

The Wheel

P.O. Box 444. N.Y. CYCLING TRADE REVIEW. 23 PATBROW. N.Y.

VOL. II.—No 17.]

NEW YORK, DECEMBER 21, 1888.

[WHOLE NUMBER, 43.]

289 MILES IN 24 HOURS!

The Greatest Distance Ever Ridden in that Time by an American Amateur, was accomplished by

BERT MEYERS, OF THE PEORIA BICYCLE CLUB,

November 21, on the Ordinary

American Light Champion.

The same Gentleman has Ridden the Front Wheel of his Light Champion:

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} Best on Record.

Speaking of the Hill-Climbing Qualities of the Ordinary, there's that remarkable performance of JOHN V. L. PIERSON, of the Bloomfield Cyclers, who went up Eagle Rock four times on a LIGHT CHAMPION, with 5½-inch Cranks. Also the Best on Record.

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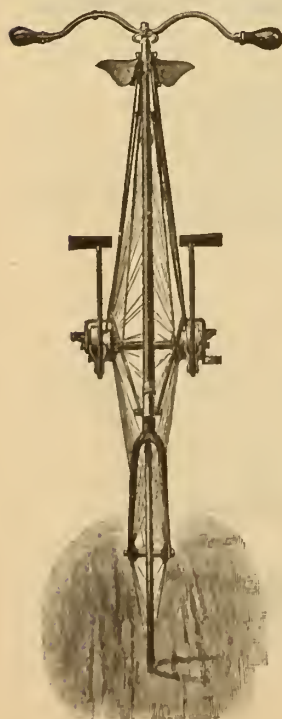
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12-28

AT A SACRIFICE.—My 54-inch Rudge Light Roadster. All ball bearings, ball pedals, Kirkpatrick saddle, King of the Road lamp and tool bag, complete. "Bargain," P. O. Box 498, N. Y. City.

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12-27

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12-21

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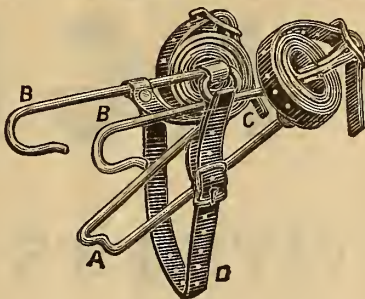
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THE CITIZEN'S CUP,

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

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On which he last year over the same course made

WORLD'S ROAD RECORD.

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

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THE CLARK CYCLE COMPANY,
Baltimore, Md.

THE WHEEL

— AND —

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

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23 Park Row,

P. O. Box 444, New York.

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

MERRY CHRISTMAS TO

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Free Lance, Traveler, and Delaware.
5,678, 2,449, and all the rest of them.
The Toiler, The Gad-fly, and The Whale.

Mr. Ralph Temple publishes in the *Bicycling News* of December 8 his explanation of the Temple-Rowe "fake," or "arrangement," as he calls it. Mr. Temple pleads the baby act in a clear, crisp, interjectory, and altogether interesting sort of style. According to custom, we republish Mr. Temple's explanation of the "arrangement," giving our public an opportunity to rake over his statements, from among which they may, perhaps, snatch something redounding to his credit. Yet, at the same time, we make a few little corrections on certain points which Mr. Temple does not correctly recollect.

When Temple first appeared on the Buffalo track, he wore an American flag, and as he walked to the mark he was cheered, not vociferously, to be sure, and why? Of the several thousand people whose eyes were fastened on the young American who so ably represented us abroad, less than a thousand had ever seen him before, and those who were enabled to value him at his real worth—the newspaper men, officials, racing men and regular habitués of race meets, numbering, perhaps, a few hundred—cheered him to the echo. When Rowe appeared he was given an ovation. Why? Because he was known all over the country as

the fastest American cyclist. He was considered invincible. He was personally popular with a fair proportion of the audience on account of his being an Eastern man. He is a man of almost heroic proportions, and looked the picture of physical perfection as he strode to the mark. Such men move the public.

Temple's assertion that the people were prejudiced on account of the English wheel he rode, a Humber, is founded on a blind, unreasoning prejudice. Less than one hundred people present, it is safe to say, knew what make of wheel Temple was using. The English should remember that to the audience gathered at Buffalo, cycle racing was an altogether new sport, and the value of different times, the relative "form" of the various men, the style of wheels used and like details were unknown to the vast majority. Besides this, trade competition has not yet approached that intensity in this country that American audiences take any interest in the make of wheel a man rides. American racing paths are singularly free from gaffers, bookies, makers' agents, etc., etc. Let the *Bi. News* editor cease to sow the doctrine that Temple was jumped on on account of the wheel he used. Those who did know that Temple used a "Humber" were too well up in the sport to attempt to decry such a magnificent wheel.

Temple's assertion that he had no knowledge of the "fake" until within three days of the race seems strange in the light of the fact that the fake agreement was signed on September 20. It was not Temple's first case of "fake," as will be proven by reference to the affidavits published in *THE WHEEL*, of October 19, 1888, page 183, which leave no room to doubt that Temple tried to make an "arrangement" with Knapp and Rowe.

In concluding this last chapter on The Great American Fraud, let us state that it is a sad matter that the editor of the *Bicycling News* has found a new grievance. We trust we have proven to him that the wheel a man rides makes but little difference to an American audience, and that the style of wheel a man uses is known only to the cognoscenti. Let us remind him, by the way, that this "nation" does not import English amateur athletes "to send them back in a few months to compete as 'Americans' in English championships." It is true that the Manhattan and New York Athletic Clubs do this sort of thing, but when Mr. Lacy Hillier comes over to us he will find that two clubs don't make a nation.

The suggestion has been made by the *Bicycling World* and ably seconded by the cycling editor of the *Sporting Life*, that an association of some kind be formed to pass upon road records. The *Sporting Life* suggests a plan for the formation of such an association based on the following outline:

TITLE—American Road Record Association or Cyclers' Record Association.
MEMBERSHIP to be composed of any wheelmen eligible to the L. A. W.
SUPPORTED by yearly subscriptions which need not exceed fifty cents, and
GOVERNED by officers elected by the membership at large. As a mail vote would entail considerable expense, probably some other means could be devised for taking it. If a cycling journal were made the official organ a voting blank could be printed in it and the cost of collecting the vote be thereby minimized.
OFFICERS to consist of Chairman, Vice-Chairman, Secretary, Treasurer, etc., and a small body of delegates or committeemen of which the officers should be members.

While we have no fear that any active steps will be taken to form such an association, a word as to its utter uselessness may not be out of place. The history of the League has proven that there is little room for the existence of a national organization of this kind. We want to steer clear of official organships, which have not been felicitous in this or any other country. There

are no more genuine records than those credited to amateur athletes, yet no athletic association investigates any claims for records. Their authenticity is established through their acceptance by the *Spirit of the Times*, *Clipper* and other authoritative sporting papers. We think the cycling press can act as a records committee and prevent false standards from being foisted on the public. Let us have no more new associations.

Notwithstanding the number of alleged jokes perpetrated at the expense of the scissors and paste editor, it is a question in our minds whether the art of clipping is not among the most important of the editorial faculties. It has always been our policy to clip liberally and we do not hesitate to assert it. By a liberal use of the scissors we are enabled to reproduce in our columns all that is worth knowing and preserving. Of the dozen cycling papers on the globe worthy of consideration each is strong in certain particulars. The English papers are noticeable for the intelligent correspondence carried on about the various wheels, all of which is interesting and instructive to Americans, who are not so well up in the mechanical part of wheeling. They also publish the specifications of many new ideas in mounts. We believe in a conservative use of the scissors, and this policy enables us to point to our back numbers as a species of cyclopedia of the sport, containing all that is connected with it, which it is well for one to know.

NATIONAL ASSEMBLY MEETING.

The annual meeting of the National Assembly, L. A. W., will be held in New York on Monday, February 20, 1889. The hotel at which the meeting will be held has not yet been decided on.

EXECUTIVE COMMITTEE L. A. W. MEETING.

The Executive Committee of the League will hold a meeting in New York City on December 27. President Kirkpatrick, First Vice-President Hayes and Second Vice-President Bull will be present.

The most important business to be transacted is the consideration of the Luscomb political circular letter and the consideration of the contract with the Bicycling World Co., who will probably sign a contract for the official organ-ship for three years if certain modifications are made in the contract.

RACING AT MADISON SQUARE GARDEN.

An interesting event was decided at the Manhattan Athletic Club games, held at Madison Square Garden, New York, on Saturday evening, December 15. The race, a 2-mile handicap, was run in heats, which resulted as follows:

First Heat.—W. Schumacher, L. I. W., 75 yards, 7m. 28 2-5s.; G. F. Brown, K. C. W., 75 yards, second; F. N. Burgess, Rutherford Wheelmen, 100 yards, third; H. L. Kingsland, M. A. C., scratch, fourth; J. O. Pollak, Rutgers College, 115 yards, o. Schumacher and Brown easily placed themselves, the latter making a very fine spurt to secure his place. Kingsland rode in good form but was handicapped by his racing wheel, which cut into the soft track.

Second Heat.—J. H. Hanson, M. A. C., 160 yards, 7m. 17 4-5s.; H. A. Kellew, Thirteenth Regiment A. A., 150 yards, second; E. I. Halsted, N. Y. A. C., scratch, third; J. Hinds, M. A. C., 115 yards, o.; J. F. Borland, B. B. C., 125 yards, o. Halsted was unable to make up the handicaps, though he rode all the way.

