

The Wheel

P.O. Box 444. N.Y. CYCLING TRADE REVIEW. 23 PAIS ROW. N.Y.

Vol. II.—No 18.]

NEW YORK, DECEMBER 28, 1888.

[WHOLE NUMBER, 44.]

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:

1 MILE FROM STANDING START IN 3 MINUTES 34½ SECONDS.	} Best on Record.
1 MILE FROM FLYING START IN 3 MINUTES 21 SECONDS.	
14 MILES FROM STANDING START IN 60 MINUTES 7 SECONDS.	

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.

CYCLOMETERS. CYCLOMETERS. CYCLOMETERS.

The STANDARD, the BROOKS IDEAL and the EXCELSIOR. Record your mileage for the coming year, and recollect we are headquarters for these very useful instruments. A few old style EXCELSIORS remain. We are closing them out at the bargain price of

\$5.00.

The Best Christmas Gift is a Cycle, and for Boys and Girls the Celebrated and Reliable IDEAL Bicycles and Tricycles are the proper caper.

If you will send for our catalogue it will convince you that we are the largest American Manufacturers of Cycles and Sundries.

GORMULLY & JEFFERY MANUFACTURING CO.,

CHICAGO, ILL.

NOTICE.

After January 15th, '89, the SPRINGFIELD BICYCLE MANUFACTURING COMPANY will represent the **SPRINGFIELD ROADSTER** in New England from their office at **178 Columbus Avenue**. Agents will please make memorandum of this. We also respectfully solicit their patronage.

We feel confident that with our new line of Wheels for '89 we will be able to place them in the front rank of Bicycle Agents. Cut of **VOLANT SAFETY** will appear next issue.

SPRINGFIELD BICYCLE MFG. CO.,
178 Columbus Ave.,
BOSTON, MASS.

THE COVENTRY MACHINISTS' CO., Ltd.,

NOVEMBER 5, 1888.

BOSTON, MASS.:

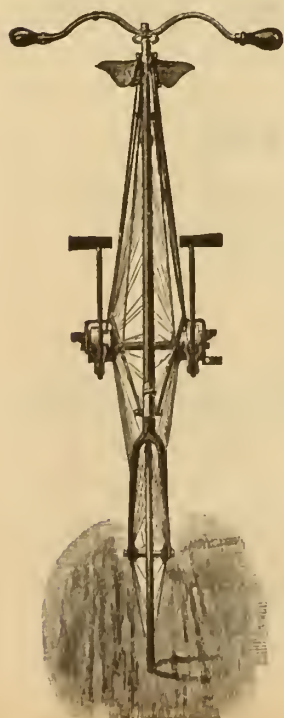
Gentlemen—As the year is drawing to a close, perhaps you would be interested in knowing how the "Swift" has fared in this section, as compared with other Safeties. To be brief: There are more "Swifts" in use here than any other make of Safety. We have not taken a single Ordinary, or any other kind of machine, in exchange, as part payment, for a "Swift" during the season. Not a single "Swift," after leaving our hands, have, to our knowledge, been exchanged for other makes of Safety or sold to a third party. There is not a second-hand "Swift" for sale or exchange. And finally, from present indications, there will be more "Swifts" sold here during the coming season than any two other makes of Safeties.

Yours, very truly,

(SIGNED) DEVANY HOPKINS & CO.

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Perfectly Safe. No "Headers." Speedy.

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FOR SALE.—55-inch Royal Mail Light Roadster; new rims, tires and Kirkpatrick saddle; all balls, ball head, cow-horn bar, spade handles, etc. For information address B. C. Patchin, Wayland, N. Y.

BARGAINS.—48-inch Am. Star, \$20; 51-inch Am. Star, \$20; 39-inch New Rival, "new," \$20; 52-inch Columbia, \$40; No. 1 Springfield Roadster, \$55; No. 2 Springfield Roadster, balls, nickeled, \$80; 54-inch Expert Columbia, balls, full nickeled, \$80; 48-inch Special Star, balls, \$75; 51-inch Special Star, balls, full nickeled, \$75; New Rapid Safety, balls, nearly new, \$115. Full description on application. Address H. M. White, Trenton, N. J.

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ENGRAVED CYCLING CALENDAR FOR 1889.

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

SPECIAL STAR.

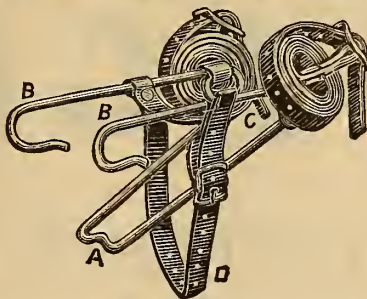
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Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant, café and ice-cream parlor on Main Street is a favorite resort with wheelmen in the Oranges. Dinner is served in the café,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

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(Patent applied for.)

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

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All Ball Bearings,
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Near Duane.

THE GREAT LONDON SHOE MAN.

My SPECIALTY FOR THE SUMMER IS THE

KANGAROO SHOES,

The Most Durable and Comfortable Shoe Made.

Call and see them and a fine line of BICYCLE SHOES

WON • AGAIN!!

THE CITIZEN'S CUP,

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

New Rapid Light Roadster

On which he last year over the same course made

WORLD'S ROAD RECORD.

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

NEW RAPID.

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

SEND FOR CATALOGUE.

THE CLARK CYCLE COMPANY,

Baltimore, Md.

THE WHEEL

—AND—

CYCLING TRADE REVIEW.

Published every Friday morning.

Entered at the Post Office at second class rates

Subscription Price, - - - \$1.00 a year.
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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

This is the last time we shall greet our readers this year, and it is our duty and pleasure to express a sentiment proper to the occasion. The *début* of a New Year, a frisky, frolicsome kid, of whom we expect much, is always an epoch. The passage of time is never more keenly felt than when the horns and bells toot, as the poor old fellow, the time-scarred veteran, big with comedy and tragedy—mostly the latter—shuffles off, and the newly arrived cherub springs into the arena while the wheels of time once more revolve.

The passage of a birthday is as naught. The workaday world has no time to note that we are a year nearer the goal. But at the coming of a New Year, civilization pauses to observe the phenomenon and moralize.

It is well that the New Year is an epoch, an event; well that, like love, life and death, it is always interesting. It is a kind of reckoning day, when we can turn the eye of conscience inward and know ourselves. We view the wreck, but not with sorrow, for the year is gone, and all that was of it and in it is but a shadow, a reminiscence. It is not ours, but an atom of eternity. But the New Year belongs to us. We can do with it what we may. We will shake and give old Dick Hyde, with all his faults, his irregularities, his inequalities, imperfections and angularities—poor old unprincipled, wasteful Dick—we will give him farewell and push him back into the shadows. Then, with a smile of hope and determination, we turn to greet Henry Jekyll, who is all that is best and truest in us, and whom we should cultivate during the New Year.

After an amusing and covert sneer at our recent attempts at president-making, the editor of the *Bicycling World*, doubtless fresh from a long talk with the Chief Consul of New York State, who is generally presumed to have an almost prophetic knowledge of how the feline will jump next February, himself tries his hand. We learn that the departure of Mr. Hayes makes it impossible to even consider him as a candidate. We all knew this three weeks since. The friends of Chief Consul Jessup are strong in the

field, we are told. Certainly, but all this was told us four weeks ago. Again, we are informed that John C. Gulick, of New York, is spoken of in connection with the high office. That also we knew six months ago. From the West—Fifty-eighth Street West, we are inclined to think—we hear whispered the name of J. R. Dunn. Again we ring the bell, and we give it a final tap when we read that the name of C. S. Luscomb has been mentioned as a possible candidate—mentioned in this paper, our e. c. might have added, some seven weeks ago. With the aid of a sieve we can discover no live coal among these old cinders which our e. c. editor has been poking up; dust, nothing but dust.

THE WORLD'S HALF-MILE RECORD BEATEN.

ONE-HALF MILE IN 1M. 9.4-5S. ON A "TRIPLET."

On Tuesday morning, December 11, Phillips "Triplet" cycle, with S. G. Whittaker, E. Ox-borrow and J. Lee up, essayed to beat the half-mile record. A start was made along the Meriden Road. Mr. S. Golder, *Bicycling News*, having measured out the distance, started the riders, and in spite of a strongish headwind and rough, half-frozen rutty roads, the riders succeeded in riding the distance in the marvelous time of 1m. 9.4-5s., four seconds faster than the same distance has ever been ridden either on road or path. The times were taken by Messrs. S. Golder, S. G. Wootton and F. W. Allard. Phillips' "Triplet" cycle has now clearly established itself the fastest machine in the world. If such times can be accomplished over winter roads it is hard to say what can be done with favorable surroundings. We think 1889 will see a half-mile ridden under one minute and one mile in two minutes. Messrs. Rudge & Co. have, we feel sure, in the "Triplet" the speediest cycle yet made.—*Bicycling News*.

NEW YORK vs. HARLEM WHEELMEN.

A friendly bowling match was played on Friday evening last at the New York's alleys, Fifty-second Street and Sixth Avenue, between the New York Club and the Harlem Wheelmen. The New York Club won by 72 pins, the score being as follows:

NEW YORK CLUB	HARLEM WHEELMEN.
Nisbett..... 176	Parker, Capt..... 164
Engel..... 132	Lassell..... 152
de Goucouria..... 103	Clark..... 135
Fairchild..... 133	Fraser..... 146
Moses..... 130	Shaffer..... 132
Cambreling..... 122	Lord..... 136
Daniels..... 119	Edwards..... 124
Paynter..... 148	Healy..... 133
Blake, Capt..... 149	Ridabock..... 118
Stott..... 141	Pearce..... 131
Total..... 1443	Total..... 1371
Strikes..... 26	Strikes..... 15
Spares..... 31	Spares..... 36

LADY BICYCLE RIDERS IN BROOKLYN.

