

Vol. II.—No. 24.]

NEW YORK, FEBRUARY 8, 1889.

[WHOLE NUMBER, 50.]

THE  
**AMERICAN CYCLES**  
— **FOR 1889** —

The American Champion.

The American Light Champion.

The American Safety.

The American Light Safety.

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For Ladies or Gentlemen.

The Ideal Rambler,

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

The American Ideal Bicycles, Tricycles & Tandems.

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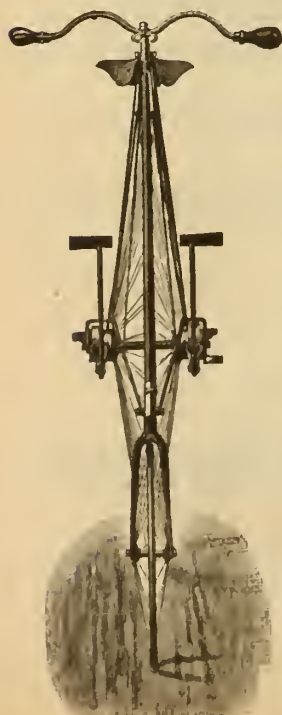
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239 COLUMBUS AVENUE,

**BOSTON, MASS.**

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WHEELMEN, ATTENTION!

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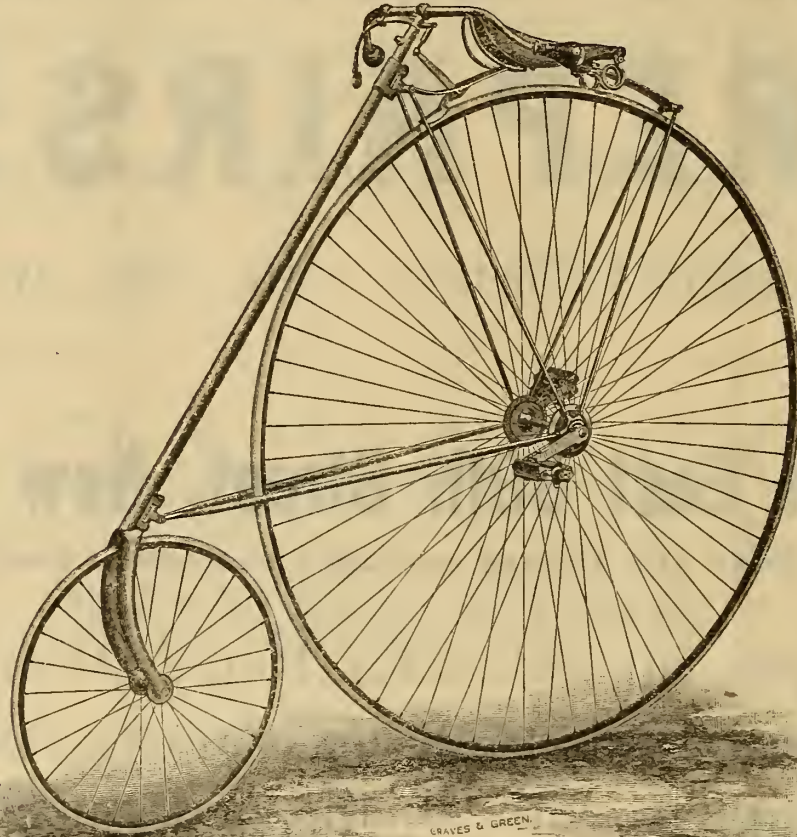
## THE WHEEL OF '89.

A PRACTICAL  
REAR-DRIVEN SAFETY,

WITHOUT

Sprocket Chains, Levers, Clutches, or Extra Friction of any kind.

As Light as the Ordinary.



SIMPLE  
DIRECT CRANK MOTION.  
No Complicated Mechanism to get out of order.  
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**T**HE EAGLE is a Wheel of the highest grade, both in quality of material and finish. It is built entirely of Steel, either forged or drawn.

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and will replace, without charge, any part returned to us within a year which shows signs of imperfection in material or workmanship.

All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated. Agencies for the **EAGLE** are now being established with the leading dealers in many of the principal towns and cities, and machines will soon be on exhibition and sale at their places of business; also a full line may be seen at all times at our Central Office at Stamford. Large Illustrated Catalogue Free.

## The Eagle Bicycle Mfg. Co.,

**STAMFORD,**

**CONNECTICUT.**



# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

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Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

## NEW JERSEY'S ROAD BILL.

We can no longer believe in the old myth that New Jersey is not a part of these "United States," for her citizens have just taken a step in the line of road-improvement which stamps her as the most progressive State in this line. A bill will shortly be introduced into her Legislature for a radical improvement of the roads throughout the entire State, a condensed sketch of which is appended. The good work has been largely brought about by the *Elizabeth Daily Journal*. The full context of the bill may be found in the *Elizabeth (N. J.) Daily Journal*. We advise all who are interested in this work to send for a copy of the paper.

A committee of the citizens of Elizabeth, appointed at a public meeting held January 10, made their report at a meeting of prominent citizens and Legislative representatives, held at the Elizabeth Court House on Saturday last. City Attorney Bergen chairman of the committee, distributed printed copies of the bill, the principal provisions of which are as follows: That the Senate and General Assembly of New Jersey enact: That, etc., etc. The Board of Chosen Freeholders of any county in the State may lawfully acquire, and it shall be lawful for them to assume, control of any public road in their county, and that these roads shall be known as "County Roads," and shall be improved and maintained as provided for in the act for the exclusive use of the public.

That it shall be lawful for the board of freeholders to cause said county roads to be graded, paved with telford, macadamized, or otherwise improved, for at least a width of twelve feet in the centre thereof. All such work shall be done by contract.

The board of any county may levy a special tax, which in any year shall not exceed one-fourth of one per cent. of the assessed valuation of taxable property in the county; or they may issue bonds of the county, bearing interest at not more than five per cent. per annum, to be known as county road bonds, to pay the cost of paving, macadamizing, or otherwise improving the said county roads.

One-third of the expense of paying or otherwise improving any county road in the manner aforesaid shall be paid by the cities, towns, townships or boroughs in or through which any such pavement or improvement shall be made, in amounts in proportion to the cost of any such pavement or improvement in city, town, township or borough; but nothing herein shall be construed to exempt any such city, town, township or borough from liability to pay its share of the remaining two-thirds at such cost or interest.

That the Board of Freeholders shall employ a competent engineer to survey the county roads, to prepare specifications for pavements or improvements, and to supervise the work done and the materials used.

After such improvements have been completed, the same shall be kept in repair, at the expense of the county, and shall be supervised by some competent person, selected by the county board.

The bill, as a whole, was approved, and steps were taken to have it introduced into the State Legislature.

## TENTH ANNIVERSARY OF THE CAPITAL BICYCLE CLUB.

Friday evening last, the Capital Bicycle Club, of Washington, celebrated its tenth anniversary in a befitting manner. Instead of going abroad and banqueting in some place unhallowed by tender memories, as has been the practice in by-gone years, the club remained at home, and the banquet was served in its own attractive rooms. Good humor and sociability abounded, and the faces of those present beamed with happiness and satisfaction. Only one little accident occurred to mar the harmony with which the club glided swiftly and silently through the inviting list, from the oysters to the coffee. The salads were served in little receptacles like miniature baskets, placed at each plate. One of the members stripped off the green paper with which his basket was lined and ate it, supposing that it was lettuce. He had gulped down several wads of it before his neighbor discovered the mistake he was making. No serious results are apprehended, though the incident at the time created much excitement.

Dr. Henry M. Schooley, chairman of the Banquet Committee, discharged the duties of toastmaster in a manner that contributed much to the general good feeling. The President, Mr. Edson B. Olds, was unfortunately absent, but he sent his annual address, which was read by Dr. Gabriel F. Johnson, the well known elocutionist. Mr. Warren L. Seely, who was to have spoken to the toast, "The Club, its first ten years," was also detained from the festive board. He sent his speech, however, and it was read by N. D. Cram. Mr. Chas. R. Dodge, one of the early members of the club, read what he claimed were poems written for the occasion by Ella Wheeler Wilcox, Walt Whitman, Jas. Whitcomb Riley, Amelia Rives Chanler, and others. Mr. H. P. Goodwin responded to the toast, "Our Prime Donne," and Mr. Joseph G. Falck spoke to "A Little German." A controversy which has been going on in the club for some time between the extremely good and the extremely depraved members, made itself manifest in these two toasts: "Punch and Pin Pool" was discussed by Irving Williamson, and its opposite, "Lemonade and Backgammon," by Mr. Douglas Dyrenforth. Mr. A. P. Smith responded to "Our Toostrict Commissioners."

The last toast of the evening was "Burnt Cork," the virtues of which, and of other corks as well, were spoken of by Col. Thos. P. Borden. During the evening the club glee singers rendered several songs with their usual spirit and feeling. Among the members present were: Leaming, G. F. Johnston, Low, Balloch, Dyrenforth, S. E. Lewis, Williamson, J. A. Boteler, Catlin, W. B. Greeley, Tower, Schooley, Tipton, Barker, Clifton, F. M. Boteler, W. S. Dodge, Crossman, Welsh, Graves, Sharretts, Wentworth, A. P. Smith, Demaray, Beall, Ridgway, Burnett, Moran, Stott, Edmunds, C. R. Dodge, E. R. Tyler, Rynix, J. Hall Lewis, Stewart, Kauffmann, Berryhill, T. P. Borden, J. McK. Borden, Wilson, Hausmann, Allen, Olmsted, A. P. Greeley, Easton, Cram, Jones, L. S. Bacon, Edmonston, Miller, Littell, Hanna, Godwin, C. F. Bacon, Ide, Forney, Loomis, Falck, Fox and Hibbs.

