman of National Committee Rights and Privileges, L. A. W.," and in favor of the re-election of Governor Hill, on account of his action in signing the "Liberty Bill," is one of the fruits of dragging the League into politics. I don't know that anybody would take umbrage because Mr. Luscomb chooses to advocate the re-election of Governor Hill, even though he were to crowd the matter upon the attention of the wheelmen of his own State, but to make such glaring use of his official position in the national body to influence a local election is an outrage which should certainly call for action on the part of the League. The day seems to be not far distant when any demagogue who happens to get into a League office will endeavor to use his influence to sway the League for his own purposes, and this action of Mr. Luscomb is the entering wedge for just such a state of affairs. Better nip this thing in the bud.—*St. Louis Spectator.*

A race meet will be held around Chestnut Hill Reservoir, Boston, to-morrow afternoon.



## WHEEL GOSSIP.

The Stanley show of '89 will be held at Crystal Palace.

F. J. Osmond, the English crack, has been suffering from bronchitis.

Percy Harris has gone to Bridgeport, where he has secured a position.

Willie Walters climbed all the Orange hills last Sunday week.

The illustrated title page of the *Cyclist* aptly illustrates the growth of the sport; there is not a safety shown.

Boston *Herald* states that "Doc" Emery is developing a big scheme for the benefit of the L. A. W. What is it, Doc?

The report of McCurdy's escape from Jefferson Barracks, Mo., is being circulated. McCurdy was imprisoned on a charge of murdering a sentry.

Massachusetts members of the National Assembly express a preference for Chicago as the best city for the spring meeting of the L. A. W. National Assembly.

John W. Murray, editor of the *Times*, Estacado, Texas, recently rode 400 miles over the Texas roads, accompanied by his son. Mr. Murray rode a Standard Columbia.

The marriage of Fred. Bingham, of the Harlem Wheelmen, is announced. Cupid is devastating the Harlems. They have recently given up one of the two houses they have been occupying.

A 5½-mile road race was held at Crawfordsville, Ind., on Sunday, November 18. The winner turned up in John Alfrey, time 22m. 37s.; Hubert Gilkey, 22m. 40s. Gilkey is now the fastest Star rider in Indiana.

O. L. Benton & Co., of Newark and Elizabeth, N. J., have imported a half dozen Universal safeties, which are already sold. Tommy Burnet, Elizabeth, recently rode one of these wheels up Eagle Rock. The firm will import high grade safeties for the spring trade.

Mr. and Mrs. J. S. Dean were "at home" on Thursday evening last. The reception was largely attended, and among those present were many prominent wheelmen. Among the numerous presents was an elegant silver piano lamp from members of the Boston club.

It is the general impression among racing men that Will Windle will not ride next year. When last we saw Windle he spoke of the probability of his father building a track near his home, as he was compelled to spend too much time at Lynn this year to get into condition.

At the forthcoming meetings of the Society of Cyclists of England, the following subjects will receive attention: "Cycling in India," De Lacy Johnson; "Cycling for the Blind," Dr. Tindal Robertson, M. P.; "Independent Traveling," Jo. Pennell; "Cycling in the Isle of Man," Arthur Haviland.

Our trip to the "Hub" prevented us from personally inspecting the proof sheets of last week's WHEEL, the result being that a typographical error crept into print. In the article, "On Eagle Rock," the gear of Fred. Coningsby's safety is stated as being forty-five inches; it should have read forty-eight inches, which is a regular stock gear.

The Springfield Bicycle Manufacturing Company are naturally very much elated over the success of Eagle Rock on Sunday last. Shurman is undoubtedly a good man, but that the machine should have stood the strain of twenty-four climbs up the hill and twenty-four rushes back again speaks well of its staunchness.

The new headquarters of the Cambridgeport Cycle Club, at 555 Main Street, were formally opened last Thursday evening. A large number of wheelmen from other clubs participated in the dedicatory exercises and had a jolly time. President Sanborn says that visiting cyclers are always welcome at the club rooms.

