



VOL. II.—No. 21.]

NEW YORK, JANUARY 18, 1889.

[WHOLE NUMBER, 47.]

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.:

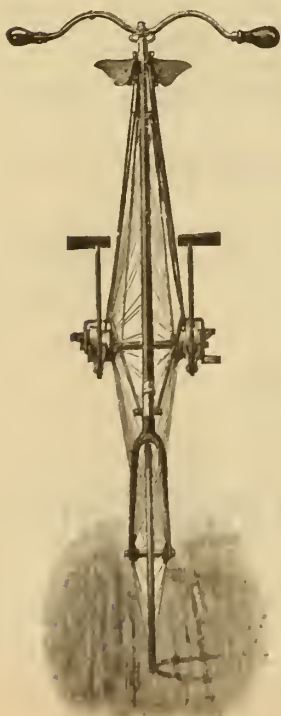
Gentlemen—As the year is drawing to a close, perhaps you would be interested in knowing how the "Swift" has fared in this section, as compared with other Safeties. To be brief: There are more "Swifts" in use here than any other make of Safety. We have not taken a single Ordinary, or any other kind of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

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 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.**

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.

THE LEADING CYCLING PAPER.

"Ours is the leading cycling paper" is a favorite phrase with the publishers of our esteemed contemporaries. All very well, but coming from the parties themselves, it has no more value than a circus advertisement. It is only the statements of disinterested parties, who can judge which paper is best entitled to the lead, that have any value; such as the opinion of the *Glasgow Journal*, which we republish:

"The leading cycling paper is *The Wheel and Cycling Trade Review*, published by F. P. Prial, P. O. Box 444, New York City. It is printed every Friday, and is only \$1.00 a year, fifty-two weeks. The advertisements of all dealers are contained in its columns, and consequently any would-be bicycle rider can secure any kind of catalogue to enable him to select the kind of machine most suitable for him. Every issue, too, contains advertisements of second-hand machines as good as new, or nearly so, which can be purchased very cheap and on easy terms. It is not, however, merely an advertising sheet, for its columns contain all the latest items of interest to wheelmen, the races, broken records, etc. Altogether it is one of the neatest and most newsy class papers that comes to our table."

IT HAS NO EQUAL.

ISLAND CITY, OREGON, Jan. 6, 1889.

EDITOR OF THE WHEEL:

Dear Sir—Through your notice of the lady's wheel, made at Washington, I have bought one. It is a dandy. If you had not taken notice of it in such flowing terms I would not have squandered my money for it. But thanks to you, as I think it has no equal for ladies and gents on our country roads. I would advise all persons who expect to buy a bike to subscribe for *THE WHEEL*.

There are only eight bikes in our valley—one Star, one Rudge, four Rivals, one Springfield and one Lady's Dart. The prospects are favorable for a boom in cycling here the coming season. We have a valley twenty miles long and ten wide, with good roads for a new country. Let the wheel roll.

Yours respectfully,

J. L. D.

CYCLING can never go ahead rapidly in this country. The owners of wheels in almost every part of the country can never fully enjoy cycling, until we have ridable roads. The greatest work may be done by the League of American Wheelmen. At a time when the financial condition of the League made the continuation of its

official organ problematical, it was the boast of some League officials that the trade *must* support their paper. The trade *has* supported their paper, and there is now a golden opportunity for the League to support the trade, make it some return for that liberal support, and at the same time carry out the great work for which it was organized, to protect the rights of wheelmen and to nurture the sport.

THE JUSTIFICATION OF TIME.—That clever detective and unraveler of mysteries, Time, has justified us and the gentlemen who aided us in exposing the mysteries of the League constitution. According to the present constitution any increase in membership between September 1 and the subsequent meeting of the National Assembly—in the case under discussion, any increase in a State Division's membership between September 1, 1888, and February 18, 1889—is not provided with representation in the National Assembly, because no method is provided for the appointment of delegates to represent the increase. Mr. Shriver reads the constitution literally, and in his legal opinion, published in the *Bulletin* of January 11, Mr. Luscomb indorses this view; and, by the way, the agreement of these two great minds on any one point is a rare show. Now it is in this very opinion that we find the justification. Mr. Luscomb states:

"Sections 1 and 4 of Article IV. should be read together, Section 1 naming the governing power and Section 4 its constitution."

In our discussion of the League constitution in *THE WHEEL* of August 17, 1888, page 567, third column, we stated:

"Sections 2 and 3 of Article IV. are devoted exclusively to the management of divisions and sub-divisions; therefore they should be part of Article II., not of Article IV., which is devoted to the affairs of the National Assembly."

In other words, we pointed out that these two sections were interlopers, and that Section 4, of Article IV., should follow Section 1, just as Mr. Luscomb states. Thus one of our seventeen or eighteen claims of imperfect constitutional construction are allowed; and the other seventeen or eighteen? Oh, it will take years.

Aside from the above, why should not the Rules and Regulations Committee provide some means of having any increase in membership between September 1 of any year and the subsequent National Assembly Meet represented in that body?

WE call attention to "5678's" essay on the safety vs. ordinary problem. We know that "5678" is an old rider and a conservative man, so that his conclusions may be regarded as the result of practice and mature consideration. In "5678's" opinion the ordinary is superior to the safety in two points—viz.: the feeling of exhilaration experienced on a high wheel and the possibility of expert riders removing both hands from the handle-bars, which is of obvious value. But "5678" balances these two advantages by advancing a number of points in favor of the safety. These discussions are of great value, and we will gladly publish any intelligent consideration bearing on the question.

The *Wheel*, without doubt, is the best wheel paper published. Prial, its editor, is a hustler.

—The L. A. W. Pointer.

Thanks, Editor Hinman. We do not publish this to prove to our readers that *THE WHEEL* is the best wheel paper published. They *know* that. Neither do we publish it to convey an idea that we hustle, for every business man has to do that.

But unsolicited commendation is much the best form of advertisement. It is more effective than twanging your own lyre to a never-changing accompaniment of "largest circulation," "best paper published," "all the news," and other antiquarian and often untruthful etceteras.

A MOST BRAZEN CASE OF WHITEWASH.

We gladly welcome to the ranks of independent cycling writers Perseus, the cycling commentator of the *Sporting Life*, of Philadelphia. For the past three years we have been practically alone in independent criticism of the League, its mission, its management, its mismanagement and its politics. While we have been considered hypercritical by some, chiefly personal admirers of League celebrities, or that large body of men who believe no good can come of well-meaning criticism, we have been heartily indorsed by those whose opinions we mostly care for. Within the past year, Page, of the *St. Louis Spectator*, has written some strong language on League matters, and later comes Perseus. Both of these men are trained journalists: they think clearly, get on the right side of things, and write incisively. They will not be downed. We reproduce Perseus' comments on the "whitewash meeting."

PHILADELPHIA, Pa., Saturday, January 12.—The mountain has labored and brought forth a mouse—a very small mouse, whose little squeal is hardly audible. With many flourishes of trumpets we were told that the Executive Committee were about to "investigate" Mr. Luscomb's action in issuing his celebrated political circular in the name of the League. We were promised full information on both sides of the case. It was suggested that no criticisms be made on Mr. Luscomb's action till the report was made, and the report, it was understood, would be full and impartial. Instead of that it is the most brazen case of whitewash that the League has ever seen.

Not a bit of evidence, not a word of explanation; only "the circumstances were such"—simply this and nothing more.

Are League members a lot of children, that they are to be played fast and loose with in this manner?

As if this meagre "report" were not bad enough, Secretary Bassett makes it worse by this bungling editorial comment:

"The Executive Committee held a meeting in New York last week and, among other work, they investigated the charges made against Mr. C. H. Luscomb, who, it is alleged, issued a circular in the name of the League, favoring the election of Governor Hill, of New York. The result of the investigation is given in the communication published this week. The statement made by Mr. Luscomb was satisfactory to the committee, but it has been thought best not to give his defence at this time. At the February meeting Mr. Luscomb will present the annual report of the Rights and Privileges Committee, and he promises to deal with the subject at that time, giving a history of the case and the reasons which called for the circular. This will bring the matter officially before the National Assembly, and every member may then put himself on record in the case. This has been thought to be a better way to deal with the question than to set on foot a newspaper discussion."

Why not give his defence at this time? Why not set on foot a newspaper discussion? What better way is there of ventilating the subject and doing justice to whom justice is due?

If the whole pith of the thing is that "the circumstances were such," what has Mr. Luscomb to fear from an open and public discussion of his action?

The investigation is put off till the board meeting in February, and the members at large, whose servants the board of delegates are, are to have nothing to say in the matter. The majority of the delegates will have nothing to say, either, for the matter will be kept in the dark till they get to New York and then sprung on the meeting and rushed through, nicely glossed over in an innocent and unassuming report.

Mr. Luscomb's offence has never seemed of very great magnitude, and could be easily accounted for by his bull-headed way of doing things without asking anyone's permission. But the action of the Executive Committee in trying to hush the matter up and keep it out of print gives the whole thing a very ugly look.

It is quite evident that they have taken this action because the report would ruin Mr. Luscomb's chances for the presidency, for which they have promised their support.

