

The Wheel

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

DEAR
JAN 7 1889
U.S. PATENT OFFICE

Vol. II.—No 19.]

NEW YORK, JANUARY 4, 1889.

[WHOLE NUMBER, 45.]

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.

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 COVENTRY MACHINISTS' CO., Ltd.,

NOVEMBER 5, 1888.

BOSTON, MASS.:

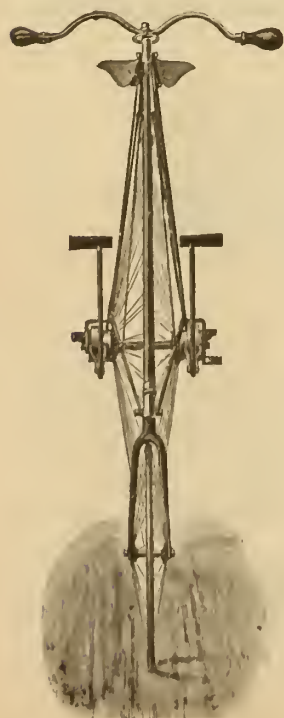
Gentlemen—As the year is drawing to a close, perhaps you would be interested in knowing how the "Swift" has fared in this section, as compared with other Safeties. To be brief: There are more "Swifts" in use here than any other make of Safety. We have not taken a single Ordinary, or any other kind of 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.

THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

CATALOGUES FREE. ADDRESS

H. B. SMITH MACHINE CO.,

New York Salesrooms,
115 LIBERTY STREET.

SMITHVILLE, N. J.

THE EAGLE BICYCLE

THE WHEEL OF '89.

ACTIVE AGENTS WANTED IN EVERY TOWN AND CITY IN THE UNITED STATES.

THE EAGLE.

Is now ready for the market.

In workmanship, finish and quality of material it is unequalled.

Wherever the "Eagle" has been exhibited it has been received with enthusiasm.

It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality. We want live, active men who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.

A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

SIMPLE, DIRECT CRANK MOTION.

THE LIGHTEST RUNNING WHEEL IN AMERICA.

BALL BEARINGS EVERYWHERE.

Every Size and Finish ready for immediate delivery.

LARGE ILLUSTRATED CATALOGUE FREE.

**The Eagle Bicycle Mfg. Co.,
STAMFORD, CONNECTICUT.**

WON AGAIN!

THE CITIZEN'S CUP,

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

New Rapid Light Roadster,

On which he last year over the same course made **World's Road Record**. This speaks volumes for the machine after one year's hard usage. For speed, hill-climbing and durability no machine equals the

NEW RAPID

SPECIAL NOTICE.

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

SEND FOR CATALOGUE.

THE CLARK CYCLE COMPANY,
Baltimore, Md.

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.

THE WHEEL

— AND —

CYCLING TRADE REVIEW,

Published every Friday morning.

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Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor
23 Park Row,

P. O. Box 444, New York.

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

MR. WILLIAM E. NEUMANN, who for the past year represented this paper as advertising solicitor, is no longer in our employ and is not authorized to represent us in any way.

AFTER a careful examination of Governor Hill's annual message we were somewhat disappointed not to find any mention of the New York State road system, of its wretchedness, and the necessity of improvement. Our disappointment was not unreasonable because we have been keeping the Governor carefully informed of the growth of the improved roads idea. The Governor devotes some time to the consideration of the convict labor question. The fact that hundreds of hands are lying idle in the State prisons is deeply deplored but no remedy is suggested, yet every cyclist knows that they could be no better employed than in improving the roads of the Empire State.

In distinct contrast to Governor Hill's failure to exposit on this important question is the action of Governor Beaver, of Pennsylvania. The Governor considers the question of roads improvement of enough importance to devote two long paragraphs to it, in which he expresses sentiments as to the necessity and benefits of an improved road system, all of which will receive the hearty approval of the cycling world. We reproduce the paragraphs referred to:

"It is said that the civilization of a country is marked by its roads. If this be true, Pennsylvania cannot claim to have ranked highest in civilization. It is safe to say that no expenditure of public moneys yields so little in return as the road taxes of Pennsylvania. Our entire system of road laws—or rather our road laws which lack system—should be thoroughly revised and codified. They served their purpose when temporary roads were to be laid out and cheaply made through unbroken forests, and over lands which had but little value. The time has come when it will be economy, in every way, to build our roads permanently and substantially. The comfort of our people, economy in the transportation of our products, saving in the wear and tear of vehicles and animals, and the needless multiplication of highways, all demand that the laws governing the laying out and construction of our roads should be radically reformed and systematized.

"This may be considered a matter of minor importance, and yet it affects every inhabitant of the commonwealth. We must all use at some time or other, in some way or other, our public roads. Their character and condition affect the breeding of our stock, the style of our vehicles,

the carrying capacity of the farmer's wagon, and the speed and enjoyment of all who travel them for business or pleasure, either in the carriage, in the saddle, on the bicycle, or on foot. A thorough system should be devised and authorized by the Legislature which could be put into immediate effect by our older communities, and adopted by those which are newer as their ability and the wants of their people might require."

In view of Governor Beaver's favorable and decided stand on the question of improved roads, the Pennsylvania Division should make haste to introduce a bill providing for a road commission to devise a system of improved roads and institute a plan for the maintenance of the same. A bill of this tenor is now in the hands of Mr. Isaac B. Potter, counsel for the New York State Division. Doubtless our Pennsylvania friends would be permitted to model their bill on its lines.

RECORD FOR 1888.

GEORGE M. NISBETT RIDES 8,231 MILES.

The previous authenticated year's record was 8,086 miles, credited to Mr. A. B. Barkman, Brooklyn Bicycle Club. This year Messrs. W. F. Murphy, K. C. W., and George M. Nisbett, New York Bicycle Club, have attempted to surpass this record, and both have succeeded, as will be noticed by the following tables. Mr. Nisbett's record is 90½ miles ahead of Mr. Murphy's score, and we think his 8,231 miles is the greatest authenticated year's mileage ever made in this country.

It will be noted that Murphy was ahead until the last two months, when Nisbett, keeping his own record in the dark, and watching Murphy's mileage closely, was enabled to overtop his rival. Nisbett rode a Rudge, a Light Champion and a Demon safety. Murphy used a New Mail, with an occasional spin on a Victor safety. The following tables give each man's record:

	NISBETT. Miles.	Days Ridden.	MURPHY. Miles.
January.....	77	3	130
February.....	67	4	163
March.....	140	6	150½
April.....	550	21	566½
May.....	602	15	831
June.....	1222	28	971
July.....	1632	27	1218¾
August.....	1261	30	511½
September.....	1124	23	1440½
October.....	379	11	1700
November.....	505	13	306
December.....	672	16	151¾
Totals.....	8231	197	8140½

Average, 41¾ miles per day; longest run, 127 miles; longest ride in twenty-four hours, 162 miles; nine rides of 100 miles or over.

TO IMPROVE JEROME AVENUE, NEW YORK.

The main staple of conversation among road men is the project to stir up the Park Commissioners by means of a gigantic petition, which every one of the five thousand owners of fine horses in this city is expected to sign, and get them to make Jerome Avenue a drive, such as every other large city in the world has and such as New York should have. The petition will ask that the avenue be widened to 150 feet; that it be straightened and leveled, curbed and guttered, macadamized for 12 feet on each side, and given a well-laid crown top. Blanks for signatures will be placed at Case's, Smith's, Barry's, and the other noted hosteleries probably by Sunday next. Pelham Avenue is to be made 100 feet wide, and will be run straight from Jerome Avenue, south of the park, to back of the grand stand of the new Morris track, and the two roads would make one of the finest drives in the country.

Blanks will no doubt be placed in the hands of cyclists, that they may aid in the good work.

Ex-Chief Consul Hayes, of the Massachusetts Division of the League, will leave Boston for Brazil on January 16. He will make a stop at Baltimore and will be tendered a dinner by the Baltimore wheelmen.

THE FASTEST MILE EVER RIDDEN.

"THE TRIPLET," 2m. 18 1-5s.

The *Cyclist* announces the receipt of a special wire, stating that Whittaker, Oxborrow and Lee rode a mile in 2m. 18 1-5s. on the Great North Road, December 18.

THE WORLD'S MILE RECORD BEATEN.

A MILE IN 2M. 29S. ON A "RUDGE TRIPLET."

A trial against time was made on the North Road, near London, December 14, by Messrs. Oxborrow, Lee and Whittaker, the machine used being a Rudge "Triplet." These three remarkably good riders rode the mile in 2m. 29s., beating record for the path and road for any form of cycle. The roads were heavy, and the *Cyclist* considers the time equal to 2m. 20s. The machine has four equal-sized 30-inch wheels, is geared to 66 inches and weighs 120 lbs.

AMATEUR ATHLETIC UNION GAMES.

The first testimonial in-door meeting in honor of the Amateur Athletic Union's second year of existence will be held at Madison Square Garden, Twenty-sixth and Twenty-seventh Streets, Madison and Fourth Avenues, New York City, on Saturday evening, January 19, 1889, beginning at eight o'clock. The games will be the finest ever held in this country. Among the events is a two-mile bicycle handicap.

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

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

MASSACHUSETTS BICYCLE CLUB.

ITS FURNITURE SOLD AT THE CLUB HOUSE UNDER THE HAMMER.

The funeral of the Massachusetts Bicycle Club may be said to have occurred at the club house, 152 Newbury Street, December 27, when the fine furnishings of the club were sold under the hammer. There has been a great deal of speculation among some as to whether the club was really defunct or not. The matter had been denied and affirmed again and again. It has now been settled beyond the shadow of a doubt. The club was once the largest, best and most influential in the country, and its club house was pronounced the finest in the world. The membership began to drop off until matters reached such a state that the club was forced to turn over its property to the Massachusetts Bicycle Club Corporation. The Boston Art Club has been regarding the property some time with a view to purchase, and it was only a very short time ago that the parties to the bargain were able to agree upon a price.