Several of the girls who competed in the Pittsburg race started in a 100-mile race at the Palace Rink, Brooklyn, on Christmas Day. Their names were Lottie Stanley, who won the Pittsburg race, Aggie Harvey, Jessie Wood, Helen Baldwin and Lulu Hart. The contestants were neatly dressed and their appearance was commendable.

The start was made at 2:35 p. m. Lottie Stanley at once took the lead, riding the first mile in 3m. 56s., and the ten miles in 30m. 20s. At four o'clock she still held the lead with seventeen miles to her credit, Helen Baldwin riding second, Lulu Hart third.

At seven o'clock Helen Baldwin and Lulu Hart dropped out of the race with respective scores of forty-two and forty-eight miles.

At 10:10 p. m. the race was declared finished, the scores at that time being: Lottie Stanley, eighty-seven miles; Jessie Wood, seventy-seven miles; Aggie Harvey, sixty-three miles.

SOUTH END WHEELMEN'S CELEBRATION.

The event of the week was the celebration, on Tuesday, 13th, by the South End Wheelmen of their second anniversary. They also took formal possession of their new club house, 1726 South Broad Street, a three-story brown-stone building, with a mansard roof. The building certainly presented a handsome appearance. From the roof floated the American flag and the blue and white streamer, the colors of the club. On the roof blazed, in different-colored jets, the letters "S. E. W." The rest of the building was a mass of bunting and Japanese lanterns. The inside was similarly decorated.

Preceding the formal opening of the house, a number of wheelmen, headed by the Mutual Band, made a short parade, along the route of which they burned red and green fire, and discharged Roman candles, skyrocket, etc. On their arrival at the club they were received by their fellow-members, from the roof, with fireworks and the club wall, the former of which reminded me much of the many courtesies extended during the late campaign by one political club to their friends, the enemy, the whole making quite a weird and picturesque scene.

This club was organized December 4, 1886, with but six members, W. W. Roberts, Geo. Caryl, John J. Bradley, G. E. Geistweit, Sam'l Jackson, Jr. (President), and J. R. Lincoln Edwards (Secretary); and, quoting a cycling paper of that time, "was looked upon by members of the then existing clubs as an adventure that would shortly prove a failure." The exception proved to be the case, however, and they now have a membership of sixty-eight, which reflects credit on the perseverance and energy on the part of the organizers, when the difficult access to the Park and general good riding is taken into consideration. It has among its members several of the best-known wheelmen of the city. Louis J. Kolb, the well-known ex-champion, John J. Bradley and J. A. Green are well-known racing men. J. R. Lincoln Edwards leads all Philadelphia riders in the matter of mileage. Since February 19, this year, he has covered 6,474 miles, and was presented on Tuesday evening with the long-distance championship medal of the club. Mileage medals were also awarded J. A. Draper, 3,415; C. A. Dimon, 2,071; Dr. M. N. Keiser, Jr., 1,971; J. J. Bradley, 1,810; F. E. Bechtold, 1,671, and Geo. Caryl, 1,040. Medals were also awarded E. G. Kolb, 10-mile championship, and J. J. Bradley, 1-mile championship of the club.

During the evening the band rendered many fine selections. While this was going on the guests and members were amusing themselves as their inclinations dictated. The pool, billiard and card tables were crowded, as was the gymnasium. The supper was the feature of the night, and the many visiting wheelmen from the several clubs will have cause to remember for many a long day the royalty with which they were treated by the South End boys. Contrary to the usual order of exercises the "grand march" was indulged in after the supper, and a grand march it was. Jollity prevailed, and the songs that were sung and the vim and glee that were put into them by the boys, "as they went marching on," was a pleasant reminder of old college days, which we all look upon with joy and reverence. There was also a farcical club meeting which was extremely ludicrous; and with a "Rah! Rah! Rah! South End Wheelmen, Rah!" all was over.

Wednesday evening was devoted to the reception of their lady friends, which, although conducted under circumstances of a vastly different character, was equally as enjoyable. The programme was of piano, violin and zither solos, singing and dancing. The "wing" danced by Harry C. Pratt and Clifford M. Bouguy, was one of the events of the evening.

The anniversary was a "red letter day" in Philadelphia, and the South End Wheelmen arose equal to the occasion and did themselves proud. My congratulations and wishes for many such evenings, boys, and a long and successful life.

WESFIELD

The *Irish Athletic and Cycling News* refers to THE WHEEL as "that reliable and most trustworthy organ in American cycling circles." Thanks, awfully, by Jingo.

*GEDICHT.

Wenn Sorge dich drückt, und Kummer dich quäl't,
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 sich 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,
Keht wieder "Durst, Frohsinn, zum Lieben die Lust,"
Saust über die Erd' so du hin.

Drum wena Sorg' dich drückt und Kummer dich quäl't,
Gesell' dich zum fröhlichen Bund,
Der Kraft dir und Mut giebt, die Muskeln stählt,
Aufs Zweirad! Da wirst du gesund.

OTTO BÖHM.

Der Radfahrer.

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

THE TRANSLATION.

When sorrow oppresses, and troubles assail,
When glories of earth fade away from the soul,
And pleasures of love, hope, desire, shall all fail,
Spring on to thy bicycle, then thou art whole.

Let thy pedals revolve with strong flying feet,
Make certain thy path by the quick-darting glance;
Thus, sadness shall pass with the motion so fleet;
Each day bring the pleasures that life can enhance.

Thy bosom revives with a sense of new life,
And what seemed as dead springs again to full power;
Love, hope and desire rise in pleasurable strife;
The spirit grows strong in the joy of each hour.

Then if grief oppress thee, and sorrows assail,
Join thyself to the joyous, swift-moving throng;
Strength, courage, strong muscles, it will thee avail,
And the pleasures of life will to thee belong.

5,678.

ANOTHER TRANSLATION.

When black care and grim sorrow your footsteps are track-
ing,
And to you not one spot on the earth appears bright,
Ambition, good humor, affection are lacking,
Just jump on your wheel and you'll soon be all right.

A strong push to the pedals, your good wheel is turning,
And a sandpapered road appears on your sight;
On you go, care and trouble you're valiantly spurning,
They can't hold the pace which you're setting to-night.

To your lips now a glad some hurrah is arising,
Old "Ennui" has vanished—the pestilent bore;
Instead, there have come in a manner surprising,
Ambition, good nature and love—friends of yore.

So when black care and sorrow your footsteps are tracking,
Just go with the boys for a ride some fine night,
Good humor and strength won't be very long lacking—
Just jump on your wheel, you will soon be all right.

JOHN REGINALD BLAKE.

FOR THE FRANKLIN HOUSE ON NEW YEAR'S MORNING.

The condition to be observed by all who would try for the bottle of wine to the first man who arrives at this hotel on New Year's morning is as follows: No rider must be above 110th Street before 12 midnight of December 31st.

As several parties have announced their intention to start, it has been suggested that all parties meet at 110th Street and Sixth Avenue, and make a start at the road house at that point.

A NEW MANUFACTURING CONCERN.

The Indiana Bicycle Mfg. Co. announce that they are manufacturing the following wheels for the season of 1889: Boys' rear-driving safety; rear-driver for men, selling at \$70 to \$75; also a high-grade rear-driver.

SEEING OUT THE OLD YEAR.

CITIZENS' BICYCLE CLUB.

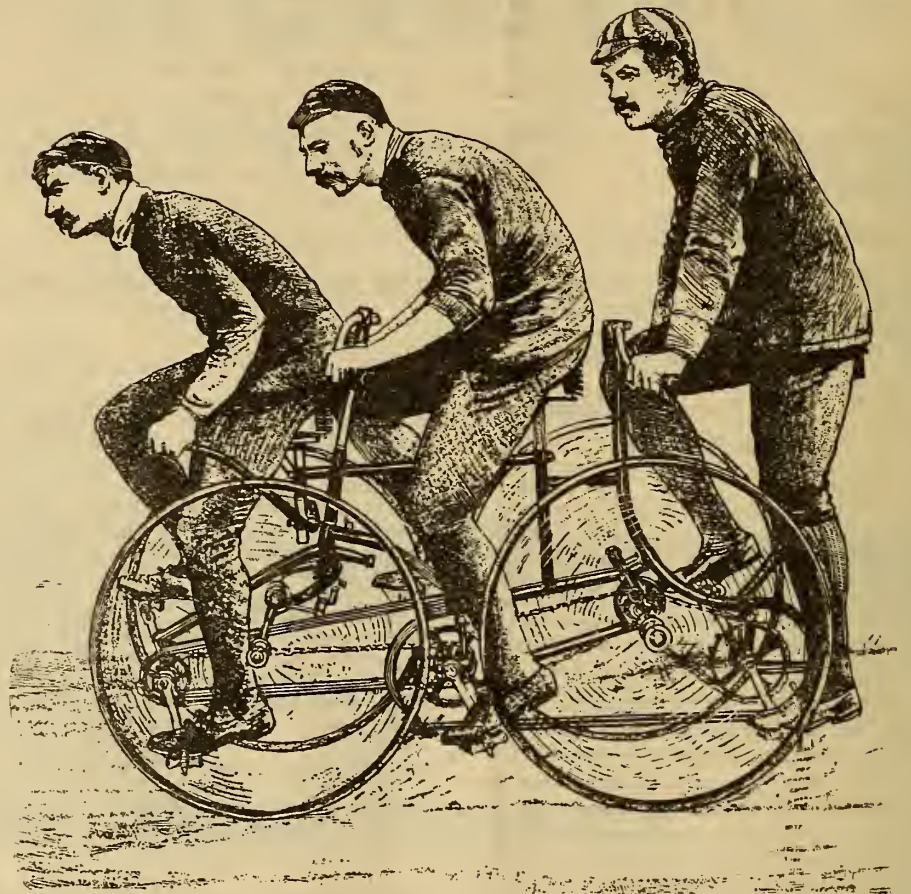
In accordance with time honored custom, the "Citizens" will see the old year out and usher the new year in, at the club house on the night of the 31st inst. The festivity will take the form of a "smoker," and will begin about nine o'clock.

