

JAN 28 1889  
U. S. PATENT OFFICE

# The Wheel

P.O. Box 444.  
N.Y.

CYCLING TRADE REVIEW

23 PARK ROW  
N.Y.

VOL. II.—No. 22.]

NEW YORK, JANUARY 25, 1889.

[WHOLE NUMBER, 48.]

## 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.**

## OUR 1889 CATALOGUE

Will be issued on March 1, and will include all the latest

### NOVELTIES

for the coming season. Send your name and address, and a copy will be mailed free.

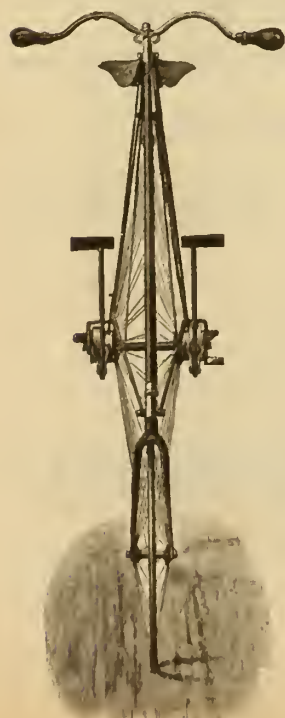
THE COVENTRY MACHINISTS' CO., Ltd.,

239 COLUMBUS AVENUE,

**BOSTON, MASS.**

# 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.**



REPAIRS!

WHEELMEN, ATTENTION!

REPAIRS!

== :: == **REPAIRS!** == :: ==

On or about February 10th, 1889, we shall be in readiness at

**No. 4 East 60th Street, New York,**

**Near 5th Avenue entrance to Central Park,**

to fill promptly all orders for Repair Work to Bicycles and Tricycles of whatever description. Our shop will be fitted complete with all the necessary Tools, Forge, Lathe, etc, and our workmen will be competent.

**PRICES REASONABLE! SATISFACTION GUARANTEED!**

A full line of Wheels for Renting purposes will be kept constantly on hand.

**NEW YORK BICYCLE CO.,**

*No. 8 WARREN STREET.*

*No. 4 EAST 60th STREET.*

REPAIRS!

**Uptown Agents for**

**Messrs. A. G. SPALDING & BROS.**

REPAIRS!

# THE EAGLE BICYCLE

## THE WHEEL OF '89.

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

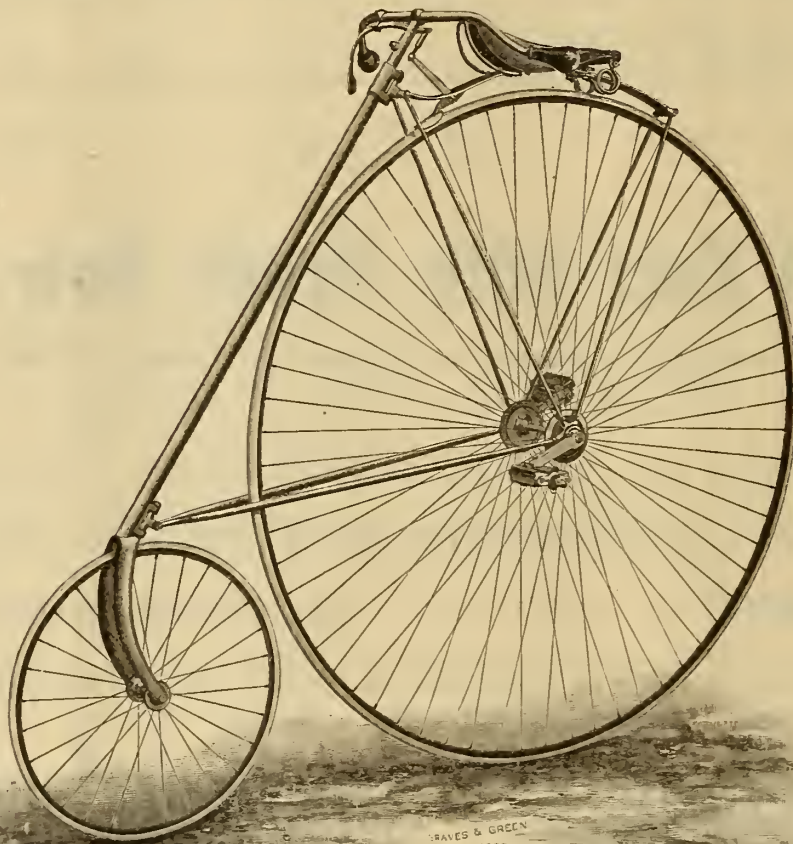
### THE EAGLE.

*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.

CITY, COUNTY AND }  
STATE OF NEW YORK. } s s.

HENRY P. JOYCE, being duly sworn, says: "I am engaged as foreman of press-rooms for F. V. Strauss, printer, of No. 120 Walker Street, New York City, who is employed by THE WHEEL AND CYCLING TRADE REVIEW, and said F. V. Strauss is printing the regular edition of the said journal (5,000 copies) for F. P. Prial, editor and proprietor."

H. P. JOYCE.

Sworn to, before me, this 25th  
day of January, 1889.

JOHN HOYER, Notary Public,  
N. Y. Co., 210.

[SEAL.]

HENRY LINDENMEYR, PAPER WAREHOUSE, }  
15 AND 17 BEEKMAN STREET. }

NEW YORK, January 24, 1889.

MR. F. P. PRIAL,  
23 Park Row, City:

Dear Sir—I have this day delivered to Mr. F. V. Strauss, 120 Walker Street, ten reams of paper to be used in the publication of THE WHEEL AND CYCLING TRADE REVIEW.

Yours respectfully,

HENRY LINDENMEYR.  
B.

## THE ETHICS OF BIG CIRCULATIONS.

Since we commenced publishing, December 1, 1886, we have built up our paper, not by attempting to pull down contemporary cycling journals, but by incessant effort, by a never-ending struggle to increase our literary and our advertising strength. We formed an ideal of what a cycling paper should be, all limitations considered, and we worked to take a few steps toward that ideal. We think we have succeeded; a number of people, among them a few who should know, endorse this opinion.

At all events, we look with some pride, unreasonable and unwarranted, perhaps, over the paper we have produced for the past two years. We have scoured all the great cycling centres for news; we have reproduced every new invention in the manufacturing world worthy of any attention; we have often been first with

new designs and the history of important events. We have published the useless and the useful; anything from the latest rumors of "Oil-can Johnny's" ongoings to the history of a great swindle or a great race meet. Any suggestions to new riders, to racing men and tourists; any hints on the selection or care of a wheel that we have been able to find, and we have drawn from many sources, have found a permanent resting-place in these columns. We can truthfully point to our paper as an invaluable cyclopædia of facts and a truthful record of cycling history. Editorially we have accomplished something. We felt the responsibility that rested on us; we endeavored, according to our light, to be fair and at all times truthful and sincere. We have tried to be with or even ahead of the times, and have grappled with every important question that has come up, to the best of our ability and always with a view to nurture the sport of which our paper is at least an important, if not the most important, representative.

At this, the commencement of our third season, with the resources of cycling broadened and broadening, we conceive it to be an excellent time to thank those who have supported our paper for favors done, and to ask for and to point out our reasons for soliciting a continuance of those favors.

The lot of the cycling publisher has been a hard one, and at this time, when our esteemed Boston contemporary kicks up its heels and flaunts its "big circulation" in the faces of its contemporaries, it is well to look over the field and see just what has been accomplished. Of the minor failures it is unnecessary to speak—the list is too long; the details of sickening infamy and early demise, saddening. It is only necessary to state, with all the confidence that abundant proof can be furnished to back the assertion, that no cycling paper has ever been a success except the one with which we have the honor to be connected—THE WHEEL. *The Bicycling World, Cycling Record, The Cycle, Recreation, The Cyclist and Athlete, The Bulletin*—all these have been financial failures.

The attention of the cycling world is brought to this fact in chastisement of the ridiculous paroxysm of self-gratulation in which our Boston neighbor is indulging himself. We at once grant the 13,250 circulation claimed by the *World*, but in this burst of hilarity it must not be forgotten that the *World*, notwithstanding the fact that it was without serious opposition for eight years, never had any circulation worth speaking of. It was public property that previous to its assumption of the official organship of the League its circulation was but 1,200, and that it was always a financial burden on the gentleman who has so generously and so patiently carried it.

Admitting the fact of its circulation, gift enterprise though it be, there is no reason why it should assume that its rivals might as well shut up shop. It mails 13,250 copies every week. Running at a financial loss, it is dollars to cents that not a single paper is printed beyond what is necessary to supply the League membership. Thus the *World* reaches these same 13,250 people every week, and we readily grant that perhaps one-half of the recipients read it.

On the other hand, take our modest 5,000, of which we readily admit that over 1,000 copies are distributed among new people. The advantage of this will readily be seen. Take the city of Worcester, Mass., where there are perhaps a dozen League members. The much respected firm of Lincoln Holland & Co., resident at

Worcester, have sent us a list of 321 names of cyclists, who from time to time receive copies of THE WHEEL; of these perhaps a score receive copies of the *World*. From Pittsburg the Banker Brothers, well-known cycle dealers, have sent us a list of 1,075 names, including Philadelphia, Pittsburg and vicinity, of whom perhaps 300 are League members. In Louisville we have 110 names; in New York, Brooklyn and neighboring clubs we have 2,260 names, and 1,600 names of unattached wheelmen, of whom but a small proportion are League members. From an embarrassment of riches we select a few of our more important lists, which will be found to total up more than the *World's* throw-away circulation:

Philadelphia and Pittsburg .....	1,075
Wilmington, Del. ....	70
Washington.....	314
Reno, Nevada.....	22
Worcester, Mass., and vicinity.....	321
Louisville, Ky.....	110
Ohio, applications for samples.....	110
New Orleans.....	55
New York State, excluding N. Y. City.....	2,400
Windsor, Nova Scotia.....	30
Clubs, New York and vicinity.....	2,260
Unattached, New York and Brooklyn.....	1,600
Lady cyclists.....	255
Detroit .....	60
List of bicycle agents.....	700
List supplied by A. G. Spalding & Bros.....	500
Scattering.....	3,500
Total .....	13,382

We are content to leave the enemy its miserable 13,250; the 60,000 estimated wheelmen in the country are fair game for us, and few of them will escape having one or two WHEELS sent to them during the season.