Final Heat.—Brown, 7m. 30s.; Hanson, second; Kellew, third; Schumacher, fourth. Within a few laps of home, while going around the corner, Brown, Schumacher and Kellew fell in a heap, but Brown, remounting quickly, managed to capture first prize. Kellew also remounted and got third place. A number of cyclists were among the spectators.

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HAVE MORE GENU-
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THAN ANY OTHER



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ITS ADVANTAGES WILL SELL IT.

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

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MFG. CO.

SPRINGFIELD,
MASS.

BICYCLE RACING IN AN ARMORY.

The wet weather of Monday evening interfered sadly with the attendance at the Twelfth Regiment games, held at the Regimental Armory, Sixty-second Street and Ninth Avenue, New York City. The great Armory hall was brilliantly lighted, the events were well contested and the regimental band was an additional source of pleasure.

By far the most exciting event of the evening was the 2-mile bicycle event, which had eighteen entries and ten starters, in two heats and a final. The starters in the first heat were: F. G. Brown, K. C. W., 40 yards; I. Hinds, Baltimore, 100 yards; E. I. Halsted, N. Y. A. C., scratch; F. N. Burgess, Rutherford Wheelmen, 75 yards. Halsted, Brown and Burgess fell on the slippery floor, but Halsted recovered quickly enough to remount and win after a most exciting race with Schumacher. Time, 6m. 40 4-5s.

The second heat was contested by W. E. Findlay, N. Y. B. C., 120 yards; J. F. Borland, B. B. C., 125 yards; J. H. Hanson, N. Y. B. C., 55 yards; O. C. Boegler, N. Y. City, 100 yards and R. F. Schaffner, N. Y. City, 120 yards. Findlay finished first after a close race, with Borland, second; Schaffner, third; Boegler and Hanson fell; time, 6m. 37s. Both heats had created intense interest and an exciting final was expected.

The men in the final were: Halsted, scratch; Schumacher, 55 yards; Findlay, 120 yards; Borland, 125 yards. The men whirled round and round the smooth track, Borland and Findlay having it hammer and tongs with Schumacher slowly overhauling them, and Halsted, far back, gradually working forward. At a mile and a half Halsted caught Schumacher, and the two created intense excitement for a few laps in their efforts to pass each other. Twenty yards ahead of them were Findlay and Borland, riding nip and tuck. The sharp spurts of Halsted and Schumacher brought them nearer and nearer to the long-mark men until Halsted, by a well sustained spurt, passed man after man until he was in the lead. Scarcely five yards divided the field, with but two laps to go. All this time the audience was worked up to a pitch of intense interest. While attempting to rush after Halsted, Schumacher's pedal caught the spokes of Findlay's wheel and both riders fell heavily. Schumacher was unhurt, while Findlay was badly stunned but not seriously hurt. The crowd then transferred their interest to Halsted and young Borland, and the little Brooklyn boy made a good but vain spurt to catch the scratch man; time, 7m. 19s. Halsted's riding was most plucky. Had not the other two men fallen, it would have been the most notable finish ever seen on a New York indoor track. The handicap was framed by F. P. Prial.

COLUMBIA CALENDAR FOR 1889.

The most convenient, valuable and novel business, table or desk calendar for 1889 is the Columbia Bicycle Calendar and Stand, issued by the Pope Manufacturing Company, of Boston, Mass. The calendar proper is in the form of a pad of 365 leaves, one for each day. The leaves are $5\frac{1}{8} \times 2\frac{3}{4}$ inches, a portion of each is left blank for memoranda, and, as the leaves are sewed at the ends, any entire leaf, as well as the memorandum blank, can be exposed whenever desired. The pad rests upon a portable stand, and when placed upon the desk or writing table the entire surface of the date leaf is brought directly before the eye, furnishing date and memoranda impossible to be overlooked. The upper portion of the stand is made of pressed pulp, with "Columbia" in raised letters at the top, the whole handsomely gilded, and practically indestructible. Although this is the fourth year of the Columbia calendar, the quotations are fresh and new, and are interesting and instructive to the public as well as to the cyclist. A departure is made this year, in that a portion of the quotations pertain to type-writing and stenography, with occasional reference to the new Becker typewriter made by the Pope Manufacturing Company. The reading matter in no way interferes with the calendar, and the information contained on the leaves would, if placed in book type, make a fair sized volume.

ROVER CYCLE CLUB'S DINNER.

The third annual dinner of the Rover Cycle Club of Charlestown was held at Young's Hotel last Friday evening. The club had as guests several prominent wheelmen. After the dinner Captain Robinson called the company to order, and referred to the doings of the club during the past season. Mr. G. C. Gardiner reported that H. W. Robinson and E. M. Huest's had each attended twenty-nine runs out of the thirty-one called, and Captain Robinson came in a close second, having attended twenty-eight. The two former gentlemen were awarded League pins.

Ex-Chief Consul Hayes, in responding to the toast, "The Wheel," said that he had always desired to go down with the wheel, as he had come up with it, but circumstances had arisen which forced him to retire from the wheeling circles of this country. When he returned he hoped to find the League of American Wheelmen among the finest and strongest amateur athletic organizations.

The club quartet sung "I Think of Thee," in compliment to ex-Chief Consul Hayes, who leaves the country early in January for Brazil, where he will take charge of the business of a large rubber house.

Chief Consul W. H. Emery responded to the toast, "The League." He said: "We have 10,000 wheelmen in Massachusetts; the League should have more than the 1,500 it has upon its roll, and you can increase that number by enticing your friends to join. The League has done more than any other organization for the benefit of the wheelmen, and we know a little of their troubles. If the board of officers will give me their support, there will be several schemes put on foot to increase your benefits." In closing, the speaker congratulated the club upon its excellent standing in the cycling world.

When Jack Seward arose to respond to the toast, "Sociability in Wheeling," the quartette sung "For He's a Jolly Good Fellow." He thought that a great many persons rode a wheel for the benefit of the acquaintances they make, and compared the bicycle clubs to baseball organizations, much to the credit of the former.

Secretary-Treasurer Abbot Bassett responded to the toast, "The Female Annex; or, The Fair on Wheels," and read an original poem, which spoke of the hoopskirt safety, and of that "great big chief Vice-Consul Captain Robinson, of the Stalwart Rovers of the League."

Speeches were also made by ex-Mayor Endicott of Chelsea, Captain W. G. Kendall of the Boston Bicycle Club, Mr. Charles S. Howard and others, and the company separated after singing "Auld Lang Syne."—*Boston Herald*.

A FAREWELL DINNER TO EX-CHIEF CONSUL HAYES.

The Board of Officers of the Massachusetts Division, L. A. W., together with numerous other prominent wheelmen, tendered a complimentary banquet at Young's Hotel, last Tuesday evening, to ex-Chief Consul H. W. Hayes, prior to his departure to Brazil, where he goes to accept a lucrative position as representative of a prominent Boston firm. The after-dinner exercises were opened by E. C. Pratt, who spoke of the good work that Mr. Hayes had done since he had become a member of the Board of Officers. During his remarks he referred to the time and labor spent by Mr. Hayes in compiling the Massachusetts road book, and also the many road improvements made during his term of office as Chief Consul of the Division.

President Emery then introduced the "parting guest," who arose amid great applause. Mr. Hayes spoke with regret of the near approach of the time of his departure, and hoped that when he returned the sport would still be on the same broad and substantial foundation as he now leaves it. Other speeches were made by Captain W. G. Kendall, Elmer Whitney and C. W. Fordiner of the Boston Bicycle Club, Vice Consul A. W. Robinson, Col. A. A. Pope, W. S. Slocum, of the Massachusetts Club, J. L. Dean, and others. Secretary-Treasurer Abbot Bassett read an original poem, which told, in words of sorrow, the regret displayed by the wheelmen on Mr. Hayes' departure.

THE WORLD'S MILE RECORD
BROKEN IN AUSTRALIA.

News comes to hand of the meeting in Melbourne, October 6 and 13, held by the South Australian Cricket Association and the South Australian Cyclists' Union. The sports were held on the Adelaide Oval, which is 80 yards short of 3 laps to the mile, and has a surface of asphalt. The times made were wonderful. On the second day T. W. Busst, of Melbourne, ran second in the 3-mile handicap from scratch, accomplishing the full distance in 8m. 2 2-5s., which is world's amateur record for the distance.

On the 15th of October J. W. Busst, of Melbourne, brother of the above-mentioned rider, made a trial against the watch on the same track for the mile, and succeeded in accomplishing 2m. 30 2-5s., which is a second better than Osmond's latest. The times were taken by the official timekeeper of the S. A. C. U., and checked by four other watches.

At the same time the quarter, half and 5-mile Australian records were broken, the two former by E. Elliot, and the last by W. J. Elliot, both of Melbourne. The respective times were 36 2-5s., 1m. 16s. and 14m. 2 2-5s.

All the above-named records were accomplished on "Humber" machines. The riders named are the best Australian cyclists, and it is probable they will visit Great Britain next year.—*The Cyclist*.

[We beg to remind *The Cyclist* that an American named Rowe—William, we think—once rode a mile in 2m. 29 4-5s., a record which has been accepted by every American authority and by that cavilling English critic, Lacy Hillier. The efforts of *The Cyclist* to ignore the American mile record, which it seems unable to assimilate, will provoke amusement and pity on this side of the Great Pond.—Ed.]

THE WHEEL AS AN AID TO A
CRIPPLE. BUT HE WANTS
TOE CLIPS.

LAPEER, MICH., Dec. 10, 1888.