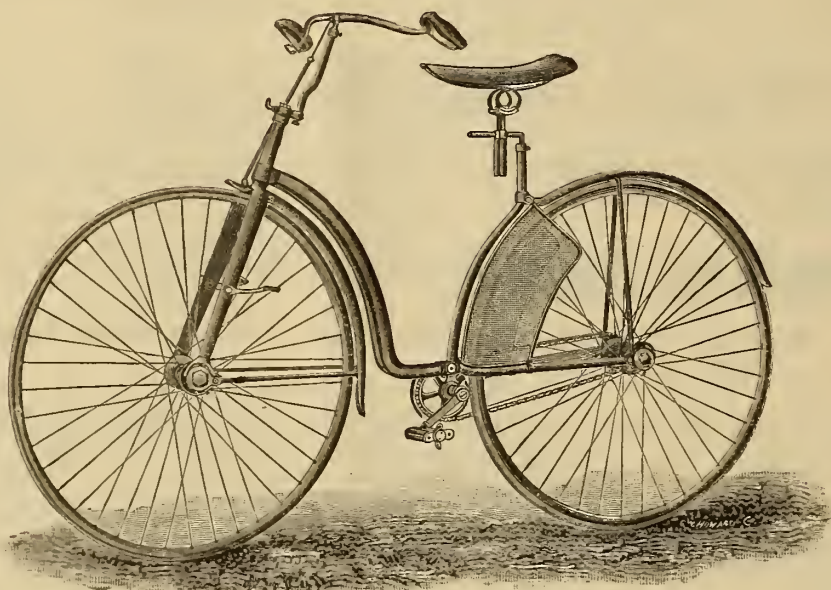
The sale attracted a very large gathering, there being many of the old members present. The prices brought were fair only. The fittings of the parlor brought about \$300. The gas fixtures throughout the house brought ridiculously low figures, considering their beauty and cost. They were made to order for the club, and were of original design. The magnificent six-light chandelier in the parlor brought only \$20, and could not be replaced for over four times that figure. The fine two-light fixtures on the ground floor brought but \$6.25 apiece, and three on the billiard floor were knocked down at the low figure of \$5.25 each. The billiard tables brought \$82 and \$96 respectively. The bowling alley was bid in for the Art Club for \$12. An ice chest went for \$3.25. The fine library furniture went at very low figures, and the fittings of the gymnasium went for a mere song.—*Herald.*

WARWICK

SEND FOR CATALOGUE.

CYCLE

Warwick Perfection Wheels



This Machine is Constructed of Wrought Steel Throughout. NO CASTINGS.
Sensitive Steering Overcome. As Perfect of Control as a Tricycle.

Adjustable for Height and for Steering. Adjustable Footrests. Spring Bearings to
Both Wheels. 30-inch Wheels Geared to 54-inch.



*Have More Genuine Improvements than
Any Other Wheels on the American
or European Markets.*

THE FOLLOWING

ARE

Some of its Many Advantages.

1st.—A DIRECT ACTION PLUNGER BRAKE whereby the hand does not have to be removed from the spade handle to apply the brake.

2d.—A SPRING BEARING AND FRAME TO FRONT WHEEL whereby concussion and vibration are brought to a minimum.

3d.—ITS PEDALS have a perfect vertical adjustment, and are perfectly dust proof.

4th.—THE HANDLE BARS are made from tapering weldless steel tube, tapered internally so as to give great strength at the part where required—i. e., at or close to the head—and will not break as is the case with other handle bars.

5th.—THE RIM is made from one piece of sheet steel, thickened at the bottom where the spokes are connected.

6th.—THE SPOKES in case of breakage can be quickly replaced (without sending to factory or repair shop) by removing a nipple, which can be removed from the outside of the rim without taking out the tire.

7th.—THE RUBBER TIRE being made the shape of a spherical triangle and covering the edges of the rim, will wear longer and will run with less labor than any other tire now in use, and are WARRANTED NEVER TO COME OUT, being secured in the rim by a flexible core, and are stretchless in their circumference.

8th.—THE BACKBONE is made from weldless steel tube, being tapered internally, and is four gauges thicker at the part where the greatest strain comes—namely, at the neck or head. Over 5,000 of these backbones were made and sold in England last year.

9th.—THE FRONT FORKS are of the same well-known perfection patent, thickened at the part where the greatest strain comes.

10th.—THE BEARINGS are vertically adjusted and are warranted perfectly dust proof, and will run several thousand miles without oiling or adjustment.

11th.—THE SADDLE is a new departure from the unsightly coil springs used in other saddles. The springs used are India Rubber Buffers, which take up concussion and vibration. The saddle will not stretch in case of its becoming wet, either from perspiration or rain. It has, also, a new side rocking motion, and its ease and comfort can only be appreciated by its use. It can be adjusted to any wheel.

12th.—THE SPADE HANDLES are detachable and of a new form, the grips being made to conform to the angle of the rider's body.

13th.—THE ENAMEL is of a high grade and polish, and cannot be broken with ordinary use.

MANUFACTURED BY

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

A. KENNEDY-CHILD, Superintendent of Agencies.

MFG. CO.

SPRINGFIELD,
MASS.

BROOKLYN CLUB'S CHRISTMAS RACKET.

ALL THE BOYS RECEIVE APPROPRIATE PRESENTS.

The Brooklyn Club had a "Christmas stocking" on Thursday evening last.

The entertainment opened with a game of cards, "hearts" being the game. It was an open contest with twenty hands, F. L. Hebert winning the prize, a handsome celluloid card case, hand painted, containing a pack of cards.

After cards the members adjourned to the wheel-room, which had been cleared of all wheels. Here, at a number of small tables, a collation was spread.

After supplying the inner man the party adjourned to the parlor, where hung a huge Christmas stocking, bulging with gifts for the members.

The pool tournament prizes were presented as follows: First Division, Mr. Fuller, silk umbrella; Second Division, Mr. Greenman, silver headed cane. Messrs. Ackerson and Bailey, second prizes in each division, monogram pins.

Mr. H. E. Raymond then announced that he had written his first poem, which announcement caused a general stampede. After considerable coaxing the boys relented and listened to Raymond's verses. There were several dozen of them, of which we give a sample:

A CHRISTMAS CAROL.

I am guilty, I admit, of the following lines;
Don't quiz them too closely—don't note them too fine;
If personalities offend—take them just as they're sent,
As friendly-built jokes, entirely well meant.

Now for a laugh on my assistants, you see;
I wouldn't be surprised if they have one for me.
Each in his keeping has a gift for the other,
Waiting to present it—trying his feelings to smother.

I told Mr. Miller, in a very sly manner,
To hide Campbell's present behind the piano.
And Campbell—Miller's safe in his pocket keep right,
Until the proper cue—then bring it to light.

Campbell—sly fox—he thought to escape;
This verse was not down when I showed him the tape.
Never more shall he travel on railroad or boat;
Henceforth he must use—this sweet woolly goat.

Colleague William Miller, not forgotten, the sinner,
Altho' I fear something like the "ilderan" Club dinner;
However, I'll risk it—in my throat quite a lump—
I present, handsomely mounted, a costly old stump.

Next B. M. Cole—Inverness cape coat and all—
From his greatness in dudedom may he ne'er take a fall;
With a white inside vest—tie—of silk—quite a mass,
I complee e this pen picture with a single eye-glass.

A hero next, ready to fight, at his country's call—
I refer to our club-mate, "Twenty-third" Eddie Hall.
At the flash of the powder would he stand, fight or run?
You must answer it—I can't—present arms—a gun.

Could we immortalize laughter—describe it by pen—
It would, in this case, be a task worthy of men.
The name I'll not mention—ill-constructed maybe—
All the same, to be called for, a small sun-burnt baby.

Now for revenge—'tis sweet you all know—
This time on a friend—not a bit of a foe.
At rhyming, this creature turns many a poem,
Hitting this one, and that one, a fun-glistering foam.
But to-night—merry Torrey—wheel of fortune spokes
Stops at your name with a book of *new* jokes.

H. Haggard Ryder, or Warner Whiskers in brief,
Who stays in the rear, to save those in grief;
A vision of loveliness—to his smoke oft-confessed,
A dream realized—a pipe neatly dressed.

V. Solitaire—that's Vail—the same
Who keeps the club-roster, adds every new name;
With ink quite successful, makes many flourishes bold,
At an enormous expense—a pen—in his right hand to hold.

Many others we would if we could, but we can't,
Make merry joke or rhyme on, but of both we are scant.
There's Bradley—of his record a thing to be proud—
Who leaves in the van the 25-mile crowd;
And Schoefer, our racer, faster than horse,
Who leads all the cracks a dance o'er the course;
Last but not least, Greenman, one who should lead,
A prince of good fellows—a real friend indeed.

To all not here mentioned our very best bow,
It's for lack of material, nothing else, we'll allow;
Still, we've gifts left in plenty—for them you must draw,
And we hope in this drawing many a laugh will score.
You have all had a Merry Christmas—I don't see any
tears,
So we wish you the next and many more Happy New
Years.

The entire poem has been carefully preserved in the club scrap-book. Each man was compelled to step up and take his gift and unwrap it for the benefit of the crowd, who roared and violently applauded the appropriateness of the present.

Mr. Meeteer presented a leather medal to Mr. Farnsworth for his great effort to put up the club mileage. He had ridden ten miles during the year.

THE NEW YORK CLUB.

"What's the matter with the New York Club?"
"She's all—wrong," echo answers.

And what the trouble is no man knoweth.

The club is numerically and financially strong. Its house on West End Avenue is well appointed, and all the paraphernalia of club life is at hand.

Yet is there something lacking; what, we cannot learn. By some members it is claimed that there is a lack of cordiality between the members, caused by the fact that they are not well enough acquainted with each other.

There is clique nor party of color or kind; harmony spreads the white wings of peace over the scene. Yet all is not well.

Will the officers of the club please wake up themselves or the Entertainment Committee and do something?

NEW YEAR'S AT THE NEW YORK CITY CLUBS.

HARLEM WHEELMEN'S RECEPTION.

The success of the day at the Harlem Wheelmen's club house, at 124th Street and Sixth Avenue, was due entirely to the ladies, Mrs. Newcome and Miss Raisbeck having made all the arrangements.

The two ladies were at the club house and received some forty callers during the afternoon. In the evening a reception was given, at which the following were present: Mr. Parker, Mr. W. H. DeGraaf and daughter, Messrs. Locke, Joseph, Lakin and Baldwin, Mr. Terwilliger and wife, Mr. Ridabock and Miss Field, Mr. L. A. Newcome and wife, Mr. T. A. Raisbeck and daughter, Messrs. Edwards, Wimpleburg and Emanuel; also members of the Acme Bowling Club and Manhattan Bicycle Club, the latter being represented by J. W. Sheehan and Miss Sheehan, C. A. Sheehan and Miss Kennedy, "Col." Clairmonte, William Burrows and J. D. Connor, in all a party of fifty.