WE deeply regret to announce that Mr. George R. Bidwell, Chief Consul of New York State, has determined to at once withdraw from all League work and devote himself exclusively to the extension of his business. Mr. Bidwell has been some time reaching this conclusion, but it was not until Saturday last he announced his determination to give up League work. Mr. Bidwell writes that no amount of persuasion will induce him to reconsider his action, so that we may consider his decision as final.

Mr. Bidwell is perhaps as well known as any cyclist in this country. He came originally from Buffalo, several years ago, and was employed as business manager by Mr. E. I. Horsman. During his connection with that firm he resided in Brooklyn, and was identified with the Kings County Wheelmen, of which club, we believe, he was at one time captain. Upon starting in the bicycle business, at 4 East Sixtieth Street, Mr. Bidwell joined the Citizens' Club and became prominent in all important moves of that club. When the "Cits" moved into Sixtieth Street Mr. Bidwell moved into their club house, at 313 West Fifty-eighth Street, where he has established a cycling depot which will compare favorably with any in this country.

Since Mr. Bidwell was elected to the Chief Consulship of this State he has devoted all his energies to the upbuilding of the Division, until it now has the largest State membership in the League, and its proportion of renewals has been larger than that of any other State. This progress was only accomplished by arduous efforts and unceasing missionary work. As the Division grew, and as its Chief Consul became a power not only in the State but in the League, he developed a diplomacy, a broad grasp of things, a facility for public speech, which were dormant when he first became known in cycling circles. It is safe to say that he wields more



influence than any President of the League ever has; in fact, without his influence, no candidate for the presidency of the League could hope for success.

Mr. Bidwell has a peculiar personality and does not make friends readily, possibly having learned how few men are worthy of true friendship; but those who know him intimately will not refuse him credit for shrewdness, executive ability and sterling business qualities. We trust that before his resignation takes effect circumstances at present unforeseen will permit him to continue as the leader of the Empire State. Meanwhile, we regret the possible loss of his valuable services to the cause of cycling.

**A** WHEELMAN who has given some time and attention to the development of cycling for ladies writes as follows: "I am glad to see some ladies' articles appear in your paper occasionally, and think that Miss Kirkwood's paper, which appeared in last week's WHEEL very pleasing. I wish you could induce more ladies to write, for I think it makes the paper better. What do you think of forming a ladies' division of the League? How would the 'Ladies' Cycling League' do? Such an association might be the means of inducing more ladies to ride."

We print our correspondent's suggestion, yet we are not quite certain that such a League would be either practical or valuable. The real work which the L. A. W. has accomplished and any work which it may accomplish will benefit lady as well as gentleman cyclists. The formation of a ladies' League would undoubtedly attract the attention of many ladies to the sport, but the preliminary work of organization and execution might be a difficulty. Perhaps the present League of American Wheelmen may form a branch League of American Wheelwomen.

**A**N organized effort was made last Monday evening by seven New York society men to introduce knee-pants, instead of the regulation full-grown trousers, as part of a gentleman's evening dress. Their experiment will be followed with interest. As sport grows in this country knee-pants will grow into favor, but whether they will ever become popular through organized reform is an open question.

**T**HE Board of Aldermen of New York City will introduce a bill at Albany asking for an expenditure of two million dollars on the city roads and streets. If some of this money is not put into macadam and asphalt it will be the fault of the cyclists. Every cyclist who can put his thoughts into good English should deluge the honorable Board with recommendations for proper pavements, directly the bill is passed.

#### RACING AT MELBOURNE.

The second day of the Melbourne meet was held Saturday, November 24. The attendance was enormous.

The half-mile scratch race was won by C. Barlow, of Tasmania; time, 1m. 20 3-5s. The 5-mile bicycling championship was won by R. Davis, South Australia; time, 15m. 8 4-5s; J. E. Fenlon, England, second; last mile, 2m. 48s.; last lap, 38 4-5s. The 2-mile bracelet race was won by F. H. Shackleford, 150 yards start, in 5m. 40s.

#### PROFESSIONAL RACING AT OMAHA.

The Omaha *Republican* informs us that "amid wild shouts" Knapp won a six-day race, which terminated January 13, his score being 711 miles. The following distinguished company scored as follows: Unknown, 710; Aslinger, 684; Morgan, 669; Dingley, 526; Armaindo, 370; Eck, 343. The unknown is a soldier, who is reputed as possessing great form.

## GEORGE R. BIDWELL TO RESIGN ALL LEAGUE WORK.

NEW YORK, January 19, 1889.

MR. F. P. PRIAL,

Editor of THE WHEEL:

Dear Sir—Will you kindly say in your next issue, as briefly as possible, that it is my intention to withdraw from all League work, and that my resignation will be handed to the new President? This may hardly seem in keeping with what I have just written you in regard to our Road Bill, but I will say in explanation that Mr. Bull will, by provision in our by-laws, assume my duties until next September, doing all routine work, while Mr. Potter will look after the Road Bill. I am forced to take this step, and have fully made up my mind to withdraw, in order that I may devote my time exclusively to my business. No amount of pressure will make me change my determination. I do not know that there will be any, but merely wish to emphasize my decision. I anticipate my resignation publicly, as it must be embarrassing to resign to the new executive without intimation in advance, especially as there are two strong candidates, and we may expect an even division, and I may possibly be identified with the losing side. On this account I think I should make my intentions known before the contest.

Yours truly,

G. R. BIDWELL.

#### THE NATIONAL ASSEMBLY MEETING.

President Kirkpatrick has issued the following notice:

"The annual meeting of the National Assembly of the League of American Wheelmen will be held on Monday, February 18, 1889, at the Grand Union Hotel, New York City, convening promptly at ten o'clock A. M. In view of the fact that by-laws are to be adopted for the national organization, it may be advisable to continue the meeting over two days. At these meetings any member of the board may be represented by proxy, provided that the person holding the proxy shall be a member of the board, and that no person shall be proxy for more than three members, unless he be a Chief Consul, when he may hold proxies for six members. Provided, however, that no officer shall be proxy for another and vote in his stead, unless he be designated by name in the handwriting of the officer signing the proxy, and, further, no officer holding a proxy shall be empowered to transfer the same to any other officer under any circumstances. The following gentlemen are hereby appointed a committee on credentials: Chairman, W. H. Emery, 1177 Tremont Street, Boston, Mass.; W. S. Bull, 16 West Eagle Street, Buffalo, N. Y., and J. J. Van Nort, Scranton, Pa. Proxies may be mailed to the chairman, care the Grand Union Hotel, New York, four days previous to the meeting, and members having proxies should, immediately on arrival at the hotel, report to the committee. We now have but one business meeting a year, and it is hoped all the persons who are members of the Assembly will be personally present at the meeting, with arrangements made to remain until all the business is properly and carefully done."

#### PENNSYLVANIA'S "LIBERTY BILL."

The Hon. W. H. Keyser has introduced the following bill into the Pennsylvania Legislature. The bill defines the rights of cyclists on the same lines as the New York State Liberty Bill.

Section 1. That bicycles, tricycles and all vehicles propelled by hand or foot, and all persons by whom bicycles, tricycles and such other vehicles are used, ridden or propelled upon the public highways of this State, shall be entitled to the same rights, and subject to the same restrictions in the use thereof, as are prescribed by law in the cases of persons using carriages drawn by horses.

Section 2. The Commissioners or other authorities having charge or control of any public street, highway, parkway, driveway or public place in this State shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any public highway, street, avenue, road, driveway, parkway or public place at any time when the same is open to the free use of persons having and using other carriages, as hereinbefore named, nor shall such Commissioners or other persons pass, enforce or maintain any ordinance, rule or regulation relating only to bicycles

or tricycles and not to other carriages, as mentioned in Section 1 of this act.

Section 3. Nothing in this act shall be so construed as to prevent the passage of any regulation, ordinance or rule regulating the use of bicycles or tricycles in highways, streets, driveways, parkways and public places in such manner as to limit and determine the proper rate of speed at which said vehicles may be propelled, nor to require, direct or prohibit the use of bells, lamps and other appurtenances, nor to prohibit to any vehicle the use of that part of the street, highway or parkway commonly known as the footpath or sidewalk.

#### THE ATHLETIC UNION GAMES.

The A. A. U. winter games, held at Madison Square Garden last Saturday, marked a red-letter day in American amateur athletics. The games were the most expensive ever given in this country, the entry list the largest ever known, the prizes costly. The Garden was heated, and the centre bedded with soft turf. The track was widened and put in as good condition as a "garden path" can be put. All the afternoon and until late at night athletics were in full swing. There were broad jumpers, high jumpers, weight putters, hurdles, walkers—in fact, every form of male muscularity, and they kept the Garden lively and the spectators at a high pitch of excitement.

The 2-mile bicycle race furnished some good sport. Coningsby and Borland each won their heats easily, and the race was looked upon as a gift for the latter. The trial heats were run in the afternoon, and neither run under eight minutes. During the supper hour the path was rolled smooth, and the men rode much faster. The finish was as follows: W. G. Class, Brooklyn B. C., 140 yards, 1, time 7m. 31s.; E. A. Powers, Riverside Wheelmen, 140 yards, 2; J. F. Borland, Brooklyn B. C., 130 yards, 3; W. F. Murphy, K. C. W., 100 yards, 0; Fred Coningsby, Brooklyn B. C., 130 yards, 0. Among the other starters were A. A. Zimmerman, Leehold Cyclers, 130 yards; A. F. Camacho, S. I. A. C., 120 yards; J. W. Schoefer, B. B. C., 60 yards; W. E. Crist, Washington, D. C., scratch; P. S. Brown, Washington, D. C., 50 yards; J. H. Hanson, N. Y. B. C., 100 yards; F. G. Brown, K. C. W., 60 yards; F. N. Burgess, Rutherford Wheelmen, 120 yards; S. Wallis Merrihew, Wilmington, 20 yards; B. F. McDaniel, Wilmington, 35 yards; N. F. Waters, B. B. C., 100 yards; H. Draper, Philadelphia, 110 yards.

#### K. C. W. ENTERTAIN B. B. C.

On Wednesday night last a "stag" reception was tendered to the Brooklyn Bicycle Club by the Kings County Wheelmen, at the latter's parlors. The entertainment commenced at 8:30, when seventy members of the B. B. C. announced their arrival by shouting their club cry. While the entertainment was in progress, two scrub teams of five men each were selected to bowl a match game of tenpins. Great enthusiasm prevailed during the game, which was very close throughout, being finally won by 198 pins by the K. C. W.