Refreshments will be served, and our fellow-members, Mr. Jim Burdett, the humorist; Mr. Springmeyer, the baritone; the Perry Brothers, who do the bell ringing, and other musical acts; Mr. Denton, banjoist; Mr. Webber, pianist; and others, will assist in keeping the boys awake and making the evening harmonious.

GEORGE T. WILSON, Secretary.

THE "TRIPLET."

WHITTAKER, OXBORROW AND LEE UP.



AN IMPROVED ATTACHMENT FOR BICYCLES.

A simple and cheap attachment for bicycles or tricycles, whereby they may be run upon ice or snowy ground, is illustrated herewith, and has been patented by Mr. Herman H. Holtkamp, of New Knoxville, Ohio. A runner or shoe is arranged for connection with the small wheel of the vehicle, the shoe being attached by means of a clip on an adjustable bracket, whereby the runner may be used in connection with wheels of different diameters. To the large wheel are secured as many attachments as may be necessary, each of which consists of a cylindrical metallic plate, lined with leather or other slightly yielding material, and having flanges which extend outward from the side of the cylindrical section.



This section is arranged so that it may be passed over the rubber tire and the felly of the large wheel, and on its inside are two projections extending toward the hub of the wheel, adapted to receive a clamping bolt, by which the attachment is clamped to the wheel. The two outward bottom flanges of this cylindrical section are placed at either side of the centre of the tire, in order to allow for the regular operation of the ordinary form of bicycle brake, the small wheel being lashed to the backbone of the bicycle. With this attachment the vehicle may be freely used on ice, or heavily packed or frozen snow, while the attachment may be connected to or removed from the bicycle in a very short time. The whole combination, made of steel, may be sharpened for special tests on very smooth ice.

READING.

Sunday, 16th, was a model day for all other Sundays to follow. Clear with a warm gentle air; roads rivaling the best macadam or telford, a perfect day for wheeling. From what I could gather in regard to the run to Adamstown, the affair was a most enjoyable one; roads perfect, pace easy, and long coasts more than delightful. On the return trip a stop was made at the Five Mile House for dinner, and from the talk the dinner must have been one of the kind you strike about once in a life time. And it was washed down with genuine Reading Bi. Club wine, kept by the proprietor and labled "for the club only." Then the run home, being a continual down grade for five miles, was a happy ending to the day's run.

Two members of the Pottstown Cycle Club paid us a visit on Sunday last. They say riding is done with for them in their own vicinity, as the pikes are very bad there. They think our roads are perfect, and in fact they are nearly so.

The long-lost game of "all fours" is again the thing at the rooms of the club, while "Hog Pool," as French Pool is called here, seems to be the favorite game in the billiard room.

As far as I can learn the new quarters of the club will consist of a gymnasium, pool room, reading and smoking room, card room, parlor and lavatory.

Dundore and "Blud" will shortly inhabit their new stock farm at Tuckerton. "Blud" will invest his famous Bull Pointer and setter stock, and Dundore the Brindle Bull breed; ice, it is reported, will also be furnished cheap. By the way, I see Wilhelm around with one of "Blud's" Bull Pointers and a storm coat from "Jakey's" stock.

I almost forgot Jake, the only Jake. He wears a new coat every night, and next day the coat goes back in stock, and Jake swears it's brand new, "all wool but the buttons," and 'fits like de baber on de wall.' Lucky Jake! Wilhelm knows who his best friend is. They even use each other's machines. Jake furnishes all the clothing W. needs, and Wilhelm repairs Jake's oil can in return, and it seems to be "love me forever" with them.

The new Fair Ground Hotel has at last been leased to B. F. Fleishman, the popular landlord of the Five Mile House, a man way up in hotel business and very favorable to bicycle riders. An application has already been sent to the State officials asking for the Division meet.

We are at last positive of getting a track, and a good one, too.

There is a great deal of speculation as to who "Vortex" is, and the boys can hardly wait for the paper to arrive. It is very amusing to sit in the room among twenty to thirty members, and hear the remarks and the guessing as to the author. Now, boys, let me tell you the candid truth, not one of you has guessed right so far; and what is more, I am willing to make a stand-in offer of a box of cigars to any one who will discover who the writer is. You want to stop guessing and send in your subscriptions to the paper.

I noticed "Blud" going up Penn Square this evening, smiling all over and in his glory. He wore a silk tile, the result of an election bet.

Among the visitors to the rooms this evening I noticed Philippi, of the U. S. Mint at Philadelphia, brother to Kilmer, the champion boy bicyclist, and reported backer of Wilhelm. He will spend his holiday vacation at home with his friends.

Wilhelm has added a new branch to his bicycle business, that of sharpening skates.

If "Ariel," of the *Bulletin*, will have a little patience, I think the Wilmington Club will hear from the Reading Club early next season, in regard to another road race. If he thinks there is no team in the country that is not afraid to run with the Wilmington team, he is greatly mistaken.

We also have two men here that are anxious to have a tandem race with John A. Wells and Matt. Let's hear from you, Mr. Wells.

DECEMBER 22, 1888.

VORTEX.

FENTON'S FANCIES.

It may be that it's only a coincidence, but it seems to me an extraordinary number of bicyclists take to literature as a "pot-boiler," when the halcyon days of scorching and working round the track comes to an end. I won't mention any names, lest my letter should rather more resemble the Book of Deuteronomy than an epistle to the wheelmen; but I feel obliged to tell you that a former member and president of one of the Brooklyn clubs has gone into literary work of the most ambitious description. Like many another knight of the quill, he aspires to the exalted position of a librettist. When I say exalted, I mean the word in a literary sense; for as a well-known paragrapher once said to me, "The man who can write a good libretto is capable of taking up any subject from metaphysics to farm drainage." Men who are good judges tell me that the gentleman's work is first rate and bound to make a hit when the public are given a chance to hear it. When that chance comes my hat shall be tossed into the air and my palms blistered by the applause I shall give to "Prince Henri," which I believe is the name of the opera.

I spoke just now of farm drainage, and that reminds me of a case in which a slight application of the first principles of that interesting subject might save one of the avenues of New York from becoming impassable, not only to wheelmen but also to light road wagons. I refer to the Boulevard, and I think any New York cyclist will bear me out when I say that it is one of the worst kept streets in the city. Those petty autocrats of the metropolis, the contractors, toss their superfluous sand and gravel upon the thoroughfare, and in consequence the unlucky avenue resembles a desert during the sirocco, in dry weather, and is a veritable quagmire for days after even the slightest rain. Let up hope that the D. P. W. may some day awaken from its Van Winkleian somnolence, and attend to this matter, which grows worse with each month's delay.

Mr. W. E. Findlay, the plucky little racing man who was run into by that cycling juggernaut, Schumacher, got a broken collar-bone as his share of the accident. How lucky Schumacher is in never receiving any injury from the countless collisions that he has participated in, in the role of leading man! His nemesis is coming, however, in the shape of a two-hundred-pound novice on an eighty-pound wheel! I have spoken.

The bowling team of the New Yorks defeated the Harlem Wheelmen by a score of 1,443 to 1,371 on Friday. Remarks are now in order from the latter gentlemen. Those of last year, such as "bandbox ally, poor balls, no light, men against boys," etc., etc., are particularly applicable just now. Although the match was merely a friendly one, for practice only, the New Yorks bowled with a steadiness and accuracy which shows the good effect of their long and steady practice.

I am asked to say that a club pool tournament is now in operation at the New York's house, matches being played Monday, Wednesday and Saturday of each week, and that visitors will be welcome on those evenings.

Unless the weather is very bad on New Year's Eve, I expect that a very large crowd will start out in pursuit of the annual magnum of champagne. Here's a good chance to compare "goat" and ordinary over a more or less trying course. My idea of the winning wheel is an ordinary, but I may be wrong.

FENTON.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Is it not rather hard luck for a man to ride for a prize, win and lose it at the same time—that is, win the contest and fail to receive the medal or prize? This is the case with one of our Philadelphia men, who, on September 20 or 21, entered a hill-climbing contest on Eagle Rock Hill; medals to first and second men. Coningsby won first place, while C. L. Leisen, of the Pennsylvania Bicycle Club, won second place, but as yet has failed to receive the medal promised. Where is it?

The South End Wheelmen had a glorious time at the house warming, of which I take pleasure in mailing a full account.

By the way, the mileage of J. R. Lincoln Edwards is A 1, and surely captures the prize in our city, he having covered 6,474 miles up to December 6. There were six others completing 1,000 miles and over, as follows: J. A. Draper, 3,415; C. A. Dimon, 2,071; Dr. M. M. Keim, Jr., 1,971; J. J. Bradley, 1,810; F. E. Bechtold, 1,671; and George Caryl, 1,040.

The firm of Strong & Green, hitherto known as the agents for the Star bicycles, have moved into new quarters at Seventh and Arch Streets, and changed their firm name to the Strong & Green Cycling Company, having taken Mr. John A. Wells, editor and publisher of the *American Athlete*, into the firm. I have not had the pleasure of calling on them in their new quarters, but hope to be able to do so soon and congratulate them on their new move. I understand they will push the Swift safety, Marlborough tandems, Star wheels, Gormully & Jeffery's full lines, and the Ivel wheels, for all of which they are sole representatives in Philadelphia.

