



VOL. II.—No. 20.]

NEW YORK, JANUARY 11, 1889.

[WHOLE NUMBER, 46.]

THE
AMERICAN CYCLES
—FOR 1889—

The American Champion.

The American Light Champion.

The American Safety.

The American Light Safety.

The American Rambler,

For Ladies or Gentlemen.

The Ideal Rambler,

For Boys, Girls and Ladies weighing less than 125 lbs.

The American Ideal Bicycles, Tricycles & Tandems.

The American Challenge Bicycles, Tricycles & Tandems.

Our Comprehensive 80-page Catalogue will be ready for mailing February 1st.

Gormully & Jeffery Manufacturing Company,
222-228 N. FRANKLIN STREET,
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.:

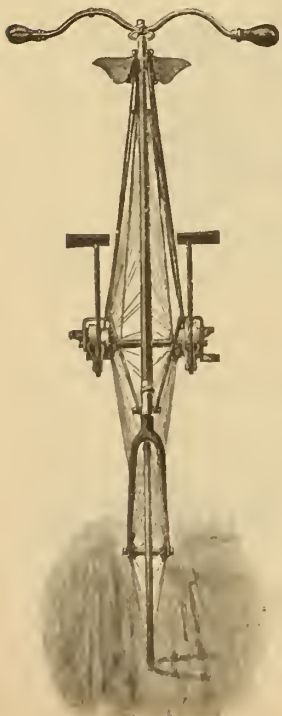
Gentlemen—As the year is drawing to a close, perhaps you would be interested in knowing how the "Swift" has fared in this section, as compared with other Safeties. To be brief: There are more "Swifts" in use here than any other make of Safety. We have not taken a single Ordinary, or any other kind of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

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.
Foreign Subscriptions, - - - 6s. a year.
Single Copies, - - - - 5 Cents.

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.
Telegraphic news received till Wednesday noon.

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.

THOMAS STEVENS.

Not many days since Thomas Stevens, the famous, packed his grip, grasped his cycle, and, like the Arab of poetic fancy, silently stole away. Where, we know not, nor does any man.

He goes on a perilous journey of quest. He has left the lecture platform, when just at the threshold of success, to cycle through strange lands, to wheel amid all the dangers of a savage country. Mr. Stevens journeys under the patronage of the *New York World*, and risks his life in the interests of science and humanity.

It is some satisfaction to know that in the cycling world a man of intrepid character has been developed; a man who will rank with Stanley as an explorer of the younger parts of the planet.

It is now no secret that the coat of immaculate kalsomine applied to Mr. Charles H. Luscomb was but preliminary to nominating him as a candidate for the Presidency of the L. A. W., for it is now certain that Mr. Luscomb and his friends are exerting themselves to influence votes for him at the coming election.

Of the gentlemen who have actively interested themselves in managing the League—they have been characterized as a ring, a term we discard because of the inherent st'ing it possesses, in this case entirely unwarranted; the majority of these gentlemen, we repeat, are friendly to Mr. Luscomb's candidacy, because his election would insure a continuance of their hold on the reins of management. Mr. Luscomb is above all a party man, and his party, who are the eminent gentlemen we have referred to, are unwilling to experiment on any man who is not bound to them by the strongest party ties. The election of Mr. Jessup, of Pennsylvania, or Mr. Dunn, of Ohio, would be largely in the nature of an experiment, as their interests lie entirely apart from them or the people who will support Mr. Luscomb.

Politics has been very aptly likened to acting, and the politician to the actor, because, having once tasted the sweets of public life, he can never after contemplate retirement with perfect

equanimity. So it has come to pass, that while Mr. Luscomb has over-riden all laws of propriety and committee etiquette, that while his club refuses him its presidency, and while the great mass of at-large League members do not want him, he will be nominated for the highest office in the League, and he will be elected. For the combination that supports him is all-powerful, and when it nominates a man he is already President-elect. It is not that Luscomb is the "pride of his party;" neither may he be called the "Plumed Knight" of the League. It must be that he is a "man of destiny." He certainly is bright, shrewd, pertinacious, oratorical, practical, anecdotal, stiff, angular, unadjustable, irritable and overbearing.

Mayor Grant on New York Pavements.

The cyclists of New York City will be glad to learn that New York's recently elected Mayor promises to be the only Mayor the city ever had whose published ideas rose above the level of the cobble. This hope is based on two paragraphs on pavements which are a part of the Mayor's annual message, and which we reproduce:

"The pavements of the city are in such pressing need of repair and improvement that attention should be immediately devoted to them. I would recommend that the law be amended so as to permit the appropriation of sufficient moneys entirely to repave such of these avenues as have fallen into a state of decay, and after the main thoroughfares shall have been placed in proper condition the streets running at right angles to them should be repaved wherever such repavement may be necessary.

"The granite block pavement appears to be the one best adapted to our climate and soil, though recent experiments on Madison Avenue seem to show that in certain localities an asphalt pavement might meet the public requirements. The cost of both pavements being about equal, the selection might be determined by the character of the thoroughfare to be paved and the amount of traffic which it would be compelled to bear."

With the present Mayor having such liberal views on the subject of pavements, the State Division should be able to exert some influence on the Street Commissioners, the chairman of which will probably be Mr. Walton Storm, an advocate of asphalt pavements. We should think that the superiority of smooth over granite or cobble stone pavements would induce the Street Commissioners to offer a suitable prize for the invention of a smooth pavement which will stand our climate and support heavy trucking.

BAD ROADS.

That in the thickly peopled, long-settled districts of the East, American roads should be about the worst in the civilized world is a strange fact; but it is a fact, and at last, we are glad to see, has begun to find its way into politics. Governor Beaver, of Pennsylvania, who in this field knows what he is talking about, said in his last message to the Legislature:

"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."

Gov. Ames, of Massachusetts, has taken up the same subject in his last message. He says:

"The knowledge and skill required to construct and maintain good roads and bridges in the most economic manner requires long experience combined with good judgment and a special knowledge of relative value of available materials. I therefore recommend the passage of a law authorizing the appointment of some suitable and skillful person who shall have a general advisory oversight of the roads and bridges of the cities, towns and counties of the Commonwealth, who may be freely consulted by the local authorities without charge, and who shall make an annual report to the Legislature relative to the roads and bridges in the Commonwealth, with such suggestions as from time to time shall tend to promote the public interest."

The real obstacle to improvement is not, however, want of knowledge, but want of proper road legislation. The defects in the existing laws were well described in a paper read before the American Economic Association, at Philadelphia, the other day by Prof. Jenks, of Knox College, Illinois. The chief of them is the committal of the care of the roads of every sort to the towns, not simply the by-roads, but the main roads. The natural result of this is that the roads are made and repaired in the cheapest and most perfunctory way, and in fact only receive attention once a year, in the spring. The repairs are too well known to need description. They consist almost exclusively in the piling up of mud, scraped up from the ditch, in the middle of the way, and leaving it there to be converted into dust by the sun, and washed away by the first heavy rain. One rarely sees a country road immediately after the spring repairs which would not raise a luxuriant crop of potatoes or cabbages without manure. There is a short period when it is really in good condition, and that is the two or three days which intervene between the mud and the dust. For light wagons it is then not bad; for heavy loads it is always bad. But from towns and villages, better service than this is not to be expected. We know of a village within fifty miles of New York which deliberately refused to keep a piece of main road in repair because it would, if in good order, divert traffic from its own stores to those of a neighboring village.

What is needed, as Prof. Jenks suggests, is, first, county management for the main roads, leaving the cross-roads to the towns. There is no reason in the world why a town or village should be compelled to keep in repair a leading highway, which is used far more by dwellers in the cities than by the farmers. The burden of the leading lines of communication should be laid on the whole community. Secondly, the employment of skilled engineers to superintend road making and repairing. At present the road money, often, in populous and highly taxed localities, is given to ignorant men who, even if honest, are sure to waste one-half of it through want of knowledge. In fact, the waste of road money in the United States, through this cause, is calculated by experts at just one-half; that is, if half the sum now levied as road tax were put into competent hands, and the work done under competent supervision, it is calculated that even better results than the roads now exhibit could be obtained. To this direct waste of the road funds must be added what we can only guess at, the loss caused in horseflesh, and the wear and tear of harness and wagons, and by delay through the bad condition of the roadway. The singular torpidity of the American mind on this subject, in spite of its eagerness for improvement in most other fields of material commodity, is doubtless to be ascribed to the appearance of the railroads before the community had become rich enough or large enough to bring the ordinary roads to perfection; to the invention of the light wagon, which makes its way with comparative ease over deep ruts, and to the absence from the road-making customs of any provision for constant inspection, which is an essential condition of good roads. To no art is the proverb, "A stitch in time saves nine" so applicable as to road-making. When a road is constantly watched for small ruts, and they are promptly filled in, the cost of keeping it in repair, if its original construction was good, is trifling; but if neglected, so that great repairs have to be made at long intervals, the cost is very serious. No road, no matter how carefully made in the beginning, will last long with simply annual repairs by the adjacent farmers. It needs to be inspected from day to day, like a railroad, and the machinery of such inspection should be provided by the counties.

—Evening Post.

A ROADS CONVENTION IN TEXAS.

DALLAS, TEX., January 8.—(Special.)—Pursuant to a call, representatives of fifteen counties lying in the black soil belt of Texas met this morning at the Merchants' Exchange, the object being the discussion and adoption of measures looking to the building of a better system of county roads. There were seventy-five delegates present, and at first it was their intention to devise a plan by which the proposed pikes would be built by issuing bonds, but as there was some opposition offered by the agricultural element they adjourned, after petitioning the Legislature to take the matter under advisement, and if found to be practical to make a suitable appropriation for the immediate construction of a class of public highways that will not become impassable when it rains.

The roads improvement enthusiast who sends us the above indorses it with a "Tally One for Texas. Hoop la! How is that for getting there?" Our correspondent sends us a friendly note, and, as friendly criticism is the best, we publish it. We heartily indorse his idea of doing something. A road improvement wave is rolling over the country, and if there ever was a time for the League to do something it is just now. Among the roads improvement men, men who might be called enthusiasts, and who would give time and ability to the matter, are Isaac B. Potter, who should be chairman of such committee; or perhaps Chief Consul Bidwell, who is deeply interested in roads improvement, is equally fitted for the position. Good material would be found in Mr. Arthur Munson, Stamford, Conn.; Doctor W. H. Emery, of Boston; Mr. A. B. Barkman, of Brooklyn; Dr. G. Carlton Brown, of Elizabeth, N. J.; L. H. Porter, of Orange, N. J.; Mr. R. G. Betts, of New Orleans; Mr. L. D. Aylett, of Birmingham, Ala.; Mr. C. R. Zacharias, of Asbury Park, N. J.

BRO. PRIAL:

Don't you think it might be a good scheme to advocate a real live League roads improvement committee, not of three men, but of an enthusiast in each State, who could stir up and take a hand in the name of the L. A. W. in such movements as the above and who could gather about the choice workers in the better-roads crusade? You know we have lots of wishers for better roads, but workers are few. Take the League committee, for instance. The chairman (Mr. Terry), if I mistake not, long ago retired and has not ridden a wheel for years. Mr. Potter, of New York, should have had the place. President Kirkpatrick seems to honor a good many men we never hear of. Again, if we could only get that Vanderbilt University man, who is giving gratuitous lessons in the art to the road overseers of his section, to put the lessons in print, it would be a big help. Don't you think so?

These are a few random, hasty, disjointed ideas that pass through my mind as I write, but perhaps you can catch the drift of their meaning and make something out of it.

B.

ROADS IMPROVEMENT IN TEXAS.