After the game all present adjourned to the parlor, where the following programme was rendered: Piano Solo, by Mr. Hartman, K. C. W.; Black Burlesque, Mr. W. P. Knight; Guitar Harmonica Solo, Mr. Lou. Umber; Recitation, Mr. Lubber, Burlesques, Mr. W. P. Knight; Banjo Songs, Mr. Lou. Umber. Mr. Sam. Torrey, B. B. C., sang a topical song, entitled "What's the Matter with That?" and recited "Mary's Little Lamb." Mr. Spellman rendered the pathetic recitation, "Somebody's Mother." Mr. Bert Cole sang about a "Prodigal Son," and Mr. Marion told a story on the Marshall P. Wilder plan. Mr. Fox, of the B. B. C., and Captain Spellman were called upon, and made a few happy remarks, as also Messrs. Smith, Bridgman and Austin, of the K. C. W. After the rendition of the foregoing programme a collation was served. At the close of the evening all were unanimous in declaring that they had had a very enjoyable time.

Billy O'Brien, who successfully managed a couple of six-day-go-as-you-please tournaments at Madison Square Garden, has made arrangements to hold a female bicycle race there, commencing on Monday afternoon, February 11. The contestants will include some of the best lady riders in the country, and they will be required to race for eight hours daily—from three o'clock till six in the afternoon, and from eight P. M. till one A. M.



## From Cycling Centres.

### TROY NOTES.

The Trojan Wheelmen have moved again, and this time into rooms (over the Troy City Bank) more appropriate for a *social* than a wheel club. The old rooms in the Fulton Market Building were not very convenient for wheels, but more so than the new ones. I understand that last year this club had but three riders, which is three more than it is likely to have this year. A few years ago there were some eighty active members on the roll, but these have either gradually dropped out or have given up riding. One cause of this is the scarcity of good smooth pavements, particularly on the main streets leading out of the city. Now that the centennial enthusiasm is still aflame it is an excellent time for influential and live wheelmen to push the matter of better pavements for pleasure riding. I send a marked copy of the *Troy Telegram*, a bright and enterprising paper, which contains items upon the subject so vital to the interests of our local wheelmen. Why doesn't the Troy Bicycle Club—the only active club we now have—take advantage of the present movement by appointing a committee to persistently urge the laying of pavements similar to those of Buffalo and some other cities? I think the *Telegram* would be a good medium through which to ventilate the subject, its editors being men keenly alive to every local interest.

There seems to be a little trouble in the T. B. C., as indicated by the enclosed clipping, which it is hoped will come to nothing serious:

Thirty members of the Troy Bicycle Club were present at the last monthly meeting of that organization. Captain Fred H. Norris presented his resignation and it was accepted, as was also that of A. F. Edmans, lieutenant. The following resignations were sent in, read and accepted: F. W. Pombo, J. R. Knowlson, E. L. Cridge, E. Ogden Ross, George A. Hodge, M. H. Myers and William D. Little. A committee of five members to act with the five trustees was appointed by Vice-President Hislop to revise the constitution and by-laws, and report at the next meeting. Two committees of ten members each were named to prepare the tickets to be balloted for at the club's annual election in March. A committee of five will prepare an entertainment to be given during February. F. A. Converse will have charge of the affair. James F. Van Keuren was appointed to act as recording secretary in place of W. D. Little until election.—*Telegram*.

It seems a pity that there is no avenue between the cities of Troy and Albany over which a light wagon or a wheel can be driven with comfort or pleasure. If a move could be made to have smoother paving from Troy to the Boulevard, via West Troy, laid so as to connect with that avenue, it would be a great benefit to the wheelmen of both cities. Here is work for the clubs of both Troy and Albany.

Speaking of the Albany wheelmen makes me think that "Toiler" is "way off" in his Albany notes when he says he went to Buffalo with the writer of these notes. Try again and give us some more notes from Albany.

THE WHEEL is doing a good work in pushing the matter of better roads, and I hope you will keep at it, Mr. Editor.

Wishing you a "Happy New Year," I am still  
ORNH QBA.

### WASHINGTON.

The Capital Club's annual banquet will be held at their club house on January 31. A thoroughly good time is expected.

Mr. George R. Ide resigned on Monday, January 12, from the Presidency of the Washington Cycle Club. On the following Monday night Mr. George S. Atwater appeared at the club meeting and was elected President.

Mr. E. F. Rosenberg has resigned from the Cycle Club.

Dr. F. M. Seebold recently got entangled in a melange of bicycle and horses' heels. The doctor and horse were both badly injured.

CAP.

### WILMINGTON.

The Wilmington Wheel Club gave an enjoyable reception and dance to their lady friends on Wednesday evening, January 16. It was a full-dress affair and about forty couples were present.

The much promised Pennsylvania-New Jersey-Maryland-Delaware road book is now definitely promised to make its appearance in March next, and wheelmen are consequently elated.

Thirteen members of the Wilmington Wheel Club have reported their mileage for the past year, which shows a total mileage of 34,995, or an average of 2,692 miles for each rider. Individual mileages are as follows: B. F. McDaniel, 6,001 miles; F. M. Dampman, 4,000; Clarence A. Elliott, 3,765; Victor R. Pyle, 3,700; S. Wallis Merrihew, 3,675; Clarence W. Pyle, 2,700; Albert Jefferis, 2,000; J. D. Kurtz, Jr., 1,504; A. C. Philips, 1,500; Charles S. Wilson, 1,300; Raymond Keables, 1,300; Frank Slot-hower, 1,100.

B. Frank McDaniel, the well-known 100-mile road racer of this city, has associated himself with A. L. Phillips, of Pottsville, Pa., and Henry Crowther, of Philadelphia, whose pen name, "Ariel," is well known to readers of bicycle papers. This trio will compose a new firm which will be the agents in Philadelphia and vicinity for the Overman Wheel Company, and they expect to open a store for the sale of bicycles and bicycle sundries. Mr. McDaniel will retain his residence here and will probably be seen on the road next season.

### DELAWARE.

### SAN FRANCISCO.

Cycling matters have quieted down a little since the Bay City Wheelmen's tournament. The two last Sundays have been very fine, and the park was alive with wheelmen. The days were warm, and the roads hard and springy; no need of the clamps for snow or ice riding—such as Eastern riders use.

On Saturday night the San Francisco Bicycle Club had its annual banquet. Many of its members could not afford to pay \$5.50 for a ticket, so they had to stay away. They could undoubtedly have had just as good a time at a fifty-cent dinner, and the \$5 spread over the riding season would give many times more value, and be of more benefit to the club. It is rumored that two of its best members are going to resign and join another club, where they can find riders, and not a lot of old fogies who have nothing to point to but the tradition that they belong to the second oldest club in the United States—a very slender thread by which to hold young men together these times.

The Bay City Wheelmen have their second "ladies' night" on Friday evening, the 25th inst., and will give their third fancy dress carnival "On Wheels" on February 12. If Maltby, who intends leaving here during the latter part of February for Australia, should be here on the 12th the club will probably endeavor to secure his services.

The California Racing Board has established the following championships for 1889: 1, 2, 5, 10 miles, open to every type of *bicycle*, and 1 and 5 miles for Rover-type safeties. The value of the championship medals was placed at \$35 per set of two. It was also decided to establish a time standard, the rider beating such standard to receive a time medal, valued at \$5. The standards set were 1 mile, 2m. 55s.; 2 miles, 6m.; 5 miles, 15m. 50s.; 10 miles, 32m. 30s. For the safety races, 1 mile, 3m.; 5 miles, 16m. 30s. These times may seem slow, but they are for persons using road wheels, and all our tracks are not fast. The new track is now open for training and practice, at the small charge of fifty cents per month.

Los Angeles has already commenced to work for the League meet, and from present indications will get it. For the past three years the meet has been held near San Francisco, and it seems but just for the southern part of the State to have a turn now.

### CALIFORNIA.

SAN FRANCISCO, January 16, 1889.

Chief Consul George A. Jessup, of Scranton, Pa., was in town on Thursday on a flying visit.

### READING.

Our riding season is still open, we still continue to have beautiful weather and roads, the like of which was never seen before. It really looks as though we were to ride right on into spring, without having to put our wheels away for a single week.

Our only agent here has booked more orders for new machines than one would suppose, or think possible, and our ranks will be strengthened by some 200 or more riders this coming season, if one may judge by inquiries and orders now in. The Star of course is the favorite, although the Columbia is getting a good hold with their safety. Most of the Star riders remain Star riders, but unless the H. B. Smith Co. put a good safety, that is on the style of the other rear drivers, into this section, their sales are going to be light, for new riders are all gone wild on safety wheels. The agent here promises a Star safety, but can give no particulars.

The *Athlete* voices our sentiments exactly when it says: "We place no reliance on the retirement of Wilhelm and Dampman from the track, and from a report of an interview with Wilhelm, he says 'It's hard to stop, and when the season opens I guess I'll have to fall in again.'"

The Division Meet is still being agitated, although nothing definite has been done. But it is talked over and sifted thoroughly, and committees no doubt will soon be appointed to bring things into shape.

The new club house is now the all important topic. The pool table put in the room some two months ago has already paid for itself, as cues are only one cent a game. It's simply wonderful!

Hickok, of the Pope Mfg Co., has been here looking up the business of this firm. He's a jolly old chap, and seems to be well liked. Mr. E. Little, of the Century Wheelmen, Philadelphia, also paid us a visit and speaks glowingly of his club and the bright prospects ahead.

\$10,000—This is pretty big money, but this amount was actually collected here in two days for the victims of the late cyclone. This speaks well for our citizens, and you can form some idea what our meet will be like. So all you of the wheel fraternity make up your minds now. Say "I'll be there," stick to it, and the only thing you will regret will be the short time it lasts.

Thursday night our Spring township members invited the club to a supper. About twenty accepted the invitation, and it was well on toward the wee small hours of the morning when we all started for our respective homes. Our Cumrue brother during the evening showed to good advantage, when he made his flying leap, as he thought, to eternity, but landed instead on poor Frank's lame leg, that he has been nursing for the last year. Well, for an hour or so the air was quite blue!

"Senator," "Schwint" and "Butch," the three well-known commercial men, will shortly take the road in the interest of the Electric Cycle Co. They intend building a new safety, in which speed will predominate. Ha! Ha! Good joke! As "Butch" has a large experience selling cigars, the "Senator" on books and blind baggage car riding, and "Schwint" chock full of "gall," the sales should be very large.