On Thursday evening, December 26, thirty-seven of the Pennsylvania Bicycle Club attended the Chestnut Street Theatre to see the New York Casino Company in "Erminie," of course the main attractions being Miss Pauline Hall and Mr. Francis Wilson. The entire party were in evening dress. A floral tribute emblematic of the club badge was presented to Miss Hall, who made every man proud of himself and his club as she gracefully acknowledged the same. A large floral valise having on one side the letters "V. de B." and on the other "Pa.," in club colors, was presented to Francis Wilson.

And still we can talk about club runs. On December 16 we were out on an all-day run with eighteen men, and better still, on December 23 with eight men from the Pennsylvania Club, portion of a run to Norristown for dinner, returning late in the afternoon. By the way, this club has a pretty good record for Sunday runs, taking days out, distance covered and number of men out, and their Captain claims none in the country can surpass it; but as I have not been able to secure the figures I cannot give them now. However, THE WHEEL will come first on the list.

WESTFIELD.

WILMINGTON, DEL.

The Wilmington Wheel Club will give a complimentary reception to its lady friends on Wednesday, January 16.

Charles W. Todd, formerly President of the Wilmington Wheel Club, and one of the pioneer cyclists of Delaware, died at Washington, D. C., on Thursday morning, in the thirty-eighth year of his age. Mr. Todd had been in the employ of the Government for the past few months.

Calvin Bertolette, of this city, who is a cadet aboard the U. S. flagship *Lancaster*, of the European squadron, writes home that he and seven of his comrades have formed a bicycle club and that they take almost daily spins on some of the fine roads around Villafranca, near Nice, France, where they are now stationed. He and several others propose to join the L. A. W.

Wilmington has not been blessed with any lady cyclists as yet, but next spring will see several of them make their debut awheel. Merrihew and McDaniel propose to get a tandem bicycle, and they have already made enough promises to teach their lady friends how to ride to keep them busy during the greater part of the summer. Victor R. Pyle also proposes to get a tandem, and several pretty misses have signified their intention of purchasing bicycles, but each one is afraid to make a start.

The local wheelmen are still engrossed in establishing new records to Middletown, twenty-four miles distant. The excitement is at fever heat, and the beautiful weather up to this date has kept the roads in splendid condition. V. R. Pyle, on December 16, rode the distance in 1h. 54m., which beat the best previous record by 1m. 55s. This record was not two hours old before McDaniel knocked it out of existence by doing the distance in 1h. 52m. 58s. The result is that McDaniel has challenged Pyle and any

other local riders to a race to Middletown, and offers to give Pyle four minutes start.

The Wilmington Wheel Club is getting out petitions to present to the County Commissioners asking them to put the road between this city and New Castle in first-rate condition by shelling it during the winter months. We have not a single sand-papered road in this vicinity, and when we desire a spin on such a road we have to go on the Lancaster Turnpike, in Philadelphia. The Quaker City is to have a new telford road to Media next spring, while the pike from Philadelphia to Chester, which is half way to this city, will also be telforded, thus affording a fine ride between the two cities.

DELAWARE.

SKETCH OF FRANK M. DAMPMAN.

In this issue we present a sketch of Frank M. Dampman, the winner of the Erie-Buffalo road race.

Dampman is a little body, 5 feet 6½ inches high, and usually weighs about 140 pounds, although he now tips the scales at 150, as he has given up training. After the Buffalo road race he had dwindled to 120 pounds. His calf measures 14 inches, and his chest 36 inches, so it can be imagined what a little fellow he is. When he dons his little L. A. W. coat, a view from the back makes him look like a boy of fifteen. He was, however, born on May 6, 1862, is a married man and has a pretty little child. He is a member of the firm of McConnell and Dampman, hardware merchants at Honeybrook, a little village about half-way between Wilmington, Del., and Reading, Pa. He does not expect to race next season, unless probably in a team race against the Reading Bicycle Club, as his business requires his attention more closely. He is a modest fellow, who does not boast of his achievements. He thinks that the country has plenty of riders to equal or even surpass him in a 100-mile road race, but observant readers must admit that they are not so plentiful. The cream of the amateur long distance riders of the country competed in the Buffalo road race, under difficulties sufficient to scare off all but the most hardy, and Dampman won the race, as he has won almost all of his victories, by grit and determination. Dampman, McDaniel, Merrihew and Elliott constitute a team that it would be hard to beat. McDaniel has proven to be Dampman's equal on the road, but the latter has always defeated his plucky opponent by a spurt at the finish. The success of these four men in road riding is due to the mutual help which they render one another. There is no jealousy among them, and the one setting the pace will always wait and bring his comrades along with him as long as he sees that he is not endangering his own success. This was particularly noticeable in the Buffalo race, as the trio, Dampman, McDaniel and Merrihew, stuck together in the van up to within ten miles of the finish, when Merrihew gave out from the mere fact that he had had nothing to eat on the road and his stomach was empty. Again, the hills and heavy roads hereabouts must necessarily make tough riders. The Wilmington Wheel Club has probably a dozen members who would think nothing of making a century run in from ten to twelve hours.

Dampman learned to ride in the summer of 1882 on a wooden wheel with gas-pipe backbone. It was a regular bone-shaker, made by a local mechanic, and excited as much wonder among his townsmen as would the finest wheel of the present day. In September of the same year, he got his first regular bicycle, a 52-inch Mustang, second-handed. He took the machine home on a Saturday night, and the following afternoon he mounted it and started off for his brother's residence, two and a half miles distant. After experiencing numerous falls and headers he arrived at his destination, cut and bruised, but still determined to conquer "the durned thing" or die. It was the first regular bicycle ever seen in that part of the country and, of course, his brother and the whole family had to come out to see Uncle Frank "show off" on his new bicycle. His feelings can be imagined when all eyes were turned on him as he mounted his wheel and rode off. "Man proposes and God disposes." He had not gone one hundred feet before he struck a rut and his pride took a great fall. The ambitious bicyclist was thrown head first over his wheel, while the latter lay broken at his feet, a wreck. Never

were brighter hopes blasted. A youthful lover who had received his first refusal could not feel more disconsolate than did the future record-breaker on this momentous occasion. The following summer the machine was mended and the plucky rider began his efforts anew. He traded his wheel for a 52-inch Columbia and was persuaded to enter some races at the Oxford (Pa.) fair. He knew nothing about training, so like most enthusiastic novices, he got up long before breakfast and scorched around on the adjacent roads long enough to weary the strongest rider, and with this practice he entered the races, a half-mile dash, best two in three heats, and a 2-mile race. He had as competitors Jacob Shirk and Henry George, of Lancaster, and Hickman Jackson and George M. Gregg, of Kennett Square, all good riders. He won the first heat in the half-mile by a violent spurt at the finish, and then fell off his wheel completely exhausted. Shirk won the race finally with Dampman second. In the 2-mile race Dampman was beaten both by Shirk and Gregg. During the same year he won a 1-mile and 2-mile open at York, Pa., and was second to Shirk in a 3-mile open. He was second to Barry Searle in a 3-mile race at Reading. In 1884 Dampman changed his mount to a 52-inch Columbia Light Roadster, and by hard training and daily practice he acquired considerable speed. Dampman is better known as a long distance road rider than as a track rider, although his records on the track are not slow. His track records are: 1m. 25s. for the half-mile; one mile, 2m. 58s.; five miles, 16m. 34s.; ten miles, 34m. 15s.; twenty-five miles, 1h. 29m. 30s.; fifty miles, 3h. 13m. He has found out from experience that he did not train properly, as he always subjected himself to too hard work. During last winter he trained on a home trainer with as much pressure on as the machine would allow. He would continue at this for twenty or thirty minutes daily, and throughout the summer up to the time of his 100-mile achievements he ran five to ten miles daily on a horse track in his neighborhood. This gave him both wind and endurance. Up to the time of the Buffalo road race he had never ridden more than fifty miles in any one day; at that time he did not know the extent of his abilities himself. He was known as a fearless though skillful rider. He thought nothing of riding from Philadelphia to his home, a distance of about forty miles, after dark, and the roads are the worst in this section of the country. On the night that he started for Buffalo he rode from Honeybrook to Lancaster, a distance of thirty miles or more, reaching the latter city at midnight. It is this spirit which has taken him to the top of the heap. He can ride all kinds of machines and takes as naturally to a wheel as a duck to water. In his six years' career he has ridden a 52-inch Mustang, 52-inch Standard Columbia, 56-inch Special Columbia, 42-inch, 48-inch and 54-inch Star, 52-inch Rudge Light Roadster, 50-inch American Champion and 50-inch Victor. The latter has been his mount for the past two years.

In 1884 his track riding won for him five firsts, five seconds and five thirds, against such racers as C. Frazier, George Gideon, W. I. Wilhelm, Louis Kolk, Frank Kohler, Asa Dolph and George Weber. One of his victories was the 5-mile State championship. In 1885 he was out of condition and training, and although he started in several races he was not placed. The following year was a repetition of 1885, as he only raced twice, getting two seconds, in one of which races there were only two starters. In 1887 he again began track racing, but could only get five seconds and three thirds. Wilhelm and Schwartz were his particular "Jonahs" in that year. During the past year he also won one first, five seconds and two thirds on the track, but Halsted, Wilhelm and others proved a little too speedy. It was in the fall of 1887 that he put his attention to road racing, and in this he has always been at the front. He made several runs on the Lancaster turnpike, Philadelphia, the famous road for racing hereabouts, and in a private trial he made the 15¾ miles in 49m. 30s. His public record, however, is several minutes more. On July 21, this year, he established the 20-mile record on the Lancaster turnpike of 1h. 14m. 15s. His first 100-mile race was at Buffalo, which he won as everybody knows in 9h. 52m. In the Wilmington-Reading road race he came in second at Wilhelm's heels, doing the 21 miles in 1h. 15m. 40s. His next and last race was the

Sporting Life 100-mile race, which he won in 7h. 20m. 17s., although the distance was 1¾ miles over the century mark. In accomplishing this he broke the American record and has now retired on his laurels.

