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[WHOLE NUMBER, 51.]

THE
AMERICAN CYCLES
— **FOR 1889** —

The American Champion.

The American Light Champion.

The American Safety.

The American Light Safety.

The American Rambler,

For Ladies or Gentlemen.

The Ideal Rambler,

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

The American Ideal Bicycles, Tricycles & Tandems.

The American Challenge Bicycles, Tricycles & Tandems.

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That VICTORS win more road races than any other machines.

What does it mean? Why, it means that the VICTORS are of the proper stuff, properly put together, strong, light running and thoroughly reliable in every respect. A VICTOR will give you better service than any other wheel.

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NOVELTIES

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

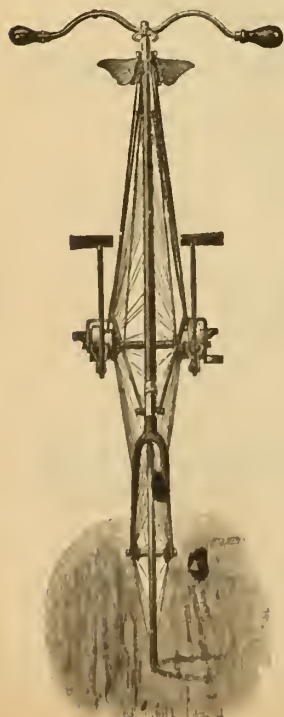
THE COVENTRY MACHINISTS' CO., Ltd.,

239 COLUMBUS AVENUE,

BOSTON, MASS.

THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



Perfectly Safe. No "Headers." Speedy.

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WHEELMEN, ATTENTION!

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No. 4 East 60th Street, New York,

Near 5th Avenue entrance to Central Park,

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

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

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No. 4 EAST 60th STREET.

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 Uptown Agents for

Messrs. A. G. SPALDING & BROS.

REPAIRS!

The * Eagle * Bicycle.

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.
 Ball Bearings Everywhere.

THE 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.

WE GUARANTEE EVERY MACHINE,

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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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.

"NICEST AND CLEANEST."

Allow me to compliment you upon your paper. In my estimation it is by far the nicest and cleanest cycling paper published, and I have read and seen a great many.

Yours truly,
W. H. RENAUD, JR.,
President Louisiana Cycling Club.

GOOD ADVICE.—Every wheelman should read *The Wheel and Cycling Trade Review*. It is one of the newsiest and best wheel papers published. So say we all.—*The Bicycle*.

WE reproduce elsewhere a detailed report of such features of the Stanley Show as will interest American cyclists. In previous years we have made it a point to reproduce detailed and illustrated reports of the Show, because there was more interest taken in foreign wheels than there is at present. The American cycle trade has developed rapidly, and as its product has enlarged and improved, the interest in English wheels has somewhat abated. Several English houses, however, will be represented in this country this year, and we have been careful to enlarge on their styles.

The '89 Show has been more successful than any ever held. This greatly increased interest is gratifying, as it reflects what an enormous growth of wheel interest is possible in our own great country. The grand lesson of the Show is that cyclists need no longer look for startling departures in cycles, for the great Stanley Show has failed to produce any. The English cycle trade seems satisfied that there are certain general lines on which their wheels must be built, and that perfection and strength in mechanical construction and improvements in details and finish must occupy their skill and inventive faculties.

The novelties are the Rudge "Triplet," which may be regarded as a "show" machine, and as not likely to excite any general demand on account of expense and the difficulty of getting three men so constituted and situated as to be able to frequently ride together. It will very probably rank in the cycling world very much

as an eight-oared shell ranks in the boating world.

The "ordinaries" have been improved only in detail, and no claims for startling inventions are made. The "Rational" ordinary, an ordinary with large rear wheel and plenty of clearance, will probably be fancied by a large class of riders, who will not ride the low, but who will gladly welcome additional safety on the high wheel. Large orders are already booked for this style of wheel. "Rationals" will be handled in this country by at least four concerns, and we presume that many American riders will inspect this new type with interest.

In safeties we again find no remarkable departures. The manufacturers have devoted their energies to minor improvements tending to strengthen their wheels and to improve their appearance. We find a number of first-class firms using double-tube framing, for strength, diamond-shaped frames and direct plunger brakes. In almost all cases the strengthening rod is detachable, so that the wheels can be ridden by ladies as well as by gentlemen. Several makers, however, show safeties especially designed for ladies' use. In many cases anti-vibration devices have been employed.

In tandem safeties, we find an increased product, all of the prominent makers showing them, but expecting an extremely limited demand. The improvements are confined to dropping the frame, so that either a lady or gentleman may use the front seat—in one case a tandem is built for the use of two ladies—and in securing double steering without the rod connecting the ends of the handle-bars.

In tricycles, improvement is seen in lightness and finish. In both single and tandem forms the Cripper pattern is the most popular. Some attention has been shown to bicycles and tricycles for boys and girls.

WE desire to say that we had no connection with the six-day bicycle race now being held at Madison Square Garden. Our name was used as referee without our consent. We have not spent more than an hour at the Garden, and then only as a cynical spectator, not as referee. We believe that the spectacle presented there is not only hurtful to the sport of cycling, but that it is degrading in its tendencies, and we sincerely pity the unfortunate women who are compelled to resort to such a means of livelihood.

THE question as to whether ladies' bicycles will be largely used this season is an interesting problem. Many cyclists object to their wives, or sisters, or some other fellow's sisters, riding bicycles on the score of impropriety; others are only waiting for the fashion, when they will readily present their ladies to ride the two-wheeler. We should be pleased to present the views of some of our lady readers.

The Road Committee of the Long Island Wheelmen, consisting of Captain Teller, First Lieutenant Wise, Second Lieutenant Alden, Third Lieutenant Halsey and President Mabie, have adopted an elaborate system of recording the club mileage for 1889, and are determined that not a mile ridden by any of the club members will go unrecorded. They have decided to present "Century" medals, "Two-Thousand Mile" medals, with an extra bar for each additional thousand miles.

The Riverside Wheelmen of New York have filed articles of incorporation. The trustees are: James L. Miller, Henry E. Voorhees, Robert B. McClure, Robert F. Macoy, Elmer E. Allen, Edward V. Gambler, Sidney Schwab, Alfred J. Menge and Edward A. Power.

NATIONAL ASSEMBLY MEET.

GRAND UNION HOTEL, NEW YORK, FEBRUARY 13.

The meeting will attract many of the most prominent men in the League. The election of officers will supply much of the interest of the meeting. Messrs. C. H. Luscomb and George A. Jessup will both be candidates, and though Mr. Luscomb is backed by the majority of the New York and Massachusetts representatives, Mr. Jessup has a fighting chance. We have all along supported the candidacy of Mr. Jessup, and we hope he will be elected. We not only think that Pennsylvania is entitled to its chance at representation, but we think that Mr. Jessup is personally, a good man for the chief executive office of the League.

Beyond the presidential contest, the officers' reports and some schemes to relieve the present financial position of the League will supply interesting discussion.

JESSUP FOR PRESIDENT.

A prominent Scranton cyclist sends us the following:

"Chief Consul George A. Jessup, of Pennsylvania, as a candidate for the League presidency is being pressed by some of the most conservative members of the League, and those who from a personal acquaintance are assured of his fitness for the position. Mr. Jessup enters the field only at the earnest solicitation of his friends, who are enthusiastic in their praises of him, and who feel an interest in the League and its future success. The personal magnetism and genial qualities of Mr. Jessup are well known, and the many interests of the League would surely be safe under his leadership. While he is conservative, he is at the same time possessed of characteristics which make him at once popular with all. If he should be chosen everything would be harmonious, as his policy would be such as the entire membership could sanction."

LONG ISLAND WHEELMEN'S 1888 MILEAGE.