The Texans are moving for new roads. At a recent meeting of the Dallas County Road Convention, Col. J. B. Simpson stated the object of the convention to be to help the county out of the "slough of despond" into which it drops every winter, and sometimes during the summer. His idea of relief lay in securing a fund ample to build four great lines of thoroughfare through the county, running to the cardinal points or in such directions as the judgment of the County Commissioners might decide. He was in favor of issuing a million dollars bonds for road construction. The county, he said, was now wasting annually in the construction and repair of highways about \$50,000, an amount sufficient to pay interest on \$1,000,000 at five per cent., at which rate there would be no trouble in placing the bonds either in this country or in Europe. The people to be brought into the country by improved roads would, he said, pay their quota to the interest and sinking fund, and as property advanced the requirements would be met still

easier. The question in a nutshell was, were the people of Dallas County prepared to continue a wasteful course or would they, without an increased expenditure, resolve upon having a system of good macadamized roads, with the additional stimulant to their property that an expenditure of a million dollars would entail? Regarding the constitutional features of the case the consensus of opinion of able lawyers was, he said, that there was no constitutional inhibition against action by the Legislature authorizing the issuance of the bonds.

The following resolutions were passed:

Resolved, That it is the sense of this convention that a wise and conservative general law be passed at the next session of the State Legislature authorizing the various counties of the State, under restrictions to be provided by law, to issue public road bonds, not exceeding 4 per cent. of the taxable values in each county, said bonds to run not less than twenty years, and to bear not more than 6 per cent. interest, and to be sold at not less than par value; not more than 33 1/3 per cent. of the whole number of bonds to be issued and placed upon the market in each of three years; ample provision to be made by law, out of the fund, to keep constructed roads in good repair.

Resolved, That a committee of three be appointed to confer with the Representatives-elect from this county in respect to the framing of an amended road law for this State, and that such amended road law be framed by said committee and presented to the next Legislature.

Resolved, That the acting County Judges of Dallas County be requested to correspond with the black land counties of Texas, and cordially invite delegates from all of said counties to assemble at Dallas or Fort Worth on Saturday, the 5th of January, 1889, to discuss the improvement of county roads, and to formulate and recommend to the coming Legislature a satisfactory road law, which shall permit the issuance by counties of a reasonable amount of bonds for road construction.

MASSACHUSETTS' GOVERNOR ON ROADS IMPROVEMENT.

One of the suggestions of the Governor relates to the establishment of a new office, a Commissioner of Highways. He recommends this because the knowledge and skill required to construct and maintain good roads and bridges in the most economic manner requires long experience combined with good judgment, and a special knowledge of the relative value of available materials. The public has interest in this, because, notwithstanding that most of our travel is by rail, all passengers and freight have to pass over roads leading to and from the steam roads. A uniform system of road building would be of advantage to all who travel by the highways, and no doubt in the aggregate be a saving to the Commonwealth enough to warrant the expenditure for the salary of a competent man.—*Lynn Evening Item Editorial*.

FANCIES vs. FACT.

A cyclone swept into this office on Tuesday at 5:45 P. M.

The cyclone carried a bag.

It was a good-looking cyclone, and it belonged to the Manhattan Club.

It tore about the office for ten minutes, ruining the furniture, mangling the editor, and knocking things endwise generally.

Then it departed.

It all came about in this way. Our excellent scribe, "Fenton," "fancied" that some one told him that there was some ill-feeling between the Manhattan Bicycle Club and the New York Bicycle Club, and that the former had not invited the members of the latter club to its house-warming.

The cyclone denied that there was any ill-feeling between the two clubs, and was willing to swear that the New York Club never had a house-warming.

We are inclined to believe the cyclone, because we know it is a truthful cyclone. The Manhattan Club we have always found to be most friendly. We always enjoy our visits to its house, and we feel certain that every visitor does.

There is no reason why there should not be a fraternal feeling between the two clubs. One has no claim of superiority over the other, even admitting that any inherent or developed superiority gives any man or any club the right to be supercilious. The New York is the larger and perhaps the richer club, but taking the comparative ages of the two clubs, the Manhattan Club has as much to be proud of as any club in the country.

The Rudge Company, Ltd., announce a net profit for the fiscal year of £24,122. A dividend of 6s. 3d. per share, 10 per cent., has been declared, leaving over £10,000 to pay off the cost of good will, patents, etc.

LUSCOMB EXONERATED BY THE EXECUTIVE COMMITTEE, L. A. W.

At the recent Executive Committee meeting the action of Charles H. Luscomb in scattering a political circular-letter to secure the aid of League members in the election of Governor David B. Hill, of New York, was carefully considered, and the conclusions of the committee appear in an official letter published in the columns of the L. A. W. *Bulletin*, of January 4, which we republish:

The Executive Committee having investigated the issue of the circular in New York State in favor of the support of Governor Hill by the wheelmen, find that the circumstances attending the matter were such that there was no other course consistent with the honor and interests of the L. A. W. than the action taken by the chairman of the Committee on Rights and Privileges.

That while the matter of how far the L. A. W. shall participate as an organization in political contests is a question for the National Assembly alone to determine, the conditions present in New York State at the time of the issue of the circular called for immediate response from the representatives of the organization.

T. J. KIRKPATRICK,
H. W. HAYES,
W. S. BULL.

It will be noted that the Executive Committee agree that Mr. Luscomb could have pursued no other course, and they evidently consider the most important question to be whether the League shall, as an organization, participate in politics.

It is to be expected by our critics that we would differ with the finding of the committee as a matter of course. As a matter of fact, we think no one will deny that it is wise for the League to enter into politics when anything is to be gained by such a course. The New York Liberty Bill was passed by a promise to Governor Hill of the State Division's influence at the polls. Not to have kept that promise would have been a breach of faith.

But the main issue, the question which the Executive Committee have subordinated, is whether Chairman Luscomb's method of influencing the wheelmen's votes was the proper one. We think that Chief Consul Bidwell was the man to take any action necessary, and we further think that the New York State Division only should have been brought into the question. Mr. Luscomb's failure to consult either the Chief Consul or his fellow committee-men places the matter in an entirely different light. It is not too much to suspect that Mr. Luscomb, being a politician, utilized the opportunity to make political capital for himself. We know that the rank and file coincide with this opinion.

A SELECTED LIST OF PATENTS.

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

Calvin Jackson, Jacksonwald, Pa. Velocipede.

Geo. E. Franklin, Natick, Mass. Wrench.

Albion K. Spaulding, North Belgrade, Me. Wrench.

All bearing date of January 1, 1889.

FIXTURES.

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. 18, 1889.—National Assembly L. A. W. Meet.

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.

The Brookline Cycle Club will give a minstrel show on January 23.

SAN FRANCISCO.

The races of the Bay City Wheelmen took place yesterday and were a success in every particular. The attendance was the largest ever at a bicycle race meet in California, and was estimated at about 5,000. A great many ladies were in the audience and all seemed pleased at the day's sport. Five of the eight events were close and exciting. The track was not fast, owing to the negligence of the contractor, who allowed many days to pass without working on it when he could have done so.

The track is destined to become one of the fastest in America; indeed, one racing man gave it as his opinion that it would be too fast for safety. It is a quarter-mile, eighteen feet wide all the way around, and has a straightaway of nearly 150 yards to the finish. Yesterday one-half the track was heavy and the other half, including the finish, was good. The wheel did not sink in the track, but it seemed to cling to it.

The track has been built on the principal of a macadam road. The material of which it is composed contains a large proportion of cement, which, when it becomes kneaded together, will make a splendid surface. It will require very little work to keep it in order, and rain will have no bad effect on it. Yesterday morning was chilly, and the gentlemen who went out early to set the handicap marks had quite a time keeping their blood in circulation. Mr. Knapp, in particular, would have been in a bad way were it not for a tin horn that he had kept after the celebration of the previous evening when 1889 was ushered in. After the marks were out the sun had begun to make its presence felt, and the riders knew they would have a good day. The people began to arrive early, and by 2 o'clock the grounds bore an animated appearance.

The officers of the day were C. C. Moore, of Stockton, referee; R. M. Welch, Percy Haslett and Geo. H. Strong, judges; Colonel Edwards, P. McIntyre and E. Fahrback, timers; W. M. Meeker, starter; A. D. Allen, Jr., C. A. Elliott, clerks of the course; C. S. Angell and Edward Arrowsmith, scorers; J. E. Bauer and W. E. Thompson, umpires.

When the novice race was called, the eclipse of the sun was taking place. The sky, as one looked toward the almost obscured sun, wore a dull gray and green color, which had the effect of counterfeiting twilight, rendering the shadows of the city ominously pale. At 1:40 o'clock, when the greatest obscuration was reached, and all that was visible of the sun was a delicate crescent of light on the uppermost limb and to the right hand of the vertex, it seemed as though night had fallen. The atmosphere became chilly, and objects in the dim distance looked spectral and gloomy. This feeling lasted only a few moments, and when the men mounted all thoughts of the eclipse vanished. Starters—C. W. Hammer, B. C. W.; C. E. Townsend, U. of C.; H. Lichtenstein, Un.; Alphonse Col, G. C. W. Won by Townsend, Hammer second. Time, 3m. 50 1-5s. Townsend led after two laps, and was never headed, winning by several yards; Hammer, who had ridden finely in training, did not ride with any vim, and although not tired he could not spurt in the last 100 yards.

The second race was the event of the day, as F. D. Elwell, the present Coast champion, was to meet Fred. Cook, who had given up racing after his visit to Springfield in 1885, when Elwell was just commencing to ride. Cook was the only rider with any title to the championship whom Elwell had not met and vanquished. There were four starters—A. S. Ireland, A. S.; R. Johnson, England; F. D. Elwell, B. C. W.; Fred. Russ Cook, B. C. W. Ireland took the lead at the start, and set a very fast pace for the first lap, when he slowed down, and the next was ridden slower, with Ireland still leading. Elwell took the lead early in the third lap, and watching every movement Cook made, led at a good pace; at 250 yards from the tape Cook commenced to spurt, but could not pass Elwell, who won with consummate ease in 3m. 37s; Cook second, Ireland a good third. Elwell, contrary to his usual method in racing, led for two laps, and at no point in the race did he let Cook get the inside berth. Elwell rode a 57-inch Rudge racer, Cook a 54½-inch Humber. The other starters also rode Rudge racers. Elwell now has a clear title to the championship.

The 2-mile safety handicap was another

splendid race. The starters were: J. J. Zimmer, Un., 150 yards; W. A. Searles, Jr., B. C. W., 60 yards; H. O. Clark, Un., 100 yards; A. A. Bonton, Un., 40 yards; C. W. Langton, B. C. W., 180 yards; S. Plummer, B. C. W., scratch; N. A. Robinson, B. C. W., scratch; A. E. Thomas, Un., 100 yards; C. P. Fonda, S. F. B. C., scratch; H. P. Gray, S. F. B. C., 80 yards.

Plummer, riding a thirty-five pound wheel, started after the limit man as though he had an important message for him; it is only necessary to say that he brought the other scratch men along so fast that before a mile was ridden the field was bunched; they did not remain so very long, as Bonton soon cut away, and with Plummer after him, they left the long-start men.

Plummer commenced his spurt in nearly the same place Cook did in the mile, as that was the beginning of the fast part of the track, and taking a good lead, won a splendid race by five yards in 8m. 35s.; Bonton, second; Fonda, third.

The 3-mile handicap—Starters: R. Johnson, England, 60 yards; Fred. Russ Cook, B. C. W., scratch; J. Smith, G. C. W., 175 yards; H. A. Crocker, C. C. W., 125 yards; R. W. Turner, B. C. W., 85 yards.

