

# Bicycle

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[WHOLE NUMBER, 52.]

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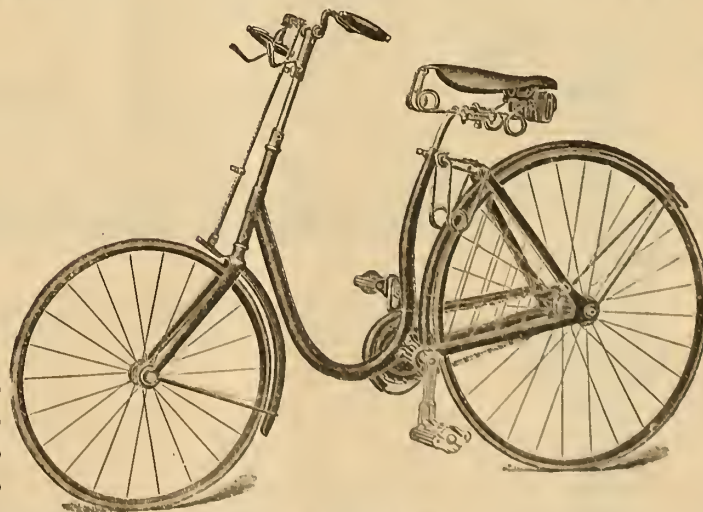
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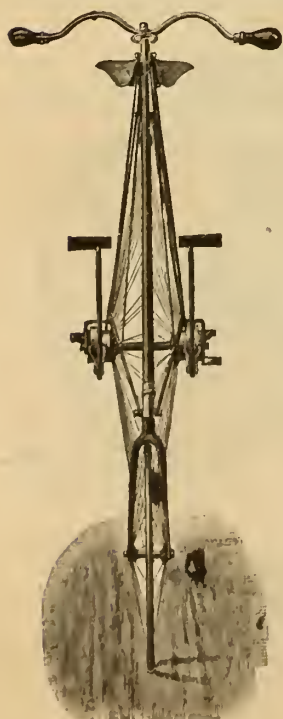
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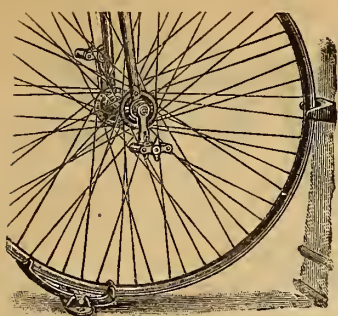
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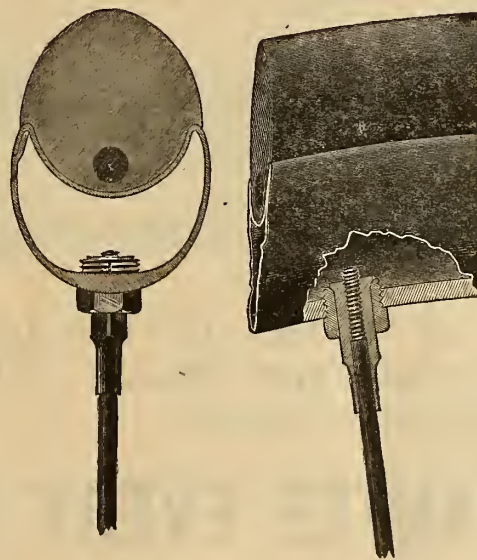
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This wheel has tangent spokes and hollow rim.

No. 6 Wheel, ball-bearing, 46-inch.....	110
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This wheel has tangent spokes and hollow rim.

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# THE WHEEL

—AND—

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

THE litigation hereto pending between Francis P. Prial and William Neumann, and all other matters of difference between them, have been satisfactorily and amicably settled. Mr. Neumann relinquishes all claim of interest or ownership in THE WHEEL AND CYCLING TRADE REVIEW and the entire business and good will connected therewith.

OUR Washington correspondent makes some reference to the desecration of streets by horse-car routes. Many cities have had their finest streets destroyed by the infernal "investor," who is out for "dividends" first, last and always. Of course we are not objecting to the pursuit of the nimble sixpence and the crispy "V"—we all do it; but the rights of other people are so utterly ignored, that the cry of disgruntlement which we find so general usually has some foundation. In New York we have had two of our Boulevards destroyed by horse-car lines. Our Washington correspondent favors the electric system, which does not deface the streets, nor render them unridable.

