



VOL. II.—No 16.]

NEW YORK, DECEMBER 14, 1888.

[WHOLE NUMBER, 42.]

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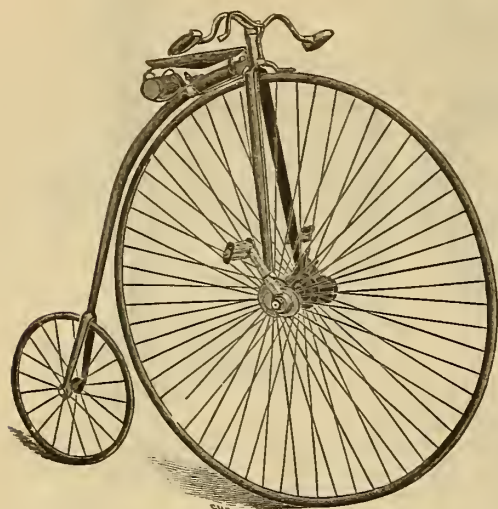
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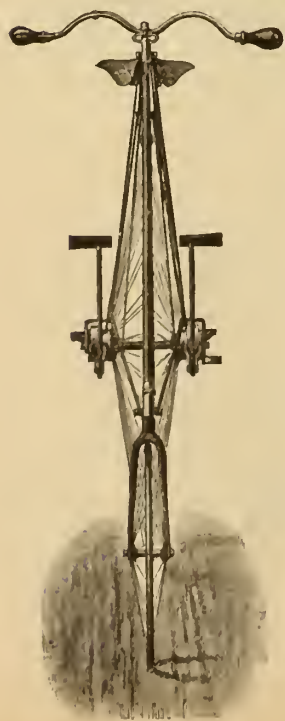
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COLUMBIA.—49-inch Light Roadster, including hollow rear forks, spade handles, cyclometer, lamp and bell; machine guaranteed. Address "Tommy," Burnet, Elizabeth, N. J. 12-21

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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.

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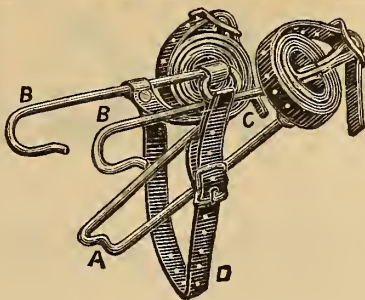
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My Specialty for the Summer is THE

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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

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On which he last year over the same course made

WORLD'S ROAD RECORD.

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THE WHEEL

—AND—

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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.

CYCLISTS' UNION OF LONG ISLAND.

The regular annual meeting of the C. U. of L. I., for the transaction of general business, election of officers, etc., will be held Monday, December 17, at 8 P. M. at the Y. M. C. A. Hall, cor. Fulton and Bond Streets. Previous to the meeting a musical and literary entertainment will be given and a very choice programme is offered. The entertainment will commence at 8 P. M. Tickets fifty cents, reserved seats seventy-five cents, can be obtained of any of the officers. It is hoped that a large proportion of ladies will grace the occasion with their presence.

At the close of the entertainment the rooms will be thrown open to all members of the "Union" and their friends, for the general transaction of business. It is hoped all members will attend this meeting, the first ever given by the Union.

L. H. WISE, Secy. C. U. of L. I.

[The Entertainment Committee have provided an enjoyable programme, and we urge all cyclists to attend the entertainment and help along the object of the Cyclists' Union.]

HARVARD-TECH. ROAD RACE.

Harvard, 31; Tech., 24 points.

This was the score in the road race between the two colleges, held last Saturday afternoon. The course was nine miles from Watertown, through the Newtons to the great sign boards and return. There were fourteen entries, of which there were eight from Harvard. Only the first five on each side counted, however, the winner receiving ten, the second man nine points, and so on down to the last man, who received one point.

The men finished as follows:

1. Greenleaf, Harvard. 35m. 23 4-5s.
2. Norton, Technology. 35m. 24s.
3. Williston, Technology. 35m. 24 1/2s.
4. Brown, Harvard.
5. Barron, Harvard.
6. Rogers, Harvard.
7. Webster, Technology.
8. Holmes, Harvard.
9. Warner, Technology.
10. Hutchins, Technology.

THE TEAM ROAD RACING ASSOCIATION VOTED OUT.

The N. Y. and N. J. T. R. R. A. is dead.

It has been on the verge of dissolution for some time, and its Executive Committee mercifully snuffed out the last spark of life, and gave the poor old man decent burial.

The final obsequies took place at the Harlem Wheelmen's Club house on Monday last, the chief undertaker being President Edwards, ably assisted at the last sad ceremonies by delegates Pennell, Elizabeth Wheelmen; Bridgman and Austin, K. C. W.; G. S. Daniels, N. Y. B. C., and Greenman, B. B. C.

The meeting was called to order by President Edwards. Secretary Bridgman called the roll, the above gentlemen responding. The following delegates were conspicuous by their absence: Messrs. Kinch, Wetmore, Myers, Stenken, Shriver, Freeman, Belcher, Jackson, Dean, Spelman and Halsted.

Secretary-Treasurer Bridgman made the following report:

Receipts.....	\$157 79
Expenditures.....	138 04
Balance on hand.....	\$ 19 75
ASSETS.	
Cash on hand.....	\$ 19 75
Dues receivable.....	17 50
Advertising accounts.....	15 00
Total.....	\$ 52 25
LIABILITIES.	
Janitor Metal Exchange.....	\$ 2 00
Engraving Cup. estimated.....	12 00
Total.....	\$ 14 00
Surplus.....	\$ 38 25

The Secretary read applications for membership from Long Island Wheelmen. Referred to Executive Committee in accordance with constitution.

Resignation of Howard Greenman as a member of the Executive Committee read, the reason given being lack of time to discharge duties properly. On motion laid on table.

Resignation of Rutherford Wheelmen read, referred to Treasurer, the club being in arrears for dues.

Resignation of Union County Wheelmen read, referred to Treasurer, the club being in arrears for dues.

There being no other routine business, Mr. Daniels, N. Y. B. C., stated that he was instructed by his club to offer a resolution that the Road Racing Association be disbanded, and in the event of such resolution being defeated, he was further instructed to present the resignation of his club. Before presenting the resolution, he wished to have an expression of opinion from the members.

Mr. Pennell, E. W., reported that his club had practically instructed him to vote for the disbandment of the Association, and that he would support Mr. Daniels' resolution.

Letter read from Mr. E. J. Shriver, recommending the disbandment of the Association.

The positions of the clubs were as follows: N. Y. B. C. and E. W. wished Association disbanded; Harlem Wheelmen had lost interest in the matter, but took no decided stand either way—would stand by the Association if it continued to exist; Brooklyn B. C. stated that they could hardly get a team to represent them in any future contests, but that if the Association continued the club would endeavor to support the semi-annual races; Kings County Wheelmen reported themselves as ready to meet all comers, and thought that any expression of opinion on their part as to the continuance or disbandment of the Association might be considered interested; Hudson County Wheelmen, not represented (except by Messrs. Day, Strugnell and Griffiths, who were not regularly elected delegates, and consequently were not eligible to attend the meeting), was known to favor a continuance of the Association, or in case of a discontinuance, that the cup was to be finally offered in a series of inter-club races.

Upon inquiry the status of the Association was found to be as follows: There were nine clubs members of the Association, of which two had resigned, and two, the E. W. and N. Y. B. C., announced their intention of resigning, reducing the actual number of active clubs to five. The annual revenue from these five clubs would be

\$25; the annual expense, \$190. The unearthing of these facts decided the question in favor of disbanding the Association, and the following motion was adopted:

"Resolved, That the Association hereby disband; that the Secretary-Treasurer settle all liabilities, that he collect all assets, that the balance be forwarded to the trustees of the McCombie Fund, and that the cup be awarded the Kings County Wheelmen."

The motion was presented by Mr. Greenman, B. B. C., seconded by Mr. Pennell, E. W., and unanimously carried.

HISTORY OF THE ASSOCIATION.

The New York and New Jersey Team Road Racing Association was formed in the spring of 1886 for the purpose of encouraging road racing, there being at that time no feeling against the sport, and for the purpose of developing a fraternal club feeling. The Association was organized under the presidency of Mr. E. J. Shriver, and the enthusiasm of the sixteen delegates present at the first meeting bespoke a successful existence.

Five races were held—one on Decoration Day and one on Election Day of each year—over the Irvington-Millburn course, and it is safe to say that no other contests of the kind were as notably successful as these spring and fall events. They attracted large crowds, were always well managed and well contested, and no very serious accident, save perhaps one, has ever had to be recorded. The following details of the races will be interesting:

FIRST CONTEST, MAY 30, 1886.

Winning club, Kings County Wheelmen, 83 points; second club, Elizabeth Wheelmen, 71 points.

First, E. M. Valentine, 1h. 41m. 5s.; second, C. A. Stenken, 1h. 42m. 40s.; third, W. H. Caldwell, 1h. 48m. 14s.; fourth, M. L. Bridgman, 1h. 50m. 24s.

SECOND CONTEST, ELECTION DAY, 1886.

Winning club, Kings County Wheelmen, 66 points; second club, Ilderan Bicycle Club, 46 points.

First, H. J. Hall, Jr., 1h. 37m. 12 4-5s.; second, E. Valentine, 1h. 39m.; third, H. Greenman, 1h. 39m. 14s.; fourth, E. I. Halsted, 1h. 40m. 13s.

THIRD CONTEST, MAY 30, 1887.

Winning club, Kings County Wheelmen, 77 points; second club, Ilderan Bicycle Club, 70 points.

First, H. J. Hall, Jr., 1h. 33m. 57s.; second, C. A. Stenken, 1h. 33m. 58s.; third, E. Valentine, 1h. 34m. 48s.; fourth, H. L. Bradley, 1h. 34m. 49s.

FOURTH CONTEST, ELECTION DAY, 1887.

Winning club, Kings County Wheelmen, 73 points; second club, Brooklyn Bicycle Club, 65 points.

First, C. E. Kluge, 1h. 31m. 3 1/2s.; second, H. L. Bradley, 1h. 36m. 21s.; third, T. J. Hall, Jr., 1h. 37m. 30s.; fourth, T. L. Wilson, 1h. 38m. 52s.

FIFTH CONTEST, MAY 30, 1888.