The club mileage for the year, thirty-nine men reporting, was 68,000. Messrs. Wise, Schmid, Tunison, Schumacher, Teller, Kreger and Evans won 2,000-mile medals. Messrs. Schmid, Tunison, Schumacher, Monell, Wise, Kreger and Alden were awarded Century medals. The President's medal for the highest mileage was won by L. H. Wise, with a record of 6,364. The list of mileages is as follows:

| | | | |
|---------------------|--------|---------------------|-------|
| L H Wise..... | 6,364 | W Palmedo..... | 1,410 |
| Wm. Schmid..... | 5,613 | L F Ballard..... | 1,300 |
| F M Tunison..... | 3,420 | W S Hawxhurst..... | 1,251 |
| Wm. Schumacher..... | 3,069 | G W Mabie..... | 1,225 |
| E S Mailler..... | 2,500 | I W Hare..... | 1,215 |
| G G Teller..... | 2,246 | G M Halsey..... | 1,171 |
| Robt. Evans..... | 2,066 | R W Horner..... | 1,150 |
| G W Kreger..... | 2,031 | J S Negus..... | 1,150 |
| A P Topping..... | 2,000 | F O Edgerton..... | 1,110 |
| C J Patterson..... | 1,930 | C L Healy..... | 1,090 |
| Wm. M Whitney..... | 1,800 | M Furst..... | 1,050 |
| F E Bogert..... | 1,750 | T Lamberson..... | 1,010 |
| E Thorp..... | 1,732 | J Isaacson..... | 1,000 |
| A S Willdigg..... | 1,715 | O E Parker..... | 1,000 |
| C C Alden..... | 1,632 | F B Hutchinson..... | 1,000 |
| E F Beecher..... | 1,600 | C F Lipman..... | 1,000 |
| C M Richards..... | 1,600 | G H Steele..... | 1,000 |
| B Monell..... | 1,562 | J Manne..... | 1,000 |
| J R Davies..... | 1,495 | W J Clark..... | 1,000 |
| E W Starr..... | 1,477 | | |
| Total..... | 68,000 | | |

BARK LOUD AND BARK TOGETHER.

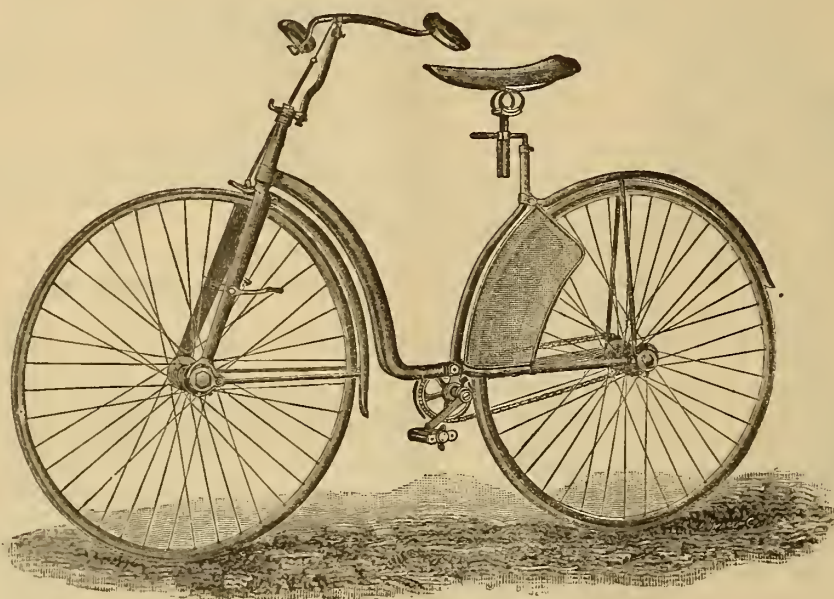
There seems to be, just now, one of those periodical awakenings in regard to a pressing need of the day, which, like the ball, should be taken on the hop, and given a gentle shove forward toward the desired end. We refer to the agitation for better roads and streets now going on in different parts of the country. Not only municipal, but State authorities, have of late interested themselves in the great question of highway improvement, and if the big guns are opening fire, it scarcely behooves the lesser ones to be still and look on. It is the policy for all the interested parties, both big and little fellows, to bark as loudly as they can, and in concert if possible, and they will not have anything to reproach themselves with, even if the agitation, which will certainly result, ends in no apparent immediate good.—*American Athlete*.

WARWICK

SEND FOR CATALOGUE.

CYCLE

Warwick Perfection Wheels



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

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



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

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

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

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

THE FOLLOWING.

ARE

Some of its Many Advantages.

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

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

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

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

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

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

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

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

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

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

MANUFACTURED BY

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

A. KENNEDY-CHILD, Superintendent of Agencies.

MFG. CO.

SPRINGFIELD,
MASS.

Catalogue now ready.

THE STANLEY SHOW.

The Stanley Show opened January 25. The weather on the first day was clearing. The attendance the second day, Saturday, was 17,000. The exhibits are set on stands covered with red baize, and decorated with the devices and signs of the different exhibitors. While many wandered from stand to stand, carefully examining each exhibit, knots of people gathered round the novelties. One of the most taking of these was



THE "NOTTINGHAM" SOCIABLE

THE NOTTINGHAM SOCIABLE TRICYCLE,

which, although the riders sit side by side, is about the same width as a tandem tricycle. The seats are placed over the wheels, and the left hand side, which is well protected, is intended for the lady.

Messrs. J. K. Starley & Co. had a machine of similar pattern on their stand, as well as a new tandem bicycle, which may best be described as the front wheel of an ordinary and the rear wheel of a Rover.

Although every stand has a type of ladies' bicycle, the makers shook their heads when questioned and doubted if there would be any large demand for them this year. One of the best novelties in connection with ladies' safeties is a saddle invented by Mr. Leni, which, by a neat spring and hinge attachment, can be tipped forward to allow the fair rider to take her seat easily.

AMONG THE CURIOSITIES

is the West London Cycle Store's Water Cycle, which has been successfully tried in a swimming bath and will be shortly launched on the Thames. It consists of two metal barrels about 18 inches in length and 12 inches in diameter, and one hollow beveled wheel about 30 inches in diameter, fitted together by a Crimper-like frame. The steering is done by the front wheel with precisely the same movement as an ordinary direct steerer, and the driving by means of pedals fitted to the two barrels, upon which are fixed, transversely, three narrow fins apiece, bent over well toward the water they are designed to meet. Thus the frame is of the simplest description, and the whole need only weigh a few pounds.

In an out-of-the-way corner was the original bicycle made on or before 1846 by Gavin Dalzell, of Lesmahagow. It is fast falling to pieces.

A more modern invention is the Amphibious, or tricycle boat. The parts of the framework of the boat are formed of the two wheels cut into halves. When on land the canvas is wrapped up to fold the seat, the sculls are strapped to the long backbone. The machine is somewhat of an old-fashioned type, the two driving wheels in front, and although when fully equipped it weighs 120 pounds, its rate is six miles an hour.

SAFETIES.

The exhibit of safeties shows no startling departures from 1888 wheels, the improvement being in minor details with a view of advancing toward perfection. The unstayed cross-frames have entirely disappeared, to be replaced by stayed cross-frames designed to meet pressure in every direction. Diamond frames are more in vogue than ever, and double tube frames, calculated to withstand any reasonable pressure, have been largely introduced. The number of spring frames is not so large as was expected, but those that are shown are practical and will be popular.

The St. George's Engineering Company's New Rapid has been improved in details. The firm shows a No. 2 safety, with direct spokes and centre steering, which is listed at a lower price than the regular safety.

Bayliss & Thomas exhibit a 19-pound weight Excelsior racing safety, with anti-vibration fork to front wheel and plunger brake to the driver.

Buckingham & Adam's dwarfs are fitted with a splendid frame, diamond shaped, of light double tubing.

The "Claviger F" has a 4-inch driver, geared to 58 inches, and 22-inch trailer, thus combining the safety of a dwarf and the advantages of an ordinary.

Sidney Lee shows a non-slipping safety, with 22-inch driver and 36-inch steerer, decidedly original in appearance; but its peculiar form will militate against its success, no matter how many good points it may have.

The Cortis safety is a Star shaped ordinary with the small wheel in front. It is driven by long levers attached to elongated forks, some twelve inches from the ground, which are fixed on to the regular cranks.

The Quadrant Company fit a hand and foot brake to the Quadrant safety, which has been reduced some ten pounds in weight. A racing wheel weighing under twenty pounds is shown. A spring wheel is fitted to one of the Quadrant

ordinaries. It consists of a small wheel, made in the regular way, attached to a larger rim, carrying the rubber by means of springs.

The Psycho safeties are graceful in line and unsurpassed in finish.

The Cycle Improvement Syndicate's plan for allowing a rider to remain stationary on his safety, whereby a sort of cradle attached to the mud guard is pressed on to the ground by the left foot, seems simple and effective. The fitting is only the width of the pedals, so is not in the way at all.

The Demon safeties are even lighter than the '88 wheels, the racers weighing 17 pounds, semi-roadsters 25 pounds, and roadsters 35 pounds. Straight forks and plunger brakes are the novelties in these wheels.