OUR refusal to in any manner connect ourselves with the race recently held in Madison Square Garden is justified by the squall which disturbed the serenity of its managers as soon as a division of the spoils was attempted. The magnificent rows of figures published in all the dailies of Monday last, purporting to represent the amounts paid the participants, now appear to have existed only in the imaginations of the show managers. The denouement was dramatic, the principals being Miss Stanley and Manager Troy. It appears that Lottie and the other girls were under salaries—and not very large salaries at that—to ride in any race which Mr. Troy should manage. Miss Stanley was further promised, so she alleges, \$500 in case she won the Madison Square Garden event. Manager Troy denied her statement, but after some legal wrangling and attaching the receipts, Stanley got away with \$250 or its equivalent. It is to be regretted that any cyclists were induced to lend respectability to the entertainment by their presence.

OUR valued correspondent and enthusiast, Mr. Joshua Reynolds, strongly advocates the formation of a ladies' division of the League. We present his views in another column. We at least think that this project is worthy the serious attention of the League's "Cabinet."

## National Assembly Meet.

The first meeting of the National Assembly was held at the Grand Union Hotel, Monday, February 18. President Kirkpatrick called the meeting to order, thirty-six delegates being personally present and forty-four being represented by proxy. Mr. Kirkpatrick at once called for nominations for the office of President of the National Assembly. George R. Bidwell, of New York, nominated Charles H. Luscomb, Chairman of the Rights and Privileges Committee. Mr. D. K. Trimmer, of Pennsylvania, nominated Col. George A. Jessup, of Scranton, Pa. Mr. Luscomb was elected by a vote of 58 to 20. James A. Dunn, of Massillon, Ohio, was unanimously elected First Vice-President and Sanford Lawton, Springfield, Mass., Second Vice-President. W. M. Brewster, of St. Louis, was unanimously elected Treasurer. After the election of officers came the officers' reports. The Secretary reported the total League membership, to date, to be 12,100 members. The Treasurer reported a balance on hand of \$336, and a life membership fund of \$304. The Executive Committee referred to the unsatisfactory condition of the League, and on their recommendation it was voted to assess the State Divisions of the League fifteen cents for each member of the Division.

The afternoon session was devoted to a discussion of the by-laws, which were harmonious with the National Assembly Constitution.

The meeting was called to order about 10:30 A. M. by President Kirkpatrick, who, as President of the League, was temporary chairman of the National Assembly. Mr. Kirkpatrick spoke of the harmony and peace which existed in the League, and stated that the best results had been obtained by submitting all important questions to the League "cabinet." But little work of a progressive nature had been accomplished on account of the lack of funds. It would be one or two years yet, said Mr. Kirkpatrick, before enough money would be had to undertake any important work. The Chairman returned thanks for the kind and cordial treatment he had received from his fellow officers, and wishing them God-speed, ended his term as President of the League amid hearty applause.

The Credentials Committee, Messrs. Emery, Bull and Van Nort, reported thirty-six men personally present and forty-four represented by proxy. The list of officers present is as follows:

California—Dr. J. W. Gibson, C. E. Larom and C. L. Brockway; District of Columbia—Geo. S. Atwater; Illinois—Edwin Oliver; Maine—Geo. E. Dow; Maryland—Albert Mott; Massachusetts—Dr. W. H. Emery, J. B. Seward, C. S. Howard, Sanford Lawton and Howard L. Perkins; Missouri—W. M. Brewster; New Jersey—Dr. J. H. Cooley, G. Carleton Brown and Geo. C. Pennell; New York—George R. Bidwell, W. S. Bull, Dr. C. S. Butler, C. H. Luscomb, W. W. Share, Geo. Dakin, W. H. De Graaf, J. Reynolds Adriaance and Fred. B. Graves; Ohio—T. J. Kirkpatrick and George Collier; Pennsylvania—Col. Geo. A. Jessup, Harold R. Lewis, C. B. Holly, J. J. Van Nort and Kirk Brown; Rhode Island—C. S. Davol, Howard L. Perkins and George S. Cooke; Secretary, Abbot Bassett.

Dr. Butler moved that report of Credentials Committee be read and filed. Carried.

Chairman Kirkpatrick called for nominations for President.

Mr. Bidwell, Chief Consul of New York, nomi-

inated Mr. C. H. Luscomb in a neat speech. Mr. D. K. Timmer, of Pennsylvania, nominated Col. George A. Jessup, of Scranton. Mr. Brewster, of Missouri, seconded Mr. Luscomb's nomination, and Mr. Oliver, of Illinois, seconded Mr. Jessup's nomination.

Committee of two appointed to count vote.

