



Vol. II.—No 15.]

NEW YORK, DECEMBER 7, 1888.

[WHOLE NUMBER, 41.]

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

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The Best Hill-Climbing Crank Machine Ever Produced.

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# We Still Hold Our Own.



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

## Records for 1888.

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

J. R. Weld, of Medina, writes: "In a club of twenty, eighteen ride Springfield Roadsters, and still we want more."

## REMEMBER OUR HILL-CLIMBING RECORDS.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all-around road wheel. CATALOGUE FREE.

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"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.

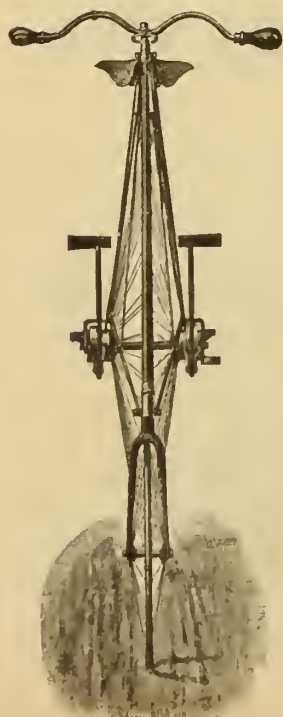
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# THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



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

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CATALOGUES FREE. ADDRESS

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New York Salesrooms,  
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SMITHVILLE, N. J.

## POINTS

RELATING TO

## Second-hand Wheels,

SOLD BY

HART

## Cycle Company,

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**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.

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## V.

## OUR PRESENT BARGAINS.

42-inch American Safety (new machine)....	\$70 00
44-inch Ideal; in good order.....	25 00
46-inch Otto Special; in good order.....	35 00
46-inch Facile; nearly new; 1887 pattern .....	75 00
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

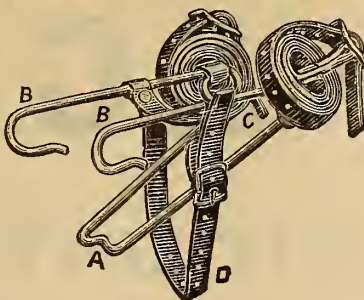
**Note A.**—The above comprises only a portion of our list, and we shall be pleased to answer inquiries fully.

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

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"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. Discount to the trade.

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All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.

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## 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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Send in del. drawing, or photo., with description. We advise if patentable or not, free of charge. Our fee not due till patent is secured.

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SPIRITS OF TURPENTINE, ROSIN, ETC.

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Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



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.

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## Akron Rubber Works

AKRON, OHIO.

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Handles, Spade Grips, Pedal  
Rubbers, etc.

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## EASY PAYMENTS.

Victor, New Rapid, Champion, Star  
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on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & SON, 13 G St., Peoria, Ill.

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

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SAFETY.All Ball Bearings  
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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,

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THE GREAT LONDON SHOE MAN.

MY SPECIALTY FOR THE SUMMER IS THE

## KANGAROO SHOES,

The Most Durable and Comfortable Shoe Made.

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.

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### 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.

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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.  
 Foreign Subscriptions, - - - 6s. a year.  
 Single Copies, - - - - 5 Cents.

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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.

We should think that the detective camera could shoot no more absurd picture than a class of school-children waiting to hear the pin drop. A very large percentage of cycle agents are in just such a position—on the fence, waiting for something to turn up; watching to see how the cat jumps. As has been the case in every other year, the cycle agent, wishing to make as valuable a connection as may be, finds himself trying to solve the problem of "Which?" the which of course referring to the various product which the makers will turn out for 1889. The solution this year is more difficult than usual for several reasons. The established firms have extended their business and introduced new patterns; new firms are ready to launch their "lines" at an expectant and purchasing public; and, to cap all, the probable extent of the demand for safeties, tandem safeties and ladies' safeties, must be considered. With all these factors taken into consideration, the local dealer is at his wits' end, and is very unsettled as to future connections.

This uncertainty, this embarrassment of riches, while it may complicate the problem, assures the local dealer that there is at least an enlarged field to select from, and it further testifies to the facts that established firms have been encouraged to get deeper into the business, and that new capital is being attracted to the cycling trade. There is no grand rush over to the Stanley Show to pick up good things. The American manufacturers know what is wanted, and they are working their material into shapes of their own designs. This extension of the trade is gratifying. The established firms promise to meet all demand for the newest fashions, especially in tandem safeties and ladies' bicycles. The new concerns promise good things in the way of new mounts, and a number of excellent English wheels will be imported.

Some time since we referred to Hawkshaw as the Joe Howard of cycling journalism. In comparing his Hawkshawness to Joe, we especially referred to the trains of original thought which both are wont to pursue, the one in the great

world, the other in the little world of wheels. And like his prototype, this Hawkshaw is apt to be dogmatic, to over-reach the mark, to out-radical radicalism. A sample of this is Hawkshaw's recent iconoclastic essay, or rather tirade, against the custom of awarding mileage medals. The Coaster picks him up, and very swiftly and smoothly, after the fashion of a coaster, he explains the benefits of the mileage medal system. Mr. Hawkshaw has fallen into the common but still unpardonable error of condemning the system, instead of the too ardent disciple of the system. There are mile hunters who sacrifice strength and health, but these are buried under the masses who are encouraged to ride more than they otherwise would by the chance of wearing a trophy of their endurance or perseverance.

Our statement in a late issue of this paper to the effect that "There is a latent feeling that Pennsylvania is not intensely loyal to the League" has been misconstrued by the *Sporting Life's* wheeling editor, a clear writer and fair-minded man, by the way. This misconception has misled the *Sporting Life's* editor to make unjust remarks, and calls for specific accusations. We would call attention to the fact that we simply reported a state of affairs, an existing feeling, patent to others as well as to us. It is our opinion that such a feeling exists, and yet we have not the slightest ground for any accusation. If the *Sporting Life* man differs with us, he is justified in accusing us of a vivid imagination, so long as he sticks to the point, which is a difference of opinion between him and ourselves as to the existence of the feeling referred to. We trust he will take pains to set the matter straight with his clientele, among whom we have many warm friends.

### PRAISE AND BLAME.

The American correspondent of the *Irish Cycling and Athletic News* sends over to his paper the paragraph published below.

We are first knocked out, metaphorically of course, and then the scribe kindly picks us up, sponges us off and we are all right again. We think THE WHEEL presented as careful a history of the late hippodrome as could well be compiled, and that our judgment that professionals should be driven from American paths was as just as it was severe. We are proud to be compared to Mr. Mecredy. We are not exactly of the bread, butter and milk variety; yet are we not "tanks" nor "soaks." We use the plural "we" instead of the singular "I" to avoid the very charge which the scribe makes, and we do distinctly deny that the ongoings and outcomings of Johnny Jones, of Jonesboro, are detailed at excruciating length in these columns. Yet the last few sentences in the scribe's onslaught make us feel on good terms with ourselves, and we forgive.

"It might have been, I think, reasonably expected, however, that the purity cycling press would have paid a little attention to the matter. This they have most certainly not done. The *Wheel*, for example, the only cycling paper published in this city, had the extended account from the *Boston Globe*, and perhaps twenty lines of comment the week before last, and last week has a ten-line par. about this most outrageous swindle. F. P. Prial, by the way, the editor of the *Wheel*, reminds me much of good old superior Dick Mecredy. He is a very nice, gentlemanly chap, but strikes me as being one of the bread and butter and milk young men to whom the mild dissipations of the 'Lace and Ouns' (by the way, what has become of that famous organization?) would appear as the most awful orgies, and shock him as much as they used formerly to

do the mild but effusive Goggles. Prial is thoroughly endued with the Mecredyism that cycling is the most important thing in this mundane sphere. That cyclists are the salt of the earth; the cycling press the salt of cliquesism. The *Wheel* (Mecredy thinks the bilious one of course) is the salt of the cycling press. Like Mecredy, he shrouds his identity in an awesome and awful plurality, and like him also he appears to imagine that the world or its population are hanging upon his editorial utterances. The most frequently appearing word in the *Wheel* is, as in the 'Y. U.' 'we,' and like the latter paper it is filled with sly allusions to local correspondents as to who Tom Deep-dog was seen taking to church last Sunday; how Dick's moustache is still but the airy fabric of a dream, and that the part of Harry's calf which is not hung on in front is still an embryonic atom in the womb of an unknown future. At the same time the *Wheel* is the best cycling paper in America. Mr. Prial did a remarkably plucky thing when he started, and he richly deserves the success with which I am told he is meeting."

### THE BICYCLING BOWLING LEAGUE.

Delegates from the New York Bicycle Club, K. C. W., Hudson County Wheelmen and Harlem Wheelmen assembled at the house of the New York Bicycle Club on Monday evening last to perfect the bowling league for cycle clubs. J. R. Blake, N. Y. B. C., acted as temporary chairman, and W. E. Eldridge, H. C. W., acted as temporary secretary.

It was moved and carried that a permanent organization of bicycling bowling clubs be organized to form a bicycling bowling league, to consist of the H. C. W., K. C. W., N. Y. B. C. and Harlem Wheelmen.

Moved and carried that officers be the President and Secretary-Treasurer.

Mr. J. R. Blake, N. Y. B. C., nominated for President and elected. Mr. E. C. Parker, H. W., was nominated and elected as Secretary-Treasurer.

A motion was made and carried that the Atlanta Wheelmen, of Newark, be made a member of the League.

Mr. Stott moved that the annual dues be placed at \$5, payable in advance. Carried.

Mr. Stott moved that three-quarters of the dues collected be expended for first prizes, and one-quarter for second prizes. Motion tabled.

Mr. Stott moved that a bowler must have been a member of the bicycle club he represents for thirty days before he can participate in any game. Carried.

Moved that each club have two delegates to Executive Board with full power. Any change of delegates to be made by notifying the Secretary of the League. Carried.

A committee was appointed to draft rules for the government of the League, and to arrange a schedule of games.

Moved and carried that Committee on Schedule and Rules report December 12 at K. C. W. club house, 1255 Bedford Avenue, Brooklyn.

The Harlem Club will play the first game with the N. Y. B. C. on Friday, December 21, at the latter's alleys, Fifty-second Street and Sixth Avenue.

Moved and carried that a vote of thanks be tendered to the N. Y. B. C. for the courtesy of their club house.

One of the Christmas magazines contains a poem on "Morgan," a bold buccaner. No relation, of course.