The Christmas tree was stripped of its trimmings, which were disposed of to the highest bidder, Judge Newcome acting as auctioneer, the proceeds being turned over to the janitor.

The evening was spent in dancing and singing, Messrs. DeGraaf, Newcome, Edwards, Lakin, Emanuel and Dr. Wimpleburg distinguishing themselves at the latter.

During the evening refreshments and a collation were served.

Now that the ladies have started the ball rolling, let the members take heart and put some life into old Harlem.

THE "FRANKLIN HOUSE" BOTTLE.

THE NEW YORK CLUB WILL FRAME IT.

The struggle for the bottle of champagne offered by the proprietor of the Franklin House, at Tarrytown, to the first man to arrive at his house on New Year's morning, was rather tame this year.

Messrs. DeGraaf and Emanuel, Harlem Wheelmen, announced their intention of getting out for the champagne on a tandem "bike," but De Graaf, remembering his trip last year, probably, weakened. We have learned, however, that Emanuel was ill and unable to ride. The Manhattan men failed to appear, narrowing the contest down to George M. Nisbett and M. F. Pendleton, who started on a tandem tricycle and scooped the bottle. Mr. Nisbett sends us a sketch of the ride:

"Pendleton and I left 110th Street and Boulevard at 12 M. We called at 110th Street and Sixth Avenue, but found no one there. Our start was witnessed by Messrs. Hanson and English. After walking, swimming and slogging three miles, we reached Kingsbridge at 1.15 A. M., and pushing on reached Yonkers at 1.40. Here we instituted a search for something to satisfy the inner man, but found only one feed-cry, and this was so crowded that the doors were locked, with ten or fifteen famished mortals waiting on the outside. Not being able to strike anything, we took a reef in our belts and pushed on, and after a terrible struggle over the muddy roads we arrived at the Franklin House just as the clock struck four, and much to our delight the wine was presented to us.

"We started for home at 7.15 A. M. From Kingsbridge down we tried Sedgwick Avenue, which we found to be even worse than Kingsbridge Road. We reached the club house at 12.15. We shall never forget this ride. Our mount was a Columbia tandem. The bottle—filled—will be framed in a plush case."

LONG ISLAND WHEELMEN ELECTIONS.

At its annual business meeting, held January 2, the Long Island Wheelmen elected the following officers for 1889:

President: Geo. W. Mabie, 43 votes; Chas. H. Luscomb, 40 votes.
Vice-President, Dr. L. G. Wilder.
Recording Secretary, J. R. Davies.
Corresponding Secretary, F. E. Bogert.
Treasurer, L. F. Ballard.
Assistant Treasurer, O. E. Parker.
Trustees, W. J. Clark and W. S. Hawxhurst.

ROAD OFFICERS:

Captain, George G. Teller.
First Lieutenant, Louis H. Wise.
Second Lieutenant, Carl C. Alden.
Third Lieutenant, George M. Halsey.
First Color Bearer, George W. Kreger.
Second Color Bearer, A. H. Harris.
First Bugler, T. M. Lamberson.
Second Bugler, F. B. Monell.
Surgeon, J. B. Wright.

KARL KRON ON W. H. LANGDOWN.

"Inasmuch as there must be a loser in every well-contested race," writes Karl Kron to us, "I see no reason for your speaking contemptuously (WHEEL of December 28, page 355) about the New Zealander who failed to win first place at the Springfield bicycle tournament of 1886. It was quite to his credit that, with odds so much against him, he was willing to help along the international quality of the show by appearing there at all. I am reminded to say this because I to-day received his letter of November 30, enclosing post-office order for \$10 in payment for copies of 'X. M. Miles on a Bi,' which he has recently sold for me at Christchurch, the capital of New Zealand, where his father is a prosperous manufacturer. He himself is associated as junior partner, I think; and I know that during his year's residence in New York, for the study of American business ways, he earned a respectable salary in a down-town office, though by no means dependent upon it for his support.

"He afterward traveled six months in England, before taking ship for the final stage of his journey around the world; and the record of his cycling tours in N. Z. is embalmed on p. 569 of my book. It may seem absurd for the *Louisville Commercial* to print his portrait at this late day; but for your paragraph to sneer at so exceptionally well-fixed a young man as W. H. Langdown as 'living from hand to mouth,' seems still more absurd."

[The paragraph referred to by Karl Kron was simply a relation of facts. We might go into details, but now that Langdown is on his feet again we may let it pass.—Ed.]

MARRIAGE REVEALED BY A BICYCLE HEADER.

The marriage on Thanksgiving Day of Miss Sadie O'Neill, of Lake Forest, to Enoch M. Fredericks, of Waukegan, has just been made public. The couple drove out into the country on Thanksgiving Day, ostensibly to spend the day with relatives. At Lake Villa, however, they boarded the cars, and were soon in Wisconsin and married. The matter was kept a secret until the husband took a "header" from a bicycle in Chicago a few days since, and received such injuries that he desired his wife to nurse him. The story was then told.—*Chicago Inter-Ocean*.

PROVIDENCE WHEELMEN BREAK A HILL RECORD.

FIFTEEN ROUND TRIPS UP "SAND-PIPE" WITHOUT A DISMOUNT.

Yesterday afternoon several pedestrians witnessed Mr. E. F. Rosenberg break the previous records of hill climbing held by P. M. Harris, of New York, at Sixteenth Street and Boundary, commonly known among wheelmen as Sand-Pipe Hill. He made fifteen round trips in forty-one minutes without a dismount, and rode his 46-inch Springfield Roadster. His intention was to make twenty-four round trips, but his timekeeper refused to wait longer on account of the chilly weather. Among those who witnessed the remarkable feat were Messrs. Ide, G. V. W. Knox, Drs. Lee and Hill, of the Washington Cycle Club, and many others.

THE WHEEL.

BY AN UNKNOWN LIAR.

[Dedicated to San Francisco Bicycle Club.]

See the wheeler with his wheel,
Silent wheel.
How many murderous thoughts pass through
Our mind as fast he steals;
As he glides along the pave,
With the silence of the grave.
And the crystalline glittering of nickel-plated steel
Bursts upon the enraptured sight,
As it flashes dazzling bright,
Till the gamins, with delight
(Which the ordinary mortal and pedestrian cannot feel),
Yell out, "See the blooming hijit on his altitood'nous wheel,"
On his lofty and exalted and velocipedic wheel;
On his wheel, wheel, wheel, wheel, wheel, wheel, wheel,
On his lofty and velocipedic wheel.

Hear the tinkling of his bell,
Little bell,
As it warns the folks to give him room before he gives them
tophet.
And he dings it all the while,
With a feeble, vacant smile,
As he works his numbertwelves in a rhythmic kind of style.
And the people, ah! they think,
When they hear that tinkle tink,
"Here comes old Darwin's lost one, here comes the missing
link!"
And they positively feel
Like smashing up his wheel,
And implanting on his pantaloons some wounds that
wouldn't heal,
That would cause him to stand upright as he takes his mid-
day meal,
And would give him heaps of trouble as he sat upon his
wheel,
On his wheel, wheel, wheel, wheel, wheel, wheel, wheel,
On his nickel-plated, highly polished wheel.

ANOTHER TOUR AROUND THE WORLD BY TWO AUSTRA- LIAN WHEELMEN.

Karl Kron supplies us with the following extract from a suburban paper of Melbourne (the *Brunswick Reformer*, dated November 14, 1888), it having been contributed thereto by his most active helper in that city, George R. Broadbent, who is himself a tourist and road rider of no little experience, as shown by the records on page 562 of the Australasian chapter in "X. M. Miles on a Bicycle." (An odd misprint here alludes to him as "a grandfather," though he is in fact a young man only recently married.) Mr. Burston's wheeling biography is also printed on page 558 of the book, and he was its earliest subscriber at the antipodes.

There started from this city, on November 1, 1888, for a tour around the world on their bicycles, two well-known and generally respected gentlemen of Melbourne, Mr. George W. Burston, of the firm of Samuel Burston and Co., malsters, of Flinders Street East, being one of the twain, whilst his companion was Mr. Henry R. Stokes, of Messrs. Stokes & Martin, electroplaters, of Little Collins Street East. The trip is to be one of pleasure and sight-seeing, and it is patent to all wheelmen that they will, having the bicycles as a means of transport, possess the facility of visiting more places and seeing stranger sights than if they were traveling by any other method.

And again, in regard to health, the bicycle is without a compeer; it is safer and quicker than a horse, it does not shy at what is not there, neither does it require any fond otherwise than a sixpenny worth of oil per year.

At the complimentary dinner tendered to them on October 27, Mr. Burston, in replying to a toast, remarked that he had been riding over ten years, and had traveled upward of fifty thousand miles. Mr. Stokes, also, is an old rider, having used the bicycle eight or nine years, and at present is the holder of the Australian 50-mile road record, in 3h. 12m. 52s. Mr. Burston is a road rider of the first water, having visited nearly every town in the West and Northwest of Victoria. He had ridden 100 miles in 8h. 0m., which is only eight minutes longer than the present record; it was "record" itself until about a year ago.

Their first stage is riding to Sydney, but will break the journey and visit such places en route that may be interesting enough to call for inspection. Then from Sydney to Newcastle they intend to ride, but will take the boat to Brisbane, where they embark for Calcutta via Batavia and Singapore.

They, I believe, have planned to follow the River Ganges until Delhi is reached, and visit the Indian temples throughout the journey. They then have hopes of crossing the country to Madras, and thence on to Colombo. The sight they will probably see in India alone will, I should not doubt, be enough to compensate them for their journey thither. Again resorting to the steamer, they will land in Egypt, thence on to Naples, and in fact over all Europe, finishing in England.

Their next stage will be a trip over the Atlantic, to the United States, in which it is their intention of doing a lot of riding, and visiting almost every spot of interest. They will probably return home via New Zealand.

I cannot say more than to wish them a safe and prosperous journey, and to express a wish to see them back among us in safety, after their extended excursion. They will possibly be away a year or eighteen months, if not longer. I must not forget what the chairman of the complimentary dinner (Mr. Justice Williams) said in the course of his remarks: "There was no nobler sport, more healthful and honorable than cycling, being the most free from the taint of shady persons and institutions, and it was the bounden duty of every citizen of any note to foster and promote an honorable and health-giving exercise."

The tourists ride Australian-made machines, and no doubt great interest will be taken by every maker of such goods, as to how these machines stand the wear and tear of every kind and condition of road and weather.

THE FIRST BOWLING MATCH OF THE SCHEDULE.