At this point Mr. Gerry Jones, of Binghamton, N. Y., arrived.

Mr. Luscomb was declared elected by a vote of 58 to 20. This announcement was received with applause, and the newly elected President took the chair and made a brief speech of thanks for the honor conferred on him.

Mr. Atwater, of Washington, nominated Mr. James R. Dunn, of Massillon, Ohio, for First Vice-President; seconded by Mr. Kirkpatrick; unanimously elected, the Secretary casting a single ballot.

Mr. Sanford Lawton, of Springfield, Mass., was unanimously elected Second Vice-President, Dr. Emery nominating him.

Mr. W. M. Brewster, of Missouri, was re-elected Treasurer without opposition.

Secretary Bassett reported the League's membership as 11,948 on January 1, 1889, and 12,100 on February 18. In 1887 the leading States according to membership were: New York, Pennsylvania, Massachusetts, Ohio, New Jersey, Connecticut, Illinois, Missouri, California, Maryland. In 1888 the rank of the States was: New York, Pennsylvania, Massachusetts, Ohio, Illinois, New Jersey, Connecticut, Maryland, California, Missouri.

The Secretary reported that on February 1 he owed the Divisions \$995.33; to meet this liability he had \$467.19 on hand and \$225 in claims, on call, and this, together with the \$300 due by the *Bicycling World* Company March 1, making a total of \$992.19, was almost enough to pay the obligation. For the next four months there will be no income and considerable expense, which will leave a deficit at the end of the financial year. The receipts for 1888 were \$14,610.50, including \$7,851 for renewals and \$6,759.50 from 4,049 new members. Of the sum received, \$6,427.16 was credited to Divisions.

The expenses of the Secretary's office for 1888 were \$3,152.16. At the beginning of the year the Secretary charged off \$1,556.81 loss on the *Bulletin*. The card-case account had shown \$181.20 profit. The Secretary devoted several pages of his report to showing the necessity of pushing the work of roads improvement. He also recommended an improvement of the League hotel system, and a celebration of the tenth anniversary of the League.

Treasurer Brewster reported as follows: Balance on hand January 1, 1888, \$588.05; received from Secretary, \$600; received from Ohio Division relief fund, \$100; total, \$1,288.05. Paid out, \$952.05; balance on hand, \$336. Besides this amount there is a fund of \$304, received from life membership, in deposit at the Continental Bank of St. Louis.

Reports of the Membership, Rules and Regulations, Rights and Privileges and Executive Committees followed, but revealed nothing of importance. The report of the Rights and Privileges Committee, Chairman Luscomb, was chiefly devoted to justifying the publication of the circular letter sent out by Mr. Luscomb last fall. Mr. Luscomb, while admitting the breach of committee etiquette, believed that the end justified the means, and, speaking from that standpoint, he completely exonerated himself, if one could judge from the applause with which his dramatic reading of his report was received. It is published on next page.

The Racing Board reported that it had been deemed inadvisable to prohibit amateurs from racing at meets at which professionals were allowed to compete. The Board recommended the appointment of handicappers in the various sections of the country.

After some discussion it was moved and carried that each Division be assessed fifteen cents for each member on the roll, and that each Division shall be credited with any amount it may have already contributed to the relief fund. This assessment was declared absolutely necessary to prevent the League from becoming insolvent.

After recess the meeting reconvened at two o'clock and spent the afternoon discussing the by-laws presented by Dr. Butler. They were adopted with but minor changes. The important feature of them, considering the present condition of the League, was the increase of Secretary Bassett's salary from \$1,500 to \$2,000.



## RIGHTS AND PRIVILEGES COMMITTEE'S REPORT.

TO THE NATIONAL ASSEMBLY, L. A. W.:

Gentlemen—The Committee on Rights and Privileges report that since the last annual meeting numerous questions involving the rights of wheelmen have been presented for attention and advice.

That in several sections of the country, particularly in Illinois, Minnesota and Pennsylvania, the Committee have been called upon for information, where attempts have been made to interfere by ordinance with the free use of the streets by wheelmen. In all cases the Committee have at once responded, furnishing all necessary information, and stood ready to take an active part in the case should it be desired or required.

There have also been brought to the attention of the Committee several cases of assault upon wheelmen while riding upon the public highways, and in answer the Committee have forwarded advice as to the proper method of procedure, with precedents and authorities.