Vice-President Herbert W. Hayes came over from Boston on the Fall River line on Sunday night, and spent Monday in New York City, leaving at 6:30 p. m. for Baltimore, where he is due Thursday afternoon. He will remain in Baltimore a day, and a party of Baltimore cyclists will entertain him. One of them writes us as follows:

"Mr. H. W. Hayes is expected here to-morrow afternoon. We have formed a very high opinion of him here. We shall try to make it pleasant for him, and we hope to store up in a little corner of his mind some pleasant reminiscences of old Baltimore, which we trust he will not forget when in his far-away home."

WARWICK

SEND FOR CATALOGUE.

CYCLE

Warwick Perfection Wheels



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

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



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

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

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

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

THE FOLLOWING

ARE

Some of its Many Advantages.

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

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

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

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

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

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

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

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

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

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

MANUFACTURED BY

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

A. KENNEDY-CHILD, Superintendent of Agencies.

MFG. CO.

SPRINGFIELD,
MASS.

Catalogue now ready.

STEVENS' DEPARTURE FOR AFRICA.



The New York *World* of Sunday last gave up two pages to a detailed description of the mission on which it has sent Thomas Stevens. The *World* considers Stevens of equal repute with Stanley and other noted explorers, and after his arrival at the island of Zanzibar, off the coast of Africa, it has been left optional with him whether he shall search for Stanley and Emin Bey or whether he shall strike into "fresh fields and pastures new," and add to our knowledge of the Dark Continent.

Stevens has full power to make all arrangements to penetrate into the country. He may himself decide, from information gleaned at Zanzibar, whether he shall travel independently and describe the native tribes of Central Africa, or whether the horrors of the African slave trade will employ his powers of narration.

Stevens is intrepid, taciturn, enduring and observing, and, unless some untimely accident should befall him, the world will be enriched with the knowledge he will gain of Africa and the Africans. We are all hoping that he will come back more famous and with the same quiet and friendly smile.

TIOGA CYCLING CLUB'S ANNUAL DINNER.

On Tuesday evening, January 8, the Tioga Cycling Club held their annual dinner at the Colonnade Hotel. Covers were placed for thirty men, mostly members of the club, with representatives from the different clubs of the city, Captain E. W. Burt, representing the Philadelphia Club; President George T. Laing, C. A. Roberts and Captain William D. Supplee, representing Pennsylvania; President Thomas Hare and P. S. Collins, representing the Century Wheelmen; J. R. Lincoln Edwards, representing the South End Wheelmen, and Rowland Evans the Mt. Vernon Wheelmen.

After enjoying a most sumptuous repast, President Hollowell presented the prizes to the winners, during the riding season, as follows: Chas. L. Leisen, medal for greatest mileage during the year, also 1000-mile medal; R. Dallett, medal for greatest number of miles in twenty-four hours (125 miles) and 1000-mile medal, and Mr. Zook, greatest number of days' rides taken of over three miles; the above, in accordance with club law, does not include any Sunday rides. As the club is strongly against use of any intoxicating liquors no toasts were drank, but speeches were given by the different officers of the club, as well as by the representative officers of the visitors. After whiling away some time behind the fragrant cigar, and seated beside the heinous cigarette fiend, a break was made for home, having passed a most enjoyable evening, and every man wishing "Long life to Tioga."

WESTFIELD.

We are told that an ingenious barber has invented a compressed air saddle. We suppose it will be inflated with tonsorial gas.

NEW YORK BICYCLE CLUB'S MILEAGE FOR 1888.

G. M. Nisbett.....	8,231
W. E. Findley	3,955
H. M. Farr.....	3,551
J. M. Andreini.....	2,590
J. R. Blake.....	2,198
E. del Genovese.....	2,175
I. M. Shaw.....	2,071
W. F. Pendleton.....	2,013
M. G. Peoli.....	1,860
J. H. Hanson.....	1,810
E. J. Shipsey.....	1,752
J. M. McFadden	1,493
L. O. Macdaniel.....	1,173
W. L. Hamilton.....	1,131
Chas. vom Dorp.....	1,058
P. P. Wilcox.....	1,043
P. M. Harris.....	1,035
E. J. Shriver.....	986
A. L. Smith.....	979
F. H. Keily.....	934
F. W. Kitching.....	854
4 men over 700.....	3,121
5 " " 600.....	3,154
4 " " 500.....	2,172
3 " " 400.....	1,264
3 " " 300.....	1,058
6 " " 200.....	1,435
8 " " 100.....	1,176
7 " " 50.....	475
19 " (Miscellaneous)	1,656
58,403	

An average for the 80 men reporting of over 730 miles, or for 54 men who rode over 100 miles during the year, an average of 1,042 miles. Five men rode over 100 miles in 24 hours, making 16 rides, aggregating 1,930 miles. The notable performances of the club are: Findley's riding 132 consecutive days; Nisbett's 162 miles in 24 hours—riding time under 15 hours—and year's record; and J. M. Andreini's record of 2,590 miles, all on a *tricycle*.

TO RIDE OR NOT TO RIDE.

The statement to the effect that Willie Windle would not race during 1889, which appeared in this paper last December, set a multitudinous number of pens in motion and numerous paragraphs have since appeared, all to the effect that he would positively ride, all rumors to the contrary.

A representative of this paper had the honor of becoming very closely acquainted with Windle last fall, and the paragraph referring to Windle's temporary retirement was based on the following letter:

WEST MILBURY, MASS., December 4, 1888.

FRIEND PRIAL:
Yours of 30th ult. received. I shall positively not ride next season. I know that the papers will be full of challenges from some of the prominent racing men when they know I am not going to race. I have gained thirteen pounds since I came home and now weigh 160.

Your friend,

WILLIE WINDLE.

There is no question that Windle, surfeited with the season's work, had every intention at the time of writing the above letter of resting during 1889. This intention may, of course, be changed after the resting process becomes irksome and the taste for competition returns. One cannot but applaud Windle's determination. He was far the best man on the path last year; but he was developed too quickly, and, being of a reflective and determined nature, he quickly realized the danger of over-training and too much competition.

VICE-PRESIDENT INGALLS' DENIAL.

In reply to our letter of inquiry concerning the following comment, attributed to him—viz.: that if he had his way he would stand on the street corners and with a howitzer blow every cyclist off his wheel—(these were not the exact words, but of that tenor) John J. Ingalls, President of the Senate, writes as follows:

(PERSONAL.)

VICE-PRESIDENT'S CHAMBER,

WASHINGTON, D. C., January 4, 1889.

MR. F. P. PRIAL, 23 Park Row, New York:

Sir—I am in receipt of your favors of 2nd and 3d inst., and in reply would say that I have no recollection of having used the language imputed to me.

Respectfully yours,

JNO. J. INGALLS.

ELIZABETH WHEELMEN.

The annual meeting of the Elizabeth Wheelmen was held at the club house last Monday evening. The following officers were elected: President, George C. Pennell; Vice-President, A. G. Jenkins; Secretary, A. S. Brown; Treasurer, E. A. Faulks; Trustees, T. A. Doe, A. S. Crane, D. B. Bonnett, P. A. Oliver. The field officers elected were: Captain, F. G. Gilbert; First Lieutenant, L. B. Bonnett; Second Lieutenant, Wm. H. Caldwell; Sergeant, A. C. Jenkins; Color Bearer, H. McNiece; Bugler, A. T. Downer; Color Bearer, Tricycle Division, Mrs. D. B. Bonnett.

The club was reported to be in a prosperous condition.

The report of the captain for the past year was very interesting. The total mileage for 1888 was 23,947 miles, and the members riding the greatest number of miles were: D. B. Bonnett, 2,877; H. McNiece, 2,006; Fred. C. Gilbert, 1,385; L. B. Bonnett, 1,227; J. F. Decker, 1,213½; Rev. H. H. Oberly, 1,075; A. T. Downer, 1,000; Walter Chandler, 830; Mrs. D. B. Bonnett, 892; Wm. H. Caldwell, 852; S. J. Berry, Jr., 730½; W. C. Finck, 707; T. A. Doe, 671; Geo. C. Pennell, 542; N. H. White, 544; J. F. Diemer, 261; W. C. Platt, 237½; A. N. Lukens, 234; E. A. Faulks, 228; T. Bergen, 225; A. S. Crane, 150; G. Carleton Brown, 150; A. S. Brown, 55; Geo. J. Martin, 36; scattering, 6,000 miles.

The largest total mileage since the organization of the club has been made by Mr. D. B. Bonnett—viz., 13,883 miles.

Mr. McNiece wins the cyclometer prize. A. T. Downer rode the greatest number of miles in any one month—viz., 528 miles in September. F. C. Gilbert, on the 26th of June, broke the twenty-four hour record of the club by riding 157 miles in 18 hours and 45 minutes.

After the meeting refreshments were served, and the rest of the evening spent in singing, athletic exercises, etc.