## BROOKLYN CLUB'S THEATRE PARTY.

Col. Sinn's Park Theatre was taken possession of by a merry theatre party, Friday evening, February 1, seventy members of the Brooklyn Bicycle Club attending in a body to witness Rice and Dixey's company in the "Corsair." The club colors adorned each man's dress coat, and a souvenir programme, the gift of the manager of the theatre, was presented to each one. Many and varied were the "gags" sprung on the party by the performers. After the performance the party adjourned to Wilson's, where, in the private dining room, a substantial supper was provided. Happy speeches were made by Messrs. Spelman, Cole, Meeteer, Raymond and Baucroft; also by the guests of the evening, Messrs. Sinn and Richardson. Altogether the affair was one of the most successful in the club's history, the credit of which belongs entirely to the committee in charge, headed by Mr. B. M. Cole.

## ONE HUNDRED MILES AN HOUR.

The bicycle locomotive, invented by E. Moody Boynton, was tested at Portland, Me., February 1. The engine is being tested in the yard of the Portland locomotive works. It is fitted with ball bearings, and everything has been done to reduce the friction to a minimum. It is claimed the engine will attain a speed of 100 miles an hour.

An old Boston and Maine engineer, after a careful examination and a few trial rides on it, had only admiration to express.

Its smoothness of movement, especially its freedom from any lateral motion, its indications of reserved power and great possibilities in the way of speed, all appealed to him, and he commented with unexpected enthusiasm upon its workings. Yet he regarded the test as not wholly conclusive, for the reason that the shortness of the track prevented the development of high speed, and left that for next summer's trials to show. "I think it will be a great success," said he; but when asked how he would like to run one he said he would prefer to let some other fellow try it first. But the verdict of the practical men is as favorable to the new invention as is that of the general unscientific public.

With one quarter steam and a consumption of fifty pounds of coal per hour, the twenty-ton engine was moved back and forth a majority of times with the steam shut up, working by expansion. There was no friction whatever when running straight. So accurately balanced was it that the wheels, all of them within half an inch of the guiding beam, frequently stood entirely still. There was no swaying whatever from side to side; the smoothness, stillness, ease and grace of motion were all that could be desired. It was simply the bicycle running on smooth steel, and pushed by steam to which 500-man power could be applied by increasing the furnace fires. This machine has a wheel 8 feet in diameter, and two engines, each 12x14 stroke. From 550 to 600 revolutions or turns, equivalent to 150 miles per hour, are its piston speed and valve action. It is expected to take four cars, each seating eighty-eight passengers, 100 miles per hour if necessary. The weight of these cars is twenty-eight tons, or seven tons each. It would require ten palace cars, weighing 400 tons, or five passenger cars, weighing about half as much, to convey the same number of passengers we carry with twenty-eight tons. The name of the company is the Bicycle Equipment Company.

## FIRST TO BABYLON, 1889.

The rivalry of the Brooklyn Wheelmen to reach Babylon first this year has been brought to an end. That point was reached on Sunday last, February 3, by Newton F. Waters, B. B. C.; W. J. Masterson, U. C. C., and Harry R. Wickes.

Masterson and Wickes met at Schwalbach's at half-past nine, and set out without making known their intended destination. Visions of smooth frozen side paths, brought on by the fine weather of the last week, were soon put to flight on striking the Jamaica road, which was found to be in horrible condition for bicycle riding, and brought forcibly to the minds of both the great need of a cinder path between Brooklyn and Jamaica.

After an hour of jolting over ruts, and dodging rocks and brickbats, they reached Jamaica, and found Waters impatiently awaiting their arrival. Without stopping, the trio started, and reached Hempstead in fifty-five minutes, despite the mud and ruts. At South Oyster Bay the hard riding began to tell on Masterson and Wickes, and they stopped at a hotel and proceeded to lubricate. In about fifteen minutes Waters, who had been about a mile in the lead, returned to see what had become of his companions. They started again after a half hour's rest, during which Waters "cussed" his friends for loitering, telling them that they would get no dinner at Babylon unless they hurried. This seemed to put new life into them, and no more stops were made until Babylon was reached at 2:30. It is needless to say that they ate everything set before them, and it is indeed a wonder that Masterson left even the plates, so ravenous was his appetite.

After some discussion it was decided to take the train home, as a terrific gale was blowing from the West, which would have made it impossible to reach even Hempstead before dark.

FEBRUARY 4, 1889.

ROYX.



# MERWIN, HULBERT & CO.,

## 26 WEST TWENTY-THIRD STREET, NEW YORK.

The accompanying cut represents Messrs. Merwin, Hulbert & Co.'s building, at 26 W. 23d St. The firm moved into its uptown store in May, 1887, and from that time they have been adding to their various lines of sportsmen's outfitting, until their several departments are now complete in every respect.

### THE BICYCLE DEPARTMENT.

The Bicycle Department occupies the entire top floor, a well lighted room 25 x 100 feet, with a well-varnished floor, giving it a very inviting appearance. The firm has made arrangements to push this branch of their business, and have selected Mr.

### A. C. BANKER

to manage it. Mr. Banker, who is one of the famous "2:38" Banker brothers, of Pittsburg, is well known on the racing path. As member of the firm of Banker Brothers he has had considerable experience in the business. Although resident in New York but a short time, he is already well known in cycling circles. The firm has this year been appointed

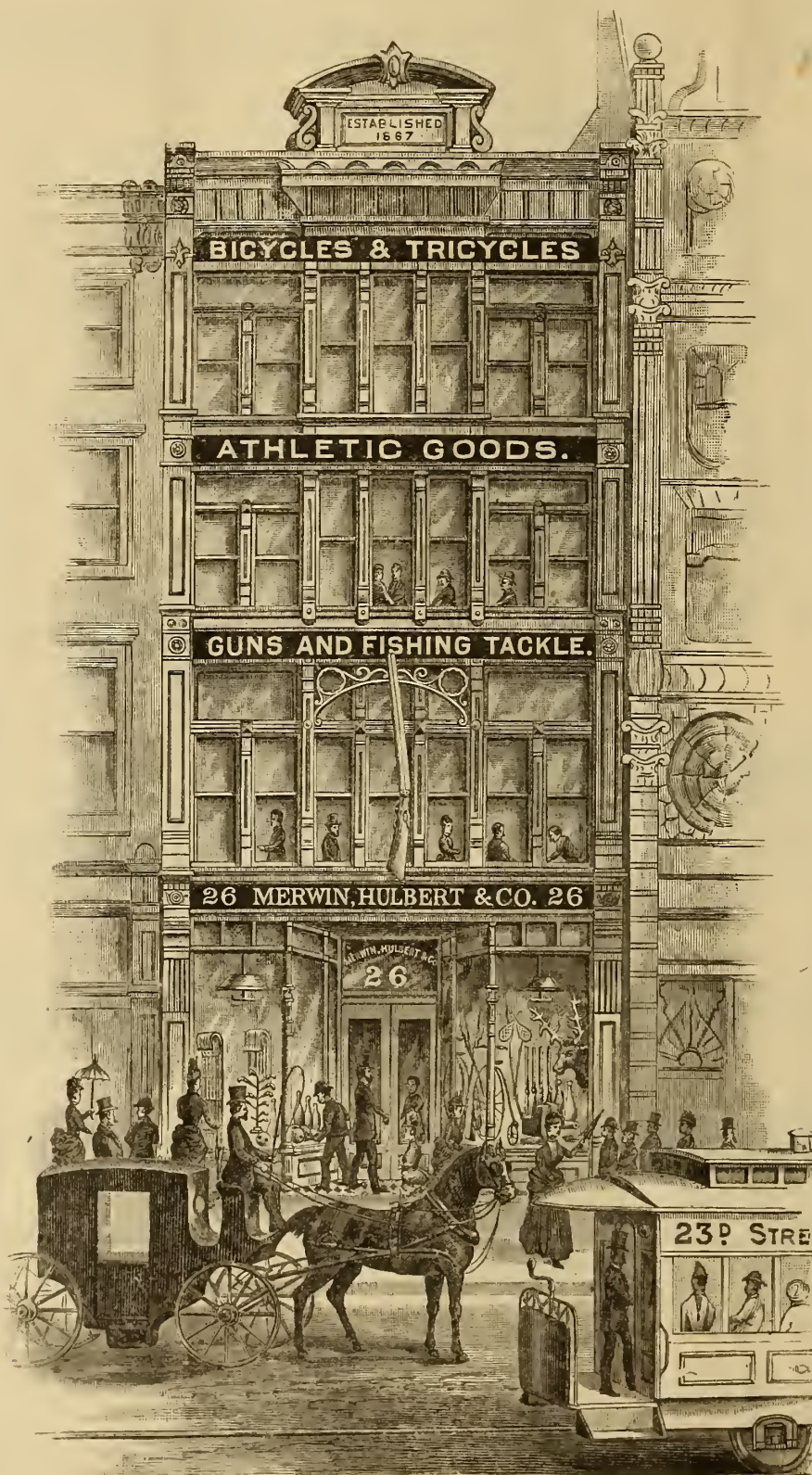
### GENERAL EASTERN AGENTS OF THE GORMULLY & JEFFERY MFG. CO.,

and will push their American cycles, of which they carry a large stock, and will supply dealers in their territory as well as the retail trade. The American cycles for this season will include the Champion and Light Champion, both high-grade ordinary bicycles, which are improved in minor details for this year. In second-grade ordinaries are the American Challenge and the Ideal ordinaries, both of which will be practically unchanged for this year.

### THE RAMBLER SAFETY.

The Rambler safety has been changed to an open-front machine; otherwise it remains the same as last year. By removing the brace the frame will admit of the wheel being ridden by either a lady or gentleman. The wheel is fitted with a rear spring much more pliable than the spiral used last year.

