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[WHOLE NUMBER, 49.]

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— **FOR 1889** —

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The American Safety.

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The American Rambler,

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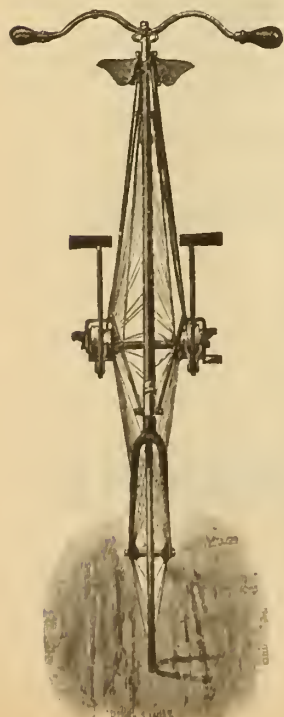
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WHEELMEN, ATTENTION!

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PRICES REASONABLE! SATISFACTION GUARANTEED!

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THE WHEEL OF '89.

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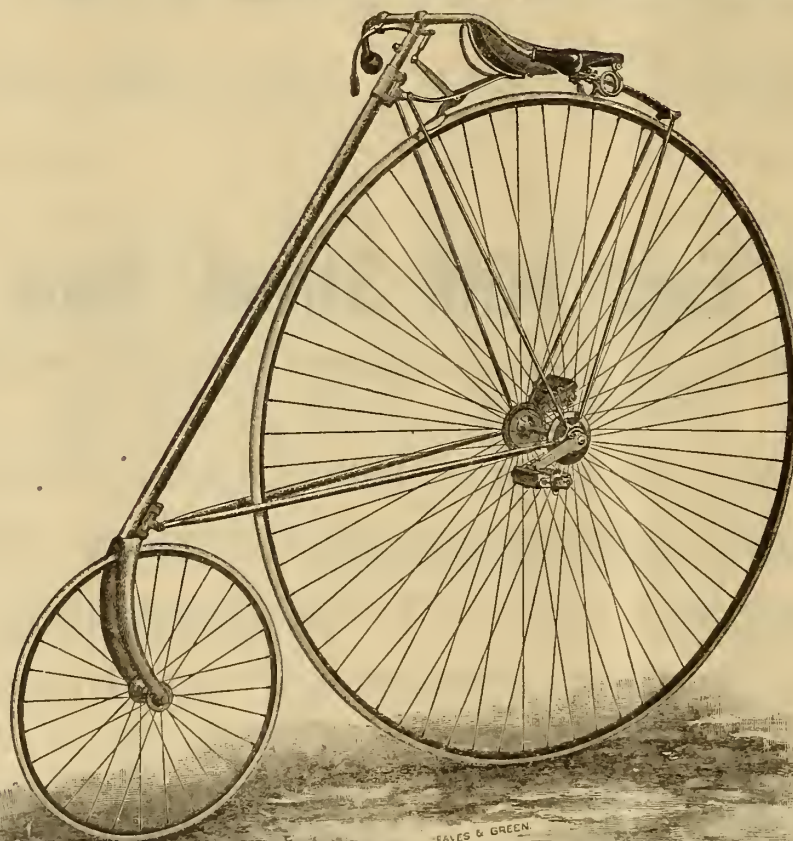
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Is now ready for the market.

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

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.



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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.

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THE WHEEL

—AND—

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

P. O. Box 444, New York.

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

MR. E. J. SHRIVER sends us some pertinent suggestions on club courtesies. The discussion of the use and abuse of club courtesies, originally one of Fenton's "fancies," has resolved itself from a local issue into a question of club ethics. As Mr. Shriver states, a club is organized for the benefit of its members, and any hospitality extended to outsiders must be regarded as a privilege, and one not to be held lightly. In the best organized clubs, non-members can only obtain entry through special introduction, and no member but the introducer need take upon himself the duties of host. The higher the club stands socially, the more exclusive it will be. On the other hand, the unwritten bicycle club code is "a welcome to all;" the mere fact of a visitor being a wheelman not only gaining the entree of the club house, but exacting a certain amount of courtesy. We think that the more hospitable code of cycling clubdom is preferable to the colder methods of clubdom at large. A little hospitality is never thrown away, and, except in rare instances, we do not know that cycling club hospitality has been abused.

WE commend to all cyclists who have the time and means to take a trip abroad, Mr. F. A. Elwell's European tour. The reputation which Mr. Elwell bears in the cycling world is a guarantee that the tour will be successful, enjoyable, and carried out to the best interests of the participants.

THE Racing Board will appoint several handicappers to cover the several sections of this great country. This suggestion has been made time and again in these columns, and we are pleased to note that the Racing Board has adopted it. It will secure better treatment not only to the racing men but to the public. The abuse which has been the portion of official handicapper will also be divided.

The new English infantry drill-book, issued by the war office, contains an official recognition of cyclists as of value in war. Cyclists are represented as making an admirable advance guard, and their efficiency as scouts and messengers, between the main body and the advance guard, is recognized, and they are commended for use in that sort of service.

THE ALBANY BICYCLE TOURNAMENT.

UNIQUE PERFORMANCES WITNESSED BY A LARGE ASSEMBLAGE—THE TUG-OF-WAR—OTHER FEAT-URES.

The second annual indoor tournament of the Albany Wheelmen was held at the Academy of Music on last Friday evening. Like previous entertainments of its kind it was a splendid success, and proved highly interesting to the 1,200 people assembled. The members of the association wore orange-colored badges upon their breasts, while those having charge of the arrangements wore their neat dark blue uniforms, which displayed to great advantage their athletic forms and gave them a decidedly picturesque appearance. About thirty members of the Troy Bicycle Club were also present.

A few minutes after eight o'clock the Albany City band gave the signal for the tournament to commence by striking up a lively air. A few minutes of impatient waiting passed, when Thomas R. Finley, champion of the world, after a short trapeze act, gave a wonderful and unique exhibition on the Sar bicycle. Mr. Finley's performance elicited tremendous applause. He was followed by Joseph Jones, who gave an excellent exhibition of Indian club swinging.

Mr. J. H. Grot, master of ceremonies, then introduced to the audience Mlle. Armelius, of France, the famous female bicyclist. At this announcement there was a general straining of necks in the endeavor to obtain a good view of the beautiful creature who appeared before the foot-lights. Mlle. Armelius, after a short performance in front of the stage, suddenly dismounted and, removing her blonde tresses and gorgeous wearing apparel, disclosed to the astonished multitude the familiar features of W. S. Maltby, the world famous cyclist, of Birmingham, Conn. He was generously applauded. Later in the evening Mr. Maltby gave a splendid exhibition of his skill as a bicyclist. His imitation of a new beginner was well done, and his impersonation of a dude rider caused roars of laughter. He then cast aside his costume and silk hat, and, appearing in regular uniform, went through numerous fancy movements and performed various well-nigh incredible feats, such as balancing his machine on two chairs and riding about the floor with his bicycle stripped of everything save the large wheel, using his feet to both propel and balance himself. Mr. Maltby was voted to be the best rider ever seen in Albany.

William G. Thompson and Captain H. B. Diamond next gave a clever exhibition with the foils. Mr. Thompson's foil was broken, and the bout declared a draw.

Messrs. Lilienthal, Ed. Ryan, Alfred Lilienthal and Theodore Spring gave an admirable performance on a horizontal bar.

A scientific sparring match, by Mr. Duncan, of Albany, and Mr. Egan, of Port Schuyler, was to have been given, but owing to information received to the effect that the participants intended to indulge in "slugging," the management very wisely decided not to allow it. The gap was filled up, however, by a scientific contest between George Butler, of Troy, and Austin Mills, of Lansingburgh.

The last event of the evening was a tug-of-war between a team from the Albany Wheelmen and one from the Troy Club. The greatest interest centered in this contest, and everybody thought that the Trojans would win; but the science of the Albanians proved superior to the greater weight and strength of the Trojans. Following are the teams: Albany—Captain, Elmer E. König; Anchor, Jos. L. Adrian, Jno. E. Brown, Jas. Bradley, Frank A. Shields, H. H. McCormick, I. M. Forbes and F. K. Woods. Troy—Captain, W. C. Simmons; Anchor, Geo. Zohn, A. Rosseau, G. Fales, Peter Hanley, A. Sweet, H. Franklin, Geo. Slagle, and G. Zimmerman. Each team was composed of eight men, the captain of the Troy team not pulling. A ladder was placed diagonally across the inclosure, and a two-inch cable was laid upon it. The judges were Messrs. Gallin and Grot. When everything was ready, the athletes grasped the cable. A handkerchief was secured to the center, and the game was to pull that handkerchief across a certain mark—about two inches. The match was to be decided by the best two in three pulls. It is but just to say

that except in the first contest the Albanians had everything their own way. When the handkerchief was seen to gradually cross the line the last time, the building fairly shook with applause, and for a long time pandemonium reigned. The Trojans took their defeat gracefully, and congratulated the Albanians on their success. This closed the second annual tournament of the Albany Wheelmen, which was a decided success financially and socially.

MASSACHUSETTS DIVISION, L. A. W., BOARD MEET.