EDITOR OF THE WHEEL:

Dear Sir—I see in your valued paper of November 16, an item on toe clips. How can I get a pair? I have been using a piece of wire which don't exactly suit. My feet are not like others, for I am slightly paralytic and they will not stay on the pedals, so I have to have something to hold them there. I have an "Otto" trike. My cash gave out too soon or I would have had a ball bearing rig, and still live in hope of getting one in the near future. I am so fixed that I can't get about without my tricycle, and toe clips I must have. When I use my "toe clips" to pull up with on the pedals, it seems to rest the push down muscles, which is a trifle queer, to my mind. I take your paper regular through our news agent. Use this as you think best. If you think it will do any other cripple good, use it; if not, put it in the waste basket after answering my question on the within postal card.

Your obedient servant,

W. A. JACKSON, Jr.,

Lapeer, Mich.

[We have already pointed out the advantage of toe clips to other riders, as well as to cripples. We think it would pay some firm to import or make up a limited stock.—Ed.]

THE WARWICK PERFECTION ORDINARY ON EXHIBITION.

The first Warwick bicycle ever seen in New York was on exhibition in the vestibule of the Twelfth Regiment Armory on Monday evening. The wheel was exhibited by W. Halpin & Co., New York State agents for the Warwick wheels.

The ordinary is on graceful lines, and is a stannich, handsome and finely finished wheel. A large number of cyclists who were present examined the wheel and found many points of merit in it. We have recently minutely described this wheel in these columns, and it is only necessary to repeat that the Perfection has all the points of a first-class wheel.

LADY BICYCLE RIDERS IN BROOKLYN.

GREAT RACE ON CHRISTMAS DAY.

A 100-mile race for the championship of America will be started at the Palace Rink, Brooklyn, on Christmas Day, at 2 P. M. The contestants will be the riders who recently created such a sensation in Pittsburg in a six-day race. The principal competitors will be Lottie Stanley, Lulu Hart, May Allan, Helen Baldwin, Jessie Woods, and others. The girls dress neatly, ride fast, and are above reproach, so that we hope their race will be a success. Lottie Stanley, one of the competitors, rode 523 miles in forty-eight hours in the Pittsburg race.

NEW JERSEY CYCLISTS AT THE THEATRE.

The theatre party promoted by "Doc" Benedict and a few other social spirits of the Hudson County Wheelmen, materialized at the Jersey City Academy of Music on Friday evening last.

Nearly one hundred wheelmen were present, including members of the Elizabeth, Atlanta, Hudson County Wheelmen and Bloomfield Cyclers. The boys occupied orchestra chairs, while from the balcony Messrs. Johnson, Strugnell, Nichols and their wives witnessed the play.

The piece was Hoyt's "Tin Soldier," a play with little plot and plenty of fun, the chief fun manufacturer being a youth with an extraordinarily large mouth and an elastic face capable of many variations, from horror to ecstasy, and the possessor of various costumes, none of which would be considered the proper caper at a drawing-room.

The performance was varied by "gags" on members of the Hudson County Wheelmen, which added relish to the entertainment. A number of rattles and bicycle whistles helped to keep the house lively.

Altogether, the party was a success, and we hope others will be organized.

HUMBER'S 1889 MOUNTS.

In the safeties, No. 1 has the smaller front wheel, with anti-vibrator, which necessitates the adoption of a spoon brake on rear wheel. This is fixed in an improved manner which should prove fully adequate for all requirements. No. 4 is a Gents' Special, and, with the exception of the front wheel, which is 30 inches, is similar to No. 1. In No. 5 we have a Special Light Roadster, already referred to in these columns, of a gross weight of 40 pounds. This machine is constructed of double-thin gauge tubing, both wheels 30 inches, with brake in front. A peculiar departure is made in the height of the driving-gear from the ground. The chain-wheel axle is on a level with the axles of the wheels. The rider will thus be seated some three or four inches higher than usual, and the pedal, when fully extended vertically, will be about six or seven inches from the ground. We don't yet know how this will do, but doubtless Messrs. Humber have fully justified its adoption by practical experiment. No. 6 is a racer of 23 pounds, gross weight, on the same lines as No. 5. All these are of the pattern commonly known as the "diamond" frame, but Nos. 5 and 6 are further strengthened by the adoption of double vertical-tubing from the seat-post collar to near the crank fixing, and in these also a still further simplification of chain adjustment has been made.

No. 1 Tricycle, or Gents' Special Roadster, has 30-inch driving and 26-inch steering wheels, with anti-vibrator and band brake on axle. It is generally similar to last year's pattern, which gave the utmost satisfaction. No. 2, or Mills' Pattern Gents' Roadster, has 36-inch and 24-inch wheels, drop or V frame, with stay from steering pillar to seat post, anti-vibrator and axle band brake. No. 3 is a ladies' pattern, with 30-inch and 26-inch wheels, anti-vibrator and band brake on axle. No. 4 is a Gents' Light Roadster, similar in design to No. 1, but without the anti-vibrator, and with spoon brake on front wheel. No. 5 is a Ladies' Light Roadster, divested of the anti-vibrator and with spoon-brake on front wheel. No. 6 is a racer of 27 pounds, gross weight, and similar to the prevailing type.

CYCLISTS' UNION OF LONG ISLAND.

The entertainment and first annual meeting of the Cyclists' Union was held at Y. M. C. A. Hall, Brooklyn, on Monday evening, December 17. An interesting entertainment had been provided by the Entertainment Committee, but the attendance fell far below what had been expected, on account of the wet weather.

The business meeting, held immediately after the entertainment, was opened by President Greenman, who reported a membership of 227, and the firm establishment and bright prospects of the Union.

The Treasurer's report showed a balance on hand of \$107.

The Constitution and By-Laws published below were adopted.

The following delegates were returned by the various clubs. Brooklyn B. C., B. M. Cole and W. E. Fuller; Kings County Wheelmen, E. K. Austin and M. L. Bridgman; Long Island Wheelmen, G. W. Mabie and L. H. Wise; Universal C. C., W. J. Finn; Unattached, F. G. Webb.

The following Board of Officers for 1889 was elected by the delegates. President, E. K. Austin, K. C. W.; Vice-President, G. W. Mabie, L. I. W.; Secretary, B. M. Cole, L. I. W.; Treasurer, W. J. Finn.

After votes of thanks to the ladies and gentlemen who appeared at the evening entertainment, and to the outgoing board of officers, the meeting adjourned.

The following are the Constitution and By-Laws:

CONSTITUTION.

ARTICLE I.—NAME AND OBJECTS.

The name of this organization shall be "The Cyclists' Union of Long Island."

The objects shall be to promote and protect the interests of its members and to improve the highways.

ARTICLE II.—MEMBERSHIP.

Any resident of Long Island, at least eighteen years of age, whose name shall be proposed by one member of the Union, shall be eligible to membership, and shall be declared elected by the Executive Committee upon payment of his dues.

ARTICLE III.—DUES.

The dues shall be one dollar per year, payable on January 1. Members qualifying after July 1 shall pay fifty cents for the balance of the year. There shall be no initiation fee.

ARTICLE IV.—MANAGEMENT.

The management of the Union shall be vested in an Executive Committee.

Whenever twenty or more members of any cycling organization on Long Island shall become members of the Cyclists' Union, they shall be entitled to elect one member of the Executive Committee from their own number. One member of the Executive Committee may also be chosen by the unattached from their own number whenever they shall number twenty or more in the Cyclists' Union.

Whenever either of the above classes shall number fifty or more members in the Cyclists' Union they shall be entitled to elect one additional member of the Executive Committee.

Members of the Executive Committee shall hold office until the ensuing annual meeting, or until their successors are elected.

ARTICLE V.—OFFICERS.

The officers of the Cyclists' Union shall be President, Vice-President, Secretary and Treasurer, who shall be elected at the annual meeting of the organization by the members at large from the Executive Committee. No two officers shall be elected from the representatives of any one organization. They shall hold office for one year, or until their successors are elected. Vacancies in office shall be filled by the Executive Committee.

ARTICLE VI.—DUTIES OF OFFICERS.

The President shall preside at all meetings of the Cyclists' Union and of the Executive Committee.

The Vice-President shall discharge all the duties of the President during his absence.

The Secretary shall conduct all correspondence, keep a correct roll of members, and a record of all meetings.

The Treasurer shall collect all dues, shall have charge of the funds and keep a correct account thereof, and make all disbursements approved by the Executive Committee. He shall be prepared to report at every meeting of the Execu-

tive Committee, and shall report at the end of each quarter to the members at large, as the Executive Committee may direct.

ARTICLE VII.—MEETINGS.

The annual meeting of the Cyclists' Union shall be held on the third Monday of December.

A special meeting shall be called by the President at his option, or at the written request of twenty members.

Notices for special meetings must state the objects for which they are called, and no other business shall be acted upon.

ARTICLE VIII.—QUORUM.

Twenty-five members shall constitute a quorum at all meetings of the Cyclists' Union.

ARTICLE IX.—AMENDMENTS.

This Constitution may be amended by a two-thirds vote of the members present at any meeting of the Cyclists' Union, providing two weeks' notice shall have been given to each member of the intention to amend.

BY-LAWS.

STANDING COMMITTEES.

SEC. 1. Each new Executive Committee shall, at its first meeting, appoint three of its number a Rights and Privileges Committee, to whom shall be referred all matters pertaining to the protection of the rights of members and the legality of work undertaken by the Union; also, three of its number a Road Improvements Committee, to whom shall be referred all matters pertaining to that branch of the Union's work; also, a committee of three, to be composed of the President, Vice-President and Secretary, to audit the accounts of the Treasurer, and to be designated the Auditing Committee. The Rights and Privileges and Road Improvements Committees shall have full power to act on all matters referred to them by either the Executive Committee or its presiding officer without special instructions except as to the incurring of pecuniary liability.