### WINDLE WILL NOT TRAIN NEXT YEAR.

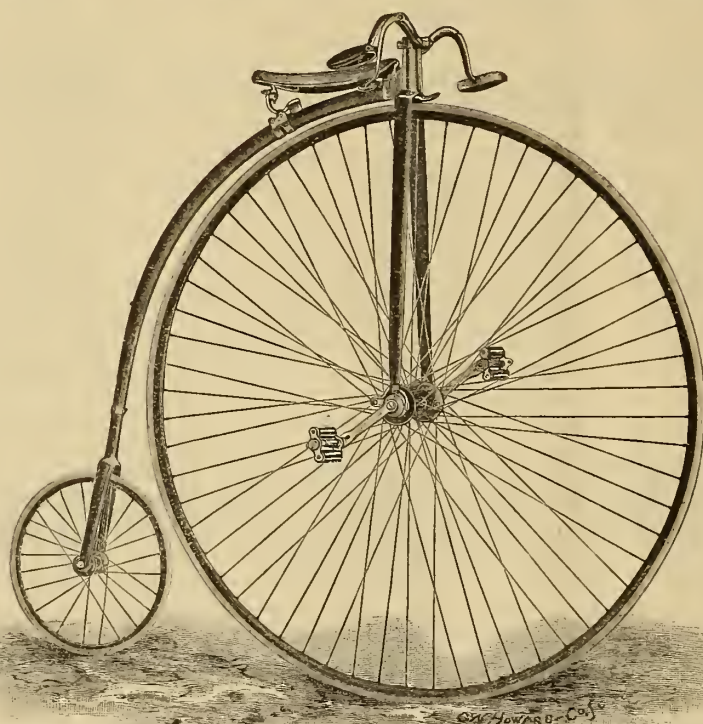
Willie Windle writes: "I shall positively not ride next season. I know that the papers will be full of challenges from some of the prominent racing men when they hear of my intention." We think Windle wise in his decision. He was brought out too soon and too quickly. The average racing man pegs around a long time before he develops good form. On the other hand Windle was taken in hand by a professional trainer and put up to the top notch in a season. We shall regret his absence from the path, for he is a brilliant performer and a level-headed, modest fellow. But we do hope he will adhere to his present decision.

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.

MFG. CO.

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

A. KENNEDY-CHILD, Superintendent of Agencies.

SPRINGFIELD,  
MASS.

## THOMAS STEVENS LECTURES AT WORCESTER, MASS.

Thomas Stevens gave an illustrated lecture on his experiences, at Association Hall, in the Y. M. C. A. course, on Thursday evening, November 22. The hall was crowded to its utmost capacity.

From the first Mr. Stevens delighted his audience. His "lecture" was not of the usual kind; it was, rather, a delightful series of anecdotes and comments upon the ways of Eastern people, and Mr. Stevens did not say "I" during the whole evening, preferring to refer to his exploits as of those of "our cyclist." He skipped about from place to place, not attempting to read his diary by the way, and the result was entirely satisfactory.

A stereopticon was used to throw the pictures upon the screen, and among them were many readily recognizable as coming from the pages of his books, in which Mr. Stevens has published the whole delightful story of his tour.

The most interesting portions of his story were of course those relating to his experiences among the people of the Orient. A marked characteristic of all the Eastern peoples, Mr. Stevens said, is their curiosity. Oftentimes crowds gathered about him and watched him even after he had gone to sleep, so greatly did they marvel at this rider of the steed that would not stand alone. He described his experience with a loaf of Turkish bread. The "loaf" is really a thin board of rice, about two feet in diameter, which you roll up and then bite off the end.

One picture was thrown upon the screen, representing, Mr. Stevens said, the wheelman receiving grapes from the hands of one of the belles of the upper Euphrates, while her father was in the background examining the bicycle. The Turks are very hospitable, and are almost total abstainers; it is rare to see a case of drunkenness among them.

Mr. Stevens made an interesting story out of his experiences in Persia. He met with the Shah, with whom, in fact, he had considerable to do. He also had the privilege of seeing many of the women unveiled, and said that because of the wonder with which he and his wheel were regarded, he obtained, probably, an easier entrée among the ladies than any other modern traveler. But he declared that for all the hours of the East whom he had gazed upon, there were none any more beautiful than the ladies to be seen upon the streets of any of our American cities.

After a brief intermission, during which the orchestra furnished music, he continued his recital, taking his readers through India, China and Japan. He received the closest attention throughout and was frequently applauded.—*Worcester Exchange.*

## PRINCE'S NEW VENTURE.

Omaha, Neb., will soon have a new place of amusement, the Coliseum. It is located at Spruce and Twentieth Streets, on the cable tramways line. The building is 300 x 170 feet, and is in every way fitted for its purpose. The bicycle track is a beauty, twenty feet wide, ten laps to the mile, as certified to by responsible civil engineers. Inside this track is a horse track seventeen feet wide. The space inside this track will be converted into a swimming bath, which will have a portable covering. Every description of gymnastic apparatus has been ordered. In the southeast corner of the building will be a restaurant, in charge of a competent chef. In the southwest corner will be a Turkish bathroom. The building will comfortably seat 10,000, while on special occasions arrangements can be made to accommodate 15,000. The entrance will be very handsome, being thirty feet wide, with quite elaborate woodwork. The bicycle school will be in charge of John S. Prince, and the riding school will be looked after by Marve Beardsley, who has been with Buffalo Bill's Wild West show the past year. The cost of the building is \$30,000, all the stock being taken by Omaha's prominent business men. The building will be lighted by gas and heated by McLaughlin's patent chemical heaters. A six days' professional race is being arranged for, in which Prince, Dingley, Eck, Whittaker, Woodside, Morgan and Schock are expected to participate.

## ST. LOUIS CYCLE RACES.

The races of the Cycle Club, held at the Natatorium November 29, were a grand success. There was a large crowd present, and everything was conducted in the most approved fashion. The track is seventeen laps to the mile, which made fast time impossible. This also made the corners very sharp, and although the corners were well resined there were any number of falls. No one, however, was hurt. G. H. Lucas acted as referee and J. S. Kuhn, W. H. Wylie, H. H. Wheeler and E. N. Sanders as judges and George Wilder as starter. Owing to the number of entries in the races they were divided into heats, the person winning a heat in the fastest time to be declared the winner.

The first event was a half-mile novice race. This was won by E. Barnard in 1m. 42s., with J. S. Richards second.

The second race was a half-mile open handicap. This was won by E. Barnard, who had ten yards start. Time, 1m. 40s. Dick Hurck and A. A. Knight tied for second place.

The third race on the programme was a 100-yard slow race, the person coming in last to win the race. It produced no end of fun, but was finally won by Will Carlin.

The fourth was a 1-mile race for the club championship. It produced a good race and was finally captured by Dick Hurck from A. A. Knight second. Time, 3m. 21s.

The fifth race was a half-mile ride and run, the contestants being required to run and ride a furlong alternately up to the half mile. It was won by Dick Hurck, with George E. Tivy second. Time, 2m. 53s.

The sixth race was a 1-mile handicap, open. It was captured by Hurck, 5 yards, with A. A. Knight, 30 yards, second. Time, 3m. 18s.

A consolation race of a half-mile was captured by J. S. Richards in 2m. 2s. Will Tyler was second. During the races a fine exhibition of trick and fancy riding was given by Harry Gordon, John Stout and Hal Greenwood.

## SPEEDING ROUND CHESTNUT HILL RESERVOIR.

The handicap race meet promoted by Charles P. Daniels, physical instructor of the Boston Y. M. C. A. "gym," was held at the Reservoir, with a limited number of cyclists present.

For the first event, distance one lap or 1.6m., R. H. Davis, Harvard College, appeared at scratch, with P. J. Berlo, 50 yards start; A. T. Klaus, 15 yards; and W. Thomas, 200 yards. Davis was leading at the half distance, with Berlo second. Despite the efforts of Berlo, Davis kept his position and crossed the tape in 3m. 19 3-5s., which is record for the Reservoir; Berlo was second by a dozen lengths.

Subsequently Davis, with Harry Cornish as mate, mounted a Swift tandem and made the lap in 3m. 23s. W. B. Greenleaf also had a try for record on an ordinary, but finished in 3m. 28 2-5s.

The officers of the day were: W. H. Emery, E. C. Klipstein and C. E. Daniels, judges; George M. Hendee, referee; George Seymour and C. Daniels, timekeepers; H. S. Cornish, starter.

## CONINGSBY ON EAGLE ROCK.

On Saturday last Fred. Coningsby, Brooklyn Bicycle Club, whose appetite for records seems almost unsatiable, was out on the Rock in an attempt to drive his ordinary, a Victor Light Roadster, up the Rock ten times consecutively within the shortest possible time.

At 2:30 p. m. the hill climber was given the word and rapidly disappeared around the bend, leaving the young man of THE WHEEL stamping about in a vain effort to keep warm.

As Coningsby was turning for his second ascent he was upset by a stick lying on the road, and became entangled with his wheel and cut one of his shins. After a delay of five minutes he was off again, but owing to the poor condition of the road and the strong wind he was compelled to stop on account of one of his wrists giving out near the summit on the ninth trip. Throwing out the first round trip, which occupied 13m. 13s., on account of the dismount, Coningsby raised the record for ordinary wheels from four to seven round trips.

The following table gives the value of the ride:

	Time of Round Trips.	Total Time.	Previous Record.
	M. S.	H. M. S.	M. S.
1.....	14 30	14 30	13 27
2.....	14 15	28 45	27 12
3.....	15 38	44 20	41 05
4.....	14 55	59 15	55 55
5.....	15 35	1 14 53	—
6.....	17 12	1 33 05	—
7.....	16 47	1 48 53	—

## DOWN IN TENNESSEE.

The Memphis Amateur Bicycle Road Racing Association held its first road race on Tuesday, November 27, on our best stretch of road. The distance was ten miles. It was a success, everything going off nicely, and everybody was satisfied.

The race was a handicap, and there were five contestants. The finish between Hess and Scherer was very close, there being only a quarter of a second difference in the time of the two. Scherer is quite an old man, but he rides a wheel with any of the boys, and generally stays with them.

The following table shows the order in which the men finished, the handicap and actual riding time being given:

	Actual Time.
	M. S.
1. G. W. Hess, 4 minutes.....	43 00
2. C. J. Scherer, 5 minutes.....	43 00 1/4
3. A. F. Alberts, 4 minutes.....	43 15
4. Julius Wood, 3 minutes.....	44 26
5. W. A. Whitmore, scratch.....	41 30

The officers were: Timers, Chas. Hotchkiss and Jos. Specht, Jr.; Judges and Handicappers, W. F. Yates and R. W. Slusser.