The teams of the New York B. C. and Harlem Wheelmen will meet at Mott Haven on Friday evening, January 4, to play the first game of the official schedule of the Bowling League. It is expected that a large number of cyclists will be present. Train leaves Grand Central Depot (N. Y. and Harlem R. R.) at 7:40 P. M., and returns at 11:03 P. M.

A BILL TO IMPROVE NEW JERSEY'S ROADS.

A bill is to be introduced in the New Jersey Legislature this winter which is of great interest to all property owners in the State, with the exception of those living in cities. It gives to the Board of Chosen Freeholders in each county the power to designate or adopt certain highways to be called "county roads," and to keep them in repair at the expense of the county. The bill will probably be presented by Senator James L. Miller, of Union County, who has been much interested in the matter.

Numerous petitions, explaining the object of the proposed law and setting forth the disadvantages of the old system, have been in circulation in Union, Somerset, Morris and other counties for some time. Several hundred signatures have been already obtained, and on one of the petitions appear the names of such well known Jerseymen as Senator Miller, Congressman John Kean, Warren Ackerman, William D. Bigelow, Chauncey B. Ripley, Frank Bergen and A. B. Carlton.

City Attorney Bergen, in an interview with a reporter, said:

"The law of the middle ages regarding the maintenance of public roads is still in force in Union County and generally throughout the State, with the single exception of Essex. In Essex County they have a County Road Board, which has charge of all the highways. The city government does the work on the streets in cities, but in the rest of the State ancient law prevails. Under this law, in each township—sometimes on the township ticket at spring elections and sometimes in the various road districts of the town—sums of money are voted for repairing roads. In case no money is voted and the appropriation runs out, the present law requires the overseer or roadmaster to 'warn out' the inhabitants and compel them to 'work' the roads for nothing. The common practice under this system is to plow a few times through the ditches on each side and scoop and shovel the mud and dirt into the middle of the road. This furnishes mud or dust, according to the condition of the weather, the greater part of the year, and then the operation is renewed.

"Every year the legislature passes a half dozen or so of fragments of statutes to remedy the evil, but having only particular grievances or points in mind, a complete and efficient method of maintaining public roads has never been evolved in this State. The result is that we have a vast and complicated mass of statute and judicial law which has become both impracticable and intolerable. Within a few years a disposition has been shown by the Legislature to sweep away the whole mass of law on this subject and substitute a better system. In 1886 such an act was passed, but as it violated nearly every provision of the Constitution, it was promptly declared void by the courts. As the matter now stands every township and road district is at liberty to patch and repair general public highways in as many different ways as there are districts. That is why nine-tenths of the roads in this State are well-nigh impassable during certain seasons of the year. The proposed bill, which is being prepared with the utmost care, is designed to remedy all this, and will undoubtedly be passed."

—Elizabeth Daily Journal.

UNIVERSAL CYCLING CLUB NOTES.

The first monthly "smoker" of the Universals, of Brooklyn, took place at their club rooms last Thursday evening, where, amidst clouds of smoke and an excellent programme, a good time was enjoyed by all present. Following are some of the names of those that delighted their hearers with their various accomplishments:

Mr. J. Huzar gave an excellent performance on the zither, which was followed by banjo solos by Messrs. Finn and Hennessy; Messrs. Lenahan and Leith gave a fine performance with the gloves, as did also Mr. Oscar Finn and Mr. O. Schuster of the Park Athletic Club. Mr. W. H. Robertson acted as master of ceremonies. Mr. G. Reed and L. Lynch gave some excellent vocal music. The event of the evening was the fancy bicycle riding by Mr. D. Hennessy.

The second annual reception will take place at Library Hall in February.

At the next regular meeting of the club an election for a Vice-President will be held to fill the vacancy caused by our late Vice-President, Mr. Isaacson, going South.

HUSTLER.

DOROTHY G.

Dorothy G. is a dainty maid,
As forth in a neat cycle suit arrayed,
She soins on her wheel. To me more
Fair than my Helen of yore.
For surely no rider of times gone by,
E'er loved his lady as true as I.

And now, as she sits on a tricycle seat,
With another man, and their glances meet,
Each look fills me with deep distrust,
And gives my weak heart a rancorous thrust.
For oh! my passion's hard to control,
Since Dorothy's mistress of heart and soul.

Why is it, you ask me, I don't declare
My love to one who's so debonair,
And thus put an end to my fearful doubt,
E'en though my vows she may scornfully scout?
Why is it I end not my heart's jealous strife?
If I must tell the reason—she is my wife.

G.

SAN FRANCISCO.

Everything seems favorable for a successful tournament to be given at the baseball grounds on January 1 by the Bay City Wheelmen, of San Francisco. Several events are on the programme, the prizes have attracted a large number of entries, and a number of the boys have trained faithfully at the Mechanics' Pavilion.

At the last meeting of the Bay City Wheelmen the following officers were elected for the ensuing six months: President, R. M. Thompson; Vice-President, P. A. Libby; Secretary, F. W. Pierson; Treasurer, W. D. Sheldon; Captain, Fred. Russ Cook; First Lieutenant, Jos. Cox; Second Lieutenant, L. G. Hodgkins; Buglers, C. C. Moore and L. Cole.

CALIFORNIA.

CONNECTICUT-INGS.

Never, during the years of our sojourn in the State, have there been fairer or finer days or less snow than on Christmas and New Year's, and so far this winter this nutmeg portion of New England has had but one little touch of snow.

We are pulling every string possible to have our roads improved, and they have been grveled to some extent about here, and the Quakers are really beginning to see the difference between gravel and mire, and the chances are that we have got them started in the right direction at last.

A little east of here, at Westport, they have, by subscription, raised money and begun to lay macadam, and it is hoped that the good work may go on until it will be possible for a cyclist to wheel from New York to Boston in less than a week.

In most other respects this section is well advanced; scenery is fine, not very hilly, or would not be so considered on good road surfaces, and the most pleasant in which to live that we have found.

The salt breezes from the Sound keep off the snow wonderfully well—something we rejoice in greatly, as wheelmen. A few miles north they wade in snow all winter, as they do in Berkshire, where we toured a few days in October, sleighing all winter. Deliver us from the ghastly whiteness.

In the coasting and skating days of boyhood, one had no dread of snow and ice, but cycles had not then come to brighten life, and lengthen it as well.

It's a matter for rejoicing that the first month of winter has gone, and we have had but one snow storm.

Our wheel club does so little wheeling or anything else that it really does not deserve a notice. It cannot be blamed for apathy during the inclement season, for it nearly all rides ordinaries yet, and could not be expected to have even occasional runs now. They barely do that in the best season, because of our poor roads, but as the safeties come in use there will be more frequent outings.

We have not even a Consul L. A. W. here, that we know of now, since Brer. Baldwin resigned, and we have probably seventy-five cyclers.

STAMSON.

STAMFORD, CONN.

FENTON'S FANCIES.

There was a very large turn-out of cyclists in the Park on Christmas Day. Almost every variety of wheel was represented, and I noticed an unusually large number of middle-aged riders, soberly jogging along on "trikes" of antique appearance. Ah, ye youthful "scorchers," who rush through the Park at a 3.20 gait, and climb hills at a pace which lands you at the summits dizzy and exhausted, you don't have half as much fun on your rides as the old "stuffs," irreverently so-called, who plod along on their "three-wheelers" and take a couple of hours to cover their ten or twelve miles. The motive of your riding is to gratify ambition; their's, to secure recreation. I am told that I'm a good deal of an old foggy myself, but I can't see where the fun comes in, in going out with a friend for an afternoon's ride, and spending that pleasant part of the day in "scorching" both himself and yourself to a standstill. The moral of all this is, to paraphrase Thomas Hughes' famous advice in regard to fighting, "Don't scorch until you have to—on the track—and then scorch with all your might."

The "Circle" in the Park seems to be a regular open-air club-house for wheelmen. Christmas morning I saw a lot of riders well-known around the city, mostly representing the younger element of the clubs, among others Pendleton, Nisbett and Blake, of the New Yorks; Sheehan of the Manhattans, and Thayer of the Citizens, all congregated there. Peoli, of the New Yorks, who, by the way, is more of a "vet" than even the moss-backed Pitman, having first ridden a wheel at Paris in 1875, was out in the afternoon and executed some fancy mounts in a style which few of the youngsters could beat.

Speaking of the New Yorks, it's rather a queer thing that the Manhattans show so much bitterness toward them, even going to the extent of leaving them out of the invitation list on the occasion of the Manhattan house-warming. All this was told me by a member of the first-named club, who says further that the action was rather uncalled for, particularly as the N. Y. B. C. was pretty well represented at the Manhattan reception last year.

I think THE WHEEL should set a standard, by which the validity of a wheelman's claim to the honorable title of "Vet" may be decided. Since your interview with Pitman, every fifth wheelman whom I meet addresses me about as follows. "Ah, Fenton, don't you want to write out my reminiscences, history, etc., etc.? I'm a 'Vet' myself, you know!" My invariable answer is that nothing would give me more delight, but the crop of cycling Nestors is so large this year that I must ask a couple of questions first. These are: Did you join the League in 1880? Have you ridden a wheel at least eight years? Strange as it may seem, I haven't begun a biography yet!

I am informed by a gentleman of my acquaintance that the bicyclists will have to leave the Park at the end of this year, sure! It is hardly necessary to say that my friend drives a trotting horse, whom he fondly imagines is dreadfully afraid of a bicycle. The funny part of it is that I was riding alongside his horse while he uttered this direful threat, and the animal didn't even prick up his ears! This may interest lovers of that elaborate form of witticism—the paradox.

The Citizens' "smoker" on New Year's Eve was a great success. To quote Artemus Ward: "Long may they wave!"

I beg to suggest to their worships, the Racing Board, that they insert the following among their rules: Each competitor shall forward with his entry, definite answers, as far as possible, to the following questions: Date of last race, distance and handicap given? Position at finish and time, if taken? This might lighten the labor of that unlucky individual, the handicapper, and perhaps check the grumblings and complaints of unsuccessful riders, who are always a good deal of a nuisance, even though they "roar out as gently as a sucking dove."

FENTON.

The Christmas number of the San Francisco News Letter published a supplement illustrating Golden Gate Park, the San Francisco Wheelmen's paradise.

READING.

The Reading Bicycle Club Drum Corps made its first appearance Christmas Eve on the streets of our city. It was a rip-roaring success. Santa Claus also visited the rooms, and placed all the greens left over, after getting through with the other children in the city. The artistic effect was simply marvelous.