Who's Vortex? This is all the cry of a Monday evening when THE WHEEL comes to the rooms. All the members have been blamed more or less, but Wilhelm more than the rest; poor boy, it's funny how they do pick on some people. Keep it up, boys, the nearer you think you are the safer is  
VORTEX.

JANUARY 19.

Stamford, Conn., is a beautiful town of over 15,000 inhabitants, but far behind time on road and street pavement. It's charmingly situated and would be a desirable place in which to locate had they decent street surfaces. "Stamson" evidently is after them with a sharp stick, and we hope he will overtake and turn the rascals out.



## JERSEY CITY.

"Tommy's got a new oil can," and Day has a new wrench.

The latest drink in the H. C. W. ranks is the "Eveland ginger-ale," made up of liquere-d-malt-beer and aqua pura. The boys have a hard time getting it down, but it comes up of its own accord.

"The members of the Hudson County Wheelmen are a busy and active set of men. They are always on the alert in business pertaining to the welfare and enjoyment of their members and friends."—*The N. Y. World*, Jan. 21, 1889. Thanks.

On Friday evening last the Hudson Counties received the New York Bicycle Club team on their alleys and played the sixth of the League matches. The game was watched by a large number of interested spectators, who cheered and yelled every time a strike was made, and finally every time a ball was put down the alley. The New Yorks were handicapped by the absence of two of their regular team, and the substitutes selected were out of practice. The Hudson Counties took the lead from the start and finished 200 pins ahead of their opponents. Light refreshments were served and everybody went home happy. The Jersey City boys were "stuck" on the New Yorks and want to meet them again. Their affection for their New York brethren was not due to their victory, so much as it was by the superior bowling of the veteran Pitman. Following is the score:

HUDSON CO.		NEW YORK.	
Grant.....	153	Nisbett.....	121
Steuben.....	132	Semple.....	113
Keer.....	134	Domels.....	116
Korth.....	143	Pitman.....	93
Gubleman.....	102	Blake.....	164
Harthmann.....	129	Stott.....	129
Tuthill.....	133	Mosis.....	135
Soper.....	105	McFadden.....	93
Earl.....	175	Lansing.....	74
Eldridge.....	144	Sutphin.....	112

Total.....1,350      Total.....1,150

## SCORES BY FRAMES.

Hudson Co.—149, 312, 462, 590, 709, 850, 972, 1099, 1208, 1350.

New York—130, 193, 319, 426, 548, 679, 772, 894, 1011, 1150.

J. H. Shalotte acted as umpire.

The scores were: For Hudson County, E. A. Whitman; for New York, W. Findlay.

How the cycling world twists and turns! New feats daily. Only a short time ago it was all Eagle Rock and other steep hills. The men who could climb them were the heroes of the hour. Now that's all changed. It's all coasts now, the latest being a mad rush down a toboggan slide, a feat credited to the fair cyclists of Orange.

Last week's WHEEL states that the Jersey City boys intend to boom Doc Johnson for the Chief Consulship of New Jersey for the next term. Permit me to correct this statement. The Doctor has already served one term in that office, and as far as I know, could not accept the nomination for another term and give the position the time and service it deserves. He is already serving the League as a member of the Uniform Committee. If he would consent to serve, you can wager that the Jersey City boys would boom him from the word go. No I think the choice for the next Chief Consul of the wheelmen in this section of the State is Llewellyn H. Johnson, of Orange. He is a pusher, and a man whom it is thought would work for the Division, and that is what this State needs. Its League membership during the last two years has dropped about two hundred, while there were really more riders in 1888 than 1886. I think with Mr. Johnson at the head, we could have those two hundred in the League where they belong. Whoop 'er up for Johnson!

A few days ago the members of the H. C. W. received the following notice:

JERSEY CITY, January 19, 1889.

Woo-Wah-W'ho! Woo-Wah-W'ho! Hudson County, Woo-Wah-W'ho! Another Smoker! A Rip Snorter! Date, January 23, 1889. Time, eight o'clock. Place, Headquarters. Piano duets by Wagner. Whistling solos by Mrs. Allis Jaw. Recitations by Billy Muller. Banjo swinging by Neddy Eldridge. Ending with a grand stereopticon exhibition by Prof. W. E. Sneed, of New York City. Beau-

tiful views. Mechanical effects. Marvelous illusions and comical comings. "The Snow Storm," "The Haunted Church," "The Dancing Skeleton," "Rats, do I look like Benedict?" Admission free. New members half price. Absentees fined one dollar.

## THE COMMITTEE.

This postal was such a coxer it is needless to say that our treasury has not been increased any by the addition of any fines that have been imposed. Every member was there. Tommy Stevens was unable to be present, but sent an African substitute. The band played "On the Upper Congo" with tearful effect. The duets by Mr. Swagner, all by himself, were telling Mrs. Jaw's whistling is still sounding in our ears. But oh! those recitations of Billy Muller's were soul stirring. His "Me and the Road Hog" was applauded to the echo, and he recited it over again. Eldridge's banjo swinging went all right until it struck the electric lights, and demolished our incandescent lamps. To say that the stereopticon show was enjoyed is to put it weak. Probably the picture most enjoyed was one of Day, in his South Beach bathing suit, with a woman's ballet skirt added, warts on his legs—eh, eh—limbs, I mean—seaweed on his moustache, and baby pins on his polonaise; but—'nuff said. Then we smoked. Went home in wagons at 2.01 A. M.

## COASTER.

## FENTON'S FANCIES.

There's an old proverb, adage, axiom, or what you will, which runs as follows: "If the cap fits, wear it!" The cap has apparently fitted one of the great family of Nemo, and he straightway has gone to work in the last issue of THE WHEEL to rid himself of the self-imposed burden of the obnoxious headpiece. I suppose that I had best take up his article section by section, and in that manner try and preclude the possibility of another petty rating from him. You ask, most nebulous Nemo, what I consider the duties of a House Committee? Look at my letter in No. 20 of Vol. 2 of THE WHEEL, and you will perhaps notice the following: "The House Committee, one of whose duties it is to play the host for the club," \* \* \* That is the best answer to your question, I think. When I spoke about "my best girl," it was in the course of a paragraph about the club theatre party nuisance, but apparently, O Nemo, you have no best girl to smile upon you, and for that reason you think that I should never mention mine. You show in your letter, my nugget of nihilism, that you disapprove of the cycling correspondent ever saying anything about the theatre or opera, but I must wound your tender sensibilities once more, by asking you a question in the form of a quotation from Shakespeare, who, as you perhaps know, was a playwright, and consequently out of your pale of vision and observation: "Dost thou think, because thou art grown virtuous, that there shall be no more cakes and ale?" You say again, most naive Nemo, that the English cycling papers contain many scientific articles, which are of real value and interest to the practical wheelman. If that is so, how is it that the American wheel papers do not often copy these articles and give us the benefit of all this interesting and useful information? To sum up, Fenton's Fancies will continue to appear in THE WHEEL, just as long as the editor will publish them, and the make-up of the "Fancies" will not be affected in the slightest degree by the wailings of Nemo or any of his relations.

The 2-mile bicycle event at the A. A. U. games was by no means an interesting event, the track being too soft to permit the short-mark men catching their competitors, who started from the limit and adjacent marks. The result of the race was a great surprise to me, as I fancied, after seeing him ride in his heat, that Borland had an iron-clad mortgage on the final.

That the New Yorks are interested in general athletics as well as cycling was proved by their having men in the broad and high jumps, and in the mile run. Lack of training prevented any of them from securing prizes in their events, but they made a creditable showing, all things considered.

The bowling team of the New Yorks in future will bowl on Saturday nights, at George Degenhardt's alleys, 347 West Fifty-ninth Street. The other teams of the League are requested to take notice.

I was looking over *Le Veloce-Sport et le Veloce-man* the other day, and noticed that the editor of

that journal was much surprised at the large attendance of wheelmen at "un punch" (*sic*) given by the Cyclo Club to the Marseilles cyclists. We on this side of the water have long ago ceased to feel or show any astonishment at a fact which is tolerably well known to us. A club meeting with a supper, punch, or kindred affair as an annex, always is largely attended, as a natural consequence.

The burlesque which the Ninth Company of the Seventh Regiment is going to give this year, and which is based on the opera of "Faust," will be enlivened, I am told, by a bicycle drill. It is planned to introduce it in the "Walpurgis Night" scene, and the machines will be ridden by a number of crimson-habited denizens of the infernal regions. FENTON.

## THE BOWLING LEAGUE.

## GAMES TO BE PLAYED.

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, 1,498; 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, 1,326.

The results of the game between the Hudson County Wheelmen and the New York Bicycle Club will be found in our Jersey City letter.

## A NICE LITTLE RIDE.

## BY A LADY.

## EDITOR OF THE WHEEL:

One of the most enjoyable trips I took last summer was to New Haven and East Rock. My husband having some business to attend to there, kindly asked me to go with him, and having heard that riding was very good we decided to take our tandem with us. We packed a small valise, so as not to be hampered with baggage, and rode down to Forty-second Street, where we took the train.

Arriving at New Haven about midnight, we left our wheel at the New Haven depot until morning, when I got it and rode up to the hotel. It seemed strange to me at the surprise that is manifested on seeing a lady ride alone. As soon as we had lunch we started for East Rock. Riding down Whitney Avenue, lined on either side with stately elms, gives one the idea of passing through an immense park.

On nearing the Rock I wondered how we would ever reach the top, some 450 feet in height. It seemed next to impossible. We crossed the little bridge and started up the English drive. It appeared as if we were entering Paradise. We rode on for a mile and rested, then started on, up, up. We would proceed a little further, then would have to stop and take in the views, which were grand. Each curve would present a different view of New Haven and the surrounding country. We finally reached the top, after resting some four times.

We went up into the Soldier's Monument, which I think is one of the handsomest I have ever seen. We had some refreshments in the shape of "cream" (wheelmen's delight), then started down, taking the other drive by way of change. It would be very hard for me to say which I liked best. We started slowly at first, but had to let 'er go—. Just imagine riding down hill some three or four miles without a stop, curving in and out, with some of the most lovely scenes on either side. I think that Rock was put there just for wheelmen, so I advise all the boys to take it in next summer.

"PONY."

Every one is interested in the fact that the *New York World* has sent Stevens, the bicyclist, to Africa in search of Stanley. But a sad and solemn shade is thrown over the announcement by the later news that the African natives have resumed the eating of missionaries.—*Cincinnati Enquirer*.