The Board of Officers of the Massachusetts Division of the League of American Wheelmen met at the Clarendon Hotel last Saturday evening. Chief Consul W. H. Emery presided, and the members of the Board present were Abbot Bassett, of Newton; W. G. Kendall, E. G. Whitney, J. S. Dean and Charles S. Howard, of Boston; A. W. Robinson and Herbert L. Greene, of Charleston; George A. Perkins, of Cambridge; Willard H. Forbes, of Dorchester, and R. C. Sweetser, of Worcester. The financial condition of the Division was discussed with considerable animation, and it was voted to instruct the Treasurer to furnish at the next meeting a detailed report of the receipts and expenses of the Division since January 1, 1888. It was also voted that hereafter the Board meet on the first Saturday of each month. A report was received from the Committee on Guide-Posts, and the following draft of a circular, soon to be sent to all the towns of the Commonwealth, was presented:

TO SELECTMEN OF—:

Gentlemen—Chapter 162 of the Act of 1887 provides as follows, viz.: "Every town shall, in the manner provided in this chapter (Chapter 53 of the Public Statutes), erect and maintain guide-posts on the highways and other ways within the town, at such places as are necessary or convenient for the direction of travelers, and shall erect and maintain such guide-posts at such forks or intersections of such highways and other ways as lead to adjoining towns or cities."

By it you will see that it is compulsory upon cities and towns to erect and maintain such guide-posts as shall comply with Section 4, Chapter 53, Public Statutes.

The League of American Wheelmen, an organization of gentlemen interested in cycling, has determined to see that this law is fully complied with. We send you this notice in order that you may ask for suitable appropriations at your town meeting.

It is not only cyclists who are interested in this movement, but all who travel along our highways.

It is the intention of the committee to prosecute, at an early day, such places as do not comply with the law.

GEORGE A. PERKINS, for the Committee.

Mr. Forbes moved that a committee of three be appointed to consider the advisability of publishing a map of the roads of Massachusetts, and Messrs. Forbes, Bassett and Whitney were selected.

The meeting adjourned until the first Saturday in March.

A EUROPEAN CYCLE TOUR.

For the past year I have been making arrangements for a cycle tour of Great Britain and the Continent of Europe, to be conducted on the same general lines as the Down-East tours of the past five years. Our route is finally decided upon, and each day's programme blocked out. Information has been received from wheelmen all along the line of march, and good roads, grand scenery and a delightful season assured. We take in Ireland, England, France (World's Fair), Switzerland, Germany (Down the Rhine) and Holland. We leave Boston the 18th of May, by Cunard steamer Cephalonia, and will be absent about three months. We limit the party to twenty-five, and now number fifteen, as follows:

F. H. Palmer, H. S. Higgins, Chas. Seavey, F. A. Elwell, Portland, Me.; Rev. Chas. E. Fessenden, Summit Hill, Pa.; W. C. Roseboom, Cherry Valley, N. Y.; Clark Cooper, Trenton, N. J.; Junius E. Beal, Ann Arbor, Mich.; W. H. Bennett, A. G. Bennett, Chicago, Ill.; H. Wentworth, Skowhegan, Me.; P. Harvard Reilly, New York City; I. Newton Smith, Philadelphia, Pa.; Fred. Wiebens, Hartwell, Ga.

This leaves room for ten more, and as I am sure there are ten more wheelmen, somewhere, who will wish to join us, I desire that they will write me as soon as possible, in order that I may be able to secure staterooms for them on steamer. All transatlantic lines will be crowded this year on account of Paris Exhibition.

I have printed information which I will gladly send to all who desire it.

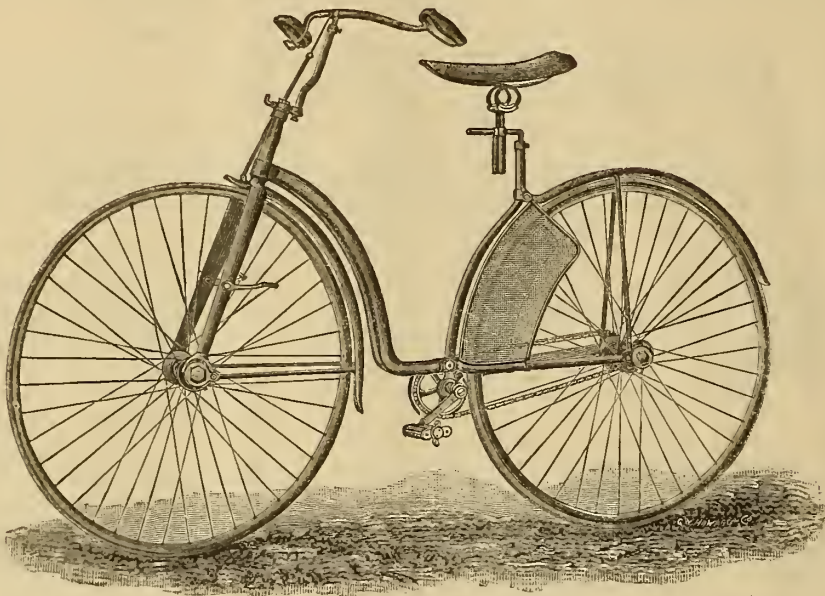
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Portland, Me.

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Sensitive Steering Overcome. As Perfect of Control as a Tricycle.

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



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

THE FOLLOWING

ARE

Some of its Many Advantages.

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

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

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

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

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

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

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

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

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

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

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

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

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

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Catalogue now ready.

TIME LIMITS TO SUPPRESS LOAFING TACTICS.

At a late meeting of the National Cyclists' Union it was moved to establish a system of time limits, to prevent, if possible, the tiresome "loafing tactics" which are resorted to in most important scratch races. The motion was defeated, the main reason being that the scheme would not, in the opinions of the majority, accomplish the desired object, and besides, the speed possibilities of the paths varied so that while 2m. 50s. might be considered poor on a first-class track, it would represent a marvelous effort on some of the slow tracks.

In reply to inquiries, the *Bicycling News* publishes the following views from Richard Howell and Herbert Synyer.

DICK HOWELL'S VIEWS.

Query 1. Will a time limit make the cracks to hurry? Says Howell—"The time limit has been tried in England and found not to answer; in fact, it has never answered anywhere. It would not cause the cracks to hurry in the least; they would sooner have the race run over and over again than make the pace, and run a chance of a second-class man beating them."

Query 2. Is forcing the pace a wiser course than "tactics" or head work?

"Many races are won by head work only when they could not possibly be won by forcing the pace."

Query 3. In amateur races, will withholding the prize be an effective penalty?

"I don't believe any good comes of any kind of threat. It's only regular racing men that understand the question. People go to see a race, not to see a man fined."

Query 4. Do you think it wise to experiment in championship races, amateur or professional?

"If new-fangled things are advertised the public don't understand it, and they don't know whether it's a donkey race or a bicycle race, and they don't go to see it."

Query 5. In your experience has "waiting" or "going all the way" been most successful (in first-class company)?

"I have won mostly all my championship races at the waiting game. I used to go all the way, but found out that I could win much more easily by waiting, and sprinting my men down at the finish."

SYNYER'S VIEWS.

These are the views of the most experienced cyclist that ever crossed a wheel, a man who looks at the subject from a sporting as well as a financial point of view. In the course of a long covering letter, he says:

"All meetings, of course, depend on the public for their support. I have never heard the public grumble about a little waiting, but I have heard them grumble when a man has got away and sneaked a lap. 'Tis known half of them leave the grounds and stop many from coming in, saying, 'Oh, it's all over; so-and-so is a lap in front.' I have known proprietors of grounds ask a certain person (of course, when it has been a "cert" for one) not to run away from his opponents, but to wait and make an interesting race of it."

"I for one should do as I have always done in whatever contest, that is, ride to win."

That is, as Synyer explains, he would ignore the time limit, and ride his races exactly as heretofore, as his judgment taught him. On the *pace-forcing*, as opposed to *tactics*, question, the amateur champion writes:

"Is mere pace-forcing preferable to tactics? Certainly not, and even as Osmond has tried the pace-forcing system, so have I, and I have come to the conclusion that for a man to be able to run another man off his legs he must be at least a hundred yards the better man in a mile, especially when there is any wind about."

As to whether the withholding of the prize would be an effective penalty, Synyer is very clear and emphatic. He says:

"I should not like to be deprived of a prize that I had fairly and squarely won—I value them too much for that; but the prize would not make me hurry, and I should certainly think a great deal more of the win than the prize. I am as proud of my certificate won at the Benefit Meeting in the match as any prize I have won, and consider it equal to any championship in 1888."

We feel a glow of pleasure in transcribing these lines from his letter. There spoke the true amateur and the sound sportsman. Finally, Synyer expresses his readiness to join with other cracks in a refusal to enter for any time-limited championships, and he adds that he considers "that such contests ought not to be at the mercy of a few non-racing men, who, so long as the men get over the ground in a certain time, irrespective of a good finish, care not one jot whether the best man runs first, second, third, or not placed."

WILLIAMSPORT (PA.) WHEEL CLUB.

The mileage of this club for 1888, seventeen men reporting, totaled 23,200, the following being among the larger records: H. C. Wheeler, 3,000; J. W. Bowman, 2,000; Chas. N. Hough, 1,900; A. C. Wagner, 1,800; Edw. W. Gohl, 1,730. Among the wheels ridden were six Columbias, six Victors, two Champions and two New Rapids.