## BOWLING LEAGUE.

Efforts to call a general meeting of club representatives to form a bowling league having failed, delegates from the Harlem Wheelmen,

Long Island Wheelmen and New York Bicycle Club will meet this Friday evening at the latter's alleys, Fifty-second Street and Sixth Avenue, and organize a bowling league for bicycle clubs.

The New York Club's cafe and restaurant is a success, the members patronizing it liberally. A special meeting has been called for Tuesday, December 4, when an attempt will be made to reconstruct the club constitution. The advocates of the change wish to give the Board of Trustees less power than they have at present, and they want meetings held every month instead of half-yearly, as at present.

## WHY FOIST HIM UPON US?

The *Wheel* intimates that Mr. Luscomb intends to run for the League presidency in February. I doubt if Mr. Luscomb could control more than 1,000 votes of the membership at large if the officers were elected in that way. Why should he be foisted upon us? We have had enough ring rule in the League, and it is about time that we freed ourselves of it.—*Sporting Life*.

The Hartford Wheel Club proctored \$325 by its annual tournament. It has elected the following officers: President, Howard H. Smith; Vice-President, Frank N. Crygier; Treasurer, Frank E. Eaton; Recording Secretary, W. M. Francis; Financial Secretary, W. A. Shew; Captain, A. G. Gruendler; First Lieutenant, James N. Stannard; Second Lieutenant, J. N. J. Hill; Color Bearer, W. J. Lux; Bugler, L. F. Middlebrook.

The papers owned and edited by the Coventry ring still defend Temple. Their latest wail is to the effect that "the American papers are doing their best to lay all the blame on Temple." The American papers are unanimous in agreeing that Temple and Rowe, and their backers and managers, are all of a piece. Both were equally concerned in carrying out a swindling game, and Rowe has even to bear the additional discredit of a double game.

The hoodlum wheelman, a stray specimen of which may occasionally be seen among himself in Central Park, is making himself felt at Chestnut Hill Reservoir. The Reservoir is a favorite riding and training spot for Boston wheelmen, and to deprive them of the pleasure of cycling about it would be a great loss. Yet the superintendent of the Reservoir contemplates such a move on account of the goings on of the hoodlum wheelman. He should be suppressed by all decent wheelmen.

The fourteenth handicap games of the Seventh Regiment Athletic Association will be held at the Armory, on Saturday, December 8, 1888, at 8 p. m. The programme decided upon promises to be even more interesting than heretofore. There will be a 1-mile bicycle race for novices, and a 2-mile handicap for members of the regiment only. The list of entries, which it is expected will be unusually large, includes many names prominent in the athletics of the country who are members of the regiment.

The Massachusetts Bicycle Club has decided to vacate its quarters on December 1, after which date the club will be without a home. The members have seldom visited the house, and the meetings are so poorly attended that it is impossible to get a quorum. The club will probably vegetate during the winter, and a reorganization will be effected in the spring. The Boston Art Club are reported as desirous of leasing the club house, which is owned by a stock corporation entitled The Massachusetts Cycling Corporation, a controlling interest in which is held by the Pope Manufacturing Company.

The annual meeting of the Brookline (Mass.) Cycle Club was held Tuesday evening. A committee was appointed to consider the matter of obtaining new rooms. It was decided to give a minstrel entertainment early in January, and a committee was chosen to have the matter in charge. The following officers were elected for the ensuing year: President, Frank D. Young; Vice President, Frank M. Seamans; Secretary, E. W. Baker; Treasurer, D. E. Beede; House Committee, W. H. James, W. A. Cooper; Captain, W. K. Corey; First Lieutenant, C. S. Cobb; Second Lieutenant, E. E. Smith; Bugler, J. R. Hammer; Color Bearer, L. W. Rice.