Here's a new idea. On one of our recent runs, one of the Hoffman brothers got very tired after coasting one of our long hills, and swearing by all the hills in Berks that he could go no further, he then and there jumped off, dropped his machine in the middle of the road and sat down on it. All the others left him there and stopped a half mile further on at the hotel for dinner. By and by in comes Hoffman, and shortly after a country chap feeling very much elated. Inquiry into his apparent happiness revealed the fact that he had found Hoffman sitting at the foot of the hill played out, and had actually pushed him up the hill, and felt happy on that account. When he had got him to the top "Hoffy" rode off and never as much as thanked him for what he had done.

Our friend Charlie, who holds his head so high (a la Sallie), can make more scratches in pool than any other three men in the club.

Keep-on-you'll-get-there! "Senator Kline" claims to be the only player in the club. He does play well, that is if the game was for the one who got the least balls.

Superintendent Crawford also comes in with a new idea. He gets a man to drop a piece of chalk into the pocket when his turn comes to "bust." The dropping of a ball and chalk are identical; and old Craw actually played the crowd for several games before it was found out.

I see Geo. Eckert, Jr., had a very curious mishap the other day. He was coming down the street at a pretty good gait, and was just about passing a street car, when lo! a boy with a wheel-barrow emerged from behind the car, and there was a collision. Well, for the time being it was hard to tell which would come out victorious, but at last the wheel-barrow got the better of the bicycle, and pushed the front wheel of the latter, which was a Star, under the car. But such a looking wheel! It was buckled, twisted, and crushed into such a shape that it looked as though it had been forced East by one of those Western cyclones. It is now at Wilhelm's for repairs. George was very much afraid that the "Vortex" might find it out; and so he hid. How could he help it, when he was an eye witness?

John Sheele, reporter of the Herald, and Ezra Schneider, the Jersey Lily, had charge of a go-as-you-please walking match Wednesday afternoon. The start was made from South Ninth Street, Schneider setting the pace on his Star. There were seven entries, and the route was from Wentzel's store to Poplar Neck; thence to Flying Hill Park; thence along the Morgantown road and back to starting point. Fisher made the distance in 55m. and 48s., and Farrar, a colored sprinter, came in last in 1 hour and 7 minutes. The judges were Colonel T. C. Hannahoe, Mayor of Irishtown, Wm. Wentzel and Chas. Kuhlman. One of the judges came very near making a mistake. When Schneider came in on his bike, the judge thought that Farrar had changed his mind and used a bicycle instead of walking, and it took a great deal of persuasion to convince him that it was Schneider. I think that he must be color blind.

Friday, January 4, is election at club here, and in my next will give the names of the officers for the coming year. Printed tickets are out for all candidates, and what formerly took three or four hours to do will, under the new system, take about twenty minutes. The candidates who feel sure of being elected are happy; the others, with the majority, are happy also, for the refreshments given by the successful candidates compensates thoroughly non-aspirants.

DECEMBER 29. VORTEX.

The Manhattan Club welcomed '89 in jolly fashion, with a tooting of horns and the club cry. The parlors were cleared of all impedimenta, and music, dancing and refreshments helped past a pleasant evening. Some thirty men were present.

BRIDGEPORT.

Wheelmen here in Bridgeport are wondering if the mild and unseasonable weather which we are experiencing will continue. Several enthusiasts use the wheel no matter how inclement the weather.

The Bridgeport Wheel Club is advancing rapidly, and before spring will have a very large membership. The club roll to-day includes eighty-two members, and there are eighteen applications in the hands of the committee.

On New Year's Day the club kept open house, and the committee deserve great credit for the artistic way in which they decorated the club rooms. Potted palms, ferns, tropical plants, bric-a-brac and banners adorned the rooms.

An old-time shield, hammered and engraved in allegorical design, hung over the large fireplace. This shield was purchased in Europe by one of the members at a large sum, and is supposed to be several centuries old.

In one of the rooms refreshments were served from tables laden with abundance of salads, fruits, etc., etc., and over a large punch many congratulations were received on the marked success of the new organization.

Among the 265 callers who registered were wheelmen from Roslyn, L. I., Waterbury and New York, and many members of the Ramblers. KROYWEN.

EXECUTIVE COMMITTEE MEET.

The Executive Committee, L. A. W., held their meeting at the New Marlborough, December 27. Messrs. Kirkpatrick, Hayes and Bull, of the committee, were present. Messrs. J. C. Gulick, C. H. Luscomb, G. R. Bidwell and Abbot Bassett were also present. The committee were unable to close with the *Bicycling World*, as no contract had been prepared. The *Bicycling World* Publishing Co. paid the League a bonus of \$300 for the official organship from March, 1888, to March, 1889, with the privilege of a three years renewal at same figure, notice of intention to renew contract to be given by January 1, 1889. The publishers wished to waive this bonus and make some other arrangement, but as nothing had been prepared the matter was referred to the National Assembly.

The annual meeting of the National Assembly, L. A. W., will be held February 18, at the Grand Union Hotel, New York City.

The committee considered the action of Chas. H. Luscomb, who published a political circular-letter during the late campaign, involving the entire League, and all this without any authorization. The committee have embodied their views in a letter which will appear in the official organ. Speculation in matters of this kind is hazardous, but there is a general impression current that the Executive Committee have applied a surtout of whitewash to Mr. Luscomb.

FIXTURES.

- Jan. 5, 1889.—Harlem vs. New York, at Harlem.
- Jan. 5, 1889.—Kings vs. Hudson, at Brooklyn.
- Jan. 9, 1889.—Berkshire County Wheelmen's *Bal Masque*, at Pittsfield, Mass.
- Jan. 10, 1889.—Atlanta vs. Hudson, at Newark.
- Jan. 11, 1889.—New York vs. Kings, at New York.
- Jan. 11, 1889.—Cambridge Club's reception.
- Jan. 15, 1889.—Kings vs. Harlem, at Brooklyn.
- Jan. 15, 1889.—Vermont Wheel Club's Reception, at Brattleboro, Vt.
- Jan. 18, 1889.—Hudson County vs. New York, at Jersey City.
- 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. 24, 1889.—Atlanta vs. Hudson County, at Newark.
- Jan. 25, 1889.—Albany Wheelmen's indoor tournament.
- Jan. 26, 1889.—Harlem vs. Kings, at Harlem.
- Feb. 1, 1889.—Kings vs. New York, at New York.
- Feb. 1, 1889.—Hudson County vs. Harlem, at Jersey City.
- Feb. 5, 1889.—Kings County vs. New York, at Brooklyn.
- Feb. 8, 1889.—Entertainment and reception of Manhattan Bicycle Club, at Lexington Avenue Opera House, New York City.
- Feb. 9, 1889.—Harlem vs. Atlanta, at Harlem.
- Feb. 15, 1889.—New York vs. Harlem, at New York.
- Feb. 15, 1889.—Hudson County vs. Kings, at Jersey City.
- Feb. 28, 1889.—Atlanta vs. Kings, at Newark.
- Mar. 1, 1889.—New York vs. Hudson County, at New York.
- Mar. 5, 1889.—Kings vs. Harlem, at Brooklyn.
- Mar. 8, 1889.—Hudson County vs. Atlanta, at Jersey City.
- Mar. 14, 1889.—Atlanta vs. New York, at Newark.
- Mar. 16, 1889.—Harlem vs. Hudson County, at Harlem.

COLUMBIA BICYCLES, 1889.

The Columbia Catalogue for 1889 is of the same form as in previous years, and contains fifty-six pages of useful Columbia information. We summarize the more important features of 1889 wheels, advising those who wish for further information to apply for catalogues.

THE COLUMBIA LIGHT ROADSTER.

Price, 51-inch, \$125.

Difference of \$2.50 for each two inches in size, up or down. Metal parts all steel. No castings. Endless moulded rubber tires, $\frac{3}{8}$ -inch to front, $\frac{3}{4}$ -inch to rear wheels. Cold drawn and rolled seamless-steel hollow felloes, spokes tangent, 68 spokes to front wheel, 20 to rear wheel. Detachable Knous cranks, 5, $5\frac{1}{2}$ and 6-inch throw. Columbia adjustable ball bearings to front and rear wheels. Kirkpatrick saddle. Weight, with saddle and pedals, 38 lbs. This is the fifth year of the Light Roadster, built with such improvements in details as the experience of previous seasons has suggested. The spokes are set at a greater angle than in 1888 wheels, making three crossings and throwing the virtual hub some inches further out.

THE EXPERT COLUMBIA.

Price, 50-inch, \$120.

Metal parts all steel, no castings. Endless moulded rubber tires, 1-inch front and $\frac{3}{4}$ -inch rear. Crescent felloes, 56 and 18 direct spokes, with both ends enlarged. $\frac{4}{8}$ -inch recessed steel hubs, on $8\frac{3}{4}$ -inch axle, with $5\frac{1}{2}$ -inch spread of spokes. Detachable Knous cranks, 5, $5\frac{1}{2}$ and 6-inch (or $5\frac{3}{4}$ to $6\frac{3}{4}$ inch) throw. Columbia "double-grip" rubber ball-pedals. 18-inch rear wheel. Columbia adjustable ball-bearings to front and rear wheels. $1\frac{1}{2}$ -inch cylindrical perch, made of imported patent, cold-drawn, seamless-steel tube, 5-inch cylindrical head, with dust-shield. 4-inch hemispherical and conical centres, with Copeland duplex adjustment. Columbia elliptical, cold-drawn, seamless-steel, tubular front and rear forks. 28-inch hollow continuous-steel, detachable cow-horn handle-bar, $2\frac{1}{2}$ -inch drop. Spade handles. One-piece leg-guard. Grip-lever spoon-brake. Adjustable step. Kirkpatrick saddle. Tool-bag with Columbia B. & S. monkey-wrench, screw-driver and oil-can. Weight, with saddle and pedals on, 44 lbs. This is the eighth year of the Expert, and it is expected to sustain its reputation for durability and staunchness.

THE VOLUNTEER COLUMBIA.

Price, 50-inch, \$100.