At the first regular meeting for 1889, held January 11, the following officers were elected to serve for the ensuing six months: President, W. H. Bloom; Vice-President, F. J. Richards; Secretary, J. G. Rhoads; Treasurer, J. H. Watson; Captain, E. J. Fisher; First Lieutenant, George Cook; Second Lieutenant, C. N. Hough; First Bugler, H. S. Meyer; Second Bugler, J. W. Bowman; First Color Bearer, L. L. Spafford; Second Color Bearer, H. C. Wheeler; Member Club Committee, W. E. Riley.

A CHICAGO TOURNAMENT AND CYCLE EXHIBITION.

A well attended meeting of wheelmen and sporting goods manufacturers and dealers was held at the Grand Pacific Hotel, Chicago, last week to talk over the *Referee's* tournament and exhibition to be held in May. R. D. Garden, Burley Ayers, C. F. Stokes, J. Palmer O'Neill, H. W. Jenney, T. T. Roe and others equally well known were present. A committee, composed of one representative of each Chicago club, was appointed to wait on all the clubs and secure their co-operation, and another to correspond with clubs outside the city. Representatives of the Western Arms Co., Pope Manufacturing Co., Warwick Cycle Co., Springfield Bicycle Co., Jenney & Graham Gun Co., William Read & Sons and others pledged themselves to use every effort to insure the success of the exhibit of sporting goods and the racing portion of the programme. Offers of financial assistance have been received from various sources but respectfully declined. There now remains no doubt that Chicago will have a tournament which will remove her from the backward position she has heretofore occupied in the racing world and place her in the front rank of cycling centres.

BROOKLINE CYCLE CLUB'S MIN- STREL SHOW.

The Brookline (Mass.) Cycle Club had a crowded house at their minstrel show, given in Union Hall Wednesday evening. The audience was a very appreciative one, and the several numbers on the programme were heartily applauded. George W. Cooper officiated as inter-locutor, and the following gave an excellent exhibition at their respective ends of the circle: Bones, C. S. Wells, G. F. Crosby and W. G. Langdon; tambos, W. H. James, C. F. Haven and W. H. Butler. The circle was composed of the following gentlemen: C. S. Gooding, Geo. M. Stearns, F. P. T. Logan, R. E. Mayo, H. C. Moore, C. Hicks, E. E. Randall, P. H. Bowker, J. R. Hanmer, J. S. Wells, C. B. Moore, W. M. Vose, I. M. Fogerty, F. R. Bodwell, G. A. Freeman, M. P. Josephs. Part second consisted of a scientific temperance address, "Alcohol vs. Water," by E. N. Davis; banjo selections by the Cycle Club double quartette; song and dance by members of the club, and club swinging by Herbert W. Carnes. The entertainment concluded with the laughable antics and oddities of the original Ham Town Students.

THE LADIES' BICYCLE TOURNA- MENT.

The feminine cyclists entered for the tourney which is to take place at Madison Square Garden, New York City, February 11 to 16, are busily engaged in preparing for the event. Among those who have sent in their names are Mlle. Louise Armaindo, the famous long-distance rider; Miss Jessie Oaks, the English expert; Elsa Von Blumen, for years known as one of the best female riders; Hattie Lewis, winner of the recent six-day race at Pittsburg; Lottie Stanley, who has shown herself a speedy 100-miler, and the Misses Helen Baldwin, Hilda Suallor, Lulu Hart, Jessie Woods, Kitty Brown and Maggie McShane. The contestants, who will be required to travel but eight hours daily, will be appropriately costumed, and as special care will be taken in laying the track, and everything done for the comfort of the competitors, this, combined with the known ability of the fair performers, should ensure a memorable contest, while the rivalry existing between the leading artists will certainly result in fast and exciting racing.

NEW HAVEN CLUB'S DINNER.

The New Haven Bicycle Club held its ninth annual dinner, January 24, at Prokasky's. There were thirty men present and a very pleasant evening was passed. The L. A. W. was toasted by Chief Consul Larom, the New Haven Club by Ex-President William Frisbie; Mr. W. H. Thomas, of New York, Captain W. F. Perkins, Lieutenants P. Field, C. T. Bartlett and B. E. Varm and Frank Thompson and B. N. Bacon made appropriate remarks.

THE BOWLING LEAGUE.

GAMES TO BE PLAYED.

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, 1,420; New York, 1,342.
January 5—Hudson County, 1,498; Kings County, 1,488.
January 10—Harlem, 1,346; Atalanta, 1,343. Draw.
January 11—Kings County, 1,525; New York, 1,337.
January 15—Kings County, 1,432; Atalanta, 1,328.
January 18—Hudson County, 1,350; New York, 1,150.
January 25—Harlem, 1,469; Kings County, 1,260.

HARLEM VS. KINGS COUNTY.

The game between these two clubs was bowled at Mott Haven, January 25, with the following result:

HARLEM.	KINGS COUNTY.
Moynahan..... 180	Bridgman..... 143
Emanuel..... 165	Stevens..... 143
Anderson..... 164	Bedford..... 140
Strutter..... 159	Marion..... 140
Pearse..... 152	Bowdish..... 125
Parker..... 145	Anderson..... 121
Edwards..... 132	Raynor..... 118
Clark..... 130	Courtenay..... 114
Laselle..... 127	Hall..... 110
Fraser..... 115	Nellis..... 106
Total..... 1469	1260

SCORE BY FRAMES.

Harlem—141, 274, 422, 548, 660, 810, 985, 1118, 1297, 1469.
Kings County—111, 221, 346, 625, 762, 988, 1115, 1260.

SUMMARY OF GAMES:

Club.	Average.	Games Won.	Games Lost.	Games to Play.
Harlem.....	1449	2	0	6
Kings County..	1426¼	2	2	4
Hudson County.	1389½	2	0	6
New York....	1283	0	3	5
Atalanta.....	1328	0	1	7

The New York-Atalanta game will be played at the New York's alleys this evening.

CLUB MILEAGES FOR 1888.

So far as reported in *THE WHEEL*, the Illinois Club leads all club records for 1888, with a total mileage of 85,077. The following are the records as reported:

Illinois Club, Chicago, 37 men ..	85,077
Century Wheelmen, Philadelphia, 48 men ..	70,756
Forest City Ramblers, Cleveland, 55 men ..	70,000
Buffalo B.C., 59 men ..	69,940
New York Club, 80 men ..	58,403
Pennsylvania Bicycle Club, Philadelphia, 24 men ..	50,579
Rhode Island Wheelmen, Providence, 20 men ..	42,790
Wilmington Wheel Club, 13 men ..	34,995
Elizabeth Wheelmen ..	23,947
Williamsport Wheel Club, 17 men ..	23,200

FIXTURES.

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. 2, 1889.—N. A. A. Games at Madison Square Garden; 1½-mile handicap; entries close February 20, with Secretary N. A. A. Games, P. O. Box 3478, N. Y. City.
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.

With its accustomed enterprise and liberality the *New York World* has sent Thomas A. Stevens, the champion American bicyclist, to Africa in search of Stanley.—*Mohawk Valley Independent*.

Down a Toboggan Slide on Their Bicycles.

MRS. MOREHOUSE AND MISS MULFORD TAKE A RIDE OF 1,104 FEET IN ABOUT 28 SECONDS.

Orange has for a long term of years boasted itself to be the liveliest town in all New Jersey, but when it has secured a record of 1,104 feet, made by a human being, and a little woman weighing less than a hundred pounds at that, within 28 seconds, the collection of Orange towns claims the banner from the rest of the world. This remarkable time was made last Friday afternoon on the Essex County Toboggan Club's chute, at Highland Avenue. But a toboggan was not used. The lightning-like courier of the Dominion was not rapid enough for the fair woman who made the descent. She chose a bicycle.

Mrs. J. T. Morehouse, of Feeman and Valley Streets, Orange Valley, had a friend named Miss Jennie Mulford, of 1215 South Broadway, Newark, visit her early last week, to stay some little time. Both ladies were devoted bicyclists, using the low-seated Rover machine over the mountain roads. It was quite an ordinary thing for them to go on trips over routes of twenty-five to thirty-five miles, climbing hills and coasting down them with all the abandon of Cherokee princesses. They were the only lady bicyclists in all Essex County, by the way, but this did not satisfy them. They must needs do as much, if not more, in the way of daring than any gentleman had accomplished. So they looked around for opportunities, and after the fashion of persons inclined in that way, they were not slow in finding an excellent chance to distinguish themselves.

Just about opposite Mr. Morehouse's drug store, where he and his family also live, is the gate of the Essex County Toboggan Club, whose slide is the finest in the vicinity of New York. Sloping down one side of the Orange Mountain, at times almost perpendicular, at others almost level, and in still other places having an ascent of nearly twenty feet, the chute extends for 1,104 feet almost to the street in the village. The chute is floored with narrow planking, which is as smooth as plane can make it. From the starting platform to the terminus there is no place where the chute is more than 4½ feet wide, and at the beginning it is scarcely this. The sides are protected, as customary, with a guard inclined outwardly. When the chute is not in use it is usually covered with hay, and over this is sometimes thrown a canvas covering to prevent anything marring the woodwork.