No organization shall be represented on any standing committee by more than one member.

ELECTIONS.

SEC. 2. Election of officers shall be by printed or written ballots; each officer shall be balloted for separately and in the order of their rank, and a plurality of the votes cast shall be necessary to a choice.

Election of members shall be by the Executive Committee as follows: Applications for membership shall be sent to the Secretary, who shall furnish a list at each meeting of the Executive Committee for approval, and upon their election shall prepare a numbered list for the Treasurer and for publication. The Treasurer shall then issue tickets of membership in accordance with the lists furnished by the Secretary.

ORDER OF BUSINESS.

SEC. 3. At the annual meeting of the Union the order of business shall be as follows:

1. Secretary's report.
2. Treasurer's report.
3. Reports of committees.
4. Communications from Executive Committee.
5. Election of officers.
6. Unfinished business.
7. New business.
8. Adjournment.

AMENDMENTS.

SEC. 4. These by-laws may be amended by a two-thirds vote of the members present at any meeting of the Cyclists' Union, providing two weeks' notice shall have been given to each member of the intention to amend.

A SELECTED LIST OF PATENTS.

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

Thomas O'Brien, New York, N. Y. Tricycle.
Peter A. Snyder, Jersey City, N. J. Velocipede.

Cyrus Yingst, Annville, Pa. Tricycle.
All bearing date of December 11.
Gustav Staëber, Muegeln, Saxony, Germany. Velocipede.

Herman Warlich, Racine, Wis. Alarm.
John M. Starley, Coventry, England. Bicycle frame.

All bearing date of December 18.

READING.

Among the visitors to the rooms of the club, last Saturday night, I noticed his honor the Mayor. During the conversation I noticed that he said: "Boys, this thing has been reported to me, and, as I am with you, why, of course, I thought I had better speak to you first about it." I heard this much, but what he meant I do not know for certain, but I do know it struck deep, for the boys were certainly "hot." Star chamber meetings, free whiskey and gangs of three and four members in all corners, all earnestly discussing something, but as soon as a stranger or one of the other gangs got near everything was quiet. Special meetings are called, and I am expecting lots of news from them.

On the night of the regular meeting of the club the President made some very peculiar rulings. Poor Diener was sat upon, while some others equally as bad or worse were allowed to go on. Here's the explanation: The President had been reading Cushing's Manual for the last week, and no doubt ventilated some of the knowledge gained. The new constitution just ratified and new rules that will go into effect shortly will place the club here on a basis few clubs enjoy. The gymnasium and home trainers will keep the boys in good shape, and next year will see some new men on the path. There is good material here, and there will be a strong effort made to get it out.

An amicable settlement seems to have been made, and in a few weeks I hope to be able to give you a full description of the new quarters of the Reading Club, which for cosiness and completeness are to surpass anything ever imagined by the most enthusiastic members. It no doubt seems strange to most members that such violent dissensions should occur in camp. Although known to but few, there was almost another club started. Such were the rumors. I noticed glances of hatred toward each other at the special meeting on Tuesday night.

About eleven o'clock I was waiting for the outcome, at Barbey's across the way, as I knew the custom of the boys, and thought I could get some pointers; well, at last they came. Toasts went down to the success of "Tammany," and from the other talk I heard I judged that a small minority had beaten the majority on some important ruling, and a rebellious spirit seemed to run high; great talk went on as to what would be done at regular meetings. But the regular meeting is past and the common sense that bicycle riders as a rule are imbued with came to the surface, and carried the club through what seemed to be a terrific storm, ready to tear the club to pieces.

There is strong hopes also that by next meeting night everything definite will be known in regard to the new quarter-mile track to be built by the Berks County Agricultural Society, for the bicycle boys, and then the Pennsylvania Division will be asked for the annual meet. If it will be held here what a time the boys will have, what a rousing big meeting there will be! It is simply incalculable.

Reading has advantages not enjoyed by many places, and they will be thoroughly taken advantage of. For with the city authorities and people generally favorable to cycling, what can't you expect?

The last club run is called here for Sunday 16, roads are elegant, like floors, and a good time is expected.

VORTEX.

DECEMBER 15, 1888.

NEW ORLEANS.

December 23 has been set as the date for the Louisiana Club's next attempt to open the Baton Medal Series with the race to Schadwells. The capriciousness of the weather and the consequent "capriciousness" of the roads has, however, rendered anything certain out of the question. M. S. Graham, G. C. Angamar, W. M. Hathorn, F. B. Born, L. J. Frederic, R. G. Betts, E. M. Graham, H. C. Christy, F. DeBuys, A. B. Harris, J. C. Henriques and W. E. Hobson are the entries to date.

The projected Mardi Gras lantern parade has fallen through. Lack of enthusiasm and co-operation was the cause. There is some talk of promoting a hundred-mile race to sort o' make up the deficiency.

The Louisiana Cycling Club shifted its officers a bit at its meeting last week, E. M. Graham being elected Secretary-Treasurer, vice J. W. Jay—who resigned on account of having retired from wheeling—and L. Jeff. Frederic, Lieutenant, vice Graham, resigned to accept the secretaryship.

President Ed. Shields, of the New Orleans Bicycle Club, was severely "caned" one evening last week by a number of his club-mates. The occasion was his forty-leventh birthday, and the cane is a tasty gold-headed affair.

J. C. Henriques, of the L. C. C., last week met with quite an accident. Colliding with a cotton float, he was thrown from his wheel and seriously hurt—ruptured it is feared. He was confined to his rooms, and was coming on nicely, but a severe case of malaria having since developed itself has aggravated matters, and the sufferer has been enduring great pain, being even delirious at times. At last accounts he was resting easy, and his club-mates are hopeful for the best.

The Louisiana Club holds a turkey raffle and shooting match on the 16th, with a "bird" up for the best shootist, who is not likely to be

Br.

JERSEY CITY.

And so the N. Y. and N. J. T. R. R. A. has passed into history!

Dead, but not forgotten.

Too bad the last sad rites could not have been performed over some festive board, say at the Grand Union!

Well, the Kings Counties keep the cup—and I should say that any club being fortunate enough to secure it five times should be entitled to it—while the Hudson Counties will have to be satisfied with the banner, in remembrance of second place.

In the beginning of the season Mr. C. V. Tuthill, of the H. C. W., offered a handsome medal to the member of that club making the highest road record during this year. He has just had the medal completed, and it is one of the handsomest I have ever seen. Mr. W. E. Eldridge, First Lieutenant, will doubtless be the lucky man, as he has ridden nearly, if not quite, 3,000 miles, and a good deal of them on Jersey City streets, too.

Well, the New Jersey cyclists' theatre party "theatred" on Friday evening last, at the Jersey City Academy of Music, where they witnessed a side-splitting satire, entitled "The Tin Soldier." There were ninety-six in the party, consisting of members of the Elizabeth Wheelmen, Atalanta Wheelmen, of Newark, Bloomfield Cyclers and the Hudson Counties. *Rats* and *Professor Canby*, the plumber, are the two leading fun manufacturers in the play. They kept their factory going at full blast on this occasion, and every joke was well appreciated by the boys. *Rats* appeared in the first act dressed in an H. C. W. uniform. This was the straw that broke the ice, and the wheelmen were firm friends of *Rats* the rest of the evening. *Professor Canby*, the plumber, sang a topical song, entitled "I Think So." Here are some of the verses he had prepared, as I remember them:

The wheelmen wear such funny suits;
They're afraid of dogs and other brutes,
There's Kluge, who on the spur is game,
And Eveland, of expert cycling fame—
But he takes a header, just the same
Do you think so? I know so.

There's Doctor Johnson; he's so nice
You can't get his match at any price.
There's Griffiths, Strugnell and Day also;
A better trio it's hard to show
For working up demons down below.
Do you think so? It is so.

Then there's the boys from Elizabeth,
Afraid of nothing—even death.
There's Pennell, Gilbert, with others three,
Who went one night on a "turpentine spree,"
Because they are the "House Commit-tee."
Do you think so? I heard it.

Each verse was applauded to the echo, the different clubs giving the club yell. Most of the boys are crying "MORE!"

COASTER.

Gormully & Jeffery write us that they will shortly publish the specifications of their 1889 wheels.

WHEEL GOSSIP.

The Cambridge Club held a successful ladies' night on Thursday evening last. The next entertainment will be held January 2.

The South End Wheelmen, of Philadelphia, have adopted a silver wheel, crossed by an arrow, as the club emblem. The club will elect officers on New Year's Eve.

A bicycle made by Thomas Humber forty years ago, is now on exhibition in a London shop window. It has a 40-inch driving wheel, a 20-inch rear wheel, with 1½-inch rubber tires.

"DOODLE" ROBINSON HOME AGAIN.

We sought shelter in the Bodega during the heavy rain of Thursday evening last, and there found, conversing with Sydney Lee, a bronzed, stalwart-looking man who greeted us with a grip suggestive of applied strength. It was "Doodle" Robinson, who has been absent from England and cycling circles for about four years, spending the interim in Australia and New Zealand, where he has developed from a strong youth of seventeen into an extra stalwart man of twenty-one. He has come home to stay.—*Wheeling*.

Will R. Pitman has driven his Surprise tricycle thirty-six miles in 3h. 15m., including a ten-minute stop, "and the peculiar thing about it was that I had no idea I was riding so fast, the machine runs so smoothly." Pit has had his Surprise geared to fifty-four inches, with a new Kirkpatrick saddle, and is ready to hold his own with any of the boys. The Surprise has been in fair demand this year. Mr. G. R. Bidwell will make it his renting tricycle for 1889, and Bidwell makes a specialty of letting out the best wheels in order to give new riders the most favorable impression.