DELAWARE.

PENNSYLVANIA DIVISION BOARD OF OFFICERS MEET.

CHIEF CONSUL JESSUP NOMINATED FOR THE LEAGUE PRESIDENCY.

A special meeting of the Board of Officers, Pennsylvania Division, L. A. W., was held Friday evening at the Colonnade Hotel. Chief Consul Jessup occupied the chair and Kirk Brown acted as secretary pro tem.

The following members were present: George A. Jessup, Thomas Hare, E. P. Burtt, W. R. Tucker, G. S. Osborne, H. R. Lewis and Kirk Brown.

The following members were elected a committee on nomination: G. S. Osborne, Philadelphia; J. J. Van Nort, Scranton; D. K. Trimmer, York.

The Secretary's salary was fixed and the Treasurer's report was read and received.

The Secretary was instructed to furnish the road book to the book trade at a price agreed upon.

The road book will be ready for delivery by the end of February, and from advance sheets shown the board by John A. Wells it is evidently going to surpass anything of the sort ever before attempted.

Kirk Brown moved that the State delegates to the National Assembly be instructed to place Mr. George A. Jessup in nomination for the Presidency of the League of American Wheelmen. The motion was quickly seconded and unanimously carried.

The meeting adjourned at 10 P. M.

THE HARLEM WHEELMEN'S CHRISTMAS TREE.

Some of the lady members of the Harlem Wheelmen, of whom there are now five, think that the boys need a little life in them, and right they are.

So, that on New Year's Day, when all the world is wishing itself well, the ladies will have a Christmas tree, and each member of the club will receive an appropriate present when he calls. For instance, Mr. B., who has just "gone and got married," will receive a—but no, no, we can't tell secrets. All unclaimed presents will be auctioned off in the evening.

The ladies also ask us to state that they will receive at the club house on New Year's Day, and members of any cycling club are invited to call.

RAH! RAH!! RAH!!! FOR CHIEF CONSUL BIDWELL AND THE N. Y. STATE DIVISION.

NEW YORK STATE DIVISION, L. A. W.

December 23, 1887—Total membership... 2,303
December 21, 1888— " " ... 2,463

Gain over 1887..... 160

PENNSYLVANIA DIVISION.

December 23, 1887—Total membership... 1,729
December 21, 1888— " " ... 1,476

Loss 253

MASSACHUSETTS DIVISION.

December 23, 1887—Total membership... 1,326
December 21, 1888— " " ... 1,234

Loss..... 92

NEW JERSEY DIVISION.

December 23, 1887—Total membership... 865
December 21, 1888— " " ... 742

Loss..... 123

OHIO DIVISION.

December 23, 1887—Total membership... 945
December 21, 1888— " " ... 939

Gain..... 6

SOMETHING NOVEL IN ANTI-VIBRATION.

Those who are so fortunate as to have lived more or less within a cyclist's paradise in the matter of good roads are not so ready to appreciate the advantages of anti-vibration contrivances as others who, less fortunate, have lived in regions where the roads are bad. In London, we constantly come across well-known riders who scoff at the luxury of those cyclists who use a spring, and who, fitting a racing saddle upon the backbone of their light machines, spin over the highways without any apparent discomfort. On the other hand, the riders in less favored districts look upon a man who rides without all the most recent improvements in anti-vibrative arrangements as a phenomenon. Thus far we have only spoken of the young and enthusiastic, but there is a large and rapidly growing section of a very different calibre—the elderly heavy cyclist, who finds that he is not quite so young as he was, and to whom the jolting and vibration of an ordinary machine of any pattern is at first a serious annoyance, and later a fatal drawback to the enjoyment of the sport. The vast improvements which have been introduced into our modern machines in the direction of increased rigidity is yet another factor in this growing demand for "buffer arrangements" between the rider and the "hard 'igh road." Frames are more rigid, wheels more stable, and whereas the old machines were literally all spring, and, to use the old wives' expression, "hung on wires," the new ones are solid and unyielding, and convey every shock with remarkable accuracy to the person of the rider.

So obvious a "coming demand" was not likely to exist long without creating a supply, and it was all the more evident that that supply would not come from districts where good roads abounded, but from some centre where the highways were bumpy, not to say bad. Among the simplest in construction of the various anti-vibration arrangements which have been before the public during the past season is that invented by Mr. Thomas Redman, of Bradford, and fitted by him to his well-known "Hero" safety bicycle, both in its single and tandem form. This contrivance has been most fully and thoroughly tested by many of the most practical riders in Yorkshire, over roads which cannot be described as good, and the result in every case has been complete approval. As a matter of fact, the inventor carefully perfected his invention before he put it before the public, and thus made sure that no half-developed idea should fail to act, and thus damage the reputation of the whole. The design is simple; inside the front forks of an ordinary safety is fitted a false standard and fork in which the front wheel is fixed, the ends of the false fork slide in grooves in the front fork fitted with phosphor bronze guide blocks, while concealed in the front pillar is a stout coiled spring which receives the vibration of the false fork. Incidentally, another very important point is introduced in the shape of an arrangement whereby the pressure of the coiled spring can be increased or diminished by turning a milled wheel, and thus the anti-vibration arrangement can be made equally effective for a six or sixteen stone rider—a most important point, and one which is specially of value in connection with such contrivances, which, where no such adjustability exists, have to be either too powerful or too weak for every weight but one, thus necessitating the construction of "special" machines, which in these days of high pressure, do not pay their builder.

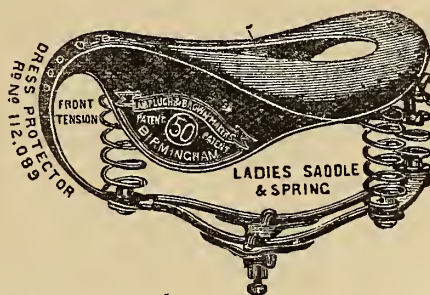
We have recently been testing with great care a tandem safety bicycle fitted with Redman's patent, and we have found it quite up to our expectations. Without any sensation of "looseness" or weakness, the machine ran steadily and solidly, yet every shock was taken up beautifully. When we occupied the front seat we caught ourselves "awaiting the sensation of a short, sharp shock," which never came, as the front fork performed its functions without any noticeable check in the progress of the machine, and even when we deliberately put it to a severe test, it jumped the obstacle lightly without anything like the results we anticipated; in fact, though the rock we charged was a big one, the jar was *nil*. It so happens that another novelty in the shape of yet another anti-vibration contrivance has been brought out in Bradford, the "Firefly" safety, invented by Mr. Wesley Clegg.

This has been well tried by the riders who tried the "Hero," and we learn that a fusion of interests has taken place, and that the Redman and Clegg patents will be worked in conjunction with one another, and as each is practically the compliment of the other, we watch with interest for the result at the forthcoming Stanley Show.

There never was a time in the history of the cycle when a warmer welcome awaited a successful anti-vibration machine. The heavier riders who have learnt to ride safely after passing through a three-wheel novitiate, are just recognizing the fact that some more efficient jar-breaker would be a boon. The ordinary rider, who is at length descending to the dwarf, misses the steady run of his big wheel as his small wheels bump over the rutty roads, and even the steady tricyclist who has just taken to bicycle steering thinks that something that would come between his wrists and the front wheel rim, and absorb some of the shock, would be a boon. So it goes on, one improvement follows upon another, and we opine that the Stanley Show of 1889 at the Crystal Palace, Sydenham, will be remembered especially for the advance made in the devices for adding to the personal comfort of the riders of cycles by checking and distributing vibration without in any way impairing the rigidity and easy running of the machine so fitted.—*Bicycling News*.

TWO NEW SADDLES.

Messrs. Lamplugh and Brown have just shown us two new saddles which they are about to place on the market for next season. One is an



open-backed saddle, practically their well-known Buffer top, fitted on a triple combination spring,

and provided with the side straps below for the prevention of perineal pressure, to which we have already favorably alluded. The other is termed by them the "No. 50," and is, without exception, the best saddle for ladies' use we have yet seen. It has the combination spring top, with under side straps, and a special feature, admirably fitting it for ladies' use, in the attachment of a strap to the front, which holds down the peak to the under part of the frame, and thus entirely preventing the possibility of the catching of the dress in mounting, which is so frequent a cause of annoyance to lady riders. Both saddles are, too, fitted with a new and simple attachment by which their "pitch" can be altered to suit individual taste—a very desirable, and, indeed, indispensable point.

WELDLESS STEEL TUBES.