The object of this organization is to give a series of road races for a medal to be won three times. The second of the road race series was run on Thanksgiving Day. The finish was not so close as in the first race, but was very pretty as it was. Below I give a table showing the order in which they came in, the handicaps and actual time:

	Actual Time.
	M. S.
1. W. A. Whitmore, scratch.....	41 30
2. Julius Wood, 2 minutes 30 seconds.	44 13
3. A. F. Alberts, 2 minutes.....	43 49
4. G. W. Hess, 1 minute 30 seconds.	44 32
5. J. T. Willens, Jr., scratch.....	45 30

The men came home in first-class condition, having hardened themselves to their work. The road was somewhat heavier than on Tuesday, and taking everything into consideration the time is good for "us" Southerners on our rough roads.

Cycling has been somewhat at a standstill here, but it is hoped that these races will tend to increase the interest. There are two agencies here. C. J. Sherer looks after the interest of the Victors, and S. A. Godshaw looks out for the G. & J. wheels. Both concerns carry a stock of wheels and sundries.

Your correspondent is a little rusty at this kind of work, but he will brush up with practice.

SUPRIS.

MEMPHIS, Tenn., Nov. 29, 1888.

## FIXTURES.

- Dec. 13—Riverside Wheelmen's reception at West End Hall, 125th Street, New York City.
- Dec. 13—Somerville, Mass., Cycle Club's annual reception.
- Dec. 14—Elizabeth Wheelmen's theatre party.
- Dec. 15—M. A. C. Games at Madison Square Garden, N. Y. City. Two-mile bicycle handicap. Entries close December 8 with C. C. Hughes, 524 Fifth Avenue, N. Y. City.
- Dec. 15—Hudson County Wheelmen's theatre party.
- 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 South End Wheelmen's reception and housewarming, announced for Tuesday last, has been postponed indefinitely on account of the painters and decorators not having completed their work within the expected time.

## NEWS FROM CYCLING CENTRES.

### READING.

Riding seems to be done for in this section, many of our latter-day men having already stored their wheels, while we who have gone through several seasons still keep them ready for any emergency; for we know there will be many good riding days yet, and that the roads, with the aid of Jack Frost, will be better than ever.

Sunday last actually saw Wilhelm on the road with his club. Although he is Captain of the club he was seldom seen with the boys, that part of the club business being well taken care of by the efficient Lieutenant M. Diener, who has lately turned his attention to amateur photography, and nothing is secure from him. Even at night he works by the aid of flash lights. The fiend always manages to make us sit quiet for awhile while he shoots us. Everything in the neighborhood has suffered. He is now watching for a good chance to preserve to posterity the spasmodic efforts of Kline with a pool cue, the dignified attitude of Hendle and the peculiar styles of "Blood" Wilhelm and some other distinguished notables of the Reading Club.

They are all pool champions since the new table has been in the rooms. A pool tournament among club members is the latest, and will be inaugurated shortly after New Year's. It is really wonderful, the interest taken in the rooms lately; crowded every night. I dropped in one night recently to hear the news and to listen to the comments on that last article of "Ariel's" in the *Bulletin*. A person could easily imagine he was in some detective agency, for "Ariel's" life in Reading was thoroughly shaken up and sifted. No Presidential candidate ever got it worse.

To-night and to-morrow night Barber, the fancy rider, will be here with a troupe at the Opera House. The boys, I understand, will all occupy front seats on one night, and the yell, "Who is that man? He's all right," when he appears, will, I am afraid, startle some of the staid old theatre-goers. But then the people generally are very partial to the bicycle boys, and even the mayor and police are very lenient, for the boys raise all but the dead. Note the racket on the night of Roland's wedding supper. Not satisfied with the supper, which must have cost an even \$100, and the toasts, which made Jimmie blush even after a week of married life, and after he did all he could for them, they even turned up in front of his house at 2 A. M. with a large bonfire and horse fiddle, and kept it up until the five policemen who had got there actually begged the boys to stop.

The boys are talking of new quarters in spring, and between this and that time a new constitution which provides for different class of members will be put through.

To-morrow (Thanksgiving) there was to have been a hill-climbing contest on Wilhelm's new pet hill, which he himself has failed to climb. But the snow storm of Sunday night and the mud resulting from it will probably stop it. I called at Wilhelm's machine shop to-day to find out about it, but could not, as Wilhelm was away. Perhaps a description of Wilhelm's place of business and what he does will be of interest to some of your readers. The place is a large machine works. All kinds of machinery are built. They employ fifteen or twenty men. W. H. Wilhelm, the father, is the sole owner, but the rider, W. L., has charge of it. Here it was the first true tangent wheel was made, and the drawings, with date one and a half years before the New Rapid wheel appeared, is still in the place. Here, also, was made Wilhelm's famous spider wheel and the lightest Star ever built. It was a 52-inch, and weighed twenty-nine pounds. The wheel is still on exhibition here, and is quite a curiosity. He also has plans for a new safety that would revolutionize things if brought out; but he says, "I am tired of experimenting." The bicycle department is about as large as the machine shop. A man is kept constantly busy on repairs, and the place is full of wheels. All second-hand wheels, as soon as they come in, are given a general overhauling, with new nickel, enamel, and often

new saddles, making them look quite like new. Here it is that Wilhelm does his training after working hours. He has a Star home trainer set to run very easy. The hub is provided with a Larkin cyclometer, and the way he can make that wheel go is a caution. We watched the cyclometer, and have timed a quarter mile on it in 12s., half mile in 28s., and one mile in 58s. Hickok, of the Pope Company, some time last summer timed five miles on it in 7m. 5s. Not bad. This may be laughed at, but it certainly is true. But here, I got slightly off from what I intended writing about. In my next I will try to give you something more interesting.

VORTEX.

NOVEMBER 28.

### JERSEY CITY.

Now is the time "ye lukewarm enthusiast" wraps his wheel up in cloths and camphor and hies himself to the club house, looks over the riding record book, and swaps lies as to his ability and road hogs' disability.

Keep it up, Shurman, Coningsby, Greenwood, Wells, *et al.* By the end of next season there will probably be held a six days' bicycle race up and down Eagle Rock.

The "Jersey Theatre Party," to be made up of members of the Plainfield Bicycle Club, Elizabeth Wheelmen, Bloomfield Cyclers, Atlanta Wheelmen and the Hudson County Wheelmen, will attend the Academy of Music, Jersey City, Friday evening, December 14, to witness a performance of "The Tin Soldier." It is estimated that 150 wheelmen will be in the party, and the management have reserved all the orchestra seats for them.

The Hudson County Wheelmen held their second smoker of the season on Thanksgiving Eve. The presence of fully two-thirds of the entire membership convinced the committee that their efforts were appreciated, and that those who attended the first smoker were anxious for more. The programme consisted of banjo solos and duets by Messrs. Myers and Cobanks, harmonica and zither solos by Mr. James Court, recitations by Mr. L. Levy, who proved himself an excellent mimic. Solos and duets by Messrs. Eveland (tenor) and Benedict (bass) were rendered. These gentlemen have excellent voices which blend finely. At the next smoker they will again favor us, when Benedict will sing tenor and Eveland bass. German dialect recitations by Bugler Bettcher were well received. One of the features of the evening was the bicycola, a game of chance, not unlike bagatelle. President Johnson secured first prize by scoring 2,670 points. Mr. G. H. Earl crossed the tape second with 2,650. Other prize winners were Day, Demmert, Korth and Strugnell. During the evening a sumptuous repast was served to which the boys did full justice. The Smoker Committee are Messrs. Keer, Day, Strugnell, Wilson and Feury. They promise a "roof-raising" programme for the December smoker, which will be held about Christmas.

I quote the following from "Hawshaw's" notes in the *Bulletin* of November 23:

"Of late years there has grown up in wheel clubs a custom of bedecking their members with medalistic mementoes of miles measured, or, to express the idea less alliteratively, the bestowing of prizes for various riding feats of the members. The excuse given for this numismatic system of reward, on the part of its supporters, is that riding must be encouraged in the clubs, and that this means is best reached by the offering of these glittering incentives to the members. \* \* \* The offering of this medal-giving plan of encouraging cycling is that particularly unpleasant individual, or machine, known as a mileage crank. \* \* \* To the mileage fiend everything is sacrificed that in the end he may wear a medal advertising the fact that he has been idiot enough to cast aside the comfort, health and pleasure of riding to gain a given number of miles during the year."

I cannot say that I entirely agree with "Hawshaw" in this matter. This may be true to some extent of some cycling clubs whose members have the advantage of plenty of good roads, but speaking for the wheelmen of this city, I must say that some inducement must be made in the way of mileage medals to the average wheelman here, as the city certainly makes none in the way of streets. "Hawshaw" is "dead wrong" in saying that a person who has earned one of these medals has sacrificed health, comfort and the pleasure of riding in gaining it. The Hudson County Wheelmen award a very handsome medal to any of its members completing 1,000

miles during the year. I do not consider that any wheelman of ordinary ability has to sacrifice health, comfort or the pleasure of cycling in order to ride that distance in a year, or even in eight months. If Jersey City was blessed with Coney Island Boulevards, Central Parks or Lancaster Pikes, there would be no difficulty in converting at least 200 or 250 residents to the cycling ranks. To show the truth of this, I need only state that Jersey City has but one cycling club, while Newark, which has quite as large a population, has five or six of these organizations. I am sure the handsome medal of the H. C. W. has been a "persuader" to members who would otherwise have done little or no riding, which would lead to their disposing of their wheels, to be followed, probably, by lack of interest, and finally resignation from the cycling ranks. Converts here are not made so rapidly that we can afford to lose many members. But four resignations have been received from H. C. W. members this year, and our membership at present is ninety-four.

Brother Prial, why do you trifle with us? April 1 is some distance from us in either direction. I read a note in last week's *WHEEL* stating that a meeting of the "N. Y. & N. J. T. R. R. A." would be held on Monday evening, December 3, at 8 o'clock, at the Harlem Wheelmen's club room, 104 West Fifty-fifth Street, and urging each club in that Association to send representatives. The Hudson County representatives read the notice on Monday morning and resolved to attend the meeting in the evening. A trip to the address given showed that we were being entertained by the *N. Y. Athletic Club*, and the supe at the door knew nothing about a "bicycle meeting." Accordingly we went to the Harlem residence of the H. W., but but found that we were the "lone stars" of the Association shining in that locality. Why? Which? How? If not, dinner. [Dinner, did you say? Oh! Yaas!—ED.]

COASTER.

### NEW ORLEANS.

The Louisiana Cycling Club Committee, in charge of the Batson medal series, has decided upon a programme of six races as follows:

December 9, to Schadwells, 10½ miles; December 16, Shell Beach, 34 miles; January 6, 25 miles on asphalt, 25 miles; January 20, to Hahnville, 30 miles; February 3, Tollgate to West End, 3 miles; February 17, to Red Church, 20 miles.