TANDEM SAFETIES.

Almost every maker shows a wheel of this type. The double cross frame, suitable for two men only, has entirely given way to the front loop-framed machine, so that a lady may ride on the front seat. Tandem safeties show a general lessening of weight all round and a strengthening of the weak points of last year's wheels. The problem of double steering without the use of a rod connecting both handle bars ends on one side has been solved by one or two makers.

The Ivel tandem has a novel double-steering arrangement, consisting of a chain fitted to each side of the lower extremity of the back steering pillar, curved round to the shape of the frame on four rollers, to the head of the front forks. This enables a lady to ride in front with greatest comfort, nothing at all being in her way.

The peculiarity of the Swift tandem, exhibited by the Coventry Machinists' Co., is a very small front wheel, which greatly reduces the length of the tandem. It is built on very graceful lines.

The Raleigh is about the lightest looking tandem in the Show, and weighs about 65 pounds.

The Premier is very like the wheel of last year, except that the lower portion of the front part of the frame has been strengthened by a strong stay. The double chain here is still fitted, both sides of the driving-wheel thus bearing the strain.

The Surrey Machinists' Co. are the only people who have catered for two ladies. The machine is graceful.

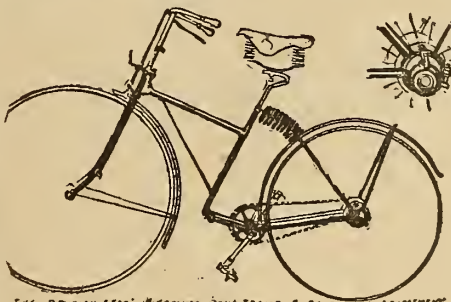
A very original wheel is J. K. Starley & Co.'s Rational safety tandem. It has a 48-inch front and 36-inch rear wheel, the former being pedaled like an ordinary, the latter geared to 54 inches as a safety.

The Lightning tandem weighs but 58 pounds as a light roadster and 70 pounds as a full roadster.

One of the novelties among tandems is Hunsballe's Acme Convertible, which is but the length of a single and but a little heavier. The front rider's cranks are placed as usual, though the usual chain gives way to a couple of rods connecting the back and front riders' cranks to a Sun and Planet sort of gear. It is a complicated but somewhat unsightly arrangement.

The new Singer attracts much attention. A double tube loop-frame and well boxed in chain makes the front seat particularly suitable for a lady's use, and a front wheel spoon and rear wheel band brake, accompanied by a ball socket steering, almost perfects a tandem single-tracker.

The Rudge tandem has a double-tube frame, and is thoroughly braced in every direction. The roadster is built so that a lady may use the front seat.



THE "BRITISH STAR" IMPROVED BENT FRAME & ECCENTRIC ADJUSTMENT

TRICYCLES AND TANDEMS.

In tricycles there is no general development, the bicycle-steerer in both forms remaining the favorite. The "Rudge" triplet, recently described and illustrated in these columns, is the greatest novelty. The frames of tricycles have been strengthened and at the same time simplified.

Remarkable improvements are shown in children's cycles. The large exhibit of military cycles was noticeable.

RATIONAL BICYCLES.

The "Rational" bicycles exhibited attracted much notice, and the makers reported plenty of orders for the new type; in fact, they seemed to think that there would be a boom in "Rationals." The general features of the new type are large rear wheels and plenty of clearance. In many styles very narrow hubs have been fitted to the rear wheels, giving a racing appearance. The new departure will no doubt be warmly welcomed, all the advantages of the ordinary being present, with increased safety. Not only are "ordinary" riders taking up the "Rational," but many recruits have come from the ranks of safety riders.

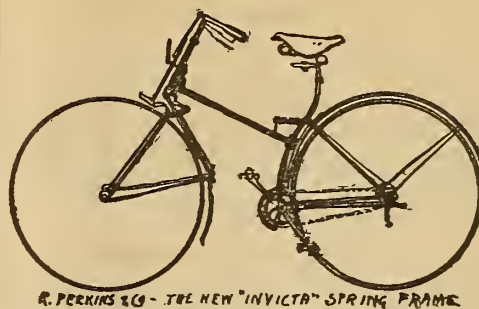
The Ivel Cycle Co. show a very neat Rational with curved hind forks and a sensible hub.

The Coventry Machinists' Company's "King of Clubs" has, by a slight alteration, been made into a rational type.

The St. George's Engineering Co. show a new Rapid Rational with a 26-inch hind wheel, and on the general lines of the new Rapid ordinary.

HUMBER & CO.

The gem of the Humber exhibit is a Crimper tricycle, made for Major Knox-Holmes' six-year-old granddaughter. It being a very perfect specimen of a small tricycle. Their tandem safety bicycle is suitable for a lady and gentleman. They also show a safety with a strong frame, especially made for Irish roads. Their exhibit totals seventy wheels. Their lightest safety for road work is 34 pounds, and one with light double-tubing is but a few pounds over that weight. A Rational ordinary, with square forks and 24-inch back wheel, is also shown. The juvenile Crimpers are marvels of cheapness and good finish.



R. PERKINS' - THE NEW "INVICTA" SPRING FRAME

COVENTRY MACHINISTS' CO., LTD.

U. S. BRANCH, BOSTON, MASS.

The feature of the Club exhibit is the ladies' safety, which is fitted with the best and most symmetrical dress protector seen at the Show, as the wires radiate with the spokes. There is a second grade safety, balls all over, which attracts purchasers on account of its price. The Swift No. 1 safety with a spring fork and the No. 1 with large front wheel are safeties of the highest rank. The firm also show a Swift light roadster. The King of Clubs, which is the name of their Rational ordinary, has a 24-inch rear wheel. A non-convertible Crimper tandem tricycle, a convertible, changeable into a Marlboro single at will, and a racing tandem weighing 65 pounds are the leaders in tandem tricycles. The tandem safety has two brakes and double-steering, the latter very neatly designed, and with an excellent dress guard. The firm's '89 single tricycle is the Marlboro, with many improvements, and weighing but 60 pounds. A tricycle with a paper maché dress-guard is especially put on the market for ladies. A boys' safety is also shown.

J. K. STARLEY & CO.

The novelty of this exhibit is a sociable, which can be ridden by two ladies or a lady and gentleman side by side, yet is much like the modern tandem in elegance and lightness. In tricycles, the firm show an improved Rover, with an anti-vibration curled spring. All the driving-wheels of the Rover safeties are 30 inches, but the rear wheel may be 30, 33 or 36 inches, according to fancy. A tricycle with three bearings instead of four to the axle and a stay-rod capable of being removed, for lady's riding, is shown. The firm use a plunger brake on their '89 bicycles. A tandem bicycle with an ordinary bicycle front wheel and a Rover rear wheel is claimed to be very speedy. The machine on which Whittaker made a half mile in 1:02.25 is shown with pride.

ST. GEORGE'S ENGINEERING CO.

U. S. AGENTS, CLARK CYCLE CO., BALTIMORE, MD.

The "New Rapids" are novel only in detail. The tricycle wheels have been reduced in size to suit the public taste. There is also a cheap safety in the exhibit. The wheels have been improved in numberless little details, but no radical departures have been made, the popularity of



THE "ROSEBURY" MILITARY SAFETY

the wheels making it unnecessary. The firm expect much of Release saddle, constructed on the suspension principle, but more improved. The saddle can be adjusted backward or forward and can be readily unshipped.

QUADRANT TRICYCLE CO.

This firm exhibit a number of safeties. Their famous tandem tricycle has been lightened this year and now runs with 36-inch and 26-inch wheels. The greatest novelty, not only on the Quadrant stand, but possibly in the Show itself, is the spring wheel, which causes wonderment to everybody who does not understand the suspension principle. There is an ordinary fellow with rubber and an inner felloe to which the spokes are attached, and between these two fellows are a series of spiral springs, every alternate one pulling in a contrary direction, to resist side sway; the result is a liberation of vibration. A 20-pound racing bicycle and a new adjustment for the back wheel chain of the safeties which now slides in a slot on the hind fork, and an entirely remodeled Quadrant safety with a foot brake, are features of this well-known firm for 1889. In all, seventeen machines are shown, including a beautifully nickelled safety for a customer in Spain.

IVEL CYCLE CO., LTD.