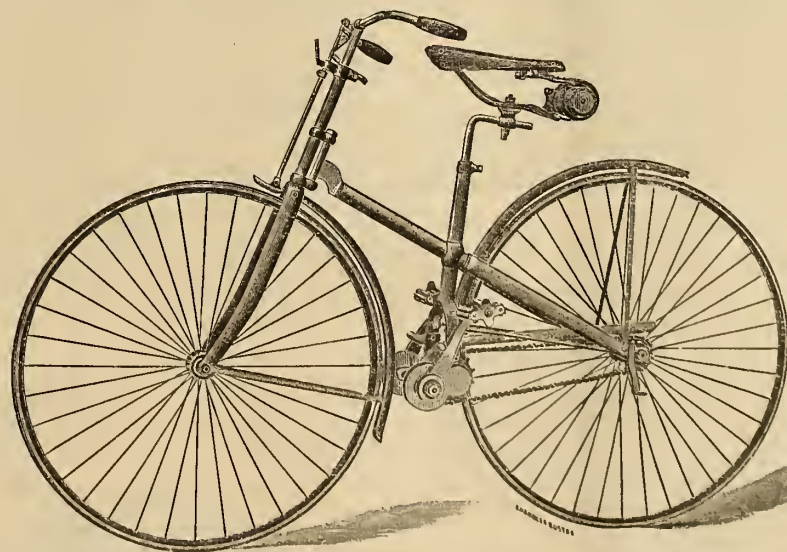
These tubes, which are used for backbones, etc., of all high grade wheels are now kept in stock in New York by Messrs. John S. Leng's Son & Co. The following sizes can be obtained from them for experimental and repair work in lengths to suit:

B. W. G. in.	B. W. G. in.	B. W. G. in.	B. W. G. in.
$\frac{3}{8}$ x 18	$\frac{3}{8}$ x 18	$\frac{7}{8}$ x 11	$1\frac{1}{4}$ x 18
$\frac{3}{8}$ x 14	$\frac{3}{8}$ x 16	1 x 18	$1\frac{1}{4}$ x 16
7-16 x 18	$\frac{3}{8}$ x 13	1 x 16	$1\frac{1}{4}$ x 15
7-16 x 14	$\frac{3}{8}$ x 11	1 x 15	$1\frac{1}{4}$ x 14
7-16 x 11	$\frac{3}{8}$ x 16	1 x 14	$1\frac{1}{4}$ x 11
$\frac{1}{2}$ x 18	$\frac{3}{4}$ x 15	1 x 11	$1\frac{3}{8}$ x 18
$\frac{1}{2}$ x 16	$\frac{3}{4}$ x 14	$1\frac{1}{8}$ x 16	$1\frac{3}{8}$ x 16
$\frac{1}{2}$ x 13	$\frac{3}{4}$ x 11	$1\frac{1}{8}$ x 15	$1\frac{3}{8}$ x 15
$\frac{1}{2}$ x 11	$\frac{7}{8}$ x 16	$1\frac{1}{8}$ x 14	$1\frac{3}{8}$ x 14
	$\frac{7}{8}$ x 14	$1\frac{1}{8}$ x 11	$1\frac{3}{8}$ x 11
			$1\frac{1}{2}$ x 18
			$1\frac{1}{2}$ x 16
			$1\frac{1}{2}$ x 15
			$1\frac{1}{2}$ x 14
			$1\frac{1}{2}$ x 11

In addition to these, a number of sizes larger and heavier are carried in stock. A complete list of sizes will be mailed to anyone interested.

THE NEW EAGLE BICYCLE.

We shall publish in our issue of January 4 an illustrated description of the new Eagle bicycle.



The above cut gives a clear representation of the lines of the Springfield Bicycle Manufacturing Company's rear-driving safety, which is shortly to be placed on the market and a sample of which is now shown at their store, on Columbus Avenue, Boston.

The most noticeable point about the Volant, as it is called, is the nearness of the wheels to each other, giving a very short base line, making the steering less sensitive, it is claimed. The Company have been enabled to secure this short base line on account of the form of their driving gear. The clutch in the Company's 1889 wheels will be found to be much improved. The driving gear is fitted with double ball bearings, as are also both wheels.

The saddle can be raised or lowered either in front or at the back, and it is fitted at the rear with a coiled spring, securing a rocking motion and a certain amount of "give," which will give the rider an easier seat. The pedals are of the regular pattern, not like those of the special design hitherto used exclusively on the Springfield Manufacturing Company's wheels.

The wheel is finished in enamel and nickel. The price of the Volant has not yet been decided upon.

NEW TANGENT SPOKED ROADSTER.

The Company are also showing at their Boston store their new roadster catalogued as No. 5. It is like last year's ordinary with the exception that tangent spokes, hollow rims and an improved clutch and pedals are used.

WAY DOWN SOUTH.

"Yes, indeed!"

"No, indeed!"

"Turn three squares to the left, and one square to the right, and you are right thar, sah."

You see, the scribe has been to Baltimore, the home of beautiful women.

Washington City also has suffered from his presence.

The scribe did not flit South because that is in fashion in lum-tum bird circles just now.

Neither did he drop down in the land of the corn cake and the soft shell crab to mend a lung.

He simply obeyed an inspiration to take his nose from the grind-stone of constant endeavor and flit a great flight for a short spell, far, far from the crusty ink bottle and the rusty pen.

At 9:45 on a Saturday morning in December the scribe slammed down the cover of his ink pot, racked his pen, swept his desk into a faint resemblance of Christian order, fell into his overcoat, squirmed into his gloves, and was off, leaving a stack of regards for inquiring friends.

The weather was bright and frosty, characteristic of early December. But the scribe had no time to dally with nature. The boat was a half-mile off, and he had but five minutes to catch it, or rather for it to catch him.

Adown the arteries of commerce he fled. Through the market-garden district he whizzed, like a comet behind time, escaping many a stray onion, slipping this way and that way on many a lost cabbage leaf, elbowing a potato merchant here, crashing into an orange dealer there.

Across the mud of West Street he swept in his wild career, chased down the ferry way like a fury, and just landed on the boat as she drew out of the pier.

When the scribe had bailed sufficient perspiration out of his eyes to see, he found himself in one of those stuffy, four-seat compartments on the Congressional Limited.

On the seat directly opposite him was a vision of womanly fairness. The scribe was very embarrassed, and thought of a thousand different things that might happen during the long ride.

The train started. So did the scribe, to break the monotonous silence. He examined the foe, and thought of various methods of attack. A certain curvature of nose and a certain firmness of lip told him that there was a woman who would not succumb to airy nothings.

"Very stuffy here," ventured the scribe.

A majestic turning of the head, a glacial glare and a deep, well-developed silence. The scribe took refuge in his *Century*.

The cause of this iciness, this feminine frigidity, as it were, soon became apparent, for a jaunty man of some thirty summers shortly after stepped into the compartment and greeted the lady ice-cream freezer.

She thawed instant—yea, as taffy melts in the summer sun, so melted she. The jaunty youth sat beside her, not neglecting to give the scribe a stony glare, as one who would say: "What are you alive for, anyhow?"

They talked of their three days' stay in New York. They talked of the luminous time they intended to have at Washington. They spoke of Charley and George and Emma. Suddenly, as the sun breaks through the storm-cloud, the truth dawned on the mental apparatus of the pen-pusher. They had just hooked up; consolidated, pooled their issues, formed a trust, close corporation of two, and all that sort of thing, you know.

The scribe felt unhappy.

Here he was caged up with a young and loving couple—a couple whose centripetal yearnings, whose longings to rush together, could almost be felt.

How very long he had been away, sighed the bride. He had been gone five minutes, probably.

Was she quite comfortable? Was the shade too high or too low? Did the sun affect her eyes? Would she chew a chocolate cream drop?

It is a sad commentary on the evanescence of things earthly that after they had lunched he completely forgot her in his longings for a cigar, and, not getting it, despite her pitiful entreaties not to go to sleep, he yawned and stretched and finally snored, just like any other man.

And all the while the train sped on. Through scores of towns she slipped, only deigning to stop at a few of the larger places.

At Wilmington the pickaninny and the coon element first crops out, and we feel that we are getting South. At this latter place a gentleman of color stalked down the platform and the train gulped him in. He was a tremendous dark swell, and wore more good clothes than we thought it possible a man could put on.

Between Wilmington and Baltimore the scenery is a distinct improvement on what has gone before. The day turned out a regular May and December sort of day, the train rushing through a snow storm here and flashing out into the clear, cold sunlight beyond. The Delaware, where it or its tributary streams or rivulets bore their way 'tween wooded and hazy looking hills, furnishes many a beautiful combination of land and water.

At one spot, Perryville, where the train halted before a long bridge crossing the Susquehanna, we had a grand opportunity to study the view, and we should say that if a man wanted perfect rest, with a bit of fishing and boating, he could find it at this Perryville, or rather across the bridge, at Havre de Grace, where we believe there is an hotel.

The rush into Baltimore furnishes little for romance. The mind has no time for fancy; the imagination retires at the end of a long journey as the train glides into the station, and ways and means must be considered.

We were not long in finding the house of the Clark Cycle Company, on Hanover Street. It was rather late on Saturday afternoon, and we found that "S. T." was in Washington. We were received by Nagle Clark and E. F. Le Cato, and spent a very pleasant hour or two talking trade.

The Clark Company reported an excellent business in New Rapids and Quadrants, and their specialty, the King of the Road lamp, had gone well this year. As to any changes for 1889, the firm was unable to say just at the time, as it was too early to talk yet. They were negotiating for a large building on W. Baltimore Street, one of the busiest streets in the city, as they wished to have a ground floor store, which they were unable to lease in their present quarters. We visited their new place and found it a thirty-foot front building, splendidly situated. It will be a big improvement over the old stand.

At the Maryland Club a pleasant evening was spent, the scribe being introduced by the courteous Le Cato to a score of the members. We remember E. P. Hayden on account of a new ornelet *a la brandy* which he invented. E. P. is a hard worker and a hard player. He plays so hard that he gets himself up regardless in a soft hat and an indestructible sack coat, just the thing in which to knock about a club house. The scribe pleasantly recollects Yates Penniman, and regretted that he could not accept his invitation to dinner. Yates is a member of the P. W. and B., a religious organization for the propagation of Christianity in Thugland, most of the preaching being done at night.

We had a pleasant chat with Chief Consul Mott, a pleasant, kindly-natured gentleman of forty, there or thereabouts. Mr. Mott is a cyclist from Wheelville, and has a married daughter who rides a lady's bike. He has made a good Chief Consul. He has his Roads Improvement Committee at work on the Baltimore authorities, who have big boodle to spend on repairing the city streets.