The Ideal Rambler is an all-steel rear-driving safety. It is modeled closely on the Rambler, and will sell at about \$75. It has ball bearings to both wheels. It is well finished, and is expected to be very popular



with girls, boys and ladies. It has a new drop-forged steel chain which is perfectly noiseless.

Besides these wheels, the firm will carry a large stock of G. & J. tricycles and G. & J. parts and sundries.

### VICTOR BICYCLES.

The firm will also be uptown agents for the Victor cycles, including the safeties and ordinaries.

### SINGER & CO.'S WHEELS.

The firm now have on hand a line of Singer's cycles, including the S. S. S. tricycle, which has so long been a favorite with the cycling world.

### THE SPRINGFIELD ROADSTER BICYCLE.

The firm is also New York City agents for the Springfield Roadster bicycles, including ordinaries and the safety.

Besides the line of cycles enumerated above, an extensive line of cycle sundries will be carried, as well as a large assortment of cycle outfittings.

Merwin, Hulbert & Co. are prepared to completely outfit in any branch of athletics. Their base-ball, tennis, gymnasium, rowing, boating, football and skating departments are complete, and first-class stock at reasonable prices may be selected. A full stock of fishing and traveling goods is kept on hand, and among specialties are the S. S. Safety Razor, small printing presses, traveling cases and a line of photographic goods. This year the firm will issue a superb catalogue which will be ready in a few weeks.

In the line of bicycle outfittings the firm is especially equipped. There are many styles of uniforms; full length cotton tights, full length worsted tights, lisle thread tights, knee tights, ranging in price from 75 cents to \$3; cotton, worsted and velvet trunks from 50 cents to \$2; finer worsted in heavy and light grades, all colors, at \$5; sweaters of first and second quality wools at \$3.50 and \$5.

### A DARK ROOM FOR AMATEUR PHOTOGRAPHERS.

An extensive assortment of photographic goods is kept on hand, and in connection with this department a dark room has been fitted up which will be at the service of all amateurs.

VICTORS | AMERICAN CYCLES | SINGERS

GENERAL EASTERN DEPOT.

CYCLING SUNDRIES, | REPAIRS | UNIFORMS, Etc. Etc.



## FENTON'S FANCIES.

"His speech, in loftiness of sound, was rich, \*\*\*  
It had an odd, promiscuous tone,  
As if he talked three parts in one;  
Which made some think, when he did gabble,  
They'd heard three laborers of Babel."

Hudibras, Canto 1.

The above lines seem so apt a reply to Mr. Edward J. Shriver's rather discourteous letter in regard to my writings concerning club hospitality, that I hesitate to add anything further to my answer, for fear that too many words should ruin the effect. But I should like to know for what reason Mr. Shriver assumes that I was the individual who, although a stranger, was not "taken in." Nothing in my letter conveyed that idea, but I suppose that this is a painful specimen of the "Great Objector's" ponderous humor. I am an ardent lover of the budding American humorist, and shall watch with much interest for further specimens of Mr. Shriver's wit.

By all accounts the entertainment and reception of the Manhattan Bicycle Club is likely to be a very great success. For my part, I heartily hope it will be, for the Manhattans deserve some recognition of their enterprising methods of management and general "hustling" activity, which many other clubs would find it advantageous to imitate. I suppose that I have been set down as an enemy by the Manhattans, but, if so, unjustly. Like every other sensible man, I admire "go-ahead" qualities in an organization, and the Manhattans are certainly blessed with those characteristics in all they undertake.

The correspondents of the *Bicycling World* are anything but a happy family. The situation in the columns of that paper hourly grows more interesting. All the Western correspondents throw mud at one another, and when not engaged in that pleasant employment are at daggers drawn with the New York paragrapher, who, nevertheless, seems to continue his work, in just about the same style, entirely regardless of his critics. It seems a pity that men should engage in these silly quarrels, which after all are of slight interest to the readers of the paper.

The New York and Atlanta clubs met for the first time on the alleys of the former, on Friday last. The New Yorks were defeated, but enjoyed the society of their Newark brethren very much indeed. These are the two quiet teams of the League, but the hearty good feeling which prevailed showed itself in the cheering which both teams gave each other at the end of the game. Mr. Fred. Bingham, of the Harlem Wheelmen, was an efficient umpire of the game.

Notes of the Bowling League are scarce, but it is an assured fact that the League is a success. All the games have been well attended, and a good deal of enthusiasm has been shown. Mr. J. R. Blake has resigned as captain of the New York team, and communications should, for the present, be addressed to the team directly. The Atlanta Wheelmen have requested that a meeting of the League be called to settle the disputed game between their team and that of the Harlem Wheelmen.

January was a good riding month, take it all in all. The Riverside, Manhattan and New York clubs had a good representation on the road nearly every day, and the unattached turned out very strongly. Speaking of the unattached, it seems strange that with our large number of flourishing clubs there should be such a very large number of them in the city. Membership in a club certainly confers a great many advantages on the wheelman. To mention only one of them, the wearing of a club uniform is a great protection against the onslaughts of the *Porcus Viæ Americanus*. There is a wide difference between running into a lonely cyclist in cutaway coat and long trousers and the club rider, who can rely upon the assistance of a hundred other "jays in short pants"—as I heard a driver remark about us one day in the park. Take my word for it, O ye unattached, it will pay you to join a club, and right away, too! Some will tell you that it costs too much to belong to a club, and that you don't get your money's worth, anyway. To come down to plain figures, do you think that two dollars a month is very expensive for storing, insuring and cleaning your wheel? Not all the clubs charge as much as that either, but I have taken the average as nearly as possible. You have got six clubs to choose from, and they are

located in such a way that one of them must be somewhere near your home. The following list of clubs may be of interest to that class of wheelmen who "never knew there were any clubs in the city"—I've met them! Citizens' Bicycle Club, West Sixtieth Street; Riverside Wheelmen, Boulevard and 108th Street; Y. M. C. A., Mott Haven; Manhattan Bicycle Club, West Seventieth Street; Harlem Wheelmen, East 121st Street; and New York Bicycle Club, 146 West End Avenue. Of these the Citizens is the largest, and the New York the oldest. All of them are good, and you won't make a mistake in joining any of them.

FENTON.

## JERSEY CITY.

The total reported mileage of the Hudson County Wheelmen figures up to 26,566 miles, while the year before footed up less than 17,000 miles. So much for the mileage medals. The leaders' mileages are as follows:

W. E. Eldridge...	2,488	W. G. Wilson....	1,163
J. E. Day.....	2,017	H. A. Benedict...	1,148
E. T. McLaughlin	2,007	G. H. Short....	1,144
J. L. Robertson..	1,451	T. F. Merseles...	1,115
Fred Keer.....	1,432	Geo. H. Earl....	1,039
Frank Eveland...	1,392	H. F. Morse.....	1,027
Wm. Muller.....	1,366	G. E. McLaughlin	1,000
J. W. Cornwell..	1,355	E. P. Baggot....	971

It is very pleasant for the H. C. W. boys to read "The Eye's" remarks on the Hudson County's last smoker. Glad Wyatt enjoyed himself. Come again, Wyatt, and bring the club.

Last Friday evening (February 1) we had the pleasure of meeting our Harlem friends in the tenth of the bowling competitions. The Harlem boys showed up with but nine men and the game was deferred until almost nine o'clock waiting for the balance of their team, but as the "comer cameth out" the game was started. The result of the game showed that the Hudson Counties were victorious to the tune of 249 pins, which goes to show that the game would have been won by the home team even had the Harlem's tenth man appeared, as it is quite unlikely he would have made a score of 250 on strange alleys. The following was the score:

HARLEM.		HUDSON COUNTY.	
Parker.....	124	Grant.....	168
Lassell.....	126	Stenken.....	129
Clark.....	126	Keer.....	155
Shaffer.....	132	Korth.....	135
Moynahan.....	124	Shone.....	128
Ridabock.....	129	Harthman.....	123
Struthers.....	144	Tuthill.....	98
Fraser.....	113	Soper.....	162
Anderson.....	136	Earl.....	168
		Eldridge.....	137

Total.....1,154 Total.....1,403  
Referee, Dr. H. A. Benedict. Scorer for H. W. E. P. Baggot; for H. C. W., E. A. Whitman. This gives the Hudson Counties the lead by one game. Our next game will be with the Kings Counties on our own alleys.

About thirty-five members of the H. C. W. will attend the Elizabeth Wheelmen's entertainment on the 12th inst., and, if Pennell doesn't object, they will have their lungs with them.

COASTER.

## DENVER.

The Ramblers had a club run every Sunday during the month of January. So far this year the weather has not interfered with our riding. A number of the Ramblers covered over 300 miles last month, riding every day. The writer covered 300 almost to a dot, three miles being the shortest distance traveled any one day and forty-three the greatest.

We have not yet organized the State division of the L. A. W., though we have more than enough members for that purpose.

The wheelmen are at present working to organize a cycle track association. About 200 shares of stock will be issued at five dollars per share. This will be capital enough to build the track and keep it in order for the first year. What wheelman is there in the East who does not wish to visit Colorado? It is hoped that in a year or two we may be in position to invite all Eastern fast riders and to properly entertain them. This cannot be done till we have a good track.

RAGDE.

DENVER, February 2, 1889.

## CHICAGO.

A matter which has been agitating the wheel circles of St. Louis and Chicago for several weeks seems to be nearing a settlement. The negotiations which have been pending for a series of races between Lumsden and Stone have resulted in an exchange of none too complimentary letters between Messrs. Brewster and Garden, a number of disagreeable insinuations by the former having served only to make Bob more determined to force the St. Louis men to make a match. He has accepted their terms, which are that a 1-mile race shall take place in Chicago, a 5-mile in St. Louis and a road race—distance probably ten miles—at the historic course at Crawfordsville, Ind. All the races will take place in May.