Mr. W. D. Banker was in town on Tuesday last, en route from Boston to Pittsburg. The Banker Brothers report a good business this year, the demand for safeties being very large, with a good call for second-hand wheels at low prices. They estimate that about 200 wheels were sold at Pittsburg this year. Their riding school at Old City Hall, where they have a 65 x 100 room, is admitted to be the finest in the country. On January 1 they will open a large store on Main Street, Pittsburg, in connection with their father, who will carry on a carriage business in addition to the cycle trade.

The *Bicycling News* emits a double-breasted sneer over our remarks on Will Windle. We repeat that Windle's form is scarcely second to that of the fastest Englishman now on the path, even though his record for the mile is 2m. 43s. We give the *News* credit for not entirely basing its opinion of a man on time performances. Windle outclasses Crist, who rode in 2m. 34 2-5s. while in England. At Buffalo Windle spread-eagled the field in the 10-mile lap race, finishing the last half mile in 1m. 17s. over a muddy track and against the wind, and not spurring all the way, either. Windle is the purest kind of an amateur, his father paying all his expenses. The *Bicycling News* editor will have an opportunity of studying his form next year, as he will positively represent America on the English paths.

A ladies' 6-day bicycle race, eight hours per day, will be held at Pittsburg next week, commencing Monday afternoon at 3 p. m. The ladies will ride every day from 3 till 11. The entries are Aggie Harvey, Kittie Brown, Jessie Woods, Lottie Starl, May Allen, Hilda Snallor, Helen Baldwin, Lulu Hart and Hattie Lewis. All are from respectable walks of life. We have seen photos of them in their cycling costumes, and a likely-looking lot they are. They have been taught to ride at the Banker Brothers' riding school, and not one ever rode a wheel until within six weeks. The track is fifteen laps to the mile, fourteen feet wide and with a three-foot raise on the turns. The girls are riding miles in 3m. 30s., and keep up a fourteen-mile-an-hour gait when practising. If the race is a success in Pittsburg the riders will be brought over to Madison Square Garden, New York City.

## GREAT VICTORY FOR A CYCLIST.

An interesting case has just been decided at Tynemouth, England. A tricyclist, being upset by a heap of rubbish left lying in the road, in violation of the sanitary laws, brought suit against the corporation of the town. The attorney for the defence held that as the cyclist was riding at a slow pace his failure to perceive the heap of rubbish and avoid it was his own lookout, and that, therefore, damages could not be claimed. The judge, charging the jury, stated that it rested with them whether the corporation had been in the wrong by leaving their dust heaps lying for two days instead of having them taken away before dark on the day the roads were scavenged, or whether it was through a want of care on his part that the cyclist was upset. The jury retired, and, after a half-hour's decision, awarded the following damages to plaintiff: Damages to clothes, £1; injury to bicycle, £2; medical attendance, £1 18s. 6d.; shock to system, £5; total, £9 18s. 6d.

## UNIVERSAL CYCLING CLUB NOTES.

The 10-mile road race of the Universals, which was to have been run on Election Day, was postponed on account of the threatening aspect of the weather, but will be run off on Thanksgiving Day at 9:30 a. m.

A "club run" to Hempstead on Sunday last was participated in by six members, which clearly shows that the boys are beginning to get afraid of the cold weather.

Wm. Hustleton, who has not been on his wheel for the last two months, attended the run to Hempstead on Sunday last, and managed to reach Jamaica in excellent form; but the run from Jamaica to Hempstead played him out completely, and in his endeavors to keep up with the boys and reach Hempstead with the rest he attempted to ride over a couple of fences, and thereby sampled considerable of L. I. MUD. After reaching Hempstead and partaking of his dinner he decided that it would be easier work to train it home.

In the afternoon on Thanksgiving Day the Universals will have a hare and hound chase on L. I. on their wheels.

HUSTLER.



## GIVE US BETTER ROADS.

How about the people at large giving a little attention to the subject of road-making, now that the cycle racing season is over and much of the political strain is off the public mind?