K. C. W.'s LADIES' MUSICAL.

The K. C. W. held a successful ladies' musical at their club house, January 9. The programme of entertainment consisted of music, instrumental and vocal, and recitations, followed by a dance. The K. C. W. orchestra, led by Signor Hartman, furnished the music. Among the ladies and gentlemen present were the following: Mr. and Mrs. E. Valentine, Mr. and Mrs. Arthur Smith, Mr. and Mrs. Wm. Wilson, Mr. W. C. Ryan and Miss Parr, Mr. and Mrs. W. A. Leneiney, Mr. R. F. Hibson and sister, Mr. and Mrs. Chas. Schwalbach, Mr. J. D. Neppert and sister, Mr. Rollins and lady, Mr. Stilwell and lady, Mr. R. W. Steves and Miss Brown, Mr. and Mrs. Hutton, Mr. McLean and lady, the Misses Long, Mr. R. Smith and Miss L. Denty, Mr. W. C. Denty and Miss A. Voorhees, Mr. S. J. Long and Miss Flora Jacobs, Mr. Robert Muns and lady, Mr. Fred. Warner and lady. Messrs. Bensinger, Raynor, Crichton, Bridgman, Marion, Loucks, Leighton, During, Chapman, Bowman, Skidmore, Powell, Wm. Murphy, Folger, O. C. Long, Jones, Hartman, Johns, J. H. Long, Seibert, Nellis, Wardell, Rictor, R. Parington, Anderson, Springstein, C. J. Long, Hendrickson, C. Murphy, Beasley and A. R. Partrington.

A SELECTED LIST OF PATENTS.

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

Henry Walter, Jersey City, N. J. Foot rest for bicycles.

Hermann Behr, Philadelphia, Pa. Velocipede.
Frank H. Harris, Toledo, Ohio. Velocipede.
Edwin Reynolds and B. V. Nordberg, Milwaukee. Brake.

THE CLARK CYCLE COMPANY'S REMOVAL.

The Clark Cycle Company has removed from Hanover Street to 340 North Charles Street. The old stand was in a by-street, while the new location is on one of the principal thoroughfares of Baltimore, along which thousands of people pass daily. The new store is very roomy and has large show-windows.

THE BOWLING LEAGUE.

GAMES TO BE PLAYED.

Hudson County vs. New York, Jersey City, January 18.
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.
Atalanta vs. Hudson County, Newark, March 21.

GAMES PLAYED.

January 4—Harlem, 1,429; New York, 1,342.
January 5—Hudson County, 1,408; Kings County, 1,488.
January 10—Harlem, 1,346; Atalanta, 1,343.
January 11—Kings County, 1,525; New York, 1,357.
January 15—Kings County, 1,432; Atalanta, 1,328.

HARLEM BEATS ATALANTA.

The Harlem Wheelmen's team met the Atalanta Wheelmen's ten at Newark on January 10. The result of the game, as signed by scorers and umpire, was: Harlem Wheelmen, 1,346; Atalanta Wheelmen, 1,343. After the result of the game had been announced an examination of individual scorers revealed the fact that the Atalanta men had very probably made seven points which were not credited to them. The mistake was purely one in scoring. The captains and officials adjourned for a ten minutes discussion, but were unable to solve the difficulty. The rules expressly stipulate that after the umpire announces the result of the game that his decision is final. It also states that all errors must be rectified during the game, and that no claims can be made after the result is announced. The Harlems very properly abided by the rules, but courteously agreed to call the game a draw. This was not accepted, the Atalantas wishing to have the game credited to them. The Harlems will be supported by the League. We trust the Atalantas will govern themselves by the rules of the League and that they will take advantage of the Harlem's offer and roll the game again. During the discussion the umpire, a Hudson County man, expressed sentiments against his first decision, a piece of inconsistency a referee or umpire should never be guilty of.

KINGS COUNTY BEATS NEW YORK.

The game between these clubs was bowled January 11, at 102 West 47th Street, New York. Score:

KINGS COUNTY.	NEW YORK.
H. J. Hall..... 108	Pringle..... 165
Bridgman..... 184	Paynter..... 163
Nellis..... 168	Semple..... 154
Bedford..... 158	F. M. Daniels.... 142
Courtenay..... 149	Blake..... 136
Marion..... 147	McFadden..... 129
Stevens..... 143	Stott..... 124
Raynor..... 130	Sutphen..... 123
Anderson..... 128	Nisbett..... 112
Bowdish..... 120	O. G. Moses..... 109
Total..... 1525	Total..... 1357

SCORE BY FRAMES.

Kings County—151, 309, 459, 580, 723, 865, 1041, 1217, 1371, 1525.
New York—86, 194, 347, 526, 658, 791, 927, 1066, 1183, 1357.
Umpire, W. D. Edwards, H. W.
Scorers: T. C. Crichton, K. C. W.; H. E. Lansing, N. Y. B. C.

KINGS COUNTY BEATS ATALANTA.

Game bowled at K. C. W. club house January 15. Score:

KINGS COUNTY.	ATALANTA.
Stevens..... 176	C. Halsey..... 163
Bridgman..... 156	E. Halsey..... 153
Warren..... 154	Thorne..... 152
Marion..... 147	Edwards..... 147
Anderson..... 146	Drabble..... 146
Bowdish..... 145	Gregory..... 134
Courtenay..... 140	Snow..... 129
Raynor..... 136	Crane..... 110
Hall..... 121	Congleton..... 99
Bedford..... 111	Terbell..... 95
Total..... 1432	Total..... 1328

SCORE BY FRAMES.

Kings County—179, 340, 491, 501, 728, 866, 991, 1144, 1293, 1432.

Atalanta—150, 273, 379, 530, 665, 776, 900, 1049, 1161, 1328.
Umpire, C. H. Madole.
Scorers: A. H. Peal, Atalanta; R. L. Jones, K. C. W.

The game between the Hudson Counties and the Atalantas has been postponed by mutual consent from January 24 to March 21.

CLUB-HOUSE HOSPITALITY.

JANUARY 14, 1889.

EDITOR OF THE WHEEL:

Your correspondent, "Fenton," remarks that "some of our city clubs might take a few lessons in hospitality." Might I ask "Fenton" what he considers the duties of a House Committee? It seems to me that a stranger visiting a club house should do so either with a member or have a member's card; or if not, should introduce himself to some one of the members there, and not "sit for two hours waiting to be addressed."

Might I not, at the same time, ask him what is the difference between the "would-be correspondent who informs us that 'Tommy's got a new oil can'" and himself, who advises us that "I had two seats at the theatre * * * and as I had my best girl," etc., and in his same letter further on says "Hawshaw and I went to a performance of Wagner's 'Rheingold' the other day," etc?

Should people who live in glass houses throw stones?

Would it not be better if some of our correspondents gave us some technical letters? One takes up the English cycling papers and finds many scientific articles which are of real value and interest to the practical wheelman. A few of these "back-wood" and city personalities might be acceptable once in a while to some, but I for one do not buy THE WHEEL or any other cycling paper to find out when, where, or with whom your correspondents go to either opera or theatre, or any other society news.

NEMO.

[The publisher of a paper strives to please all tastes and satisfy all his readers. If Tommy Jones buys a new oil-can the publisher knows that Tommy's friends are interested. The successful editor has a scent for the least important as well as the most important item. The great world is made up of a number of little worlds. The great cycling world, which includes all the little worlds, will be interested in knowing that a new type of wheel has been driven a mile in 2m. 18 1-5s. On the other hand it will not care particularly whether Eagle Rock has been climbed two or twenty times. Yet the Eagle Rock world is interested in knowing how often, and when, and how the Rock has been climbed. The great newspaper, which will crowd every important event on the globe into its columns, will yet have space to record that Harry Hayseed was buncoed to the extent of ten dollars, or that an unknown newsboy had his foot crushed by a horse car.—ED.]

A CORRECTIVE RESOLUTION.

NEW YORK, JANUARY 17, 1889.

EDITOR THE WHEEL:

Dear Sir—Below you will please find copy of resolution adopted by our Board of Trustees at its meeting, held January 16, 1889:

WHEREAS, Certain statements have appeared in the issue of THE WHEEL of January 4, 1889, under the head of "Fenton's Fancies," affecting the good feeling existing between the New York Bicycle Club and the Manhattan Bicycle Club, and alleging breach of courtesy on the part of the latter named club, now therefore be it

Resolved, That we deny in toto the statements therein contained, and declare them to be purely "fancies," existing only in the mind of Fenton or the member of the N. Y. B. C. to whom he refers, inasmuch as the Manhattan Bicycle Club has never held a house-warming, and that there is no bitter feelings existing between the two clubs; and that this club will be glad to welcome any of the members of the N. Y. B. C. at their club house and will extend to them all courtesies in their power. And

Resolved, That the Secretary be directed to have the above resolution published in THE WHEEL.

I greatly regret that the article which calls forth this resolution should have appeared in

your columns, and hope the above will be the means of removing any doubts existing in the mind of any reader as to any alleged bitterness or discourtesy on our part.

We will be happy at all times to welcome any member of the above club, or any wheelman, should they do us the honor to call.

Kindly publish this and oblige,

Fraternally,

CHAS. A. SHEEHAN,

J. M. WARWICK,
President.

Secretary.

THE ATHLETIC UNION GAMES.