The big tournament to be held during the same month is the next important affair. Meetings have been arranged, committees appointed and matters pushed ahead as far as possible. Another big meeting is to be held about the middle of this month. Mr. Miles, who has charge of the affair, has received a letter from Mr. Ducker, suggesting that an arrangement might be made with him to take the management. It is uncertain whether this will lead up to an agreement or not.

The Chicagos can no longer boast of being "the only club in America with two club houses." They vacated their rooms on Adams Street yesterday, finding the expense of supporting two places too heavy. They are giving it out that their reason for quitting was that the building was formerly occupied by gamblers, and has a bad reputation in consequence. A very smooth story, invented, no doubt, by the new Secretary, Sieg.

One of the most pleasant entertainments I have ever attended was the party given by the Illinois C. C. last week. The West Siders have done things up in great style lately. The mileage record of 85,000 miles by thirty seven men, which I see you printed lately, will compare favorably, I think, with that of any club in America. I have heard of nothing to beat it yet.

Lincoln men have not got over talking election matters yet. Poor Ned Oliver was the most surprised man in Chicago when the result was made known. Mr. Gerould, the new President, is connected with the Spalding establishment, and his reception at the meeting on February 12 will be a hearty one. Irwin, the new Secretary, is also a popular man, and a hustler, too.

Trade competition is brisk, too brisk for any small fry to dabble with this season. House has turned the Star agency over to the Western Arms and Cartridge Company, whose cycling department is in the care of his late partner, Tom Roe. Some people think he was foolish to part, but House can read the signs of the times and knew that the bicycle business would take more money to handle than he possessed, this season.

Ralph Temple is assisting Roe. Friday afternoon was "ladies' day" at their new riding school, and the pair of them were all sweat, smiles and knickerbockers.

By the way, I see Temple has circulated a report that he has "assumed the management," etc. He jumped to conclusions too quickly. It will be Roe & Temple, not the other way about.

Pauline Hall leaves us to-night, thank goodness. I haven't a word to say against Pauline, but some of our wheelmen have played the monkey in a very sickening manner during her visits. Taking one consideration with another, it's a good thing she is going.

The Æolus C. C. will hold a masquerade on St. Valentine's day.

This week's *Referee* announces that a cyclists signal corps is being organized in Chicago. If so, it is being done very quietly, for nobody seems to know anything about it.

The South Side T. C., which is composed largely of ladies, paid a visit to Pullman last night and spent a merry time of it.

Lumsden and Riggs rode a 2-mile race at the Second Regiment games to-night, the former winning.

PEEPING TOM.

CHICAGO, February 2, 1889.



## THE CARNIVAL AT NEW ORLEANS.

The numerous letters (in reply to the invitation of the N. O. B. C.) asking about the Carnival here prompts us to give you, in a few words, a brief description of Mardi Gras.

Carnival this year commences February 28 and ends March 5, during which time there will be held some five or six processions.

Each procession consists of some twenty-five or thirty cars, elegantly decorated, with characters on same in costume representing some subject; each procession costing from \$10,000 to \$20,000. The parades at night, except Rex., are brilliantly lighted, and move through our principal streets, followed afterward with a ball.

These balls can be attended by invitation only, costume de rigueur rigidly enforced.

In past years the Iliad, Atlantis, Lalla Rookh, Ancient Mythology, etc., have been represented.

Mardi Gras day comes on March 5, the last day of the Carnival, when the fun grows intense, and the streets are crowded with costumed maskers. At sunset all maskers must unmask. That night some ten or fifteen balls take place.

Aside from the Carnival, New Orleans is filled with places of interest to the traveler. Our French Market, Cathedral, Old Spanish Buildings, and the French Quarters have been so vividly described by the novelist, Cable, and others of note, that a description here would be out of place.

All wheelmen who will come here are requested to bring their mounts with them, so as to take part in the runs and tours that will take place during Mardi Gras week.

The following rates are fixed for Carnival. Tickets will be on sale from February 25 to March 3, good to return until March 23: From St. Louis to New Orleans and return, \$20; from Cincinnati to New Orleans and return, \$21; from Chicago to New Orleans and return, \$25. Hotels St. Charles, Royal and Vonderbanck, \$2.50 to \$5.00 per day. Good boarding houses from \$2.00 to \$4.00 per day, Carnival rates.

If you are coming send me your name, and by what route you will arrive, and what day you will be here. In case you come and do not send word, call at my office on arrival. I will then secure accommodations for you, and invitations to the mystic balls.

Faternally yours,  
HARRY H. HODGSON, V. P. N. O. B. C.

## CITIZENS' BICYCLE CLUB MILEAGE, 1888.

The fourteen cyclometer records reported to Captain Fontaine total 30,193. Mr. P. Harvard Reilly leading, with a score of 6,700. The following is the records of the men who have ridden over 1,000 miles:

P. H. Reilly	6,700
W. B. Krug	2,828
Elliot Mason	2,640
Philip Fontaine	2,600
L. A. Clarke	2,250
W. G. Conklin	2,189
Francis Thayer	2,024
Thos. C. Smith	1,510
Dr. Brooks H. Wells	1,440
John C. Gulick	1,440
W. W. Mooney	1,424
Geo. A. Ashforth	1,226
Frank J. Pool (tricycle)	1,065
Henry Blake (tricycle)	1,027

Total ..... 30,193

## THE ASSOCIATED CYCLING CLUBS OF PHILADELPHIA.

The Associated Cycling Clubs have adopted and forwarded to Governor Beaver the following resolutions:

Whereas, His Excellency Hon. James A. Beaver, Governor of Pennsylvania, in his message to the General Assembly, January 1, 1889, has been pleased to refer to the want of a proper system of the laws governing the care of the roads of this commonwealth, and whereas his just criticism of the deplorable condition of the roads in this State will receive the strong indorsement of all cyclists whose tours are made over them; and whereas the message has officially recognized the bicycle as among the vehicles to be considered in connection with the improvements of our highways; therefore be it

Resolved, That the Associated Cycling Club of Philadelphia heartily indorse the wisdom of Governor Beaver's course in calling the attention of the State Legislature to the want of a better system of laws for the care of the roads in this State, and that they hereby acknowledge their appreciation of his official recognition of the bicycle as a vehicle.

Resolved, That the officers of this association be authorized to sign and transmit to Governor Beaver a copy of the foregoing preamble and resolutions.

## WOODSIDE AND "WHEELING."

A representative of *Wheeling* has interviewed Wm. Woodside, who has been visiting London.

On this side, we know that Woodside devoted all his energy to decrying Temple and Morgan and white-washing Rowe, whom he would have us believe is a white-robed angel of innocence, and was a lamb in a herd of wolves. Woodside has maintained his role abroad, the result being that Morgan and Temple are referred to by *Wheeling* as "Morgan and his Hebrew satellite," while no blame whatever is attached to Rowe.

The interview reads as if some sharp pen-driver placed Woodside on the stool of interrogation, and then plied him with a series of sharp, puppy, impertinent questions, being evidently in a hurry to bail out the shallow pool of Woodside's information, and then show him the door. And poor Mr. Woodside, in his eagerness to blacken Morgan and whiten Rowe, seems not to have perceived the position in which the quick-witted *Wheeling* man placed him.

Woodside's statement that Rowe agreed to run the fakes, never intending to carry out his part of the contract, solely to get a chance to "get even" with Morgan, is untrue. During the two weeks succeeding the Down East fiasco, we had more of his company than we desired, and we asked him so many questions, and put the same questions so often, that he forgot his "little book," and clearly asserted that Rowe entered into the fake agreement to win the first, lose the second and ride the third as a rubber; but having lost confidence in Morgan, he not only won the first, but also captured the second race and then "skipped." All are to blame—the originators, the aiders and the abettors of the scheme; and in the mind of the distinctly sporting character, Rowe is perhaps a trifle most to blame for not having lived up to that code of honor which is said to obtain even among thieves. There, we have raked over the garbage can; let us shut down the lid.

## RHODE ISLAND DIVISION MEET.

The Rhode Island Division, L. A. W., held a special meeting in the Wheelmen's quarters, on South Main Street, Providence, last Saturday evening, Chief Consul Chas. S. Davol, of Warren, in the chair. The Division meeting was largely attended. It was voted to reduce the annual dues of the Division from \$1.50 to \$1. The latter was formerly the Division dues, but was increased last fall under the new League organization. It was at last night's meeting placed at the original figure, in response to the evident sentiment of a majority of the Division members that the increase at this time was of doubtful expediency.

It was voted to make the annual Division all-day run in August or September, and to go to Newport by steamer and spend the day there. Details were left with the Touring Committee.

The Racing Board were instructed to hold the twenty-five mile State championship on the Roger Williams Park track, if permission could be had of the authorities. The annual Division Tournament was left entirely with the Racing Board as to date and place, as well as all details.

At a subsequent meeting of the Division Board of Officers, Chief Consul Davol presiding, the Board voted to establish a one-mile tricycle championship in Rhode Island. The State championships already established were one, three and twenty-five miles bicycles. The conduct of and arrangements for all State championships in future were voted in the hands of the Racing Board.

## CYCLISTS' UNION OF LONG ISLAND.

At a meeting of the Executive Committee of the Cyclists' Union of Long Island, held on January 29, 1889, at the rooms of the Kings County Wheelmen, the following committees were elected to serve for the coming year:

Rights and Privileges Committee: F. G. Webb, Chairman; Bert. M. Cole, W. J. Finn.

Road Improvements Committee: W. E. Fuller, Chairman; M. L. Bridgman, L. H. Wise.

Signed,

BERT. M. COLE, Secretary.  
BROOKLYN, February 5, 1889.