It seems to us tourists a-wheel—and we are not a few—that too many columns in all the papers are given to detailed particulars concerning one racing man or another, and as he is only one in a hundred he gets pushed up front more than he deserves, especially *this year*.

What the cycling world wants most, in order to double the number of wheels used every year, is some practical plan of road improvement and the awakening of road-makers to more sensible methods than the old ones.

While every string to further street paving of the right sort in towns should be pulled, our country roads should be especially looked after, as they are—or will be when made passable—our avenues of escape from place to place, and from the "worry and wear of corroding care," and they should be made pleasant safety valves for pent-up office desk slaves the world over, instead of being the sloughs of despond that too many of them are now.

Continued dinging at the authorities about here, in the local press, has resulted—we honestly believe—in the putting on of considerable gravel on suburban streets, and one section of macadam on one of our principal streets.

But there has been so much jobbery about the latter that it has cost about twice what it should, and a part of it has been done with soft sandstone, which soon makes about as much mud as the road has ever been used to; so "we feel quite at home" on that section.

If it only was not against the law to knock down and bury men who will plough up the road sides and shovel and scrape soft dirt and grass clods into the road, making it much worse than before!

A road-mender, who at this late day and age has the gall to so ruin highways and take the taxpayers' money for it, ought to be as promptly put out of the (high) way as a "hoss thief" is out in the wild and in many cases sensible West.

Stamford, a town of about 15,000, is now staggering along through inches-deep mud and loose and slippery cobble-stones, under a hundred-thousand-dollar debt for a sewer that is much worse than none, and whines about the cost of paving, whenever the subject is broached, and yet annually pays as much for this mud-hole irrigation as would properly pave half the town.

About every such town in this State is doing about as much in the way of paving, so we are not lonely.

Up at Westport and Fairfield, though, we will give them credit for some good sound macadam sense, and mean to take a run up there soon, to pat them on their shoulder and say, "Well done!"

We are glad to see as much as we do in the good old WHEEL on roads and touring, and wish there were a few hundred more men like that live one down in Alabama.

We need circulars of some sort for distribution, giving points on road bettering, and giving the old-timers a chance to brace up a little, see if they have any pride and will come out of the old regime, and give the people something to show in the way of a decent road for the money.

With decent paving this would be the prettiest town along the Sound, but now we will not say much in favor of it. We give the local papers this among other nuts to crack.

ART.

## THE INCREASE IN CYCLING.

As the wheeling in this vicinity is about over, our minds wander back to the good days of wheeling just past, and as we stop to think of some of the cyclists we have had the pleasure to meet during the season, it would be well not to forget Miss Mamie M. Thompson, who might be seen every day on her two track Columbia, thinking nothing of riding from twenty to thirty miles at a run. She has in all probability covered at least 1,000 miles during the season, and has been physically benefited by it so much this season that she thinks she will double the record next season.

Miss Emily A. Cox, of Jersey City Heights,

has also done considerable tricycle riding in this vicinity during the past season, but contemplates purchasing a ladies' safety bicycle for next season. Miss Cox is a very strong rider, and ought to be heard of next year as one of the leading riders in the States.

The wife of the veteran rider, H. B. Thompson, has also done some riding the first part of the season; but on account of a trip abroad with her husband she has for the past few months necessarily put up her tricycle for this year.

We expect a number of new recruits next season, and will gladly welcome them as sisters of the wheel.

Bicyclists in and about this place are very commonly seen in dozens, when a little over a year ago there was but one solitary wheel to be seen. Also a year ago there could not be found a bicycle paper; now it is a common occurrence to pick up a "WHEEL" in most any place or fireside you may visit.

Yours very truly,

A RIDER OF THE WHEEL.

SUFFERN, N. Y., November 17, 1888.

"The tandem bicycle has come to stay," writes the multitudinous cycling scribe. We imagine it has come to go.