Hudson County Wheelmen, 38 points; Kings County Wheelmen, 38 points; Brooklyn Bicycle Club, 36 points. (Dead heat, won by Kings County Wheelmen on the run off.)

First, C. E. Kluge, 1h. 30m.; second, E. P. Baggot, 1h. 30m. 1-5s.; third, H. L. Bradley, 1h. 30m. 2-5s.; fourth, T. L. Wilson, 1h. 31m. 30s.

It will be noted that each contest improved over the previous one from the time standpoint; thus Caldwell, who rode the first race in 1h. 48m. 40s., and took third place, rode the last race in 1h. 32m. 10s., and yet got no better than fifth.

In the last contest thirteen men beat the time of the winner of the first contest, showing a general improvement.

The Association had outlived its usefulness, or rather, having managed five races of high standard, it was best to disband rather than have an inferior contest through lack of interest. No doubt at some future time there will be a revival of interest, and a revival of a local road-racing association.

CHICAGO TOURNAMENT, 1889.

Chicago is to have a gigantic cycling tournament during 1889. Mr. S. A. Miles, of *The Referee*, has about completed arrangements for the rental of the Exposition Building for the first week in May. The building is over one-third of a mile in circumference, and has a gallery running all the way round. The idea, at present, is to hold a six-day race of twelve hours per day, with from two to three hours amateur racing each evening. Two tracks will be laid, one a quarter and one a fifth of a mile in circumference. The amateurs will use the former, and the professionals the latter. In connection with the tournament an exhibition of cycles and all descriptions of sporting goods will be held. A committee representing all the Chicago clubs will have charge of the details.

NEWS FROM CYCLING CENTRES.

CHICAGO.

"VERAX" FAVORS THE CANDIDACY OF
GEORGE A. JESSUP.

I see, Mr. Editor, that you are out for Jessup in a recent issue, and I can assure you that Illinois is with you. Jessup seems to us to combine all the elements necessary to a successful League President, if a successful business man is what is needed at the head of our greatest American cycling institution. I have the honor of being on quite a familiar footing with the gentleman, and can give your readers a few facts which may prove interesting.

George A. Jessup was born at Montrose, Pa., about fifty years ago. His first business venture was that of a merchant, but on the breaking out of the war he became Assistant Adjutant General on General Lathrop's staff with the rank of Major. He also served one year in the Commissary Department of Blenker's Division, Army of the Potomac. He was compelled to resign, however, on account of ill health, and from 1862 until 1871 he was Assistant Assessor of Internal Revenue. Since that time he has been located at Scranton, where he is a prominent man of affairs. He is Vice-President of the Scranton City Bank, Treasurer of the Scranton Illuminating, Heat and Power Co. Has been for four years the President of the Scranton Bicycle Club, and his efforts in this direction have borne fruit in the magnificent \$12,000 club house the club will soon be in possession of. He has been for two years Pennsylvania's Chief Consul, so that he seems an admirable man to increase the usefulness of the League, and that he may be the unanimous choice of the Board at their February meeting is most desirable.

With Mr. Hayes in South America and Mr. Luscomb out of the race, there seems little doubt but that he will go in with a hurrah.

Although snow has not yet begun to fly we are just at present in the midst of a lot of adulatory slush over a couple of comic opera prima donnas and a number of less fortunate chorus singers. "Nadja" is here, with Francis Wilson, Pauline Hall and Marie Jansen to interpret it. Ah, but the two latter seem to be the light about which the moths are bound to gather. As a quiet and dignified North Sider it is pretty hard for me to keep up with the times, but I met Arthur Taylor the other day and he spun the yarn to me in about this wise: It seems that the cycling fame of Miss Pauline preceded her appearance on our local stage, and she had scarcely gotten the vocal organs well oiled and in trim before the Illinois boys made up a theatre party and secured orchestra seats well to the front with a fine floral piece accessorial. In the person of Tom Roe, the Fort Dearborns possess a gentleman who is widely celebrated for his marksmanship and ability to kill (ladies) at long range. Tom heard of it and immediately bought all the boxes left and had them nicely decorated with the old Chicago colors. He filled them up with the old guard, and when the curtain rose on the eventful evening the Illinois cyclers were but an ordinary audience, common clay, as it were, while the Chicagos were the ogled of the whole house. The Illinois furnished the steam and the Chicagos made away with the cream before the churn was started. The result is a great diversity of opinion between the two memberships. It has since become quite the fashion to lionize Miss Pauline. One correspondent tells about how our West Side friends are devoting their afternoons to her and the Fort Dearborns gave her a complimentary reception the other night. Tommy was a hand resplendent in a dress suit, a costume, by the way, which displays his dusky charms to advantage. For my part I would much rather see some of this lavish expenditure in the depleted coffers of our clubs.

The clubs are all active socially. Most of next year's officers will be elected next month, and the various candidates are beginning to be discussed muchly.

Mr. R. Philip Gormully and wife start on an extended Southern trip to-day.

VERAX.

CHICAGO, December 8, 1888.

The Kings County Wheelmen will have a Christmas Eve entertainment.

NOTES FROM THE CITY OF BROTH- ERLY LOVE.

As yet, our late visitor, the bicycle thief, retains his freedom, although the pawnbroker who accepted Mr. Mayer's wheel claimed to know his man, and promised to have him arrested within forty-eight hours. The pawnbroker refuses to give up the wheel, and had a hearing on Thursday, 6th inst., when he was placed under \$500 bail. He wants Mr. Mayer to give \$15 for the wheel, but this Mr. Mayer refuses to do, and will prosecute the defendant, being willing to spend more than this amount in securing justice.

At the last meeting of the Pennsylvania Bicycle Club the following officers were elected to serve for the coming year: President, Geo. T. Laing; Vice-President, Wallace W. Johnson; Secretary, Lee R. McKinstrey; Assistant Secretary, W. S. Harper; Treasurer, John B. Young; Captain, William D. Supplee. These officers, with the following three additional members, Chas. L. Leisen, Robt. Riddle and Chas. D. Williams, constitute the Board of Directors.

A committee was also appointed to consider the advisability of giving a series of dances in the club house during the winter months.

Also a committee on entertainment to arrange for a series of musical and athletic entertainment for the members.

On Tuesday, December 11, the Century Club will give their second smoker, when an enjoyable time is anticipated.

Sunday was a disappointment for many wheelmen, as it was clear to 9:30, when, just as the members were starting on their runs, rain commenced to fall and kept up steadily all day, spoiling many a man's pleasure. Never mind; we went home and enjoyed our first Sunday dinner at home since last March, and my, how we did feed!

Mr. Chas. C. Candy paid us a flying visit on his return from Boston. He is now on his way westward, and we wish him luck on his trip.

William A. Richworth, well known in cycling lines, has accepted the position lately held by Mr. Samuel Gideon with Messrs. Edward K. Tyron, Jr., & Co. He will start in on January 1. This firm have secured the agency of the new Warwick wheel in addition to the lines they already sell—the Victor, New Mail, Dart and Ivel.

WESTFIELD.

MEMPHIS.

The third race of the 10-mile series was run on Thursday, December 6, at 3:45 P. M. The race was a decided success and was witnessed by quite a large number of people.

The pleasure of the occasion was marred by an accident which occurred to W. A. Whitmore. Just after "Whit" had crossed the tape, while slowing up he carelessly looked back, and from some unknown cause took a bad header, which will no doubt lay him up for several days. "Whit" deserves credit for the good run made, cutting his time down one minute and ten seconds from his two former runs.

Below will be found a table giving the order of finish, handicap and actual riding time.

	Actual time.
	M. S.
1. J. T. Willins, Jr., 4 minutes.....	43 00
2. Julius Wood, 3 minutes 30 seconds	43 35
3. W. A. Whitmore, scratch.....	40 20
4. G. W. Hess, 2 minutes 30 seconds.	43 48

A better day could not have been asked for, the road being in good condition and the boys in the pink of form.

The winners of the races are G. W. Hess, W. A. Whitmore and J. T. Willins, Jr. The medal is to be won three times before it becomes the property of anyone. The races will be held at as regular intervals as possible.

These races are creating a little interest in wheeling and is reviving that of some of the boys who have about dropped out.

SUPRIS.

MEMPHIS, Tenn., December 6, 1888.

The friends of Chief Consul Hayes and the members of his club, the Cambridge Club, will give him a farewell dinner on December 22, at Young's Hotel.

READING.

Douglas, one of the boys is taking lessons from life at a prominent machine shop in Reading. He is to be a practical draughtsman, and to stop him asking so many questions the proprietor is putting him through a course of sprouts in the shops. Well, Douglas was running a milling machine and talking at the same time. He tried to clean off the chips from the cutter while the machine was running. The result was that he cleaned half his finger-nails off. I do not think he will need to be told to stop the machine after this.

The Star home trainer put into the club rooms will be certain to bring out the good men. Every one is getting the fever, and the frequent remark, "You're not in my class," has reference only to time made on the trainer. Wilhelm's quarter in 1.48. and mile in 1m. 22s., with last half in 32s., was good. "Barney's" wonderful effort to work at once all the muscles in his body brings out the enthusiasm of the crowd, and the cry, "Now you're doing Bailey," brings down the house. This has been the cry ever since "Barney" got second place from Bailey in a race here. When Bailey had the race well in hand, odds of \$500 to twenty-five cents could not have been got. It is needless to add that "Barney" sports that medal yet as though it was worth millions. Schroeder does not seem to have the hang of pushing out fast. He works hard, but doesn't get there. "Eck," "Blood," "the only" Kline, and many more are doing good work, although Kline claims more proficiency at the pool table. Dundore seems to do the fastest time, and crowds Wilhelm hard on a quarter spurt. I think before winter is over he will get there, and in fact many will do as fast a quarter as Wilhelm now does.

The "boys" are happy again. Wilhelm has got his furniture out of the storage house and gone to housekeeping, for you know he has given up racing (until next year), and now for the fun over again as in former days.

Many new riders are trying the different makes of wheels to see what they want next spring, and our only agency here has booked many orders for spring delivery, and predicts a good trade.

Smith and Wilhelm on tandem, Algier on safety, and Douglas and Dundore on Stars were the only members to take part in the last club run, to Wernersville and back, by way of Three Mile House. The roads are in excellent condition. Fine coasting, with beautiful weather, makes cycling enjoyable. This was over "Ariel's" bad road. The bad road was like a floor.