The Athletic Union games will be held at Madison Square Garden, New York City, tomorrow evening at eight o'clock. The games will be the greatest ever held in this country. The trial heats will be run at 2 P.M. on the day of the games. The entries and handicaps for the two-mile bicycle race are as follows: Crist, scratch; Merrihew, 20; Berlo, 20; McDaniel, 35; P. S. Brown, 50; Schoefer, 60; F. G. Brown, 60; Barber, 60; Caldwell, 70; Bowman, 70; Baggot, 80; Waters, 100; Hanson, 100; Murphy, 100; Snow, 100; Oliver, 100; Quartopp, 110; Boegler, 110; Burgess, 120; Camacho, 120; Coningsby, 130; Borland, 130; Zimmerman, 130; Class, 140; E. A. Powers, 140.

The New York and Hudson County Wheelmen's teams play to-night at the latter's alleys. The New Yorks will be at the foot of Liberty Street at 7:30 P.M.

George Gould, the son of the great Jay, is very fond of wheeling, and we are told that he owns a safety bicycle the like of which does not exist. The frame, forks and spokes consist of aluminum; the balls of the bearings are made of diamonds. On the head of the machine is set a diamond of fabulous value; the handles are of mother-of-pearl. The only steel about the machine is the saddle spring. The machine weighs, "all on," less than thirteen pounds, and that is mostly the weight of the rubber. It was made by a prominent Coventry firm, and took eight months to construct. —*Bicycling World*.

The only truth in this paragraph is that George Gould is the son of the great Jay, and that is scarcely news.

OFF FOR THE STANLEY SHOW.

Among the passengers on the Britannic, which sailed from New York on Wednesday, was Bert Owen, of Washington, D. C., importer of the Psycho, Starley Bros.' famous wheel. Mr. Owen goes to the Stanley Show entirely to study ladies' bicycles. He will make a specialty of ladies' bicycles this year, as he has great faith in a large demand for them. He will also handle a gentleman's safety and a tandem safety. Mr. Owen, who is a thorough student of the mechanics of cycles, will spend every day at the Show, and will give his views in THE WHEEL.

The wheel used by Thomas Stevens on his round-the-globe trip will be reinvested with a new interest, now that he has started for Africa. The wheel has just been returned from the Southern Exposition, and is now at the Pope Mfg. Co.'s New York store.

Mr. L. H. Johnson, who has just returned from a several weeks visit to England, has made arrangements with Messrs. Hillman, Hubert & Cooper, for whose wheels he will be sole United States agent. Mr. Johnson made a thorough study of the trade and concluded that the firm he will represent in this country are turning out the best work on the other side, considering the strain to which wheels ridden in this country are subjected on account of poor roads. Mr. Johnson will handle a complete line of wheels in single safeties for ladies and gentlemen and tandem safeties. He reports that the majority of English firms expect but a limited demand for ladies' bicycles and tandems.

PIRACY.—The several columns of poetical quotations as applied to American cycling celebrities recently republished in this paper and credited to the *Wheelmen's Gazette*, originally appeared in English cycling papers. Our brilliant and daring Western contemporary clipped the quotations, substituted American for English names, and there you are.

Men's Wear, published by Ira Perego, is one of the cleverest advertising papers we have seen. The paper is well written, illustrated in first-class style and contains many useful hints on the art of dressing well. *Men's Wear* will be sent free on receipt of postal card. Ira Perego, publisher, 128 Fulton Street, New York.

ROADS IMPROVEMENT.

The wave of editorial opinion on the absolute necessity of roads improvement mounts higher each day. The good work being done in the newspapers is reflected in the amount of attention which has been and is being given to the problem of better roads. The Governors of States, the Mayors of cities have placed themselves on record. We can only hope that Rare Ben Harrison will give a few words in his annual message in favor of improved roads.

BETTER AMERICAN ROADS.

Some time ago we called attention to the inferiority of the roads in some of the suburbs of this city, and to the fact that where good roads exist the increase of population and in the valuation of property has been more rapid than where little attention is paid to them. Brookline to-day is distinguished for its fine avenues; the roads are so fine that everybody uses them, and the attractions of that section are so well presented that an increasing number of people wish to select this town for their permanent homes. Brookline is not superior in its attractions to other suburbs of the city, but it has constructed its highways so well that its claims are better presented. Wherever good driveways exist within easy distance of the city, the incentive is strong to erect good houses, and it is eminently for the advantage of the towns suburban to Boston to put their roads in the best of order, and to increase the facilities for reaching the city, if they wish to secure the overflow of the city population. But this subject is wider than the Boston suburbs. There is a growing demand for better roads all over the country. Gov. Beaver of Pennsylvania has recently urged this matter in strong English on the Legislature. The Vermont press insists that the State will prosper in proportion to the increase of excellent roads through its beautiful scenery. It is insisted upon that they shall be smooth and hard at all seasons, never muddy, without roughness in riding, with no obstruction in hauling, so that people can traverse them with security and enjoyment. There is no reason why the finished highways which form one of the attractions of the Old World to the American tourist should not be found everywhere in the better settled parts of our own country. No public investment is likely to bring in better and happier returns to the people. President Eliot says that our roads and streets are the worst he has seen in any civilized country, even in Algeria, and that roads and parks are the instruments of public happiness, which our own people have too little considered. The simultaneous interest in this subject in different parts of the country indicates that a public defect is already widely noted and commented on, and this is the first step toward a change for the better.—*Editorial in Boston Herald.*

NEW JERSEY'S ROADS.

A UNITED MOVEMENT FOR THEIR IMPROVEMENT.

When the Governor of Pennsylvania wrote in his annual message to the Legislature last week that "the civilization of a country is marked by its roads," he meant to say that the Keystone State cannot claim to rank highest in civilization. As a matter of fact, no expenditure of public monies yields so little in return as the road taxes of Pennsylvania. This, coming from the Governor, together with the recommendation that "our entire system of road laws—or rather our road laws which lack system—should be thoroughly revised and codified," is significant and timely. Innocently, Governor Beaver also hit the New Jersey nail on the head. His remarks and suggestions have been widely copied and commented upon by the local papers of that State.

"Every word of this," remarks the *Elizabeth Journal*, editorially, "is applicable to New Jersey, and every suggestion could be made to our own Legislature. The civilization of Union County, as indicated by its roads alone, is civilization only in spots. There are many parts of the county in which the public highways are not roads at all, simply mud holes. Millions upon millions of money have been thrown into these mud holes during the past 100 years, but they are as deep, as thick, and as dangerous as they were in 1789. There is no economy in keeping them so."

The prospects are that the Legislature will take up this important subject at the next session, and it is sincerely hoped that it will do something to give us good county roads before another winter.

Inquiries made yesterday as to the prospect of improvement in the roads of Union County led to the discovery that there is a well-defined and representative movement under way. Arrangements are being made for a meeting of those interested in county roads from Elizabeth to Plainfield, from Summit to Rahway, from New Providence to Springfield, from Springfield to Roselle, and any others with similar views. Among those who are active in the agitation are Chauncey B. Ripley, for twenty years a resident of Westfield and reputed the champion road overseer; Warren Ackerman, the largest land owner in the county; the Hon. Alfred Mills, Senator James L. Miller, Ludlow V. Clark, Ira Lambert, the Hon. John Kane, Jr., Austin Biglow, Dennis C. Craine, Secretary of the State Agricultural Society; H. P. Baldwin, of the Central Railroad, and the corporation known as the Central Land Improvement Company.

The plan is to petition the Legislature for a bill authorizing the Board of Freeholders or some other commission of the county to declare certain roads county highways. The idea is to have them worked as county interests for many political reasons. The argument used is to this effect:

"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 the highways all demand that the laws governing the laying out and construction and maintenance of our roads should be radically reformed and systematized. This is a matter

which affects every inhabitant. We must all use at some time or other, in one way or another, the public roads. Their character and condition affect the breeding of our stock, the style of our vehicles, the carrying capacity of our farmers' wagons, and the speed and enjoyment of all who travel for business or pleasure."

In most cases in Union County new roads are not needed. It is only necessary that the old roads be declared county property so that they may be put and kept in good order as such. At present there is no uniform system of caring for the highways of Central New Jersey, and as a consequence they are unsightly, dangerous, and, in places, passable only with great difficulty. So far as can be learned there is no material opposition to the proposed improvement.—*New York Times.*

THE COUNTY ROADS AGAIN.

The Board of Trade took up the subject of roads last night, and the report elsewhere shows that the members were unanimously in favor of a new county road law. Some favored a provision making the county bear the entire cost of construction and repair of all the main thoroughfares, but as this is a matter which will have to be acted on by the representatives from all parts of the State it is scarcely probable that it will prevail. A more equitable plan is that of apportioning the expenses with some reference to the benefits to the county at large and the townships through which the roads run.

But the most important feature of the meeting was the address of Mr. Collingwood, of this city. Mr. Collingwood is an engineer of wide repute. He is known in the Old World as well as in America. He has studied road making for many years, with all the advantages of skill, training, experience and very wide observation. His judgment is that the making of good roads involves some of the most difficult problems in engineering, and that they should be constructed under definite specifications and under the direct supervision of competent men. Speaking of his own knowledge he says that a roadway nine inches deep is not enough, that a foot is much better. A road constructed according to Mr. Collingwood would practically be a Telford pavement, but it would last. The testimony of such experienced men is of great value now, when this subject of roads is up not only for consideration but to be acted upon. If the county builds roads it wants to build the best it can get for the purposes intended. Mr. Shaw, as stated yesterday, thinks three inches of cracked stone on top of the present road bed is enough to make good roads. Mr. Collingwood is of an entirely different opinion. The question is one that cannot be given too great consideration, and expert testimony is at this time invaluable. If simply putting three inches of cracked stone on any of the roads in Union County has proved thoroughly effective, then it is well to know where and under what conditions it did so prove. If there are other roads on which years of experiment have shown that such treatment is not effective, let this also be known and the conditions be carefully noted. It is only in this way that we can get at what is wanted and what must be done.—*Elizabeth Daily Journal Editorial.*

THE LOST RACE.