Ira Perego sends out a monthly bulletin of fashions and men's furnishings, entitled *Men's Wear*, which, while an advertising publication, is well written, nicely illustrated, and contains many points on the art of getting up one's self with stunning effect.

### SCRANTON BICYCLE CLUB'S FAIR.

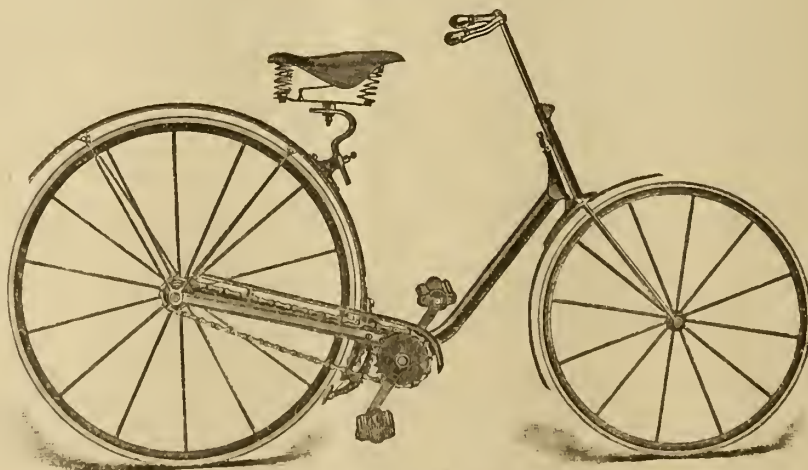
The Scranton Bicycle Club will hold a fair in Armory Building, Scranton, Pa., to realize funds to help erect a new club house on a lot recently purchased by them at 545 Washington Avenue. The fair will commence November 26, and will run one week. The fair is under the general management of R. H. McKune, Room 25, Library Building, Scranton.

Cycling is looming up in the daily press more conspicuously than ever. The New York *Herald* placed the Eagle Rock hill-climbing at the head of its sporting department, with the following heading:

## TURN, TURN MY WHEEL.

—Longfellow.

New Hill-Climbing Records by  
Bicyclist Shurman.



## STERLING CYCLE COMPANY.

We present our readers with a cut of the Sterling Cycle Company's new safety, which will be ready for the spring trade. The Sterling Cycle Company has offices at 12 Pearl Street, Boston, and a factory at Newton, Mass. Among the wheels manufactured by the concern are a quadricycle and a carrier cycle, a cut and description of which we recently published.

The company's product is constructed almost entirely of tough woods, which make the wheels light, cheap and durable. A number of quadricycles are in use at Newton, Mass., where they are manufactured.

The safety has just been brought out. It weighs but thirty-nine pounds and costs \$90. The wheels are 24-inch front and 30-inch rear. The rubber tire is fastened on a radically new plan and will stay on, writes the inventor and mechanical genius of the firm, Mr. Sterling Elliott. The chain is self-oiling and the brake is of new design. All the bearings and the crank-shaft are self-oiling. It is intended for men as well as women, and will carry a rider of any weight up to 200 pounds. Mr. Abbott Bassett, who has ridden a quadricycle all this year, speaks enthusiastically of the new wheels.

## MORGAN'S MARIONNETTES.

You ax for a narrative, stranger,  
And—well, I don't mind if I du.  
Landlord! that Monongahela,  
And mind it's three fingers—not two.  
I once would have stood you the same, sir,  
Though now I'm too flush in bad debts;  
For once, old hoss,  
I was managing boss  
Of Morgan's marionnettes.

'Twas the latest show on the road, sir,  
And we scooped the dollars in;  
When I tell you I'd only two figures,  
You'll say it was rather thin.  
Yes, I only had two little puppets  
On which to make all my bets;  
But I worked 'em so well  
That I lived for a spell  
On Morgan's marionnettes.