The meeting of the club last night was rather breezy. There seems to be a great deal of dissatisfaction in regard to the open violation of some of the rules of the club on Sunday evening last, and the actions of some of the members of late should be condemned by every one. I think there will be a change of officers that will surprise more than a few of the members. The nomination of officers takes place next Friday night.

I think some of "Ariel's" so-called "hoodlum element" will find that with a new management they will have to be less demonstrative or be sat down on.

It is rumored that quite a number of the most prominent members are about to withdraw from the club, which would demoralize it to a great extent, and I sincerely hope it may blow over again, as the club is now in a very flourishing condition. There is to be a secret meeting of some of the members in a day or so. What the outcome will be I cannot say. Kline, the handsome member, is about accepting a position as traveling salesman for some firm in Pittston. If he goes away, his familiar and smiling face will be missed very much in the pool room.

VORTEX.

DECEMBER 8, 1888.

E. Irving Halsted will leave New York within a few days on an extended Western trip. He will go as far as Tacoma, Wash. Ter., and may locate there. Mr. Halsted states that his race at the Twelfth Regiment Armory on Monday will be his farewell to the race path.

SAN FRANCISCO.

What with the B. C. W. ladies' night, the Stockton races and a 1-mile match race at Oakland, matters pertaining to cycling have been brisk during the week past.

The Bay City Wheelmen added another success to their long list on Friday evening in the inauguration of "Ladies' Night." The following excellent programme was rendered in a thoroughly satisfactory manner: Song, "The Gallants of England," Dr. Humphrey; "The Song that Reached My Heart," Miss Langton; "Noel," Mme. Semenario; encore, "Sing, Sweet Bird;" song, "The Bird from O'er the Sea," Miss Annie Rooney; encore, "Marguerite;" piano duet, Mr. and Mrs. Seales; Italian aria, Mrs. Parker; recitation, Mrs. F. E. Browning; "La Paloma" and an encore, by the Mandolin Club under the leadership of Prof. Addlestein; fancy club swinging, Louis Hinz; recitation, "Aux Italiens," James M. Brophy.

All the numbers gave a great deal of pleasure to the audience. The undoubted hit of the evening was Mr. Brophy's recitation, and the pleasant surprise of the occasion was the presentation of an elegant banner to the club by Mrs. F. E. Browning. It is formed of satin, in the club colors of scarlet and gold. On the face are the letters "B. C. W. Champions 1888." Dr. Hill received it on behalf of the club and thanked the donor for the complimentary allusion to 1888 and hoped it would hold good in 1889.

Dancing followed the musical entertainment, and between dances ice cream and other delicacies were served. The attendance was confined to club members and to ladies invited by them. It is intended to continue these affairs regularly hereafter, as they will bring the families of the members into closer acquaintance.

The club rooms were profusely decorated with flowers, for which the club members are indebted to their fair friends at San Mateo. Messrs. R. M. Thompson, F. M. Pierson and R. A. Smyth are the gentlemen who had charge of the affair, and they acquitted themselves most creditably.

The races at Stockton on the 28th, promoted by the Oakleaf Wheelmen, were not a success, owing to the state of the track caused by the rain of the previous week. Three riders from this city went to Stockton with the intention of lowering some of the records. They have returned without the records. The following is a summary of the meet:

Despite the praiseworthy efforts of Oakleaf Wheelmen, under the able direction of C. C. Moore, the track at the baseball grounds was in wretched condition for bicycle racing. Mr. Moore exhausted every means of drying the track, but to no avail, and record-breaking was, therefore, out of the question. Some of the contests were close and interesting, however, and much enthusiasm was manifested by the audience, which numbered about 1,000 people.

It was confidently expected that the Pacific Coast record for one mile would sustain a smashing, but Davis, who was to make the effort, refused to attempt a plainly impossible feat.

Wheaton, of San Francisco, was expected to ride a mile handicap from the scratch in 2m. 40s., but he failed to beat the home man, Hickenbotham, in the half-mile scratch, which was owing entirely to his riding too light a wheel, and the handicap mile was won by Hodgkins of the Bay City Wheelmen.

The novice race was a gift for Crocker, of Sacramento, who easily passed Southworth, the only other competitor, on the last lap, and won in the slow time of 3m. 52s.

Davis, of San Francisco, captured the half-mile championship in 1m. 32½s., Hickenbotham second, three yards away.

Fonda had a walkover in the 1-mile safety championship race, covering the distance in 3m. 26½s.

In the 1-mile club handicap, Dodge, with 100 yards, was beaten by Southworth from the scratch in 3m. 25¼s.

Hodgkins scored an easy win in the open handicap of one mile, Hickenbotham failing to catch up his opponent's allowance of 100 yards.

Toll, of Sacramento, proved a surprise in the open mile race, scratch, beating Fonda, of San Francisco, easily in 3m. 18.4-5s., Hickenbotham third.

The day's sport concluded with an open scratch

race of two miles, in which Crocker scored first honors after a slow race for seven-eighths of the distance, the time being 7m. 48 3-5s.

This closes a long season of good racing, commenced on February 22 and kept up on every holiday since. Of the championships, F. D. Elwell, of the Bay City Wheelmen, has won three—the 1-mile, 2-mile and 5-mile—the last being a national championship. Ireland, of Oakland, won the 5-mile California championship; Wing, of Los Angeles, the 3-mile, and Davis, of San Francisco, the half-mile. Next season will be a brilliant one in racing if the new track in this city proves safe and fast. At the present time the riders train in the Golden Gate Park, and it requires a great deal of enthusiasm to keep in training any length of time.

Captain Meeker has postponed the picnic run of the Bay City Wheelmen indefinitely, which means that winter has commenced and that riders must hereafter watch for sunny days for their rides, as they cannot be sure when it may rain.

CALIFORNIA.

MEMPHIS.

In compliance with your request I herewith enclose you a correct report of the third of the series of the 10-mile handicap road races. A word in explanation why we call it a series. By the rules adopted by the Memphis Road and Track Association, the first prize must be won three times in open competition, on days appointed by the officers of the organization. It is the aim of the Handicap Committee to equalize the men as much as possible, and these races will be continued until the ownership of the first prize is finally settled. At each race, however, a second prize is given to the one coming in second, but the rider who has won a second is barred from any more similar prizes, and it falls to the one next in the order of crossing the tape. This of course is an incentive to a rider to keep on pushing, even if he knows that he cannot for that race reach first. Again, to cause those in the rear to get a hump on the movements and not be last in. We have a leather medal, if we may so call it, not alone handsome, but unique in design, the permanent property of the Association. It is presented to the last rider in, and he holds it until the next race, when his aim will be to relieve himself of the ownership, and pass it over to the unlucky rider last to cross the tape. In the three races held so far the result is as follows:

First race—Hess, first; Scherer, second; Whitmore, leather.

Second race—Whitmore, first; Wood, second; Willins, leather

Third race—

	Actual Time.	M. S.
1. John Willins, Jr., 4 minutes.....	43	00
2. Julius Wood, 3 minutes 30 seconds.	43	35
3. W. A. Whitmore, scratch.....	40	20
4. Geo. Hess, 2 minutes, 30 seconds.	43	48

Timers at start and finish—C. R. Hotchkiss, Julius Seelig; Timers and Checkers at turn five miles out—C. J. Sherer, S. A. Godshaw; Judges and Handicappers—Walter F. Yates, Robert W. Slusser. Course accurately measured, and the same as that used in two previous races.

The object of our association is to create a spirit of congenial rivalry among the wheelmen and a general interest among the people. At our first race not more than fifty persons were present; at the second the number was more than double that at the last. There were more carriages at the finish than people at our first in point of numbers, and we are asked every day when our next race will take place.

In the near future we shall try a little track work, for we have near the city what is termed a Gentlemen's Driving Park, on the grounds of which is a splendid half-mile track, of which Mr. D. A. Raybould is manager, as courteous a gentleman as ever held the ribbons over a fast horse; but, unlike most of that class, he is an admirer of the bicycle, although not a wheelman. From him we have a pressing invitation to use his track whenever it is our pleasure. His words are: "But tell me when you want it, and I will have it rolled and scraped to suit your wishes, and it sha'n't cost you a cent;" and right there, Mr. Editor, we will have some half-

mile or mile dashes while the wheels of our Northern brethren are coated with vaseline, and the earth hidden under a foot or more of snow. As that track is fully twenty feet wide, it is suggested we try conclusions with a horse. This would increase the interest, but as yet no definite plan has been decided on.

A century run has been decided on in the month of January, of which more hereafter. What interests the wheelmen here most at present is the street-paving question, which has become the all-absorbing topic of the residents of the Bluff City. That the city should and must be paved, on that question all are a unit. But as to the manner of raising the money, on that there are as many minds as there are on the question of what paving material be used. The wheelmen, one and all, are for fire-brick, such as is used on the streets of Wheeling, W. Va., and other cities. A committee of fifteen leading citizens are now trying to devise means, as the question of bonds or no bonds has been negatived.

SCHERER.

MEMPHIS, December 12.

BRIDGEPORT.

The Rambling Wheelmen, of Bridgeport, have made quite a respectable record for mileage from April 1 to December 1, 1888, with nine members having records of over 1,000 miles. Gold medals were offered by the club on April 1, and they will be presented in a few days to the following distance annihilators:

	RIDING DAYS.	MILES.
Wm. Seltsam.....	206	4004
C. A. Reed.....	191	2592
G. H. Savage.....	156	2302
F. H. Goodsell.....	211	2169
T. Atwater.....	147	2100
R. C. Morris.....	118	2000
C. D. Tomlinson.....	188	1755
H. B. Morris.....	122	1443
S. J. Wakelee.....	141	1063

Total..... 19428

Individual average, 2,158½ miles. Several other members have undoubtedly covered the necessary 1,000 miles, but neglected to record the same.

Frank Dudgeon, of Northport, L. I., is the inventor of a steam carriage which was lately tested on the sand-papered roads of Bridgeport, and proved quite a success. The vehicle resembles a two-horse truck, with the boiler extending almost the entire length, and is operated from the rear. Along the sides are seats which will carry ten persons. The wheels are solid wood with heavy iron tires, and the total weight is about five tons, which retards it to a great extent on a steep grade. The vehicle, or steam carriage is capable of attaining a speed of twenty-five miles per hour on a good hard road, but being of high pressure, has eclipsed the cycle as an equine frightener to such an extent that the authorities here have forbidden its use in the vicinity or environs of the town. It will probably be removed to Long Island in a few days, where the inventor will experiment in endeavoring to make it less noisy than at present.