We had a long talkee-talkee with Sam Clark, who had returned from Washington, where he had been looking after his branch store and attending to business generally. Mr. Clark spoke very hopefully of the extension of the business of the company, and of its removal to more commodious quarters.

On Sunday the scribe sallied forth for adventure. The day was one of the fairest Old Globe ever saw, the sunlight being of rare quality, the air clarified, oxygenic and bracing.

The scribe wandered down Eutaw Place and met many nice people betaking themselves to church in a very contented and dignified sort of way. Under this soothing influence the scribe betook himself to the great cathedral and was edified and delighted by the rich musical service for which the Catholic church is justly famous.

Between two and three the scribe spent on a 45-minute train, which rushed him into the great capital of the country.

An American must have the same feelings upon entering Washington as an Englishman

has on nearing the modern Babylon, or a Frenchman when approaching his beloved Paris. There is an element of romance, admiration and glamour about Washington if one will only give his imagination the least play. Here is the heart of the country; here its head. The highest type of American life is here to be found. Here is the native jungle of the holiday-maker. It is the champion sight-seeing cit par excellence, a good place to live at if one is troubled very much by his rural relations.

Having a few hours to spend, the scribe bought a hack, or, at least, a large part of one. The driver was intelligent, and by promise of lucre he drove over the most interesting parts of the city, shouting down through the manhole from time to time the names of the various houses, such as "Chinese Legation," "Blaine's," "Butler's," "British Minister's," etc.

The scribe had about the only hansom cab out that afternoon, and he had not gone very far down Massachusetts Avenue before he felt that he was in deuced bad form. The scribe cannot decide whether it was his pale, bespectacled face or the rapid pace of the cab that caused every one to turn and look at him. At times he felt that it was on account of his distinguished and diplomatic appearance, but a cold review of the facts did not permit him to long harbor any such consoling idea.

The grand asphalted avenues, on which the nabobs and hangers-on of the Government have built palatial residences, were thoroughly explored. The magnificent distances were duly admired. The drive along by the river and the winding roads about the Smithsonian, the agricultural and other departments furnished as much as the scribe's four eyes could take in. The White House was an object of peculiar interest, and one could not help commiserating the man who is the most landlord-ridden of any in this country that he must pack up and be off on March 4. The lofty, white, shapeless mass which perpetuates the great and good Washington slightly disgusted the scribe.

But the grand object of interest is the Capitol. One could rave by the hour over this noble construction. As one glides down "the avenue" the lofty dome and the broad and substantial main building and wings strangely impress one, and the impression is deepened the nearer one draws to the great centre and capstone of American civilization.

The scribe sweeps around Capitol Hill, stopping to carefully examine the bronze figures on the Garfield monument, the one a type of youthful Grecian, with an idealized head, suggesting swiftness of act and thought and an artistic and impulsive temperament, the other typifying a noble manhood, the face suggesting lofty ambition and almost prophetic perception, judgment and dignity surmounting the whole.

On the top of Capitol Hill, one can best observe the admirable proportions of the greatest building in the country, quite fit to be the seat of Government of a great people. In a certain sense this Capitol typifies a well-rounded character, an all-round man. The main building represents a substantial underpinning of knowledge, the wings typify the accomplishments which round out and complete, while above all towers the heaven-reaching dome, representing the dominant ambition, the genius of the whole. The picture completely fills the mind and comes up to the most sanguine preconceived idea, which is more than can be said of most "sights."

As the scribe rides off he catches sight of cherry-tree George, sitting on a cold marble base, with a bath robe loosely thrown over his shoulders, *négligé* fashion. He shivers; the scribe, not Washington. It is meet that the Father should forever sit there watching the government of the country which honors him above all its citizens.

As the scribe drove to his hotel the sun gave a last blush and sank out of sight; the molten clouds lost their splendor, the great wake of light which trails after the life and light giving planet grew dim unto darkness, when a hundred eyes shed their white lights on the asphalted pavements of the Capitol City.

In the evening, the scribe had the good fortune to stumble over Al Harris and his brother, two Brooklyn wheelmen. The Harris family, having been in the city some four weeks, at once elected themselves hosts and carried the scribe off to a feedery, after which followed

much smoke and talkee-talkee, Al. Harris and the scribe discussing things esoteric, theosophic, psychologic and material, brother Harris listening open-eyed and open-eared. We swapped off the wheel news for Harris' road experiences, and we were ahead at the end of the game.

There are four cycle dealers in Washington, and the scribe made the rounds on blue Monday morning.

At Atwater's, on Pennsylvania Avenue, he found things brisk, and Atwater himself as aplomb and hustly as usual, with big plans for the future. He reported a good renting and repairing business, and will handle the Dart, Warwick and other wheels next year.

At Bert Owen's "Cycleries" he found the most curious cycling plant it has ever been his good fortune to see. Bert's castle may be generally described as a rambling wooden structure, buoyed up by any number of sheds. The nucleus of the structure is a tented yard with a hard clay surface, on which is laid out a miniature track. In this yard many a novice has learned the rudiments. Here, too, those wonderful feats of difficult riding you have all heard of were accomplished. Bert conducted the scribe over his possessions, the scribe clinging to the tail of Bert's ulster, that he might not be lost. Bert is devoting most of his energy to the Psycho, in single and tandem safety forms, which he imports, and which have been extensively sold this year.

At Harry Higham's place the scribe saw Harry busily at work. He also spoke confidently of the past and future. At Higham's the scribe also saw Tom Smily, Bidwell's old teacher, and well known to many New York cyclists.

The Smith Cycle Company, whose president, Mr. Childs the scribe saw, seemed to not have fully decided on their movements for 1889. The wheels had been sold as fast as they could be made, and favorable reports had been received from all purchasers, but their plant was limited, and they spoke of having some manufacturing company make part of their 1889 product.

The scribe was joyed to hear that the wheelmen of Washington were discussing the feasibility of having wheelmen take their place in the inauguration parade. The scribe thought this a good idea. Nothing official had been done, but a committee will look into the matter.

The scribe then shook the dust of the Capitol City from his sandals, took a forty-five minute train to Baltimore, saw "Lord Chumley," by Jingo, with a couple of boon companions, who put him on a midnight flyer for Gotham, where he landed Tuesday A. M., with the kindest remembrances of his flyer South. He has been slightly Anglomaniac ever since, the result of his admiration for *Lord Chumley*, whose heart, though he has plenty of money and good clothes, is in the right place—a sort of heroic cad, oddly enough.

It is rumored that a Boston house thinks of opening a branch at Central Park, New York City.

WHEEL GOSSIP.

MANHATTAN BICYCLE CLUB.

There will be a stag racket at the club house next Monday evening to welcome the new year in MANHATTAN style. Refreshments, music, etc.

HOUSE COMMITTEE.

W. G. Spalding & Bros. are negotiating for additional space for their rapidly growing business. The entire basement of 241 Broadway will be used for the bicycle department.

A. B. Barkman has invented an attachment which will admit of a Victor safety being converted into a nicely lined tandem bike. Mr. Barkman is having one of the attachments made, and if it comes up to expectations, will put it on the market.

We have had a glimpse of the illustrations of the Pope Manufacturing Co.'s wheels for 1889. The tandem bicycle is very rakish; weighs about seventy-five pounds, and sells for \$100 and \$200. The safety is on entirely new lines, and is called the Columbia Light Roadster safety. There are besides the tandem bicycle, the Light Roadster ordinary, the Expert, the Volant, the Youths' ordinary and the Surprise tricycle.

They say that with Barkman and Borland up, the Ivel tandem is doing some tall climbing on the Prospect Park roads. Messrs. Spalding & Bros. will handle this wheel next year.

Howard M. White, of Trenton, N. J., writes that the bicycle raffled by him was won by No. 162, the lucky holder of which proved to be Thomas Stevenson, 29 Sheridan Avenue, Trenton, N. J.

The time of the final heat of the Twelfth Regiment bicycle race was 6m. 32 1-5s. Halsted rode the first half in 1m. 29 3-5s., and the first mile in 3m. 9 1-5s., both excellent times for a twelve-lap board track.

The Marblehead (Mass.) Bicycle Club, located at School and Pleasant Streets, was burned out during the great conflagration in that town on Tuesday last, Christmas night. Their loss amounts to several thousand dollars, with an insurance of \$900.

H. L. Kingsland, the Southern "Meteor," recently won ten scratch bicycle events at Columbus, Ga. He has beaten Crist from scratch, and is without doubt the fastest amateur, at his distance, now riding in the United States.—*New York World*.

We congratulate Kingsland on his rechristening, but if the selection of his name had been left with us we should have called him a "New Rapid," since he is new to the path, very rapid, and rides a wheel of that make. At the Buffalo meet Kingsland had seventy yards in the mile handicap, and won by ten yards from W. Windle, who started from scratch. Certainly "his distance" is not a mile, for here is a man who is sixty yards his superior at that distance. What is "his distance," Mr. *World* man?

NEWPORT, R. I., December 25, 1888.—The first game of polo on bicycles in the skating rink was played here to-day between W. Van Wagoner and Arthur Cummins. Star bicycles were used, the ball being knocked about by the small front wheel of the machines. Eleven games were played, six being won by Van Wagoner and five by Cummins.

The first official game of the Cycling Bowling League schedule will take place at 138th Street and Mott Avenue, on January 4, when the New York Bicycle Club and Harlem Wheelmen will come together. The train leaves the Grand Central depot, New York & New Haven Railroad, at 7:40 on the evening of the game.

H. E. Billings, proprietor of the Franklin House, at Tarrytown, writes that he will offer the usual bottle of wine to the first man who reaches his place on New Year's morning.

Our Philadelphia correspondent, "Westfield," states that he sends us a full account of the South End Wheelmen's housewarming. Boys must have taken good care of "Westfield."