But one day I met with Fred Alley,  
Who ran just the same sort of show;  
He talked just like pie, but a faithless ally  
He proved with his little Bill Rowe.  
For we got up a championship meeting,  
And made all the usual bets;  
The first heat was at Lynn,  
So we let Billy win  
Agin' Morgan's marionnettes.

The next heat was run down at Hartford,  
And "Tricky" in this was to beat;  
And then, just to keep the thing going,  
The third was to be a dead heat.  
But just as we'd got the whole pile on,  
Fred Alley the swindle upsets,  
For Rowe came in fust  
To the awful disgust  
Of Morgan's marionnettes.

I jist gave one whoop like an Injun,  
And went for F. A. like a dart,  
But I found him surrounded by sluggers,  
Who laid me out terrible smart;  
Then the public got hold of the swindle,  
And wanted back all their big bets.  
So, pard, it's a frost,  
For I reckon I've lost  
Over Morgan's marionnettes.

—WILL WAGTAL, in *The Cyclist*.

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.



## THE STANLEY SHOW.

The whole of the central aisle of the Crystal Palace, at Sydenham, will be cleared and given up to the show, the only entertainment being the pantomime, which is held in the theatre quite apart from the Palace proper. From end to end of the great crystal house, therefore, will be ranged the finest show of cycles—nearly one thousand in number—ever seen in the world. Exhibitors will be specially dealt with by the railway companies, who will also provide for bringing the crowd home to London at night. At present it is proposed to close the exhibition at 9.30 P. M. each night, but this may be changed. The concert room is at the Show's disposal, and may be used for trick riding.

## JO. PENNELL EXPLODES.

Not literally, of course, but at a recent meeting of that august and erudite body, the Society of Cyclists, Jo. waxed wrothful over two of the papers read, rose and completely demolished both the papers and the authors in a torrent of angular, cutting words, bristling with cynicism and irony. A paper entitled "Geological Fields for Cyclists" brought from the gifted American artist an essay on gypsies of all parts of Europe, whom Jo. handled unglowed. A communication from Edwin Chadwick, an octogenarian savant, on the use of "Tricycles for the Police," again brought the eruptive Jo. to the floor. Says *The Cyclist*: This paper seemed fairly to exasperate the fiery Jo., who went for the proposals of the absent nonagenarian with even more vigor than his famous countryman, Bill Nye, attacked the unhappy Chinaman of euche-playing notoriety. He smashed, pulverized, and scattered without mercy the suggestions of the aged savant, whose tale of years had bridged the space of half a century ere the Yankee limner had commenced to sketch with burnt wood upon his mother's hearthstone. When, however, the simoom of Mr. Pennell's oratory had blown itself out, it was still evident that Mr. Chadwick's paper contained many sound and valuable suggestions. We await with considerable interest the results of the cycle-police experiments shortly to be made within the Metropolitan police area.