The Bridgeport Wheel Club, which is the name of the Pequonnock and Park Cities, which last month consolidated, have now a strong organization of seventy-five members.

The first meeting was held last Tuesday evening, and nearly four-fifths of the entire membership was present. A constitution, prepared by a committee from both clubs was adopted, and the following board of officers for the ensuing year were elected: President, J. C. Latham; Vice-President, W. Healy; Secretary, S. Stevenson; Treasurer, Jas. Smith; Captain, Geo. Prentice; First Lieutenant, H. Morris; Second Lieutenant, C. Moore; Bugler, Geo. Freyer; Color Bearers, Frank Wilmot and E. P. Lyon.

The club rooms are situated on Fairfield Avenue, near Main Street, and are large and comfortable. The artistic decorations and furnishings immediately catch our eye, and the log-wood fire adds a cheerful appearance, which to me immediately suggests that narratives of cycling adventures and unprecedented rides will chime in with the crackling logs during the long winter evenings, for in the club are some of the oldest cyclers in the Nutmeg State. Passing through a portiered doorway, we find a handsome

billiard table, which is always a feature of the cycling club room. In an adjoining room we find what will be a gymnasium; a few of the fixtures are already there. The uniform will be dark green with black braid and black stockings.

I must not forget to mention that the club is always glad to receive a call from all cyclists, and that you will receive a hearty welcome is needless to say. Several sociables will be given during the winter, and the club will undoubtedly be the most prosperous one in Bridgeport.

KROYWEN.

FIXTURES.

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, 324 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.

Jan. 1, 1889—Bay City Wheelmen's meet at San Francisco.

Jan. 10, 1889—A. A. U. games at Madison Square Garden, N. Y. City. Two-mile bicycle handicap; entrance fee, \$1; close January 7, with Otto Ruhl, 104 W. Fifty-fifth Street, N. Y. City.

THE CASE DECIDED IN FAVOR OF THE CYCLIST.

State, B. H. Child, complainant, vs. Patrick H. Collins. The following opinion was filed: Per Curiano. The question raised by the exceptions is whether a bicycle is a carriage or vehicle within the meaning of Public Statutes R. I., chapter 66, section 1, which enacts that "Every person traveling with any carriage or other vehicle, who shall meet any other person so traveling on any highway or bridge, shall reasonably drive his carriage or vehicle to the right of the centre of the traveled part of the road, so as to enable such person to pass with his carriage or vehicle without interference or interruption." We are of the opinion that it is a carriage or vehicle which carries a person mounted upon it, and which is propelled and driven by him. The word vehicle is certainly broad enough to include any machine which is used and driven on the traveled part of the highway for the purpose of conveyance upon the highway. The purpose of the section is to prevent accident or collision, and such accident or collision may happen from a bicycle and another carriage meeting, unless the rule laid down in the section is observed. In Taylor vs. Goodwin, L. R. 42, B. 228, it was decided that a bicycle is a carriage within the act, which forbids the driving of any sort of carriage "furiously so as to endanger the life or limb of any passenger." Exceptions over-ruled and case remitted to court of Common Pleas for sentence.

The case is that of a cyclist named Leavitt, who was run down and badly injured last September by P. H. Collins. The decision will be of benefit to cyclists in Rhode Island.

WORLD'S RECORD FOR CALIFORNIA.

SAN FRANCISCO, December 5, 1888.

TO THE EDITOR OF THE WHEEL:

On January 1, 1889, the Bay City Wheelmen will open the new quarter-mile bicycle track, at the Haight Street ball grounds. The prizes will be the most liberal ever offered here, including a gold watch, diamond pin, a bicycle, and other prizes on a most liberal scale. Riders from all parts of the State will compete, and a second Springfield tournament is looked for.

One inducement for Eastern visitors will be the total eclipse of the sun, to be seen only in this part of the world. Smoked-glass privilege to be let to the highest bidder on application to

Yours,
"CALIFORNIA."

CLUB CHORUS.

Then here's to the Cruisers, the champions of the wheel,
Their lungs are strong, their wind is long, and their limbs
as tough as steel;
They are the boys who go the pace, and the pace is always
fast,
Then hurrah! and hurrah! for the Cruisers of Belfast!!!
—Irish C and A.

RIDES BACKWARDS.

A ruralist, in cyclist Jerman's store one day last summer, while looking over a nicked Expert, said that he had "just seen one of them thar things that a feller was aridin' backwards and acomin' down Hubbard's Hill all afyin'."

By strenuous efforts Frank succeeded in keeping a straight face long enough to say that the feat was easily accomplished and was often done.

The old gentleman really thought that the wheel was going backwards, but he had not examined the teeth, nor noted the difference in the ear-marks between Expert, Eagle and Star. "STAMSON, OF STAMFORD."

STEVENS' LECTURE.

Excepting the eccentric behavior of the stereopticon, that slipped pedals and put on brakes too often during the first half hour, Mr. Thomas Stevens' illustrated lecture, "Around the World on a Bicycle," at the Madison Avenue Presbyterian Church, on Tuesday evening, was a success, as the crowded lecture room and the general satisfaction spoken at the close would indicate.

The veteran tourist could, of course, in the hour and three-quarters only give a fraction of the good and interesting things treated of in his popular book, but we were instructively entertained, and heartily advise all to hear him whenever the opportunity offers. The lecturer uses good and plain English, which can be heard distinctly, and often throws in bits of experience and anecdotes that seem suggested as he goes along.

When the lantern projected a picture sharply and properly focused on the screen, we almost seemed to be with the daring traveler in that foreign land, with its many odd and curious features that we never saw so clearly before.

Mr. Stevens paid deserved compliments to the ladies of America when comparing them with the ladies of the other countries he has visited.

THE CHARLESTOWN ROVERS.

The Rovers of Charlestown are a plucky and successful organization. Charlestown is not a place for cyclists. It is a hard place to traverse on wheels, and it follows, therefore, that every Rover must be a rider, and a first-class one. In fact, no club in the State has a sturdier set of road riders. The conditions of the road and weather have no terrors for them. They can face anything. The number of members is twenty-five. This is the limit, and there are several names on the waiting list. All ride safety machines. During the season past Captain Robinson has called forty-three runs, and thirty were made, the weather preventing the others. The longest run was of fifty-one miles, and the shortest fifteen and one-half miles. The places visited were the Reservoir, Newton, Waltham, Dedham, Auburndale, Wakefield, South Natick, Lexington, Cobb's tavern in Sharon, Nahant, Hough's Neck in Quincy, Point of Pines, Marblehead, Gloucester, around the cape, Great Head, Salem and Attleboro. The club was entertained at Wakefield by the local club, and at Salem by Captain Robinson. Among the entertainments were the ladies' nights, a candy pull, sleighing party, the club dance in March, the annual meeting and spread in April, usual open house on June 17, a reception to the Charlestown wheelmen, the Fourth of July picnic, a moonlight excursion to Minots, and theatre parties to the "Crystal Slipper" and "Nadja." By kindness of Mr. Pillsbury, of the Massachusetts Club, the club received election returns from the recent presidential election by a special wire. The annual dinner will be held at Young's Hotel next Friday evening. The club is now officered by Arthur W. Robinson, President and Captain; Walter H. Richardson, Vice-President and Lieutenant; George C. Gardner, Secretary and Treasurer. Captain Robinson is the Vice-Consul of the Massachusetts Division, L. A. W.

The club is now entertaining members with a pool tournament, games being played on Saturday nights, and with a whist tournament on Tuesday nights. A musical entertainment is to be given at an early date, and the club ball will occur on January 16.—Boston Herald.

AMATEUR ATHLETIC UNION GAMES.

The first testimonial in-door meeting in honor of the Amateur Athletic Union's second year of existence will be held at Madison Square Garden, Twenty-sixth and Twenty-seventh Streets, Madison and Fourth Avenues, New York City, on Saturday evening, January 19, 1889, beginning at eight o'clock.

75-yard run; handicap, on boards.

220-yard run; handicap, on track.

440-yard run; handicap.

880-yard run; handicap.

One-mile run; handicap.

One-mile walk; handicap.

Two-mile bicycle; handicap.

220-yard hurdle; handicap (ten hurdles, 2 feet 6 inches high).

Pole vaulting; handicap, on boards.

Putting 24-lb. shot; handicap.

Throwing 56-lb. weight; handicap.

Running high jump; handicap, on boards.

Standing broad jump; handicap.

Tug-of-war—four men—limit, 650 lbs.

Prizes for each event: Gold stop watch, first; gold watch, second; silver watch, third. For the tug-of-war, gold watch to each man on winning team; silver watch to second. A silver souvenir will be presented to every athlete competing. Prizes will be on exhibition at Messrs. A. G. Spalding & Bros., 241 Broadway, New York City. Entrance fee, \$1.00 per man for each event. The right to reject or strike out any entry is reserved. Entries close positively Monday, January 7, with Otto Ruhl, 104 West Fifty-fifth Street, New York City.

As the bicycle handicap was added at the special request of wheelmen, we hope all racing cyclists will enter. The track is eight laps to the mile.

WHEELMEN'S BOWLING LEAGUE SCHEDULE.

The following schedule of games has been arranged. Each club will play eight games. Trophy prizes will be offered for the highest team score and individual score. The tournament will be opened January 5 by the Harlem and New York, at Harlem, and the Kings and Hudson County, at Brooklyn. The complete schedule is:

Harlem vs. New York, at Harlem, January 5.

Kings vs. Hudson, at Brooklyn, January 5.

Atlanta vs. Hudson, at Newark, January 10.

New York vs. Kings, at New York, January 11.

Kings vs. Harlem, at Brooklyn, January 15.

Hudson County vs. New York, at Jersey City, January 18.

Atlanta vs. Hudson County, at Newark, January 24.

Harlem vs. Kings, at Harlem, January 26.

Kings vs. New York, at New York, February 1.

Hudson County vs. Harlem, at Jersey City, February 1.

Kings County vs. New York, at Brooklyn, February 5.