The races are designed to bring out the stamina of the men, and as an extra inducement the "easy" races (the first and fifth), will be scored according to the number of starters, while the others will be scored on the mileage on the principle that one is entitled to more credit and points in a hard take-it-as-you-find-it road than on a "butterfly" course. The races, however, will all be handicaps and things made as equal as possible. For the first race the following entries and handicaps are announced:

J. C. Henriques, 10 minutes; Foster DeBuys, 5 minutes; E. M. Graham, Harold Christy, 3½ minutes; L. J. Frederic, R. G. Betts, 3 minutes; T. B. Born, G. C. Angamar, 1 minute; M. S. Graham, W. M. Hathorn, scratch.

The race will be started in Carrollton at 8.15 A. M., the course extending out Carrollton Avenue and down Gentilly Road, *via* Canal and Broad Streets to Shadwells (10½ miles). The pairing promises to make things lively, and it will be interesting to make comparisons of men and times with those in the memorable race over the same course some four months ago.

The hill-climbers of Rome, N. Y., will not suffer for lack of hills. To begin with, they have Elmer Hill, 650 feet long and 75 feet high. This excrecence has been climbed by two riders, both on 51-inch Stars. Their respective times were: 2m. 7s.; 1m. 46s. Worse than Elmer is Canterbury Hill, 619 feet long and 80 feet 6 inches high. This hill has been climbed three times by Will A. Parker. Clinton Hill has an altitude of 200 feet in five-eighths of a mile.

The Banker Brothers will ride a 47-pound Ivel tandem bicycle next year, and will make the entire racing circuit. W. D. Banker will retire after next year.

## THANKSGIVING SPORTS AT WILMINGTON.

The second annual bicycle tournament of the Wilmington Wheel Club, a summary of which was published in *THE WHEEL* of last week, was held at the baseball grounds on Thanksgiving Day. The meet attracted about four hundred people. The races were warmly contested, but not much in the way of time was accomplished on account of the stickiness of the track. The races were held to increase the interest in the sport and to make a profit, both of which objects the club accomplished. This is a lesson to race meet committees, who, unless certain of a large gate, should give inexpensive prizes and cater solely to local talent.

### SUMMARY OF EVENTS.

The 1-mile Rover type for the prize donated by Bertollette Brothers was won by B. Frank McDaniel, who was never headed, in 4m. 57s.; Thomas E. Jefferis, second; J. S. Bertollette, third; and Charles Philips, fourth.

The first heat of the 1-mile, 4-minute class, for a Lakin cyclometer, donated by the Springfield Bicycle Manufacturing Company, was won by G. M. Gregg, in 4m. 11s.; F. B. Elliott, second. The second heat was won by Thomas E. Jefferis in 4m. 28½s.; Charles S. Wilson, second. Gregg, Jefferis and Wilson started in the final and finished in the order named; time, 4m. 32s.

The half-mile dash, with five starters, was a pretty race. S. W. Merrihew took the lead at the start and won in 1m. 47 2-5s.; W. W. Taxis, second; B. F. McDaniel, third. J. D. Kurtz, Jr., and C. A. Wendell were with the procession for two-thirds of the distance and then dropped out.

The 1-mile, 3-minute class, had Merrihew, Taxis and McDaniel as starters. Taxis soon dropped out and the other two made a hot race to the finish. On the fourth lap McDaniel took the lead by a pretty spurt, but on the home-stretch Merrihew gained the lost ground again, and crossing the line with a rush, won by half a wheel in 3m. 53s.

The first heat of half-mile dash for 4-minute class riders was won by G. M. Gregg; W. C. Seeds, second; time, 1m. 55 4-5s. W. H. Sheward won the second heat in 2m. 3s., with Z. H. Lofland second. Gregg won the final with ease in 1m. 58s., with Sheward second and Lofland third.

The 1-mile handicap, for a Victor cyclometer, donated by the Overman Wheel Company, was a pretty race, and but for a slight accident would have resulted in a closer finish. Those who started were S. W. Merrihew, scratch; W. W. Taxis, 15 yards; B. F. McDaniel and C. A. Elliott, 35 yards; W. C. Seeds and G. M. Gregg, 75 yards; Albert Jefferis and Thomas E. Jefferis, 90 yards; Z. H. Lofland, 100 yards; and Charles S. Wilson, 115 yards. On the third lap, seven of the ten riders got bunched in a heap, resulting in a collision between Elliott and McDaniel, both of whom took headers. No damage was done and McDaniel remounted and finished, although hopelessly beaten. Gregg rode strongly and won by ten yards in 3m. 54½s.; Albert Jefferis, second; Merrihew, third; McDaniel, fourth.

The half-mile ride and run had V. R. Pyle, W. W. Taxis and Charles R. Guldin for starters. They continued in the order named until the remounting on the last half lap for the finish, when Taxis took the lead and won; Pyle, second; time, 2m. 24s.

Merrihew and McDaniel were the only starters in the 3-mile race for the championship of Delaware, for the Sherwin prize. The two rode in good form, alternate spurts first placing one in the lead and then the other. They came down the home-stretch with McDaniel several yards in the van until about seventy-five yards from the finish. Each rider strained every muscle, but slowly Merrihew's wheel was forging abreast of that of his rival, and as they crossed the finish line it was difficult to tell who had won, as the tire of one wheel was only an inch or two ahead of the other. The race was awarded to McDaniel; time, 13m. 49s.

The 1-mile 3.30 class was probably as hotly contested as any event of the day. C. A. Elliott, V. R. Pyle, Albert Jefferis and G. M. Gregg were the starters. Elliott set the pace for three laps, followed by Jefferis, Gregg and Pyle in the

order named. The latter then dropped out. On the fourth lap Gregg spurred past the other two and held the lead until the home-stretch was reached, when it was a hard struggle between the three, who could have been covered by a blanket at the finish. Jefferis was declared the winner by a few inches; Elliott, second; Gregg, third; time, 4m. 7s.

The 2-mile handicap was contested by Taxis and McDaniel, 60 yards; T. E. Jefferis and Albert Jefferis, 170 yards. It was a procession until the finish, when Taxis spurred and won easily in 8m. 28s.; McDaniel, second.

The officers of the day were: Judges, A. W. Hukill, H. Slothower, W. F. Kurtz; Time-keepers, B. L. Spence, C. C. Kurtz; Starter, W. F. Kurtz.

W. F. K.

## WHAT THE QUAKERS KNOW ABOUT THE BICYCLE THIEF.

Who is he?

We have heard from him.

Some have seen him, but sorry to say we cannot catch him.

My heading gives you an idea of the topic I will bother you with for a few moments. If the warning is of any use, you are welcome.

The fiend was first heard of in our city on the 21st of November, when he made his appearance at the Philadelphia Club house; and as to how he was foiled in his attempt to rob some member of his trusty steed I have already told you. Mr. Lewis, one of the members of the Philadelphia Club, very kindly notified the officers of the different clubs that they might be on the lookout.

This young man was next heard from on the 27th inst., when the proprietor of one of our summer hotels (the Eldon, at Chestnut Hill) telephoned into the city to one of the members of the Pennsylvania Bicycle Club, asking him whether he knew a young man by the name of H. H. Carlisle, L. A. W., No. 5117, of Terre Haute, Ind. Upon hearing a negative answer, the wires brought over a hurried ejaculation, followed by, "That's r-r-r-r-queer; he claims to know several of your members quite well, and also states that he has been entertained by your club, as well as by the Philadelphia Club." Well, after some words, Mr. Simpson, the proprietor of the hotel, said he would investigate at once and report, and in about an hour made his appearance in the city quite excited and had the following story to relate.

On Friday, 23d inst., a young man made his appearance at his threshold and made inquiries as to board, etc. Upon being shown around and acquainted with the terms, etc., he seemed favorably impressed and made up his mind to remain, claiming poor health, and preferring it in the suburbs, so he could escape the din and noise of our city. The proprietor was rather suspicious on account of his not having any baggage, but was informed that he had it all down at Green's Hotel, and would go in for it in a day or so.

Well, friend Simpson stood it long enough, and on Tuesday, 27th, he made up his mind to investigate. So he tackled the fiend with the *nom de plume*, and received reply about as follows: He claimed to live, as stated, in Terre Haute. His father was well off, and he was expecting some money from him soon, having made a pretence of writing him upon the first day of his arrival at Chestnut Hill. Was a prominent wheelman, and had his wheel at the Philadelphia Club house at the time. This was not enough to satisfy the questioner, so he told him that he must have some security for board and reference. Well, this stuck poor Carlisle, as he had only a few coppers—and these, it appears, were borrowed from the waiter—and his overcoat. So, to gain a little time and avoid suspicion, he gave a letter to President Laing requesting him to hold his machine, which he did not possess, as security for Mr. Simpson until his little matter was straightened out. As this story seemed rather fishy, and knowing a fiend was around town, the consulted cyclists in the city advised his arrest at once; but lo and behold! before word could reach the police authorities at the Hill the bird had flown, leaving behind him his coat, which had been accidentally (?) locked up.

As yet we have not heard from any one losing any machine or goods, but on Thanksgiving Day Harry Mayer, of the Pennsylvania Club, went

out expecting to enjoy the sport of a farewell ride, when he found his wheel missing, a Veloce Columbia. No one worried about the matter at the time, thinking some one had borrowed the machine and would return shortly, but by dark no wheel. So our Harry commenced to look blue, and made up his mind to report the loss at police headquarters, which he accordingly did; and on Friday morning he was requested to come down and identify his wheel, held by Solomon Isaacs Jacobs, the man with the three ball sign, where it had been pawned on November 21, and evidently taken from the Pennsylvania Club house before the thief called at the Philadelphia Club. How it was obtained is a mystery, as the club house is occupied at all times and no stranger is admitted unless he has a card, and then is watched unless known by our janitor or his wife.

Our friend, the money lender, wanted \$15 for the wheel, claiming to have advanced this amount, but Mayer, by advice of his lawyer, refused anything, and the chances are that he will get it back all right, as the holder has no claim on stolen goods.

But to our original subject, Carlisle, alias Rogers; when he skipped his board bill he made for Mount Airy, where he must have hung around all day, for about 7 P. M. he gained entrance to a private house, reaching the second story by help of a ladder while the family were at dinner, and succeeded in securing about \$90 and a gold watch. From here he was tracked to Franklin B. Gowan's stable, where he borrowed the coachman's livery coat and also traded shoes, and by this he was traced, as in the bottom of his own shoe they found the letter written to his father while at the Eldon, which had been placed in the bottom of his shoe to cover up a hole worn through. The last word from him was his appearance at the Mount Airy Railroad Station, where he purchased a ticket for Philadelphia.