Smith, it was soon seen, had been presented with the race by the handicappers, who were not to be blamed, however, as he had never been on a track before. He rode like a demon, and the scratch and short-mark men could make no impression on his start. Cook saw he could not catch him, so he rode for second place. Smith increased his lead and gained the balance of the lap on Cook, winning in 13m. 35s.; Cook, second; Turner, third.

In the half-mile handicap the starters were: Fred. Russ Cook, B. C. W., scratch; F. E. Browning, B. C. W., 25 yards; H. Pinder, England, 30 yards; H. G. Toll, C. C. W., 20 yards; R. W. Turner, B. C. W., 15 yards; S. Plummer, B. C. W., 20 yards; W. A. Searles, Jr., B. C. W., 39 yards; H. Lichtenstein, Un., 35 yards; Alphonse Col, G. C. W., 35 yards; A. Garnosette, G. C. W., 50 yards. Won by Plummer; F. R. Cook, second; time, 1m. 37 2-5s.

Plummer rode as hard as he could the entire distance, and Cook, although riding in fine form, could not pass him. Won by three yards; the rest of the field bunched.

For the 1-mile handicap the starters were: J. J. Zimmer, Un.; 200 yards; A. S. Ireland, A. S., 35 yards; C. E. Townsend, U. of C., 65 yards; F. R. Cook, B. C. W., 35 yards; L. G. Hodgkins, B. C. W., 65 yards; H. Smith, G. C. W., 100 yards; C. W. Hammer, B. C. W., 65 yards; F. D. Elwell, B. C. W., scratch; R. Johnson, England, 60 yards; H. G. Toll, C. C. W., 50 yards; A. Garnosette, G. C. W., 150 yards.

Elwell, the scratch man, did not start for several reasons; he had beaten Cook, which was the principal thing he trained for, and besides he thought the handicaps unfair on such a heavy track and with so many starters, who were not accustomed to racing, and would interfere with his riding.

Townsend, who won the novice race, won in 3m. 22s.; Ireland, second. This was one of the best races of the day.

One-mile ride and run—Starters (run a lap and ride a lap): C. B. Fonda, S. F. B. C.; A. A. Bonton, Un.; H. Pinder, England; Sanford Plummer, B. C. W.; Norval A. Robinson, B. C. W.; F. W. McNear, U. of C. Won by McNear; Bonton, second; time, 4m. 55s.

McNear is one of the fastest quarter-mile runners in the State, and seems a good man on the wheel also. He rode an ordinary; the others rode safeties.

The last race of the day was the 5-mile handicap. R. Johnson, England, 200 yards; J. Smith, G. C. W., 300 yards; F. D. Elwell, scratch; A. S. Ireland, A. S., 150 yards; C. W. Hammer, B. C. W., 300 yards; H. A. Crocker, C. C. W., 200 yards. Won by Smith, Hammer second. Time, 18m.

Elwell did not start, so this was another gift for J. Smith (honored name).

It is needless to say that Mr. Smith will now bashfully retire to a shorter mark. He is a stayer and has lots of grit, and will make a good rider; he wins a racer and a stop watch, which is a good start for him in his racing career.

The Bay City Wheelmen did not win everything, as they usually do. They got three firsts and five seconds, San Jose two firsts, Oakland three firsts and three seconds. This distribution of prizes will bring many racing men from

interior towns to our next tournament. "Senator" Morgan is on his way out here on a visit.

The abbreviations used in the above description are as follows: B. C. W. is Bay City Wheelmen; G. C. W. is Garden City Wheelmen; C. C. W. is Capital City Wheelmen; A. S. is Alameda Scorchers; S. F. B. C. is San Francisco Bicycle Club; U. of C. is University of California; Un. is Unattached.

The members of the club are well satisfied with their first field day of the year, and hope to hold several more before the season's close.

Yours,
"CALIFORNIA."

SAN FRANCISCO, January 2, 1889.

FENTON'S FANCIES.

It would not hurt some of our New York City wheel clubs to take a few lessons in hospitality toward visitors. There is a certain well-known club which is particularly noticeable in this lacking of hospitable spirit, or even common politeness, toward strangers. The house committee, one of whose duties it is to play host for the club, is a strangely arranged body, consisting as it does of one worker and four figureheads, and the whole business is primarily their fault. To show how far this rudeness toward guests is carried, let me mention that a stranger sat in the house of this organization for nearly two hours on a recent evening and not a single man spoke to him, or even noticed his presence by a nod. It chanced that the gentleman was something of a literary man, and, feeling a bit hurt over the chilliness of his reception, mentioned the matter in the weekly *feuilleton* which he furnishes for one of our city dailies, expressing his surprise that such a thing should happen, as "he had always understood that the hospitality of wheelmen was proverbial." Very true, it has always been, but a few more occurrences of this kind will soon put an end to this enviable reputation. To quote a popular topical song, "I hope it won't happen again!"

"Hawkshaw" has denounced the "Tommy's-got-a-new-oil-can" writer for the cycling press, and completely demolishes that feeble and inane variety of would-be correspondent in a rhetorical burst which occupies some half a column in passing a given point, to speak in the military reportorial manner. I'm glad of it, for have we not all shed tears over the humor, and guffawed at the poetry of the afore-mentioned w-b-c? I now feel called upon to utter my own feeble polemic against another genus of excrement on the literature of cycling, whom we all know as the technical writer. He entertains us with charming dissertations, backed by row upon row of figures, on the grade of hills, which no one has ever climbed, or ever can climb, except the man who, in the estimation of this literary Cassandra, is going to do it just as soon as the season begins. He quotes text-books on higher mathematics to prove that Applejack of Maine is a far better racing man than Catawba of California, when the probability of these two gentlemen ever meeting on the track is as far remote as that Keeley Motor stock will ever sell at par. And yet I suppose the technical writer lives for a purpose, for good and moral people tell us that the mosquito docs, and the t. w. is certainly a relation as far as powers of irritation go.

I had two seats at one of the theatres the other night, and as my very best girl occupied the other one, I expected to pass a very pleasant evening; but we didn't have quite as pleasant a time as we fondly counted upon. Half the first act passed off nicely and then "the Assyrian came down like a wolf on the fold." In plain language, the theatre was suddenly invaded by one of those gigantic nuisances, a club theatre party. They had the whole row back of us and before they left they had the whole theatre, and the collective anathema of the rest of the audience. They leaned forward and puffed their cocktail-perfumed breaths into our faces, joined in all the choruses, and greeted every performer with that decrepit old "He's-all-right" cheer, the inventor of which will have a heavy reckoning to answer on the Judgment Day. And the manager allowed all this to go on, even though he knew that thirty boys were annoying four hundred quiet and inoffensive people! Nay, more, the newspapers all had accounts of the affair, the next morning, with this heading: "A great time at the Joujou last

night!" There would have been a great time indeed, if the four hundred sufferers had gone to the manager in a body, and demanded either that their money be returned or that they be given a chance to hear the play in peace. I hope that this *will* happen some day, for I don't believe in the theatre-party nuisance to any great extent, and I have been on them, too!

There are many blessings for which the wheelman should offer up prayerful thanks, but for none more than the fact that that type of cycling *pulex irritans*, the leather-lunged bugler, is very nearly, if not quite dead. Shoved into wheeling, in the days when it was absolutely necessary for the bicyclist to force himself upon the notice of the passer-by, he has served his purpose and outlived his time. Let us lower him into the grave in which that senseless body, road racing, already lies, cover them both warmly and securely, and place a monument above them on which shall be carved this simple inscription: Dulce et decorum est pro patria mori.

"Hawkshaw" and I went to a performance of Wagner's "Rheingold" at the Metropolitan on Saturday, and enjoyed it very much, but there were a few drawbacks to our pleasure. On our left, two elderly dodoes amused themselves by standing up throughout the performance, and another ancient dame stoutly maintained, although I was some six seats away from her, that I had concealed her opera glass case somewhere about my person. As I told "Hawkshaw," I always see that the case has an opera-glass in it before I make an attempt at larceny thereon. The scenic effects of the opera are simply wonderful, and the mechanism which produces the motion of swimming noticeably so. In a spectacular way I've seen nothing equal to "Rheingold," and I advise every one to see it at once, for such scenic effects are an education in the study of illusion.

FENTON.

NOTES FROM THE CITY OF BROTHERLY LOVE.

All the members of the Pennsylvania Bicycle Club are up in arms, and are working enthusiastically for their first ball, to be given on Thursday evening, January 10. This is a new departure for the Quakers. But as they have been paring corns to improve their dancing, etc., I guess, Quakers or no Quakers, they will as usual get there. The club house will be prettily decorated with bunting, lanterns and flowers; and as each member has signified his intention of bringing his best girl, do not doubt for a moment but what it will be a success.

At the annual election held by the South End Wheelmen, the following officers were elected to serve for the year 1889: President, Sam'l Jackson, Jr.; Vice-President, F. B. Sullaberger; Secretary, Thos. McDougall; Assistant Secretary, Chas. Hoffman; Treasurer, Sam'l Young; Captain, Chas. A. Dimon; First Lieutenant, Louis J. Kolb; Second Lieutenant, O. H. MacCurdy; Bugler, H. M. Green.

The club is making rapid strides in increasing its membership, and promises ere long to be up with some of our larger clubs in that particular.

J. R. Lincoln Edwards, of the South End Wheelmen, claims record for Philadelphia riders in the way of mileage, his record from January 1, 1888, to January 1, 1889, being 7,418. Pretty good for a man in business, hardly missing a day at his office. But then Edwards is one of these early birds—up before sunrise. Go ahead, I don't envy the man holding the record, if the holding of it means to go without that extra little nap after Old Sol has started in on his day's duties.

Captain Flemming, of the Century, probably comes next in the city, as his record is something over 6,000 miles.

The Pennsylvania Bicycle Club mileage report for the year is out, and is as follows:

Chas. L. Leisen.....	3,621
S. Wallis Merrihew.....	3,577
Chas. T. Harvey.....	3,192
E. I. Halsted.....	3,113
Jno. B. Young.....	3,083½
William D. Supplee.....	2,640½
C. A. Roberts.....	2,584¾
J. P. Simmons.....	2,287

R. Dallett.....	2,242
Fred. K. Mears.....	2,227
George T. Laing.....	2,021
W. T. Flemming.....	2,003½
Frank M. Johnson.....	1,965
Louis A. Hill.....	1,932½
I. H. Lehman.....	1,861¾
Wm. P. Street, Jr.....	1,594
H. L. H. Hall.....	1,537½
D. A. Longaker.....	1,450¾
W. S. Delp.....	1,439
W. A. Richuine.....	1,350¼
Geo. D. Firmin.....	1,337¾
W. W. Randall.....	1,284¾
A. Stacey.....	1,195¼
R. Riddle.....	1,038 7-16

This is only for those who have ridden over 1,000 miles. Numbers in the club have covered this distance, but kept no account of mileage. There may be several clubs in the country who can beat the above records, but Captain Supplee, of the Pennsylvania Bicycle Club, challenges any club in the country to show as good a record for Sunday runs as his club can show. The record of his club is as follows: Total number of Sunday all-day-runs, 36; mileage covered, 1,347½ miles, or an average of 37½ miles per day; total number of men on runs, 514, or an average of over 14 men on each run; total number of miles covered on runs, 19,358½. Who takes up the challenge? This is counting every Sunday that the weather permitted an all-day run, and I think tends to show that in Philadelphia club runs are not a failure, as our friends from Beantown seem to believe of late.

Mr. Eugene B. Carter was elected Captain of the Century Wheelmen, at their last election, by a good majority. Mr. Carter is probably one of the most pleasant and well-known members of his club, and carries with him the respect of his club mates wherever he goes. He is not what the boys term a scorcher, but a steady all-round road rider.