## ROADS IMPROVEMENT.

The *Rural New Yorker* is a strong advocate of improved roads. In April last a special "roads" number was issued, which contains much valuable roads improvement matter. Henry Stewart contributes an exhaustive paper on "The Duty of Roadmasters and Overseers of Highways." F. Hodgman, of Kalamazoo, Mich., writes a sound, practical article on the construction of country roads. The paper teems with valuable articles, and we know the work of the *Rural New Yorker* will bear fruit.

### TO REPAIR THE GRAND BOULEVARD.

A BILL TO PAVE IT WITH ASPHALT INTRODUCED INTO THE LEGISLATURE.

A bill to pave the Grand Boulevard with asphalt from Fifty-ninth Street to 110th Street was introduced into the Legislature on Wednesday. This Boulevard should be the main cycling artery of New York City, but the condition of the present pavements has driven wheelmen away. It is regrettable that the introducers of the bill have been charged with being influenced by one of our largest asphalt companies; but this has been denied, and the bill will take the regular course. The following sketch of the bill and its introduction is taken from the *New York Times*:

One of the first cries against special legislation in connection with the present session of the Legislature was heard Wednesday. It was raised against Assembly bill No. 29, introduced January 10 by Assemblyman Connelly of the Nineteenth District of this city, which, it was said, would be rushed through with the assistance of \$50,000. The act in question provides for the paving with asphalt of the Grand Boulevard (or Broadway), between Fifty-ninth and 110th streets.

It was asserted that in this was hidden an attempt to legislate a big contract into the hands of a private concern; that though the bill apparently gives all dealers in asphalt paving an equal opportunity to bid for the job, such is not the case, as the Barber Asphalt Company holds a monopoly of the paving business of the city under previous contracts, and that agents of the company had guaranteed twenty-five cents a cubic yard to those who would push the bill through, or \$50,000 on the 200,000 cubic yards of paving called for.

Captain F. V. Greene, Vice-President of the Barber Asphalt Company, denied all knowledge of the bill, except such as he had gleaned from reading extracts of it in the public press. "If that bill was passed," said he, "this company would stand just the same chance that any of a dozen other asphalt paving companies in this city have of securing the contract. We might be able to bid lower and win, but not otherwise. The story on its face seems ridiculous. What company would pay \$50,000 for a contract to pave 200,000 cubic yards?"

The bill came from the West End Avenue Building Association. This, composed of the principal property owners on West End Avenue and the Grand Boulevard, has been considering the question of street paving for some time past. At its own expense it caused a portion of West End Avenue, between Seventy-second and Seventy-sixth streets, to be paved with asphalt. The city paved the rest of the avenue with block paving. "The property owners are satisfied that asphalt is the most satisfactory," said W. E. D. Stokes, of the Association. "There was a meeting held here in my office, and the result was the drafting of the Connelly bill. No asphalt company had anything to do with it. We feared a cry of special legislation would be raised, and so on Tuesday instructed our representative, Mr. Connelly, to modify the bill by making the words, 'with asphalt,' read 'to be paved with such pavement as the Board of Apportionment may decide.' That kills the cry that the bill is intended to put a big contract into the hands of some monopoly."

The firm of George W. Rouse & Son, of Peoria, Ill., has been changed to Rouse, Hazard & Co.

## TWO MILLIONS FOR NEW YORK CITY STREETS.

PROPOSITION OF THE ALDERMEN TO HAVE DECENT PAVEMENTS.

Alderman Walker presented the report of the Committee on Street Pavements to the Board of Aldermen this afternoon. It sets forth that the pavements in many streets are in a deplorable condition, and that \$500,000, the sum at present set apart for their repair, is entirely inadequate.

Accompanying the report was a draft of an act requesting the Legislature to pass a bill authorizing the expenditure of two million dollars additional for this work, and giving the Mayor, instead of the Commissioner of Public Works, the sole power to designate what streets and avenues shall be repaved and repaired with the additional money.

The proposed bill declares that the work shall be done under the direction of the Commissioner of Public Works, but if passed it will virtually take from him all power of deciding what streets and avenues shall be repaved.

Alderman Walker made a strong speech in favor of the report, which was adopted. A committee of five was appointed to go to Albany and urge the passage of the bill.

### THE NEW YORK STATE ROADS IMPROVEMENT BILL.

The Roads Improvement Bill will be submitted to the State Legislature about February 1 by the State Division, L. A. W., represented by Counselor Isaac B. Potter, who successfully engineered the Liberty Bill through the Legislature.

The bill provides for the creation of a State Roads Commission. It further provides that the principal highways of the State, the main roads connecting county seats, shall be first rebuilt and repaired, and the new system of roads is to be extended as rapidly as possible. The expenses are to be met by a tax, which will be so small as to be nearly nominal. We shall publish a draft of the bill as soon as it is introduced.

### BILL 'N' I ON ROADS.

Think of a man seventy-six years of age who has never known the delightful sensation of gliding along a smooth highway on a safe and easy-going bicycle.

This unfortunate man is a neighbor of ours, and claims to be a broken-down wreck from dyspepsia, yet eats all sorts of rich food, which usually is thought to clash with dyspepsia. The curious notion he has is that he must have a ride of a few miles in an old shabby carriage, after each meal, as a sort of settler. Learning this, we proposed cycling to him, at which he seemed a little attracted, wondering if he could learn to ride.

Had he been a regular rider of the cycle for the past ten years he would now be a sound man, for it is the utter lack of exercise that carriage riding affords that keeps people under the care of the doctors; and the more money people have the less they seem to know about the laws of health. The aforesaid dyspeptic is worth some hundreds of thousands of dollars, but will not probably be able to own a hundred-dollar cycle, when the time comes to buy one, if he can be convinced he should.

We know men who get only a few dollars a week who are happier to-day than the poor old millionaire, who either is or thinks he is a physical wreck.

It has often been a wonder to us what will become of the great army of doctors, along toward the millennium, when all men and women are cyclers, and all roads have been brought up to billiard table surfaces.

There looms up the picture of a ghastly line of haggard men, each with a skeleton under one arm and a pill box in the other hand, receding into the dim and shadowy perspective until lost to the sight of the happy cycling mortals who rejoice in robust health.

There cannot be too much said and done to further the making of good roads, and if the property owners could only see what will be for their interest beyond all calculation, they will put money into the proper kind of roads right away, for they can do nothing that will increase the valuation of property so rapidly as decent roads will.

Our citizens have at last sent in a petition to the city fathers to have crushed stone put on Strawberry-hill road, where some of the finest residences are situated, and where in years gone, in dry times, the dust and loose stones were from two to six inches deep, and in wet weather—just imagine the state of that mire hole.

It is a matter of surprise that men of wealth, as many up there are, should be so shamefully careless of their own comfort and interest, not to speak of the bad example they set to others who are supposed to be inferior to them, by living so long on a road that was not fit for a lane from a cow pasture.

Just a few dollars from each of those who have their thousands would not be missed at all, and everybody would be vastly happier and better off. This would be the quickest way to get good roads, if the town is too poor to make them, as it is with the tax money received from the property owners.

Good broken blue stone on the roads will really cost less than the present Sahara waste, as it costs next to nothing to keep in repair.

Bill 'n' I both realize that this roads improvement matter is no joke, and therefore talk straight from the pen, and hope to live to see the day when we can get on our cycles and ride from Gotham to the Hub without fifteen dismounts to the mile.

Why in the wide world the people have so long left our main highways in the disgraceful condition they are in is more than we can see. It must have been owing to ignorance, for they are sharp enough in business matters, and have not been able to see that they have been throwing away good money yearly in working over dust heaps, calling them roads.

STAMSON.

### BETTER ROADS NEEDED.

THE "TELEGRAM" SECONDED BY THE LEAGUE OF AMERICAN WHEELMEN.

The following communication was received last evening:

LEAGUE OF AMERICAN WHEELMEN,  
NEW YORK STATE DIVISION,  
JOSHUA REYNOLDS, Representative,  
STOCKPORT, COLUMBIA COUNTY, N. Y.,  
January 18, 1889.

EDITOR OF THE TELEGRAM: Noticing the great interest you take in local improvements, especially the matter of roads and street improvements, I feel, as an old wheelman deeply interested in the subject, that your paper would be an excellent medium through which to keep the subject alive.

You may not be aware that there is an association in this State called "The New York State Roads Improvement Association," which comprises over 15,000 members—horsemen as well as wheelmen—the Secretary, Mr. Isaac B. Potter, being a prominent member of the League of American Wheelmen, and a former Trojan. This gentleman was one of the prime movers in securing the passage of the bill emphasizing the rights of wheelmen on the roads, and giving them free entry to the parks of the State. The New York State Division of the L. A. W., through its energetic Chief Consul, Mr. George R. Bidwell, is about to bring a bill before the Legislature to amend the laws relative to the maintenance of the through highways, and to secure the appointment of capable men, who shall employ modern machinery and materials for the better and more intelligent construction of good roads. I believe it also suggests the employment of convict labor.

It has been the experience of the writer—having ridden nearly 10,000 miles "awheel" through different sections of the country—that the ordinary country roads are abominable under the present faulty system. The local divisions of roads into small beats under "Tom, Dick and Harry," precludes the possibility of making any two beats alike, on account of lack of proper engineering knowledge and apathy of commissioners. So long as the towns are allowed to construct roads this will be so. Let the State, or even the counties, make the roads, and with their ample means and ability to employ engineers and proper machinery, and to make the constructors responsible for any but the best work, we would quickly see a different state of things, have as good roads as England or France, and would free ourselves from the stigma of having the worst roads of any country in the world.

JOSHUA REYNOLDS.



The New York Road Improvement Association, though recently formed, comprises a formidable and fast increasing membership. The object of this association, briefly stated, is to improve the public roads of the State of New York. To this end it is proposed to publish from time to time such circular information as will increase the knowledge of the public and stimulate its interests concerning the advantages of good roads and the manner of constructing and maintaining them, and to procure, by appropriate legislation, a change in the present laws governing the construction and maintenance of public highways.—*Troy Telegram*.

### MISSIONARIES IN DEMAND.

From the amount of ignorance displayed in this part of New England from the Revolutionary days up to the present time, concerning highways and the repairing of them, it would seem an urgent necessity that we have the flow of money cut off from foreign missions, and every dollar that now is worse than wasted in so-called road repairing added to it and invested in macadam or fire brick roads, until this nation's reputation picks up a little from its present condition.

Until our own home heathen and desperately poor are relieved (poor roads), there is no sense in sending money out of the country, for we are not rich enough to spare a dollar while we are obliged to wade knee deep in mire and mud.