The fastest time made by a toboggan down this incline has been forty-two seconds, and that was one manufactured by a Canadian Indian and shod with steel. About a year ago, so an Orange legend goes, an unknown man with a Star bicycle went to the top of this chute and coasted. He got down all right, but he was so scared when he landed that he has not been seen in Orange or any of its suburbs since.

This record of the great past roused the ambitions of Mrs. Morehouse and Miss Mulford. Last Friday they started on a long ride and tried almost every steep road about Orange, save the Eagle Rock road, of ghastly memory. Finally they found themselves near at home with the toboggan slide looming up before them.

"Let's try it!" suggested Miss Mulford, and knowing at once the thought in her companion's brain, Mrs. Morehouse signified her readiness by wheeling toward the incline. The chute was at that time covered with hay, and did not look promising, but Mrs. Morehouse dashed at it, and actually rode up the incline about one-third of the way before she was compelled to abandon her herculean task. Miss Mulford was right behind her, too. They tried coasting from this point, and liked it so much that the matron suggested to her unmarried friend that they should "do the whole length."

There were some attendants of the chute in the club house, and appreciating the evident intention of the ladies, they ran out and removed the hay covering of the slide until the polished

boarding shone in the sunlight. It looked dangerous, certainly, but it had been done before, it had been said, and there was no reason why they should not attempt it.

So they climbed to the top and got their wheels ready, amid the admiring glances of the attendants. Mrs. Morehouse, as the proposer of the adventure, volunteered to go first, and, after considerable care in avoiding these side guards of the beginning of the incline, started on her perilous descent. She put on brakes, however, but notwithstanding them, came down in forty seconds, beating all previous attempts at rapid travel. She did not go far enough up the hill at the end of the chute, and she was slightly disappointed.

But as she stepped off the track what was her surprise to see her friend, with her feet on the rest bars of the front wheel of her machine, come tearing down the incline, without any hindrance to her progress. Like a flash of lightning she went past her, and landed all safe and sound amid the hay at the bottom. Then Mrs. Morehouse tried it, and met with the same result, save that her descent was roughly timed, and was recorded as twenty-eight seconds.

Not at all abashed at their venture in which they had risked both of their lives, Mrs. Morehouse told the story to her husband, who at once declared that he had the pluckiest wife in all New Jersey, and was willing to back her in riding down toboggan slides on a bicycle against the universe. By and by the story was circulated among the people of Orange Valley, and Mrs. Morehouse and Miss Mulford have become the heroines of the community.

The Toboggan Club, however, look upon the feat in not so kind a spirit. The members without exception recognize the pluck which Mrs. Morehouse and her friend displayed, and still wonder at their escape from killing themselves; but because of this danger they have withdrawn the use of the slide from Mrs. Morehouse and her friend.

One of the officers of the club said last night: "Toboggan slides are not built to coast bicycles on, and we will not permit it on ours, for we would regard ourselves as responsible for any accident which might occur upon it should we do so. Mrs. Morehouse and her friend have done not alone an extraordinary but an unheard-of thing, and should be satisfied."

Mrs. Morehouse said last night she rather liked the slide. She certainly went fast, and it was easy enough. All one needed was to keep one's head upon one's shoulders. Yet, despite her modesty, she is the lion in the town of Orange and its suburbs, particularly among bicyclists.

FOR "THE COASTER."

EDITOR OF THE WHEEL:

Dear Sir—I happen to be one of the "fair cyclists of Orange," alluded to by "Coaster" in THE WHEEL of last week, but I hope I shall never be guilty of coasting a toboggan slide. I am sorry "Coaster" did not mention the names of the ladies who coasted the Essex County Toboggan Club slide, as I for one would not wish, even negatively, to detract from their glory.

Their names were Mrs. Morehouse, of Orange Valley, and Miss Mulford, of Newark.

L. A. W. 7309.

A BILL FOR ROADS IMPROVEMENT

The citizens of Troy, N. Y., adopted the following resolution at a public meeting called to consider the question of city improvements:

Resolved, That there be appointed by the chairman of this committee a committee of five who shall prepare and present to the committee the draft of a bill or of bills to be presented to the Legislature of the State of New York and its or their passage urged, which shall embody the general idea of imposing upon the city of Troy the payment of one-half of the expense of such public improvements as may be hereafter ordered by way of sewerage streets and alleys and of paving or macadamizing streets, alleys and high ways in the city, and providing in some way by a commission or otherwise for the adopting and enforcing of some general harmonious system for sewerage, paving, macadamizing and improving the streets and alleys of the city.

Resolved, That there be a further committee of — appointed by the chairman to solicit contributions to pay for such clerical and other expenses as may be incurred in the carrying into effect of the foregoing resolutions.

Mr. F. A. Elwell is organizing a European cycle tour for this year. Full information may be had by addressing him at 152 Pearl Street, Portland, Me.

From Cycling Centres.

JERSEY CITY.

Bob MacAra, a prominent member of the Hudson County Wheelmen, handles the gloves with considerable skill. He has already won eighteen boxing matches this season. He is to be elected "Road Hog Persuader," a new position created for the benefit of the members.

I am told that the H. C. W. will give an entertainment, etc., about February 28. Most of the talent will be secured from among its members. Dr. Johnson, as *Sir Goblin Blue*, and President Earl, as *Miss Mabel*, are the leading characters in a soul-stirring drama, entitled "Our Tandem."

On February 1 Mr. E. J. Day started in his new work as Captain of the H. C. W. Day was the unanimous choice of the boys for the position. He is a worker from the word "go," and if the boys do not enjoy themselves this season under his leadership I miss my guess.

In the *Sporting Life* of January 23 Perseus corrects my statement made in THE WHEEL a few weeks ago, that "according to Ariel, members of the Pennsylvania Division would receive the new road book free, while Maryland and New Jersey members would be required to pay fifty cents each for them." The notes referred to appeared in the *Bicycle World* of December 28, and read as follows:

"The meeting then took up the matter of the road book (Pennsylvania-New Jersey-Maryland), and, after hearing from the printing house having the matter in charge, it was decided that the books be issued not later than February or March, to be furnished to all members of the Division free, and to the New Jersey and Maryland Divisions at forty and fifty cents respectively, according to binding, for each member of said Divisions."

Perseus says that the members of the Maryland and New Jersey Divisions will receive the book free, but the price named will be paid out of the treasury of the respective Divisions to the Pennsylvania Division, while the latter will pay the printer direct.

It has been proposed to have a road race of 5, 10 or 25 miles for the individual championship of New Jersey. There are a number of clubs who would doubtless furnish one or more entries in such a race who would not send a team to the races run under the defunct Road Racing Association. It is desired to secure any suggestions that will tend to assist in getting this matter under way. Anyone interested in the subject are requested to correspond with Mr. Edward J. Day, Captain Hudson County Wheelmen, Jersey City.

It may seem a little early to speak of road races just now, but large bodies move slowly, and New Jersey contains a great many wheelmen, even if its League membership is less than 700.

It is to be regretted that Chief Consul Bidwell, of New York, has resigned his office. He has certainly been of great assistance to the League, and to the New York State wheelmen in general. With such a vigorous pusher as an example, the "under strappers" follow suit, and work for themselves and each other.

New Jersey wants to shake herself up this season, as she certainly did not do it last year. Wheelmen everywhere predict that 1889 will be the greatest year on record from a cycling point of view, which, as I take it, means more wheelmen, more enthusiasm, and consequently more work. Let every League man in this State feel that it is his duty to secure at least one member to the L. A. W. Of course, the majority of wheelmen look to the Chief Consul and local Consuls of their State to set the example of doing their work with true energy and a sense of duty, as they have a right to do. Make the League membership for New Jersey for 1889 fifteen hundred.

COASTER.

We are pleased to learn from an authoritative source that Mr. J. H. Strugnell, Hudson County Wheelmen, is at last pronounced out of danger by his physicians. Mr. Strugnell has had a stern battle with typhoid fever.

TROY NOTES.

Should \$500,000 to \$1,000,000 be expended on our streets, as is now talked of, why cannot something be done to induce the proper authorities to use something besides the old stone blocks, and confine the heavy carting to a few streets where the stone blocks may be necessary? It would seem so nice in summer, when the windows of our residences are open, to be free from noise and dust, and I think that not only carriages, but cycles, would be found to interest those sitting at the windows. Persons living out in the suburbs would rejoice in having such a cheap and delightful means of travel as the wheel; and our misses would roll along on their "trikes" or "bikes," shortly to be followed by their pas and mas—as the cycle became more familiar—doing their shopping, and coming home with the flush of a healthy exercise, to eat and sleep as no one can who has not tried it.

I think there are no lady riders in the city at present, due, most probably, to the poor pavements. If they could only know the benefits of cycling they would take up this most pleasurable exercise for these benefits alone, but Mrs. Grundy keeps them from it. In some of our larger cities, where pavements are suitable, such exercise is *fashionable*, for many of their most prominent ladies ride with or without a gentleman escort.

Are any of our Troy ladies afflicted with dyspepsia, headache, insomnia or rheumatism? I think many are with the first two. I know a lady who has tried the cycle as a cure for headache, and another for acute dyspepsia, and both were much benefited. The former invariably came home greatly relieved. In fact, she told me that she once rode with a severe headache for nearly ten miles into the country, and that she never felt better than she did on dismounting at the end of the trip.