## 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	64.00	4	2	4
433	—	Ladies' Quad. No. 14	175.00	165.00	4	1	1
435	52	Special Club,	160.00	160.00	1	1	1
438	51	Special Star,	160.00	70.00	3	Ball	2
441	54	Columbia Expert,	125.00	65.00	4	2	2
445	48	Rudge Lt. Rdstr.,	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
455	—	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 (36x54)	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	39.00	3	4	3
486	48	Columbia Expert,	125.00	84.00	3	1	1
488	54	Special Club,	135.00	78.00	3	1	2
489	50	Harvard,	125.00	50.00	3	2	1
490	54	Springfield Roadster,	100.00	62.00	3	1	1
491	54	English,	140.00	65.00	3	2	2
492	50	Apollo,	135.00	45.00	3	1	4
493	—	Columbia Expert,	130.00	60.00	1	2	2
494	55	Springfield Rdstr.,	75.00	52.00	4	Plain	4
495	—	Racer,	130.00	35.00	4	1	2
496	48	Springfield Rdstr.,	75.00	52.00	4	Plain	4
497	54	Columbia Standard,	85.00	35.00	5	4	4
498	54	Victor Roadster,	140.00	75.00	3	1	2
499	54	American Rudge,	110.00	75.00	4	1	2
500	48	Singer Lt. Roadster,	135.00	90.00	4	1	1
501	50	Columbia Expert,	130.00	55.00	3	1	2
502	48	New Mail,	127.50	85.00	4	1	1
503	48	Columbia Expert,	127.50	70.00	1	2	2
504	—	Columbia Expert,	132.50	75.00	1	1	1
505	—	Eng. Rover Safety,	135.00	100.00	4	1	1
506	52	Premier,	120.00	60.00	4	3	2
507	—	British Challenge,	140.00	55.00	4	2	2
508	54	Premier 3-trk. Trike,	165.00	60.00	4	Ball	4
509	48	Sanspareil,	135.00	50.00	4	2	2
510	36	Columbia Standard,	85.00	35.00	5	4	4
511	51	Boy's,	45.00	30.00	1	4	1
512	51	American Star,	100.00	50.00	4	Plain	2
513	—	Victor Junior,	55.00	50.00	4	3	1
514	48	Humber Tandem,	260.00	115.00	4	2	4
515	52	Rudge Lt. Roadster,	132.50	80.00	4	1	1
516	52	Premier,	120.00	40.00	4	3	2
517	54	Columbia Standard,	90.00	35.00	4	4	4
518	52	Special Star,	125.00	75.00	4	Ball	2
519	—	Matchless Singer,	130.00	80.00	4	1	1
520	—	Columbia 2-trk Trike,	165.00	85.00	4	1	1
521	48	Special Star,	125.00	75.00	4	Ball	2
522	51	Columbia Lt. Rdstr.,	135.00	100.00	3	1	1
523	46	Mustang (Pope Mfg. Co.),	85.00	40.00	4	4	2
524	56	American Club,	135.00	50.00	4	2	2
525	54	Victor Roadster,	130.00	80.00	4	1	2
526	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.

## NEW YORK BICYCLE COMPANY,

8 Warren St., New York

## FOR SALE, EXCHANGE, WANTS.

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

FOR SALE.—52-inch full nickeled 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. J. W. Club House, 1281 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. 11-23

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 Crispers \$160, were \$185. New and second-hand Experts, Victors, Ridges, 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 Installments. Complete Stock of Repairs for all Beeston Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

TANDEM SAFETY.—\$145 cash. Ivel 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

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,

Post Office Box 1187. New York City.

FOR SALE.—A Club Tandem Tricycle; or will exchange for Tandem Safety Bicycle. A1 condition. Address Lyman M. Jenkins, 160 Broadway, New York City. 11-23

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

BARGAIN.—A 52-inch American Champion Bicycle, 1888 pattern, used but little and shows no wear. Cost \$105. Will sell for \$75. Address C. L. Rider, Kirksville, Mo. 11-30

MARLBORO TANDEM, \$125.—Rudge Tandem, \$100. Both wheels in splendid order. Chas. Schwaibach, Prospect Park Plaza, Brooklyn. 11-30

52-INCH NEW MAIL, \$90.—Almost new. Victor Safety, \$100, 1888 pattern, used but three times, new last August. Chas. Schwaibach, Prospect Park Plaza, Brooklyn.

A FEW good Columbia Tricycles and Tandems for sale dirt cheap. Chas. Schwaibach, Prospect Park Plaza, Brooklyn. 11-30

## 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

J. M., 1937 SCOTT STREET, PHILADELPHIA, PA.

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



## KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

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PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.

Are unsurpassed for purity and excellence.

Are specially adapted to people of refined taste.

Are composed of only the finest Virginia and Turkish leaf.