Metal parts all steel, and no castings. Endless moulded rubber tires, $\frac{3}{8}$ -inch front and $\frac{3}{4}$ -inch rear. Crescent felloes, 56 and 18 direct spokes, No. 11 $\frac{1}{2}$ gauge, with both ends enlarged. $\frac{4}{8}$ -inch recessed steel hubs, on $8\frac{3}{4}$ -inch axle, with $5\frac{1}{2}$ -inch spread of spokes. Detachable Knous cranks, 5, $5\frac{1}{2}$ and 6-inch throw. Columbia "double-grip" rubber ball-pedals. 18-inch rear wheel. Columbia adjustable ball-bearings to front and rear wheels. $1\frac{3}{8}$ -inch cylindrical perch, made of imported cold-drawn seamless-steel tube, No. 15 gauge. 5-inch cylindrical head with dust-shield. $\frac{4}{8}$ -inch conical centres. Columbia elliptical, cold-drawn seamless-steel, tubular front, and semi-tubular rear-forks. 28-inch hollow, continuous-steel, cow-horn handle-bar. Spade handles. One-piece leg-guard. Grip-lever spoon-brake. Adjustable step. Kirkpatrick saddle. Tool-bag with Columbia B. & S. monkey-wrench, screw-driver and oil-can. Weight, with saddle and pedals on, 42 lbs.

By dispensing with the least essential advantages of high grade wheels, by devoting less labor to the parts for appearance only, by omitting expensive successive coats of enamel and rubbing down, and by constructing a large number of machines of four sizes and one finish, the company has been able to put out a really first class wheel at a reduced price.

THE COLUMBIA SEMI-ROADSTER.

Price, 50-inch, \$75.

Endless moulded rubber tires, $\frac{3}{8}$ -inch to front and $\frac{3}{4}$ inch to rear. Crescent felloes 52 and 18 direct spokes, No. 11 $\frac{1}{2}$ steel wire, with both ends enlarged. 16-inch rear wheel. 3-inch hub-flanges, with 5-inch spread of spokes. Detachable cranks, 4 to 5 inches throw. Parallel pedals,

with corrugated rubbers. Columbia ball-bearings to front wheel, with new adjustment. Cone bearings to rear wheel. $1\frac{1}{4}$ inch cylindrical perch. $4\frac{3}{4}$ -inch cylindrical head, with cone centres. Elliptical, seamless-steel, tubular front forks, solid rear forks. 24-inch cow-horn handle-bars. Vulcanite handles. Grip-lever spoon-brake. One-piece leg-guard. Oblong open serrated step. Kirkpatrick saddle. Tool-bag, with monkey-wrench, screw-driver, and oil-can. Weight, with saddle and pedals on, 35 $\frac{1}{2}$ lbs.

The Columbia Semi-Roadster is a high-grade, moderate-priced bicycle, for the use of boys and men of small stature. The wheels are built on the same principle as those used in the Expert. The front wheel is fitted with adjustable ball-bearings.

COLUMBIA LIGHT ROADSTER SAFETY.

Price, \$135.

30-inch rear (driving) wheel, 32-inch front wheel. Endless moulded rubber tires, $\frac{3}{8}$ -inch rear, $\frac{3}{4}$ -inch front. Cold-drawn and rolled seamless-steel hollow felloes. No. 13 Tangent spokes, 40 to rear, 36 to front wheel, all adjustable at felloe. Columbia adjustable ball-bearings all around. Seamless-steel tubular front fork with anti-vibrating spring joints. Columbia tubular steel double frame. Adjustable crank-and-chain driving-gear. Improved Ewart forged-steel detachable-link chain. Detachable sprocket wheel. Detachable Knous crank, $5\frac{3}{4}$, $6\frac{1}{4}$ and $6\frac{3}{4}$ -inch throw. Columbia "double-grip" rubber ball-pedals. $5\frac{1}{4}$ -inch ball-bearing socket steering-head. 28-inch one-piece tubular-steel curved handle-bar, adjustable for height. Vulcanite handles. Adjustable rear-wheel lever spoon-brake. Adjustable L seat-rod. Kirkpatrick saddle. Detachable steel-wire lantern bracket. Foot-rests. Guards to steering-wheel and chain. Tool-bag, with Columbia B. & S. monkey-wrench, screw-driver and oil-can. Gear 54. Weight, 51 lbs. Finish, enamel and nickel tips.

The steering-spindle and socket steering-head are designed to afford the rider very ready control of the machine, and the action is rendered most easy by the use of accurately fitted ball-bearings.

Consideration of our new spring joints comes appropriately under this head, for while the original idea is to relieve the frame and handle-bars from vibration, the value of this point is largely counterbalanced in any case where it is attained in such a way as to affect the positiveness of the steering. We present an amply elastic spring joint, which does not detract from the neat appearance of the fork, nor in the least affect the positive steering for which our '88 Safety was especially remarkable. The joints work on conical bearings, which afford ample take-up for wear. The springs can readily be dispensed with, and the fork made perfectly rigid if desired.

The wheels are constructed with our unequalled seamless hollow felloes and tangent spokes, of which we need say no more than that they are the same in principle as those now used on the Columbia Light Roadster. The new proportions of the wheels, with the larger wheel in front, are best calculated to secure good steering and relieve vibration, and their finish, with hubs, and spokes to the outer crossing, nicked, contributes to the elegance of the machine.

COLUMBIA TANDEM SAFETY.

Price, \$200.

30-inch rear (driving) and front wheels. Endless moulded $\frac{3}{8}$ -inch rubber tires. Crescent felloes. No. 13 tangent spokes, 44 to rear, 36 to front wheel, all adjustable at felloe. Columbia adjustable ball-bearings all around. Seamless-steel tubular double-frame, and front forks. Detachable tubular front brace. Adjustable crank-and-chain driving-gear. Improved Ewart forged-steel detachable-link chain. Detachable sprocket wheel. Detachable Knous cranks, $5\frac{3}{4}$, $6\frac{1}{4}$, and $6\frac{3}{4}$ -inch throw. Columbia "double-grip" rubber ball-pedals. $5\frac{1}{4}$ -inch ball-bearing socket steering-head. 28-inch one-piece tubular-steel curved handle-bars, adjustable for height. Detachable handle-bar connecting-rod. Vulcanite handles. Adjustable plunger lever-spoon brake to front wheel, adjustable lever-spoon brake to rear. Adjustable L seat-rods. Harrington cradle-spring, with Knous adjustable saddle front, and Kirkpatrick saddle rear. Detachable steel-wire lantern bracket. Foot-rests. Guards to both wheels and chains. Tool-bag, with Columbia B. & S. monkey-wrench, screw-driver and oil-can. Gear 57. Weight, 82 lbs. Finish, enamel and nickel tips.

The steering, wheels, bearings and other parts are similar to those used in the single safety. The gear is 57 inches, though this can be changed to 53 or 60 inches. The front saddle is of the Knous pattern, fitted with the Har-

ington cradle spring. The rear saddle is a regular Kirkpatrick.

THE SURPRISE COLUMBIA TRICYCLE.

price \$150, weight 74 lbs., and the

COLUMBIA TANDEM TRICYCLE.

price \$250, weight 120 lbs., are much on the same lines as last year.

STANLEY SHOW NOTES.

The show opens January 25. It will be the greatest cycling exhibit ever held in any country. Previous to its opening but little can be learned of what the makers have conjured up for 1889 buyers.

Messrs. Rudge & Co. have a decided novelty in the fastest thing in wheels, the "Triplet," an illustration of which appeared in THE WHEEL of December 28. The firm will also show a single quadricycle for nervous riders, and a juvenile tricycle.

Messrs. Hillman, Hubert & Cooper will have an exhibit of twenty-five or thirty wheels, including a safety with an entirely new form of frame. They will also show a ladies' safety and samples of buggy wheels.

The Quadrant Cycle Co. will show fifteen wheels, including the Quadrant tricycles and tandem tricycles. The Quadrant safety, improved over last year's form, a ladies' safety and a racing safety, weighing 20 $\frac{1}{4}$ lbs., will be shown.

Starley Brothers will have an exhibit of twenty machines, including a ladies' special Psycho safety, a tandem safety and a new light roadster safety, especially designed for scorchers.

The St. George's Engineering Company will show twenty five machines, including a Rational ordinary as demanded by the public, and a Rational ordinary as the company think it should be made. The other wheels of this company are the New Rapid ordinary and safety, the latter slightly improved over last year's wheel, a ladies' safety and a ladies' tricycle.

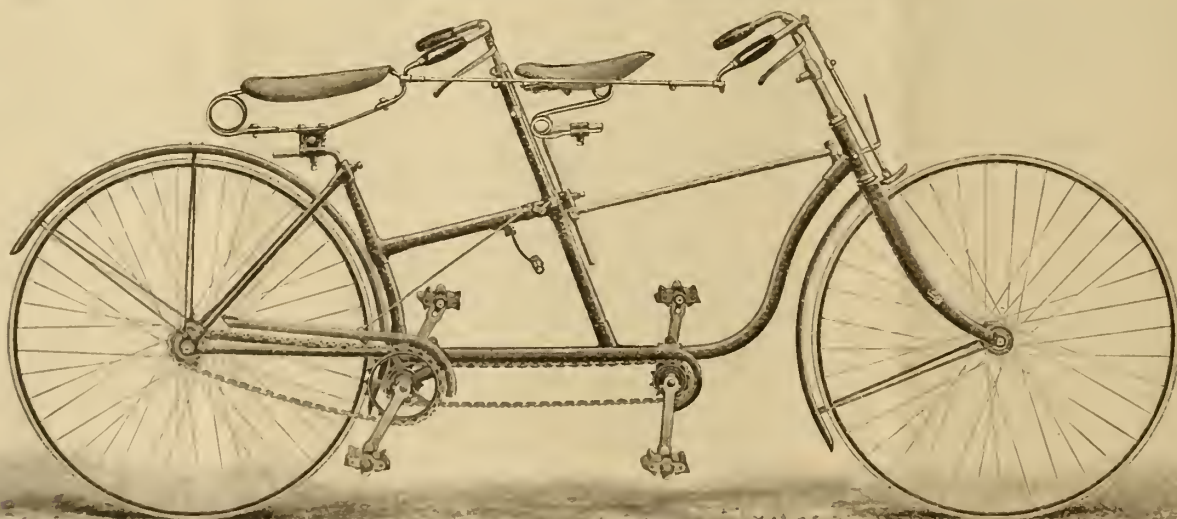
Messrs. Bayliss, Thomas & Co. will exhibit thirty machines, including a racing safety, weighing 19 $\frac{1}{2}$ lbs., and a racing tricycle weighing 27 lbs. They will also show a Rational ordinary, ball-head safeties and tandem safeties.