## THE BOWLING LEAGUE

## GAMES TO BE PLAYED.

Harlem vs. Atalanta, Harlem, February 8.  
New York vs. Harlem, New York, February 15.  
Hudson County vs. Kings County, Jersey City, Feb. 15.  
Atalanta vs. Kings County, Newark, February 28.  
New York vs. Hudson County, New York, March 1.  
Kings County vs. Harlem, Brooklyn, March 5.  
Hudson County vs. Atalanta, Jersey City, March 8.  
Atalanta vs. New York, Newark, March 14.  
Harlem vs. Hudson County, Harlem, March 15.  
Atalanta vs. Hudson County, Newark, March 21.

## GAMES PLAYED.

January 4—Harlem, 1,429; New York, 1,342.  
January 5—Hudson County, 1,498; Kings County, 1,438.  
January 10—Harlem, 1,346; Atalanta, 1,343. Draw.  
January 11—Kings County, 1,525; New York, 1,357.  
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.  
February 1—Atalanta, 1,456; New York, 1,357.

## NEW YORK vs. ATALANTA.

The game between these two clubs was bowled at New York Saturday, February 2, with the following result:

NEW YORK.		ATALANTA.	
Nisbett	163	Miller	141
McFadden	174	S. Drabble	151
Sutphen	112	E. Halsey	139
Semple	133	Muchmore	131
Cambreling	109	Rummell	142
Moses	127	Murdoch	136
Daniels	116	Terbell	142
Shriver	129	Snow	129
Paynter	120	C. Halsey	183
Blake	174	Edwards	162

Total.....1357      Total.....1456

Umpire—F. L. Bingham, Harlem Wheelmen.  
Scorers—W. A. Drabble for Atlanta; H. G. Hornfeck for New York.

## NEW YORK vs. KINGS COUNTY.

The game between these two clubs was bowled at the Kings County alleys, Tuesday, February 5, with the following result:

KINGS COUNTY.		NEW YORK.	
Bedford	135	Nisbett	146
Nellis	137	McFadden	108
Anderson	159	Semple	158
Hall	158	Pendleton	123
Long	157	Daniels	123
Courtenay	124	Sutphen	151
Warren	202	Findley	95
Schwalbach	146	Moses	130
Bridgman	130	Pitman	133
Marion	115		

Total.....1463      Total.....1167

Umpire—T. C. Crichton, K. C. W.  
Scorers—C. H. Madole, K. C. W.; J. R. Stevens, K. C. W.

## A HAND-BOOK ON CYCLING.

Mr. A. B. Barkman, of the Brooklyn Bicycle Club, has compiled an excellent hand-book, entitled: "A Concise Treatise on Riding, Touring, Training and Racing," and judging from the first proofs of the book, which we have had submitted to us, we think the author has succeeded in producing a valuable addition to cycling literature. A copy of the book may be obtained upon application to A. G. Spalding & Bros.

## N. A. A. A. ATHLETIC GAMES.

A 1½-mile handicap will be held in connection with these games at Madison Square Garden, March 2, at 8 P. M. The prizes will be, first, diamond ring; second, diamond scarf pin, and third, gold medal. Each competitor will receive a watch charm as a souvenir. Entrance fee, 50 cents for each event. Close February 20, with the Secretary of the N. A. A. A., P. O. Box 3478, New York City.

A "combined" theatre party, consisting of members of the L. I. W., K. C. W. and B. B. C., will be given in Brooklyn, on March 22, at the Park Theatre, the play being "The Pearl of Pekin."



## NEW ORLEANS.

For the past six or eight weeks things bicyclic in this section have been unusually quiet, an extended period of rain and mud-locked roads having placed a decided damper on our spirits, three successive rainy Sundays, the first in years, having especially saddened the cycling heart; but the clear skies and bright sunshine of the past few days have tended somewhat to revive our drooping feelings and bid us hope for brighter days ahead.

R. G. Betts and C. M. Fairchild are the only members of the Louisiana Cycling Club, numbering thirty odd, to turn in the mileage for the year just closed. The former rolled up 5,316 miles, in 345 riding days; longest ride in one day, 226½ miles; largest total in one month, 727. The latter an even 4,640 miles, riding days not noted; longest ride in one day, 103 miles; largest total in one month, 1,018. These are actual cyclometer figures, but both scores could be considerably increased were the estimates of several per ods during the year when the cyclometers were off added. It is a pity that a full record of this club cannot be secured. So many of its members use their wheels the year round in going to and from business that their aggregate mileage would mount pretty high. Betts and Fairchild, however, are the only ones who possess cyclometers.

Negotiations have finally been closed and the New Orleans Bicycle Club is again installed in quarters. The new club house is a neat and comfortable looking place, conveniently located uptown, at the corner of Prytania and Valence Streets, and with a roomy lawn which will be extensively used for tennis. It should prove a decided improvement over their previous abodes. They expect to be fitted up in time for the Carnival holidays, and a "racket" or two is in store for visiting wheelmen, of whom quite a number are expected.

Talking about the New Orleans Club calls to mind a very deliberate untruth, embodied some weeks back in the letter of the New Orleans quill-driver of a certain Philadelphia publication, wherein it was stated that your humble servant never mentioned the N. O. B. C. without venting, in a covert way, his personal spite and malice against that organization. The aforesaid q. d. already quite thoroughly understands my ideas regarding this statement of his, but in justice to myself I would here say that, though I am proud to swear fealty to a kindred organization, I entertain neither spite nor malice against the New Orleans or any other club, and if any distorted fancy that made such a discovery in the few innocent paragraphs that, in my capacity as a correspondent, I have penned in relation to that club, they can hug the delusion and welcome. But, to one who long ago realized that this world was plenty big enough for two, maliciousness seems a pretty strong word. It has come to a pretty pass, indeed, when a news-gatherer must needs suppress the truth, because, forsooth, it may pinch the toes of the guilty one. When he does that he ceases to be a "faithful, impartial chronicler of events," and had better quit. As for myself, though a member of one organization, it has ever been my endeavor to sink party loyalty and give all a fair deal, "without fear, without favor." If I have failed it is unfortunate, but in this particular instance my "spite and malice" consists in giving to the press a quite important item relative to a suit brought by the N. O. B. C. against several erstwhile members. The suit ended in favor of the club, but the proceedings seemed "small," and, being so new to us all, gave rise to no little unfavorable comment. Now my crime consisted in putting this into print, which, it seems to me, was any news-gatherer's duty. It did not, however, redound to the credit of the club, and, of course, created quite a "breeze" in that direction. There was a wail; "yours truly" was charged with "spite, prejudice," etc., etc., *ad lib.*, but a clear conscience let it cause him but little worry. He still lives, and here repeats that, though like other mortals he has his opinions, his likes and dislikes, he bears no malice and desires to injure no one. I am well aware of the love borne toward me by a certain little set, and could tell considerable as to how the "feeling" has been brought about; but it is a long story and so full of petty, despicable actions—and the public is not interested in it, anyway.

The Batson medal has been hung up awaiting dry roads, and, oh! how the "flyers" of the Louisiana Cycling Club want to start that much-postponed series. Batson's condition that all but one of the races be on the road has proved a sort of Jonah.

So we are to lose Bidwell and have Luscomb for our next President! Well, well, that's a pity, both ways. I think I can say for the South that, though identified with the League element that has not proved over-friendly to our section, we recognize and appreciate Mr. Bidwell's work and worth in other fields, and, with his closer constituents, sincerely regret the loss that will be caused by his retirement. As for Mr. Luscomb, whenever I think of him I recall the Mobile case, and that is enough. If hoping, or the votes of the rank and file called for anything, I feel sure that Mr. Jessup would "get there," feet, hands, brain, whiskers and all. From what Hodgson tells me, however, and he seems posted and in a position to speak, the old Wells-Aaron matter still rankles in certain breasts and tends, or pretends, to count against the Pennsylvania nominee.

Bi.

## NOTES FROM THE CITY OF BROTHERLY LOVE.

It seems like the awakening from a long dream to once more be able to take up my pen and scratch off the few words I have at my command, and thereby endeavor to give cyclers some trash to worry through; but of late my time has not been my own, so no further apologies.

"Have you seen the new Columbia safety? What! Not yet! Say, it's a beauty!" were about the first words my friends who have old wheels to sell greet me with, and then follow all the words of praise they have had imbued in them by our worthy Columbia representative, Mr. H. B. Hart. The wheel has only been in a few days, and I understand that a dozen orders

are already booked; but don't be in too much of a hurry, brother wheelmen; there are several new safeties out this year, and all the old wheels will have some improvements worthy of note.

Captain DeCato, of the Maryland Bicycle Club, with a number of fellow members, visited the city on Sunday, the 3d. By some mistake the genial captain missed his men when starting out for a ride early in the morning, and failed to find them until late in the afternoon. It seems that the men made for the Philadelphia Club house, where they were most hospitably entertained by the members, and taken out for a spin on Lancaster Pike. Captain DeCato looked for his lost companions at the Pennsylvania Bicycle Club headquarters without success, and then took a run out the Pike as far as Wayne, but for some unaccountable reason he missed the party. I last saw him, however, in good hands, and judge he had a good time thereafter.

Frank W. Kohler has returned to the city after an absence on business of over a month, visiting St. Louis, Chicago, Cincinnati, Pittsburg, etc. He regrets that his time was so taken up that he did not have time to visit some of the club houses in the places at which he stopped.

The Century Wheelmen have purchased a property at 1606 North Broad Street. They have a very desirable house, 25 feet wide, with a lot of 220 feet. It is their present intention to alter the basement for wheel space, and utilize the remaining parts of the house for parlors, reading, billiard and pool rooms, and janitor's quarters. The property cost \$17,000—which everyone says is a decided bargain.

On Friday evening, the 15th, the Pennsylvania Club will hold their second smoker, which, with the talent secured for the evening, promises to be a success. Mr. Alf. Bracher, who is chairman of the committee, is untiring in his efforts in this line, and deserves many compliments for his worthy management.