U. S. AGENTS, CRAYCROFT & CO., PHILADELPHIA.

The novelty of this company's exhibit is the ladies' tandem safety, which steers by chains underneath, avoiding a connecting bar between the handles. There is also a Rational ordinary and a ladies' safety, the latter weighing but 33 pounds. All '89 Ivels are fitted with the wide bearing to the back hub and a slot in the end of the rear fork to adjust the chain of the safeties. Among the other wheels shown was one convertible into a tandem tricycle, tandem bicycle, single tricycle and single safety.

LAMPLUGH & BROWN.

These famous saddle makers have a strong exhibit and show some new patterns. Their new saddles are built on sanitary lines and with the object of obviating perineal pressure. A spring saddle, fitted with rubber rings, greatly reduces vibration, and will make a very comfortable seat. A luggage-carrier frame, called the Forward, for safeties, flexible and detachable, will no doubt create a large demand.

SINGER & CO.

U. S. BRANCH, BOSTON, MASS.

This firm have a very large exhibit. The S. S. S. tricycle of the popular Crippler form will be the leader this as well as last year. This wheel has 30 inch drivers and a 28-inch steerer, with combined brake, acting both as a spoon and a band, with ball bearings all over, including the head. The firm also show a cheap S. S. S. A special Singer safety looks a very high class wheel. All the Singer safeties are fitted with plunger brakes, though a rear band brake can be fitted to order. The S. S. S. tandem safety is steered by rods beneath, doing away with the rod connecting the handle-bars. The miniature S. S. S. safety and the miniature safety make first-class wheels for boys and girls. The S. S. S. tricycle may, by removing two nuts, be reduced to half its width to enable it to pass through doors.

HILLMAN, HERBERT & COOPER, LTD.

U. S. AGENT, L. H. JOHNSON, ORANGE, N. J.

The ladies' safety exhibited by this firm is very highly spoken of. Beside this wheel, the following are exhibited: Roadster safety, weighing 38 pounds; tangent-spoked, well-finished ordinary tricycles; new pattern safety, with double-tube frame; tandem safety for lady and gentleman; tandem Crippler tricycle, with transparent wire dress guard; racing safety, weight 19½ pounds, painted in steel gray color.

STARLEY BROTHERS.

U. S. AGTS., CAPITAL CYCLE CO., WASHINGTON, D. C.

This firm, notable for the superb finish of its wheels, shows six ladies' safeties, with detachable stay-rods, so that the wheels may also be ridden by gentlemen. A beautiful 23-pound light roadster Psycho safety, beautifully finished, and safeties with hand brakes, with spoon brakes and with direct plunger brakes are also shown. A tandem safety with detachable rod, six special light roadsters with diamond frames, a special Crippler tricycle and a ladies bicycle conclude the exhibit. One of the firm's improvements is a small lug on the band brake, which acts automatically to keep the leather band from hanging or dragging on the drum.

RUDGE & COMPANY.

U. S. AGENCY, BOSTON, MASS.

The exhibit of this firm, under the charge of H. W. Gaskell, is notable for excellence of finish and the fine grouping of the wheels. The feature of the exhibit is the "Triplet" on which the record of 2:18.45 was made. There is also a racing Triplet weighing 75 pounds—the Roadster weighs 120 pounds. Another novelty is the Quadracycle, a single machine on the lines of the Triplet. There is also a youth's tandem, a racing bicyclette and a safety bicycle tandem driven by only one chain, and which has a 12-inch throw with a leg action of only six inches. A safety tandem for two men only, a standard bicyclette, a road-scurller and a racing tandem safety driven by two chains are also in Rudge's exhibit. There is also a pretty ladies' safety, with 24-inch wheel, with both the chain and hind wheel being perfectly protected.

THE "CYCLIST" ON THE SHOW.

On all sides we found the manufacturers sanguine as to the success of the Show, for the situation of which they are in the main responsible. From their point of view the word success means a profitable transaction of business to repay them for the trouble and expense they incur, so, if they are satisfied, then all must be content. In all probability the buying public—the public who place orders for large or small quantities of machines—were not represented strongly on Saturday, but the ends of advertisement were served by the moral effect of this great exhibition upon the sight-seeing public. To all wholly or partially ignorant of the extent of the cycle manufacturing trade and its auxiliaries, the ranks of bright and glittering machines, the diversity of their patterns, the wonderful excellence of their finish, and, above all, the vast amount of thought and inventive genius employed in their design and construction, must surely prove the extent of an industry, and the magnitude of a sport and a pastime which is the primary cause and main-spring of the miracles of mechanical art to be found this week at Suydenham. The Stanley exhibition of bicycles, tricycles and accessories, which began in conjunction with a club ball and a *conversazione* in what an evening contemporary terms an obscure hall in the North of London, has now, in its twelfth year, attained such dimensions that in or about all London no other place large enough and suitable for it can be obtained but the roof that sheltered

the first great exhibition of any kind in 1851. Year by year this exhibition has grown and grown under the fostering care of the excellent management of such men as Turner, Hutt, Johnnie Price, and last, but certainly not least, the present able and energetic secretary, Jack Dring. That things were in such a forward state on the evening of Friday last—so forward, indeed, that by mid-day Saturday the Show may have been said to be complete in its minutest detail—is mainly due to the earnest work and energies of the last-named gentleman, backed, of course, by the efforts of the makers in their own interests. The whole aspect of the exhibit goes to show a gradual narrowing of design in all classes of machines, consequent upon the results of practice and experience. Except in one or two instances it cannot be said there is anything absolutely new or startling, as has often been the case in former Shows, but on all sides, from the largest manufacturers downward, efforts to perfect in detail, to adopt known principles of construction, particularly in the manufacture of the frameworks of tricycles, tandems and rear-driving safeties, are clearly evident. Indeed, it is a question whether the frameworks of tricycles and safeties will admit of much greater improvements while the motive force employed to propel the machines is that of muscular power. The feature of the stands at the Palace may be said to be in the matter of safeties and tricycles, trussed crutch and diamond frames, and rational ordinary bicycles, of which latter nearly every prominent maker shows one or more specimens. From the manner in which the makers have provided these specimens it is clear that they expect a good demand for this machine during the coming season, but arguing from like premises with respect to the lowlier safety, it is evident that they do not look for any reduction in the sales of rear-drivers, which are in reality the strong point of the Show.

OUTLOOK FOR THE EAGLE BICYCLE.

A reporter of the Stamford *Record* has been calling at the offices of the Eagle Bicycle Company, and the result of his interview is appended:

"I have more correspondence than I can attend to," he said, "from persons all over the country, inquiring about the Eagle wheel. Some of them want to buy, some want agencies, and some are inquiries about the advantages of the wheel. There is no question with me now but that the wheel will be the greatest success, and the business of the company be a very large and profitable one. Practical bicyclers all over the country will want the wheel just as soon as they once ride on it. Look at that letter; there is an order for three wheels from men all of whom are bicycle riders. They say that the wheel is the finest in every particular ever placed on the market. The great desideratum of all bicyclers has been to secure a wheel with all the beauty and grace of movement of the ordinary, as it is called by wheelmen, and in which that danger which all riders fear, headers, is obviated. The header really is the only danger in wheeling, and in the Eagle such a thing is impossible. You can ride over a stone wall, up or down a flight of stairs on this wheel, and a header cannot be taken. No wheelman cares about side falls, because it is a simple matter to protect oneself from injury; rarely has a rider ever been hurt from a side fall. In almost all machines which have been invented to overcome headers there are serious objections which every good rider is familiar with; but in the Eagle none of these exist. It is the most perfect bicycle that has ever been invented is the universal indorsement of all wheelmen who have examined the wheel. There are no terrors to the rider on the Eagle, and for speed it eclipses everything."

"What are your prospects for business?" was inquired.

"Very good; in fact we will have all we can swing at in a very short time. We are at present making three hundred wheels, which will be sent out just as soon as completed. We do not wish to send them out too rapidly at first, until we can get a stock ahead, and this may take some time, though the Ames Manufacturing Co. of Chicopee, Mass., one of the best concerns in the country, can put a thousand men on our work, if necessary immediately. Just as soon as the three hundred wheels are completed we shall probably order a thousand more made."

"How does your wheel compare in price with other makes?"

"Everything about this wheel is first-class, and the price ranks with first-class wheels. No better materials are put into a wheel than those used in the manufacture of the Eagle. The saddle is my own invention, and is as easy as a cradle."

"Will you build a factory in Stamford?"

"That is a matter for further consideration of the company, but at present we shall have the wheels made at the Ames Manufacturing Co., as any work turned out there can be relied upon every time."