J. K. Starley & Co. the pioneer safety manufacturers, will show twenty machines, including a new spring-frame Rover safety and spring-frame tricycle. They will also show a cheap form of safety and a ladies' safety.

Messrs. Humber & Co. will show patterns of several safety bicycles with various size wheels, anti vibration springs, as well as crisper single and tandem tricycles.

The English trade will make some effort to induce ladies to ride ladies' bicycles, and all the prominent firms will exhibit machines of that type at the Stanley Show.

A new English cycling company has just been formed under the style of the Bradford Cycle Co., Ltd., with a capital of £60,000. It will extend the business of Thos. Redman & Co.



COLUMBIA TANDEM SAFETY.

THE EAGLE BICYCLE.

MANUFACTURED BY THE EAGLE
BICYCLE MFG. CO., STAMFORD,
CONN.

Among the list of manufacturers for the new year, the above company will leave no stone unturned to assume a leading position in the cycling world. The "Eagle," which is the name of the Company, as well as of its wheel, was invented and perfected by L. B. Gaylor, of Stamford, Conn., a man who has been riding ever since the bicycle was introduced into this country.

It was the opinion of many that a crank motion could be applied to an ordinary bicycle, having the large or driving-wheel in the rear. The problem to solve before the principle could be applied was whether the rider could retain his seat so nearly over the centre of the large wheel, and yet not shoot the machine out from under him the moment he put any power on the pedals. Mr. Gaylor solved the problem, designed a machine, which is claimed to be remarkably fast and light running, and to possess qualities of safety. The machine, being entirely of American origin, was named "The Eagle." From the catalogue we reproduce a detailed description of the points of the wheel.

The Eagle Bicycle is made throughout of the best materials which can be obtained; it is built by workmen thoroughly experienced in the art of cycle making, and aided by the finest and most expensive machinery known to the trade. No expense has been spared to make the Eagle Bicycle the most popular wheel of the day. The only metal used in its construction is forged steel. In strength the Eagle more than equals any other form of bicycle of corresponding weight. Its frame being of triangular construction, every part is perfectly braced, and by thus avoiding all long leverage strains the frame is made very light, and at the same time exceedingly rigid. The vibration, which is so noticeable in the rear wheel of the ordinary, is entirely avoided. The long back-bone, extending unsupported from a narrow neck a distance of five feet or more, and which has an uncomfortable habit of breaking at most unseasonable times, is, in the Eagle, entirely done away with; the steering-rod, which in a measure represents it, is firmly braced by four stiff arms, and is one of the strongest sections of the machine.

Probably the greatest point in favor of the Eagle is its ease of running. This, although aided to some extent by the more modern form of its fine ball bearings, is mostly due to the fact of the rider's weight being so entirely on the large wheel.

In the ordinary bicycle one-third or more of the weight of the rider is carried by the smaller wheel if he be seated in the usual position. While the little wheel is an important accessory to a bicycle as an aid in keeping the frame and rider in their proper place, it is obviously a great advantage to have as little weight as possible upon it. With the Eagle a skillful rider adjusts his saddle exactly over, or a little back of, the center of the large wheel, and rides with the front wheel pressing with but a few ounces weight upon the ground.

In hill-climbing, the fact of the rider's weight being on the large wheel prevents it from slipping, and no power is wasted. The saddle is so arranged that by a slight movement of the hand it may be unstrung and dropped flat out of the way, allowing the rider to put all his weight upon the pedals, and giving him every freedom of movement. For coasting, the Eagle certainly heads the list. The position is the easiest imaginable, and is assumed by simply swinging the feet forward and crossing them on the steering rod. The powerful, direct-acting brake enables the rider to control the machine perfectly on the steepest hills, and to bring it to a standstill at any moment he may wish. He is not entirely dependent upon the brake, however, for he may at any time replace his feet upon the pedals and control his machine fully in that way.

The position of the rider is rather more vertical than on other bicycles, the saddle being almost directly over the pedals; this position is by far the most graceful and is very similar to that of walking, the body being erect from the feet up. It is well known that a propelling action of the feet while in a sitting posture is not natural, and is very injurious, as was conclusively shown during the time of the "Velocipede;" therefore the nearer we can attain to a propelling action consistent with the healthful development of the muscles of the body the more enjoyable will be the exercise and beneficial the results. Much more power can be obtained from a downward thrust than from one partially forward, and the weight of the rider is used with much greater effect in aiding to propel the machine.

The large wheel being made to run in a fixed frame, the push of the rider upon the pedals does not cause it to waver from side to side as is the case when the steering and propelling are done with the same wheel; steering with the small wheel, when one has become accustomed to it, is much the easier, and the machine is under a better control of the rider and is more easily and quickly handled. It can be stopped in twenty feet when running at full speed, and a 54-inch Eagle will turn around between two lines five feet apart without touching either of them. These points may oftentimes be of great advantage to a rider and the means of saving him from many an accident, besides adding greatly to the pleasure of riding. The running of the Eagle is very smooth and even, and it can be driven at great speed without hands.

The success of the Eagle is owing largely to the excellent control exerted over the machine by the positive action of the direct crank pedals. Curbs, gutters and obstacles which would be dangerous or impassable on the ordinary may be ridden over or up with ease and safety. The front wheel is never allowed to strike the object to be mounted, but is raised in time to clear it, and the large wheel can be made to follow if necessary over any object to the height that the small wheel can be thus raised.

There is no such thing as a header with the Eagle, though if a rider cannot ride well he may fall sideways but never forward; in such case he has always a chance to catch himself upon one foot and save injury.

As a rule, with the clutch action a rider is obliged to lift the weight of his leg after each stroke, and, unless he keeps up his pedaling equal with the speed he is going, his feet will drop unsupported and all his weight will be thrown on the saddle, a decidedly unpleasant position should he happen to strike a stone. In coasting many clutch-driven wheels depend entirely upon their brake to control them, and, in case it should fail to work, the rider is left to rush helplessly down the hill and take his chances.



SPRINGFIELD ROADSTER No. 2.

The above cut will give an excellent idea of the Springfield Bicycle Manufacturing Company's new tangent-spoke, hollow-rim wheel for 1889.

Additional particulars of the Volant, illustrated in last week's WHEEL, are as follows: The saddle is of the Fish safety pattern. It has ordinary bicycle pedals with ball bearings. The wheels are 31-inch driver and 30-inch front wheel, with direct up-ended spokes and seven-eighths tires. The clutch mechanism, clutch stud and both wheels are fitted with ball bearings. The Volant, complete with tool bag and tools, retails for \$115.

All makes of Springfield Roadsters, except the \$75 wheel, are fitted with ball-bearing pedals. The clutch mechanism has also been improved, making it stronger and more compact.

When a person has once learned to ride the Eagle well, there is no wheel made which is more easily or quickly mounted. The fact that it has only its pedals for a step may to some seem an objection, while to others who have been accustomed to mount by the pedal the following explanation is of course unnecessary. It is well known that in learning the pedal mount on the ordinary, the greatest difficulty encountered is the danger of taking a header simultaneously with the mount, and many, after one or two such experiences, give it up, and satisfy themselves with climbing on by the step. The form of the Eagle, however, is such that no matter how clumsily the rider may throw his weight upon the pedal, the machine cannot tip forward, and he has only to give his attention to properly steering it to prevent it from falling sideways. The pedals, it will be noticed, are much further back from under the handle-bars than those of the ordinary, and the rider can step freely from them to the saddle, and is not obliged to pull himself up by the handles.

Our aim in constructing the Eagle is to produce a wheel which will embrace every advantage of the ordinary, that will equal or excel it in speed, in ease of running and in graceful appearance, and combine at the same time a bicycle which, when one has once mastered it, he will be able to ride over all kinds of roads and under all conditions with certainty and safety, and will not be in danger, at the first unguarded moment, of being precipitated upon his head. The Eagle, if it offers greater difficulties to the beginner, is because it gives more in return when once mastered. There are very few accomplishments of any value that can be gained without practice, and that which takes the least time to learn is usually the least valuable when learned.

THE REFEREE ANNUAL.

The *Referee Annual* for Christmas, 1888, comes to us in the form of a 32-page pamphlet, enclosed in a bright-red cover. The publishers deserve credit for their effort to provide the sporting public with Christmas reading, but the abundant preliminary puffing prepared us for something different than that which is served, which is but a poor specimen of the printer's art.

All America has been scoured for cuts of celebrities in the different worlds of sport, and the result is a poorly arranged photo-gallery of notables. The best pictures in the *Annual* are those of Col. A. A. Pope, an old *Outing* photo, and of Ed. Oliver, originally published in this paper. The cuts of Messrs. Bidwell, Kirkpatrick and Brewster originally appeared in the St. Louis *Post-Dispatch*, and are caricatures. The letter-press is of great variety.

The Cits held their usual successful New Year's racket, with amateur and professional talent and refreshments.

CYCLING IN NOVA SCOTIA.

In April, 1888, the Avonian Bicycle Club was started in Windsor, N. S., with a membership of twenty-five. The officers are: President, I. Fred. Carver; Secretary-Treasurer, Charles Hensley; Captain, C. J. Shand; First Lieutenant, John W. Blanchard; Second Lieutenant, Henry Lynch.

Although compelled to lay aside our wheels for awhile the bond of good fellowship still continues among our members. Our President, I. Fred. Carver, and C. H. Dimock, were the first to introduce the wheel into Windsor, getting their first wheels in 1881, and they still continue ardent lovers of cycling. Every variety of wheel is ridden here, from a 58-inch New Mail to a Rover safety. General pedestrians seem to favor the safety, the small boy shouting, "Go it, little fellow," whenever it appears.

An amateur athletic association is being formed, which in the spring will purchase ground for \$1,300, and then spend the same amount in building a cinder track, etc. Our captain, C. J. Shand, has held the championship of Nova Scotia for two years past, his fastest time for a mile being 3m. 28 2-5s., on a slow track. Mr. Henry Lynch will be one of our coming racing men next year. In the spring, when once more upon the road, you will probably hear from us again. Meanwhile, wishing you a happy and prosperous New Year, we are,
Yours truly,

A. B. C.

The *Irish Cycling and Athletic News* states that the first lady's bicycle was brought out by Haynes & Jeffries (now Rudge & Co.). It had two pedals on one side of the front or driving wheel, the action being very like that now found in the Facile. The rear wheel was some twelve inches to the side, instead of being on a line with the front wheel. The machine is illustrated in the *Bazaar, Exchange and Mart* for February 23, 1875.

Major Knox Holmes, the veteran figure of English cycling, celebrated his eightieth birthday on December 17.