Chas. L. Leisen and Joseph H. Lehman, I understand, are the men selected by the Captain of the Pennsylvania Bicycle Club for his First and Second Lieutenants; appointments to be made at the next monthly meeting, to be held on February 7.

WESTFIELD.

## WILMINGTON.

The Wilmington Wheel Club will move into new and better quarters next month. The new rooms will be fitted up with the view of encouraging more sociability.

The first reception and dance of the Wilmington Wheel Club was such a social success that a second one is being planned for next month.

Frank Slothower, of this city, and J. B. Maxwell, of Middletown, both wheelmen, expect to sail for the Bermuda Islands next month. They will take their wheels along.

The new Victor agents in Philadelphia, McDaniel, Phillips & Crothers, have leased the big building No 821 Arch Street, Philadelphia, near Hart's establishment, and they expect to open for active business in a week or two.

Of the forty-four wheelmen, so far as heard, whose mileage during 1888 was 3,000 miles or over, five of the number were members of the Wilmington Wheel Club, which is surpassed by only one club, the Illinois, of Chicago. The average mileage of the thirteen members of the Wilmington Wheel Club who have reported is larger than that of any other club. Their average is 2,684 miles.

Since A. C. Banker, one of the famous brothers of that name, has settled in Brooklyn, the wheelmen of the City of Churches have been intimating in various ways that they would challenge Wilmington's famous quartette to a road race this coming season. These teams may meet in the big 25-mile handicap road race at Orange on Memorial Day. The South End Wheelmen of Philadelphia also serve notice of a challenge.

It is not a certainty that Dampman will race this coming season, but I feel confident that the Wilmington team will accept any reasonable number of challenges, which will not require the members of the team to devote too much of their time to keep in training. In addition to the above, the Reading team is thought to be

itching to take revenge, and wipe out its defeat of last fall.

At last even the slow-going, conservative element which holds sway in Delaware is realizing the fact that our county roads are bad, and steps are now being taken to improve the main thoroughfare leading south from the city. It is proposed to raise \$50,000 by taxation, with which a stretch of road about fifteen miles long will be put in excellent condition, giving wheelmen and horsemen the opportunity for a pleasant ride. In the city the same marked improvement is visible. Our main street will be paved with asphalt blocks, and with the increased agitation for better streets the march of improvement goes on.

The Pennsylvania "Liberty Bell," which you published recently, failed to see the light and was smothered in committee—a sad fate for so virtuous a project.

DELAWARE.

## TROY NOTES.

The Trojan Wheelmen gave a reception at Harmony Hall, January 30, Maschke's orchestra furnishing good music. On the programme were some fourteen dances, which took until midnight to finish. This club always give a fine reception, as was testified by the merry party present.

A friend, who knows, says the Trojan Wheelmen give some of the finest socials in the city. Geo. B. Friday, T. T. Chase and Harry Snyder were the committee; and R. Vandenburg, W. R. Curry and T. T. Chase the floor managers. I wish the boys would take a little more interest in touring and better roads, and let us see some of them out on their wheels when the season opens.

I wonder how many new wheels Will Gardner will have this year? He has tried almost everything in the line, and I would advise him to try a tandem safety this time; for I think his wife would be much pleased with it. She used to ride very well, but the old heavy tricycles were rather too much work for so small a person. Now she could ride with pleasure on the lighter wheels, and I hope she will be seen on the road again the coming season.

Somebody told me Will left the Trojan Wheelmen and joined the Troy Bicycle Club last year. If it is true, the former club lost and the latter gained a good member.

Last Friday the Troy Bicycle Club gave their fifth soiree at Bicycle Hall, and a large party gathered as usual to enjoy these popular dances. An order of sixteen numbers was gone through, Maschke furnishing the music.

Charles E. Wilson, a prominent member of the Trojan Wheelmen, has been elected Vice-Commodore of a new yacht club just organized. He has been very much interested in yachting the past year or two, and owns a nice little steam yacht. Last summer, in company with friends, he took a number of trips on the Hudson, bringing home some fine photos, taken by Grant, another member of the Trojan Wheelmen.

There has been no cycle store in the city since Edmons went out of the business. It was only a few days ago that a gentleman was inquiring for such a place, and I think the business would pay in connection with something else, if done for cash. Too many second-hand wheels in stock does not pay.

Tom Hoyt, a former wheelman, did his touring last summer in a buggy with his better-half. A very pleasant couple they are, too. Tom's smiles are ever present.

I was out this morning on my wheel, with the thermometer 10° above, and a glorious ride I did have on the smooth, hard road. Try it and see for yourself, my reader. I have ridden every month for years, and know it is good.

FEBRUARY 4, 1889.

ORNI QU.

Wheeling's representative, referring to the 1888 professional cyclist bunco game, says to H. R. H., Wm. Woodside. "Which way does public opinion in America go?" To which the Celtic Lord replies: "The same as Wheeling." That is: Temple, devil; Rowe, angel; which is as amusing as it is untrue. Wonder if Woody is going to take Billy Rowe abroad this year?



## THE NEW YORK CLUB AGAIN.

A correspondent writes: "Again I ask, what is the matter with the New York Club? In their match with the Atalanta Wheelmen, at Newark, they only had eight of their team present, of whom two did not belong to the regular team. At their own alleys on Saturday last only eight of the team reported. On Tuesday night, at the N. Y.-K. C. W. game, they had only nine men against ten, three of whom could scarcely be called bowlers."

We do not know what is the matter with the New York Club. Their building is palatial, but it may not be well situated. It is well appointed, but it may not be well heated. Its Executive Board is able, but it may be that they do not devote much of this ability to the advancement of the club.

It is a question whether a bicycle club can remain prosperous, or can become a social cycling centre in a metropolis. The Massachusetts Club and the Boston Club have fizzled. The average New York man has too many social obligations to discharge to have much time for a bicycle club. The Harlem Club has been vegetating, but gives signs of a reaction. The "Cits" remain very quiet. The Manhattans only are publicly active, and this may be because the club is young.

As a matter of fact, a club must be run on business principles to be a success. The governing body can only outline the work of the club, and paid subordinates should carry out this work. No bicycle club in New York has a large enough income to meet the expense of carrying on a first class club house, say on the scale of the New York or the Boston Athletic Club. The difficulty might be solved if all the clubs should combine and build a house in the most convenient location; and yet the peculiar shape of Manhattan Island would make the selection of a convenient site a most difficult matter.

MACADAM STREETS FOR  
NEWARK, N. J.

At a recent meeting of the Newark Common Council, Alderman Ketcham introduced a resolution, creating a sub-committee on streets and highways, to investigate and report some inexpensive plan for putting down proper pavements on Newark streets. The Alderman's idea is that much of the money now spent on streets is wasted. He favors paving the inner borders of the street with trap block, for about four feet along each curb, for heavy traffic, with telford or macadam pavements in the centre.

The suggestion that the city should macadamize the dirt streets really involves no expense to the city, because the amount saved in cleaning the paved streets of the mud now brought to them from the muddy streets would be considerable, while the cost of caring for the macadamized streets would be greatly reduced. The request is modest—merely asking that Newark should do for itself as much as the country road districts of Essex.

## OUR JOLTING PAVEMENTS.

Shall there be a separate street-paving office with a special issue of low rate bonds to pay its bills? Mayor Grant inclines to that view, and favors a bill that has been sent to Albany to accomplish that object. The matter is one of great importance and needs to be fully scrutinized before a new departure is made. We should be inclined to give the Mayor's preference great weight. He is a famous roadster as well as a diligent Mayor. As such he knows what he wants, and what horsemen want, and what the city wants. And from his desk in the City Hall he has superior facilities for seeing how best to accomplish what all desire.

One thing is certain: Mayor Grant can win the tallest and most flourishing feather for his hat if he can identify his administration—or shall we say administrations?—with a proper repaving of the city.—*Editorial in Evening Sun.*

The annual banquet of the Massachusetts Bicycle Club will take place at Young's Hotel Tuesday evening, February 17, at 7 o'clock. Members who desire to renew their connection with the club at an expense of one dollar a year and attend the dinner, can address Secretary Charles C. Rider, 70 Kilby Street.

## THE STAR SAFETY.

## THE NEW LEVER SAFETY BICYCLE.

This new safety bicycle, a cut of which was published in last week's WHEEL, is the result of several years' experience in the manufacture and use of bicycles, and comprehends nearly all of the salient data gathered during that period. It possesses all of the advantages of rear driving-wheels, and utilizes the advantages of the lever and clutch driving mechanism, thus dispensing with cranks and chain connections. The natural position of the rider is maintained, while the levers extend to within six inches of the ground, thus making the mount or dismount very easy, which alone give so much confidence to the rider that the machine can be ridden with very little practice.

The machine is easily controlled, and safe from "headers" and other dangerous falls. The steering is of the Rover style—very easy—and may be ridden with a little practice without hands. The machine is comfortable to ride upon, as it is provided with large double coil springs and an easy spring saddle. The saddle may be adjusted forward or backward, or up and down, to suit any size of rider. The handle bar also adjusts up and down to suit; hence the machine is suited for small boys or large men.

The brake is preferably applied to the front wheel, where it will not throw mud, and the machine can be stopped while descending the steepest hill. It is fitted with our well-known patent two-way silent ratchet, and, as the levers pivot nearly in the middle, they almost balance; hence only a very limber spring is required to bring them back to position, which makes less resistance to the foot and insures greater durability to the spring. It will be seen that the machine is driven from both sides instead of one side, as in the case where a chain is used, and we also preserve the independent action of the levers.

The framing is made very rigid and braced in the direction of the driving strain, because any spring in this direction must be lost power. The head of the machine is mounted with compensating cones, and the rear framing is connected by jamb bolts. The lower frame bars are divided so as to support on both sides the pivoted bearings for levers, these bearings having balls and are adjustable, and are well covered from dirt or grit.