IN THE "G. AND J." FACTORY.

CHICAGO, ILL., February 9, 1889.

Through the kindness of Mr. C. H. Smith, traveling salesman for the Gormully & Jeffery Manufacturing Co., I recently had the pleasure of visiting the works of the above concern. I found everything working in the very best of style, in fact like clockwork, and a great many bicycles, tandems, tricycles, safeties, etc., of all sizes ready for shipment this coming season. Was shown the "Rambler" for 1889 in all its stages before completion and the high excellence it attains after completion. It was with much surprise that I watched Mr. Smith mount one of these and ride it in and out among the machines, which are packed in closely, with hundreds of mechanics all busily engaged in some special part of the different styles of wheels. The factory is the most complete in all its details of any I ever saw. A large office and two salesrooms occupy the front half of the first floor and the rear half is occupied by portions of the factory, and the three floors above this are used exclusively for the manufacture and perfection of bicycles, tricycles, safeties, etc. I found Mr. Gormully to be a very pleasant gentleman, giving his whole attention to the office and management of the concern. Mr. Jeffery was also found at his post in the mechanical part of the establishment, and greeted us with a smile as he showed us the new Rambler. He gives his attention to the mechanical department, and in fact it was remarked "that he is the mechanic of the whole business." They seem to think that safeties are the coming wheels, and they are ready to supply the demand with a first-class machine. I am quite positive they are right from what I have heard old riders remark. They all say: "What's the use of 'climbing' up on a bicycle when you can get on a safety much easier and make just as good headway?" It would be well worth the time of any person interested in this line to visit the works when in this city.

EX-MEMBER DETROIT (MICH.) B. C.

THE WHEEL IN TEXAS.

EDITOR OF THE WHEEL:

It is nearly one year ago since I first received a copy of THE WHEEL AND CYCLING TRADE REVIEW, which determined me to become a wheelman, if possible. I immediately procured a wheel for myself and one for my boy "Hal," now thirteen years old. We soon learned to ride our wheels, and during the past summer enjoyed many a five and ten mile jaunt "between times," and some real long ones, one of which embraced a trip of nearly 400 miles over dirt roads. At first our wheels drew sarcastic remarks from jealous and envious persons, but their jealousy finally died out and is now replaced by a genuine bicycle boom. Several young men and lads here will ride cycles this summer.

The plains country is perfectly level, and free from hills and hollows. One can ride for 200 miles on the plains in one direction, without ever once crossing a gully or hollow; hence we have the best bicycle country in the world, there being neither sand nor rocks.

As "line riding" on ranches is expensive (it requires one man and several horses to keep in repair fifteen to twenty miles of wire fence), we have been trying to get the ranch managers to do away with horses on the plains and to mount their men on bicycles, which would greatly reduce expenses and add to the amount of work done by each hand, thus reducing the number of hands also. I believe it will be done yet.

The coming spring will witness a new era with us here, and I hope to be able to send you a few new names of bicycle riders by May 1.

My boy and myself are the only bicyclists I know of in this section at this time. I have hopes, however, of altering these figures the coming season. I am in earnest in this business, and intend to work without ceasing until I have succeeded in introducing bicycles on the plains. I am forty-five years old and ride a 46-inch wheel.

I am glad to see that THE WHEEL is improving and is being well sustained. It is invaluable to the wheelman and to the general trade. May you succeed according to your merits is the earnest wish of your Texas friend,

JNO. W. MURRAY, Editor *Estacado News*.

ESTACADO, February 3, 1889.

FENTON'S FANCIES.

New York wheelmen hardly appreciate, I think, the blessings which are given them. Purely in the matter of opportunities for riding, the cyclist of the metropolis is very far in advance of his Connecticut and New Jersey brethren. Up in Hartford the wheelman lays his faithful steed carefully away about the middle of November; the wheel vanishes from New Jersey roads about a month later, but the New York City riders keep at it pretty steadily throughout the winter. During the month of January it was possible to ride on twenty-three days, rain and snow occurring only on eight out of the thirty-one. February thus far has been rather unpleasant for riding, but to date (12th) wheeling has been possible on seven out of twelve. We may not be blessed with good roads, but certainly the clerk of the weather favors us very highly in the days he bestows upon us. Besides, as a matter of fact, all the roads above the Park, such as Sixth and Seventh Avenues, are very much better in winter than in summer. That rather trying little hill running up to McComb's Dam Bridge has been climbed by hundreds of riders during the winter season who could not get half way up in summer. So, as the minister said when he beheld the cold mutton appearing on the table for the third time in a week, "For what we are about to receive may the Lord *make* us truly thankful." Surely New York riders are by no means badly off in opportunities for indulging in their favorite sport!

The New York Club held a special meeting on Monday evening, but particulars of the work accomplished on that occasion have not reached me as yet. One of the members took me to task the other day for not oftener giving the club a mention, but I told him there was really very little to say. I would like to give my opinion, however, on one of the recent actions of the club. The initiation fee was recently raised from \$10 to \$25, and in so doing I think the club made a most serious mistake. The success of bicycling in New York certainly depends very largely upon the clubs and the keeping up of their numerical strength, and the future as well as the past should have been considered more seriously before so radical and important a change was made. The New York Club has prospered during the past year principally because of the large increase in its membership, but I fear that 1889 will show no such swelling of the ranks. Think it over, gentlemen. I hope that you have not killed the golden-egged goose, but I fear so.

Hawkshaw's remarks in the *World* in regard to the women's 6-day race struck me as being very just and to the point. Such affairs should not be given encouragement by the attendance of wheelmen. Races of so long duration as six days are unpleasant exhibitions to witness anyway, and have very little akin with racing *per se*. As to 6-day walking matches, eminent physicians will tell you that the winners are invariably men of very low mental calibre, who are able to sink their own existence into that of a mere machine. Look at the men who have had the glory (?) of winning 6-day races, and you will notice that they are creatures of very unintelligent appearance and usually wearing a brutish expression; Hazael, Littlewood, Hughes, Fitzgerald, to take a few of the list. And now must we ransack the corners of the earth to find *women* sufficiently unintelligent to push the record up twenty or thirty miles each year? I trust not. Wheelmen certainly should not encourage any such sport (?), lest the outside public should think that we have more brutes than men in our ranks.

A wheelman asked me the other day whether the Rudge Triplet record of 2:18 1-5 had been authenticated in any way. As I am not competent to answer his question, would you mind doing so, Mr. Editor?

FENTON.

[We do not know whether a record has been claimed or not, but the trial was timed by men of undoubted integrity and ability, and it is no doubt correct.—ED.]

Woodside was a figure at the Stanley Show. He will shortly return to America.

CHICAGO.

The May tournament and exhibit and Mr. Garden's third Decoration Day road-race have been the leading topics this week. The committee appointed two or three weeks ago to interest local clubs in the tourney have been meeting with success, three clubs having pledged themselves to lend every effort to make the enterprise a success. Tom Eck has been here, too, and talked himself up to a great pitch of enthusiasm over what the professionals would do, and how many miles they would ride. The committee will conclude its labors on the 19th, and on the 20th will report progress at a general meeting at the Grand Pacific Hotel. One remarkable feature of the affair is the liberal manner in which the dealers have promised to support it. Similar opportunities have been afforded them previously, but they have been shy of the bait. This time they are in for the thing in earnest.

Stone and Lumsden have at last come to an understanding about the races over which they have been quarreling for some weeks. They have agreed to ride three races, one mile at Cheltenham Beach, five miles at St. Louis and ten miles at Crawfordsville, Ind. The latter will be run on the road. Stone is a well-known man, a son of Professor Stone, and brother of the late Cola. He enjoyed a professional career for two years after the "makers' amateurs" were expelled, but was subsequently reinstated. Lumsden's first effort was made last Decoration Day, when he won the Pullman road race. He was one of the three men who composed the Chicago team which won the championship at Buffalo, and wound up the season by wiping up the earth with Stone *et al.* at Quincy, Ill.

The Chicago C. C. isn't on speaking terms with its captain, Tom Roe. Mr. and Mrs. Roe mentioned that they intended to invite Pauline Hall to the C. C. C. reception, and were informed by the House Committee that Pauline's room was preferable to her company. That was three weeks ago, since which Tom has been conspicuous by his absence. But Tom has a crumb of comfort! His name appears on the Western Arms Co. letterhead as "Manager of Cycling Department." He therefore considers Ralph Temple crushed, and is happy.