The New York State Division membership scores a gain of 160 members during 1888 over 1887. Pennsylvania shows a loss of 253, Massachusetts a loss of 92, New Jersey a loss of 123, and Ohio shakes with New York on a gain of 6. The New York Division is fortunate in having for its Chief Consul so efficient a man as G. R. Bidwell.

The "Triplet" has retired the tandem bicycle temporarily, and perhaps permanently, as the fastest cycle. The triplet is credited with a half-mile on the road in 1m. 9 4-5s., the fastest piece of work at the distance ever accomplished on a wheel. Of course good men were up, but nevertheless we are just at the threshold of speed possibilities by multicycle riders.

One of the novelties to be seen up Harlem way is the road-sculler, recently used by Wallace Ross, which is on exhibition at the Harlem Bicycle Company's store at Lenox Avenue. The machine is capable of great pace, and Mr. Wood, of the Harlem Bicycle Company, occasionally astonishes the Harlemites by scorching on the rowing tricycle.

The magnificent weather of Christmas day attracted the wheelmen in force, and the Park and uptown drives were well patronized. A large number of rented wheels were out; in fact we never noticed so many novices on the road as we did on Christmas Day.

The St. Louis Wheel Company will remove January 1 to 311 North Fourteenth Street, where they will occupy two floors. They have also leased rooms for a riding school.

The female riders are to have a 100-mile race at Brooklyn.—*Boston Herald*

Of what genus, Mr. *Herald*, please?

The Century Wheelmen, of Philadelphia, will hold open house on New Year's Day.

They have been holding a race meet at St. Augustine, Fla. Having no race track, the events were decided in the city streets; having little experience, the results were novel. But the St. Augustinians will improve.

America's got another record, and one that we think will never be touched. At a certain race-meeting held on election day, a mile handicap was run off, and during it no less than fifteen men came to earth in one great heap. We are told the result was (1) sundry bruises and discolorations, (2) about one hundred dollars loss in repairs, (3) a confused jumble of "cuss" words. We don't envy the man who brought the crowd down, for hard words and harder blows, we expect, strove for mastery for some time over his prostrate body. We would rather have been at the top of the jumble than at the bottom.—*Bicycling News*.

We do not endorse Fenton's epigrammatic epithet of "cycling Juggernaut," which he applies to Schumacher. We invest the Juggernaut with a vengeful, vindictive, all-crushing spirit, while Schumacher's mishaps we credit entirely to small tracks and smooth-board floors, on which no cyclist has control of himself.

One thousand wheels will be seen at the Stanley Show.



THE NEW WARWICK SAFETY.

FIXTURES.

Jan. 1, 1889.—Bay City Wheelmen's meet at San Francisco.
 Jan. 11, 1889.—Cambridge Club's reception.
 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.
 Feb. 8, 1889.—Entertainment and reception of Manhattan Bicycle Club, at Lexington Avenue Opera House, New York City.

A SELECTED LIST OF PATENTS.

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

Thos. B. Jeffery, Ravenswood, Ill. Velocipede. This improvement consists of a suspending rod connecting the steering head to the neck, a torsion spring supported by the neck, and supporting the steering head and backbone, one being provided with a projection, and the other with a corresponding depression (the projection and depression being adapted to engage each other), the spring being so adjustable as to be either in or out of engagement with the neck, the neck having a horizontal slot adapted to allow the neck to be turned in steering, and to allow the steering head to drop when the spring is out of engagement with the neck. It bears date of December 25.

NEW YORK BICYCLE COMPANY'S UPTOWN BRANCH.

On or about February 1, 1889, the New York Bicycle Co. will open a branch of their present business at No. 4 East Sixtieth Street, at the Fifty-ninth Street and Fifth Avenue entrance to Central Park, where, in addition to their regular specialties, they will establish a well equipped repair shop, with excellent machinists, and so will be enabled to handle all repairing of bicycles and tricycles promptly and at reasonable rates. They will also carry a complete stock of wheels of various sizes for renting purposes. As at their main salesrooms, No. 8 Warren Street, they will also at the uptown branch buy second-hand machines outright, take old mounts in part payment for new Victors and other A 1 wheels, and also sell wheels on commission for owners. A full line of boys' wheels, also sporting goods such as Tennis Rackets, Balls, Nets, Bats, Leather Goods, Jerseys, Stockings, Gymnasia Apparata, etc., etc., will be kept constantly on hand. They will be uptown agents of Messrs. A. G. Spalding & Bros., No. 241 Broadway, and will handle a complete line of all their goods. Believing that the pleasing and profitable occupation of Amateur Photography will work in well with their other lines, the New York Bicycle Co. have made arrangements for handling a full assortment of Photographic materials, such as Cameras, Tripods, Lenses, etc., etc., of the best makers.

EARL & WILSON'S COLLARS.

MADE OF THE PUREST LINEN KNOWN—LATEST STYLES FOR DRESS OCCASIONS.

"Is it true," asked a lady at the linen counter of one of the large retail stores on Fourteenth Street, yesterday, "that there is no certain way of determining whether a piece of goods is pure linen or a clever imitation of mixed linen and cotton?"

"No," replied the salesman. "In the trade we recognize every one of Earl & Wilson's collars or cuffs as the standard, and we test every piece by a comparison with the E. & W. manufactures."

The salesman stated in a few words a most important fact, and one whose truth can be verified by any person. The Earl & Wilson collars and cuffs are made of pure linen, which is manufactured by the firm. The linen is the best of its kind, entirely free from every blemish, and nearly double the weight of other goods of the same quality. Not only are the E. & W. collars the best made in point of material used, but the styles turned out of Earl & Wilson's factory are recognized as the leaders. The newest shape of E. & W. collars for full dress wear is the "Sewance." The "Sepata" is the favorite cuff for dress. It is a square cornered cuff for linked buttons.

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.

The *Louisville Commercial* of December 23 publishes a cut of W. H. Langdown, who will be remembered by all visitors to the Springfield 1885 tournament. Langdown was a failure on the path, and not a glittering success off it. We last heard of him living from hand to mouth in New York. Doubtless by this time he has gone back to the land of his fathers, the land of the leaping kangaroo.

The French should take the bull by the horns and make the same distinctions between amateurs and professionals as are made in England and America—that is if they want their representatives to compete with foreign amateurs, or if they wish foreign amateurs to compete on their paths. On the contrary, if their meets are a success now, when there is practically no distinction, let well enough alone.

W. H. Barber replies to W. S. Maltby's challenge, but in such a way as to leave no possibility for the two to meet. Maltby bases his claim on his mastery of the ordinary bicycle, or any part thereof, whereupon Barber talks about buggy wheels, which, as we understand it, do not form part of an ordinary bicycle. Let Mr. Barber draw his check and cover, or hold his peace.



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.

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.

THE Springfield Roadster Volant Safety.

LIGHT, COMPACT, STRONG AND DURABLE.

WE WISH to call the attention of the public generally to our New Improved Volant Safety, which we have been induced to prepare to place on the market for 1889 to fill a long-felt want for those who desire to ride and do not wish to stride a high wheel, and for those who wish to purchase a wheel which can be adjusted to fit the whole family, from a rider of 44 to 56 inches, and still for those who desire a machine that can be adjusted to them as they grow.

THE VOLANT combines features of merit which can readily be appreciated by all. Our Walking Lever Motion enables us to bring the wheels much closer together, thus distributing the weight to better advantage, also making it much less sensitive to steer. It has ball bearings all around, runs light, and is strong and compact. We shall have them ready for delivery by February 15th to March 1st. Retail price, \$115. Descriptive Catalogue February 1st.

SPRINGFIELD BICYCLE MFG. CO.,

178 COLUMBUS AVENUE, BOSTON, MASS.

Weldless Steel Tubes,

COLD DRAWN,
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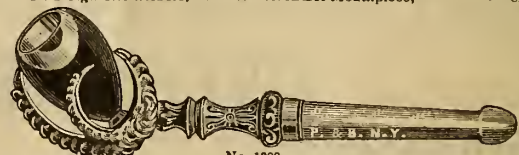
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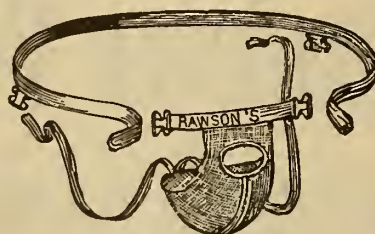
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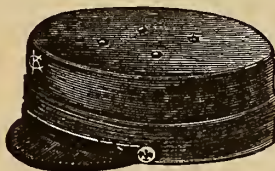


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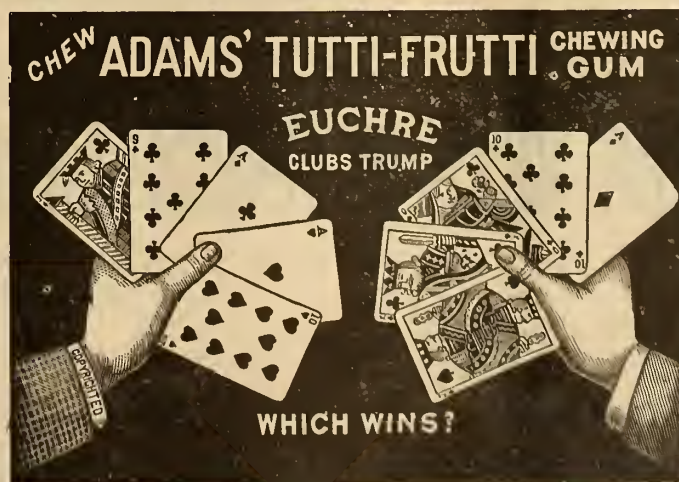
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