The Pennsylvania Club inaugurated a series of stag dances at their club house on Friday evening, January 4. Some seventy odd members were present, and with their friends the number swelled up to near 100 more. Several musical selections were rendered. A very interesting exhibition of sleight-of-hand tricks was given by Mr. Sperry, of New York, after which a match game of billiards was played between Mr. Charles Harvey and Mr. Sperry. Mr. Sperry playing finger billiards and winning the game. The entertainment closed with several songs by the Amphion Quartette, which were rendered in their usual commendable style.

WESTFIELD.

READING.

Riding has been very good here up to to-day, although there has been lots of skating. Christmas and New Year's are past, and every one has made good resolutions; in fact, a general turning over of new leaves has been all the talk.

But I think the boys are going to do very little riding to-morrow (Sunday), as it has been raining steadily all day and no doubt will do so all night. Besides, W. I. Wilhelm, who has been re-elected to the office of President, has invited us all to meet him at his house to-morrow afternoon in honor of the event, and I do not think the boys would miss this affair for a great deal, as they are all aware that Wilhelm has laid in a new stock of "Mountain Dew" and imported wines, and that we always have a jolly time there.

After a great deal of electioneering, the following officers were elected by the club last night: President, W. I. Wilhelm; Vice-President, Frank Boyer; Captain, W. I. Wilhelm; First Lieutenant, Resley Eckert; Second Lieutenant, Jacob Schmidt; Recording Secretary, Harry C. Crecelius; Financial Secretary, John Crawford; Treasurer, J. Geo. Scheele; Color Bearer, Charles Miller; Bugler, Charles G. Willson; Directors, Frank Heilman, Will Essig, John Crawford, Charles G. Willson, W. I. Wilhelm.

Our "Senator" from Woodward Terrace recently asked—in fact, earnestly entreated—the Superintendent of our Telephone Exchange (who, by the way, is also a member of the club) for one of his Irish setter pups. After due consideration his Senatorial (I should say—canine)

request was granted. He carried the pup home very carefully, and for a whole day tried to feed the dog. But the dog, not understanding Berks County Dutch, would not eat. The Senator even walked some nine blocks to the nearest drug store and bought a bottle and rubber nipple, but even this style the dog did not understand, and it having been such a long time since the Senator had tried it himself, he could impart no information to his canine protégé; so he gave up in despair, and the dog kept up an infernal racket all night. The Senator's sister, who had been out making calls, and did not know about the dog, came home about 9:30 P. M., heard the ghostly yells, and the spurt she made from the hall to her room rivaled young Windle's best. Next day a brother of the Senator returned the dog while Crawford was away. When he came home and saw the dog he inquired why it was sent back, and the girl told him that the boy said, "We can't keep him, but will take him when he is grown up." But Crawford says, "Not by a d— sight."

What was the matter with "Blud's" new storm coat Christmas night? The crowd with "Blud," "Squint," and the other toughs led the boys, with high white hats, Christmas night, as they made the rounds. Crawford said, "That gang even came up and drank my \$6 (per barrel) whisky." They all felt happy when Mrs. C. asked them if they always had so much fun. Among the number was Greene, who was unfortunate enough to lose his artificial teeth, and next day, when some of the above-named whisky had finished its work, he found them in one of the cuspidors in the pool room. He is now looking around for the cheapest dentist, and the one that can supply a new set in the shortest time.

At last cycling circles are to be brought before her majesty, the Berks County Court. A few months ago, Douglas, one of our members, while out riding met a six-mule team. The mules, becoming frightened, jumped across the road into the bicycle, throwing the rider into a bank. The tongue of the wagon was broken and some other damage done, which the owner wanted "settled for at once," and threatened to thrash Douglas if it were not "squared up." As there were three big men with the team, Douglas, who is simply a tall slim chap, picked himself up, got ready to mount, and replied, "You three might 'whip' me, but I'd like to see you make me pay." On Saturday, December 22, Douglas received notice to pay or suit would be brought. As Mr. Douglas, Sr., refuses to pay any attention to the matter the suit goes by default to Court. I suppose the owner of the team cannot win, and it would be a good thing for the League to give this matter their attention. There is only a very small proportion of the riders here League members, and, as Douglas is one of them it would show where League membership is a benefit. I am positive it would more than triple the membership in this section.

JANUARY 5.

VORTEX.

JERSEY CITY.

On Saturday, the 5th inst., the second game of the Wheelmen's Bowling League was played between the Hudson County and Kings County teams on the latter's alleys, which resulted in a victory for the Jersey City boys. The contest was exceedingly close, and it was either team's game until the last ball had been rolled. The following is the score:

SCORE.		H. C. W.	
Grant.....	203	Bedford.....	151
Stenken.....	132	Nellis.....	133
Keer.....	115	Long.....	104
Korth.....	117	Hall.....	191
Gubelman.....	141	Bowdish.....	161
Harthman.....	207	Courtenay.....	155
Tuthill.....	153	Anderson.....	173
Soper.....	109	Stevens.....	133
Earl.....	172	Bridgeman.....	138
Eldridge.....	144	Marion.....	149

Total 1498 Total 1488

SCORE BY FRAMES.

H. C. W.—123, 264, 457, 635, 811, 959, 1095, 1241, 1498.	
K. C. W.—141, 261, 392, 534, 727, 923, 1073, 1195, 1488.	

I notice in "Ariel's" notes in the *Bulletin* that at a meeting of the L. A. W. representatives of Pennsylvania it was decided to furnish the "Pennsylvania, New Jersey and Maryland Road Book" free to League members of Pennsylvania, while New Jersey and Maryland wheelmen will be compelled to purchase them at about fifty cents each. If I am not mistaken, Chief Consul Cooley, of New Jersey, sent out a circular-letter some time ago stating that all League members in this State would be furnished these books *free*, providing they would send their names and six cents postage to Secretary R. Pound.

I am well aware that almost all the work in connection with the publishing of this book has been done by the Pennsylvania boys. For my own information, will you please explain this change of base?

On Thursday evening the H. C. W. held their annual election of officers, and, in order to bring renewed life and vigor, the old officers decided that none should be re-elected. The following are the names of the officers for the current year: President, Geo. H. Earl; Secretary, C. V. Tuthill; Treasurer, C. Nichols; Captain, J. Edward Day; First Lieutenant, Dr. H. A. Benedict; Second Lieutenant, J. L. Robertson, Jr.; Bugler, H. F. Morse; Color Bearer, E. T. McLaughlin, Jr.; Trustees, Geo. H. Earl, C. V. Tuthill, J. Edward Day, Frank Eveland, H. Strugnell, P. Trautwein; Membership Committee, Geo. H. Earl, C. V. Tuthill, Fred. Keer, J. J. Griffiths, C. W. Higgins, W. E. Eldridge.

It has been decided to continue the awarding of mileage medals for the year 1889. Members will have to ride, however, 2,000 miles instead of 1,000, as last year. The medals are so handsome that they are worth this amount of exercise.

A very attractive entertainment will be given by the Elizabeth Wheelmen early next month. The programme will include fancy and trick riding by W. S. Maltby and "Tommy" Finlay, a 1-mile race on home trainers, side-splitting satires, etc. The date of this entertainment will be announced later. Wheelmen from this part of the State should not fail to take it in.

Revenge is sweet. The other day, while Billy Müller, the phenomenal coaster, was riding through the Oranges his way was suddenly blocked by a road-hog quickly turning his horse around. The movement was so quick that Billy was unable to avoid a collision. Billy had a collar-bone broken. The collision caused the sulky to be overturned and the driver bit the dust. That was where the revenge came in.

Votes of thanks were tendered Dr. E. W. Johnson, Theo. F. Merseles, Jr., and E. P. Baggot, who had served during the last year as President, Secretary and Captain respectively.

COASTER.

BROOKLYN BRIEFS.

At a meeting of B. B. C., held Tuesday evening, elections were held to fill vacancies of President and one membership of the Board of Trustees, vice H. Greenman and L. W. Slocum, resigned. Mr. Jas. Fox was elected President, and H. Greenman was elected Trustee without opposition.

Mr. Fox is a lawyer and associated with the firm of Stallknecht & Coudert, as counsel. Although a member of the club less than a year, his popularity and recognized abilities have won for him the highest distinction which the club could confer. His term expires in April, when the annual meeting occurs.

The B. B. C. will visit the K. C. W. in a body on the 23d inst., in response to the latter's invitation. Goodfellowship will flow like a swollen stream.

Committees of three from the K. C. W., L. I. W. and B. B. C. are conferring relative to a joint theatre party in the near future.

The neat mileage cards that Mr. Elliott Mason issued and distributed gratis last year, took so well that he has duplicated them for this year. He asks us to say that they can be had on application, or will be mailed upon receipt of stamp for postage. Address Elliott Mason, Manager Pope Mfg. Co., 12 Warren Street, New York.

CHICAGO.

The election fight in the Chicago Club goes merrily along, and who the officers for the ensuing year will be is by all means an unsolvable puzzle. We shall know Monday night next, and I will night-message to you on Tuesday. The latest is a letter found pinned to the bulletin board, setting forth and extolling the virtues (and they are many) of our good friend Thorne, who is now active in the competition for the captaincy, slurring the while the manly qualities of either Seig or Roe, who have both been doing the buttonhole act for the same position. Result, Charlie Seig is again in the field for the Secretaryship, and Roe at this writing, with Seig's strength, thinks that he is a sure winner. Most of the excitement seems to centre on this one office, and the rest of the regular nominees are quite liable to get there.

This club gave an exceedingly enjoyable hop, or, pardon me, "inaugural reception," at Martine's South Side Academy, last Saturday night. It was full dress and the one hundred or more couples certainly looked to the Queen's taste. Most of our grand moguls were there, though the Illinois boys were conspicuous by their absence. The ladies, God bless them, were radiant, almost divine, in fact. Garden insists that I am susceptible, and that night we all were, I imagine, for quite a few of "us rheumatic ones" oiled up our rusty joints *a la St. Jacob*, and danced from the time the orchestra struck up the grand march until it strung out a lingering *c'est finis*. And we paid for it afterward as we limped to our carriages and clapped our hands upon an obstinate crick in the side. The South Side Club is deserving of congratulations, however, even if the old fellows did wish they could go it with the vim of ten years ago.

A fact greatly to be deprecated is the unpleasantness just now existing between the Chicagos and their West Side neighbors. It all comes out of that widely advertised theatre party, in which but a few of the C. C. boys participated and for which the club should not be blamed. With this exception, everything is harmony—never more so than now—and it seems a pity to destroy the common interest for any such paltry and nonsensical a cause as the lionizing of a comic opera singer. Come, my lads, let's kiss and make up!

The Lincolns are in the swim, as usual. Election doesn't seem to worry them very much, though. The regular nominations have just been announced as follows:

President, Edwin Oliver; Vice-President, A. G. Frost; Secretary, J. M. Erwin; Treasurer, R. G. Hall; Quartermaster, G. V. Wilson; Librarian, B. J. Snyder; additional members of the Board of Directors who shall hold no other office, F. W. Gerould, C. P. Whitney, C. V. Jenkins and J. E. Templeton; Captain, A. W. Harris; First Lieutenant, F. Ed. Spooner; Second Lieutenant, George Stamin; Third Lieutenant, J. C. Harrington; Color Bearer, W. A. Smith; Bugler, J. L. Curtin.