Early in the year your Committee caused to be prepared and printed a small pamphlet containing much useful and important information, stating the rights of wheelmen upon the public highways and parks, and giving citations and opinions from judicial decision, in various parts of the country. Copies of this pamphlet can be obtained at any time from this Committee or from the Secretary, and it is believed that its compilation will prove of value to wheelmen in their contests with hostile authorities, and with drivers and horsemen who have not yet learned that the bicycle has become a power in the land.

Your Committee have also been called upon to pass upon several questions of construction of our laws, both as to the selection of delegates to the National Assembly and the election of State officials caused by the transition stage of our organization, and the absence of a complete and harmonious code of by-laws.

There is not at present any important litigation in which the national organization is engaged.

It is recommended to the National Assembly that steps be taken as early as practicable and politic, looking toward the presentation of bills defining the rights of wheelmen and the legal status of the bicycle and tricycle by statute in every State where the wheeling interest is sufficiently strong to warrant it, and in this work the active aid and assistance of the national organization should be expended and its influence concentrated.

This recommendation is made from the experience of the Chairman of the Committee in New York State affairs, arising out and in connection with the "Liberty Bill" which passed the Legislature and became a law last spring.

MR. LUSCOMB EXPLAINS THAT CIRCULAR LETTER.

At the time of the earnest and combined effort made by the wheelmen when the fate of that measure was in grave doubt before the Governor, the Chairman of this Committee did not hesitate to throw all the influence of the national organization in favor of that bill. With Chief Consul Bidwell, of New York, the Chairman of the State Committee, and ex-President Charles E. Pratt, of Massachusetts, the Chairman of this Committee attended at Albany and rendered all the aid and assistance possible to secure the signal advantage the signature of the bill would grant to the general cause of wheeling.

The question was close to an unusual degree, and every argument possible was brought to bear upon the Executive of New York State.

While in the Governor's hands, efforts were made through all those who were supposed to be influential with him, to induce him to see the importance of the bill, and the argument least neglected and very frequently pushed was that the signature of the bill would secure to the Governor the support of the wheelmen.

This was not the promise of an individual, but the common and distinctly understood and approved representation by many loyal wheelmen, using their best diligence to secure the signature.

Whether this representation was the potential reason for its approval or not, it is impossible to know. That it was signed, and against strong opposition, is a matter of history.

This brings us in proper sequence to the action of the Chairman of this Committee, who in November last sent to the members of the L. A. W. residing in New York the circular letter hereto annexed, and which has caused some comment and criticism both favorable and otherwise among our members.

It is proper to say that the other gentlemen upon the Committee are not responsible for the act of the Chairman, as the circular was published and distributed without their knowledge, solely and only, however, because there was not time between the request for our support and its issue, two days before election, to discuss the propriety of the action in Committee and agree upon its detail and presentation. This was a technical violation of Committee etiquette, to which my associates may rightfully take exception, but the circumstances being urgent, the Chairman did not allow delay to defeat the response, and upon his own responsibility and over the signature of Chairman, to indicate that it was an officer and not a committee, personally assumed to advise the wheelmen to support one of two gentlemen then candidates for the office of Governor of New York.

Directly prior to the election, your Chairman was specifically reminded of our promise of support made in the early spring, and our action solicited.

The call placed our organization in this dilemma: Either respond instantly, redeem our promise and gain all the advantage such proceeding would win in our coming legislation, or prove false to our representations, and lose all the force of organized organization for the accomplishment of future work.

It is useless to shut our eyes to facts, or to lose sight of the primary proposition that the L. A. W. is organized for something more than parades and mutual acquaintance.

The purpose of our association is to secure and defend the legal rights of wheelmen whenever and wherever we can, and by all lawful measures.

This is the reason for the appointment of a national committee on rights and privileges.

We are not fighting play battles upon highly moral grounds; we are organized to demand and secure our rights, and when we go into the enemy's country we must employ weapons which they will feel. We can't win victories by waving banners with mottoes on them.

Last November we were confronted with a situation which forced the political question to a direct issue. Several times heretofore we have loaded our gun with great

pomp and display and ceremony, and trained it on the enemy. Now, the conditions demanded: Withdraw the charge or fire the gun!

Gentlemen, I fired that gun, and I declare with all the confidence that after-thought has added to careful consideration and judgment, that it was the best thing that could have been done for the future success of the L. A. W. in legislation.

Remember, the circular was not partisan—did not advocate the principles of either political party, did not ask support for a political party, but asked the wheelmen to demonstrate their strength as an independent body, whose influence must be considered as an ever-present political factor, by casting their votes for a public official who had recorded himself as the wheelmen's friend by his official act.