I understand Al Edmans resigned from the Troy Bicycle Club because he has gone to Boston to live; and rumor says J. R. Knowlson, Representative New York Division, L. A. W., resigned because the club would not stay in the League.

The *Telegram* of January 22 says:

"The select soiree at Bicycle Hall, last night, brought out one of the finest appearing congregations of handsomely costumed ladies and gentlemen ever seen in that hall. William A. Gunn, William A. Leary, William Rabbett and John Calhoun were the committee. The affair passed off with flattering success. The affair started with a waltz, but a grand promenade occurred at about 10:30 o'clock, in which 100 couples participated. Everybody who attended had a most enjoyable evening. The grand march, led by the committee, presented a beautiful spectacle as the sixteen couples abreast marched down the centre of the hall. The ladies who attended are to be congratulated on their fine appearance."

Last week there was an exciting bowling contest at the rooms of the Railroad Young Men's Association between a team of the Troy Bicycle Club and a team of the Railroad Young Men's Association, and the Troy Bicycle Club boys won by a score of 1794 to 1,439. W. M. Theissen, C. F. Beiermeister, E. Schuth, J. N. Van Arnam and A. Hogben represented the bicycle club, while E. A. Frear, C. E. Clowser, C. L. Maxcy, G. Daley and F. E. Howland the association. A return game is talked of to be played at Bicycle Hall.

Last Friday night some thirty-five members of the Troy Bicycle Club went down to Albany to attend the indoor tournament of the Albany Wheelmen, which, I am happy to say, I attended myself. The Academy of Music, where the tournament was held, I think is rather an out-of-the-way place, but there must have been a paying crowd inside from the looks of "Toiler's" face. He was smiles all over. The graceful riding of Finlay on the Star and the trick riding of Maltby were the most interesting parts of the programme, though the entertainment was good all through. In the tug-of-war Troy was beaten in two pulls, but in the first pull Troy was not ready. I think, however, that Albany had the better team, and the club deserves great credit for presenting such a good programme.

The boxing match between Messrs. Mills and Butler was very amusing, the shorter man winning in four rounds.

I hope Troy will give us as good an entertainment this winter.

ORNI QBA.

January 28, 1889.

FENTON'S FANCIES.

A rather peculiar occurrence marked the meeting of the bowling teams of the Kings County and Harlem Wheelmen, on Friday the 25th, at the alleys of the latter. The K. C. W. team invited the President of the Bowling League to umpire the match, and accepting the invitation he was present at the alleys in the evening mentioned. The Harlem team had requested Mr. Lefferts, an ex-member of their club, to act as umpire, and he was present also and ready to serve in his official capacity. The rules of the League provide "that the umpire shall be agreed upon by the captains of the contesting teams," and Messrs. Parker and Marion endeavored for some ten minutes to persuade each other into choosing the other side's umpire, but alas! unsuccessfully. Finally, in order to bowl the game at all, Mr. Marion reluctantly agreed to toss a coin for the choice of umpire. The Harlems won the toss, and Mr. Lefferts umpired the game. There are two or three opinions floating round about this course of proceedings, and they may be summed up about as follows: K. C. W. opinion—the whole business was a mighty small thing to kick about, and was dead against the established precedent of the League, which had hitherto tacitly awarded the choice of the umpire to the visiting club; opinion of the President of the League—rather hard on the K. C. W., who thought that he was likely to be an impartial judge of the game, and also not very pleasant to be tossed for as if he were a "round of drinks;" Harlem opinion—"We want that championship and we mean to get it, too!"

Speaking of bowling, Mr. Fred. M. Daniels, a member of the bowling team of the N. Y. B. C., made the remarkable score of 300 on the same evening. Accompanied by a friend, he visited the White Elephant alleys, after witnessing the K. C. W.—Harlem match, and won the quart of "fizz," which is offered by the establishment to every maker of a perfect score.

I have looked over the new racing rules, and find very little either to praise or blame therein; but I should like to know if the board have ever made any attempt to enforce Rule H in the past, or if they intend doing so in the future. I fancy they would find it rather a hard job to do so, in fact. "Maybe they could, but I doubt it!"

A young mechanic of my acquaintance is at work on a new kind of "home-trainer," which certainly promises well, if one can judge from the working of the model, which I have had the privilege of seeing. Without revealing any secrets, I can state that it is an application to cycling of the compensating cog-wheel, so extensively used in milling machinery.

FENTON.

MANHATTAN BICYCLE CLUB.

"Woo-Wah-Whoo!"

"Woo-Wah-Whoo!!"

"Hudson County, Woo-Wah-Whoo!!!"

"Dey're de fellers! What a racket!" All this was heard at the Manhattan Club House a few nights since. It came from that blonde non-resident member, Mr. E. R. Wyatt, who was fortunate enough to receive an invitation to the last Smoker of the Hudson County Wheelmen. Well, he commenced to tell the Manhattan boys what a glorious time he had, and made us all think that Jersey was not the worst place on the earth, and the boys sat thinking that in their estimation Jersey should be admitted as one of the United States. Well, never mind about Jersey; it is of little importance, considering, especially when we speak of the Hudson County Wheelmen. Their pipes will serve us as souvenirs, and the Hudson County Wheelmen will long be remembered by our members who were entertained by them last winter, and especially by those who heard Wyatt the other evening. Well, they do hustle. I understand they intend sending some fifteen or more to the Manhattan's Reception, at the Lexington Avenue Opera House, Friday, Feb. 8. Well, a good time is assured them, and all other wheelmen who attend. But although the Manhattans are noted for their many lady admirers, they cannot guarantee to have two ladies for every wheelman. So my advice to you is to bring your best girl.

An elaborate programme has been made up to entertain our friends, commencing at 8 o'clock sharp, with orchestra under the direction of Chas. J. Schwab.

1. Overture—"Concert".....Heinsdorf
2. The famous W. S. Maltby in his Ballet Girl Act.
3. Balzer Trio—Otto, Fred, Emil.
4. The renowned Mr. Gus Schlesinger.
5. Miss Eva French (late of A. M. Palmer Company).
6. Scientific and Artistic Riding—Mr. W. S. Maltby.
7. Song, "Under the Mistletoe"—Miss Ida Belle Travis. (Emmet's latest.)
8. A few moments with "Loney."
9. "The Dude and the Bicycle," by W. S. Maltby.
10. Finale—"Ideal".....Reeves

After this short but interesting programme the hall will be cleared of its chairs and the reception will commence, which, from all indications, will be the most brilliant affair ever held by a bicycle club.

Opening with the "Manhattan Bicycle March," composed and dedicated by Mr. C. J. Schwab to the members of the club, followed by eighteen dances, including the "Manhattan Bicycle Waltz," written and dedicated to the club by Mr. Jay T. Knecht. Among the clubs that will be represented are the Riverside, N. Y.; Harlem, Citizens, Hudson County and all the Brooklyn clubs, as well as the Atalanta and Nonpareil boating clubs, Acme Bowling Club and Washington League. The Manhattans as usual are ready to give all who attend a most enjoyable time, and hope any wheelman will not be backward in introducing himself.

THE EYE.

HARRISON'S STATE.

Away back in the woods, where the woodchuck chucketh and the jay bird jayeth, the ordinary cranketh, where the cyclist is never sicketh, just a few years ago a bicycle on the streets of Alamo was as much of a curiosity as a black redbird, but at this time we have four wheelmen.

Some of them are remarkably skillful and daring riders; sometimes one of them will dismount over the handle-bars, to show off. If an organization is formed here it will be a lively one and will go in for race meets, hill climbing and tours.

The riding has been excellent up to date. The recent snow storm has put an end to the wheel, and at present the gun is in demand, as we have an abundance of game such as it is—quail, chickens, rabbits, etc.; but as for interest shown in wheeling in Montgomery County, we can congratulate ourselves that it was never as great as it is now, and, if indications do not fail, next season promises to be fully equal.

Our Governor, Alvin P. Hovey, indorses road improvement for Indiana, as he says all clay roads should be graveled. See article I send you:

THE GOVERNOR ON ROADS.

The construction of gravel or macadamized roads between the cities, towns, villages and commercial centres of the State is of the very greatest importance. In every year many of the main thoroughfares are mudlocked, so that it becomes almost impossible to pass over them with an empty vehicle. Such obstructions are not only an inconvenience to the public, but are oftentimes the cause of great loss to our farmers, as they cannot convey their produce to market in a proper manner at the most convenient and profitable times. With our river and railroad systems, which may be regarded as the great arteries of travel and transit, good county roads would act as the veins, which would give to the great body of commerce the most healthy action. In the States and counties where such roads have been constructed farms are worth much more than better lands in this State, where the rich clay soil and change of seasons often render our roads nearly impassable. The revenue to be derived from the sale of intoxicating liquors and ardent spirits, and from the dog tax, might be very properly used for the construction of such roads. Large sums of money are now, under our present road system, expended and wasted which might be of great benefit if the roads could be worked under some general supervision who understood practical engineering. Bridges, culverts, ditches and embankments are now constructed in many localities at great cost, which are almost worthless, and even the earth roads are worked in many instances, exhausting the road tax, without much practical benefit. It might be worthy of your consideration whether convict labor, instead of competing with our mechanical industries, could not be utilized in the construction of gravel and macadamized roads. I believe that it can be safely said that the farming lands of this State, with good roads, passable at all seasons, would be worth at least twenty per cent. more than their present value—Governor Hovey's Message.