This ticket will, I am quite sure, go through with very little opposition. The latest topic among the boys is the new gymnasium, which will be completed in a very few days. The carpenters are now at work making the proper alterations in their 25x50-foot barn for the reception of the apparatus which belonged to the late Garden City Athletic Club, which the club has recently purchased. The plans, beside the main gymnasium, call for boxing and fencing rooms, hot and cold water shower, and locker room. The board has announced a \$1,000 raffle for March.

VERAN.

CHICAGO, January 5, 1889.

BROOKLYN BICYCLE CLUB'S MILEAGE.

February, 3,144; March, 5,892; April, 8,286; May, 10,790; June, 13,596; July, 13,573; August, 10,155; September, 9,315; October, 4,167; November, 1,806; December, 1,117. Total, 81,711. Total number of men reporting, 92. W. E. Fuller leads, with a year's record of 4,246; F. C. Farnsworth has the "booby" record of the year, ten miles. Mr. Fuller has received first prize, a gold medal, and Mr. Farnsworth has carried off a disc of red leather for his strenuous efforts to raise the club mileage.

THE BOWLING LEAGUE.

New York vs. Kings County, New York, January 11.
Kings County vs. Atalanta, Brooklyn, January 15.
Hudson County vs. New York, Jersey City, January 18.
Atalanta vs. Hudson County, Newark, January 24.
Harlem vs. Hudson County, Harlem, January 25.
New York vs. Atalanta, New York, February 1.
Hudson County vs. Harlem, Jersey City, February 1.
Kings County vs. New York, Brooklyn, February 5.
Harlem vs. Atalanta, Harlem, February 8.
New York vs. Harlem, New York, February 15.
Hudson County vs. Kings County, Jersey City, Feb. 15.
Atalanta vs. Kings County, Newark, February 28.
New York vs. Hudson County, New York, March 1.
Kings County vs. Harlem, Brooklyn, March 5.
Hudson County vs. Atalanta, Jersey City, March 8.
Atalanta vs. New York, Newark, March 14.
Harlem vs. Hudson County, Harlem, March 15.

The first game of the Cyclists' Bowling League was played Friday evening last, at the Harlem's alleys, at 138th Street and Mott Avenue, the opposing teams representing the New York Club and the Harlem Wheelmen. The alleys are somewhat inaccessible, but a number of cyclists turned up in good time and a most enjoyable evening was spent. The Harlems led from the start and were never headed. They were familiar with the alleys, in which they have practised for several seasons. The New York men had not practised and were out of form.

The game was admirably refereed by W. E. Eldridge, Hudson County Wheelmen. J. P. Lasell, of the H. W. and Harry E. Lansing, of the N. Y. B. C., scored. Emanuel's herculean voice added spirit to the competition. The following was the score:

HARLEM WHEELMEN.	NEW YORK.
Pearce..... 185	De Goicouria..... 189
Shaffer..... 172	O. G. Moses..... 154
Edwards..... 156	Paynter..... 153
Clark..... 149	F. M. Daniels..... 142
Fraser..... 140	Stott..... 141
Parker..... 134	Nisbett..... 126
Bingham..... 126	J. L. Daniels..... 113
Phillips..... 124	Blake..... 111
Ridabock..... 122	English..... 109
Emanuel..... 121	Cambreling..... 104
Total..... 1429	Total..... 1342

SCORE BY FRAMES.

Harlem—152, 300, 457, 605, 728, 862, 999, 1136, 1276, 1429.
New York—118, 246, 373, 515, 649, 780, 925, 1081, 1202, 1342.

Strikes—Nisbett, 1; De Goicouria, 5; Moses, 2; F. M. Daniels, 3; J. L. Daniels, 2; Paynter, 3; Blake, 1; Stott, 2; Parker, 1; Shaffer, 2; Fraser, 2; Phillips, 1; Bingham, 1; Pearce, 5; Ridabock, 2; Clark, 4; Emanuel, 1; Edwards, 3.

The result of the H. C. W.—K. C. W. game will be found in Jersey City notes.

WASHINGTON CYCLE CLUB.

Of late new life seems to have sprung up within the Washington Cycle Club. Her hops have been well attended, many new candidates have applied for membership, and in many ways her social feature has been developed to a considerable extent. Her present membership is larger than during any previous winter, and includes much new blood which is striving—and successfully, too—to make club membership a condition to be envied by outsiders. On Thursday last a smoker was the feature of the evening. The affair was altogether informal, and all who attended enjoyed a "free and easy" time. The programme included music furnished by the club orchestra, readings, declamations, songs and boxing exhibitions furnished by members. Refreshments consisting of cakes, ice cream, peanuts, apples and cider were partaken of *ad libitum*, and those who enjoyed smoking were plentifully supplied with pipes, tobacco, cigars or cigarettes, as suited their tastes.

Dr. H. T. Appleby, who recently died in Buffalo, N. Y., is claimed by many to be the first American to ride in this country. The doctor saw three English wheels at the Centennial Exhibition, and he had a short ride, and took a header, on the smallest of the three. Dr. Appleby was a zealous advocate of wheeling, and was an honored member of the Buffalo Bicycle Club.

THE TRADE.

THE GORMULLY & JEFFERY MFG. CO.'S PRODUCT FOR 1889.

This firm has completed the details of its output for 1889, and we shall shortly publish cuts of the same.

The Light Champion and Champion will remain practically unchanged, except for a few minor improvements.

The American Challenge, American Safety, American Light Safety and American Ideal, will remain about the same as last year's wheels.

Neither the single nor tandem tricycles will be altered in any important point.

The American Rambler has been changed to an open front machine; otherwise it remains on the popular lines of last year. It is strongly braced and the firm will guarantee it to carry 250 lbs. The brace can be removed, making it suitable for a lady. The wheel is fitted with a new rear spring, much more pliable than the spiral used last year. It is also fitted with a new saddle, claimed to give a remarkably easy seat.

The Ideal Rambler is an all-steel rear-driving safety, with 20-in. h front and 26-inch rear wheel. It follows the model of the Rambler very closely and will probably retail at \$75. It will have ball bearings to both wheels. It will be well finished and is expected to be very popular with girls, boys and ladies.

The firm will introduce this year a new drop-forged steel chain, which is perfectly noiseless. In the Rambler a $\frac{3}{8}$ -inch tire will be used instead of a three-quarter.

THE SIDE-SLIP OF SAFETIES.

Sydney Lee and Henry Sturmey, both eminently practical cyclists, have lately laid their views before us anent the side-slip of the deservedly-popular safety bicycle. The former contends that this same fault is due to insufficient weight upon the rear-wheel; while the latter is of opinion that the cause thereof is due to the inclination of the steering pillar and forks. Who shall decide when doctors disagree? And if two men like these are at variance as to the cause of the one fault of the latest thing in cycles, who shall divine the cause thereof? Mr. Lee is putting his theory to a practical test, the results of which all responsible cyclists must await with impatience. The last-named gentleman has lately been experimenting with a safety built with a 22-inch driver, by means of which the rider is brought plumb over the centre of the driving wheel. Having received a sample machine, we sallied forth the other evening to give the same a trial on wood pavement at its worst, and though by circular gyrations of constricted radii we laid ourselves out for a fall, we were—well, not altogether disappointed, and we are inclined to think that there is a great deal in Mr. Lee's contention.

Our personal experience of safeties with equal-sized wheels is that both wheels slip more or less, but that the side-slip of the driver is most to be feared. While the point of pedal pressure lies so near the ground, we fear that perfect immunity from side-slipping will only be attained by the use of metal in combination with the tire-rubber. We remember seeing at the last Stanley Show held at the Holborn Town Hall a rubber tire with a wire about 3-16ths inch diameter laid in a groove cut in the crown thereof, the use of which was precluded by the liability of the wire to come out at unseasonable times. If this wire could be secured in the manner in which Mr. Harrington was accustomed to fit tires to his "Arab" cycles, we think wheels thus shod would not slip, seeing that they would have a grip of greasy surfaces denied to them when encircled by rubber alone. Doubtless there are difficulties in the way of thus securing the wire, but who shall say that in these days of mechanical refinements means of overcoming them are not to hand?—*The Cyclist*.

Howard A. Smith will this year handle Psychoes, along with other lines.

W. W. Stall, of Boston, Mass., was in New York this week. Mr. Stall will handle Warwick wheels in addition to other lines.

SAFETY vs. ORDINARY.

The articles published from time to time relative to the respective merits of the "safety" and "ordinary" seem to attract more interest and to excite more discussion among wheelmen than any others at this season of the year.

Thomas Stevens' amusing essay on the safety in your issue of December 21 expressed the fears of some warm friends of the ordinary, who begin to think that they will soon be "out of the fashion." For my part, I am willing to see the majority of wheelmen on safeties, so long as the small contingent on ordinaries are "good men and true." I don't want to meet any fellow who sticks to the ordinary while he longs for the safety. We don't want any "traitors in the camp."

The safety is certainly the best wheel for the timid, portly and invalid, and it has afforded these classes an opportunity to get a taste of the most enjoyable and beneficial exercise of the present age. The safety is drawing into our ranks middle-aged men of standing, who do not care to risk much, and who might not otherwise have joined and helped support our clubs and our efforts to secure wise legislation and better roads.

The safety is naturally selected by these classes because it is easy to learn to ride, and being near the ground they can attempt to ride it with more confidence.

But don't let any one adopt the safety unless he is certain it is his style of wheel. It takes longer to learn to ride the ordinary, and you do not feel the same sense of security on rough roads, but it is the best wheel and most exhilarating to ride.

It is not exactly the "spirited steed against the plodder," as one correspondent put it, but it is the spirited steed against the little runt of a pony or goat.

That it is a better road wheel is proved by the fact that all road races are won on ordinaries.

There is really but little danger of serious injury on either style of wheel if you are cautious, but if careless, reckless or foolhardy—well, look out! I have heard of a good many falls from safeties, and seen a number, and the bruises were quite as bad as those resulting from an "ordinary" header.

I have fairly stated what classes the safety will attract to the sport, and now a few words in praise of the ordinary.

It is the most comfortable wheel to ride. This must be evident from the fact that you have a large, steady wheel under you instead of two little ones. It is noticed that a very small proportion of the safeties go on club runs. The safety riders don't enjoy the jolting they get on rough country roads. It makes them feel tired and nervous to ride long distances, so they prefer to take short runs around the city and suburbs.

This vibration has been overcome to some extent by various devices, but all anti-vibration devices which are practicable may also be found on the ordinary, making it so much the more comfortable.

It is cleaner. You are up out of the dust, out of the reach of yelping curs, and in bad weather the ordinary takes up less mud than the safety. On this account the latter has to be provided with mud guards, to keep the mud off from the wheelman's clothes. The large wheel can be kept comparatively free from mud, even in bad weather, by having the leg guard made in the form of a "scraper." Therefore, it is less trouble to clean it.

In touring, we come to many a running stream that can be ridden through on the ordinary without wetting the feet.

Speaking of touring, let me say a few words to those who have never tried this charming recreation. Do not hesitate about going on a tour because you are not in training. The first few days can be made as easy as you like. If one has not been riding much, I would not advise him to exceed fifteen or twenty miles per day the first three or four days. If he is out a couple of weeks, he will be able to make forty or fifty miles per day on good roads before his trip is ended. But let him think less of the number of miles he is going to make than of the diversion he can have along the way, sketching, photographing, making notes in his diary of his observations, or swimming, resting and eating up the provender.

TOURIST.

SAFETIES FOR LADIES.

THE "CYCLIST'S" OPINION.