ODDS AND ENDS.

The Milwaukee Wheelmen kept open house New Year's day.

The Riverside Wheelmen held a stag reception to see the old year out.

The Bay City Wheelmen, of San Francisco, held a race meet on New Year's day.

The New York Bicycle Club will pay all entrance fees of its racing men this year.

The Elizabeth Wheelmen will elect officers on January 8, when their annual meeting will be held.

Mr. Ducker talks of two Buffalo tournaments for 1889, one in the spring and one in the fall of the year.

The English Road Record Association have accepted P. A. Nix's 24-hour bicycle road record—viz., 297 miles.

It is rumored that George M. Hendee is no longer connected with the Springfield Bicycle Manufacturing Co.

The New York Club's mileage for 1888 is estimated at 58,544. Nisbett rode 8,231, Finlay 3,959 and Farr 3,551 miles.

A mile in 2.18 1-5! The standard is being reduced in leaps and bounds. We are waiting for the trotting record to go.

The Harlem Wheelmen will hold an entertainment and reception in February. Good old Harlems! We hope they will imitate the Phoenix.

The New York Club held a special meeting, January 3, and amended its by-laws in several minor particulars. About twelve men were present, President Shriver occupying the chair.

The Coventry Machinists' Company (Limited) have issued a neat pamphlet of selections from English papers describing the recent extension of the firm's manufacturing plant at Coventry.

The Cambridge Bicycle Club held a reception at its club house, 87 North Avenue, Cambridge, Mass., on Wednesday evening. Vocal and instrumental music, followed by a collation and dancing, made up the programme of entertainment.

The patent medicine men are getting after cyclists. Listen:

"The gay young bicyclist is in his bed,
Not for him is the spring sun shining,
He has been flung and is sore in body and head,
But Salvation Oil will make him smiling."
—Lynn Bee advertisement.

Alderman Walton Storm, who introduced a bill to have Madison Avenue macadamized from Twenty-third to Fifty-ninth Street, will be a member of the Street Commission, and will probably introduce some of his ideas on good pavements.

Mr. Isaac B. Potter, Brooklyn B. C., made it particularly warm for two Brooklyn road hogs who attempted to run him down in Prospect Park. They were taken to the lock-up and, after being warned by the sergeant, departed wiser and sadder men.

The Entertainment Committee of the Kings County Wheelmen, W. C. Marion chairman, announce a "ladies' entertainment" at the club house on Wednesday evening, January 9. The entertainment will consist of orchestral selections, banjo, violin and piano solos, recitations and conjuring, followed by dancing.

A LAY VIEW OF THE SCORCHER.

Of all bicyclists the "scorcher" is most to be dreaded. He's hot. He generally rides alone, and it is then that he does the wonderful things that he tells about with so much modesty, in the shape of hill-climbing, running away from fast horses, riding long distances with one leg, awful headers, and so forth. The scorcher is to bicyclists what the bunco man is to ordinary mortals—his value is according to the confidence you put in him, and when you think you've got him you're left.—*Texas Siftings*.

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.

WHEEL GOSSIP.

Harry Parks, Baltimore's unicycle rider, is spending a few weeks in this city.

The Vermont Wheel Club will hold their annual reception at Brattleboro, Vt., on January 15.

Nisbett, 8,231; Murphy, 8,140½. The Kings County Wheelmen have gone into mourning for thirty days.

J. K. Starley & Co. will place a ladies' safety on the market called "The Lady's Rover," which may be also used by a gentleman.

The Elizabeth Wheelmen will hold an entertainment at the Elizabeth Opera House some time during the second week in February.

Willie Windle, of Millbury, Mass., has ridden a Columbia racer in thirty-seven races, handicap and scratch, and has won thirty-five of them.

The Cambridge Bicycle Club will hold its annual ball January 11, at Union Hall, Cambridge, Mass. Promenade music will be furnished from eight to nine, with dancing from nine until one.

Is it not about equal to saying that *The Wheel* heads the list of cycling publications in this country, when Editor Prial's name heads the list of a job lot of cycling celebrities, as brought out by the *Wheelmen's Gazette* some time back?—*The Cycler*.

INTERESTING AND TRUTHFUL.

That "Traveler" who is telling of Old England awheel in a late number of *The Wheel* distributes ink in an interesting way, and his pictures are truthful, as we can testify from having been "over that trail."—*The Cycler*.

Irving Halsted has left Gotham for an extended Western trip, which will take him by easy stages to Tacoma, Wash. T. Irving dropped us a postal card from Detroit, written Monday noon. We hope the Chicago men will give him a good time when he arrives in the Windy City.

We are glad to note that Mr. G. C. Pennell, the well-known President of the Elizabeth Wheelmen, and universally respected among cyclists in general, has accepted the agency of the Columbia wheels for Elizabeth. We are sure that Mr. Pennell will easily make a success of this popular make.

The *Railway Signal Almanac for 1889*, an English paper published to spread Christianity in the great railroad world, publishes a cut of the Vanderbilt Railway Men's Building, on Madison Avenue, New York City. The artist inserts a bicyclist in the picture, but this is drawn from the imagination, for at this point cobble is king.

The New Rapid tricycle for 1889 has 32-inch driving wheels, 28-inch socket steering wheel, seventh-eighths inch rubbers, and direct tangent spokes. By removing the adjustable stay which runs from the saddle pillar to the steering post, the machine can be ridden by a lady. Complete for the road, the wheel weighs sixty-five pounds.

BROOKLYN RIDERS OUT FOR THE BOTTLE.

Messrs. Murphy, Beazley and Powell had a great race on New Year's Eve from the club house to Mine Host Spencer's Prospect Park Hotel, to claim the bottle of champagne offered to the first man to ride to his place on New Year's morning. Murphy left the club house first, but the others, recollecting Mr. Spencer's offer, were soon after him, and the three started together heads down, the result being three headers on Cobblestone Hill. Remounting, they made for the door of the hotel, but Murphy, getting in first, captured the Piper Heidsieck. Beazley, who was at Murphy's heels, also received a bottle of wine. In the morning it was discovered that one of Charley Schwalbach's big signs had been hung in the trees overhanging the drive in Prospect Park, where it hung all New Year's Day, and still waves, for aught we know to the wonder of the passers-by.

Messrs. Morgan and Eck—great team—are at present at Omaha, where John S. Prince has opened a new athletic coliseum with a ten-lap track. Eck and Morgan have deposited \$100—on paper, most probably—with John S., on behalf of Louise Armaindo, "the champion lady bicyclist of the world," who challenges any other lady cyclist to dispute the title with her, Miss Lottie Stanley, winner of the recent Pittsburg race, preferred. We advise Manager Troy not to permit Miss Lottie to come within telephone distance of Morgan or his party, unless she wishes to lose her reputation.

The Cycler, published at Stamford, Conn., comes out in new form, changing from magazine style to the regular size of the weekly cycling papers. The name has also been changed to *The Cycler and Tourist*. The publishers offer monetary prizes of various amounts to parties who guess nearest to the number of beans contained in a quart-glass jar, which has been filled and placed in a safe deposit company. We should advise the publishers to eat the beans and put the prize money into their publication. However it is not our affair.

FOR SALE, EXCHANGE, WANTS.

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

WANTED.—STENOGRAPHER, CYCLIST, WITH executive or literary ability. Address Stenog., care THE WHEEL.

A GOOD, LIVE, ACTIVE, POPULAR CYCLIST CAN obtain position with cycling dealer. Address Agency, P. O. Box 444, care THE WHEEL.

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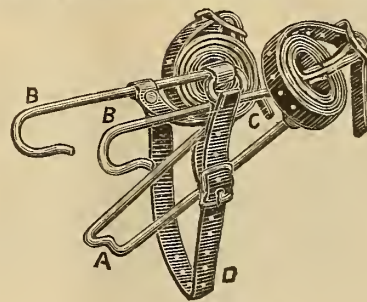
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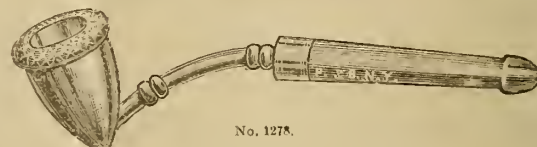
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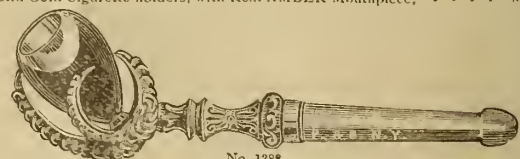
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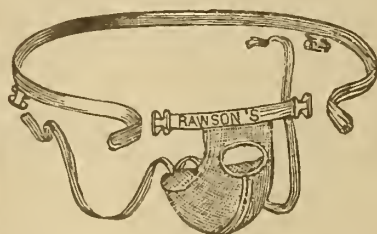
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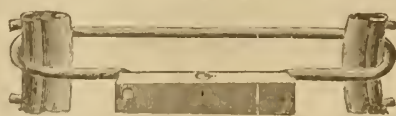
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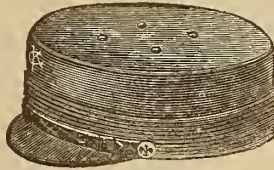
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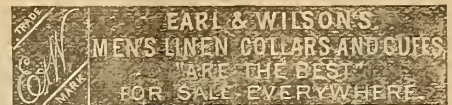
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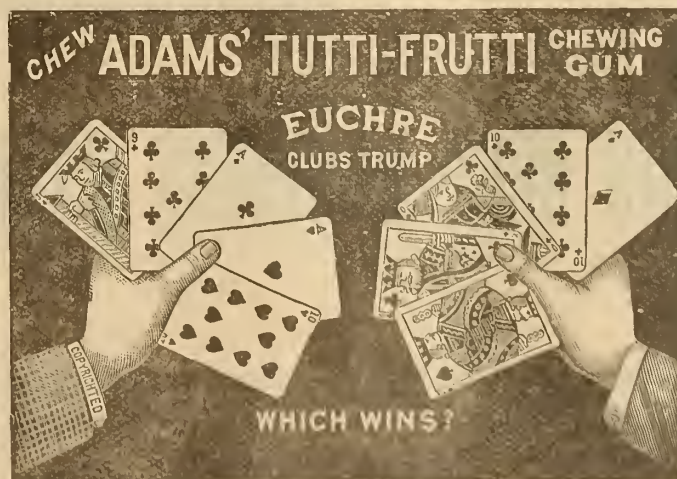
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