Harlem vs. Atlanta, at Harlem, February 9.

New York vs. Harlem, at New York, February 15.

Hudson County vs. Kings, at Jersey City, February 15.

Atlanta vs. Kings, at Newark, February 28.

New York vs. Hudson County, at New York, March 1.

Kings vs. Harlem, at Brooklyn, March 5.

Hudson County vs. Atlanta, at Jersey City, March 8.

Atlanta vs. New York, at Newark, March 14.

Harlem vs. Hudson County, at Harlem, March 16.

JACK LEE MAKES SOME ROAD RECORDS.

Jack Lee is down training on the great North Road for road records, and on November 24 put in some splendid riding at Buckden on a Rudge tricycle, covering the mile straight away in 2m. 33¼s., thus beating Harry Priest's mile road record of 2m. 38s. by 4¾s. Later on he went for five miles, and succeeded in accomplishing that distance in the remarkable time of 14m. 9s. His times were taken by W. J. Rowe, Humber's agent at Peterborough, and Hillyer, of the London Scottish. He will attempt other records shortly.

CYCLING ON THE PACIFIC COAST.

THE GROWTH OF A SAN FRANCISCO CLUB.



Fall the athletic sports that have ever been introduced on this Coast, no particular one has made such rapid strides toward perfection as cycling has. Any of the older local residents will remember when, in the 60's, Union Square was covered by the exposition building of the Mechanics' Institute. It was in those days that an enterprising little Yankee received, by the way of Cape Horn, some hundred or more well-used but still solid velocipedes, that had outlived their usefulness in France and were sold to him for a song, because they were too heavy. The wheels were of even size and weight, and the rider sat between them, having to kick out almost horizontally to keep himself going. Well, these velocipedes were cleaned up a little, oiled, and for the first time San Franciscans were given an opportunity to indulge in a sport they had heard of but never tried.

With the only available machines the sport assumed an air of hard work, but its attractiveness overcame that, and day and night the owner of the velocipedes had them let out to customers, who found it necessary to apply for one many hours in advance so as to make sure of getting it. There was no such thing as road traveling in those days, for the reason that there was little else but sandhills in the neighborhood, and no rider could possibly indulge in the new craze for more than an hour at a time, when he required a rest. The Pavilion was turned into a velocipede rink, and this was properly the first introduction of cycling in California.

In the course of time, as hard roads began to stretch out in every direction, and improvements were made in velocipedes, individuals purchased their own machines, and eventually the enterprising Yankee retired from business with a fortune.

There has never been a public place of the kind since those days, as road traveling gained more popularity, and at this time nearly every one of the three thousand riders in this State owns his own machine.

So as to make the exercise more entertaining, clubs have formed all over the State, the principal ones very naturally being in this city.

Among the latter is the club of the Bay City Wheelmen, which was organized September 1, 1884, with the following officers: Edwin Mohrig, President; George F. Day, Vice-President; F. R. Cook, Captain; S. F. Booth, Jr., First Lieutenant; George Butler, Second Lieutenant; and Thomas L. Hill, Bugler.

For a number of months the business meetings were held in turn at the residences of the various members, and some look back to those days as the most delightful in their club experience. But it was not possible to long keep a growing and aspiring club on a sufficiently congenial basis to render a continuance of this custom desirable. The club grew rapidly, and it soon realized that it had become the representative in California of all that was active and vigorous in cycling, and that its mission was plainly to foster and advance the interests of the sport. Gratifying as this may have been to the ambition of the club, it was not without a sigh of regret that it left the pleasant paths of its early existence and went out from the home circle of its members to take a place in the world, and meet the harsh criticisms, the jealousies and animosities frequently the consequences of success.

The first club rooms were on Golden Gate Avenue, where the headquarters were during the winter of '85-'86, and where, on February 18, 1886, was organized the California Division, League of American Wheelmen. In June following the Bay City Wheelmen moved into larger quarters and a more desirable neighborhood, on McAllister Street. From there they moved into their present home, on Van Ness Avenue.

The rooms are elegantly furnished and are equal to any in America outside of the large Eastern cities.

The bicycle hops given by the club have always been popular, especially with the ladies. The members wear their neat uniforms of gray, which form an attractive feature.

The club's runs have always been well attended, particularly "picnic" runs. For these the Captain selects a date and locality for the picnic, the beach at San Mateo being usually chosen. The lunch is ordered by a member, who attends also to the cooking. The club's "silverware," consisting of tin plates and cups, is packed and shipped by express to San Mateo, where it is received by members of the club residing there, who convey it to the spot selected. The "commissary department" rides down the night before and attends to all the preliminaries, so that the hungry wheelmen can sit to their lunch as soon as they arrive the next day.

The runs to Haywards, Belmont, Redwood City, Petaluma, Camp Taylor, all have their special features and are all enjoyable. Moonlight runs would be popular if the moon could be relied on to put in an appearance, but in this foggy city that is a rare occurrence. Informal runs are always in order, and parties leave the club house every holiday for different points within riding distance of the city. Members are allowed the privilege of inviting friends to participate in all club runs.

Among the many forms of entertainment given by the club none are more popular than the "smokers." The club provides the drinkables for the occasion, while the members see that sufficient eatables are on hand.

The entertainment is varied, singing, recitations and music being the order of the evening. James H. Brophy, a well-known local actor, is a great favorite with the members on these occasions, and his contributions are always well received. Dr. Hill's recitations are popular. Dr. Humphrey is looked to for a song. The "smoker" derives its name from the fact that cigars are produced during the evening and smoke, for the time being, reigns supreme.

Since its organization the club has been most prominent in racing circles, having produced such good men as Elwell, Cook, Adcock, Davis, Browning, Fahrbach, Turner and Cox. It has since its organization, almost without exception, provided the winner of all championship and novice races. The following are the records held by its members at the present time:

TRACK RECORDS.

One-quarter of a mile, 37 2-5s., F. R. Cook.
One mile, 2m. 48 1/2s., F. D. Elwell.
One mile, safety, 3m. 10 3/4s., N. A. Robinson.
Ten miles, 32m. 2-5s., C. E. Adcock.

ROAD RECORDS.

Twenty-five miles, 1h. 33m. 51s., F. D. Elwell;
fifty miles, 3h. 31m., F. D. Elwell.
San Francisco to San Jose without dismount,
3h. 53m., F. R. Cook.
Twenty-four hour ride, 207 1/2 miles, F. R. Cook.
Club run to San Jose and return in one day
by seventeen members, 105 miles.
San Jose and return on this side of the bay,
11h. 44m., William M. Meeker.



EX-CHIEF CONSUL R. M. WELCH.

Of the Bay City Wheelmen Robert M. Welch is one of the best known. As Chief Consul of the California Division, League of American Wheelmen, he has won the respect and admiration of the riders of the Coast. He has filled that office for two years and a half in such a manner as to place the Division, in point of numbers and financially, among the largest in the United States. He is an excellent road rider, having done that much sought after "century" run—100 miles in a day. His longest trip was in 1887, when he rode to Los Angeles, reaching San Jose the first day, 73 1/2 miles beyond the second day, and completing the ride of 460 miles in nine days, including one day spent at Santa Barbara. He rode or walked the entire distance, although sympathizers along the road frequently proffered the use of their teams. He has served several terms as an officer of the club. As President his rulings were fair and impartial, and he has the happy faculty of placing any matter before the club in such a manner that all may understand.



CHIEF CONSUL EDWIN MOHRIG.

Edwin Mohrig, or "Papa" Mohrig, as he is better known, is one of the veteran riders of the Coast. He commenced under the guidance of F. T. Merrill in 1878. As a road rider he has no equal, no trip being too long nor too hard. As a racer he has won a number of prizes. His first race was in the old Mechanics' Pavilion. The prize, a silver cup, was won by a gentleman named Fitzgerald. He was the organizer of the club and its first President, and has always taken the liveliest interest in its affairs. He is known personally to the majority of riders throughout the State, and his recent election to the office of Chief Consul of the California Division, L. A. W., attests the high esteem in which he is held by its members.



CAPTAIN W. M. MECKER.

W. M. Meeker, the Captain of the club, is considered the best road rider in California to-day. Riding a wheel well within his size with a long crank, he can climb almost all the hills known to the local riders. One of his recent feats was the riding down the two hills on Golden Gate Avenue without using his hands on the handle bar. He did this to prove to a timid rider that the latter should not be afraid to ride down the hill with hands on handles and brake also. In the early part of the year he visited Mt. Hamilton in company with several riders on safeties. Coming down the hill the safety riders tried to leave him, but could not do so, as he would ride on his tall wheel as fast as they dare go on the smaller ones. His best performance was the arranging and carrying out of the 100-mile run

of the club in 1887. He made a number of trips to San Jose, the result of which was a schedule that made it possible for any rider of ordinary ability to make the round trip. This was a most successful run, as seventeen of the nineteen starters finished, while the only two that did not broke their wheels before they had gone twenty miles. The members of the club presented him with an elegant badge to commemorate the affair. He raced a little in 1885, his best performance being in a 5-mile race at Benicia, when he beat W. G. Davis from scratch, allowing the latter seventy-five yards, and winning one of the finest medals ever offered here.



DR. THOMAS L. HILL.

Dr. Thomas L. Hill, the popular President of the club, was one of the hardest riders here three years since, but he has settled down now to a quiet enjoyment of the wheel. He was prominent as a racing man, and has taken a leading place in wheeling circles. He is a splendid presiding officer, and speaks to the point, and he cannot tolerate shams. It is to be hoped his recent marriage will not draw him, even temporarily, from the ranks of wheeling. He was one of the founders of the club, and has always been one of its staunchest supporters.



JOSEPH J. BLISS.

J. J. Bliss is a bicycle tourist, if there ever was one. He has gone over more new territory this year than any other local rider, besides having ridden around the bay several times. He rode to the League meet at Santa Cruz last year and to Stockton this year, being the only person to make the latter trip. He is also a facile writer, and handles "butterfly" riders rather severely. He believes in a man riding to a place first and writing about it afterward, instead of the usual plan of some local riders, who write of trips they have no intention of taking. In the early part of the year he rode to Mount Hamilton from Alameda. Leaving the latter place on a Saturday afternoon at five o'clock, he reached San Jose at 9 p. m. and spent the night there. Starting the following morning at 7 o'clock, he was at the Observatory at 12:45 o'clock, and leaving there at 1:45 o'clock in the afternoon, he reached San Jose at 6 o'clock and his home in Alameda at 10:45. He has illustrated a number of his articles with maps that are remarkable for their clearness and completeness. He is truly an acquisition to the ranks of wheelmen.