At the beginning of a trade season there is always an amount of uncertainty as to whether old patterns will continue to be in demand, or later productions be sufficiently well received, to authorize makers in going to the expense of laying in a large stock during the quiet season. This appears to be the case just now with the ladies' safety. Safety bicycles, specially built with dress-guards and dropped frames for the use of ladies, were introduced this spring, and have been put on the market by several makers. So far as England is concerned, the conservative tendencies of its people have very probably had a great deal to do with the slow reception of the new idea. In America, on the contrary, we learn that ladies have taken to the safety with avidity, that many hundreds have been sold, and that ladies who could never be induced to mount a tricycle have readily yielded to the fascination of the two-wheeler. It is true one of the oldest manufacturers in America is of opinion that this is but a passing craze, and that the excessive demand will not continue. Still it is a fact, nevertheless, that the ladies' safety has been taken up well in the States. As to whether it will take as well in our own country during the next season is quite another matter. Of course it is possible that the experience of the few ladies who have taken to riding the safety this year will have so far removed the prejudices which exist, and that with the advent of good riding weather the bicycle will be ridden by a large number of ladies. We must confess, however, to feeling by no means assured that this will be the case. Although it is admitted that while the rider is fresh the ease of propelling the bicycle is vastly more than is the case with the three-wheeler, it must not be forgotten that the safety is liable to side-slipping, and also that it cannot be brought to a standstill, as can the tricycle, to meet the exigencies of a momentary block of traffic, and has to be learned with the possible chance of a few falls. We are not desirous in any way of under-rating the pluck of English ladies, or of our American sisters, but we cannot help thinking that a few falls in muddy weather from side-slipping, and the consequent damage, if not to person, at least to apparel, which is to many even dearer, will have its effect upon the ultimate adoption of this class of machine. In summer weather, over dry roads, we have no doubt the safety will meet with a certain amount of favor, and, of course, the majority of ladies who ride do so in the summer, and their wheels are rarely brought out in the wet and muddy winter, so that perhaps they may not experience so much as riders of the male sex the vicissitudes of safety riding. To those ladies who ride all the year round we think the tricycle will ever appeal more successfully than any form of two-wheeler, and when tandem riding is concerned, although the driving of a safety is easier than that of a tricycle, we are inclined to think it will not materially damage the sale of the older machine.

The last game of the wheelmen's bowling schedule was played at Newark, on January 10, the contestants being the Atalanta Wheelmen and the Harlem Wheelmen.

That leading literary authority, *The Nation*, gave two columns in its issue of December 27 to a review of "Around the World on a Bicycle," saying: "It is a nonchalant, unaffected account of interesting adventure. We have already paid our respects to his first volume, and we have the same good opinion of his second. In fact, this second part of the record, 'From Teheran to Yokohama,' contains even more to enchain the reader than the first part. * * * His achievement is an extraordinary feat of perseverance and pluck; and it had been done for some great cause, Stevens would be a hero worthy of an epic. Since it came about only from a spirit of adventure, no more can be said than that he was marvelously dexterous and cool. * * * With a touch now of humor, now of pathos, and an unlimited amount of picturesque description, the story, though overlong, is seldom dull, and is to be heartily commended as certain to afford much incentive to manliness in the youth, by whom it is sure to be read."

COLUMN FOR THE LADIES.

"I see the skirts of the departing year."

Time, which like man is undefinable, has again whirled us on the very border of that season—all country house, church decoration, bon-bon boxes, new jewelry, and silly plays. The various shop windows, dressed with most seductive ware, already remind us of the many presents we are expected to bestow. Presents are generally pleasant to the receiver at any time of the year, but especially at Christmas. How very attractive the cycling machines look, and how many glorious anticipations may be realized by becoming the fortunate possessor of one!

It is asserted by many that "jollity" at Christmas is an extinct condition of being. Perhaps so, for there is a doubt whether people are ever genuinely jolly to order, but benevolence—something to be always working at, something to be always hoping for—can never be extinct. Benevolence is a fragrant plant, and ought to be most carefully cultivated and nourished in the garden of our hearts. Its season of greatest bloom is Christmas, and may it not, indeed, be fittingly termed the "Christmas Rose?" A desire for a place in the ranks of those who live to combat ill, to relieve suffering, to make the allotted term of life somewhat less miserable to the poor, will bring us as near happiness as Providence has intended we should ever go. Think what is Christmas to the homeless, the semi-spectral impersonations of cold and hunger, we daily encounter? As we meditate on that let us decide to do without some little trifle we had intended to buy for ourselves, and give the money to those "by the world forgot." This is a true recipe for a happy Christmas.

"A thing of beauty is a joy forever," and a lady always looks her very best when engaged in ministering to those in need. We don't seek to deny the fact that every woman's desire is to look her best, both in the eyes of the world and in the eyes of a "nearer, or still dearer." This beautifier, "Benevolenta Cosmatique," far exceeds Madame Rachel's, or any other madame's, poisonous compounds. So, ladies, don't allow the wheels of your tricycles to rust during Christmastide, but, flying from house to house, bear rays of sunshine to the miserable; and although when so occupied you may truly be called "angels," let not your visits be "few and far between." Your husband, supposing you to have one, can often be induced to accompany you on your benevolent missions if you only play the right card at the right time. For marriage is a game of whist; the best player is sure to win in the long run; the cards are even, and the honors, if they are not against you, will at least be divided. Your object must be to know your partner's hand as well as your own, and this you must owe to practice, which "makes perfect," but remember it is a maxim that only holds good among the wise, for

Flint struck sharp on steel
Makes awful lightning.

But into what a sermon have we been led? Hamlet's soliloquy over Yorick's skull is scarcely less moralizing or more seemingly wise. The cat on the hearth appears astonished at our discourse and loudly purrs, either in admiration or ridicule—we fear 'tis the latter. But oh, puss! puss! as we call to mind sundry saucers of milk. We expected better of you! Ingratitude! ingratitude!

Plum pudding is "num num," but if it is your dire misfortune to have a hollow tooth, take the advice of a friend, or even an enemy, and give it a wide berth. If "One touch of nature makes all mankind of kin," "One twinge of toothache makes all mankind grin."

When fevers burn or ague freezes,
Rheumatics gnaw or colic squeezes,
Our neighbor's sympathy may ease us,
Wi' pitying moan;
But thou—thou hell o' a' diseases,
Aye mocks our groan.

The little ones are just now in their glory. Rosy visions of toys, holidays, pantomimes, etc., etc., come to them in their sleep. Cold, cold are the hearts where children play not. They make households homes, and any person who asserts the contrary will not be wished the compliments of the season by

KATILKEN AND NORAH.

—Irish Athletic and Cycling News.

AN ENGLISH CYCLING DEPOT.

A VISIT TO CYCLEDOM.

"That tremendous building going by the name of 'Cycledom' in the Blackfriars Road which must have attracted the attention of anyone passing down that busy thoroughfare, and which has before this been often mentioned in these columns, was visited by a member of the staff last week and much to his surprise and gratification. It is unique, and of its class far surpasses in size and general arrangement any depot we were ever inside. Mr. Lovel, the energetic and thoroughly business-like proprietor and manager, personally conducted us from floor to ceiling, or rather from cellar to roof, showing on the way every nook and corner of his really wonderful cycle home. We think a slight description will not be out of place here, especially as he is just now altering and still further improving his vast premises. The basement will in the future be used as a store for parts and sundries in which he intends to deal largely in the year upon which we are about to enter, and though the place was hardly in order when we visited it, we could see how handy and compact the store will be when finished. Next in order came the ground floor, which, with a good show window in front and a great depth, is capable of holding a very large number of machines. Here, in close order, were found bicycles, safeties, and double and single tricycles of every shape and make, heavy roadster and light roadster, racer and semi-racer, new and second-hand, but all in capital condition. In addition to these, most comfortable offices were found on each side, and a cheerful stove placed in the centre kept the place warm and the cold and damp out. At the back a notice betrayed the position of the 'school,' about which we had heard so much, and, going through baize doors, we soon found ourself in the presence of pupil and teacher. The school is of goodly proportions, is well lighted, and has the appearance of being very comfortable, if nicely-rounded corners and an absence of impediments entitle a place to be so described.

"From the ground floor we climbed a staircase, at the top of which we found ourself in the presence of more cycles ranged round a spacious gallery, overlooking the show-rooms below. Here again were machines of every description, piled up so as to make the most of the room. At the back of this portion of the premises, in another gallery running round the riding school, was the forge and fitting shop, several workmen being here busily engaged. Thence we journeyed down to the basement again, and from there up a private staircase to the front rooms of the house in Blackfriars Road, the back extension hardly coming under that head. After giving us a peep into a sort of fairyland, which is tenanted by himself and family, Mr. Lovel then, armed with a lantern, took us into the upper regions, and surprised us greatly by exposing to view more safeties and tricycles—in pieces—than we ever remember seeing at one time. These were new 'Cycledom' machines. Wheel after wheel, backbone after backbone, handle-bar after handle-bar lined the floors of the rooms in which we went, and we were not vastly surprised to find that about 250 machines in all were stowed away. It was indeed a private Stanley Show of bicycles and tricycles. Then we descended again to the ground floor and, ensconced in a comfortable arm-chair in our entertainer's private office, proceeded to have a chat. From him we learned that altogether some 600 machines were at that time contained in the building; that his business, commenced at 'Cycledom' twenty months ago, of buying and selling new and second-hand machines was increasing by leaps and bounds; that every cycle sale of importance was attended by him; that he was agent for no firm in particular, but just bought of them as he thought fit; that all his transactions were strictly cash; that the present time was the best for our visit, as he bought more about this time of the year than any other, and probably in May or June we should find him cleared out. In reply to our query about the coming Show, Mr. Lovel said he should exhibit ten 'Cycledom' machines, comprising five safeties, two bicycles, two Crippler-pattern tricycles, and one tandem, all of which will be of low price, ranging from £7 10s. to £12 12s. for the safeties, and from £12 12s. to £16 for the single tricycles. Having been impressed

with everything about 'Cycledom,' we should have no hesitation in going in for one of the machines bearing its name, and we shall look forward with interest to the future of the young and enterprising firm. We can heartily recommend any of our readers passing that way to give Mr. Lovel a call, for we feel sure he will be pleased to show all and sundry his well-arranged depot."—*Bicycling News*.

SOME THINGS HE WOULD NOT DO.

If I were a great, big, robust wheelman there are some things I would not do; at least I think I would not. In riding I would not attempt to see how near I could bring my nose to the tire of my wheel without taking a header. It may make one look like a professional, and win unbounded admiration from the small boy and the unlearned chump, but it will never expand the chest, keep the form erect and graceful, improve the general health, nor win one extra smile from the fair sex. I would not buy a wheel one or two sizes larger than would fit me. It may make one appear very far up in the air, but if the man who has oversized himself could but see how he looks astride his unsuitable mount, he would not feel flattered. As a matter of fact the wheel probably makes the rider as tired as he makes the looker-on. I think I would not put in every spare moment riding in order to win a ten-dollar medal and have my name printed in the wheel papers as having ridden a greater number of miles than some other fellow who tried to win the medal and didn't. It may be a great deal of fun, but it looks more like hard work; it may be glory enough for a life-time, but it really doesn't improve one's mind much, nor one's manners; and then how can a man's family get acquainted with him if he is never at home except when he eats and sleeps? I believe I would not own the world when riding along the public streets and highways, nor strive to out-roadhog the original roadhog himself. It may, at this day, impress the trembling rustic who has heard of recent decisions in different courts, but it was not for this end that such decisions were given, and it is not, in my humble estimation, the most convincing way to establish one's reputation as a gentleman. Besides, one may try it on the wrong person some fine day, and go home a sadder and a lammer man. These are only a few of the things which I think I would not do, and it appears to me that the sport of cycling would be quite as enjoyable and quite as respectable if all wheelmen would also refrain from these particular actions. A man may be very loyal to the sport, to his club and to the League, if he belongs to one or both, and still keep himself within the bounds of reason. I cannot help saying, just once more, that some wheelmen seem determined to make their favorite pastime just as hard work as possible, instead of using it as a recreation and relaxation from the sterner duties of life and a means toward securing and retaining health.