I see by *The Referee* that the Chicago A. A. A. have been unable to pay their rent and have been ousted from their grounds. They possessed the only cinder path in Chicago, which has been under the care of old Bill Richards, who for many years held the 1-mile running record.

The handsomest salesroom in town is now possessed by Mr. Stokes, who handles the Warwick and Springfield wheels.

The Illinois Division meet will be held on July 4, probably at Ottawa, Ill.

Louise Armaindo left here Wednesday for New York to ride in the six-day race. If it doesn't turn out simply an exercise canter for her, we of Chicago, who have seen her ride 830 miles on a 16-lap track in 72 hours, will be greatly surprised. On an occasion like this, where so many ladies are riding, I presume I ought to be on hand at the Garden to make good my assumed title of

PEEPING TOM.

LONG ISLAND LACONICS.

CAN ANYONE DENY

That the new brooms are proving hustlers, each and every one?

That no signs of greenness hover about the Presidential chair?

That the Executive Committee and Board of Trustees still remain one and inseparable, and that at least one man is wilder thereat?

That the House Committee may be diminutive, but gets there—even if the windows suffer?

That our Saturday Nights bid fair to become a constitution and by-laws, all by themselves? That we hope we may live long and enjoy them, in spite of the exhilarating and seductive refreshments provided?

That the next card manipulator will wait long and wearily for another response?

That last month's gas bill waxed extremely great, thanks to the nightly exertion of a few *heartless and limitless* members?

That many and frequent billiard and pool champions and fiends discover themselves occasionally, but Wise and Alden are the combination to play—(and pay)?

That Schumacher is out for gore this year—gloves and all—and we wish him many successes?

That our L. I. W., P. H., Y. M. C. A. and B. A. A. member expects to salt several pounds of medals this year, unless he is unfortunate enough to train too fine? We wish him *continued* success?

That the Road Committee intend letting very few miles slip through their sieve this coming season?

That they are going to work on the "stand and deliver" plan, and 'tis folly to resist?

That the medal winners of last year have adopted this motto: "Everything comes in time to those who kick at every opportunity?"

Nyx.

BERKSHIRE, ETC.

Will Holly had an interesting experience with a pretty Shakeress at Berkshire last summer.

According to their religion the ladies are not to so much as look at any of the worldly people—Will is awfully worldly!—nor have any dealings with them; and when he called at a house, pretending he and his partner were lost, he could not catch the eye of the young lady who answered his questions as to direction.

He says she persisted in looking down to the ground all the time, and he failed in his attempt to discover the color of her eyes. She was nice, though, he said, and the house he peeped into was scrupulously neat and tidy.

Small villages up in Shakerdom are called families, and it sounded queer to be told that it was miles to the next family when there were houses within sight.

There is no question but the Shakers, as a people, are the most honest in this country, and it is, doubtless, as well for them that they are a little exclusive and keep outsiders at a distance, especially cyclers.

Holly and Lockwood spent their first annual summer vacation a wheel in a ramble through portions of Berkshire, and were more than delighted with their outing.

They were not only charmed with the scenery, but the roads, which were mostly gravel, are, when well made, the very best and easiest for wheeling.

It was noticeable wherever they went that the most respectable looking farm buildings were in sections where the best roads were, and the same holds good in any portion of the country. We have taken pains to note this fact when on our own tours about the country for years past.

There are miles of gravel being put on the roads about Sound Beach and Riverside, near Stamford, and we will enjoy the great improvement through those pretty hamlets more than ever this season.

There are indications of an awakening interest in cycling matters in this vicinity, and surely the better roads out of town are welcome, even if the town does not show life enough to do anything for the streets that are now in horrible condition. Our Selectmen [mighty poor selection!] were heard to say that they "did not want the paving question agitated." They evidently get money out of the present mire that they would lose if pavings were used.

STAMSON.

FIXTURES.

- 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. 21, 1889.—Reception and Dance, at L. I. W. Club house.
Feb. 23, 1889.—Atlanta vs. Kings, at Newark.
Mar. 1, 1889.—Universal Cycling Club's Reception, at the Brooklyn Institute.
Mar. 1, 1889.—New York vs. Hudson County, at New York.
Mar. 2, 1889.—N. A. A. Games at Madison Square Garden; 1 1/2-mile handicap; entries close February 26, with Secretary N. A. A. Games, P. O. Box 3178, N. Y. City.
Mar. 5, 1889.—Kings vs. Harlem, at Brooklyn.
Mar. 8, 1889.—Hudson County vs. Atlanta, at Jersey City.
Mar. 14, 1889.—Atlanta vs. New York, at Newark.
Mar. 16, 1889.—Harlem vs. Hudson County, at Harlem.
Mar. 21, 1889.—Atlanta vs. Hudson County, at Newark.

The Riverside Wheelmen will hold a fair at their club house, 108th Street and Western Boulevard, New York, on February 27 and 28 and March 1 and 2. Wheelmen are invited to call.

MANHATTAN B. C. ENTERTAINMENT AND RECEPTION.

If you should happen to run across two Manhattan men you will note them rush toward each other and vigorously shake. They are simply congratulating themselves on the success of their affair, which took place at the Lexington Avenue Opera House on Friday evening last. The members of the committee having the affair in charge have been known to steal away unobserved to have a good shake-hands with themselves.

The affair consisted in the getting up of an elaborate programme, in providing entertainment, a dance and a supper. In no respects did the committee fail, and as they surveyed the brilliant scene presented in the Opera House about midnight they might well feel pleased—nay, enthusiastic over their success.

The printed programme contained some interesting reading matter, a sketch of the club's history, a picture of the club house and several original poems.

The entertainment was more interesting than are usually given previous to receptions, and was enthusiastically received by the audience. After an overture by Schwab's orchestra, Mlle. Emillus, the "Champion Lady Cyclist" of France, gave her refined exhibition on the bicycle. The champion lady afterward materialized into W. S. Maltby. The Balzer Trio, Otto, Fred and Emil, made harmonies upon a piano and two violins, after which the renowned Mr. Gus Schlesinger talked very wittily. Miss Ida Belle Travis, a miniature soprano, gave a splendid rendition of "Under the Mistletoe," securing a recall. Then came a few moments with Loney, who was very funny in an anecdotal way.

Of the reception we cannot write too enthusiastically. The floor was crowded, but after the first few dances there was comfortable elbow room. The gentlemen were almost all attired in evening dress and many of the ladies wore beautiful evening gowns cut *decollété*, the whole making a pleasing picture, which changed at every wave of the conductor's baton.

It is impossible to tell the names of those who were present. The Manhattan members and their friends were out in force; the Harlem Wheelmen, Riverside Wheelmen, Hudson County Wheelmen, New York Bicycle Club and Acme Bowling Club were well represented.

During intermission supper was served to over 200 people. Cheers were given for the clubs represented, for the Manhattan Club and for Mr. L. A. Newcome, of the Harlem Wheelmen, who is a great favorite with the Manhattan boys ever since a pleasant week spent at the Buffalo meet. Mr. Newcome was compelled to make a brief speech, but President Warwick and THE WHEEL's representative were unequal to the effort and declined to do anything but be looked at.

The reception ended about dawn. The Committee of Arrangements were: Charles A. Sheehan, D. H. Thistle, M. S. Goldman, J. A. Clairmonte and Albert Shire. Only one unfortunate event remains to be recorded. Chairman Sheehan's numerous duties took so much of his attention that the fair maid whom he escorted to the reception fell into the hands of the enemy, and there is blood in the Secretary's eye.

THE ELIZABETH WHEELMEN'S ENTERTAINMENT.

On Tuesday evening last the Elizabeth Wheelmen gave an interesting entertainment at the Temple Opera House. The entertainment consisted of a cycling drama in two acts, which was enlivened at intervals by singing, humorous sayings, and fancy riding on the wheel. The audience was large and showed its appreciation at various stages of the performance by giving vent to bursts of applause. The Hudson County and Atlanta Wheelmen were in attendance, and, it may be observed, had their lungs with them, as they demonstrated several times to everybody's satisfaction.

In the first act the curtain rose upon a cyclists' camp scene. The chief features of this act were a demonstration of the joviality and good humor that exist between cyclists on such occasions, and the manner in which they amuse themselves. Much merriment was created by the entrance upon the scene of two English-

men, one of whom could ride the bicycle and the other (W. S. Maltby) who could not. The one who couldn't finally succeeded in mastering the wheel, but not until after he had convulsed the house by his many and ludicrous attempts.