Frank D. Elwell, the champion of the Coast, has always raced under the colors of the club. His record of twenty races in a year and a half, of which he won nineteen firsts and one second, stands out above all others as the best individual record of the Coast. The club's rooms bear evidence of the prowess of their champion in the

massive silver bowl, the prize of the California Road Racing Association, for which he has won two of the three road races, and also the hand-



COAST CHAMPION F. D. ELWELL.

some silver pitcher, presented by the Oakland Ramblers for their twenty-five mile race. In the annals of racing in this State his final spurt at the finish of the five-mile national championship at Stockton will always be remembered as the finest piece of riding ever seen, and it is doubtful if it could be duplicated at the fountain-head of cycle racing. Elwell has won six championships, including two of the National League. He has never been properly trained to develop the speed that is surely in him. If the track that is expected to be laid at Haight Street next season proves a fast one and the champion's business will permit, the local riders may look for some good records. He is what the Englishmen delight in, "a head rider," or one who assists his bodily powers by thinking out how to win.

S. H. Knapp, Jr., and D. W. Donnelly are two of the members residing in San Mateo. They are invaluable men on the occasion of picnic runs, and have a pleasant habit of hiding a three-gallon can of fresh milk near the roadside whenever the club has a run beyond San Mateo. On a warm day it is easy to understand how acceptable their habit is, and the stampede of riders for the can is worth seeing. They usually form a line and are allowed one cup at a time. When the first has had a drink he goes to the foot of the line and awaits his turn again, as do all the others until the can is empty.

Charles C. Moore is one of the best speakers of the club, and is particularly noted for his speeches on festive occasions. He has served several terms as an officer of the club. In a debate he has few equals, and to have him on a side means a sure victory. He has not many opportunities for riding, as his business is such that he cannot spare much time from it.

Chas. E. Adcock was the racing surprise of 1887. His first appearance was in the race for the Oakland Ramblers' trophy, twenty-five miles, on the San Leandro road. In this he finished behind Elwell and Larzalere, the two best riders on the Coast at the time, and was not distressed in the least. On May 30 he won the five-mile L. A. W. championship and a one-mile scratch. On July 4 he won what was up to that time the greatest race run on the Coast, the ten-mile L. A. W. championship at Santa Cruz, making new records from six to ten miles. This year he took second and third places respectively in the road races for the elegant prize offered by the California Road Racing Association.

Fred Russ Cook was the bright star in the racing firmament during '84-'85, since which time he has not appeared on the path. Although he still has the ability, he lacks the time for the necessary training. He served as Captain several terms and was an excellent judge of a proper pace for club runs, which must be slow enough for poor riders to keep up and not so slow that the good ones will grumble. His greatest performance was in making the quarter-mile record of the world at San Jose in 1885. This record stood for a long time and still holds good as the Coast record. His mile in 3:04 4-5 stood for three years. In the East he rode the mile in 2:48. He was a champion swimmer before taking to bicycling, and still holds some swimming records.

R. W. Thompson is the hard-working Secretary of the club. He is a good road rider, although slightly built. He had charge of the refurnishing of the club-house, and how well he

attended to it is proved by the praise of all visitors.

J. A. Bauer, as Treasurer, has filled that office to the club's satisfaction. He is noted for recruiting the ranks with new members.

Charles E. Debney, the purser of the ill-fated steamer City of Chester, is a member of the club. He always took his wheel with him, but on her last voyage the wheel was left behind for repairs, otherwise it would have gone down with the vessel as did his bicycle uniform.

On the day of Mohrig's debut E. D. Woodman, a member of the club, won the first bicycle championship of the Coast. The races at that time were usually at one mile, best two out of three. The start was at the Market Street side of the old Pavilion, and from that to Mission Street was a little down-grade. Along this side the racers always made good time, but when they reached the bottom corner the turn was too sharp and the entire field usually fell. They lost no time on the ground, however, and were all mounted and off immediately. Woodman knew this corner and rode easily, knowing the others would go off with a rush. He was not mistaken, as they all fell, while he, after getting around the corner, kept pegging away and won in the announced time of 4:53.

George R. Butler, the club's photographer, is also a veteran, and the hero of many long rides. In company with Mohrig he made the round trip to San Jose, his brother being the first to accomplish the ride and his trip being the next. He is a regular member of the commissary, and does great execution with his camera; in fact, a club run would not be complete without Butler and his camera.



F. RUSS COOK.

A few of the other fast-riding members are Fahrbach, O'Callaghan, Browning, Cummins, Turner, Hammer, James, Libby, Euler, Adams, Schuster, Richardson, Johnson, Pogue, Hopkins, Robinson, Cox, Pierson.

The present officers of the club are: President, Dr. Thomas L. Hill; Vice-President, C. C. Moore; Secretary, R. M. Thompson; Treasurer, H. C. Cummins; Captain, W. M. Mecker; First Lieutenant, E. W. Adams; Second Lieutenant, F. E. Browning; Standard-Bearer, F. W. Pierson; Buglers, L. W. Cole, M. Garratt.

Among the list of members are: C. E. Adcock, C. A. Angell, E. W. Adams, J. E. Bauer, P. R. Cook, H. C. Cummins, S. Cole, Jos. Cox, F. D. Elwell, E. Fahrbach, T. S. Hill, J. R. Hopkins, W. S. Hopkins, C. A. Howard, J. G. Humphrey, F. C. James, W. M. Mecker, E. Mohrig, C. C. Moore, D. Milroy, A. C. Miller, D. O'Callaghan, F. W. Pierson, N. A. Robinson, F. Richardson, R. A. Smyth, C. J. Schuster, W. D. Sheldon, Thomas Stevenson, William Tietjen, R. W. Turner, R. M. Welch, T. W. Gilmore, A. Lund, P. A. Libby, D. A. Avery, Charles Euler, S. Plummer, R. Thompson, C. A. Elliott, W. A. Searles, W. I. Munro, C. N. Langton, W. J. Gilmore, M. D. Garratt, H. C. Burmeister, E. D. Woodman, S. H. Knapp, Jr., G. R. Butler, F. E. Browning, G. H. Froboese, W. E. Thompson, L. Hodgkins, W. H. Middlehoff, H. A. Pogue, Charles Hammer, G. D. Shelton, J. J. Hull, William Hull, J. J. Bliss, C. E. Debney, Louis Hinz, Niles Searls, Jr., J. W. McClure, James H. Stack, Reed Hawley, T. S. Thornberg, E. N. Radke, J. A. Haisley, F. E. Johnston, D. W. Donnelly, F. E. Walsh and J. N. Welch.

The *Bicycling News*, from whose interesting pages we cull so many paragraphs, republishes Traveler's "An American Cyclist in England."



GEORGE A. JESSUP.

The above is an excellent picture of Mr. George A. Jessup, Chief Consul of Pennsylvania, and at the present time a prominent candidate for the League Presidency. It is the opinion of many that the chief executive position of the League might be made more important than it has ever been, and for this reason Mr. Jessup's business record is pointed out as among one of his many qualifications for the Presidency.

EXERCISE FOR LADIES.

Let me play the fool;
With mirth and laughter let old wrinkles come.

Existence is a struggle, life more than metaphorically a battle, and every organized creature has to fight that battle in which the very best tempered are liable to become peevish and unreasonable, thinking

There's nothing in this world can make me joy;
Life is as tedious as a twice-told tale,
Vexing the dull ear of a drowsy man.

Why do we so often hear such growlings? It is because of physical weakness, engendered by remaining indoors, to brood and whine over troubles—often imaginary ones—instead of bracing up our nerves and energies by draughts of pure air and the dear delights of cycling, to enable us to meet like *men* and *women*, not as pining, fretful children, real cares *when they come*.

Laughing and loving together
Along life's path to go.

If "in the multitude of counselors there is safety," there is more frequently confusion arising from the number of "established opinions" emanating from people who, like the Goth, prefer—right or wrong—doing as their fathers did before them. Such would-be wiseacres take on them to condemn cycling, or, they assert, anything that brings a woman from home. Though acknowledging that home is woman's chief domain—where she secures both admiration and esteem—yet, as there is a medium in all things, surely we cannot expect to find her always at home, and the mistaken ones who imagine any female exists content with constant seclusion had better at once disabuse their minds of such an erroneous idea. Women have the same need that men have of a general exercise, yet so many of the sterner sex think females ought to thrive on a very small range of

interests, and under the lowest degree of vital exercise.

"Man loves knowledge and the beams of truth," and vainly would remind us of the high mental qualities which distinguish him, but worthless, indeed, must be he who rests content with mere testimony to his worth in the outer world if it be negated by his domestic relations. Naturally, he ought to feel it his privilege to be afforded an opportunity of conducting to the comfort of the weaker sex, and one of the ways he can do so is by making her his companion when cycling, and so giving her that confidence which can only be acquired when the correct principles of equitation have been mastered, not only to the satisfaction of the individual, but to that of the experienced rider.

In a country neighborhood everybody knows everybody; so, besides the fresh air, liberty and sociability of rural life, the calls for kindly action are incessant and perfectly natural. To a lady who has passed her mornings cycling along the blossoming lanes and breezy common, or in visiting poor cottages, evenings of books and music are singularly charming, because the mental faculties having been expanded in the bright atmosphere, the cheerfulness of genuine vigor and enjoyment pervades the whole mind and illumines the countenance.

There's language in her eye, her lip, her cheek.

Every parent that can possibly do so should purchase tricycles and bicycles for their little girls and boys, and take them with them whenever they themselves go for a ride. By doing this they add considerably to the children's health, and also keep them out of that troublesome pool—mischievous. Certain people do not understand the quick-silver temperature of children, and such folk appear never to have been young themselves never to have breathed the free air of the playground, or joined in the

sports of the field, never to have stood by the stumps, threw a ball, or "clove with pliant arm the glassy wave," and, above all, never to have mounted a bicycle or tricycle. No, they were born into the world the same wrinkled, crab-tempered people which now we find them. Boys and girls! is it not one of your grievances to be often growled at by a specimen of this genus?