Where is he now? Echo answers, "Where?" But if anybody catches this man just give him one for We, Us & Co.

WESTFIELD.

[George S. Atwater, of Washington, D. C., lost a safety on Sunday last, a young man hiring it and not returning. Perhaps that is the same party.—Ed.]

## ELIZABETH WHEELMEN.

The club seems to have been seized with a fit of activity lately. This is due, to a great extent, to the untiring efforts of the officers and committeemen. The riding season is almost closed, and although a few of the men who are trying for the long distance prize will continue to ride, the majority of the members will put up their wheels for the winter.

The club is to be congratulated on their efforts during the past season; the total mileage is over 407 ahead of last year, and the number of club runs held is double.

The committees have been hard at work devising means to keep up the club life during the winter, and they feel confident that they have succeeded.

The Entertainment Committee have decided to give an exhibition some time after the first of the year, which will put their bicycle tournaments held in the rink away in the shade. The plans will be presented at the regular meeting for the club to act upon.

The committee on the theatre party have completed their plans as follows: They have made arrangements with the managers of the Academy of Music in Jersey City to reserve 150 seats in the body of the house for the wheelmen's theatre party on the evening of December 14. There will be wheelmen from the different clubs in this vicinity—viz., E. W., Plainfield, Orange, Newark, Jersey City, Bloomfield, etc., and the management have promised to decorate the theatre for them. The wheelmen will attend in citizen's dress. The play will be Hoyt's popular "Tin Soldier." Further particulars will be given at the Wednesday meeting. Unattached wheelmen in this city who desire to attend can get tickets by applying to any of the officers or members of the Elizabeth Wheelmen. —*Elizabeth Daily Journal*.

### AGENTS WANTED.

The Quadrant Tricycle Company, of Birmingham, England, wants agents in this country to handle their wheel for 1889.

## WILMINGTON.

The Wilmington Wheel Club recently bought a Buffalo home trainer, and until the novelty wears off records will come and go as often as night follows day. Merrihew and McDaniel have each ridden a mile in 2.05, while Albert Jefferis has done it in 2.09.

Clarence Elliott is so unlucky in all his bicycle undertakings that he is regarded as a veritable "Jonah." McDaniel acknowledges that Elliott is his equal on the road, while he has proved himself superior in speed on the track, but he has still his first race to win on the track and to show what is in him. The rain and mud scared him out of the Buffalo road race. He was out of condition at the fair races, when he had every prospect of winning several firsts, and was sick when the Reading road race was run.

Merrihew, McDaniel and Albert Jefferis, on Sunday last, December 3, broke the record from this city to Middletown. The distance is twenty-four miles, and the road is a fair dirt road, with sandy patches here and there. The record has been a bone of contention for some time, as V. R. Pyle claimed it in 2h. actual riding time, while Merrihew claimed it in 2h. 1½m. elapsed time. Yesterday Merrihew and McDaniel finished almost neck and neck, the former being two or three feet in the van, in 1h. 35m. 55s. Jefferis reached the goal in 1h. 59m. 58s. Both Merrihew and McDaniel say that they can do it in 15m. better time.

By what right does the *Bicycling World* constitute itself an authority on accepting records? In its issue of November 30 it says that Doane's record of 7h. 24m. 3s. for 100 miles will still hold good in this country, and that Dampman's record of 7h. 20m. 17s. at Philadelphia cannot be accepted, because it was made on a 7-mile course and not a 20-mile course, the shortest road which it will accept as the stamping ground for the accomplishment of a 100-mile road record. I must confess that I do not see the point of its claim in insisting on a 20-mile course, nor will any fair-minded wheelman refuse to recognize Dampman's record. The course was a triangular one, a little over seven miles long, and the distance actually covered by Dampman and McDaniel was 101¾ miles. The course, as every wheelman who has seen it knows, is a hilly one and equal in undulations to any of the roads on which distance races are usually run. The roadbed was in good condition on the day the race was ridden, but on account of head winds and particularly the hard work on the grades, Dampman says that the race was as hard on him as the Erie-Buffalo race, which was ridden in the mud. I do not see what difference it makes whether the course was seven or twenty miles, so long as it was accurately measured and was a fair sample of the whole road.

I was shown a letter from Robert Gerwing, of the Denver Ramblers, written to a friend, a member of the Wilmington Wheel Club. He is a genial, whole-souled fellow, and one of the best road riders in the country. Nobody but Dampman and McDaniel knows how near Gerwing came to winning the Buffalo road race. He led up to ten or twelve miles from the finish. He had every confidence that he would win and staked his all on it, with the result that he was temporarily stranded in Buffalo. He pluckily went to work there until he had regained his feet, when he returned to Denver, where he now is. He says that he and A. G. Kennedy, the man who raced on a bicycle against a horse in New Mexico for a \$15,000 stake, went on an exploration trip for new roads and found 186 miles of them. They rode 100 miles the first day in 8h. 40m. actual riding time. He says that their roads are in splendid condition, and he could not be hired to live in the "East." During the day the weather is pleasant and the nights cold. It has not rained since August 16, and the average number of rainy days for the past twelve years has only been seven per annum. He makes your blood tingle with suppressed excitement at the following graphic description of Colorado's scenic beauties: "This is the wheelman's paradise. We can show you parks that are as wild as nature can make them, yet have more beauty and are more impressive than man can make them. We can show you railroads running above the clouds and give you a view of over 200 miles of country with the naked eye, show

you precipices 3,000 feet in height, grand caverns and mineral springs in almost every town, and, also, cities where an overcoat is indispensable at all seasons of the year, together with the healthiest climate in America." Surely a charming picture.

DELAWARE.

## WHEEL GOSSIP.

Messrs. Devlin & Co. have been awarded the contract for the New York Bicycle Club uniforms.

G. M. Worden, of the John P. Lovell Arms Company, Boston, Mass., was in town on Saturday.

Captain Fleming and A. G. McGlathery, Century Wheelmen, are now riding a Psycho safety tandem.

"Bob" Garden, the genial and successful manager of the Pope Manufacturing Company's Chicago store, was in town on Friday.

The Kings County Wheelmen will hold the second of their series of entertainments on this Friday evening, at their club house, on Bedford Avenue, Brooklyn.

Some thirty-four Philadelphia wheelmen visited Morristown December 2. Among the party were thirteen Century Wheelmen, seventeen Pennsylvania men and four unattached.

Thomas Stevens will deliver his stereopticon lecture at the Madison Avenue Presbyterian Church, Fifty-third Street and Madison Avenue, New York City, Tuesday evening, December 11.

The attention of club entertainment committees is called to Thomas Stevens' illustrated stereopticon lectures. Mr. Stevens has appeared before several audiences and all have been delighted.

## WHY, CERT!

One of the most interesting articles we have ever read was the one which appeared in last week's *WHEEL* termed "Way Down East." Editor Prial has always something good for his readers.—*Brooklyn Press*.

Mr. E. P. Baird, an old and active member of the Orange Wanderers, and well known in New Orleans cycling circles, was in town this week. Mr. Baird is in the clock manufacturing business at Montreal, his brother, George D. Baird, one time editor of the *Cyclist and Athlete*, being associated with him.

**MALBY'S CHALLENGE.**—W. H. Barber writes *The Clipper* from Washington to the effect that he will accommodate W. S. Maltby as soon as he can come to the metropolis and make the necessary arrangements. He desires to know how the buggy wheel will do as a cycle to be ridden in the proposed contest.

Omaha Housekeeper—"Mary Jane, go out in the yard and bring in all the clothes; it's getting quite dark."

Mary Jane—"But the clothes ain't dry yet. Let them air all night."

Omaha H. K.—"Do as I tell you; don't you know there's a six-day professional bicycle race in town?"

We recently wrote Wizard Edison, calling his attention to the great field and demand for a practical electric lamp for cycles. Mr. Edison replies that he is too busy with other experiments just now to look into the matter, but promises to consider it at some future time. If any man can solve the problem of practical and economical electric lighting for cycles, the Wizard of Menlo Park is the man.

According to a provision of the Massachusetts Division constitution, Dr. Emery succeeds Mr. Hayes as Chief Consul. The Doctor writes that the Division will sadly miss Hayes, who placed it on a solid basis and made it flourish, even as the green bay tree. The Doctor wishes us to state that he is a resident of Boston, not of Dorchester, as recently hinted by us. He has selected Arthur Robinson, of Boston, as Vice-Consul.

"Ragde," writing from Denver, Col., states that the beautiful weather still holds out and that Colorado is the wheelman's paradise. The

Social Wheel Club, of Denver, held a 5-mile road race on Sunday last. Captain Gerwing and H. G. Kennedy, of the Denver Ramblers, recently enjoyed a two days' trip in the northern part of Colorado, seeking information for the Ramblers' road book of the State. They rode 101 miles the first day and 85 the second day.

**TWO-MILE LOCAL HANDICAP.**—At the Manhattan A. C. games, to be held at Madison Square Garden, Twenty-sixth Street and Fourth Avenue, New York, on Saturday evening, December 15, a two-mile bicycle handicap will be held. All amateur bicyclists may ride without conflicting with the rules of any athletic body, as the race is announced under L. A. W. rules. Prizes: Gold watch to first; silver watch to second and third in each event. Entries close December 8, with C. C. Hughes, 524 Fifth Avenue, N. Y. City.

The Wednesday evening smoker of the Manhattan Bicycle Club attracted a goodly number of members to the club house. After the smoker the boys played billiards, cards, etc. The committee who have charge of the club's reception and entertainment, to be held next February at the Lexington Avenue Opera House, was in session three hours. The Manhattan Club's house is a model cycling home, and the members, whose average age is a deal less than that of any other prominent club in the country, deserve credit for the manner in which they support the club officers in all they undertake.

What the future of racing in the East will be depends largely on what can be done by our *savants* of the Racing Board toward putting the present very shaky skeleton on its feet, and fill out the bone framework with a good substance that will recall to our minds the robust condition of the racing interests of "Auld Lang Syne."—*Bicycling World*.

We disagree with our e. c. The Racing Board, in our opinion, has but little or nothing to do with the decline of racing. The Board can only legislate for the sport; it cannot create it. If club committees run sharp, short, snappy events, and run off the programmes in as good time as possible, race meets will become popular.

## NEW YORK CLUB.

The New York Club has seven active and one non-resident candidates for membership on its bulletin board. The parlors have been re-vanished and now look very handsome. The rooms are brightly finished and inviting and it is regrettable that they are not more frequented by the club members; but this will doubtless be remedied when the Entertainment Committee gets to work.