During the first act the E. W. Quartette sang "I Long For Thee" and "Vintage Song." Mr. Edward Bagley sang a solo entitled "I Would I Were a King," and a topical song written by a member of the club. Mr. J. E. Searles created much amusement by making a stump speech entitled, "Around the World with Thomas Stevens."

The second act showed the cyclists at a hotel. Dinner was not ready when they arrived, but the landlord informed them that two of his friends, Mr. John E. Searles and W. S. Maltby, would entertain them during the interval of waiting. Mr. Searles, after amusing the audience for a short time with humorous sayings, caused excessive laughter by making five successive changes without leaving the stage—appearing as a fireman, a policeman, an old man, an old maid and an Irishwoman. Mr. W. S. Maltby was then introduced and received generous applause. He then proceeded to give his wonderful exhibition on the bicycle and unicycle. During his performance murmurs of approbation were constantly heard among the audience, which would now and then burst forth in vociferous applause. This closed the entertainment, which was a fair success.

TROY NOTES.

The second bowling contest between teams of the Troy Bicycle Club and Railroad Young Men's Association occurred on the evening of the 4th inst. at Bicycle Hall bowling alley, before a large number of friends, many of whom were ladies, very much interested in the result. There were two games bowled, the bicycle club's team scoring 910 to 637 in the first game, and 964 to 712 in the second game; a total of 525 pins in favor of the bicycle club. The scorers were J. E. Chapin and William M. Taylor.

I regret very much that Mr. George R. Bidwell has decided to resign from the office of Chief Consul of this State, as a better man never filled the position either in this or any other State. Who has done more for the League than he? He it is who ought to be its President. Our Division has about 2,500 members at present, which is over one-fifth the total membership of the League, and this is due mostly to the efficiency of our present Chief Consul.

The Albany Wheelmen and Troy Bicycle Club are on such good terms, why not have a series of bowling matches just for fun?

Last Friday night the Troy Bicycle Club gave the sixth social of the season, but as I was not there to enjoy the fun I can only say that I have every reason to believe that it was just as merry a party as is usually given by this club.

I cannot say positively at the present time, but I think the Pope Manufacturing Company will open a good agency in the city if arrangements can be made with a prominent hardware dealer here satisfactory to both parties. It seems queer that our large manufacturers have not established agencies in the city where their wheels could be seen to advantage by the public. I hope something will be done by them to boom wheeling when the season opens.

FEBRUARY 11, 1889.

ORNH QBA.

W. S. Maltby has started out his advance man. He will make an exhibition trip across the continent and then sail for Australia.

The Warren Wheel Club, of Roxbury, Mass., held its regular monthly dinner and business meeting at the Crawford House February 12, President A. H. Wiggin in the chair. The club was entertained by Mr. George H. Lang, zither player. The two medals offered by the President last spring for the two best road records made by club members during the season of '88 were awarded to Mr. E. E. Randall, a bicycle rider, who made a record of 1,200 miles, and Mr. F. C. Graves, a tricyclist, receives the second medal, having made a record of 900 miles.

WHEEL GOSSIP.

The New Jersey roads improvement bill has been introduced by Senator Miller.

The people of Plainfield, N. J., talk of calling a public meeting in the interest of better roads.

The Manhattan Athletic Club are in communication with Windle, and he may represent the club on the other side of the water this year.

W. D. Banker, of Pittsburg, has been in New York during the past week. He was a constant attendant at the Madison Square Garden race.

The leading newspapers of New Jersey are warmly advocating the passage of the roads improvement bill published in last week's WHEEL.

The Common Council of Newark, N. J., will be asked by property owners and others to macadamize the unpaved side streets of the city.

T. A. Smily, formerly teacher with George R. Bidwell, is in town for a few days. He has been with Harry Higham, at Washington, for the past year.

Denver wheelmen are much troubled by dogs. One wheelman was bitten last week, and another was thrown from his wheel by the onslaught of a brute.

The Rutherford Field Club, of Rutherford, N. J., an outgrowth of the Rutherford Wheelmen, have already purchased a house, and are now making efforts to obtain grounds for athletics and cycle races.

Mr. T. Gerry, representing Holmes & Co., of Boston, was in New York on Monday. He carries a line of knit goods made up for cycling and athletic men. Mr. Gerry will make an extended Western trip.

R. H. Davis, the Harvard crack, will spend his summer vacation in Europe. He may do some racing while abroad. He is very fast on the safety and should be able to gain some honor on English paths.

Mr. George T. Stevens, manager of the Coventry Machinists' Company's American business, was in New York on Friday last. Mr. Stevens appointed William Halpin & Co. New York City agents for the "Club" wheels.

The members of the Massachusetts Bicycle Club will enjoy their annual banquet at Young's Hotel, Boston, on the 18th inst. The club is now without any headquarters, but it is rumored that a plan for securing a permanent home will be advanced and discussed at the banquet.

The eleventh annual dinner of the Boston Bicycle Club will be held at the Parker House on the evening of February 23. The town club members will join the cyclers, and a large attendance is expected. The committee of arrangements consist of E. C. Hodges, John R. Chadwick and W. B. Everett.

CENTURY RUN, 1889.

A meeting was held at the Citizens' Bicycle Club on Monday evening to consider the project of holding a century run from New York to Philadelphia some time during the coming season. The matter was placed in the hands of a committee of five, representing New York, Brooklyn, Newark, Orange and Plainfield.

Mr. W. W. Stall, of Boston, Mass., writes us as follows: "George Hendee has practically signed with me for 1889, and has gone over to the Stanley Show to do a bit of business for me. We think we have a good man in 'Our George.'" So do we, and we hope that both Handsome George and Long Billy will count 1889 a success. Mr. Stall has just returned from the Montreal Carnival, by the way.

From Germantown comes the news, which will be welcomed by all cyclers, of a new grand avenue, which is to be opened from Township line, or Wissahickon Avenue, to Ridge Road, opposite the steamboat landing below Falls Bridge. It is to be about a mile and a half long, with a width of eighty feet, macadamized the whole length, with no grade over five feet to the hundred. It will afford direct communication, through magnificent scenery, between Germantown and Fairmount Park.



MR. E. I. HALSTED

We present above a fair likeness of Mr. E. I. Halsted, of the Harlem Wheelmen and New York Athletic Club. Below will be found a sketch of his cycling career. Mr. Halsted is one of the most popular cyclists we know of, being modest in speech, courteous and obliging, and having all the instincts of a gentleman.

Age, 23; weight (in racing suit), 152; height, 5.10. Commenced riding May, 1885, using a 52-inch Expert Columbia Whilestillta "novice," he was chosen as fourth man on the Harlem Wheelmen team; and in the first inter-club road race, held in Brooklyn, Election Day, 1885, he scored ninth place out of sixteen, thereby helping the Harlem Wheelmen win the cup. In this year his mileage was 627. In 1886 the Harlem Wheelmen offered several medals for road riding records, all of which were won by Mr. Halsted, as follows: Century Medal (distance to be ridden inside of ten hours), elapsed time for the 100 miles, 8h. 35m. In this ride Mr. H.'s left pedal-pin broke just as he was leaving Tarrytown, and, although he had already covered forty-five miles, he stuck to his task and rode from Tarrytown to New York City (twenty-one miles) with one leg. Twenty-four hour Road Record Medal was first won by H., with 151 miles to his credit; riding time, 15h.; elapsed time, 17h. Two weeks later this medal was taken from him by a fellow club member, who rode 152 miles. As the mileage ball had started to roll, Halsted prevented it from gathering any moss, and a few days later set out to regain the medal. His intentions to cover 200 miles were good; but the hilly roads between Poughkeepsie and Hudson proved too formidable, and he was satisfied with 165 miles; riding time, 16½h. Halsted also tried his hands—or rather feet—at both road racing and

path racing this year. In the first race of the defunct N. Y. and N. J. T. R. R. A. he was riding a good third at the 15-mile post, but the effects of a severe header (the result of a foul in the first half-mile of the race) caused intense pain, and he had to ease up, although finishing the full twenty-five miles. In the fall of this year he took fourth position, riding a 54 inch Expert. During this year his eleven races resulted in three firsts, three seconds and four thirds—all ridden on a full roadster. Total mileage for 1886, 3,602, with an average of 31½ miles per ride. In 1887 Halsted experimented with a 51-inch Star, on which he covered about 1,200 miles. His longest ride on the "grass-hopper" was from New York City to Philadelphia, July 4. This memorable ride convinced him that for "all round" work he could get better results from a crank. However, he tried his luck in the third inter-club race, May 30, 1887, on a 54-inch (!) racing Star, and up to the 20-mile post held sixth position, but dropped out of the contest, as several of the light spokes had broken and become wound around the "drum," acting as a brake. During this year he rode in ten path races, winning five firsts, one second and three thirds, in one of which he rode from scratch with Crist, Phil Brown, Stenken and others, and made 2.44 2-5 (Crist's time, 2m. 38 2-5s.) on a racing wheel. Total mileage for 1887, 4,601; average ride, 31½ miles (as in 1886), including one "century."