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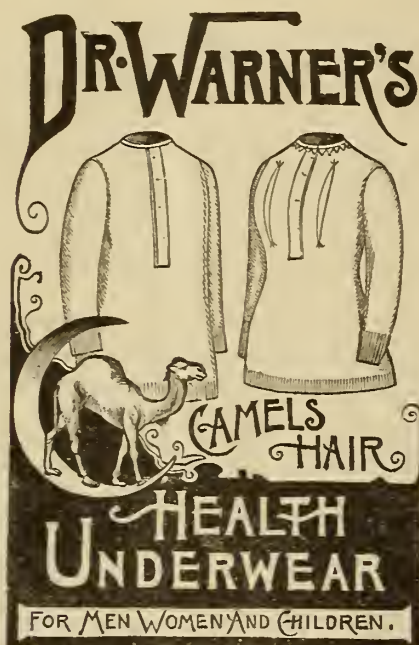
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## Weldless Steel Tubes, COLD DRAWN, SMOOTH INSIDE AND OUTSIDE, FOR CYCLES.

Imported and kept in stock by

**JOHN S. LENG'S SON & CO.,**  
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Superior to Silk or Wool.  
A Protection against Colds, Neu-  
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SOLD BY LEADING MERCHANTS.  
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When the Robins Nest Again,  
We shall have demonstrated that  
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for less money, during the season  
of 1888 than any other dealer  
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Send for the most complete *Wheel  
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55 State St., Chicago, Ill.

## GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

### OFFICIAL TAILORS AND OUTFITTERS

Idleran Bi-Club.  
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Long Island Wheelmen.  
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## DEVLIN & CO.,

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Broadway and Warren Street,  
NEW YORK,

MANUFACTURERS OF

Bicycle, Tennis, Yachting and Tourist Suits,  
Caps, Stockings, Etc.

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  
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Will be maintained in these Novelties.

**PEDERSEN & BUCKINGHAM,**

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,  
1½ Maiden Lane, N. Y.



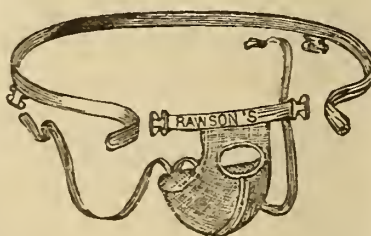
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Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$3.50  
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A Perfect Fit Guaranteed.  
Displacement Impossible.

No Wheelman, Equestrian or Athlete  
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ARMY PATENT ELASTIC SELF-AD-  
JUSTING SUSPENSORY BANDAGE.  
They are a safeguard from Accident or injury.

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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  
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**OVERMAN WHEEL CO., Makers,**

CATALOGUE FREE.

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LOOK AROUND BEFORE BUYING.  
SEE OUR LISTS.  
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Tennis Soling,  
WHITE, BLACK,  
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Established in this line  
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For Sprains, Bruises, Backache, Pain in the  
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any other External Pain, a few applications  
rubbed on by the hand act like magic, causing  
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50 cents per bottle.

Sold by Druggists.

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PERFUMES AND TAKE NO OTHER.  
Wenck's Opera Bouquet is the latest.

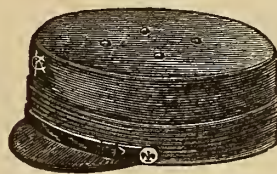


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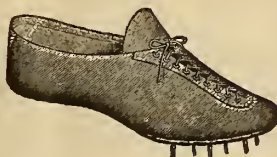


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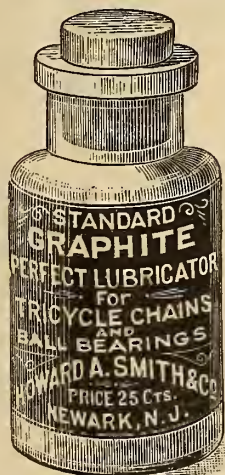


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I carry and make up to order the finest line of goods in the country. Call or  
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Gentlemen who want to learn to ride any kind of bicycle  
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ON THE 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  
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PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



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John Mason,

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This Season,

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