Two bowling teams have been organized under the captaincy of Messrs. Blake and Nisbett. The following are the average scores to date of the bowling members: F. M. Daniels, 126; Findley, 142; English, 122; de Goicouria, 139; Fairchild, 132; Blake, 136; A. L. Paynter, 135; Stott, 130; Shaw, 119; Nisbett, 147; Montanye, 115; Kolb, 104; Sutherland, 118; O. G. Moses, 128.

On December 4 John Reginald Blake, on a "goat," rode fifteen miles in 1h. 30m. The following are the mileage records of some of the members up to December 4: I. M. Shaw, 1,946; W. L. Hamilton, 1,960; J. Reginald Blake, 1,984; J. M. Andreini, 2,413; W. F. Pendleton, 1,700; J. H. Hanson, 2,022.

## PATENTS.

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

Sands Forman, Gold Hill, Nevada. Bicycle.  
Hiram F. Henry, Gowanda, N. Y. Bicycle.  
Geo. Kibbe, Amsterdam, N. Y. Bicycle.  
F. L. Roedel, Elsterberg, Germany. Velocipede crank.

All bearing date of December 4:

25 CENTS for a new nickel-plated Springfield Roadster Bicycle, latest pattern, with spade handles. To be chance-d off on Christmas Eve, December 24, 1888, at 118 North Greene Street, Trenton, N. J. The winner can take the wheel or \$50 cash, or can have it exchanged for other makes if he wants any other kind of a machine. Tickets are limited to 400; price, twenty-five cents each. Address H. M. White, 118 North Greene Street, Trenton, N. J. Refer to Trenton Banking Company.

# SELECTIONS FROM POETRY AND PROSE DEDICATED TO PROMINENT WHEELMEN.

(Altered Words are Italicized.)

- F. P. PRIAL.  
"The world agrees  
That he writes well who writes with ease."—*Prior*.
- VIOLET LORNE.  
"With what a sprightliness and alacrity she exerts herself."  
"You have a nimble wit."—*Shakespeare*.
- T. J. KIRKPATRICK.  
"Methought thy very gait did prophesy  
A royal nobleness."—*Shakespeare*.
- ABBOTT BASSETT.  
"Ne'er shall oblivion's murky cloud  
Obscure his deathless praise."—*Sir W. Jones*.
- CHRIS WHEELER.  
"The critic with a poet's fire."—*Pope*.
- PRES. BATES.  
"Meretricious popularness in literature."—*Coleridge*.
- J. S. DEAN.  
"Clear-headed friend, whose joyful scorn,  
Edged with sharp laughter, cuts atwain  
The knots that tangle human creeds."—*Tennyson*.
- JACK ROGERS.  
"At billiards he is said to be first-rate."—*Thackeray*.
- "SPECTATOR" PAGE.  
"A combustible character."—*Irving*.
- ART. MUNSON.  
"The achievements of art may amuse,  
May even our wonder excite;  
But groves, hills and valleys diffuse  
A lasting, a sacred delight."  
"By my fegs!  
Ye've set old *Cycler* on her legs."—*Beattie*.
- SAM. MILES.  
"Genteel in personage,  
Conduct and equipage;  
Noble by heritage,  
Generous and free."—*Carey*.
- E. H. CORSON.  
"Oh, he was all made up of love and charms!"—*Addison*.
- W. H. EMERY.  
"Endued with great pertinacity."—*Johnson*.
- C. W. FOURDRINIER.  
"The feast of reason and the flow of soul."—*Pope*.
- KARL KRON.  
"Give me the good old times."—*Bulwer Lytton*.  
"Deep learned in the mazy lore  
Of cycling philosophy."—*P. Francis*.
- THOMAS STEVENS.  
"I have rode out the storm when the billows beat high,  
And the red gleaming lightnings flashed through the sky."—*Southey*.  
"O! What men dare do! What men may do!  
Not knowing what they do."—*Shakespeare*.  
"His fancy lay extremely to traveling."—*L'Esrange*.
- HENRY E. DUCKER.  
"A jolly little red-faced man."—*Dickens*.  
"His calligraphy, a fair hand  
Fit for a secretary."—*B. Johnson*.
- W. S. MALBY.  
"I do know but one  
That unassailable holds on his rank  
Unshak'd of motion."—*Shakespeare*.
- "SENATOR" MORGAN.  
"How know you him?  
By his viscosity,  
His oleosity, and his suscibility."—*B. Johnson*.  
"There he stood with such *sang froid* that grater  
Could scarce be shown, even by a mere spectator."—*Byron*.
- The "Big Four". MORGAN, TEMPLE, ALLEY and ROWE.  
"To *fake*, or not to *fake*,  
That is the question."—*Shakespeare*.
- RALPH TEMPLE.  
"He does smile his face into more lines  
Than are in the new map."—*Shakespeare*.  
"When he appeared  
A secret pleasure gladdened all that saw him."  
"Twere good you knocked him."—*Addison*.  
"There is no competition but for second place."—*Dryden*.  
"He is in high condition, and fit to run."—*J. H. Walsh*.
- FRANK DINGLEY.  
"With winged expedition, swift as lightning."—*Milton*.
- PRINCE WELLS.  
"A young man of visionary and enthusiastic character."—*W. Irving*.
- S. G. WHITTAKER.  
"Electric *Whit*, quick as fear,  
With race-dust on his cheeks, and clear,  
Slant, startled eyes."—*E. B. Browning*.  
"He distanced the most skillful of his contemporaries."—*Milner*.

- H. G. CROCKER.  
"Virtue, wisdom, valor, wit,  
Strength, comeliness of shape."—*Milton*.
- WILBER F. KNAPP.  
"He was in form and spirit like a supple-jack, yielding, but  
tough; though he bent he never broke."—*Irving*.
- WM. A. RHODES.  
"Thus formed for speed, he challenges the wind,  
And leaves the Scythian arrow far behind."—*Dryden*.
- TOM ECK.  
"None but the brave deserves the fair."—*Dryden*.
- GEORGE WEBER.  
"Brief, brave and glorious was his young career."—*Byron*.
- WM. WOODSIDE.  
"After him came spurting hard  
A gentleman almost forespent with speed."—*Shakespeare*.
- ROBT. NEILSON.  
"What nervous arms he boasts, how firm his tread,  
His limbs how turned!"—*Pope*.
- RICHARD HOWELL.  
"Lovely in your strength as is the light  
Of a dark eye in woman."—*Byron*.
- ALLARD and LEE.  
"It is said that the form of the one is equal to that of the  
other."—*J. H. Walsh*.  
"The two stand to one another like men; rally follows  
rally in quick succession."—*T. Hughes*.  
"The least motion which they made  
It seemed a thrill of pleasure."—*Wordsworth*.
- PERCY FURVILL.  
"Gash'd with honorable scars."—*Montgomery*.  
"Learned he was in medicinal lore."—*Hudibras*.
- HAL GREEN WOOD.  
"To climb steep hills,  
Requires slow pace at first."—*Shakespeare*.
- THE BANKER BROS.  
"The nicest eye could no distinction make  
Where lay the advantage, or which side to take."—*Dryden*.
- FRANK M. DAMPMAN.  
"Lo! from the dread immensity of space,  
Returning with accelerated course,  
The rushing *cycler* comes."—*Thompson*.
- PERCY HARRIS.  
"Fair-haired, azure-eyed with delicate Saxon complexion,  
Having the dew of his youth and the beauty thereof."—*Longfellow*.
- KENNETH BROWN.  
"Put forth thy utmost strength, work every nerve."—*Addison*.
- WILL WINDLE.  
"Turn *Windle*, turn thy wheel and lower the proud."—*Tennyson*.  
"He went off at score and made pace so strong, he cut them  
all down."—*Lawrence*.  
"How beautiful is youth! How bright it gleams  
With its illusions, aspirations, dreams!  
In its sublime audacity of faith,  
Be thou removed, it to the record saith."—*Longfellow*.
- JOHN A. WELLS.  
"His great attempt, which nigh the birth,  
Now rolling, boils in his tumultuous breast."—*Milton*.  
"His performances on *Eagle Rock Hill* were equally  
good."—*Dickens*.
- W. E. CRIST.  
"A certain miracle of symmetry."—*Tennyson*.
- COL. ALBERT A. POPE.  
"But thou shall flourish in immortal youth,  
Unhurt among the war of elements."—*Addison*.
- EDWIN OLIVER.  
"Oh! he's a lovely gentleman."—*Shakespeare*.  
"Each popular delirium caught his enthusiastic mind."—*W. Irving*.
- GEORGE H. JESSUP.  
"A fit man, forsooth, to govern a realm."—*Hayward*.
- JOHN READ.  
"He hummed and hawed."—*Hudibras*.
- GEORGE M. HENDEE.  
"About him were a press of gaping faces  
Which seem'd to swallow up his sound advice."—*Shakespeare*.
- SAMUEL T. CLARK.  
"Wisdom and discipline and liberal arts,  
The embellishments of life."—*Addison*.
- GEORGE R. BIDWELL.  
"In composure of his face  
Lived a fair but manly grace."—*Crashaw*.
- A. W. GUMP.  
"He's a lusty, jolly fellow that lives well."—*Swift*.
- T. B. JEFFERY.  
"A popular man."—*Dryden*.
- R. PHILIP GORMULLY.  
"So excellent a touch of modesty."—*Shakespeare*.  
"O! had to have gulled him  
Had been a mastery."—*B. Johnson*.

- HOWARD A. SMITH.  
"The spider's touch, how exquisitely fine."—*Pope*.
- HARRY COREY.  
"My love is a Rover."—*Old Song*.  
"How modest in exception, and withal  
How terrible in constant resolution!"
- W. M. FRISBIE.  
"Fair as a star when only one  
Is shining in the sky."—*Wordsworth*.
- A. KENNEDY-CHILD.  
"That comely face, that cluster'd brow."—*Dryden*.
- LINCOLN CYCLE CLUB, of Chicago, Ill.  
"Come, musicians play,  
A hall! A hall! give room and foot it girls."—*B. Johnson*.  
(From the *Wheelmen's Gazette*.)