Seated one day with Bill Morgan,
I was weary and ill at ease,
For my pockets had nothing in them
Except a bunch of keys.

I knew not what I was saying,
But suddenly Morgan spoke,
"It strikes me, Ralph," says Morgan,
"It's time for a racing fake."

We wired away to Alley,
And put big posters up,
As to how Bill Rowe and Temple
Would race for a champion cup.

And Morgan and Rowe arranged it—
The race was the best of three;
The first to be won by Billy,
The next to be won by me.

When I think of the way they did us
It nearly drives me wild,
For we trusted in Rowe and Alley
With the trust of a little child.

When in both of the blooming races
Rowe carried away the palm,
The remarks of me and Morgan
Were not from the Hundredth Psalm.

I seek, but I'm seeking vainly,
To show that this base design
Must have come from the soul of old Morgan,
And ne'er could have come from mine.

Still my friends all declare I'm guiltless,
And my conscience owns no sin;
You will have to think this over
Before you can take it in.

—*Irish Cyclist.*

ANOTHER TRANSLATION OF "GEDICHT."

When cares and sorrows oppress and torment,
When the want of enjoyment you feel,
When hope and desire have forsaken the breast,
Take courage! Spring on to your wheel.

Its pedals revolve with expertness and strength,
Leave sorrow behind in the race,
Make sure of the way with an unerring glance,
While its swiftness annihilates space.

A glorious "All Hail!" anew swells the breast,
Now teeming again with new life;
Love, joy and desire intermingled revive,
Impelling the rider in rapturous strife.

Then when cares and sorrows oppress and torment,
Join quickly the jubilant throng,
That thy wheel both courage and strong muscle imparts,
The wheel, then, forever! be thy anthem and song.

A Most Unusual and Charming Run.

BY A LADY.

MAPLEWOOD, MASS., January 14, 1889.

EDITOR OF THE WHEEL:

Having taken a most unusual and charming run yesterday (Sunday, January 13, 1889.), I send an account of it, thinking it may prove interesting to some of my cycling sisters who read your paper. I say unusual, since in three years cyclists have never been able to ride in either the months of December or January, and charming, since we had the most delightful time imaginable.

Sunday morning rose bright and fair, but with the thermometer low down; and my brother and I did not seriously consider the eligibility of riding until we saw our friend "Mac," who lives about three miles away from us, taking bearings for our house on his safety. The early visit was explained by his inquiring if we would join him and his wife for a run to Bailey's Hotel, South Natick. Nothing loth, we arranged to be at his house 9:30 A. M., prompt. Sad to state, strict punctuality is not one of our cardinal virtues, and 9:30 A. M. found us just starting from our house on our light Humber crisper tandem. This wheel weighs but 109 lbs. with 36-inch driving wheels; yet it stood the racket well last year, and we expect the end of next season will find it in the same condition. "Mac" and his wife, knowing our little peculiarities to a T, through riding many a mile together last year, came to meet us, mounted on their Columbia tandem.

Soon after we met a mutual friend on his Columbia trike, who could only go a short way with us, having promised to be home to dinner. The roads were in splendid order considering the weather conditions of the past week, even in Maplewood they being but slightly rutty. At the commencement of last year, before we had taken many long rides, we deplored greatly the roads of Malden, of which Maplewood is a suburb. But experience is a severe teacher, and after taking one trip to Nashua, N. H., and four or five to Gloucester, Mass., we vowed to criticize them no more.

We had decided on South Natick as our destination, since we were sure of a good dinner, in our estimation a most important consideration; and we were also sure of good roads, a commodity we certainly would not find in the Lynn-Salem direction. The roads through Welling-ton, Somerville and Cambridge, especially in the former, we found frozen in many highly fantastic shapes; pyramids and gullies of considerable length and divers dimensions. It was slow work, since frozen ground is not the most delightful thing in the world either for the good of the wheels or the comfort of the riders. When we did reach good surface, the enjoyment commenced, and we appreciated it more because of the contrast. Over Cottage Farm Bridge, and cutting across to Beacon Street Extension, we reached ideal cycling roads—roads which winter cannot spoil, white in color, and as hard as marble.

There is no use attempting to gloss it over or excuse it, the conditions were too tempting, and before we knew it we were indulging in an exciting spurt. Fortunately there were few spectators to view our antics, which probably resembled those of school children let loose. Well, we had not ridden for a few weeks, and it seemed as though we had actually stolen this day from winter's grasp, and being in great glee it was perhaps slightly excusable.

Much joking ensued over the result of the brush, but we settled down to a good steady pace, soon finding ourselves entering Chestnut Hill Reservoir. About fifteen or twenty wheelmen were gathered at the usual rendezvous. We did not make a circuit of either basin, but continued on the straight road to Natick, first stopping at what we call the "Cottage," in the Reservoir, for a drink out of the memorable "Old Oaken Bucket." No matter what weather conditions, I, for one, can always appreciate a drink of clear water when out cycling. Our friend left us here, all of us regretting much his inability to go further.

The roads continued to be much better than we had expected, which was gratifying, to say the least. The scenery was not up to its summer

standard, but we found no fault, seeing everything through rose-colored spectacles this Sunday in January. The evergreens made the only breaks in the monotony of leafless trees, and there were no handsome gardens to draw forth admiring exclamations, but we found great consolation in looking forward to the time which, let us hope, is not far distant, when we will again be making tracks for South Natick, taking in all the renewed beauties of nature. Not three-wheeled tracks, either, if all goes as we expect. Especially in regard to my esteemed friends, "Mac" and his wife, since, as most assuredly will I look for them to be riding, so will I look for them to be mounted on a safety tandem.

To many of your readers who expect to, and do, ride in every month of the year, my thinking so much of yesterday's outing will seem extravagant, but to those I would say, try a genuine New England winter.

The sun was warm and bright, and owing to a plentiful sprinkling of hills, all sizes and grades, on the road, we found no trouble in keeping warm. If ladies only knew one-half the advantages and benefits, saying nothing of enjoyment, which can be derived from cycling, we would find much larger numbers attached to this delightful exercise.

We did not meet a single lady rider yesterday, but it would not be fair to judge by that, since there were not many of either sex out. The tandem in my estimation affords a most excellent opportunity for the increase of ladies' cycling, especially when tours are of frequent occurrence, and I look forward next season to meeting many more on the road.

All Boston cyclists who have been in that direction know of the long hill in Newton, Lower Falls, which makes a most elegant coast, but as a climb, just the opposite. Not desirous of making its acquaintance in the latter rôle, we turned to the left, and though we still had to climb the hill, it was much shorter, but steeper, which we preferred. Riding through Wellesley was very pleasant, past the Wellesley College buildings, and by aristocratic looking houses, nestling way back from the road. These latter were new to us, as in the summer the foliage entirely hides them from the passer-by.

But the necessities of lunch now assailed us and would not be silenced, so we lost no time in reaching the hotel, the parlor of which looked most inviting and cosy. Dinner was ready almost as soon as we arrived, and how we enjoyed it! The extent of a cyclist's appetite was then and there fully demonstrated, and the appealingly dejected look that table had when we were through words will not describe. An entire day in cycloedom does not seem complete without the after-dinner talk and restful sociability, but we had to waive all ceremony and start immediately, since the afternoon was too short for a 24 or 25 mile ride.

We returned via the same route, with the exception of taking in the $\frac{3}{4}$ -mile coast in Newton. Owing to the bridge at the base of the hill being up, while in a state of repair, we had to go even slower than usual, but it was superb; and though brakes were used freely, we flew fast enough to suit the most fastidious scorchers. As we neared the Reservoir the more carriages we met, and the driveways in and about seemed very crowded. Beacon Street seemed almost a coast the entire length, and while it was highly exciting to dodge in and out among the different styles of equipages, the occupants of which looked certainly very cold, if not freezing, notwithstanding the unlimited quantities of furs, wrappings, etc., it was infinitely more so to be speeding down a fairly graded hill, feet on coasters, passing all the carriages, doing no work whatever, only enjoying it. Yes, it was excellent, and I would not have changed places for any amount, but it could not last forever, and we soon found ourselves on the previously maligned roads of Cambridge and Somerville. In the latter place we had a hearty laugh on "Mac," afforded us by a cheerful remark from a street gamin, whose name is legion. We were ascending a most prosaic hill, and, there being no hurry, "Mac" lingered in the rear, giving the little fellow occasion to halloo out: "Hurry up, Billy, don't go to sleep." The variety of these unsolicited remarks we find is alarming, some giving us great amusement, others the greatest disgust. When ladies' cycling becomes more popular, doubtless such interruptions will become less frequent.