Both wheels are provided with mud guards or shields. The rear or driving wheels are 32 inches diameter, and provided with the usual plain bearings of hardened steel, which in the last eight years have proven so valuable. The front wheel is 30 inches diameter, and is provided with our dust-proof ball-bearing.

The front or steering fork is semi-hollow and made from a solid steel forging, the head also being solid except the upper portion in which the handle-bar adjusts. The brake connections also adjust up and down, and the principal wearing parts are coned for adjustment to prevent rattle. The wheels are direct spoke of our patent drawn double butt-ended style. They screw direct into the hub of the front wheel, but the rear wheel is provided with the patent nut. The rims are of solid steel, flat seated, and the rubber of best Para, about five-eighths inches wide, with rather a deeper section. Roller bearings can be furnished for the rear wheels at an additional cost of \$10, but are not considered necessary. The machines will be finished in black enamel, with some nickel trimming.

Price of machine, complete, including saddle, tool bag, wrench, etc., \$135.

## A SELECTED LIST OF PATENTS.

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

Elgenbrecht Olsen, Walkerville, Montana Ter. Signal Bell.

Eugene C. Smith, St. Louis, Mo. Speed Indicator.

George T. Warwick, Springfield, Mass. Forming backbones and rear forks of bicycles from a single blank.

Thomas B. Jeffery, Ravenswood, Ill. Pedal for velocipedes.

Winslow L. Fay, Elyria, Ohio. Tricycle.

The Kings County Wheelmen will hold their annual reception at their club house February 28.

## ORDINARY vs. SAFETY.

## EDITOR OF THE WHEEL:

The article published by "5678," expressing his opinion of the merits of ordinary and safety, I think is correct, and can only differ with him slightly on those two "not essential" points.

I can see only one point in which the ordinary has a very slight advantage over the safety, and that is the "higher position and greater sense of exhilaration," and that only in day riding; but for night riding over strange roads I should say the "lower position and greater sense of security" more than compensates for that, and for a person who must do his riding at night I cannot see where the ordinary possesses any of the good features found in the safety.

I have ridden my safety over roads that have tested the abilities of expert riders of the ordinary, and have, as a novice, ridden them with less fatigue and made better time than old "ordinary" riders.

Regarding the accomplishment of riding "hands off." Many makers claim their machines can be ridden without hands, and although I have had no opportunity of testing any of those certain makes, I haven't the least doubt but what, after the makers have had more time to "perfect and correct" certain erratic tendencies in their machines, you will see as many cyclists riding safeties "hands off" as they now do ordinaries.

I think, under all circumstances, the safety is the superior wheel. A comparative novice can, with little experience and practice, ride over rough country and keep pace with expert riders of the ordinary without suffering any disagreeable effects, and I do not know of but one case where a rider of the safety has returned to the ordinary, and, as "5678" says, he may have been particularly unfortunate in the selection of his mount. I believe that any experienced rider cannot fail to appreciate the many excellent qualities and advantages of a first-class safety.

A SUBSCRIBER.

## ORDINARY vs. SAFETY.

While considering the merits of the safety, the cause of its great and increasing popularity is partly overlooked. All will agree that it may be ridden in safety over roads ordinarily considered rideable with much less experience than any other form of bicycle, yet nearly all will agree that it is harder to balance, as that term is usually understood, than a higher machine, and the steering is more sensitive and difficult.

The low and safe position of the rider may more than counterbalance the extra sensitiveness of the safety, but will hardly account for the fact that it may be learned in at least one-fourth the time necessary with the high bicycle.

There is another reason not usually considered which accounts in great part for the facility with which the safety is learned, and it may be called the elimination of the fore and aft balances.

On all high bicycles it is as important and far more difficult to obtain a knowledge of the fore and aft balance as to know how to accomplish the side balance.

A failure to understand the fore and aft balance on the ordinary makes the trailing wheel a vexatious drag or precipitates the rider on his head.

If the Star is ridden without attention to this balance the strength of a dozen pairs of legs and lungs is necessary to push it on an ordinary run, or it drops the rider off behind before he is fairly in the saddle.

Properly understanding this balance, the rider on a high wheel probably travels with less muscular exertion than a safety would require, but there is absolutely no need of a fore and aft balance on the safety, and with it three-quarters of the trouble in learning disappears.

The safety may be improved when the weight of the rider is placed almost entirely on the driving wheel. Difficulties in construction seem to have prevented the appearance of such a wheel, though it is not improbable that it has been tried and found wanting by some of the makers.

G. A. S.

Mr. A. C. Banker is with Messrs. Merwin, Hulbert & Co., as manager of their bicycle department.



## ORDINARY vs. SAFETY.

Last summer was my first cycling season. I am a new rider and a new comer. Now I hear some reader remark: "Here is a chap who does not know what he is talking about." Well, perhaps you're right, but I give my experience and what I know about the "ordinary." I ride an ordinary, the best machine made for comfort, style and beauty, up out of the mud and away from the dogs, where you can see over the hedges, perchance you are touring in England, and where you can breathe the free and pure air of heaven. The safety is good enough in its place, but as for comparing it with the "ordinary," they are as far apart as the East is from the West. Of course those who have bought a safety must praise it up and laud it to the skies, for one costs money. They do not tell you of the jar they feel from riding over the hind wheel, the mud slung all over you, and the keen enjoyment of being down in the dust. Oh, no; they tell you in this way: "No headers for us; no side fall; no getting tangled up in the spokes," etc., etc. Of course we thousands of riders of the "regular" are glad to see this new machine, for it makes more cycling, and this is what we want, providing they all join the "League of American Wheelmen."

Last summer, three of us were on a tour up near Poughkeepsie. Two were mounted on safeties, while I was on a 50-inch Columbia. The middle of the week a rain storm set in, and consequently the next morning the roads were heavy; bicycling that day for us all was a failure—not much pleasure—but how fared my companions? When we stopped at the next hotel I was moved with compassion for my fellow travelers; they were covered with mud, they were full of mud, but their machines were a sight. Were they expatiating then on the merits of the safety? Oh, no. They were fit subjects for a Turkish bath, which they indulged in after letting out the contract with one of the porters to clean up their machines. This is not a fairy story. I do not say I came through without a scratch; but I was in a better condition than they. My suit was clean, and my "bike" was in much better condition than theirs. Safety machines are good enough in their place, but to place them on equality with the "ordinary" will be as big a job as to dam the Niagara.

GEO. T. MOREY.

## J. K. STARLEY &amp; CO.

This prominent English concern, formerly known as Starley & Sutton, desire to make arrangements with agents to place their goods on the American market, or will fill individual orders.

The product of the firm for 1889 consists of the Rover Safety, Light Rover, Popular Rover, Universal Rover, Socket-Steering Rover, Spring-Frame Rover, all gentlemen's safeties; the Ladies' Rover and the Rational Rover. The ordinary bicycles are the Meteor and the Meteor No. 2.

The Rover Safety is the wheel on which S. G.

Whittaker made over twenty-one miles on the road. It has 30-inch wheels, geared to 54, direct spokes, fitted with special tires for American roads. The new Light Rover is some twelve pounds lighter than the Rover. The Popular Rover is a second grade safety, \$10 cheaper than the Light Rover. The Universal Rover is a cheap grade safety, being \$20 cheaper than the Popular Rover.

The Ladies' Rover has 28 and 26 inch wheels, geared to 51 inches, unless otherwise ordered. It has adjustable ball-bearings, and is in all respects a high-grade safety. The Meteor ordinary bicycles are first-class in all respects. Agents wishing to communicate with the firm can address them at the Meteor Works, West Orchard, Coventry, England.

The Indiana Bicycle Company will handle the Warwick wheels in Indiana.

Mr. T. Ryan, representing the St. Nicholas Mfg. Co., was in New York on Saturday. This firm is handling this year a very complete line of boys' and girls' bicycles and tricycles of various grades, styles and prices. The list includes a high grade ordinary, a men's safety, ladies' safety, boys' and girls' safety, both adjustable for length, and velocipedes, tricycles, etc.

Mr. R. Phillip Gormully, President of the Gormully & Jeffery Mfg. Co., was in New York a few days last week. Mr. Gormully has been on an extensive pleasure trip, and at the same time kept the eye of enterprise carefully peeled, that he might read as he rode. Mr. Gormully reports the outlook of his concern for the year 1889 as very promising. Their line has been improved and increased, and they feel satisfied that they have wheels to suit all demands, from their highest grade ordinary and safety to boys' and girls' wheels. Their agents in New York will be Messrs. Merwin, Hulbert & Co.

It is reported that there is a deal of "cutting" in the West; anything to make a sale is reported to be the rule.

The English racing season will be inaugurated April 13 by the London Athletic Club.

## AN IDEAL LADIES' SAFETY.

The steering so that a lady can take both hands off the handle bars; the handle bars fold, so as to be more convenient for steering; it will have an extra step on the front frame for mounting; lubricating holes that can be conveniently got at; detachable mud and dress guard, for convenience of cleaning; a clip and socket for holding sunshade and bouquet on handle bar, plenty of room between point of saddle and handle bars for convenience of mounting, yet having the handles brought sufficiently near to rider to prevent the necessity of stooping; detachable luggage carrier behind, as a lady will mount from the front; the best soft rubbers on pedals, and pedals made light and narrow; the saddle as far over the driving wheel as possible; a receptacle for handkerchiefs and gloves, like a carriage basket—this would also carry a gossamer waterproof; and the safety not over 30 pounds weight; cork handles, instead of horn.

WHITE FLOWER, in *Wheeling*.

## THE NOVICE—

"Now through the hedge \* \* \* \*  
Wild plunged the cyclist with all his force,  
His brow in sweat, his soul in perturbation."

—Pinder.

## THE TOURIST—

"Thou art o'erspent with the day's fatigue  
Of riding many a dusty league,  
Sink then gently to thy slumber."—Longfellow.