## A BREEZY PLEA FOR CYCLING FOR WOMEN.

Why don't the Cleveland girls put an extra pin in their back hair, nail their skirts firmly to their waists, and start a craze for the tricycle? It is 'way ahead of dancing, buggy riding or roller skating as a means of social amusement and innocent diversion. Besides, it is fine exercise. The exertion in trying to push the wheels out from under one brings the principal muscles of the body into play, and bracing atmosphere soon brings the roses to the cheeks. The pale, interesting girl who has a dozen fashionable ailments, and is so "nervous," is beginning to make the average young man with bright prospects and a small salary very tired. The exercise would not even deprive them of gentleman company. If the girls get lonesome, let them take unto themselves the tandem tricycle. What more exhilarating sight than to see a couple skimming along between three wheels, their faces glowing with pleasure and perspiration as they bite great chunks of health-giving ozone out of the beautiful weather, while the young man appears to be wholly absorbed in a wild effort to climb up on his companion's shoulder blades by digging his toes in the notches of her vertebrae. Another commendable feature is the freedom from dangers, such as lurk in the heated, lung-destroying ball-room atmosphere, or the leg-twisting, arm-breaking roller skates. Of course, accidents are liable to occur in the best regulated tricycles when not properly managed. A few days ago a young gentleman and a tender-hearted, modest girl belonging to one of the best families tried to go down Woodland hills without getting off their machine. They had hardly started when he noticed that the young lady was fading away from in front of him like a meteoric flash with all sails set. He had never declared his passion, but he loved that girl; he couldn't bear the thought of parting from her so suddenly, and after she had revolved a dozen or more times he caught her left heel as it went whizzing past and strained it to his madly palpitating bosom, as they went bounding down the hill together with the tricycle sailing through the air slightly in the lead. When they arrived at the bottom of the hill, they lay for some moments viewing the beautiful blue canopy of heaven. After that the young man slowly untied his legs from about his neck and lifted the tandem tricycle from off the young lady's refined and finely chiseled features. Then these young people, who had started out so full of life, hope and joy, went home, she with her heart full of woe and her bustle up under her left shoulder blade, and he with his mouth full of mud and one leg sticking out from the middle of his back. There was also another case in which a couple were speeding merrily along, when the young lady's dress caught in the gearing apparatus. There was one long drawn out, sickening r-r-r-rip, an agonizing shriek, and the pale moon shone down on a young man whose eyes hung out on his cheek bones as he gazed in mingled horror and amazement at the loved one, whose yells made the welkin ring and who sat there with nothing to protect her from the chilly atmosphere and the startled gaze of her lover but her native modesty and a high collar. It happened so suddenly that she didn't even have the chance to wrap her thoughts about her. Notwithstanding these slight drawbacks, which will occur occasionally, I still raise my voice on high in favor of the tricycle. Get one, girls, if you have to sue your young man for breach of promise to raise the money.—*Cleveland Exchange*.

## AN AMERICAN CYCLIST IN ENGLAND.

On leaving Stratford one's eyes unconsciously look toward the southeast for a glimpse of the smoke of the mighty city. Just as Shakespeare engrossed the mind all the way on nearing Stratford so did London take possession of my thought, for between that imperial sepulchre of the past and the imperial womb of the present there lies little of interest. It is strange if any cyclist who has followed the history of the world does not, on getting fairly away from the Avon, begin to rehearse the things about the world's capital he has become familiar with through reading. On leaving Liverpool I could not give a complacent consideration to the famous things I came upon, for I was almost uneasy to be pointing toward Stratford. Now it was a change from a town in which one man is the all to a town in which one man is nothing.

I left Stratford by way of Kineton, heading for Banbury, twenty-two miles, and Oxford, forty-four miles. The ten miles to Kineton are quite hilly, and contain two magnificent coasts which one can take brakes off. One would enjoy them a great deal more if he did not see before him the

### FROWNING CREST OF EDGE HILL,

and feel that every foot he was going down he would have to go up again pretty soon, and if, at the same time, the words of the innkeeper at Kineton did not throw a shadow over the landscape: "Mighty stiff hill just beyond here. Nobody rides it on a bicycle. It's about two miles long, and the worst in this part of the country." When I came to it I put on a sort of Hal Greenwood spurt, muttering between my clenched teeth, "I haven't walked a blasted English hill yet." About two hundred feet from the bottom I heard something rattle about the machine. I had heard it for some miles back, but now it seemed positively dreadful and to need at once my attention. An excuse for dismounting? Not a bit of it. If there is anything that annoys me, especially on a long, steep hill, it is to have a mysterious noise somewhere about the bicycle. So after getting off, and, in deference to my conscience, making a search for the rattle, I continued on up the hill, on foot of course, because when I looked back and saw the view becoming finer at every upward step, I thought I would be insulting Mother Nature to go spurting up such a splendid hill and disdaining the glories that were being unrolled beneath me.

At every turn I thought I was at the top, but the road continued to go up and up just as, judging from the accounts of some St. Louis people I have met, the De Soto road in Missouri mounts toward the stars. After the first turn, I was shut in by thick foliage and could see no longer the beautiful country which had first tempted me to walk. But even then I refused to mount, as the experience of ascending a grade on foot was so novel and full of such pleasant sensations (my machine weighed but forty-eight pounds) that I continued to consume shoe leather. After numerous twistings I reached the top, and there I beheld this consoling notice:

"CYCLISTS' TOURING CLUB  
AND  
NATIONAL CYCLISTS' UNION.  
THIS HILL IS DANGEROUS."

It was inscribed on a big board affixed to a pole, after the manner of a corn doctor's sign. This pole had once been stuck in the ground, but it had been pushed over by some ruthless hand, and now half reclined among the bushes. I brushed the leaves away from its noble brow, read it over twice, and came to the conclusion that it ought to have been placed at the bottom of the hill; for such a grade, there is no doubt

about it, is decidedly dangerous to a person who is at all inclined to enjoy only the pleasant side of cycling life—levels and coasts. This was the first time I had bumped up against the C. T. C. so far on my journey, and I duly appreciated the occasion. I sat down in the grass and pondered upon the hill and the warning that shook its white finger at me through the leaves. The hill was "dangerous," but only to those pedaling down or coasting without brakes. But for a machine with a strong brake it was all right. The surface was smooth, unbroken by a water-course, and it is inconceivable how any ordinarily good rider could lose his seat with a firm grip on a stiff brake. The conclusion was quite irresistible that it was a misplaced kindness to induce a rider to walk down that long grade, and that if these signs are to be placed, it would be a good thing to specify what a hill is dangerous for—whether for pedaling, coasting or what. But supposing that the direction was for the benefit of the pedaler—that curious animal, the non-coaster—and for the brakeless fiend, why should any attention be paid to those fellows? Nobody with sense will coast a hill without a brake the whole distance of which he cannot see, unless, of course, he is familiar with it. Nor will a pedaler "keep his feet on" if he feels his machine getting beyond his control; he will promptly get off. It seems to me to be but fair to the rational being—the coaster—to indicate whether the hill is safe for him. This would also be a tribute to common sense that would reflect credit upon any great cycling institution.

Edge Hill, from the valley to the crest, is planted thick with magnificent trees. At the summit begins the open country. The road runs along the crest between the open and the wooded slope. The foliage is so dense that it is difficult to get a view of the valley, which is that of the Avon, I think, but here and there is an opening through which bursts upon the sight one of the loveliest of English farming pictures. Here, for once, the safety rider can look over the hedges. You are so high up that you seem to look down upon the hedges which lead the eye here, there and everywhere in a mazy labyrinth of dark figures sharply outlined against the white harvest fields.

### THESE CRAZY COBWEEBS OF HEDGES

that spread themselves over the country are the most striking things in the landscape. I made for an old tower, standing on the very edge of the hill, which I had seen from the valley below. There was a burly fellow near it and I asked him the history of the tower. He said it was erected to mark the spot where King Charles stood during the fierce but indecisive battle with Oliver Cromwell's men, when 5,000 men are supposed to have fallen on each side. When he had told me all about the King, I said: "What's the matter with putting up a little something for Cromwell?" "What do you like him so much for?" said the burly gentleman. "Why, I am always in favor of a man who helps to take off the head of a king." Why, damn me, that's treason," and he moved toward me rather threateningly. I was pointed straight for Banbury, and the pedal was all right for a quick mount, so I gave a Patrick Henry yell and said, "If that be treason make the most of it," and got into the saddle as quickly as possible. I left Edge Hill thus suddenly, and in a short time was at Banbury.

Oxford, twenty-two miles distant, was reached in two hours, the riding from Edge Hill being level or slightly undulating. At Oxford one gets his first view of the Thames, and as the famous river comes in sight one wishes more than ever to keep on going toward the city. But it was dark when I got to Oxford, and the next day it rained, so I put in the day visiting the colleges and watching a regatta on the river. I rode to Henley that evening after supper; there was nothing specially interesting in those twenty-two miles except the long, steep coast into Henley. When I reached the top it was very dark, but I threw my legs over, preparing for only a short coast. I kept dropping down, down, and going faster and faster, in spite of the grip on the brake. There were several sharp turns, but no wagons were abroad, and just as my hand was beginning to get tired the white road swept around a bend and there flashed upon me the cheerful lights of Henley, and I glided down a long level into the very town.

"Nothing but Windsor between here and London," said the bicycle dealer the next morning, as I passed his shop, just being opened for the day. The road was not far from being monotonous, and I was glad when I reached Maidenhead and was told that just beyond the town I would see the towers of the great castle where Her Majesty lives.

The country between Maidenhead and Windsor is the flattest, most uninteresting I had yet seen. Not even the gray stone turrets that rose majestically above the trees in the distance could lift the landscape out of the commonplace. One is busy the whole five miles wondering why the community hasn't pride enough in its royalty to make the approaches to her town at least respectable. The hedges are low, ragged and broken, the fields grassy and uncultivated, the gardens weedy and slovenly. This is true of every rod of the road up into the very town itself. I spent two hours in and about the castle, and then shortly after noon rode down the steep-paved hill that winds about the castle, and struck the main road for London, twenty-two miles away. At the first signboard I was struck by the peculiar coincidence that all my riding recently had been by stretches of twenty-two miles: From Stratford to Banbury, 22; from Banbury to Oxford, 22; from Oxford to Henley, 22 miles, and now the grand wind-up was to be another even 22 miles.

The road I had been traversing the last day or so is celebrated in coaching circles, but I did not find it appreciably better than the preceding. I kept my eyes open for a coach that I might test my speed, but none appeared. When the signboards still read, "London 12 miles," beware, you are in the city. I entered by the Hammersmith road. I bade good-bye to the open country before I knew it. I remember that the signs said that London was a number of miles away and that I was about to enter a certain town. That is all I recollect, for the rest is a confused blur of houses and people. I passed through this little town, the name of which I have forgotten, and the houses scattered a little, and I looked for some open country. But while I was looking the houses closed up again. A car-track appeared, the street grew suddenly narrower, the roar of traffic came nearer and nearer, the houses leaped at once to metropolitan height, imposing shop fronts took the place of the small displays, more and more difficult became the grinding of the bicycle. I looked about me, but the open country had gone; behind, my way was lost in the vista of signs and houses.