A 2-mile handicap will be decided at Madison Square Garden, January 19, 1889, in connection with the Amateur Athletic Union games. The prizes are very valuable, the first being a gold watch valued at \$100. This bicycle event was added to the programme at the request of the editor of this paper, in order to introduce the sport to the notice of the several thousand people who will be present. We have also the assurance of the committee that the track will be put in good condition, and that there will be no danger from falls. Entrance fee, \$1. Close January 11, with Mr. Otto Ruhl, 104 West Fifty-fifth Street, New York City.

The bottle of wine offered by the proprietor of the Franklin House, at Tarrytown, to the first man who arrives at his house on New Year's morning, provided he does not leave McComb's Dam bridge until twelve o'clock, is apt to create a hot chase in the early hours of the new year. Nisbett will go after the bottle, presumably on his 25-pound Demon. DeGraaf, with another good man up, will also have a go for the bottle. Jack Post, Goldman and Keane, of the Manhattan Club, will also get out for the wine. As a larger number than ever will try for the first honors this year, it is to be hoped that no dishonorable means will be resorted to, and that every man who starts for the Franklin House will be below 155th Street at twelve o'clock on New Year's eve.

Mr. Hugh Callan, the famous Glasgow cycling clergyman, has just returned from a trip through Europe on his safety. Mr. Callan started from Paris, rode into Alsace, along the Rhine from Basle to Constance, up the Arlberg Pass to Imasbruch, over the Brenner Pass, and to Belgrade. This route was 1,200 miles, and occupied about twenty days. From Belgrade he rode down Servia to Nisch, over the mountains to Piro, thence into Bulgaria, through the Dragoman Pass to Sophia, over Trajan's Pass to Philippopolis, and by Adrianople and Silivria into Stamboul. This part is about 630 miles. Unfortunately, the wind was strong against him all the way from Semendria on the Danube, and from the Turkish frontier it blew a gale right in his teeth. He caught the fever in Servia and lay ill of it a week in Sophia. Hence no record could well be made. But, excluding days of stoppage, it took him ten days to do the road from Belgrade to Constantinople. Mr. Callan prolonged his journey on through Asia Minor into Syria and Palestine and as far as Jerusalem. He will write up his journey for the papers.

RALPH TEMPLE'S EXPLANATION.

Sir—I received a letter from Mr. Fourdrinier, editor of the *Bicycling World*, to-day, also a number of English cycle papers, which Mr. W. has sent me at my request. Reading over the articles in each referring to the late Rowe v. Temple affair, I thought I would write you a few remarks regarding the "arrangement," which may interest a few of your readers. The Leicester correspondent in *Cyclist*, October 31, says: "By the way, no further news is to hand from America, and 'Senator' Morgan's version of the Rowe v. Temple barney continues to be looked for with more than ordinary interest." To this gentleman I would say that Morgan is in Georgia, southern part of U. S., and at the present time is on his back sick with fever. This may be the reason of his not writing the English papers, but I think the "Senator" is sick at heart over the late denouncement, and is hiding himself, even if it be in fever-haunted climes. A *Newcastle Leader* was handed me yesterday by a subscriber, an old Tyneside man, referring to the late "races." I sent a short letter to the editor, but will now dwell at more length upon what is past and gone, and I hope soon to be forgotten. Leaving England in good form, it was something of a surprise to me, after a week on the champion track of the world, to really know that at last I had "gone off." It was mainly due to the water (you can't get good old English ale over here), which likewise attacked Messrs. Jack Lee, Fred Allard and Jules Dubois, and in a week's time each of them were five pounds or more under weight. On the other hand, the track was not as good as a common English road. I do not think it was Mr. Ducker's fault, but you can't make a new track and a good track in a few months. Then, the week before the races, the track was *re-surfaced*, and we were told to go out on the roads and train. It would make you laugh to see Jack Lee and Allard sneaking off to find a shady street. Our advice to Mr. Ducker was *not to re-surface* the track, but cut up and out the soft places and fill in with hard material. I depend upon actual speed to win a race, and with full reach machine and short crank I could not pull through the soft and heavy track. In every case I took the inside (track fifty feet wide), which was fearfully heavy, while Rowe, Crocker and others rode some twenty-five feet wide on a harder surface; this was entering the home straight. On the third day of the tournament I said to Morgan, "I am going to get a lead and come up on the outer side of the track." This was in the five-mile championship. In the last lap I made a rush a quarter-mile from the wire [tape—Ed. B. V.] right through the wind, securing a lead. I crossed the track and took the most outside position against the rails. Rowe followed me across to get shelter behind me from the wind. Never looking back I made for the tape, and *won*. Mr. Rowe threw up his hands, and shouted, "Judges, I have a right to claim a foul; he ran me wide!" The judges gave their decision that I had crossed the tape first, and their duty stopped there. Mr. Merrill, referee (an employee or agent of some sort of the Columbia firm), allowed the foul, giving Rowe first place, and taking *all points* from me, placing me *last man*, with no show of winning the *championship*, even if I should score first in the following races. I came up the track with the lead; the track is fifty feet wide, the home straight is 300 yards in length. I was wide on the outside of the track, not more than three yards from the rails. Rowe claims to have shouted for the *inside*. Inside of what? I did not hear him shout; but, if I had, was I compelled, by rules of racing, to move from my position? Did he not have fifty feet of track to pass me on the *inside*, if he could do so?

No! In this case he had all he could do to hang on to my wheel. Mr. Ducker, in an Eastern paper, says that "when Temple appeared on the track the first time he was cheered, but it was not Temple the crowd cheered, but the American flag he wore at his waist." Like you, Mr. Editor, I thought America was my home, and I would be kindly received after what little I had done in Europe—it was my best—but I found a vast difference between a thousand miles West (my home) and the Eastern parts of the United States. I was treated not unlike Sandy Sellers, Dick Howell, and others from England when they beat the Americans at Springfield and Hartford—hissed. Why, it seemed as though the people could make out the

straight spokes of my English Humber as it whirled around, or the "Wheel of Life" with Humber on my racing shirt. A certain maker wished me to mount his wheel, but I thought my mount had been and was "good enough for me."

After these events I returned home to Chicago, and Morgan challenged Rowe on my behalf, and deposited \$100 for a \$1,000 match race. Rowe went to Morgan and told him out and out that he would not get a match on for "money up," saying, "There is no use in *our* fighting; we can make money out of the gate, etc." Now, Morgan does not spare himself in the least; he takes full blame upon himself for entering into such an arrangement. I was enjoying myself, as only a boy can who has been away from home and friends two long years, when I received a wire from the "Senator"—"Come on and train; match ratified." So off East I went another 1,000 miles railway journey (but we have grand sleeping and most elegant dining cars), and settled down to hard training, and in two weeks time I was going—well, "satisfactory."

Three days before the first race, distance five miles, at Lynn, Mass. (Rowe's home), we go down to the scene of battle, and I am politely informed that the races are a "fake," or I should say "to be a fake." A nice thing to spring on a man who has been out in the weather twice a day for two weeks, when he could have been enjoying opepa parties with the Boston Club boys. I kicked, of course, and wanted to have a "square pop." The money had been taken from the *Bicycling World's* hands and placed with S. S. Merrill (Lynn's Columbia agent). You can just bet your life that Mr. Fourdrinier would never have been in the deal. Billy Rowe *now* wants to win the *first race*; Morgan all along supposed I was to have won the first. So they came to me with the plea that Billy's wife was to be there, etc., etc., and you wouldn't expect a man to lose in his own town, and so on. Well, I "agreed" with him there, for if I can help it I won't lose in my own or anybody else's town. The real honest facts of the case are, "that I would not agree to his winning the first race unless I was to win the following two." *He agreed to this*. I let him have the first race as agreed, and also agreed to make half pace. If it had been on the square—well, I wouldn't have ridden just as I did. At Hartford the following week, in the one-mile event, Rowe said to me, "Ralph, don't beat me more than a foot" (if I had only known what this meant). I answered, "All right, Billy." I did not watch him, but took him on his word. The consequence was he ran it out on me. A novice could have beaten me under similar conditions. I felt quite stunned, but never said a word. Then it was that I heartily wished that I had never been persuaded into doing my *first job*. It came out in this manner. Morgan and I were willing to pocket our dignity, but Rowe and his advisers, thinking that Morgan would show them up in the press, "got there" first, with the assistance of Mr. William Woodside (you know him), who had lost quite a pile on me, and toadied around the other party until he got it back, so I understand. As we mounted for the race Rowe came and shook me by the hand. Woodside and Rowe introduced this manner of racing in England. Give me in preference the good old honest way of Dick Howell, Billy Wood, and the rest of the boys, who get on their wheels and do their best "with their legs." They lied faster than they can ride (unless it be against the watch) and, of course, the plain unvarnished facts have had to come out. I feel that I am compelled to say just a word about Mr. Wm. Woodside, not that I want to do it, as I still remember the man has been with me for two years as a "partner." He came to England as the champion of America, and, sad is the tale, took a back seat to "only a trick rider." At times he didn't ride as good as a third-rater, but at all times he received the sympathy and good fellowship of Morgan and myself. Just all of you remember, if I didn't *always* back him up, and never said behind his back what I would not say to his face; but at times his jealousy was ungovernable. Later, Rowe came with trumpets sounding, and the "bards" all rose up to chant his praises (you remember). Later, the Yankee team arrived—all good men and true—the pick of America's crack racing men; you have had them with you, "all at one time." Neither Rowe nor the others ate Howell and the rest of the boys up, as they promised to do, and let me tell you right here, "Good old Dick Howell is the champion to-day, as he has been for the past few years." Mor-

gan was fearfully cut up over the way Woodside finally acted, a man whom we supported and equally shared with for two years. We advised him not to go to America, but as he did, we divided with him as he lay on his back in Buffalo. He returns this by swearing that I had planned to run a foul race on a 50-foot track. The American professionals somehow think that every time they can "do me" it will detract from my reputation made abroad, and in "free America," and with free use of the press they have come pretty near doing it. But those who have stood by and seen Woodside back me to the pound (and put it in his pocket) will take with a grain of salt his assertion that my races (not the team's) were not run and won on their merits. Why couldn't we arrange some for him, for Rowe and the rest of the gang? Buying races will not give you a lightning sprint. I do not need to assert the square dealings in every case while in England of Mr. I. Morgan and myself. They are on the files of every paper in Great Britain. We have left no debts, we owe you no money; but *we do owe you the great hospitality, kindness and friendship received on every hand during the tour of the American team.*

RALPH TEMPLE,

The American Trick Rider.