Civilized, indeed! Beggarized would be a more fitting term to use, considering the state our main thoroughfares are in, not to mention cross roads and lanes.

Road missionaries, with plenty of cash to back them, are what this forsaken land needs now, if any nation does, and it is hoped that all of our State Governors will order good macadam, or something as serviceable and economical, on all the main roads through their States, and begin *now*, for there are hundreds of men in every township who would be glad of work during this dull season.

Ordinarily, winter need not interfere with stone road making to any great extent—certainly not with breaking stone—nor, in fact, any part of the work.

It's been said that the railroad companies hinder highway improvements all they can, as good roads would interfere with their money grabbing, but we are inclined to doubt that until more facts come in, for fine roads will induce people to buy and build where now they could not be hired to live, and the more settled up the country becomes the better will be the business of the railroads, not only in passenger traffic, but freight, for then farmers will know that they can haul their produce to markets.

The fact that hundreds of wagon loads of gravel have passed our house for roads over at Riverside or beyond, is almost too good to believe; sections of roads about Sound Beach here have also been repaired with gravel during the past fall, and we cyclists are in a state bordering upon bliss; the millennium really seems dawning, the pearly gates are ajar; we are thankful that this new era of sense has come at last to brighten our remaining days of life.

Pull, oh, pull every possible string that will help along this road matter early in the spring, if it cannot be got under way now, at once, for it is of the utmost importance. All other things will come in time, and easy enough, after we have decent roads.

Makers of cycles, especially, should dig hard on the road question and work, for they well know that had we good roads wheels would be used all winter, and there would be a wonderful increase in the number sold.

Will somebody send road circulars, and any information on improving roads, to the undersigned? and right now, too, and he will see that it is published here in local papers, and personally placed in the hands of persons at the head—or bottom\*—of our roads and streets.

\* The streets of Stamford are, in places, so bad that it's just possible people have been lost in them—gone down in the quagmire, never to be heard from again! We shall petition for life-saving stations on Canal Street soon.

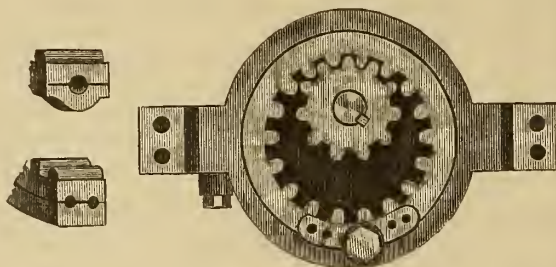
STAMFORD, CONN.

STAMSON.

W. A. Illston, the English amateur crack, will return to the path this year.

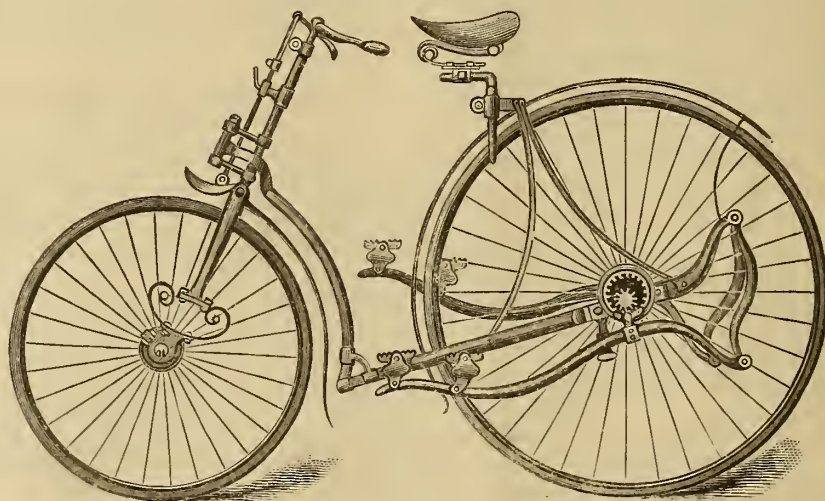
### IMPROVED SAFETIES AND PATENT GEAR COMBINATIONS FOR BICYCLES AND TRICYCLES.

We present cuts of improvements on safeties and of a gear combination, patented by Mr. George Kibbe, of Amsterdam, N. Y. In regard to these improvements, Mr. Kibbe writes us as follows: "The gear consists of a pinion on a driving wheel axle, an internally geared wheel meshing therewith, a rim or casing surrounding the internally geared wheel, a ball bearing between said casing and internally geared wheel, the ends of said casing forming brackets whereby said gear combination is attached to bicycle, tricycle, or any vehicle propelled by hand or foot power, levers or cranks. The cut shows one way the bearings may be made for internally geared wheel, but the combination is not confined to that. The combination can be run by cranks or levers.



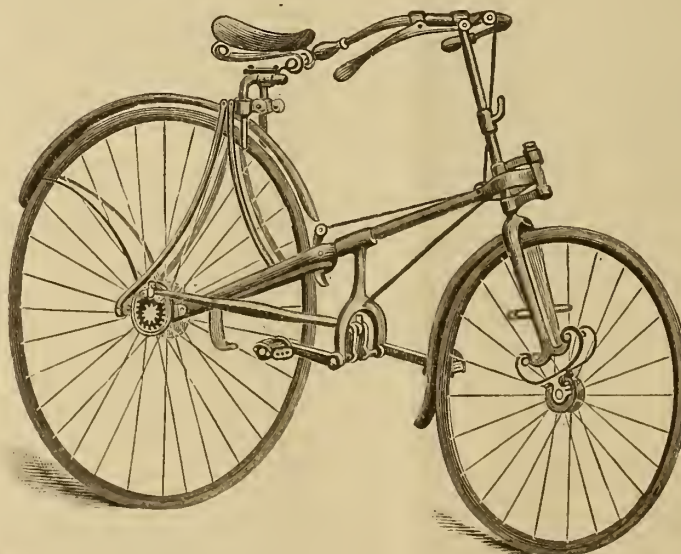
THE GEAR.

"The cut of the lever bicycle shows the brake on the front wheel, but if the spring is used the brake will have to be on the driver. The lower part of the seat rod is divided, passing on each side of the driver, so that the seat can be brought as near to the wheel as possible, allowing a



THE LEVER BICYCLE.

larger driver to be used if desirable. For gentlemen's wheels a thirty-six inch driver on the lever bicycle, with a twenty-six inch steering wheel, would make a good all-round bicycle, while for a ladies' wheel they would have to be proportionately smaller. The lever bicycle has an elliptical lever motion. The change from power to speed is made from stepping from one set of pedals to the other, the pedals nearest the hub of the rear wheel giving speed, and those on the ends of the levers giving power. The speed pedal can be adjusted, so that the power is equal to a five and



THE CRANK BICYCLE.

one-half crank; the power pedals can be adjusted to various degrees of power. The steering head is placed in front of the steering bar, drawing rather than pushing the wheel, and correcting the sensitive steering of the rear-driver.

"The crank safety has many of the good features of the other type. I think that the gear and lever combination will make a bicycle that will hold its own against any on the market."

No, my son; Mr. Thomas A. Stevens, who is to go in search of Stanley in Africa as agent of the *New York World*, although a famous bicyclist will not travel upon his machine. He will go upon his nerve principally, and on a camel or a donkey incidentally.—*Buffalo Times*.

The Northampton (Mass.) Wheel Club's new rooms are very popular with both sexes. The club gives a "hop" every two weeks, and these, with receptions and card parties, keep the "off" season pretty lively.



## DINNER TO MR. WM. H. KELLEY.

The employees of the H. B. Smith Machine Company gave a dinner to Mr. William H. Kelley, at the Smithville Opera House, January 14. Mr. Kelley has recently been elected president of the company, and the dinner was given to celebrate the event.

The table was supplied with the good things of life, the music was excellent, and the feast of reason was all that could be wished for. Mr. C. C. Stewart made an address of welcome on behalf of the employees in the following words:

"President Kelley and Associate Directors: In behalf of your employees I welcome you here this evening. We have invited you here to congratulate you that at the first reorganization of your company, since the death of its founder, long and faithful service has been recognized by unanimous, regular promotion. We appreciate the fact that by your wise and able management the past year we have been enabled to make full time and pay, while the employees of many of your rivals have been denied both. We feel happy in the thought that the hopes and aspirations of the thousand souls who look to Smithville for the fruition of their hopes, have men to look to who, like most of us, were born to toil and usefulness; men who when they washed the dust and grime of the workshop from their hands did not wash from their hearts the good fellowship felt by all workmen good and true. We hope the new year so happily commenced will bring to you nought but prosperity and a continuance of the confidence you have so ably earned.

"Gentlemen, you have it in your power, with the earnest co-operation of those chosen with you by Mr. Smith to administer, to make Smithville a model village of happy homes. Even in one short year she has been slicked and brushed up so that her old acquaintances hardly know her."

Mr. R. S. Early replied for the employers, and during his speech presented Mr. Kelley with a suitably engraved gold watch, their gift to the new president. Mr. Kelley, by whom this was entirely unexpected, secured the gift with a grateful silence. About 200 people were present.

Mr. Kelley is a native of Pennsylvania, and was educated in Ohio. His first lessons in business and mechanics were learned in Cincinnati, Ohio. He was afterward one of the founders of the Atlantic Works at Philadelphia, established in 1869. He went to Smithville in 1878, where he became the practical manager of the H. B. Smith Machine Company's works. Up to his election to the presidency he was vice-president of the company. He has planned and directed most of the improvements which have been made in the company's machinery during the last ten years. He has also patented a number of improvements relating to bicycles, among which are the silent ratchet for the Star, the coil spring for saddles, improved nutted hubs and spokes, improved hollow rims, and lately, the Star Rover-type safety. He has always protected the bicycling interests of the firm. We unite with the Smithville people in wishing Mr. Kelley a long career of usefulness, progress and prosperity.

## TO INTRODUCE KNICKERBOCKERS.

On Monday night last, at a dance given by Mr. and Mrs. Douglass Sloane, at 642 Fifth Avenue, New York City, a group of seven young men introduced an interesting departure from the regulation gentlemen's evening costume. These seven young men, who have recently organized a club, propose to discard the regulation evening costume at receptions and balls. The leader of this club is Broker John C. Furman, who is connected with Waterbury & Co., of 132 Front Street. His associates are Messrs. Thomas Howard, Robert Hargous, James Waterbury, Worthington Whitehouse, Edward C. Potter and Broker S. S. Sands, Jr.