Mr. Page, in *Spectator*.

Second Vice-President Bull is the most managerial man we know of. He is a Bull of the Buffalo tribe, and he lives on Eagle Street.

The Albany Wheelmen will give a mammoth indoor entertainment January 25.

THE BUFFALO BICYCLE CLUB.

During 1888 the Buffalo Club added forty-two new names to the club roll, making a total of 136 names, within fourteen of the limit of membership. The visitor's book shows that 800 people called at the club house during the year. The assets of the club exceed the liabilities by \$5,000. The fifty-nine members who reported their mileage gave a total of 69,940 miles, an average of 1,117 miles for each man. Some of the higher individual scores are: D. N. Lewis, 4,500 miles; Dr. H. T. Appleby, 3,762; F. M. Brinker, 3,500; F. E. Drullard, 2,935; J. L. Daniels, 2,252; W. A. Dawes, 2,252; S. M. Ratcliffe, Jr., 2,169; J. H. Isham, 2,000.

The club rooms of the Rutherford Wheelmen were totally destroyed by fire on the night of January 8. The fire started in an adjoining building, and spread with such rapidity that it was impossible to save any of the club's furniture. The machines of Messrs. Dean, Hill and Hollister, which were in the wheel room, were destroyed. Insurance, \$500.

A NEW ENAMEL.

The Patent Silico-Enamel Co., Crawford Street, W., are putting on the market a species of transparent enamel that is practically a glaze, in which silicate of soda in combination with other ingredients forms a flexible, adhesive coating impervious to moisture and damp, and will, it is claimed, even resist strong acids. To protect the surfaces of highly-polished metals has long occupied the attention of experts, and the number of specifics to effect this is legion. Judging from the test pieces which the proprietors of the patent enamel in question offer for examination, it would appear that their invention is a very important one, and the repeat orders from firms which stand high in the trade is strong evidence that the material does what is claimed for it. The application of the enamel is effected by means of a brush or by the process of dipping. The only condition necessary to ensure success is to be certain that every part of the surface is coated by a thin film of glaze; if this is done it will then be effectively protected from climatic influences, and it is declared that neither expansion nor the contraction of the metal on which the enamel is overlaid affects its durability. After the patent enamel has been applied it dries quickly, and it has this valuable quality, that the touch on the surface is practically the same as on a metallic surface without it, thus showing that there is nothing of the ordinary varnish in its composition. For the bright parts of cycles, harness, all plated and brass goods, stoves, fenders, fire-brasses, and innumerable articles in everyday use, the enamel appears to be an easy and efficient covering. The company also supply a preparation styled "Pictorine," for coating picture frames and protecting gilt surfaces, the efficiency of which is said to be equal to that of the patent "Silico-Enamel," and is washable.—*Ironmonger.*

Emanuel, the Harlem Wheelmen's "shoutest," came in to "see" us the other day. It is very unpleasant for an editor to be "seen." The "seeist" is generally very warm, and he strives to impart some of his choler to the editor. But this was not the case with Emanuel, who was as cool, suave and smiling as he always is, except when out on a "shout." He called to deny the base rumor, which had been wafted to this office, that Mr. De Graaf and himself had "backed out" from the New Year's morning ride to Tarrytown. Mr. De Graaf was very ill at the time, otherwise the pair would have scorched for the wine.

W. H. Strugnell, of the Hudson County Wheelmen, has been confined to his home for over a week by typhoid fever. The doctors reported that he had passed the crisis last Sunday and is on the up turn.

The Brooklyn Wheelmen are just at present agitated over the proposed new athletic club, with Judge James G. Tighe, Captain of the Varuna Boat Club, at its head. Opinions for and against it have been expressed by leading members of the various cycle clubs. Brooklyn does not possess a good track for cycling, and the sentiments expressed are to the effect that if the new organization will build a good fast track, three or four laps to the mile, they would get the support of the various cycling clubs in Brooklyn. Judge Tighe is very confident of organizing the society, and proposes to give special attention to cycling interests.

The New Haven (Conn.) Bicycle Club held their annual election on Tuesday night, and elected the following officers to serve for the year 1889: President, J. H. Whitting; Secretary, S. C. Sperry; Treasurer, A. G. Fisher; Captain, W. F. Perkins; First Lieutenant, Palmer Field; Second Lieutenant, C. T. Bartlett; and L. J. Parsons, third member of the Executive Committee. The club will hold its tenth annual dinner on Thursday, January 24.

CORRECTION.

In describing the Springfield Roadster, No. 5, in the last issue of the paper, we improperly referred to the wheel as No. 2. The No. 5 has tangent spokes and hollow rim, while the No. 2 has direct spokes and U rim.

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.

Herbert W. Hayes will sail from New York on the 14th.

Rauchfuss, of the Harlem Wheelmen, leaves New York this week for Colorado, for the benefit of his health.

At Bombay, India, some of the natives have taken to cycling, and, mounted on ordinaries, present curious sights. The costume of the native is a long coat, a loin cloth, and turned-up slippers.

"Doc" Johnson, of the Hudson County Wheelmen, was the feature of the programme of entertainment at the Jersey City Athletic Club's New Year's Eve entertainment. The "Doc" made up as a dizzy blonde, sang a remarkable soprano solo and encored with a jig, to the extreme delight of his audience.

John A. Wells, will represent the Strong & Green Cycle Co. at the Stanley Show. So will—but never mind. There are a dozen other representatives of the American cycle trade going to the Show, but it is all confidential as yet. After the steamer leaves the pier they will stumble over each other to their mutual confusion and amusement.

Mr. John A. Wells, editor and publisher of the *American Athlete*, has secured the services of Chris. Wheeler, as literary editor. Chris. drives a facile pen, is master of a graceful, poetic style, and will be a decided addition to the *Athlete*. Mr. Wells remains business manager, but will divide his time between his paper and the Strong & Green Cycle Co., of Philadelphia, of which firm he is now a member.

The Lynn Cycle Club elected the following officers on January 4: President, J. Harry Shurman; Vice-President, Edward L. Story; Recording Secretary, G. G. S. Butterick; Financial Secretary, Fred S. Hitchcock; Treasurer, Frank W. Goodwin; Auditor, J. Harvey Young; Captain, A. H. Carsley; First Lieutenant, Edward F. Bergholtz; Second Lieutenant, A. E. Wiswell; First Color Bearer, Charles Sager; Second Color Bearer, Guy C. Hovey; Bugler, Frank L. Wright; Club Committee, Edward F. Bergholtz, Walter E. Eastman.

The Middlesex Cycle Club, formed last May by riders living at Melrose, Malden, Wakefield, Maplewood, Everett and Medford, Mass., point with pride to their record for the past season. There has been so many applications for membership that the club has adopted a novel method of equalizing the sexes. No gentleman's name will be considered unless accompanied by a lady's name, the object being to keep the sexes as equally divided as possible. One of their most successful runs was down to Lexington, where the club enjoyed a fine dinner at the Massachusetts House. Forty-seven members took part in this run and succeeded in having a royal good time. Some of the tandem records are noteworthy, especially the performance of the Misses Kirkwood, who have a record of 2,007 miles, 105 being ridden in one day. Among other records are those of P. J. McArthur and wife, of Malden, 1,770 miles; Quincy Kilby and wife, of Boston, 1,289 miles; E. N. Heath and wife, of Wakefield, 950 miles. Mr. and Mrs. Kilby are conceded to be the fastest tandem riders in the club. Altogether, they have had a most enjoyable season, and are already considering several long trips in 1889. The club has a membership of seventy. The officers of the club are as follows: President, J. Morris Gorrie, of Melrose; Vice-President, Mrs. Charles Atkinson, of Malden; Secretary and Treasurer, F. K. M. Jones, of Melrose; Captain, E. P. J. Morton, Melrose; First Lieutenant, G. J. McArthur, of Malden; Club Committee, E. N. Heath, of Wakefield; Jerome Hillbourn, of Melrose; Mrs. G. J. McArthur, of Malden; W. W. Partridge of Everett, and Miss M. Kirkwood, of Maplewood.

WILDWOOD'S MAGAZINE.

AN
ILLUSTRATED
MONTHLY

OF
OUT-DOOR
RECREATION.

EDITED BY

"WILL WILDWOOD" (F. E. POND).

CONTRIBUTORS:

ABLEST AMERICAN SPORTING WRITERS.

Subscription, \$2.00 per year; Specimen Copy, 15 cts.

SPECIAL OFFER.

Subscription Free—Every tenth order, enclosing 20 cts. for a single copy (i. e., the 10th, 20th, 30th, 40th, 50th, 60th, 70th, 80th, 90th, 100th, etc.), will receive one year's subscription free! Mention THE WHEEL.

Address WILDWOOD PUBLISHING CO.,
166 La Salle Street, Chicago, Ill

FOR SALE, EXCHANGE, WANTS.

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

WANTED.—A 54-inch second-hand Butcher or Lakin hub Cyclometer. State price and condition; must be cheap. Address P. O. Box 68, Portsmouth, Va. 1-18

ZOOK, Lititz, Pa., takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. 2-1

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.

"HINTS to Prospective Cycling Tourists in England and Wales"; particulars they most want to know; from start to finish. Price 25 cents. Stamson, Stamford, Conn.

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

EUREKA HOME TRAINER AND BICYCLE STAND is adjustable for all kinds of Bicycles. Riders, agents, schools and clubs should have them. Write for particulars M. A. Woodbury, Manufacturer, Bradford, Pa. 1-18

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

ENGRAVED CYCLING CALENDAR FOR 1889.

THE ONLY ONE ON THE MARKET.

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

SPECIAL STAR

FOR SALE.

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

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54 inch, fine condition, \$75 each. Taken in Exchange for New Wheels. We are selling at Less than Actual Cost. Every Machine offered Guaranteed Sound. No wrecks. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$160, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Installments. Complete Stock of Repairs for all Beeston Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

The B. F. Goodrich Co.

MANUFACTURERS OF

Bicycle Tires, Hard and Soft Rubber Handles, Spade Grips, Pedal Rubbers, etc.

Write for Price List.

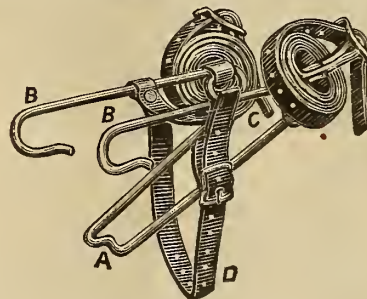
New York Warehouse, 65 Reade Street.

BICYCLE REPAIRS

WE have the most complete Repair Shop in New England, devoted exclusively to Bicycle and Tricycle Repairing, Brazing and Small Machine Jobbing. Work done at short notice and prices reasonable.

BENNETT & HALE,
112 Orange Street,
NEW HAVEN, CONN.

SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

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

C. H. SMITH

249 Woodward Avenue, Detroit, Mich.

MERWIN, HULBERT & CO.,

26 West 23d Street,
NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S

American Champion Bicycle.
American Light Champion Bicycle.
American Challenge Bicycle.
American Ideal Bicycle.
American Ideal Tricycle.
American Challenge Tricycle.
AND SUNDRIES.

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

SINGER'S
SAFETY.



All Ball Bearings
\$135.00

Singer's Bicycles, Tricycles, Safeties and Tandems.

BICYCLE SUITS, STOCKINGS, HATS, SHOES, ETC.