CHICAGO, Ill., U. S. A., November 18, 1888.—*Bicycling News.*

[Mr. Temple's letter does not supply the only information concerning the unfortunate matter of which it treats which has reached us, and we have given much careful attention to the whole matter. We do not desire to excuse in any way the fact of the crookedness of the contests referred to, and we believe that the Chicago flyer owes it to his reputation to make one more appearance upon the path; but, at the same time, we think the little man was placed in a position of extreme difficulty, and one in which any rider might have been forgiven for going wrong. Mr. W. A. Rowe, the champion of ?, has created a big reputation by putting figures on the record book which we now see no reason to question. Assisted by the very best men in America, who had trained with him for the purpose, it is not wonderful that this powerful slogger established the records which stand to his credit; but Rowe without pacemakers and in a match race has really everything to learn. With experience he might win, but his style would require much modification, as the most superficial observer could tell after watching him a time or two "when he was going to begin" and dot him, as Temple, who jumps into his spurt with wondrous rapidity, would assuredly dot him every time. Temple's letter explains itself on many points, but there is only one which we propose to touch on, and that is the assertion of Mr. Woodside that all Temple's victories were arranged. Temple's pertinent question practically answers this charge. He asks, "Why, if the races were arranged for me, were they not arranged for Woodside and Rowe?" We know that they were not so arranged, and there's an end of it. Again, Temple did many excellent performances under the eye of amateur officials, and on watches above suspicion. The record of the little man's performances are not confined to the professional track. He appeared at amateur meetings and tournaments, and the best of our amateur authorities officiated. It is ridiculous to tell us that Ralph Temple is a waster and a fraud. We believe that for his size and weight no better or faster man ever sat upon a bicycle. We further believe that all the important races which he ran over here were *bona fide*. He has but one fault, and that is, he rides an English bicycle. This one fact seems to have snuffed out all the patriotic pride which we fancied would have bubbled out when a native-born Chicagoian held his own manfully against all comers. The nation which annually imports a selection of English amateur athletes to send them back within a few months as "Americans" to compete in English championships, might have been expected to rejoice over native talent, but far from it; with some honorable exceptions, the only American of the American team has not received even fair play in America. We are sorry for the little man. The agreement for the "barney" was in the handwriting of Rowe's trainer. Temple slaughtered Rowe in every practice spin in England until Morgan requested him to let him beat him; and with both men fit and well, we would stand Temple to win every race of a similar series, and we hope he will go to win every time if another set of matches can be arranged next season.—Ed. B. V.]

AN ESSAY ON THE "SAFETY."

BY THOMAS STEVENS.

One cannot help remarking the encroachment that the safety type of wheel is now making in the arena, where but yesterday the ordinary stood enthroned, without a serious rival; and, moreover, wondering where it is all going to end. True, there has been for years the Star; and various innovations have cropped up now and then, but none of these ever threatened the ordinary with retirement to a second place in the wheel world, as does this new favorite, the safety.

The career of the safety is the more remarkable when we come to enumerate and dwell upon some of the obstacles which it is called upon to surmount in its candidacy for popular esteem.

First of all it has to run the gauntlet of lofty disdain, and the still more crushing weight of ridicule that is cast upon it by the veteran rangers that ride the ordinary. These staunch and loyal adherents to the form of wheel that has attracted fifty thousand picked young men of America to the ranks, smile scornfully at the idea of their old love being supplanted by an undersized and presumptuous "goat." To them this diminutive and creeping upstart is a mere fad that will have its brief day and then depart. The haughty knight, astride of the genuine war-horse of the army of the wheel, looks down with mingled amusement and disdain upon the squat, rakish wheel that scuttles along by his side with its rider's head on a level with his own waist.

Perhaps this rider, too, is his bosom friend and boon companion, who belongs to the same club and used to ride the same make of wheel as himself. If so, he regards his old comrade who has adopted the safety as an individual fallen from the lofty plane he once occupied; and he no longer recognizes him as being worthy of the honor in which he once held him. He of the safety has, in his estimation, degenerated sadly, and fallen into lower levels, as one unequal to the duty of sustaining the glorious traditions of his race.

Nevertheless, the rider of the ordinary, if he is a genial soul, is disposed to let by-gones be by-gones, and to regard the short-comings and weaknesses of his old comrade in a spirit of forgiveness. He may still condescend to accept favors at his hands in the shape of a "smile" at a roadside house, or treat him to the same, and so far as the outer world may be able to see, their relations, socially, remain unchanged. But the close student of human nature and the initiated wheelman observe at a glance, in their intercourse, a spirit of patronage on the part of the rider of the ordinary that did not exist before.

In the good old days when they rode side by side on steeds of equal height and degree, there was a gay, happy familiarity between them, which has now given place to a hollow mockery of equality and an inward spirit of distrust on both sides. He of the safety has been tried, and, in the eyes of his former comrade, found wanting. Exactly what it is that he has been found wanting in would be hard, perhaps, to define, but wanting in something he most certainly has been found.

The rider of the ordinary still feels a kindly interest in his welfare, and would gladly welcome him back into the fold of loyalty, and place his name where it formerly belonged on the scroll of honor, if he would but acknowledge his delinquencies and make a conscientious effort to reform—in short, if he would cast off his new and flippant love and take on again with the old. Even as it is, his old comrade stands ready to give him genuine sympathy, in his fallen estate, and in a spirit of brotherly love feels it to be in the line of his duty to cheer him up and sustain him; but he can no longer be expected to treat him in all respects as an equal, nor to acknowledge him as a person to be wholly depended on.

Nor can the rider of the safety himself escape altogether from the condemnation of his own heart. The new rider who—entrapped, perhaps, by the arts and wiles of some dealer, whose sordid soul sees in the transaction nothing but a question of profit and loss—rides a safety to begin with, and afterward changes to an ordinary, hears a voice within, which though still is not exactly small, congratulating him upon having made a creditable move. But the

cyclist whose experience has been the reverse of this has tasted the bitterness of a reproving conscience for his misdeeds.

Not only does the unhappy rider of the safety suffer the prickings of his own conscience, but the pangs of remorse sweep through him daily, from top-knot to toe. He knows that he has forever forfeited the confidence of his old chums, and he shivers along from day to day under the dreary ban of their suspicions. He feels that they regard him with furtive and darkening glances, because they no longer have any guarantee of his uprightness of purpose. To their minds he may be secretly meditating the purchase of a horse and trap, or even negotiating with some quack, or bogus medico, for a trumped-up certificate ordering him to give up cycling altogether for the benefit of his health.

Feeling all this, I say, keenly, and knowing that he deserves it, he enters his club with the air of a criminal entering a court-room, and leaves it like a dog with his tail between his legs.

If he is a thin-skinned sort of a man the strain of the situation quickly begins to tell on his constitution, and to show the effects in his face and form. He grows thin, and blue rims appear under his eyes; absent-mindedness takes possession of him, and he feels creeping over him a strange disposition to shun the society of his former intimates. If he is a wise man, capable of analyzing his own symptoms, he, at this stage, straightway recovers his old standing and his health at one bound by discarding the safety and buying an ordinary. If, on the other hand, through stubbornness, ignorance or false pride, he persists in the error of his new departure, he quickly goes from bad to worse, and from worse to more of it until he sinks to the level of buying a horse and trap, or inflicts himself on some kind, unsuspecting woman as a husband, and is heard of no more forever.

In view of all this we repeat our proposition that the growing power of the safety is something of a marvel. And the time is not far distant, from present appearances, when the rider of the ordinary will, in sheer self-defence, have to look the matter seriously in the face. From regarding the presumptions of the safety with amusement he will wake up some fine day to regard its encroachments with amazement. And from pitying and patronizing his old comrade, who has been lured into adopting its use, he will very likely find himself under the disagreeable necessity of standing on the defensive to prevent pity and patronage coming from the other direction.

Mighty forces are working toward that wretched end even now. Utility and antiquity already go hand in hand in behalf of the safety, and princes and governments have become its patrons.

* GEDICHT.

Wenn Sorge dich drückt, und Kummer dich quält,
Wenn auf dem göttlichen Erdenrund
Dir Liebeslust, Frohsinn und Durst einmal fehlt,
Dann schwing dich aufs Zweirad, und du wirst gesund.

Drehn unter dir dann dich mit Macht die Pedal',
Zeigt sicher den Weg dir dein Blick,
So bleiben Trübsinn und Erdenqual
Weit hinter dem Fahrer zurück.