They arrived on Monday night after the drawing room was well filled with guests, and sauntered in, dressed all alike in knee breeches and tailless dress coats. Their arrival made an instant sensation, and the debutante and the belles who were clustered about her studied the novel attire with admiration. The knee breeches of each of the seven swells were of rich black satin, fastened at the knee with silver buckles. Black silk stockings encased the calves, and the dancing pumps were made after the fashion of the old Knickerbocker shoe, and fastened with buckles of burnished silver. The dress coats were of black velvet, cut somewhat after the style of shooting jackets, and were worn over low-cut waistcoats of black watered silk, such as is worn with the regulation dress coat of the present season. Each man wore a linen dress shirt, with plain bosom, and standing collar, encircled with a plain white tie.

## SPRINGFIELD BICYCLE MFG. CO.'S CATALOGUE.

The Springfield Company's catalogue will rank very high among that kind of literature. The design of the front cover might be called beautiful, and this verdict will be endorsed by all who examine it.

The catalogue consists of forty-four pages, from which we sketch the following briefs of the principal mounts which the company will handle this year:

SPRINGFIELD ROADSTER, 1887 PATTERN, No. 1.—Plain and adjustable cone bearings, price \$75; parallel bearings to large wheel; adjustable cone bearings to rear wheel; direct spokes.

No. 2 SPRINGFIELD ROADSTER, 1888 PATTERN, PRICE \$100.—This wheel has ball bearings all around; cow-horn handle-bars; spade handles; workmanship and material of the best quality.

No. 5 SPRINGFIELD ROADSTER, 1889 PATTERN, PRICE \$110.—Ball bearings all round; the front forks lap over the bearing cases and are bolted through, which makes it rigid and less liable to strain. It is fitted with tangent spokes, hollow rim; cow-horn shaped handle-bars and spade handles.

SPRINGFIELD ROADSTER No. 7, VOLANT SAFETY, PRICE \$115.—Rear wheel 31 inches; front wheel 30 inches; ball bearing; up-ended direct spokes;  $\frac{3}{8}$  tires; ball bearing pedals; Humber chain; adjustable saddle-post; adjustable frame; adjustable handle-bars; Springfield Roadster lever motion will ball bearings. The wheel is adjustable to riders from 44 to 58 inches. The wheel is geared to 67 inches.

Several pages are devoted to detailed descriptions and illustrations of parts. The catalogue also contains hints to learners; reasons why riders of Springfield Roadsters are not liable to headers; several pages of price lists of parts; records achieved by riders of Springfield Roadsters, with price lists of cycle sundries in the line of locks, lanterns, etc., etc.

## THE TRADE AT WOLVERHAMPTON.

The cycle-making industry has assumed a prominent position among Wolverhampton's industries. The Wolverhampton makers will show principally safeties and tricycles. Some firms will show safety models without chains. As far as Wolverhampton's output is concerned, the cycles of '89 will be lighter than those of '88, especially the tricycles.

Humber & Co. will show juvenile safeties and juvenile tandems.

## WHEEL GOSSIP.

Mr. A. W. Gump was in town this week.

The Pennsylvania Club will have a dance on February 21.

The Buffalo Ramblers will hold a reception February 7.

A. B. Barkman is compiling a book of useful hints to cyclists.

Mrs. Elliott Mason, of the Harlem Wheelmen, has ridden 1,353 miles this year.

The Camden Bicycle Club enjoyed their annual supper on Thursday last.

The New York *Evening Post* of Monday reprints the Boston *Herald's* editorial on good roads.

The St. Nicholas Toy Company is manufacturing a girls' safety bicycle, which will retail at \$24.

The Albany Wheelmen will hold an athletic tournament this evening at the Albany Academy of Music.

It is reported that S. G. Whittaker has ridden a half-mile on the road in 1m. 9 2-5s., his mount being a safety.

The first ladies' safety has just been introduced in Austria. It is on exhibition in a shop window at Prague.

Brown and Schoefer, the two Brooklyn flyers, should abandon their roadsters and use racing wheels in competition.

Mr. W. T. Fleming, of the Century Wheelmen of Philadelphia, has gone to Florida. On his return he will organize a European tour.

It is very probable that George Hendee will be seen upon the racing path this year. George hankers strongly for the scalps of a few English amateurs.

The Clark Cycle Company write that the King of the Road lanterns, for which they are sole United States agents, will be somewhat improved in details this year.

Donoghue, the American champion skater, now holds the 2-mile record—viz., 6m. 24s.—time some fairly successful racing men cannot surpass. Donoghue's time for the half-mile is 1m. 30s.

Stanley will be found now. Thomas Stevens, who went around the globe on a bicycle, has been despatched to Africa by the *New York World* to hunt up the explorer.—*Montgomery (Ala.) Advertiser*.

The Forest City Ramblers' Cycle Club, of Cleveland, Ohio, held its annual meeting last week. The present membership is 55, and the total mileage is 70,000, the first 13 riders having 42,202 between them.

Messrs. A. C. Banker and J. W. Schoefer rode a mile in Prospect Park, on an Ivel tandem, in 2m. 42 3-5s. When this pair have become accustomed to the wheel they will have a shy at the Banker Bros.' record.

Crist, who has been wintering in Missouri, spending most of his time out doors, has put up flesh and grown a beard. He was scarcely recognizable by his old friends who saw him at Madison Square Garden on Saturday last.

Mr. Herbert S. Owen, a well and favorably known Washington cyclist, a brother of Bert Owen, will have a new pedal on exhibit at the Stanley Show. Mr. Owen is an architect by profession, and is at present located in New York.

SCORE ONE FOR "WESTFIELD."—Says "Ariel," Pennsylvania correspondent for the *Bicycling World*:—"Westfield got ahead of me in the announcement of Mr. Wells' intention of forming one of the new firm of the Strong & Green Cycle Co."

The Eagle Bicycle Company's '89 catalogue is as neat a thing of the kind as we have noted in the cycle trade. The cover is an artistic design, a club of "Eagle" riders being depicted riding along the edge of a lake. The border of this bit of cycle life and waterscape is decidedly artistic. The pamphlet contains thirty-two pages devoted to an introduction, a detailed description of the Eagle, hints on learning to ride and on fancy riding, styles of finish and price lists. A portion of the catalogue describes the cyclometers, saddles, lamps, locks and sundries which the Eagle Bicycle Mfg. Co. will handle.

## RHODE ISLAND WHEELMEN'S MILEAGE.

The total mileage of twenty members amounted to 42,790, an average record of 2,139 miles. The biggest record for any month was made by W. W. Hudson, 1,196 miles; and the best day's run was made by G. L. Cooke, 113 1/2 miles. The record of the twenty is as follows:

H. L. Perkins, 4,100; Charles E. Doe, 4,100; George L. Cooke, 3,551 3-16; James L. Speirs, 2,624; W. W. Hudson, 2,385 1/4; F. Brown, 2,231 1/2; O. M. Mitchell, 2,216 3/8; B. T. Bruce, 2,050 1/2; Charles H. Weld, 2,003; John C. Davis, 1,741 1/2; W. B. Copeland, 1,684 1/2; James A. Kinghorn, 1,627; John W. McAuslan, 1,621; A. F. Titus, 1,612; George R. McAuslan, 1,589 1/4; William C. Muller, 1,563; Fred Donle, 1,539 1/2; E. R. Phillips, 1,527; Dutemple, 1,517; E. M. Bixby, 1,507.

ILLINOIS CLUB'S MILEAGE, 1888.—Thirty-seven members of this prominent club totaled 85,077 miles during 1888, the following being the largest scorers: John Mason, 7,002; Geo. Brinker-non, 5,340; Tom Roe, 4,829; W. R. Bickham, 4,709; Guy Livingstone, 4,700; W. A. Davis, 4,273; W. J. Maas, 3,921; Frank Riggs, 3,835; A. M. Luce, 3,716; Rome O'Connell, 3,516; A. W. Vickery, 3,011; W. A. Smith, 2,719; Geo. E. Kurtz, 2,500; M. Bowbeer, 2,464; J. B. McCleery, 2,300; F. E. Blackman, 2,163; H. E. Loveday, 2,050; F. V. Newell, 1,818; F. K. Boyden, 1,749; A. L. Brown, 1,741; C. A. Sprague, 1,651; E. L. Ferguson, 1,477; R. Howes, 1,400; W. O. Mumford, 1,200; W. J. Nichols, 1,200; Geo. A. Mason, 1,116; C. B. Gibson, 1,019; T. L. Sloan, 1,010; S. T. Kimbell, 975; Robert Slade, 933; T. W. Broadhurst, 814; H. C. Ambler, 938; Frank Ambler, 725; A. Toepel, 703; E. D. Wilber, 624; W. D. Howe, 622; and H. C. Knisely, 518.



## FIXTURES.

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. 12, 1889.—Elizabeth Wheelmen's Dramatic Entertainment, at Temple Opera House, Elizabeth, N. J.  
 Feb. 15, 1889.—New York vs. Harlem, at New York.  
 Feb. 15, 1889.—Hudson County vs. Kings, at Jersey City.  
 Feb. 18, 1889.—National Assembly L. A. W. Meet.  
 Feb. 28, 1889.—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.

## FOR SALE, EXCHANGE, WANTS.

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

**FOR SALE.**—Veloce Columbia Safety, Kirkpatrick Saddle, ball pedals. Splendid condition. Price, \$1.00. Address Chas. Kaltenborn, 1443 Gates Ave., Brooklyn. 2-1

**WANTED.**—An experienced Wheel builder at once; must be very fast. Indiana Bicycle Mfg. Co., Indianapolis, Ind. 2-22

**WANTED.**—Bicycles, Single and Double Tricycles, and Rover-type Safeties. Machines must not be too much worn. For suitable wheels good prices will be paid. Call, or address, New York Bicycle Co., No. 8 Warren St. and No. 4 East 60th St., N. Y. 1-1

**SPALDING'S** \$40.00 Tennis Set for \$26.00; Four Slocum Special Racquet s, at \$7.00 each; One dozen Balls at \$4.00; One double Net. All in hard wood case. Brand new, never been out of case. Address W. F. Wells, 159 Fort Green Place, Brooklyn. 2-1

**VICTOR Safety**, 1888 pattern, in excellent condition. For sale cheap. O. Bartel, 360 Broadway. 2-1

**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

**BARGAIN.**—For sale, a 52-inch American Champion bicycle; has been used but little and would pass for new; cost \$105. Will sell for \$65. Address C. L. Rider, Kirksville, Mo. 1-25

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

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

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

## SPECIAL STAR FOR SALE.

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

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



## 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.**



Racing on both sides of the Pond should look up this season. On the other side W. A. Illston will return to the circuit, and, with the addition of a couple of continental flyers, will make it warm for Osmond and Synner. On this side we shall have good old Crist, and, very like, his old antagonist, "Quilla" Rich. Kingsland, of Baltimore, will run with the fastest, and Chicago claims to have more than one world-beater. Altogether, an interesting time is promised.