What palm belongs to man's imperial front,
And woman, pow'rful with becoming smiles.

Notwithstanding his statements to the contrary, we had grave doubts of "The Scorchers" being a benedict, but the matter is now put beyond dispute by the paragraph last week, where he asserts all the heads of the lower region to be of the masculine gender!! and bachelors!!! We return thanks for our sex, who do feel gratified by such trifles, and what's the harm of a little bit of innocent deception?

Fairest and foremost of the train that wait
On man's most dignified and *happiest* state.

Happy, thrice happy, Mrs. Scorchers! sigh
KATHLEEN AND NORAH.
—*Irish Cycling and Athletic News*.

AN ADVERTISEMENT CRYING FROM THE WILDERNESS.

One of the most amusing chapters in Thomas Stevens' second volume, "From Teheran to Yokohama," describes the mercenary and cowardly characteristics of the trio—"a khan, a mirza and a mudbake"—whom the Amir of Siestan supplied to escort him across the Desert of Despair into Afghanistan. Their first halt in the desert was at the "rude goat-hair tent of four half-naked representatives of this strange, wild border-land. These men are Persian Eliantes, a numerous tribe that seem to form a sort of connecting link between the genuine nomads and the tillers of the soil. They are frequently found combining the occupations of both, and might aptly be classed as semi-nomads."

We do not propose to quote any of the funny stories about the lying and thievish escort, however, but simply to reprint what Stevens says in regard to the physiognomy of the industrious advertiser who is now freely distributing a 150-page book called "Newspaper Notices of 'Ten Thousand Miles on a Bicycle'" to those who send requests to the University Building on Washington Square. As "K. K." never allows his portrait to be published and never shows himself at public gatherings of wheelmen, our readers may be glad to learn from the following extract that he "looks like an Asiatic," and may be seen (in counterpart) by anyone who will take the trouble to roam in Afghanistan.

"More than once of late have I been impressed by the striking, even startling resemblance of some person among the people of Southern Khorassan to the familiar face of some acquaintance at home. And, strange it is, but true, that one of these four Eliantes blossoms forth upon my astonished vision as the veritable double of one of America's most prominent knights of the pen and the wheel. The gentleman himself, an enthusiastic tourist, and, to use his own expression, fond of 'walking large,' has taken considerable interest in my tour of the world. Can it be—I think, upon confronting this extraordinary reproduction—can it be that Karl Kron's enthusiasm has caused him to start from the Pacific coast of China, on his wheel, to try and beat my time in circumnavigating the globe? And after getting as far around as this strange terrestrial chip-pile, has he been so unfortunately susceptible as to fall in love with some slender-limbed daughter of the desert? Has he been captivated by a pair of big, ophthalmia-proof black eyes, a coy, sidewise glance, or a graceful, jaunty style of shouldering a half-tanned goat-skin of *doke*?"

"The very first question the nomad asks of the khan, however, removes all suspicion of his being the author and publisher of 'X. M. Miles.' He asks if I am a Ferenghi and whither I am going. Kron would have asked me for tabulated statistics of my tour through Persia."—*Around the World on a Bicycle*, Vol. 2, p. 161.

A special meeting of the representatives of the Pennsylvania Division, L. A. W., will be held at the Colonnade Hotel, Philadelphia, on Friday, December 21, 1888, at 7 o'clock, P. M., for the transaction of important business in reference to the road books, districting the State, etc. A full attendance is earnestly desired.

WHEEL GOSSIP.

Henry Fol, the young French champion, will be seen on the English path next season.

The Kings County Wheelmen will hold a "Christmas Festival" at their club house on Christmas Eve.

There will be a meeting of the Executive Committee of the League in New York between Christmas and New Years.

A road race on safeties between Paris and Versailles, France, is exciting interest in French cycling circles.

Mr. C. W. Fourdrinier, editor of the *Bicycling World*, was in town Friday and Saturday. He had just come down from Albany, of course.

J. W. Schoefer sprained his ankle while practising at the Twelfth Regiment Armory. He will be unable to start in the handicap on Monday evening.

W. F. Murphy, K. C. W., has ridden 8,026 miles this season. He will attempt to ride 8,100 miles before the crack of 1888, thus surpassing Mr. Barkman's year's record of 8,086 miles.

The American fancy riders are in clover on the other side. Kauffman is at the Victoria Theatre in Dresden, where he has been performing three months. Canary will exhibit in Paris next year.

A Long Island inventor has built a steam carriage which attains a speed of twenty-five miles per hour on smooth roads. He has been trying it near Bridgeport, and Kroywen gives us a sketch of this new vehicle.

H. L. Kingsland, the Baltimore crack, will ride in the Manhattan games, to be held at Madison Square Garden, to-morrow evening, and will also compete at the Twelfth Regiment Armory on Monday evening.

Mr. A. G. Carter, formerly of the old bicycle firm of Carter & Strong, which did business at 791 Fifth Avenue, is in town for the winter. Mr. Carter is a resident of Pierce, Dakota, where it is said he has struck oil.

H. L. Kingsland, of Baltimore, is regarded by Southerners as the fastest man in the country, on either bicycle or tricycle. He will have a special preparation next year, and will make the circuit, very probably riding a New Rapid racer.

The Washington Cycle Club gave the first of its annual series of hops a few days ago, and treated its friends to a genuine surprise in the way of handsomely decorated rooms. The large attendance present gave sufficient evidence of the popularity of these entertainments. The second of the series will occur on the 14th inst.

The particulars of Bert Myers' twenty-four hours ride over the Chicago parks and boulevards have been buried in secrecy. In reply to an inquiry, Mr. Meyers writes that the ride was made November 20-21, from 4 P. M. to 4 P. M.; that he rode 289 miles in 24 hours, stopping 1½ hours for meals, and that the ride was made on a 54-inch Light Champion.

Seventh Regiment bicycle races, decided at the Armory on Saturday last. One mile bicycle race, Hubert James, Co. I., 3m. 53 1-5s.; G. I. Ames, second by forty yards. Two-mile handicap, C. T. Burhaus, Co. B., scratch, 6m. 52s.; Hubert James, Co. I., 75 yards, second. At these games, John Reginald Blake, N. Y. B. C., started in the one-mile run, made a good showing for half the distance and then petered out for lack of training.

The Missouri Club, at its last meeting, offered a cash premium to the person who will between that date and the date of the next election, bring the greatest number of active members into the club. I wonder if the powers that be could not somehow construe such a premium into something that would make of its winner a professional? The associate membership is full to overflowing, but there is still room for a number of active members.—*Spectator*.

TWELFTH REGIMENT HANDICAP.

A 2-mile bicycle handicap will be decided Monday evening at the Twelfth Regiment Armory, Sixty-second Street and Ninth Avenue, commencing at eight o'clock. The following are

the entries and handicaps: Halsted and Kingsland, scratch; Schoefer, 35; Baggot, 50; Brown, 40; Schumacher, 55; Hanson, 55; Burgess, 75; Waters, 75; Nisbett, 80; Hinds, 100; Boegler, 100; E. A. Powers, 110; Burhaus, 110; Keane, 110; Findlay, 120; Schaffner, 120; Borland, 125.

The Coventry Machinists' Company have of late had on view at their Holborn show-rooms a ladies' safety which merits the admiration of all. It is turned out in the firm's usual excellent manner, and, in addition to the chain being fully guarded, the upper portion of the driving-wheel is completely shielded by bars running from the tube carrying the pedals to the back forks. This makes a "winding up" of the rider's dress in the back wheel an impossibility, and also reduces the chances of mud-collecting to a great extent.—*Bicycling News*.

We have stumbled through the following anecdote in *Le Monde Sportif*, making the best use possible of our grammar-school French: "Is the bicycle practical? Certainment. A bicycliste en Angleterre could not find work. One day he set out to look for du travail, using his bicycle as a means of locomotion. While riding along he met a dog, or, rather, a dog met him. His dogness met the bicyclist so quickly that the bicyclist took a header. The poor man was taken to un hôpital, where he was kept until well, besides which he received 100 francs from an insurance company.

No signs of Christmas are in the air; but most convincing signs are the beautiful Christmas and New Years cards and novelties of L. Prang & Co., of which we have received a handsomely illustrated catalogue. For this year they have prepared cards in sets of twelve, all different designs, with the envelopes free; art tiles, an artistic novelty; satin art-prints, hand-painted and delicately scented, for sachets, cushions, handkerchief and glove boxes, photograph-holders and plaques; art-books and booklets in colors and an almost infinite variety of calendars. It is impossible to go wrong in ordering holiday presents from Prang & Co.'s marvelous assortment of beautiful designs, and it is equally impossible to be just right for the holidays until you have made your selections.

Chairman Davol notifies us that the Racing Board has reinstated Thomas R. Finlay, of Smithville, N. J. The writer met Finlay at the Baltimore meet, and became interested in his case. The papers which had been submitted to previous racing boards and made the basis of a denial of application for re-admission, were carefully examined by the writer. It appeared that Finlay exhibited at a skating rink, and in lieu of a medal, which was promised him for his performance, he was offered \$15. With this money he purchased a suit of clothes. He submitted an affidavit to the Racing Board swearing to the above facts. A rink manager swore, on the contrary, that Finlay had received money. We took Finlay's affidavit, his strongly expressed amateur sentiments and his youth at the time of the alleged infringement of the amateur rule, and weighed them against the affidavit of a skating rink proprietor. We found the balance in favor of Finlay, presented his case to the Racing Board, and do now thank them for their just decision in Finlay's favor.

EMORY'S TRIBUTE TO HAYES.

Mr. H. W. Hayes having resigned the office of Chief Consul of this Division for the reason that his business interests call him to another country, in accordance with the law of this Division the undersigned hereby assumes the duties of Chief Consul. It is with sincere regret that I make the announcement of this resignation. Called to the office at a critical moment in the history of this Division, by his wise judgment he has brought harmony out of discord, and promoted the success of the organization in this State. His labors in behalf of our Division deserve grateful acknowledgment. His rare executive ability, combined with a pleasing and gentlemanly manner, has brought recognition and honor to this Division from the national assembly. Every member regrets his departure, and unites in wishing him success in the path which he has chosen. Mr. Arthur W. Robinson, of Boston, is hereby appointed Vice-Consul of this Division, and will assume the duties of the office from this date.

WILLIAM H. EMORY,
Chief Consul.