Es schwellet ein jauchzend "All Heil" neu die Brust,
Und was ganz erstorben dir schien,
Kehrt wieder "Durst, Frohsinn, zum Lieben die Lust,"
Saust über die Erd' so du hin.

Drum wenn Sorg' dich drückt und Kummer dich quält,
Gesell' dich zum frühlichen Bund,
Der Kraft dir und Mut giebt, die Muskeln stählt,
Aufs Zweirad! Da wirst du gesund.

Der Radfahrer.

OTTO BÖHM.

* (We shall give a prize for the best translation of this poem.—Ed.)

The Augusta, Ga., *Chronicle* of December 9 contains three columns of illustrated preliminary puffing of the tournament recently held there. A cut of W. A. Rowe is used in connection with a biographical sketch of C. A. Bland; Woodside's well-known physiognomy is used to illustrate Homer Reid's biography, and a fair picture of Horace G. Crocker is printed with a sketch of Ralph Temple's racing history. Here are three distinct frauds perpetrated on the unsuspecting Augusta public, and the editor of the *Chronicle* now has an opportunity to rise and explain.

HERBERT SYNTER'S CAREER.

At a dinner recently tendered to the champion by the Nottingham Boulevard Cycling Club, one of the vice-presidents of the club, proposing the toast of the evening—"Our Guest"—sketched the following career of the champion:

"The toast which I have the honor to propose to you this evening is one which will meet with your entire approval, and although I feel my inability to lay before you the merits of the gentleman for whom I ask your good wishes and hearty congratulations, it is a consolation to know that the toast is one which will enlist your sympathies and meet your approval. As Synyer is no stranger among you, and although he is no stranger, still many of you may not know quite so much of his life or racing career as you could wish; therefore I will give you a brief outline of his career as a cyclist. He began to ride in 1882, and made his first public appearance at Trent Bridge at the Nottingham Club Bicycle Sports. He was entirely out of the running on that occasion. Like most men who have become famous, he had to learn the bitter lesson that it is not in mortals to command success. Soon after this Mr. Synyer suffered from a severe attack of illness, which prevented him from appearing again for some time, and although at the latter end of 1883 he met with some success—winning a first and a third—his illness had been so great, and it left him so weak, that he was not able to follow up racing, and he decided to quit the path altogether. It was only in 1885—having missed 1884 altogether—after very great persuasion from his friends, that he decided once more to try his abilities on the path. He opened the racing season at Warrington, where he ran second in a mile handicap on a 56-in. roadster machine which the day before had carried him seventy or eighty miles. From that date his career may be said to have legitimately commenced, and that career has been one long and continued success [applause] until to-day his name is known throughout the length and breadth of the land as one of the finest cyclists that ever adorned the world of wheeldom. [Applause.] At the end of 1885 he had won sixteen prizes, which included seven firsts, two seconds, five thirds, and two fourths. [Applause.] He commenced 1886 by winning the double event at Trent Bridge, and after winning several more valuable prizes, he competed in his first scratch race, and won against such men as Cripps, Terry and Ball. This year he was successful in seventeen races, winning eight firsts, seven seconds, and two thirds, mostly from that unenviable position, scratch. [Laughter and applause.] His first race in 1887 was a mile race at Coventry, where he suffered defeat at the hands of W. A. Illston; but a fortnight after he again took the double event at the Notts Forest Sports, and ran away with the Preston challenge shield, in which he dressed down such a good man as Speechly, and caused the Londoners to open their eyes and acknowledge our champion was something more than a mere curiosity. [Applause.] A week after he beat Osmond, Wood and Brewerton, at London. How he was suspended is now a matter of history, and the least said about it the better. Altogether, 1887 was a most successful year, his total prizes being twenty-seven, which included sixteen firsts, nine seconds, and two thirds, a number of them being very valuable trophies, such as the 50-guinea Preston challenge shield, the Long Eaton 50-guinea challenge cup, and the Lincoln 50-guinea challenge cup. But it was left till the season just closed to show our captain at his best. Commencing at Dublin, he won a half-mile race, ran first and second at the Notts Forest Sports, and at Coventry won the mile championship by 40 yards in Furnivall's time of 2m. 32 2-5s. [Applause.] What he would have done had he been put to it we are left to imagine. After successes at Birmingham, Accrington, Huddersfield, Halifax and Manchester, he journeyed to North Shields and won the five-mile championship of England [applause] and the two-mile championship of the North, which carried with it the Cowen cup, value twenty guineas. Following that he went to Bradford, and at Grimsby rode second in the twenty-five-mile championship of England. [A voice: "And he ought to have won it," and applause.] The Lincoln 50-guinea cup he won outright, and closed a most successful season by beating Osmond at the Oval. [Applause.] Out of thirty eight races he started in he won thirty-four prizes, which consisted of twenty-five firsts

seven seconds and two thirds. [Applause.] The number of prizes which he has won during the four years he has been racing amount to the grand total of ninety-three [applause] and what is more wonderful, perhaps, the aggregate value of these prizes amounts to £620. [Applause.] It will be seen that Mr. Synyer did not reach this position by one bold stroke, neither did he wake up one fine morning to find himself famous. [A voice: "Didn't he?"] No; it is by steady perseverance and good old English pluck that he has succeeded in establishing himself, and proving himself by his successes one of the finest athletes that ever graced the athletic world of England." [Loud applause.]—*The Cyclist*.

FIXTURES.

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. 19, 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.

Jan. 25, 1889.—Albany Wheelmen's indoor tournament.

RACING AT ST. AUGUSTINE, FLA.

A race meet was held at St. Augustine, Fla., on November 29. The course was on the asphalted streets of the city, the finish being a black line painted across the asphalt. A large crowd witnessed the contests, of which the following is a summary:

Five-mile Road Race—Davies, 17m. 4¼s., according to E. G. Capo, one of the timers, and 16m. 52¾s., according to the other clockist, Mr. Eichbaum. Proudfoot and Howatt took headers and Knowlton withdrew.

Half-mile Race, Side Saddle—Davies, first; Proudfoot withdrew.

Slow Race, 100 Yards—Knowlton, last; Snow, 0; Howatt, 0; Spittler, 0; Brinkerhoof, 0.

One-mile Race—Knowlton, 3m. 2s.; Davies, second; Howatt, Spittler and Brinkerhoof took headers over each other, the fall being caused by a dog.

COLUMBIA CALENDARS FREE.

Mr. Elliott Mason has notified the secretaries of the local clubs that club members, on application at 12 Warren Street, New York, will receive Columbia calendars. The calendar for 1889 is a thing of beauty, a date teller and a memorandum pad for a year.

Messrs. A. G. Spalding & Bros. are doing a great holiday trade, principally in boys' wheels of the Victor, Singer and Western Toy Co. makes.

The Buffalo Ramblers held their fourth assembly December 6. The order of dance is a uniquely artistic affair from a cycling standpoint.

The pool fiends of the New York Club were present in force at the club house on Wednesday evening, when the handicap pool tournament was started.

An open handicap pool tournament was commenced at the New York Bicycle Club house on Wednesday, December 19. H. E. Lansing has been selected as official handicapper.

Bicycles and tricycles, we learn, will soon become as plentiful as cabs in the streets of Paris. No newspaper office but has several of these machines for the delivery of despatches, being quicker than the telegraph or the kiosk and shop distribution of journals. The dairymen are now adopting this light van mode of serving clients. One floriculturist has a Noah's Ark arrangement, under which his wheelboys sell bouquets of violets, pinks, and roses—the dominant political flowers. Bill collectors have their bicycles. Till lately one of these machines at rest was frequently stolen; for the future this will be impossible, as each machine has its registered number, corresponding to another in a sort of "stud book," and on the fly-sheet license is the history of the machine as to ownership all set forth on the document. Any exchange or sale without this paper is impossible; thieves cannot dispose of their loot. It is a variety of the Torrens' Land Act. A company is in course of formation to establish "stations" for bicycles in and around the city. A subscriber, on satisfying the company as to his respectability, will receive a book of coupons, each coupon to represent the hiring, at any of the depots, for an hour, and to be a receipt for half a franc.—*Exchange*.

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 Spring orders without delay, our ORDINARY and 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.

On all WARWICK PERFECTIONS the handles are placed at the proper angle to the body and give the best grip.

At all points where there is any strain, the metal is thickest, so that fractures are reduced to a minimum.

Our SPRING FORK absorbs vibration and takes up the strain off the wheel. We are making wheels with plain forks for those who wish them.

The HANDLE-BARS are thickened just at the head to prevent breaking and bending. They are quickly detachable.

The BRAKE is a DIRECT ACTION plunger, the brake lever being curved directly under the handle, which is more effective and much prettier than the old style.

The HEAD is covered by a neat dust-cap, preventing dust and dirt from getting into the steering centres.

The RIM is an improvement on the former Warwick Hollow Rim, a rim that is in great favor with many manufacturers of first-class wheels.

There is only ONE set of SPOKE HOLES bored in the rim, thus making it very strong, and making it unnecessary to remove the tire when inserting new spokes



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

The TIRES are made egg shape, giving a longer line to absorb vibration. They slightly project over the rims to prevent wear and tear.

The CORE on the centre absolutely prevents stretching and keeps the tire on the rim; it is not necessary to use cement, so tightly does it fit.

The BEARINGS are absolutely dust proof and are adjusted vertically. The bearings have a dust-proof cap, and the wheel may be ridden 10,000 miles without being re-oiled.