NOVICK.

ALAMO, IND., January 21, 1889.

The San Francisco Bicycle Club is largely composed of business men, some of them grandpas, termed "fossils" by members of the younger clubs. They take but little stock in big mileages, and ride for pleasure entirely, paying but little attention to cyclometers. The club's members pride themselves on the fact that since the Massachusetts Club disbanded their club is the oldest in the United States, and this simple fact has done much to revive club interest.

WHEEL GOSSIP.

Thomas Stevens arrived in London January 12.

The New Orleans *Picayune* publishes a long editorial on country roads.

The firm of Whitten & Co., Providence, R. I., has been changed to Whitten, Godding & Co.

At the Hartford Wheel Club's last smoker, held Friday evening, Mr. George B. Thayer gave an interesting sketch of his cycling tour abroad.

The Ohio Cycle Supply Company, of New Knoxville, have increased their facilities for manufacturing the Excelsior Flange skate combination.

In reply to inquiries of correspondents we wish to state that the mileages credited to Messrs. Nisbett and Murphy were bona fide cyclometer records.

Mr. L. A. Clarke, Citizens' Bicycle Club, writes us that a meeting will soon be called to organize a "century" run on the same lines of the '88 run, which was managed by Mr. Clarke.

A correspondent writes: "My friends think THE WHEEL is the best paper. Keep up your agitation of the road question."

J. Frank Borland, Brooklyn Bicycle Club, won second place in the Athletic Union's 2-mile bicycle handicap. We reported him as winning third place, our marked programme having been mislaid.

The Louisiana Cycling Club contemplate a 50-mile race, open to all, some time during the New Orleans Carnival Season, February 26-March 5. A 4½-mile straightaway course of asphalt will probably be selected.

A 1½-mile handicap will be held at the Madison Square Garden, New York City, March 2. Entrance fee, 50 cents for each event; close February 20, with Secretary N. A. A. A. A., P. O. Box 3478, New York City.

Dr. E. W. Johnson, Hudson County Wheelmen, will act the role of the Monarch of Mincing Lane, in the opera of "Billie Taylor," to be given at the Metropolitan Opera House, on Saturday, February 23, 1889. The opera will be given under the auspices of the Amateur Athletic Union.

The Southwestern agent of the Warwick Cycle Co. will be at St. Louis, where a successful agent for a large sewing-machine company, of world-wide reputation, will open a store on Olive Street. This store will be splendidly appointed, and will be more luxuriously fitted up than any cycle depot West.

Mr. A. Kennedy-Child, superintendent of agencies for the Warwick Cycle Co., was in New York on Thursday. Mr. Kennedy-Child has

been on an extensive trip West, establishing agencies, and reports large orders. He states that some of St. Louis' toughest riders will mount Warwicks this year.

An Orange rider tells us that there is a wooden fence at the foot of the Orange toboggan slide, and that any cyclist coming down the slide at the pace the ladies who recently coasted are alleged to have obtained, would inevitably dash into the fence and smash the rider and the wheel to smithereens.

The Elizabeth Wheelmen are making arrangements for a dramatic entertainment, to be held February 12, at the Temple Opera House, Elizabeth, N. J. Maltby will give an exhibition; the music will be furnished by an orchestra; but the feature of the evening will be a cycling drama, showing a number of cyclists in camp at the Catskills.

At the annual meeting of the Camden Wheelmen the following officers were elected: President, Frederick L. Mead; Vice-President, Louis Nesbitt; Secretary, Claude Fries; Treasurer, George B. Brown; Captain, H. B. Weaver; First Lieutenant, William Northrop; Second Lieutenant, C. Bould; Trustees, H. L. Chew and A. M. Nash.

The Victor cycles are to be represented in Philadelphia by the Philadelphia Bicycle Company, who will locate on Arch Street, near Ninth. The cycling trade seems to be centering in that section of the city. All the indications point to a brisk business during the coming season, as the demand for wheels seems to be on the steady increase.

Below is given the mileage compiled by Captain W. T. Fleming, of the Century Wheelmen, as reported by the members during the past season: W. T. Fleming, 5,451; J. L. Bromley, 3,943; C. Sulzner, 3,673; W. G. Speier, 3,130; F. Strassberger, 2,382½; E. B. Carter, 2,300; L. S. Kneidler, 2,200; R. Shaffer, 2,171½; H. Dietsh, 2,143¼; L. Geyler, 2,116; A. W. Barnett, 2,054¼; F. Garrigues, 1,983; A. G. McGlathery, 1,777; George Pavord, 1,711; Dr. G. Fruh, 1,700; Edgar Atkins, 1,614¼. Sixteen other members rode over a thousand miles. Forty-eight of the members reported 70,756¼ miles, or an average of 1,682 miles each for all that reported.

TO IMPROVE THE ROADS AT TROY, N. Y.

A public meeting of the citizens of Troy, N. Y., was held January 9. It was resolved that an improved road system was necessary to the prosperity of the city. The storekeepers depend to a great extent on country trade, and the people who drive into town to shop must be provided with suitable roadways. After some discussion the following resolution was adopted:

Resolved, That it is the sense of this meeting that the charter of the city be so amended that the taxpayers be required to pay one-half the cost of paving or macadamiz-

ing the roads and streets, and for the construction of sewers; bonds to be issued for the expense thus incurred.

This resolution was afterward amended and a committee was appointed to organize a permanent association, which will push a bill for the improvement of the city's road system.

A PEN PORTRAIT OF MR. AND MRS. "JO."

Here is a capital pen portrait of the Pennells, who have made a name for themselves in the literary and artistic, as well as the cycling, worlds: "Jo" Pennell, one of the first of living artists in black and white, is a willowy gentleman, with gray eyes with a merry twinkle in them, a sensitive mouth, and poetic whiskers—an artist's face, with a suggestion of the humorist. His talk makes excellent rhetoric, but when his epigrams are directed against Royal Academicians they want polish. Mrs. Pennell is a charming woman, who writes as brilliantly as her husband draws—witness her "Life of Mary Walistonecroft Godwin"—goes out a good deal, talks well, has an unfailing eye for points, and is seen at all art shows. She has talent, he has genius—an admirable combination.

The feat of Mrs. Morehouse and Miss Naulford, recorded in another column, was an exhibition of pluck not often seen. The New York *Sun* looks on the other side of the fence, however, and pens the following note of warning:

"We have recorded many feats of intrepid female bicyclers, but few of them have been more remarkable than the feats reported in yesterday's *Sun*. It appears that two New Jersey ladies, mounted on their machines, side by side, recently coasted down Eagle Rock hill, and those who have visited the locality in question will not fail to appreciate this daring deed. But, growing still bolder, they have performed another feat yet more dangerous, by mounting their bicycles at the top of the Essex County toboggan chutes on the side of the Orange Mountain, and sweeping down the trough at the rate of a mile a minute. It would be hard to exaggerate the perils of this performance, which, however, they got through in safety, and afterward repeated. We do not suppose that the two young lady bicyclers who thus sought renown will have many imitators, either of their own sex or of the other; and it is to be desired that they should not. Bicycling is a fine sport, but recklessness is apt to end in ruin."

The *Philadelphia Times* argues that three essentials are necessary to have good roads: First, the payment of all road taxes in money; second, the employment of a skilled engineer to oversee the work of the county and the townships; third, the selection of the main routes on which good roads should be both built and maintained by county authority. These would seem to be necessary. If those taxed for the support of roads are permitted to "work out" their taxes, according to the old and inadequate system, old and inadequate results will follow, unless the work is done under the direct orders and supervision of a competent engineer, and even then it is doubtful if it can be done as cheaply or as well as by men who are skilled in the actual work of making roads. The farmers might supply field stones or cart gravel, but there is little else that they could do advantageously.



STAR SAFETY, 1889. H. B. SMITH MACHINE CO., SMITHVILLE, N. J.

CLUB COURTESIES.

234 PEARL STREET,
NEW YORK, January 28, 1889.

Editor of THE WHEEL:

One of Fenton's latest fancies, that it is part of a house committee's duty to act as "host for the club," is illustrative of another of the curious anomalies with which cycloedom has been afflicted—the notion that a club-house is run not for the exclusive benefit of the club, but for any one who may choose to drop in. There is no other kind of club in which such an idea has any footing, the essential principle of club life generally being that it is for the mutual benefit of members only, and that anyone else is admitted to share in the privileges only under the most stringent rules. Has Fenton ever been in a full grown club? I wonder. And if so, how did he get there? When he first came to New York from the country village where he must have been brought up, did his political affiliations take him to the doors of the Union League or the Manhattan? Or did his fine artistic sense lead him to the Lotus, or his superb confidence in a heaven-born literary genius delude him into the idea that he would be welcomed by the House Committee of the Century? We will leave out the purely social clubs, because even Fenton will doubtless admit that such clubs are fairly not open to any casual stranger; but each of these I have mentioned is a club designed to promote some special interest, and if all wheel clubs are expected to "entertain" all wheelmen, then actors should have free run of the Lotus, authors of the Century, Republicans of the Union League and Democrats of the Manhattan. If Fenton really did start in on such a theory, it must have been a terrible shock to him when he was turned away by the hall porter as either an ignorant or an impertinent intruder.