## THE RACER—

"He started quick, and his heart beat thick,  
\* \* \* \*  
The parting bell (last lap), on his ear it fell,  
And he did not turn to gaze,  
But with panting breast, he onward pressed."

—Leyden.

*The Scottish Cyclist.*

Mr. W. D. Banker, the Pittsburg cycle dealer, will be in town on the 8th inst.



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 SUALLOR, 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
---	-----

This wheel has tangent spokes and hollow rim.

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

For Speed,

Safety,

1889

Beauty,

Catalogue Now Ready.

Sent Free.

Durability.

## SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, BOSTON, MASS.

HEADERS IMPOSSIBLE.

BEST HILL-CLIMBERS.



## FIXTURES.

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. 23, 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. 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.

## WANTED! A "WHITE-CAP" ORGANIZATION.

If all other means of getting the roads in rideable condition fail, the wheelmen of America had better form themselves into a huge "White Cap" organization and serve threatening notices on the proper officials. Every cyclist in Philadelphia has ridden out Lancaster Pike to the pretty town of Berwyn, and we are all interested in the approaches to it; it was, therefore, with a fiendish feeling of delight (born of long-suffering, and I hope forgivable) that I took up my paper a few mornings since and read of a visitation of the dreaded White Caps to this peaceful little village. Among other warnings was one sent to the road supervisor reminding him of his neglected duties. Whether that individual was particularly susceptible to warnings, or recognized the unusual enormity of his crimes and the just punishment that was due, I do not know, but it was stated that he was the only one among the number receiving the gentle attention of the Cappers who immediately made good his derelictions.

Here we have in our hands an effective and immediate means of getting even with the men who are responsible for the thousand and one bumps and holes that mar each furlong of our many miles of roads.

I respectfully suggest to President Kirkpatrick that he issue a call for a special meeting to organize immediately, and I herewith nominate Dun, of Ohio, for Chief Capper, and Luscomb for Letter-writer-in-chief.

Dun wouldn't need a cap; clothed only in his dignity and one of Wanamaker's five-dollar ulsters, he could scare the skin off a snake. Luscomb's reputation as a letter writer is enough to warrant his election.

If that particular White Cap gets into trouble I think the Pennsylvania Division should defend him.—"Perseus" in *Sporting Life*.

Thomas Stevens sailed from England for Zanzibar January 18.

Germany now has thirteen cycle papers, the latest being *Das Fahrrad* (*The Cycle*).

The Kings County Wheelmen will hold their annual election March 21.

The Brooklyn Bicycle Club had a theatre party at the Brooklyn Park Theatre on Friday, February 1, the play being Rice's "Corsair." The manager, Colonel Sinn, published a souvenir programme, a handsome specimen of the typographic art. A dinner was given after the theatre party.

The Waiontha Bicycle Club, of Richfield Springs, are contemplating holding a 100-mile road race in connection with their tournament next season. The course is twelve miles, around Canadarago Lake, and one of the finest in the State. This will undoubtedly be one of the road races of the coming season.

The Rhode Island Wheelmen will hold their annual supper February 14. The club will vote on the following list of officers on the 18th, the date of the annual meeting of the club: President, J. L. Speirs; Vice-President, C. H. Tucker; Treasurer, C. I. Campbell; Secretary, B. T. Bruce; Captain, H. L. Perkins; First Lieutenant, N. H. Gibbs; Second Lieutenant, J. C. Davis; Tricycle Lieutenant, G. R. McAuslan; Club Committee, O. M. Mitchell, J. O. Davis; House Committee, A. F. Titus, S. L. Cooke, C. I. Campbell; Librarian, N. H. Gibbs.

## ENGLISH CYCLE AGENTS' UNION.

The English cycle agents have formed a union, with an executive body, and a programme for their mutual protection. The policy of the union has not yet been made public. It will attempt to drive middle men and private agents out of the cycle trade. These are men with businesses of their own, but who make odd sales and thus add to their income. A sample of the evil effects of these private agents is shown in public schools, where the master sells direct from the maker and pockets the discount, to the loss of the local agent. Combination and loyalty are necessary to make this union a success.

## WILLIAM HALPIN & CO.

Recognizing that PERMANENT SUCCESS is the object to be attained in all enterprises, Warwick Wheels are built so that they will give such satisfaction that every purchaser will induce his acquaintances to buy them. Nothing but the BEST MATERIAL without regard to cost.

Warwick 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 there are 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.

The SPRING FORK absorbs vibration and takes up the strain off the wheel. Plain forks can be had by 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.

**WILLIAM HALPIN & CO.,**

113 Murray Street, New York.

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**Record,**

**ONE-HALF MILE,  
1 min. 9 2-5 secs. on the Road!**

**ECLIPSING ALL PATH RECORDS.**

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**J. K. STARLEY & CO. (Late Starley & Sutton),  
METEOR WORKS, WEST ORCHARD, COVENTRY.**

**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.**



Those who know them will rejoice that Mr. Joshua Reynolds, of Stockport, N. Y., has a "little three months old wheelman" in his family.

Mr. Wilton Storm, member of the New York City Board of Aldermen, writes us that the resolution introduced by him, providing for asphalted Madison Avenue from Twenty-third to Fifty-eighth Street, has been laid over, pending the disposition of the resolution introduced at Albany providing for the expenditure of \$2,000,000 per annum for improvements in New York City streets.

### FOR SALE, EXCHANGE, WANTS.

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

150 TICKETS, at \$1 each, for a special built Humber Tandem, nearly new; weight 70 lbs.; hollow rims. To be drawn Feb. 15, 1889. J. E. S. DAYTON, 120 Quinpiac Street, Fair Haven, Conn. 2-8

SOME BARGAINS OFFERED.—We have for sale one No. 2 Springfield, one No. 1 Springfield, one 52-inch Victor Roadster, one 52-inch New Mail, one American Safety, 52 to 54 inch reach; one 50-inch Challenge, one 54-inch Challenge, Cheap. 1f

WANTED.—To exchange, a 52-inch '88 New Mail, in perfect shape, for Victor Safety or 51-inch Special Star, or will sell low for cash. Lock Box 45, Bainbridge, N. Y. 2-15

WANTED.—A 52-inch Victor Light Roadster, 1888 model; must be in very good condition and cheap. Address E. Melvin, P. O. Box 3036, New York City. 2-15

FOR SALE.—A 52-inch Victor and 52-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

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

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. 1f

### Cycle Mechanic Wanted.

WANTED.—A cycle mechanic; must be thorough at brazing and lathe work; permanent position to the right party. Apply by mail only, with references, to this office. 2-15

## 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 \$160, 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 Crippler Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Installments. Complete Stock of Repairs for all Beeston Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. I.

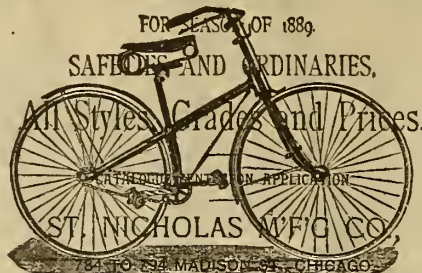
New "ACME" BICYCLES  
Rubber  
Tires.

	Factory Price.	Our Price.
Small Boys' 20 in. wheels, with parallel bearings..	\$16 00	\$16 00
Large Boys' 24 in., with brake and mudguards...	28 00	28 00
Ladies' or Men's 30 in., ball bearings to both wheels, 60 00	60 00	60 00
Ladies' or Men's 30 in., ball bearings, ALL OVER...	75 00	75 00

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

## 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

3/4-inch  
TIRES

Price, \$40.00.

THE NEATEST AND MOST SUBSTANTIAL BOYS' SAFETY MADE.

Secure agency at once or you will regret it.

INDIANA BICYCLE MFG. CO.,  
INDIANAPOLIS, IND.

## MERWIN, HULBERT & CO.,

26 West 23d Street,  
NEW YORK CITY.

AGENTS FOR

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

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

SINGER'S  
SAFETY.

All Ball Bear-  
ing, \$135.00

Singer's Bicycles, Tricycles, Safeties and Tandems.

BICYCLE SUITS, STOCKINGS, HATS, SHOES, ETC.

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

Call and see our stock before purchasing.

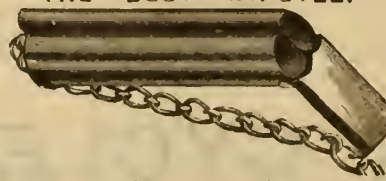
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All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.

LAWN TENNIS SHOES A SPECIALTY.

### THE "BEST" WHISTLE.



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

WHITTEN, CODDING & CO.,  
Providence, R. I.

## WILDWOOD'S MAGAZINE.

AN  
ILLUSTRATED  
MONTHLY

OF  
OUT-DOOR  
RECREATION.

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

### EASY PAYMENTS.

Victor, Columbia, Champion, Star and other Bicycles and Tricycles

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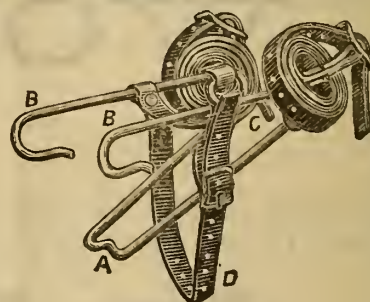
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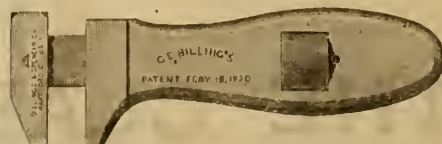
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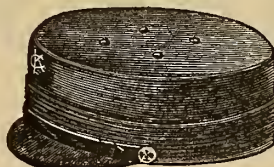
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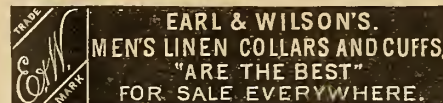
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