Over 100 new machines on our Bicycle floor, on sample. No second-hand machines. Call and see our stock before purchasing.



KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.

Are unsurpassed for purity and excellence.

Are specially adapted to people of refined taste.

Are composed of only the finest Virginia and Turkish leaf.

WM. S. KIMBALL & CO.

ROCHESTER, N. Y.

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

Imported and kept in stock by

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

SCIENTIFIC AMERICAN

ESTABLISHED 1845.

Is the oldest and most popular scientific and mechanical paper published and has the largest circulation of any paper of its class in the world. Fully illustrated. Best class of Wood Engravings. Published weekly. Send for specimen copy. Price \$3 a year. Four months' trial, \$1. MUNN & CO., PUBLISHERS, 361 Broadway, N.Y.

ARCHITECTS & BUILDERS

Edition of Scientific American.

A great success. Each issue contains colored lithographic plates of country and city residences or public buildings. Numerous engravings and full plans and specifications for the use of such as contemplate building. Price \$2.50 a year, 25 cts. a copy. MUNN & CO., PUBLISHERS.

PATENTS

may be secured by applying to MUNN & Co., who have had over 40 years' experience and have made over 100,000 applications for American and Foreign patents. Send for Handbook. Correspondence strictly confidential.

TRADE MARKS.

In case your mark is not registered in the Patent Office, apply to MUNN & Co., and procure immediate protection. Send for Handbook.

COPYRIGHTS for books, charts, maps, etc., quickly procured. Address

MUNN & CO., Patent Solicitors.

GENERAL OFFICE 361 BROADWAY, N. Y.

EASY PAYMENTS.

Victor, New Rapid, Champion, Star and other Bicycles and Tricycles

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



EXCELSIOR FLANGE and SKATE COMBINATION FOR ALL CYCLES.

Patented October 2, 1888.

SUPERIOR TO TOBOGGAN, ROLLER
OR ICE SKATING.

GREAT SPEED AND PERFECT SAFETY

ON THE

ROAD AND ICE.

OHIO CYCLE SUPPLY CO.,

New Knoxville, Ohio.

GILLOTT'S STEEL PENS

ARE THE MOST
PERFECT.

OFFICIAL TAILORS AND OUTFITTERS

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

DEVLIN & CO.,

New Jersey Wheelmen
Roselle Ramblers.
Huntington Bi-Club.
Ilderan Bi-Club of Bergen Point.
Yonkers B.C., and others.

Broadway and Warren Street,

NEW YORK,

MANUFACTURERS OF

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

WE WISH TO CALL ATTENTION TO OUR

NEW LINE OF

NOVELTIES,

Which We are Now Introducing.

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

Medal and Badge Manufacturing Department

Will be maintained in these Novelties.

PEDERSEN & BUCKINGHAM,

(Successors to Jens F. Pedersen)

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



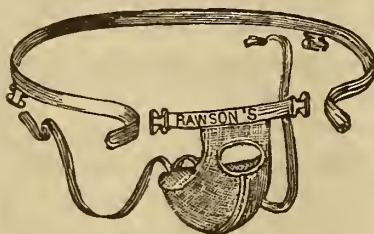
No. 1278.

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



No. 1388.

Solid Silver Cigarette-holders, with Real AMBER Mouthpiece, \$5.50
Solid Gold Cigarette-holders, with Real AMBER Mouthpiece, \$9.50
WILL BE SENT POST PAID ON RECEIPT OF PRICE.



A Perfect Fit Guaranteed.
Displacement Impossible.

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

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

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

S. E. G. RAWSON,

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

Mention this advertisement when you order

J. O'CONNOR,
Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.

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

LAWN TENNIS SHOES A SPECIALTY.

THE "BEST" WHISTLE.



The most convenient, loudest and altogether "BEST" Call on the Market. Mouthpiece so constructed that it can easily be held by the lips. Price, 25 Cents.

WHITTEN & CO., Providence, R. I.

WEBB'S ALCOHOL

AND COLOGNE SPIRIT,

SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb & Son, 165 Pearl St., New York.

The Billings & Spencer Co., Hartford, Conn., U.S.A.

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



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

Raisbeck Electrotype Company,

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

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

NEW YORK BELTING & PACKING CO.

15 PARK ROW, N. Y.



RUBBER
Tennis Soling,
WHITE, BLACK,
OR RED.
Corrugated or Diamond Pat-
tern for
TENNIS SHOES.

Branch House, Chicago: W. D. ALLEN & Co., 151 Lake St.

E. & H. T. Anthony & Co.

Manufacturers and Importers of

**PHOTOGRAPHIC * *
INSTRUMENTS,**

Apparatus and Supplies,
591 Broadway, N. Y.

Sole proprietors of the
Patent Satchel Detective,
Fairy, Novel, and Bi-
cycle Cameras, and sole
agents for the Celebrated
Dallmeyer Lenses.

Amateur Outfits in
great variety from \$9.00 up-
ward. Send for Catalogue or
call and examine.

More than Forty Years
Established in this line
of business.

**RADWAY'S —
READY RELIEF.**

For Sprains, Bruises, Backache, Pain in the
Chest or Sides, Headache, Toothache, or
any other External Pain, a few applications
rubbed on by the hand act like magic, causing
the Pain to instantly stop.

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

50 cents per bottle.

Sold by Druggists.

ASK FOR THE



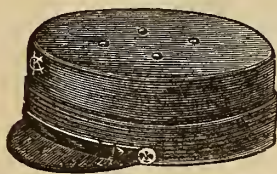
PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.



RUBBER HANDLES.

PEDAL RUBBERS, ETC.

**SMITH'S**

Sporting Goods,

LOWEST PRICES

121 FULTON ST

Send for Catalogue.

PATENTS,

Caveats, and Trade-Marks obtained, and all Patent
business conducted for Moderate Fees.

Our Office is Opposite U. S. Patent Of-
fice. We have no sub-agencies, all business
direct, hence can transact patent business in less
time and at less cost than those remote from
Washington.

Send model, drawing, or photo., with descrip-
tion. We advise if patentable or not, free of
charge. Our fee not due till patent is secured.
A book, "How to Obtain Patents," with refer-
ences to actual clients in your State, county, or
town, sent free. Address,

C. A. SNOW & CO.

Opposite Patent Office, Washington, D. C.



MINER'S PEOPLE'S THEATRE, NEW YORK.

Week commencing January 14.

Lacy and Arthur Co.

100 Nights in New York.

100 Nights in London.

FASHIONABLE CLOTHING.

Reasonable Prices.

ABRAHAM & GRUNAUER,*Custom Tailors,*

451 SIXTH AVE., NEW YORK.

A large stock of specially selected foreign and
domestic goods always on hand.**Now is your time to have your Wheel Overhauled.**

Send it to SCHWALBACH, and Have it Done Well.

LARGE ASSORTMENT OF PARTS. SKILLFUL WORKMEN.

Wheels Stored during the Winter at Reduced Rates.

New Mail, Columbia and Club Wheels Always in Stock.

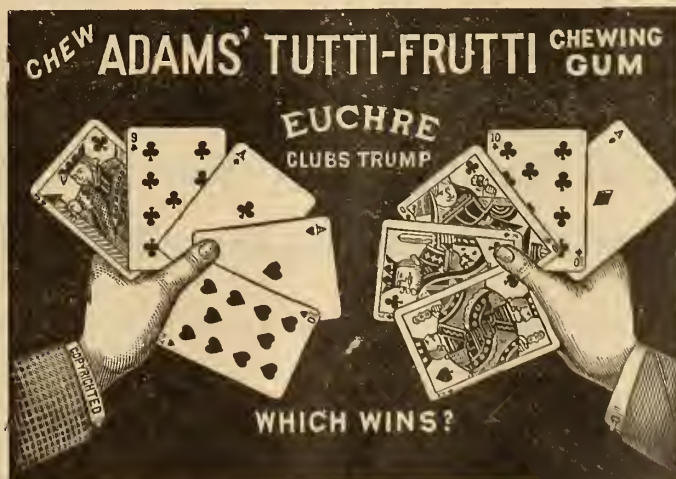
PARTIES GOING TO BERMUDA AND OTHER PLACES SHOULD WRITE
FOR PARTICULARS REGARDING HIRING RATES FOR
BICYCLES, TRICYCLES AND TANDEMS.

WHEELS CALLED FOR AND DELIVERED.

CHAS. SCHWALBACH,

TELEPHONE 125 SOUTH.

Prospect Park Plaza, Brooklyn.

Sold Everywhere. Five Cents Per Bar.USED BY ALL ATHLETES
AND WHEELMENON THE ROAD,
ON THE PATH.**ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM**

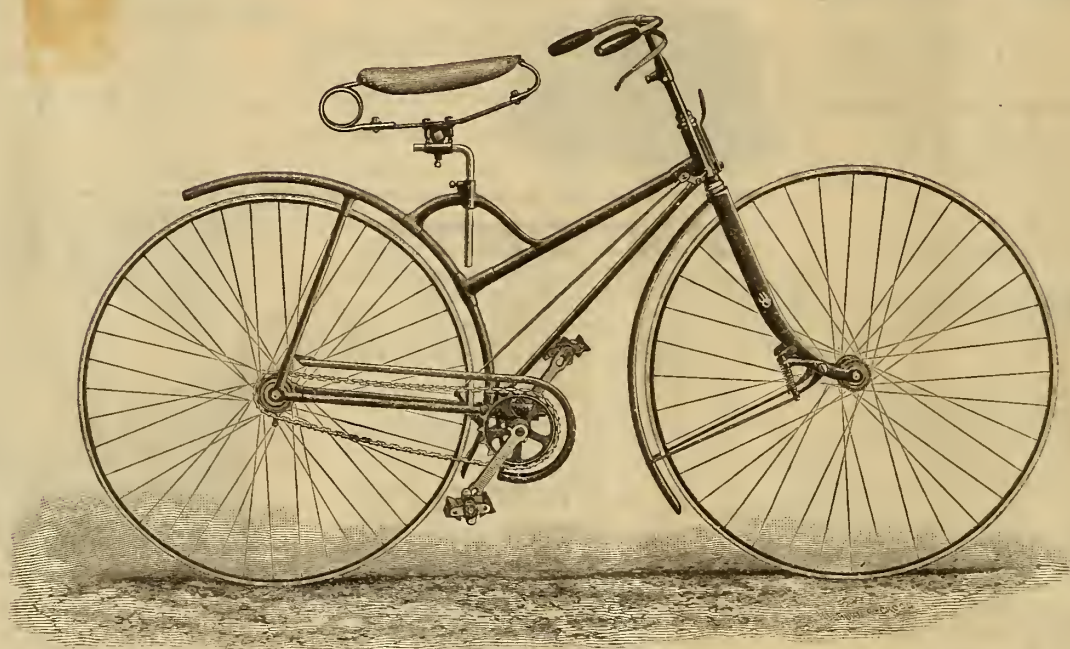
Increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing
wheelmen, and it keeps the mouth moist, thus preventing excessive thirst.

PURE. PLEASANT. & ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.

FOR BUSINESS AND PROFESSIONAL MEN.

A NEW COLUMBIA



LIGHT ROADSTER SAFETY.

PRICE, with "Double Grip" Ball Pedals, \$135.

Tangent Spokes, Cold-Drawn Seamless-Steel Hollow Felloes, Columbia Tubular Steel Frame with anti-vibrating Spring Fork, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, One-Piece Hollow Handle-Bar, Improved Ewart Chain. Readily adjustable, in every essential particular, to meet the requirements of any rider.

POPE MFG. CO.

BOSTON.

NEW YORK.

CHICAGO.