AN IMPROVED HOME TRAINER.

Mr. J. R. Hamilton (ex-Druids B. C.), of the firm of Hutchins & Hamilton, the well-known agents for the St. George's Engineering Co.'s products, has just completed an arrangement of the home-trainer system which is destined, we feel sure, to create a revolution (in a figurative sense) in this branch of home cycling. It consists of attaching two or more machines on the home-trainer principle to mechanism at the back of a dial, which actuates hands which record the distance traveled. The dial is subdivided into yards, one revolution of the hands round the dial recording a quarter-mile. There are splendid possibilities in the machine as compared with the monotonous grinding on the old system. By its use *competition* between riders is possible, the slightest motion of the pedals being apparent on the dial, and handicaps can be calculated to a nicety. E. A. Powell tells us that he was shown the machine last week, and that the excitement engendered by close racing between a couple of pedalers is immense, and fully equal to anything on the path, reminding one of the race game with horses, propelled by turning handles, with which we are familiar. Resistance of wind, hills and other ills is secured by an arrangement of a band brake affixed to a Salter's balance, any required pressure being obtainable.—*Wheeling*.

25 CENTS for a new nickel-plated Springfield Roadster Bicycle, latest pattern, with spade handles. To be chanced 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.

WARWICK CYCLE MANUFACTURING COMPANY.

WITHIN A FEW DAYS

Our New York State Agents will be able to announce their location, and to show wheels. We will have ready for the season of 1889, in ample time to fill orders without delay, our ORDINARY, SAFETY and TANDEM SAFETY.

Recognizing that PERMANENT SUCCESS is the object to be attained in all enterprises, we are building our Wheels so that they will give such satisfaction that every purchaser will induce his acquaintances to buy of us. We are putting in the BEST MATERIAL without regard to cost. We are using the best SKILLED LABOR that can be employed.

Our Wheels are built on the most graceful lines; they are staunch; they will not give out, and REPAIRS will be reduced to a minimum. Besides all these qualities we have introduced many features not found in any other wheel. Vibration is reduced, and the Safety will be found to be less sensitive than any other rear driver. It will pay you to send for our catalogue.

It will pay you to examine our wheels.

WARWICK CYCLE MANUFACTURING CO.,

SPRINGFIELD, MASS.

WHEEL GOSSIP.

Jack Lee has ridden a tricycle one mile on the road in 2m. 33 $\frac{1}{4}$ s.

The French cycling papers call their wheel gossip "*Echos et Nouvelles*."

The Indiana Bicycle Company is bringing out a juvenile rear-driving safety.

Rudge's three-in-hand new safety promises to be a "flier" and a "bouncer" during 1889.

The Road Committee of East Orange have a force of workmen repairing the roads of that township.

The arrival of Wm. Woodside at Glasgow, per steamer Indiana, is chronicled by the Scotch cycle papers.

The Reno Bicycle Club will hold their first annual ball at Armory Hall, Reno, Nevada, on Christmas Eve.

The Boston Bicycle Club will settle at No. 14 Boylston Street, between Washington and Tremont, after January 1.

Simeon Ford has developed a tennis mania since his return from abroad. He will probably ride but little next year.

The Citizens' Club have created a juvenile membership for cyclists between the ages of eighteen and twenty-one.

The Philadelphia Bicycle Club held an informal sociable at their club house, Twenty-sixth and Perot Streets, on last Friday evening.

The engagement of Captain E. G. Whitney (he is only ex-Captain now) to Miss Minnie F. Dyer, of Watertown, Mass., is announced.

There is a movement on foot in the Cycle Club to make pool and billiards free to its members and friends. The experiment is looked forward to with much interest.

The Capital Bicycle Club gave a delightful german at its rooms during the last month, which proved such a success that another will be given in the course of a few days.

Fred. G. Bourne, one of the old guard, has resigned from the Citizens' Club on account of business cares. Mr. Bourne has a well-appointed stable, and no doubt the interest he takes in his horses has gradually weaned him from wheeling.

The capital stock of the Overman Wheel Co has been increased from \$100,000 to \$125,000. The following officers have been elected: President, A. H. Overman; Vice-President, E. C. Hodges; Secretary-Treasurer, H. R. Mills; Assistant Secretary-Treasurer, W. C. Overman.

An effort is made to boom Mr. George A. Jessup, of Scranton, Chief Consul of the Pennsylvania Division, for the Presidency of the League next year. Mr. Jessup is one of Scranton's leading citizens, and would make an excellent executive, but whether all the various factions would unite on him is another matter.—*Philadelphia Times*.

RACING ON THE CONTINENT.

The Dutch have three race tracks—one at Nymegen, one at Amsterdam, and one at The Hague. The tracks at Amsterdam and The Hague are each four laps to the mile, and may be rated equal with the best on the continent, as they are modeled after the best English paths. The Dutch have held twelve international races this year.

On Thanksgiving Day last the few members of the Cycle Club who accepted the invitation of the Baltimore Ramblers to visit their city reported a generous entertainment and a hilarious time. Many more would have accepted the hospitality of the Ramblers but for the threatening weather on the day previous. Much pleasure has been derived by wheelmen residing in the cities of Washington and Baltimore by these

courtesies exchanged on various holidays, and a strong bond of feeling and good fellowship has been the result. Were the roads between the two cities in better condition these club visits would be much more frequent.

On Saturday night last the Capital Bicycle Club gave its members and friends a treat in the shape of an amateur minstrel show, the entire talent being drawn from its own membership. After the close of the first part, which comprised the usual course of jokes, solos, etc., an interesting lecture was given. The subject announced was "Intemperance." However, the lecturer's remarks were rambling and related to anything else but intemperance. Part three comprised the play, "Dr. Freckle and Mr. Snide," adapted from "Dr. Jekyll and Mr. Hyde," by the talented young author, Mr. Seeley, who, after the final act, was called before the curtain by vigorous applause. After the programme had been concluded all present were invited to help themselves to cider, apples, peanuts, pipes and cigarettes, which were bountifully supplied.

ON FRENCH PATHS.

La Revue du Sport Vélocipédique, in a recent number, sums up the winnings of the prominent French racing men for 1889. Chéreau has started 52 times, winning 24 first, 13 second and 8 third prizes. He has beaten both Du Bois and Medinger, à la stupéfaction générale, says *La Revue*. Charles Terront started 34 times, winning 10 firsts, 8 seconds and 12 thirds. He holds the 100-kilometre championship. H. Fol, who is the 50-kilometre tricycle champion, is reproachable on account of his youth, he being but fifteen years of age. He has started 48 times in 1888, winning 10 firsts, 17 seconds and 11 thirds. Cottereau has started 82 times, winning 44 first, 22 second and 7 third prizes. The other prominent racing men are Henri Loste, Béconnais, J. Du Bois, Medinger, Vasseur, Lemanceau, Boyer, Wick, Lanlan and Charron.

Dieter's *Table d'Hôte*, 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.

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 TANDEMS.

WHEELS CALLED FOR AND DELIVERED.

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TELEPHONE 125 SOUTH.

Prospect Park Plaza, Brooklyn.



KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.

Are unsurpassed for purity and excellence.

Are specially adapted to people of refined taste.

Are composed of only the finest Virginia and Turkish leaf.

WM. S. KIMBALL & CO.

ROCHESTER, N. Y.

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.

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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-
ralgia and Rheumatism.

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
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THE JOHN WILKINSON CO.
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GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

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NEW YORK,

MANUFACTURERS OF

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

NEW LINE OF

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Which We are Now Introducing.

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

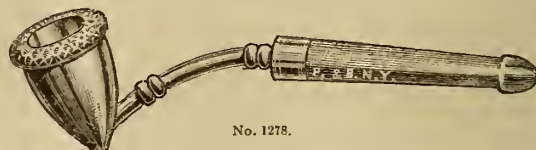
Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,
1 1/2 Maiden Lane, N. Y.



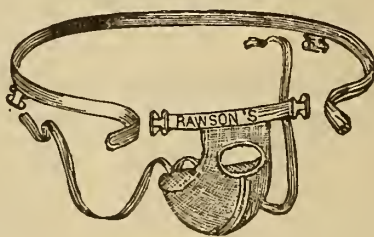
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Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$3.50
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, . . . 8.00



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Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, . . . \$5.50
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WILL BE SENT POST PAID ON RECEIPT OF PRICE.



A Perfect Fit Guaranteed.
Displacement Impossible.

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

N. B.—“We fill special orders without
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Send for Circular and Lecture on Nervous
Tension. (Mailed free.)

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IT IS A SIGNIFICANT FACT

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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thoroughly reliable in every respect. A VICTOR will give you
better service than any other wheel.

OVERMAN WHEEL CO., Makers,

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LOOK AROUND BEFORE BUYING.
SEE OUR LISTS.
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 Tennis Soling,
 WHITE, BLACK,
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RADWAY'S READY RELIEF.

For Sprains, Bruises, Backache, Pain in the
 Chest or Sides, Headache, Toothache, or
 any other External Pain, a few applications
 rubbed on by the hand act like magic, causing
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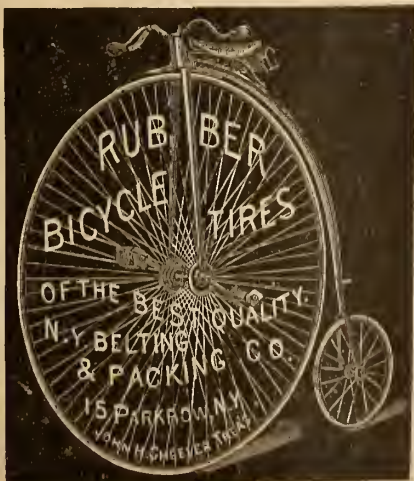
For Congestions, Inflammations, Rheumatism,
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 continued and repeated applications are neces-
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50 cents per bottle.

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

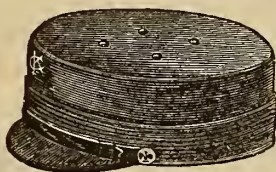


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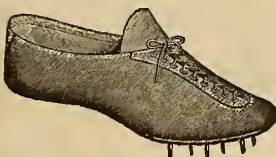


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My Glove Fitting Gymnasium Shoe. The Finest in the World

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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 wants for Fall and Winter riding, Jerseys, Hats, Caps, Gloves,
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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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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.