Irving Halsted, writing from Little Falls, Minn., January 19, states that his trip has been very pleasant. Mr. Halsted stopped four days in Chicago, four days in Fairbault, Minn., and four days in St. Paul. Mr. Halsted will leave Little Falls next week and will strike out for Tacoma, Washington Territory, where he intends to permanently locate.

The Columbia New Light Roadster safety will be at 12 Warren Street this Friday noon.

Later information of Whittaker's half-mile record corroborates the rumor that he has beaten the half-mile safety record, riding that distance on the road in 1m. 9 3-5s., which is the best time at that distance ever accomplished.

Cunningham & Ghaster is the name of a new bicycle concern at Fostoria, Ohio. Mr. Cunningham is President, and Ghaster is Secretary-Treasurer of the Fostoria Bicycle Club. They will handle Columbias, and write that the prospects are flattering.



### KIMBALL'S STRAIGHT CUT CIGARETTES.

Are exquisite in style.

Are dainty, and carefully made.

Are extremely mild and delicate.

Are always uniform and up to standard.

14 First Prize Medals.

PEERLESS TOBACCO WORKS.

Are put up in satin and elegant boxes.

Are unsurpassed for purity and excellence.

Are specially adapted to people of refined taste.

Are composed of only the finest Virginia and Turkish leaf.

WM. S. KIMBALL & CO.

ROCHESTER, N. Y.

# THE SPRINGFIELD ROADSTER BICYCLES

## Hold the World's Records

No. 1 Wheel, plain and cone-bearing, 50-inch.....	\$75
" 2 " ball-bearing, 50-inch.....	100
" 3 " plain and cone-bearing, 46-inch.....	75
" 4 " ball-bearing, 46-inch.....	100
" 5 " ball-bearing, 50-inch.....	110

This wheel has tangent spokes and hollow rim.

No. 6 Wheel, ball-bearing, 46-inch.....	110
---	-----

This wheel has tangent spokes and hollow rim.

No. 7 Volant Safety, 31 and 30 inch diameter wheels, ball-bearing.....	115
--	-----

For Speed,

Safety,

1889

Beauty,

Catalogue Now Ready.

Sent Free.

Durability.

**SPRINGFIELD BICYCLE MFG. CO.,**

178 Columbus Avenue, BOSTON, MASS.

HEADERS IMPOSSIBLE.

BEST HILL-CLIMBERS.

# 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 TANDEM.

SEND FOR CATALOGUE.

**THE CLARK CYCLE COMPANY,**  
Baltimore, Md.



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

Imported and kept in stock by

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

## The B. F. Goodrich Co.

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

Write for Price List.

New York Warehouse, 65 Reade Street.

## WILDWOOD'S MAGAZINE.

AN  
ILLUSTRATED  
MONTHLY

OF  
OUT-DOOR  
RECREATION.

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

CONTRIBUTORS:

ABLEST AMERICAN SPORTING WRITERS.

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

SPECIAL OFFER.

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

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

### EASY PAYMENTS.

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

on easy payments, without extra  
charge except for interest. Prices  
from \$8 up. Second-hand wheels  
taken in trade and bought and sold.  
Send for large illustrated catalog of  
wheels and novelties in sundries with  
full particulars of our terms of easy

payments—of interest to every actual or prospective  
wheelman

ROUSE, HAZARD & CO., 13 G St., Peoria, Ill.



## EXCELSIOR FLANGE and SKATE COMBINATION FOR ALL CYCLES.

Patented October 2, 1888.

## SUPERIOR TO TOBOGGAN, ROLLER OR ICE SKATING.

GREAT SPEED AND PERFECT SAFETY

ON THE

## ROAD AND ICE.

OHIO CYCLE SUPPLY CO.,

New Knoxville, Ohio.

## GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

## OFFICIAL TAILORS AND OUTFITTERS

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

## DEVLIN & CO.,

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

## Broadway and Warren Street,

NEW YORK,

MANUFACTURERS OF

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

## THE DANDY SAFETY

24-Inch

WHEELS



3/4-Inch

TIRES

Price, \$40.00.

THE NEATEST AND MOST SUBSTANTIAL BOYS  
SAFETY MADE.

Secure agency at once or you will regret it.

INDIANA BICYCLE MFG. CO.,  
INDIANAPOLIS, IND.

## MERWIN, HULBERT & CO.,

26 West 23d Street,  
NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S

American Champion Bicycle.

American Light Champion Bicycle.

American Challenge Bicycle.

American Ideal Bicycle.

American Ideal Tricycle.

American Challenge Tricycle.

AND SUNDRIES.

1888 Springfield Roadster

Plain bearing, \$75.00 | Ball bearing \$100.00

SINGER'S  
SAFETY.



All Ball Bearing,  
\$135.00

Singer's Bicycles, Tricycles, Safeties and Tandems.

BICYCLE SUITS, STOCKINGS, HATS, SHOES, ETC.

Over 100 new machines on our Bicycle floor,  
on sample. No second-hand machines.

Call and see our stock before purchasing.

J. O'CONNOR,

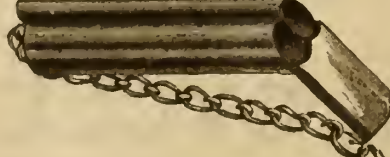
Practical Boot and Shoe Maker,  
845 SIXTH AVENUE,

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

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

LAWN TENNIS SHOES A SPECIALTY.

### THE "BEST" WHISTLE.



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

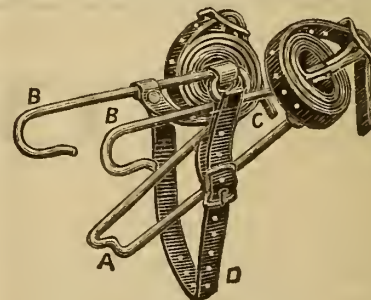
WHITTEN & CO., Providence, R. I.

## BICYCLE REPAIRS

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

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

## SMITH'S DETACHABLE LUGGAGE CARRIER.



(Patent applied for.)

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

C. H. SMITH

249 Woodward Avenue, Detroit, Mich.

## WEBB'S ALCOHOL

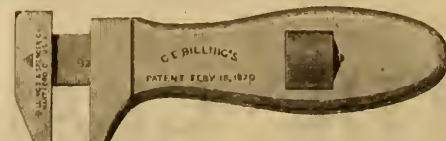
AND COLOGNE SPIRIT,

SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb & Son, 166 Pearl St., New York.

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

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



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

For sale by all Cycle manufacturers and dealers.



**Raisbeck Electrotype Company**

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

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

**NEW YORK BELTING & PACKING CO.**

15 PARK ROW, N. Y.



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

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

**E. & H. T. Anthony & Co.**

Manufacturers and Importers of

**PHOTOGRAPHIC \* \* \***  
**INSTRUMENTS,**



Apparatus and Supplies,  
591 Broadway, N. Y.

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

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

More than Forty Years  
Established in this line  
of business.

**RADWAY'S**  
**READY RELIEF.**

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

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

50 cents per bottle.

Sold by Druggists.

ASK FOR THE



PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.

**SMITH'S**

Sporting Goods,

LOWEST PRICES

121 FULTON ST

Send for Catalogue.

**PATENTS,**

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

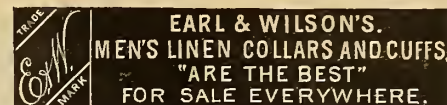
Our Office is Opposite U. S. Patent Of-  
fice. We have no sub-agencies, all business  
direct, hence can transact patent business in less  
time and at less cost than those remote from  
Washington.

Send model, drawing, or photo., with descrip-  
tion. We advise if patentable or not, free of  
charge. Our fee not due till patent is secured.

A book, "How to Obtain Patents," with refer-  
ences to actual clients in your State, county, or  
town, sent free. Address,

**C. A. SNOW & CO.**

Opposite Patent Office, Washington, D. C.



MINER'S PEOPLE'S THEATRE, NEW YORK.

Week commencing January 28.

**PAUL KAUVAR.**

FASHIONABLE CLOTHING.

Reasonable Prices.

**ABRAHAM & GRUNAUER,**  
*Custom Tailors,*

451 SIXTH AVE., NEW YORK.

A large stock of specially selected foreign and  
domestic goods always on hand.

**Now is your time to have your Wheel Overhauled.**

Send it to SCHWALBACH, and Have it Done Well.

LARGE ASSORTMENT OF PARTS. SKILLFUL WORKMEN.

Wheels Stored during the Winter at Reduced Rates.

**New Mail, Columbia and Club Wheels Always in Stock.**

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

WHEELS CALLED FOR AND DELIVERED.

**CHAS. SCHWALBACH,**

TELEPHONE 125 SOUTH.

Prospect Park Plaza, Brooklyn.

**Sold Everywhere. Five Cents Per Bar.**

USED BY ALL ATHLETES  
AND WHEELMEN



ON THE ROAD,

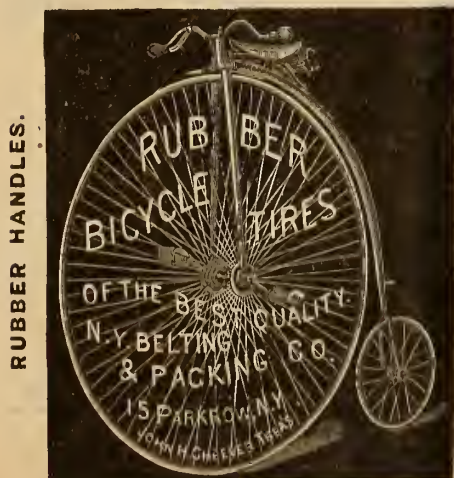
ON THE PATH.

**ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM**

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

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters.



RUBBER HANDLES.

PEDAL RUBBERS, ETC.



FOR BUSINESS AND PROFESSIONAL MEN.

---

# A NEW COLUMBIA



## LIGHT ROADSTER SAFETY.

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

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

---

# POPE MFG. CO.

BOSTON.

NEW YORK.

CHICAGO.