When at the other side of Wellington we were able once more to resume a happy-go-lucky gait. The sun having gone down, made a very noticeable difference in the atmosphere, and we were perfectly willing to "try" and make good time for home. Leaving the "Macs" at their house in Oak Grove, we said "Good-night," hoping sincerely that all our '89 runs will be as enjoyable. We were soon at home enjoying a hearty supper, and thus ended my first run of '89, making over fifty miles.

MARGUERITE.

READING.

Schwartz will appear on the track next season on a crank. He says: "I am going to show some one how to ride a crank wheel."

Wilhelm has given up racing (in my eye). I heard him say that he expected to run the "home trainer" out by the time the robins come again. That looks like no racing, don't it? But then he's gone crazy on electricity, and seems to have no eyes or ears for anything else just now. He is anxiously waiting for summer and thunder storms to come so that he can play with the lightning. And his ideas are so great on the subject that I would not be surprised but what he will attempt to run his Star with bottled lightning before the season is over. Although he holds no less than three offices in the club, he is now very seldom seen there. How he ever managed to secure his election to those offices has puzzled a good many members. This is the way he did it. Before the balloting began he got his bosom friend "Jakey" to tell all the boys that a keg and numberless bottles were waiting for them. "Butch," why did you not work the same blind? It catches them every time.

C. A. Z. Douglas looked happy when he found the boys were tired of his reports (he made so many the year he was in office), and had defeated him for Secretary.

I have unearthed another "Billy Banker," a namesake of the "Pittsburg flyer." I called at a certain house, and in the course of the conversation I was asked what had become of "Banks." Not knowing what the question meant I inquired; and sure enough one of our prominent riders had been masquerading as the famous Banker of the Smoky City. I did not give the thing away, so, "Banks," you are safe for the present at least. A nice racket you are working! I would not mind "standing in," as you seem to, but then it takes lots of boodle.

Schmidt will also race next season and ought to make a hustler. Will he? I hope so. Douglas thinks a lot, but says nothing. I am afraid, however, he thinks more of getting married than he does of racing, but then he's young and likely to get over it. Loeb, Wilhelm says, is the best in the lot if he would only train. "Jakey" can spurt, but he don't believe it. Why don't he get discharged for good and train? he is built like a young Hercules. He should make a new wonder, but he lacks the courage and ambition. Essig, too, ought to ride, and ride fast. Long, lean, lanky and wiry, most likely your luck in making combination pool shots would follow you on the track.

Diener might possibly "get there" if he would drop his habit of stopping on the back stretch for water.

Bechtel, too, can ride, but the trouble with "Our George" is that every day he can get off he goes fishing; and it doesn't matter if he fails to catch any fish, but must buy them on the way home, he is still stuck on it. This buying has been going on for two years or more.

Then "Jumper," he can everlastingly go, but he don't. If he would stay off the trainer a few weeks the sick man next door would get well.

Killmer, the boy rider (who never gets any older), rides well, and on the road can keep up with the crowd.

I have found a solution to Phillips' trip to New Castle, Pa. It's the B. B.'s daughter. You can see her on the way to the track, and she does smile sweetly. I got this from "Blud's" talk. "He's been there, you know."

I made a discovery some time ago that will do for the next masked ball I go to. The inventor is Superintendent Crawford, and the invention is a new style of mask. It is nothing more nor less than a large palm-leaf fan. Ask Jack how to use it.

In *Bulletin*, January 4, under heading, "News and Comments," is an item in regard to a 6-day race at Omaha, between Eck and Prince on wheels, and Beardsley on horses. They give the race to the horses. I think after being as late with the item as the *World* people are, they might at least get it right. Instead of the horses winning the cyclists won. And a reversal of the score credited in said item will put the matter about right.

The *Star Advocate* again made its appearance. When will the next issue appear? I noticed in one of their issues they speak of a rubber band to take the place of broken spring on the Star. This was one of Wilhelm's ideas.

What has become of "The Wheel News" in *Philadelphia Times*? Comparing their cycling column with the other Sunday paper reports, I do not see where the substantiation of their claim to being the best comes in. The *Sporting Life* certainly is better, judging from the last few weeks, and the *Press* also is just as good.

A new safety tandem will shortly make its appearance here. The inventor, a practical cyclist, claims that it will weigh no more than the ordinary single safety, be stiffer than the tandem bicycles now on the market, and will be faster than anything ever built. What next? If this is realized what a race the Rudge Triplet and this would make, especially when both machines would turn into the home-stretch on a mile track, side by side! More particulars later.

The new Columbia safety and tandem safety look like "dandies," and I think they are, for the Columbia people generally know what they are about.

VORTEX.

READING, January 12, 1889.

FENTON'S FANCIES.

I shall never forget a certain appearance of the bicycle, as a factor in the carrying out of a stage effect. There used to be, and I hope there still is, a jolly little Frenchman by the name of Vatel, in charge of the ballet department at one of the Mexican theatres, whose only fault was a rather too earnest desire to be original in everything he undertook. The manager of the theatre was an easy-going fellow, and allowed his *maitre de ballet* full swing to his somewhat eccentric imagination. In an evil hour, Vatel conceived the idea of introducing the bicycle into a spectacular ballet, which was then in course of preparation. He went to the office of a large dealer in toys and purchased four bicycles of the "boneshaker" type, placarded the city with announcements of the coming novelty in the terpsichorean art, and as a consequence the entire house was sold out two days before the performance. On the day before the production, Vatel rushed into a hotel much frequented by Americans, and had a long conference with a young Philadelphian by the name of Lyman. We heard snatches of the conversation, but Vatel's excited and despairing ejaculations were met by Lyman's cool and quiet remarks, and finally the little Frenchman left the hotel with happiness beaming upon his face. Then all hands tried to find out from Lyman what the conversation had been about, but were entirely unsuccessful. He would only tell us that his advice had been asked and that he had given it. The house was jammed on the night of the performance, and there was a very large attendance of Americans. Ballets representing various sports came upon the stage, were applauded and disappeared. At last the long expected "*Tableau Velocipediques*" was reached, and then — !!! To go back a little, we found out just before the performance what the mysterious conversation had been about. Vatel had been unable to teach any of his ballet girls to ride the machines and had come in despair to Lyman to ask what he should do. That arch mischief-maker told him that it would look just as well to have the girls pushed around the stage as to have them ride, and poor Vatel, who knew very little about a bicycle, grasped at the idea as a drowning man does at a rope. You may imagine the

effect that the sight of four rather corpulent figurantes being pushed around the stage by a band of perspiring "supes" had upon our nerves. I never heard such shrieks of laughter as came from the American part of the audience, nor such hearty applause as from the Mexicans. The latter were very indignant at the laughter of the Americans, for the tableau had no ludicrous appearance to them; but the noise finally quieted down and the piece came to a conclusion. Vattet invited Lyman to fight a duel with him, but the affair never occurred, and they were good friends again inside of a week.

Every sport seems to have its attendant complaint. For instance, to mention a few of them, there is "Charley-horse," from base-ball; "tennis-elbow," from lawn-tennis, and "rushers'-thigh," from foot-ball. A prominent surgeon tells me that another sport must be saddled with an ailment, and that is—alas, that I must say it!—wheeling. Riding with the saddle set too far forward produces a straining of the muscles of the back and shoulders which is dignified by the title of "bicycling back." I hope that none of the readers of *THE WHEEL* will ever have it, for the doctor tells me that it takes about three months to cure it, and that the patient must not ride at all while under treatment.

A very careless piece of editorial work appears in *The Bicycling World* of last week. Mr. G. M. Nisbett is credited with membership in the Kings County Wheelmen, in spite of the fact that he has been and is a prominent member of the New Yorks. The *World* doesn't print so many notes of the doings of New York and Brooklyn that it should not get them correct once in a while. Will the "office cat," which evidently runs the News and Comment department of the paper, please mark, learn and inwardly digest the above?

What's become of the Independent Bicycle Club, whose organization was announced with such a flourish of trumpets a short time ago? I haven't seen an Independent uniform in the Park, as yet, and don't know where their clubhouse is or I should have dropped in on the long ago.

FENTON.

An American Cyclist Abroad.

My experience at Wolverhampton was singular enough to force it into my dreams the night ensuing, and deserves a passing notice, as it has affected my riding in England ever since. When I rode past the soldiers' ground and into Wolverhampton it was growing dark. All the street lamps had not yet been lighted, but I had not gone far up the main street when I was told by a bicyclist that the police would gobble me unless I dismounted from my 52-inch wheel. I asked why, and was informed that the absence of a lamp on my machine made me liable to the penalty of a law that compels the carrying of lamps at night. I said I had known such a law existed in the large cities, but I couldn't believe it applied to such a little place as Wolverhampton. Oh, yes, they said, the law extends all over England, in the smallest hamlet as well as the largest city, on the most deserted road as on the most frequented street. I was also told that I was doubly liable in that I had no bell or whistle or horn for use during daylight. I kept on riding up the main street till another wheelman, with evident solicitude for my welfare, warned me to dismount. The fellow seemed to be so honestly earnest that I got off, not wishing prematurely to ornament the interior of a British jail.