During the past year Mr. Halsted has spent most of the time in Philadelphia, and although we have seen little of him on this account, nevertheless he has kept us reminded of his existence, and he has proved himself an excellent representative of the Harlem Wheelmen, the New York Athletic Club and the Pennsylvania Bicycle Club, of Philadelphia. He has competed in fifty-six races, winning thirty-nine firsts, eleven seconds and two thirds. On account of the path work, his road mileage did not equal last year's figures, showing a total of only 3,113 miles—an average of 17 miles per ride.

A SELECTED LIST OF PATENTS.

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

Patrick Gallagher, New York, N. Y. Tricycle. February 12, 1889.

This invention is a tricycle constructed with a crank handle arranged in front of and above the level of the seat of the vehicle, and having its bearings in adjustable arms pivoted to up-rights on the frame of the machine and an endless chain connecting a chain-wheel on the crank handle shaft with a similar wheel on the driving wheel shaft, the combination with the pivoted adjustable arm and the crank handle, having its bearings therein, of a fly wheel on the shaft of said adjustable crank handle, the vehicle seat, the driving-wheels, a brake adapted to bear on said driving wheels and a hand lever operating said brake and arranged for manipulation from one side of the seat and in front of the latter and out of line with the operating crank handle.

THE NEW HAVEN CLUB'S RIDING RECORD.

Prominent among the various clubs whose road riding records deserve especial notice is the New Haven Bicycle Club. Its fast-st man, H. C. Backus, rides a Star. He won the novice race at Hartford in September, 1887, and in 1888, though in poor condition, and having to contend with a number of fast men, he made a very creditable showing. G. A. Picket is another of the fast men of the club. F. E. Weaver, who is only nineteen years old, is the champion road rider. He made the best time in the club team road race, ten miles in 40½ minutes, and holds the road record from New Haven to Springfield, 70 miles in 6¾ hours, and also the Century record of the club, from New Haven to Springfield and back to Cheshire, Ct., 130 miles in 13 hours. J. M. Verhoff won the five-mile club handicap road race last spring, in 23 minutes 25½ seconds, having 3 minutes start. L. J. Parsons, is the oldest rider, being fifty-seven years old, and riding a wheel of his own make. John Fray is the heavy-weight, weighing 200 pounds. He rides every Sunday through the season. C. E. Larom, Chief Consul of the Connecticut Division, L. A. W., and Lawyer Jno. H. Whitting, President of the club, are strong road riders, as are also T. J. O'Tell, A. N. Welton, S. C. Sperry, B. E. Vann, A. G. Fisher, C. T. Bartlet, W. F. Perkins, Palmer Fields and others. The following members have ridden 2,000 miles and over the last season: C. E. Larom, 2,500 miles; F. E. Weaver, 2,500; J. H. Whitting, 2,250; J. M. Verhoff, 2,100; A. G. Fisher, 2,000; G. A. Picket, 2,006. Among the principal runs taken by the club members was that of a party of eight to Brooklyn, one Sunday by Saturday night boat, wheeling down the island to Babylon with the Brooklyn Bicycle Club boys. Frequent club runs were made to Hartford, Bridgeport, Savin Rock, Morris' Cove, Branford and Stony Creek.

The club is also moving along socially. Last spring, when it moved to its present quarters, it opened them with a social and musical entertainment. The State Division L. A. W., held its annual meeting last August, and the club entertained the members. During the winter it had several social gatherings. The membership is fifty-five, and visiting wheelmen are always welcome.

The Harvard Bicycle Club propose to hold a race meet some time in May. The prizes will be of unusual value and are expected to attract riders from other colleges for the intercollegiate race. The only long race on the programme is a 3-mile handicap, for which the most valuable prizes will be offered. All but three of the races are open to all amateurs.

Messrs. Whitten, Godding & Co., of Providence, are supplying bells, whistles and like sundries to dealers, who will find it advantageous to have their lists.

The Rutherford Wheelmen have changed the name of their club to the Rutherford Field Club.

The Long Island Wheelmen will hold a reception and dance at their club house February 21.

THE SPRINGFIELD ROADSTER BICYCLES

Hold the World's Records

For Speed,

Safety,

Beauty,

Durability.

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| " 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.

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

PENNSYLVANIA'S ROAD LAW

HARRISBURG, January 29.—Senator McLain, of Washington County, to-day introduced a general road law. It provides that at the February election of 1890 three road commissioners shall be elected in each township in each county of the State, to serve one, two and three years, respectively. They shall divide the townships into road districts and appoint overseers to take charge and work each district on plans furnished by the commissioners. It provides for the election of a county engineer, who shall have general supervision of the improvements and of the wages to be paid and the number of hours that shall constitute a day's work. The levy for road purposes must not exceed ten mills on each dollar's valuation, the money to be collected by the County Treasurer and to be disbursed by him through the several boards of road commissioners. It also provides for the laying out of new roads, and all things looking to the improvement of county roads, the condemnation of gravel for the roads and other matters relating thereto.

OMAHA'S BICYCLE TOURNAMENT.

During the past week the Coliseum in Omaha was the scene of a great three-hour six-day bicycle tourney. The contestants were four in number—viz., "Senator" Morgan, Prince, Knapp and Reading. The contest was very close throughout, a few laps being the greatest lead at any time. Prince managed to spurt in first every night at the close, but failed to do so on Thursday night because of an accident happening to his wheel. "Senator" Morgan thereafter tried to block Prince in his efforts to regain his lost lap, but was foiled in his attempts. Prince won by a half wheel's length, with Morgan second, Knapp third and Reading last. The total score for the six days was 304 miles and 8 laps. The tournament was a brilliant success, fully three-thousand people being in attendance every evening.

Mr. J. B. Dalsell, a Scotchman, claims to have invented and made the first velocipede, as distinguished from the "Dandy-horse," which was propelled by striking the feet on the ground. This wheel was made in 1846, and is probably the first two-wheeled machine propelled by pedals. It was much on the lines of the rear-driver so popular to-day. The wheel will be exhibited at the Stanley Show.

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Six Months for One Dollar.

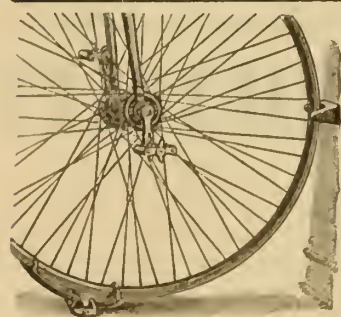
The only Cycling and Athletic Weekly in the West. Covers all the Western Territory and gives all the latest and best news.

Look out for The Referee's Tournament in May.

Advertisers referred to Messrs. Lindsay & Taylor.

THE REFEREE PUBLISHING CO.,

199 S. Clark Street, Chicago.



THE
BUFFALO
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STAND

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This device is confidently offered as the best thing of the kind yet placed on the market. It is small, cheap and durable, and holds the machine firmly without injury to the tire.

Only one small piece fastened to the floor, offering little obstruction to the bloom in sweeping.

Properly placed, the stand will hold any wheel from fifty to sixty inches in size.

The parts are held securely by three small screws which do not injure the floor or wall very much, and are easily removed or changed.

Price 50 Cents.

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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.

"The Brooks Hub Cyclometer is the greatest favorite at our stores, and sells like the proverbial 'hot cakes.' It is a positive motion cyclometer and has been subjected by us to most satisfactory tests. They are reliable instruments and give great satisfaction."

A. G. SPALDING & BROS.,
New York and Chicago.

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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



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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.

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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.

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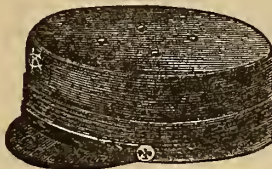
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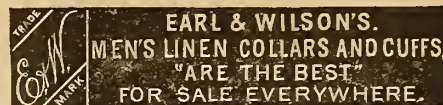
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