Fenton could never have gone through this experience, as he would have learned better; and we are left to the conclusion that what he may have of assurance has been acquired since his advent from the backwoods. But it may be well, Mr. Editor, to hint to him that whatever courtesies a club may, of its own motive, resolve to extend to outsiders, either in its corporate capacity or through exceptional liberality in the permission granted members to introduce their friends, no one has the right to enter the doors of a club to which he does not belong, unless specially invited, either by the club or by some member; much less to be "entertained" by anyone but the person who invites him. How far clubs may choose to go in extending visitor's privileges is purely a matter of policy; and clubs based on a growing sport like bicycling have hitherto found it advisable to be rather more lax than clubs which owe their reason for being to some more established interest. But it is at least a fair question whether both the sport and many of the clubs are not now large enough to draw the lines a little closer. It is certainly time to get rid of the sentimental "fancy" that all wheelmen are brothers simply because they ride wheels. That did very well when there were few enough of us to really take a personal interest in each other; but even if the sentiment is to be confined to League members, in a family of 12,000 it is impossible that the fraternal tie should be very strong.

But this dissertation does not mean that I favor churlish seclusion, which differs from proper reserve as much as does gush over strangers from cordiality to friends. Fenton would hardly call on a man whom he had never met, and would certainly not expect to dine at a strange house where he had no invitation; yet it is the same sort of thing that he proposes in the theory of promiscuous entertainment by a club of anybody that may happen to turn up. By common usage, a man's club is even more private than his home; because in the one there is only one host, who can take his own means of protecting himself from unwelcome guests, while in the other every member has an equal right not to have forced upon him the society of any one but that of his fellow members. For this reason, it has become universal club law that, except upon the rare occasions that a club house is thrown open by deliberate resolution for some specific purpose, no outsider has any business in a club who is not brought there as the personal guest of some individual member, on whom alone falls the duty of entertainment; and even this privilege it is usually found necessary to guard against abuse, for the comfort of all the members.

The time is fast approaching when bicycle clubs must follow the practice of all other clubs in this respect, and relegate their present usage to the same limbo as that other outcome of the universal brotherhood "fancy," the absurd old custom of "saluting" on the road, now happily dead, in this latitude at least. Whether they do so or not, the time has never been that it was in any way incumbent on House Committees to play host to anybody but the members, to look after whose comfort alone such committees exist.

Yours truly,

E. J. SHRIVER.

ON LEARNING TO RIDE THE BICYCLE.

Is it hard to learn to ride a bicycle? No, my son, it is not. Was it hard for you to learn to walk? Can't remember, hey? Well, it will be just as hard to learn to ride as it was for you to learn to walk. Yes, my son, this is true. You will take headers and side falls at both operations. Funny, isn't it? but nevertheless true. To learn to ride a bicycle one must be plucky and be willing to tell a few lies. Here is an illustration. "Well, how did you make out down at the riding school to-day? get any falls?" "Not one," you say, all the time thinking how you jammed your head into the plaster and kicked the tire off the machine. "No, sir! Not one fall; got so I can ride beautifully. One more lesson and I will be an expert. This is what the Professor said—not my words, but the Professor's." My son, when I first mounted the machine just imagine my thoughts. Was I long mounted? No; I was soon biting the dust. I never saw so much wheel in all my life as I saw at that moment. Wheel to the right of me, wheel to the left of me, and a little wheel across the small of my back. And do I call this great sport? No, my son, to be frank with you, I do not. But one must creep before he can walk. The Professor gave me a lesson on how to fall from the machine gracefully, and not as though I wanted to clean out the place. This was a very valuable lesson, and took one hour to learn at the rate of fifty cents per hour. Well, can I ride now? Yes, my boy; the art has been accomplished and I am now a member of the League and can scare all the horses I choose. I do not as yet wear any gold, silver or leather medals for record breaking, but "time will tell." It takes, as I said before, pluck, a good "double grip" and plenty of "backbone" to ride a bicycle, but it can be done; and if you intend becoming a bicyclist, be sure to buy and ride an "ordinary." Don't place yourself under a bushel, where you can't be seen, but mount a tall wheel and pedal on to fame and fortune and up out of the way of dogs—our greatest enemy, next to road hogs.

Yours,

GEORGE T. MOREY.

THE WAKEFIELD BICYCLE CLUB.

In the spring of 1883 six young men, all of them riders, met and formed the Wakefield Bicycle Club. After the club had been organized a few months the members began to look around for suitable quarters for a club room, and finally a small riding hall was hired in Connell & Curley's block, which was occupied during the winter of 1883. As spring advanced and new members were coming in fast, larger accommodations had to be secured, and the club hired a large room in the same building, which was fitted up in a plain but substantial manner. This soon proved too small, and the club voted to lease two additional rooms, the membership at this time (December, 1885) being about thirty, nearly all active members. It was during the summer of 1886 that the old question of larger accommodations came before the club, and the result was the club taking a long lease of the whole upper floor in the new Gould block, consisting of six rooms, four of which are occupied by the club, the other two being let for business purposes. The club's present quarters are finely furnished, it having purchased a piano, pool and billiard tables, parker furniture, etc. Since the club's organization there has been but one assessment levied on its members, which was for the purpose of fitting up the new rooms. The club's annual ball occurs during October, and the annual races in June and October. The club has run two minstrel entertainments successfully, and is now rehearsing for the third. The club colors are gold and

purple, and the uniform dark green, with black stockings. The present membership is fifty-seven, but will no doubt increase as the riding season advances. It is not a League club, although a majority of its active members are L. A. W. members. Visiting wheelmen are always sure of a cordial welcome at the rooms of the Wakefield Bicycle Club. The officers for 1889 are as follows: President, Elroy N. Heath; Vice-President, Edwin Sweetzer; Secretary, Harry P. Hathorne; Treasurer, Fred E. D. Robbins; Captain, Nat S. Rogers; First Lieutenant, Albert W. Flint; Second Lieutenant, J. Henry Wenzel.

CAMBRIDGEPORT CYCLE CLUB.

The Cambridgeport Cycle Club has made a record during the past season that has been most creditable, and that few clubs can equal or excel. In the club room, on the road and on the track, this organization has excelled, and has secured the name of being one of the foremost of the active and enterprising clubs. Owing to the indefatigable efforts of the officers and members, the numbers of the members have greatly increased, so that there was an increase of twenty-four in nine months. The membership numbered thirty-one April 1, 1888, and on January 1, 1889, it numbered fifty-five. During the season there were seventeen runs, averaging an attendance of fourteen men per run. The first club run was held on Fast Day, and twenty-two men turned out. The last run, on November 12, was taken by twelve men. During the season the club had a run to Providence and return on the same day. Eight men started; six went over the route. There were two runs to Worcester and return on the same day. Six men went through on each run. Other runs have been taken to Walpole, Sudbury, Wakefield, South Natick, Nahant, Point of Pines and other places. In the race for the Eastern Road Club Cup, in October, the club scored even points with the Dorchester. In the run off, two men starting for each club, Lieutenant Carman, of the Cambridgeport Club, finished first, and the Dorchester men second and third. Fay, of the Cambridgeports, took a long header, and this undoubtedly spoiled the chances of victory for his club. The result was again a tie. For lack of notice the club could not get men to practice, so no team was started. On August 31 the medal offered by President Sanborn for the 25-mile club championship was won by Lieutenant Fay, McLean a close second and Bean third. On October 15 the club moved into its present spacious home, 555 Main Street. The opening night was on November 13. Many prominent wheelmen were present, and the affair was a very gratifying success. The officers for the past year have been: President, J. S. Sanborn; Secretary, E. P. Crig; Treasurer, George D. Mason; Captain, W. T. Roop; First Lieutenant, F. E. Gannan; Second Lieutenant, C. E. Leach; First Bugler, J. R. Jacobs; Color Bearer, J. E. Holmes.—*Boston Herald.*

A SELECTED LIST OF PATENTS.

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

Elmer E. Tufts, Springfield, Vt. Pedal for velocipedes.

This patent consists of a treadle having its body formed of wood and curved on both of its sides alike, so as to form a bearing both for the hollow and toe of the foot, in combination with metallic plates applied thereto and rivets which pass through the body and the plates.

Dated January 22.

Otto Unzicker, Chicago, Ill. Velocipede.

Francis W. Pool, Norwich, Conn. Tricycle.

Joseph McCoy, Baltimore, Md. Velocipede.

Frederick L. Johnson, Wallingford, Conn. Bicycle Whistle.

Richard E. Bowen, New York, N. Y. Velocipede.

John W. Fowler, Brooklyn, N. Y. Brake.

All bearing date of January 29, 1889.

CYCLING.

Cashiers and bookkeepers, you should have one of those "Daily Cash Balance Books." It is the most handy, neat and labor saving book made to keep your cash straight. Circulars on application. W. L. Surprise, 55 Madison St., Memphis, Tenn.

SINGER & CO.'S 1889 MOUNTS.