The SADDLE is suspended on springs and has a rubber buffer to absorb vibration. It has a side rocking motion which will be highly endorsed by all riders. The leather is non-stretchable. The leather tool bag is underneath the saddle. The saddle may be instantly slipped from the backbone.

The enamel is of fine lustre and never cracks.

The SAFETY is arranged on lines so that either a lady or gentleman may ride it.

It has all the features of the Ordinary, and will give an easy seat and reduce vibration to a minimum.

By means of a simple mechanical device all sensitiveness is avoided.

It will pay you to examine our wheels.

Send for Catalogue.

WARWICK CYCLE MANUFACTURING CO.,
SPRINGFIELD, MASS.

A MACHINE FOR POLICE SERVICE.

At the last meeting of the Society of Cyclists, the President (Dr. B. W. Richardson) exhibited a tricycle from the works of the Surrey Machinists' Company adapted, on his suggestion, to the police service. The usual tandem form had been adhered to, arranged to be worked by either one or two officers, according to requirement. The machine was strongly built and the tires were of inch rubber, so as to run smoothly and quietly. The lamps were of the bull's-eye kind, and easily removable. The tricycle was furnished with a box, which could be used for various purposes—as a dispatch-box or for carrying anything that had been lost, etc., to or from a station. By the side of the machine was fixed a light ambulance, which could be unlimbered rapidly by a single officer, and could be placed on the top of the seats of the machine, so as to carry a wounded or disabled person, the machine being pushed easily along by the hand—a plan Dr. Richardson thought that would be most practical for ambulance work, because it placed the work at the command of one man, and secured rapid movement with less jolting than if the machine were propelled by the pedals. This ambulance might also be used by the army. In conclusion, Dr. Richardson said that to make the machine complete for police service he was about to add to it a lethal apparatus, which would enable a policeman to put an animal, fatally wounded in the streets, painlessly out of its sufferings, and to carry away the body of a small animal for interment or cremation after its death by euthanasia. All honor is due to Dr. Richardson for his exertion in the cause of humanity.

Mr. George T. Warwick, President of the Warwick Cycle Manufacturing Company, paid a flying visit to Gotham on Monday, and was a spectator at the Twelfth Regiment games. Mr. Warwick reported that his plant had been largely increased, and that the work on the ordinaries and safeties was being pushed forward with rapidity. Agents were being appointed, and all arrangements were being perfected to place the wheel before the public on a scale fully as extensive as that of any of the present leading firms. Mr. Warwick expressed himself as surprised at the number of applications for agencies, most of them from among the better established agents. The firm has under way a catalogue which will be ready for distribution within a very few days.

The New York's club house is open to ladies who may desire to inspect it on Wednesdays, from 10 A. M. to 2 P. M.

Look out for our illustration and description of the Springfield Bicycle Company's new "Volant" safety in our next issue.

The Springfield Bicycle Manufacturing Company announce that after January 15 they will handle their New England business from their Boston store, 178 Columbus Avenue. Agents are requested to note this.

Messrs. Findlay and Nisbett, New York Bicycle Club, will ride a tandem on the path next year.

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.

CHAS. SCHWALBACH,

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.

100-MILE

LADIES' BICYCLE RACE

FOR THE CHAMPIONSHIP OF AMERICA,

AT

PALACE RINK, Clermont Ave., near Myrtle Ave., Brooklyn.

CHRISTMAS, DECEMBER 25, AT 2 P. M.

DON'T FAIL

—TO SEE THIS RACE—

LOTTIE STANLEY, winner of the last Six-day Race at Pittsburg and present Six-day Champion, HELEN BALDWIN, LULU HART, MAY ALLAN and JESSIE WOODS have already entered.

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 of the proper stuff, properly put together, strong, light running and thoroughly reliable in every respect. A VICTOR will give you better service than any other wheel.

OVERMAN WHEEL CO., Makers,

CATALOGUE FREE.

BOSTON, MASS.

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.

Delighted Audiences.

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

Thomas Stevens'

New Illustrated (Stereopticon) Lecture,

"Around the World on a Bicycle,"

Is an Instantaneous Success.

Particulars—**T. STEVENS,**

22 Irving Place, New York.



EXCELSIOR FLANGE and SKATE COMBINATION FOR ALL CYCLES.

Patented October 2, 1888.

SUPERIOR TO TOBOGGAN, ROLLER OR ICE SKATING.

GREAT SPEED AND PERFECT SAFETY

ON THE

ROAD AND ICE.

OHIO CYCLE SUPPLY CO.,

New Knoxville, Ohio.

GILLOTT'S STEEL PENS

ARE THE MOST
PERFECT.

OFFICIAL TAILORS AND OUTFITTERS

Ilderan Bi-Club.
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Long Island Wheelmen.
Hudson County Wheelmen.
Harlem Wheelmen.

DEVLIN & CO.,

New Jersey Wheelmen
Roselle Ramblers.
Huntington Bi-Club.
Ilderan Bi-Club of Bergen Point.
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NEW YORK,

MANUFACTURERS OF

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

WE WISH TO CALL ATTENTION TO OUR

NEW LINE OF

NOVELTIES,

Which We are Now Introducing.

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

Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

Manufacturing and Importing Jewelers,

1½ Maiden Lane, N. Y.



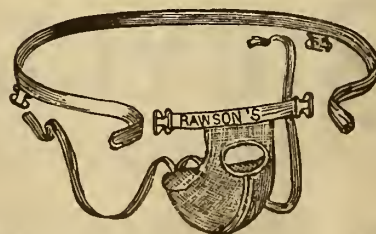
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Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, \$3.50
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, 8.00



No. 1388.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, \$5.50
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, 9.50
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-ADJUSTING SUSPENSORY BANDAGE. They are a safeguard from Accident or injury.

N. B.—"We fill special orders without extra charge."

Send for Circular and Lecture on Nervous Tension. (Mailed free.)

S. E. G. RAWSON,

SOLE PROPRIETOR AND MANUFACTURER, Saratoga Springs, N. Y.

Mention this advertisement when you order

AGENTS WANTED.

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

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

THE QUADRANT TRICYCLE CO.,

Sheepcote Street,

BIRMINGHAM, ENGLAND.

Raisbeck Electrotype Company,

Nos. 24 & 26 VANDEWATER STREET,
Between Frankfort and Pearl Streets, fourth Building above
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Telephone, Nassau 245. NEW YORK.

Stereotyping at short notice. Binder's Stamps and Em-
bossing Plates in extra hard metal. Nickel and Steel
Facing. Plates mounted on wood or metal.



RUBBER
Tennis Soling,
WHITE, BLACK,
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tern for

TENNIS SHOES.

NEW YORK BELTING & PACKING CO.

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Apparatus and Supplies,
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Sole proprietors of the
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tive, Schmid Detective,
Fairy, Novel, and Bi-
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agents for the Celebrated
Dallmeyer Lenses.
Amateur Outfits in
great variety from \$9.00 up-
ward. Send for Catalogue or
call and examine.

More than Forty Years
Established in this line
of business.

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
the Pain to instantly stop.

For Congestions, Inflammations, Rheumatism,
Neuralgia, Lumbago, Sciatica, Pains in the
Small of the Back, etc., more extended, longer
continued and repeated applications are neces-
sary to effect a cure.

50 cents per bottle.

Sold by Druggists.

ASK FOR THE

WENCK

PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.

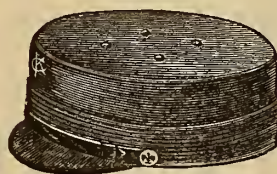


RUBBER HANDLES.

PEDAL RUBBERS, ETC.



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Sporting Goods,

LOWEST PRICES

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GYMNASIUM OUTFITS.

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
send for price list.

W. H. ROBERTSON,

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We are giving special attention to instructing Ladies to
ride the Ladies' Bicycle. Private lessons given any time.

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

OUR SUNDRIES

have a world-wide reputation, and we can supply all your
wants for Fall and Winter riding, Jerseys, Hats, Caps, Gloves,
Shoes, etc. Lubricating and Lighting Oils, and everything
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HOWARD A. SMITH & CO.,

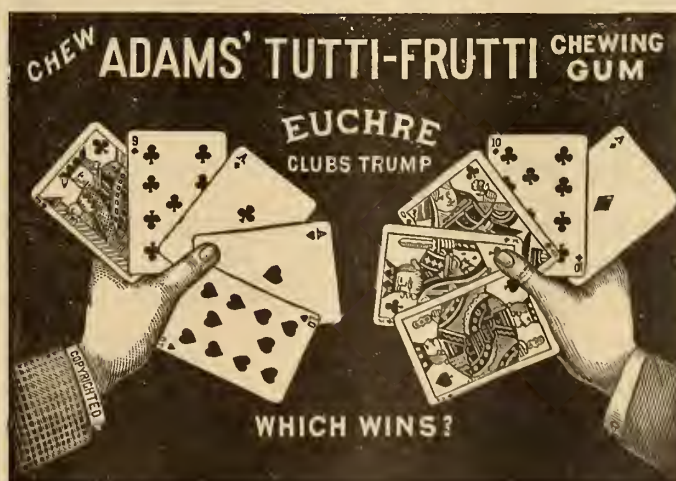
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Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES

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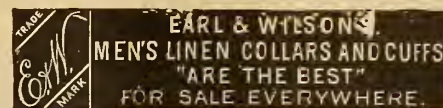
ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



MINER'S PEOPLE'S THEATRE, NEW YORK.

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Week Commencing December 24.

FASHIONABLE CLOTHING.

Reasonable Prices.

ABRAHAM & GRUNAUER,

Custom Tailors,

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