From that time on I have been kicking against the inconsistency of the law, and for a very good reason, too. It has a great deal to do with the pleasure of your touring, for it is not pleasant to know that you are continually violating a law. I learned later on that the police do not arrest you on the spot. They simply take your name and address for a summons the next day. Most of the English riders, judging from the police records, must be great travelers. They came from Canada, South America, India, almost any place, except the bailiwick of that policeman. It rather disconcerts a policeman to be told that his prisoner comes from New York. But the English policeman is not opposed to the wheel as his confrere in America is. This is another good result of the widespread use of the wheels. I learned this first at Liverpool when I was rid-

ing in Sefton Park, the Central Park of that city. The dealer from whom I hired my machine told me I could go wherever I wished in the park if I followed the carriages. So I was bowling merrily along the main drive behind a carriage when a voice from under a helmet hat across the little lake yelled:

"You can't ride there."

"All right," I answered, "I'll go back."

So I turned around and was riding back when again the opening under the hat was vocal, and across the waters floated the injunction to "get off there, I say," which I promptly heeded. The policeman came over to where I was, and we entered into a conversation. I abused the authorities for establishing such a law, and gave the police a rap. To my surprise the man, middle-aged, answered like this: "You're quite right, sir. The only reason why the bicycles are kept off is because they frighten the horses of the aristocracy, confound 'em; I know what it is. I rode a bicycle up to a year ago myself."

Just then a tricycle went by. "There," said the officer, "the aristocracy don't object to the tricycle, because they say it doesn't frighten their horses as much. Sensible fellows, these lords. They can't see that there is one more wheel to make the horse afraid." Again, stopping a policeman to ask the way from Liverpool to a country town, I was answered like this: "Turn to your left, then to your right, go up a long hill and you are on the road. I've ridden it many a time on my machine." I wondered if all the policemen of England were riders, and I also wondered when a policeman at Park Row would be able to direct a wheelman to the Orange county road.

But no matter how well disposed the officers may be they must enforce the law and help make your ride through their country unpleasant. No person knows how unpleasant it is until he has forced upon him the necessity of carrying a lamp all day or of arriving at his destination before dark. Often, when you have spent too much time at a certain ruin and your objective point is at a great distance, you have to spurt to get there before candle light. Let one case suffice—the ride from Banbury to Oxford—which I shall come to by and by. In that instance I had to ride twenty-two miles in less than two hours over a road I desired to see very much.

After getting braced up on a cup of English tea and a good chop, I enjoyed getting out my road book and looking over the day's ride. It was my first day's real experience with English roads. The ride from Liverpool to Llangollen was on a side road and hardly counted, but to-day I had been on a general highway of Great Britain. It was far ahead of anything I had seen in the States, except in Ohio in the vicinity of President Kirkpatrick's home, Springfield, and Union County. The English road is wider by about a half than the Ohio roads and the Alphabet road race course in Orange. It was not as smooth as I expected to find it, being a trifle bumpy, but I learned that the late spring, which prevented the usual work being put in upon it, was the cause of it. I have no doubt that this is so, as it is not easy to understand how people will let such beautiful roads be spoiled by a few bumps when a little timely work will keep them up. There are none of the toll gates in England that afflict the only good roads America has. Toll gates are an infliction. One made me suffer more in ten seconds than I ever suffered before or since, and my only wonder is that I got through it without gray hair. It was over in Indiana, on the national turnpike, near Richmond. I was a stranger to the country and was leading the party down a very long, smooth, steep hill. We were coasting like rockets, brakes off, when we came round a turn in the road. One of the fellows behind yelled: "Look out! they'll drop that bar at the toll gate just ahead!" I was going so fast I could hardly see the road but I got a good view of the toll gate and the big beam that hung over the road like a Damocles sword. But there was no stopping. We were going too fast for brakes and there was nothing but to trust to luck. As I drew up to it I thought I saw the woman's white hand reach out to pull the string. The few sins of my life came back so vividly that I have not been able to forget them. I closed my eyes for the shock but it never came, and I was still floating down that beautiful grade. TRAVELER.

[CONTINUED NEXT WEEK.]

ORDINARY vs. SAFETY.

EDITOR THE WHEEL:

Dear Sir—The article by "Tourist" in last week's issue, concerning the relative merits of safety and ordinary, contains a number of statements that I entirely dissent from, and which I cannot think are correct. I have long been a thorough believer in the ordinary, and am still one to-day, but a pretty fair trial of the safety, on all sorts of roads, convinces me that it equals the ordinary in all points save two (and those two points are not essentials), and possesses many good features not found in the tall wheel.

The two points in which the ordinary appears to be a trifle superior are these: There is a somewhat greater sense of exhilaration, owing to the higher position, increased bowling motion, and the action of a large wheel on the road; but this certainly does not compensate the chain adjusting, as in my machine it is so for the largely increased security of the safety, with less practice, and under more difficult conditions.

The other advantage of the ordinary is the ability of good riders to remove both hands from the steering bar for an indefinite time, for many purposes, such as taking off or putting on gloves in cold weather; but one hand can very easily be taken off the steering bar of a safety, and that meets all common needs. Moreover, many men who ride the ordinary well in other respects never acquire the useful accomplishment of riding "hands off."

The remark of "Tourist" that "all road races are won on ordinaries," which he thinks makes it "a better road wheel," can apply only to this country, where there has as yet been no sort of a competition between safeties and ordinaries in road racing. In England the safety wins about every time.

As to headers, of course they can happen with any machine; but to get one from a safety requires an amount of recklessness that no one would dream of trying when on an ordinary.

As to comfort, I think "Tourist" is wrong again. I have been at least as comfortable after an all-day run on a safety as on an ordinary (I think rather more comfortable), and I have always had my ordinaries perfectly adjusted to my needs. There are as yet few safeties as near perfection in their own class, as ordinaries are in their own class. Perhaps "Tourist" did not have a safety with proper fittings.

I by no means believe that all ordinaries are to be displaced by safeties; but I think that a good many of the present older wheelmen will take the lower mount, and that very many men, who never would take any other machine, will become wheelmen by means of the safety. I may possibly return to the ordinary for my own use; but my trial of the safety has so thoroughly convinced me of the sterling merits of the machine that I want to correct what seems to be unfair criticism. I append an extract from a recent number of *Bicycling News* on the subject:

"There has been a deal written and said against the safety in comparison with the ordinary. In my opinion, the only advantage the ordinary has over the safety is in very heavy, sticky roads, and that which so many of your correspondents keep cramming down our throats, being able to look over the hedges. I admit these two advantages, but these are the only two. One of the advantages is not much in its favor, as there is a very small percentage of riders who go out riding when the roads are inches thick with mud. The other is a clear victory. But the safety has a great many advantages, such as speed, hill-climbing, ease of mounting and dismounting luggage carrying, and gearing, to say nothing of the advantage in descending strange hills. Some of your correspondents have been particularly unfortunate in the choice of machines, as they complain of repairs, machine always being loose, chain continually wanting adjusting, etc., and have been glad to go back to the ordinary. Be that as it may, I have been a rider of the ordinary for five years, previous to riding safety. I have now ridden the safety for about two years, and I have not paid a cent for repairs, nor I don't feel the least inclined to go back to the ordinary. I have had little or no trouble with simple that I can do it in a minute. I find I am two miles an hour faster on the safety than on the ordinary, and as most of my riding is done at night, the safety is a clear advantage, as I ride with greater confidence than I ever felt on the ordinary."

5678.

WHEELING.

TUNE—"IN CELLAR COOL."

In saddle firm I sing with joy
While cycling at my leisure;
No worldly care can then annoy
My nature's choicest pleasure
In rosy hue the world appears.
And to my way of feeling,
No mortal pleasure man reveres
Like wheeling, wheeling, wheeling.

In other breasts, while care and strife
The heart's best blood is winning,
At peace with all, content with life,
My wheel and I are spinning.
And when with full and cheerful song
The echoes deep I'm pealing,
I feel no pain, I know no wrong,
While wheeling, wheeling, wheeling.

This life is short, and, while I may,
I'll ward off grief and sorrow,
Enjoy the pleasures of to-day,
And care not for to-morrow.
And when at last within my own,
Grim Death his arm is linking,
My latest thought will surely roam
To wheeling, wheeling, wheeling.

—George Duncan, in *Scottish Cyclist*.

FIXTURES.

- 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. 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. Atalanta, 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. 23, 1889.—Atalanta 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. Atalanta, at Jersey City.
Mar. 14, 1889.—Atalanta vs. New York, at Newark.
Mar. 16, 1889.—Harlem vs. Hudson County, at Harlem.
Mar. 21, 1889.—Atalanta vs. Hudson County, at Newark.

RUBBER GOODS FOR WHEELMEN AND ATHLETES.