### I WAS IN LONDON.

It had closed about me as quietly as a devil-fish throws his arms around his victim. I liked the sensation; it was like slowly advancing down a beach into the ocean, feeling the waves first at the feet, then at the knees and then all around. That is the way to enter London; to be thrown by the railway into its very midst at first is like being ducked. I had desired to do much thinking as I rode in. I fancied that it would be so interesting to dream of the Ripley Road; to let the mind dwell upon *Wheeling* and upon the C. T. C., and wonder where Mr. Shipton's office might be. These and other places of cycling interest were going to occupy my thoughts, but here I was where the street lamps read "Bayswater Road," and had been busy with nothing but getting my bicycle through the mass of vehicles. As I got deeper and deeper into the city, apprehension that I might not be able to ride all the way down town gradually disappeared. I had ridden in the midst of the flurry of some big American cities, but it was beyond my expectations to go rolling down past Hyde Park as easily as I did that afternoon. I kept on as far as the Marble Arch, the entrance to the park, and then struck off to the north for the railway station to see about the baggage I had sent so many days before from Liverpool.

When I left the Bayswater Road, by which I had come in, I struck considerable granite, but as to the Marble Arch I had had good wood paving, my first impression of London's streets was a pleasant one, which will without doubt be intensely satisfying to London when it shall hear of it through *THE WHEEL*. I found my baggage all right and slept that night in the extreme north of the city, with as good knowledge of her streets and general appearance as if I had spent half a day in a cab.

TRAVELER.

A party wishes to communicate with Arthur Preyer, and we should be pleased to have his address.

Frank Brock, of Howard A. Smith & Co., climbed Eagle Rock four times without a dismount on December 2.

The Charlestown Rovers, of Charlestown, Mass., will enjoy its annual dinner at Young's Hotel, Boston, on the 14th.

The Louisville *Commercial* publishes a cut and biography of Cola Stone. Very bad form, we think. Silence is the greatest tribute to the dead wheelman.

The Brookline (Mass.) Club, with a membership of seventy, enjoyed its annual dinner at the United States Hotel, Boston, on Thursday evening, November 29. Mr. George Ripley Jones acting as toast master.

The meeting of the Executive Committee of the N. Y. and N. J. R. R. A. was postponed from Monday, December 3, to Monday, December 10, when it will be convened at the Harlem Wheelmen's club house, 104 West 124th Street.

The Pequonnock Wheel Club and the Park City Cyclists have reorganized and consolidated under the name of the Bridgeport Wheel Club. The new club has secured three large rooms in the Studio Building, 122 Fairfield Avenue. A new constitution and by-laws was adopted at the first regular club meeting, held Tuesday evening.

The South End Wheelmen, of Philadelphia, celebrated their second anniversary and the opening of their new house on Tuesday evening, December 4. Their new house is situated at 1726 South Broad Street, and is built on the same principle as their present headquarters.

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

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

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

## Delighted Audiences.

Entertainment Committees of Clubs and others may be interested in knowing that

**Thomas Stevens'**

New Illustrated (Stereopticon) Lecture,

**"Around the World on a Bicycle,"**

Is an Instantaneous Success.

Particulars—T. STEVENS,

22 Irving Place, New York.

## FOR SALE, EXCHANGE, WANTS.

25 Words.....15 Cents

Two Insertions.....25 "

LOOK HERE.—A BICYCLE FOR ONE DOLLAR. A 52-in. full nickeled Columbia Bicycle with bell and cyclometer. Balls to front wheel, new tire. In good condition. Seventy (70) tickets to be sold at \$1 each. Drawing to take place as soon as tickets are sold. Come on and get a machine for One Dollar. Reference, Adams National Bank. Address C. H. Kenyon, Adams, N. Y.

FOR SALE.—A 54 in. half nickel and enamel, Standard Columbia Bicycle, very cheap. For further particulars apply to W. H. Mills, No. 99 John Street, New York City.

12-14

## Now is your time to have your Wheel Overhauled.

Send it to SCHWALBACH, and Have it Done Well.

**LARGE ASSORTMENT OF PARTS. SKILLFUL WORKMEN.**

Wheels Stored during the Winter at Reduced Rates.

## New Mail, Columbia and Club Wheels Always in Stock.

PARTIES GOING TO BERMUDA AND OTHER PLACES SHOULD WRITE FOR PARTICULARS REGARDING HIRING RATES FOR BICYCLES, TRICYCLES AND TANDEM.

WHEELS CALLED FOR AND DELIVERED.

**CHAS. SCHWALBACH,**

TELEPHONE 125 SOUTH.

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Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

## KIMBALL'S STRAIGHT CUT CIGARETTES.

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.

WM. S. KIMBALL & CO.

ROCHESTER, N. Y.

HERE'S A CHANCE.—A 54-in. Rudge Light Roadster. All ball bearings, ball pedals, King of the Road lamp, Kirkpatrick saddle, etc. Good as new. Great sacrifice. Bargain, P. O. Box 498, New York City. 12-13

EUREKA HOME TRAINER AND BICYCLE STAND is adjustable for all kinds of Bicycles. Riders, agents, schools and clubs should have them. Write for particulars. M. A. Woodbury, Manufacturer, Bradford, Pa. 12-28

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.

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

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54 inch, fine condition, \$75 each. Taken in Exchange for New Wheels. We are selling at Less than Actual Cost. Every Machine offered Guaranteed Sound. No wrecks. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$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 instalments. Complete Stock of Repairs for all Beeston Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

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.

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THE ONLY ONE ON THE MARKET.

Size 7 x 9. No advertisements, elegant engraved cycle scene. Price by mail 10 cents. Dealers supplied in lots of 500 or 1000 or more with advertisement. Address Lincoln Holland & Co., Worcester, Mass.

## WANTED.—

A PARTNER.

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

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PHILADELPHIA, PA.

## SPECIAL STAR

FOR SALE.

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

## AGENTS WANTED.

Cycle dealers who are in a position to import our wheels into the States, and to push the sale of them, will oblige by communicating with us. At the expiration of the present year we shall require a first-class agent in each principal centre.

The name and fame of the QUADRANT TRICYCLES abound in the States. We have now also several splendid lines to offer in SAFETY BICYCLES of tip-top quality with important improvements and at moderate prices.

THE QUADRANT TRICYCLE CO.,

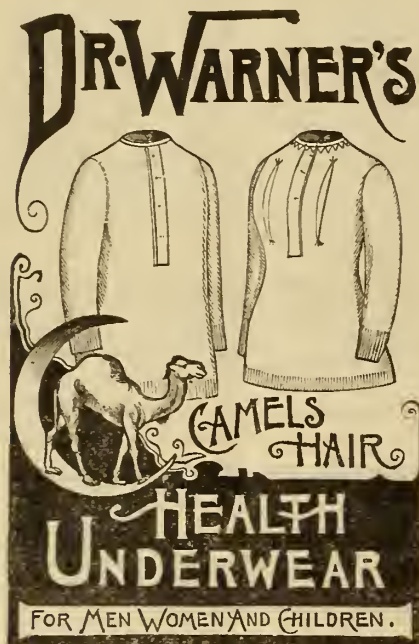
Sheepcote Street,

BIRMINGHAM, ENGLAND.

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

Imported and kept in stock by

**JOHN S. LENG'S SON & CO.,**  
4 Fletcher Street, NEW YORK.



Superior to Silk or Wool.  
A Protection against Colds, Neu-  
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SOLD BY LEADING MERCHANTS.  
WARNER BROS., 359 Broadway, New York.



When the Robins Nest Again,  
We shall have demonstrated that  
we have sold more

### HIGH GRADE BICYCLES,

for less money, during the season  
of 1888 than any other dealer  
in America.

Send for the most complete Wheel  
Catalogue ever printed.

**THE JOHN WILKINSON CO.**  
55 State St., Chicago, Ill.

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

### OFFICIAL TAILORS AND OUTFITTERS

Ilcleran Bi-Club,  
Citizens Club,  
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men,  
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## DEVLIN & CO.,

New Jersey Wheelmen  
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Yonkers B.C., and others.

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MANUFACTURERS OF

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

WE WISH TO CALL ATTENTION TO OUR

NEW LINE OF

## NOVELTIES,

Which We are Now Introducing.

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

Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

**PEDERSEN & BUCKINGHAM,**

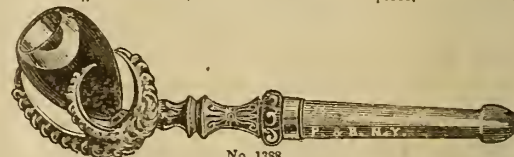
(Successors to Jens F. Pedersen)

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



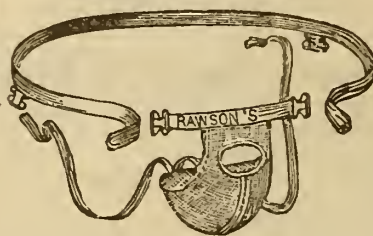
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Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$3.50  
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, . . . 8.00



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A Perfect Fit Guaranteed.  
Displacement Impossible.

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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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LOOK AROUND BEFORE BUYING.  
SEE OUR LISTS.  
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WHITE, BLACK,  
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READY RELIEF.

For Sprains, Bruises, Backache, Pain in the  
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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.

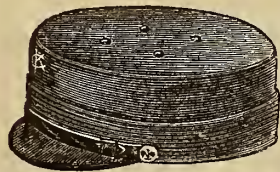


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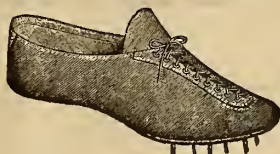


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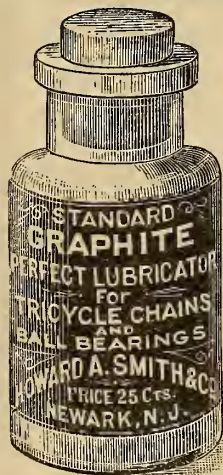
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My Glove Fitting Gymnasium Shoe. The Finest in the World  
I carry and make up to order the finest line of goods in the country. Call or  
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We are giving special attention to instructing Ladies to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

Gentlemen who want to learn to ride any kind of bicycle  
and cannot come in the day-time will find that in our hall,  
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OUR SUNDRIES

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wants for Fall and Winter riding, Jerseys, Hats, Caps, Gloves,  
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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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Week Commencing December 10.

FASHIONABLE CLOTHING.

Reasonable Prices.

ABRAHAM & GRUNAUER,  
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A large stock of specially selected foreign and  
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It has passed through the test of a season. It has been tried on roads, on hills, on the path. It has never disappointed the expectation of the rider or manufacturer. It is the only all-forged steel low-priced bicycle ever put upon the market. It needs as few repairs as any other bicycle. It is perfectly proportioned. It has fewer parts. It is the Volunteer Columbia.