The most noticeable of these is the Royal Singer safety, with 30-inch driver and 26-inch steerer. We have been riding one of these for about six weeks, and will report further on it shortly. The new pattern Singer safety is similar to the foregoing, save that both wheels are 30-inch, which are preferred by many. The novelty of the catalogue, however, is the Singer safety for ladies, with double-tubed dropped frame, 28-inch driving and 26-inch steering tangent spoked wheels, dress guard, ball pedals, etc. Of the other wheels described, the Apollo safety, with direct butted spokes in equal-sized 30-inch wheels (16 guineas) is as good value as any in the market. In ordinaries, a new pattern is presented in the Singer bicycle, with 22-inch back wheel, ball-steering, detachable hollow handle-bar, direct spokes and International saddle. In tricycles, a new pattern of the famous S. S. S. is presented at the low price of 20 guineas, while a Special S. S. S., weighing 58 pounds complete, and by means of a patented adjustable stay from saddle to steering pillar, convertible for either lady or gentleman, having brakes acting simultaneously on front wheel and axle, is also shown. The grand old Challenge ordinary, the machine which successfully carried Hugh Callan from Glasgow to Salonica on the occasion of his first great tour, is now listed at 13 guineas, while No. 2 is down at 10 guineas, a price which will suit almost any purse. The tandem tricycle, which, from the 1888 pattern now in use, the firm boast that they "have not heard of a single case of breakage" is unaltered, as alteration was deemed unnecessary. Altogether nineteen different machines are catalogued.

THE CRAZE FOR LIGHT SAFETIES.

Says the St. George's Engineering Co.'s 1889 catalogue:

"There is an unhealthy craze among cyclists for light safeties, and unfortunately, this is fostered to a very considerable extent by 'shopkeepers' who advertise themselves as manufacturers, but who actually get machines made by any tin-pot firm who will make them to weight and price. Whether they will stand a week's work is no consideration either to builder or re-ailer. Intending purchasers should carefully guard against such frauds by buying only from old-established and well-known makers. Weight, we admit, is a very important factor in cycle construction; but strength is still more important, and we always respectfully decline to build machines to weight. Unfortunately for us, the large size of our tubes and rubbers makes the 'New Rapid' look much heavier than it really is; but it will be found to compare most favorably and be actually of less weight than other machines which look pounds lighter."

Sports Afield, a sportsman's weekly, published at Denver, shows a commendable improvement.

The Kings County Wheelmen will have a theatre party, February 9, at the Park, where Robson and Crane will be seen in "The Henrietta."

GOOD ADVICE.—Every wheelman should read *The Wheel and Cycling Trade Review*. It is one of the newest and best wheel papers published.—*The Press*.

Mr. Ralph Temple has assumed the management of the cycle department of the Western Arms and Cartridge Co., of Chicago, Ill. This firm will handle high-class English and American wheels. They already have a Western agency for New Rapids and other makes.

Some one mailed us an English bicycle paper published in London under the name of the *Sewing Machine and Bicycle News*. Among its American news we find the following paragraph, viz: "John W. Murray, editor of the *Times* at Estacado, Crosby County, Texas, recently rode 400 miles over Texas roads on a bicycle, accompanied by his son." Is that not fame? Perhaps the Queen read it! And maybe His Gracious Grace the Duke of Edinburgh; or His High-toned Highness the Prince of Wales; or His Serene and War-like Majesty the Hemperor of Limburger Cheese! There's no tellin'—they may have read it. And all this time we've been associating with common folks! But it's all over now. Hereafter our head goes up. Our chest goes out. Our look shall be lofty. Our step majestic. For we are chic. Famous, and our name is known in Yurrupe.—*Crosby County News*.

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.

George M. Hendee left for England and the Stanley Show on Saturday last on the steamer Gallia. It is reported that upon his return he will be employed with W. W. Stall, of Boston. It seems hardly possible that Hendee, who had no intention two weeks ago of crossing the water, should make the trip except for important reasons. We are inclined to think that Hendee is over in the interest of some house. He will reach home February 11.

Mr. Charles E. Pratt sailed for Europe on Saturday last. Mr. Pratt's trip abroad is said to be in the private interest of Col. Albert A. Pope.

The Elizabeth *Daily Journal* of January 24 publishes a two-column article on the necessity of roads improvement. The plan proposed by the residents about Elizabeth, Rahway, Plainfield and other villa towns in the same neighborhoods is to have certain main roads turned over either to the County Board of Freeholders or to some commission, and then roads are to be built, maintained and managed by the county authorities.



MISS JESSIE OAKES.

MADISON SQUARE GARDEN.

COMMENCING MONDAY, FEB. 11, 1889.

Ladies' Six-Day Bicycle Contest,

EIGHT HOURS PER DAY,
FOR THE CHAMPIONSHIP OF THE WORLD.

Among the entries are the following well-known Champions:

MISS JESSIE OAKS, Champion of England.
MISS ELSA VON BLUMEN, Champion 1,000-Mile Rider of the World.
MISS LOTTIE STANLEY, Champion 100-Mile Rider of the World.
MISS HATTIE LEWIS, Winner of the late Six-Day Race at Pittsburg.
MISS HELEN BALDWIN, of New York City.
MISS LULU HART, of Brooklyn, N. Y.
MISS JESSIE WOODS, of Alleghany, Pa.
MISS KITTIE BROWN, of Pittsburg, Pa.
MISS MAGGIE McSHANE, of Dublin, Ireland.
MISS HILDA SUALOR, of Pittsburg, Pa.

Bar, Lunch and other Privileges For Sale.

BILLY O'BRIEN, Manager, Police Gazette.

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
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This wheel has tangent spokes and hollow rim.

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

SEND FOR CATALOGUE.

THE CLARK CYCLE COMPANY,
Baltimore, Md.

FOR SALE, EXCHANGE, WANTS.

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

FOR SALE.—51-inch Columbia Light Roadster, half-nickelled; run about 200 miles; cost \$125. Price \$95 cash. E. J. Baker, 72 William Street, N. Y. City. 2-1

FOR SALE.—A 52-inch Victor and 51-inch New Mail, both wheels in No. 1 condition. Will sell cheap or exchange for two Safeties of equal value, or 51-inch Special Star. Address Lock Box 45, Bainbridge, N. Y. 2-8

FOR SALE.—Veloce Columbia Safety, Kirkpatrick Saddle, ball pedals. Splendid condition. Price, \$100. Address Chas. Kaltenhorn, 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. 11.

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, 365 Broadway. 2-1

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

VICTOR SAFETY.

A BARGAIN.

One 1888 Victor Safety, new, but slightly shopworn, for \$110.

A. G. SPALDING & BROS.,
241 Broadway, N. Y. City. 2-8

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 \$60, were \$185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Tripper 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. J.

New "ACME" BICYCLES

Rubber Tires.	Factory Price.	Our Price.
32 in. ...	\$60 00	\$36 00
34 in. ...	\$55 00	\$33 00
36 in. ...	\$50 00	\$30 00
38 in. ...	\$45 00	\$27 00
40 in. ...	\$40 00	\$24 00
42 in. ...	\$35 00	\$21 00

All wheels furnished with tool bag and pump.

SAFETY BICYCLES

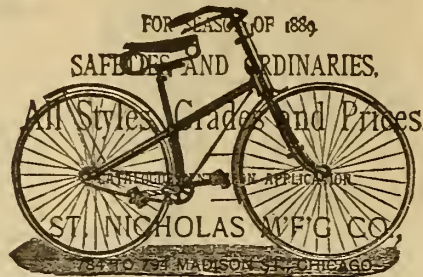
SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings... \$16 00
Large Boys' 24 in., with brake and mud guards... 28 00
Ladies' or Men's 30 in., ball bearings to both wheels... 60 00
Ladies' or Men's 30 in., ball bearings, A.T. OVER... 75 00

ST. LOUIS, E. C. MEACHAM ARMS CO. MO.

GILLOTT'S STEEL PENS

ARE THE MOST PERFECT.



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.

THE DANDY SAFETY

24-Inch WHEELS 1/2-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 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.

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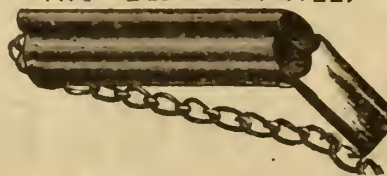
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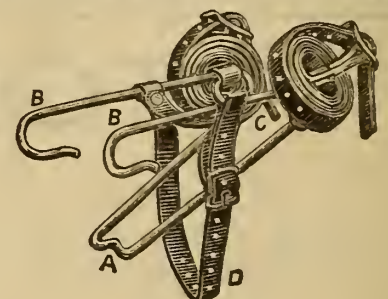
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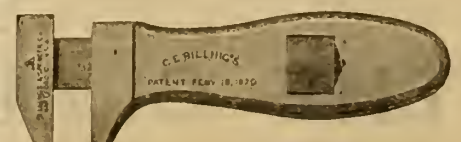
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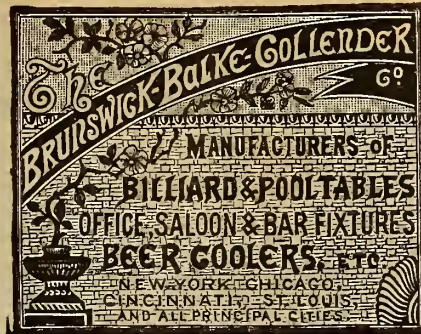
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