The New York Belting and Packing Company, New York, manufacture a superior line of vulcanized rubber goods especially adapted to the wants of wheelmen and athletes, in the way of bicycle tires, handles and pedal rubbers, besides a large assortment of perforated and corrugated rubber mats, matting and stair treads, in various sizes, shapes and styles. These latter goods, than which no better are made, can be found in large numbers in many of our best known and most elegantly appointed club houses. Neat, very durable and attractive, they are at once the most economical and serviceable article of the kind to-day on the market. In fact with very little care these goods will last a life time, being practically indestructible. Their full value is more duly appreciated when in use on wooden, stone or iron stairways, corridors and passages exposed to snow, ice, slush or rain, as in such instances their employment not only prevents the wearing out of the stairways and corridors covered, but it is a safeguard against slipping, and consequent danger to life and limb. The rubber bicycle tires, handles and pedal rubbers made by the company for wheelmen's use, are attracting considerable attention. They are made in a superior manner of the best Para rubber, and are exceedingly durable and finely finished. The New York Belting and Packing Company also manufacture a rubber soleing for tennis and gymnasium shoes, which bids fair to out-rival all other makes for this purpose. It is made in three colors, white, black and red, and will stand an almost incredible amount of hard usage before finally giving away. In conclusion we would suggest to any of our readers who may be in need of these specialties, that they will find it profitable to write this popular firm for prices and catalogues. Address, Mr. J. H. Cheever, Treasurer, 15 Park Row, New York City.

Mr. Ira Perego is at Salt Lake City for the benefit of his health.

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.

Bicycling News has commenced its fourteenth year.

Mr. John A. Hicks, of Summit, N. J., is an enthusiastic road improver.

Jersey City Wheelmen are talking of Doc Johnson for the Chief Consulship of the State.

The Rudge Company rejoice because they have sold a *Bicyclette* to the Marquis of Lothian.

Mr. Francis Collingwood, of Elizabeth, N. J., is an expert in road building, and a zealous advocate of superior roads.

The St. George's Engineering Company make a strong provision in their agents' contracts for suppressing the evil of underselling.

There will be 160 exhibitors at the Stanley Show. We find no American firms named on the list as at present made up.

John A. Wells, of the Strong & Green Cycle Company, of Philadelphia, sailed yesterday for England and the Stanley Show.

In regard to the rumor that he was to leave England for Boston, Jo. Pennell writes: "Rumor lied, as usual. Haven't gone; ain't going."

Messrs. Swaddle & Co., the famous Scotch "shell" builders, are fitting the sliding seats of their boats with ball-bearings, as used in cycles.

Sid Lee will exhibit at the Stanley Show a safety with a rotary motion, no chains, and a 12-inch throw with only a 6-inch turn for the foot.

The Cambridge Bicycle Club gave its sixth annual ball last evening at Union Hall, Cambridgeport, Mass. There was a large attendance.

Dan Albone, manufacturer of the Ivels, writes of the lady's bicycle: "I do not believe that the fair sex will ever take seriously to the narrow gauger."

Ed. Hodges, Joe Dean, Lou Peck, Ralph Ahl and Henry W. Williams were among the Boston Wheelmen present at the opening of the new Athletic Club house.

N. F. Waters, of the Brooklyn Bicycle Club, intends to place copies of the Liberty Bell and the law on the rights of cycles in all Long Island hotels, that the farmers may know that wheelmen have rights which they are bound to respect.

Elsie Leslie, "Little Lord Fauntleroy," takes an airing on her tricycle every morning at eleven o'clock in Central Park. It is hoped that this exercise will build up her body, and enable her to stand the heavy mental strain to which she is subjected.

The Acme Bowling Club will hold its first reception at Assembly Hall, 294 and 296 West 116th Street, New York, on Tuesday evening, January 22. Among the members of the club are Mr. and Mrs. Newcome, of the Harlem Wheelmen.

The Rhode Island Wheelmen held their second annual stag party at the club house, on South Main Street, Providence, R. I., December 31. At 11:45 eleven of the members followed Captain Speirs over trying roads for three-quarters of an hour.

The *Seaside Enterprise*, of Asbury Park, N. J., publishes an editorial about the road between Ocean Beach and Asbury Park. The *Enterprise* asks the Township Committee to take this road from the corporation which controls it, put it in good repair and make it free to the public.

At a meeting of the Board of Trade, of Elizabeth, N. J., held January 15, the subject of improved roads was discussed, and the following resolution adopted:

Resolved, That a committee of five be appointed by the chair to co-operate with a like committee appointed at a public meeting lately held at the Court House, in the matter of county roads, to adopt means for their improvement.

FAST WORK AT MELBOURNE.

The spring (?) meeting of the Melbourne Cycle Club, held November 17, attracted 8,000 spectators. The event of the day was the 2-mile bicycle handicap. The first prize was of the value of £200. Forty-five men started, R. Davis, South Australia, winning from scratch; time, 5m. 38 3/5s., which beats the previous Australian record by some ten seconds.

The Wheel lately wanted to know why Webber rides no more. We will oblige. The Vectis man is at present on a trip round the world for his health, never completely recovered from the strains and twisting he received the day before winning two sensational races at Munich. He attempted to train this summer, but found it impossible. That's what is the matter with one of the best amateur sportsmen who ever crossed a racing saddle, and we are sorry for it.—*Wheeling*.

At a New Year's meet of Scotch cyclists there were rare goings on; the feast of reason, the flow of poetry, and the tidal wave of good spirits being far better than ordinary. Speaking of cycling for youngsters, one of the speakers quoted the following:

"For makin' blood an' buildin' banes
There ne'er was siccan sport for weans.
It knits their muscles firm as stanes
An' teuch as brasses—
Filis houses fu' o' bonnie boys
An' sonsie lasses."

Messrs. Singer & Co., American agents, Boston, Mass., send us a large colored hanger advertising their wheels. A number of cyclists are shown on the road near the Coat-of-Arms Bridge, in the vicinity of Coventry, England. The wheels shown in the picture, all Singers, are as follows: High grade boy's safety, Singer's Four-in-Hand, manned by two ladies and two gentlemen; an ordinary bicycle, a straight-steering tandem tricycle, a safety and a lady's S. S. S. tricycle. The hanger is an ornament and will be sent to bicycle dealers on application.

And now they—the paragraphists—have put Amelie Rives on a lady's bicycle. We shall have some new terms directly, and the cycling dictionary will have to be enlarged. It is said that she described her first header thuswise: "I swong along at a swishing pace. Suddenly I struck something, and squonked against the gravelly road with a grewsome thwank, and I perceived stars of the first magnitude, which have never delighted the piercing eye of peering astronomer. I squashed all over the road, chipping its crisky, crinkly, wrinkly surface, and scruffing several patches of dainty epidermis. My hands were scraped, my knees were scrubbed, and the wheel and I were a hoggledy poggledy puzzle."

THE AUSTRALIAN CORTIS MEMORIAL.—The New South Wales cyclists' memorial to Herbert L. Cortis was recently unveiled at Bathurst Cemetery. The memorial is a shaft of polished granite, nine feet in height, and bearing the following inscription: "In memory of the English bicyclist, Herbert Liddel Cortis, died at Carcoar, N. S. W., December 28, 1885, aged 28. *Primus inter pares* and amateur champion of the world. This stone is erected by the cyclists of New South Wales." Truly the English and Australian worlds have taken Cortis to their hearts, and he is a revered and respected memory to them. He was a model for our "champions." The man was always uppermost, and the cavils and boasts and egotisms so often found in "cracks" were no part of this man's make-up.

The Melrose Bicycle Club, of Melrose, Mass., took possession of its new rooms in Eastman's Block, Main Street, last Friday evening. The rooms are situated in the centre of the building, and leading up to them is a flight of broad stairs. At the right is a spacious parlor, magnificently furnished. The floor is of stained maple and covered with a Persian rug. The large open fire-place is finished with bronze and has a tiled hearth. The mantel is of carved cherry, and is surmounted by a large and handsomely framed photograph of the original members of the club. The large window is artistically draped, and the walls are adorned with fine oil paintings and select engravings. The furniture is of antique oak and cherry, upholstered in oriental plush, and everything blends in exquisite harmony. Opposite is the billiard room with the usual accessories. The rooms are lighted by electricity and heated by steam. The feature of the evening was a dance in which there were thirty or forty couples. The ladies wore beautiful costumes. After the dance a collation was served, and altogether there was quite an enjoyable time.

FOR SALE, EXCHANGE, WANTS.

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

FOR SALE.—Special Star, 1888 pattern, hollow rims, spade handles, silent ratchets, etc.; used but little and in first-class condition. Cheap. Address Star, P. O. Box 444, care WHEEL. 1-25

WILL pay \$25 for a 54-inch bicycle in fair condition to ride. Address Lock Box 45, Bainbridge, N. Y. 1-25

FOR SALE.—Victor Light Roadster, 54-inch, 1888 model, nearly new; first-class condition; King of the Road lamp, etc. Cheap. Call or address A. S. Haviland, 436 Grand Avenue, Brooklyn. 1-18

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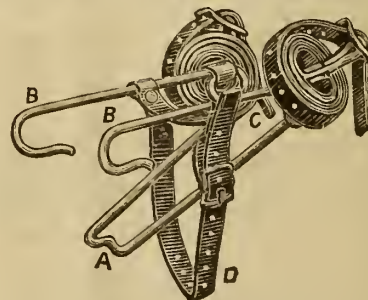
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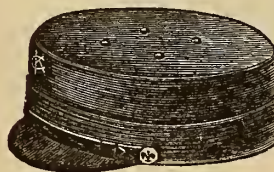


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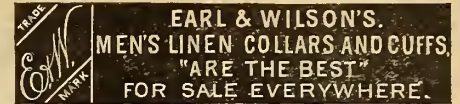
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