Establishing our position as a voting organization makes us a power which every public official recognizes and respects; places in the hands of our representatives the most potent argument for the future legislation we seek, for it is the one which the politician most fears, and therefore most readily appreciates.

So, gentlemen, the Chairman of the Rights and Privileges Committee saw before him what he firmly believed to be a crisis of unusual importance to the L. A. W., of serious injury to us if we failed to respond, of incalculable benefit if we seized the vantage ground by a bold and aggressive move. Your Chairman felt that he would have been derelict to his duty had he allowed so valuable an opportunity to have been lost through irresolution or indecision, and he acted without hesitation and threw the whole force of the League's influence so far as lay in his power.

That the action was radical and far-reaching in its nature is unquestioned.

The motive and real reason for issuing the circular was at first generally misunderstood by our members.

I can only hope that in the calmer moments of clear thought, out of the excitement of a close contest, and with a more careful analysis of the situation and the necessity for active, aggressive and successful work by the L. A. W., you will appreciate both the necessity and the wisdom of the action, and taking a new departure, so vigorously advance the lines that every Legislature will feel your influence, respect your demands, and place upon the statute books such enactments that the "road hog" and the "town ordinance" shall be but the tender recollection of the infancy of wheeling.

Respectfully submitted,

CHARLES H. LUSCOMB,

Chairman Rights and Privileges Com., L. A. W.  
NEW YORK, February 18, 1889.

## ANNUAL DINNER OF THE MASSACHUSETTS BICYCLE CLUB.

The Massachusetts Bicycle Club held its annual banquet at Young's Hotel on last Wednesday evening. There was a large attendance of wheelmen. The dinner was an excellent one. After cigars had been lighted Col. Pope, who presided, referred to his connection with the club, and seemed hopefully impressed with its future prospects. He regretted the inability of the club to maintain its house on Newbury Street, and announced that grounds had been secured for the purpose of establishing an outdoor athletic park at Cambridge. If the new Harvard bridge is completed this season the grounds will be thrown open to the public. One of the finest bicycle tracks in the country will be laid there, and arrangements will be made for holding bicycle tournaments.

Captain Peck, during the course of his address, suggested that the club hold a reunion at one of the beaches during the summer. After Captain Peck's speech Col. Pope suggested that the reunion be held at Marblehead, and it was so decided.

Secretary C. C. Ryder stated that the banquet was the means of bringing back to the fold twenty-two of their old associates, and that the membership of the club now numbered eighty. Mr. Joy rendered some excellent songs, Secretary Ryder, E. R. Benson, Carle P. Cubberty, Louis Barta and others contributed vocal selections, and the banquet was brought to a close by all singing "Auld Lang Syne."

## AMATEUR ATHLETIC UNION'S BURLESQUE OPERA.

The Amateur Athletic Union's burlesque opera of "Billee Taylor in Black," to take place at the Metropolitan Opera House on Saturday evening, February 23, promises to be something grand. The orchestra of 100 pieces will be conducted by Mr. H. J. Tyndale, of the Staten Island Athletic Club. The cast is made up as follows:

Billee Taylor.....	Eugene Clark
The original "Billee Taylor."	
Ben Barnacle.....	J. W. Macy
Of the famous Weber Quartette.	
Captain Flapper.....	Wm. Vidal
Of the Jersey City Athletic Club.	
Sir Mincing Lane.....	E. W. Johnson
Of the Brooklyn Amaranth Company.	
Christopher Crab.....	J. V. Burkman
Staten Island Athletic Club.	
Arabella.....	Emmet Drew
Of the Weber Quartette.	
Phoebe.....	L. Bragdon
Prima-Donna Impersonator.	
Susan.....	Jas. Fisher
Elizabeth Athletic Club.	
Eliza.....	John W. Edwards
Ex-Prest. Staten Island Athletic Club.	

Charity girls, peasantry, old salts, volunteers, etc., will be composed of prominent members of the New York, Staten Island, Orange, Elizabeth and Jersey City Athletic Clubs. Committee in charge consists of A. A. U. representatives from the New York, Staten Island, Orange, New Jersey and Pastime Athletic Clubs.

## NEW ATHLETIC PARK AT CAMBRIDGE, MASS.

Notwithstanding the extent of its cycling interests, Boston has never had a first-class athletic park or bicycle track, but this long-felt want will no longer exist if the plans of a syndicate formed to build a new park, which will contain a half-mile bicycle track, do not fall through. From the *Boston Globe* we publish the details of the new park, which we suggest be called Columbia Park.

To Colonel Albert A. Pope, President of the Pope Manufacturing Company, and well-known as one of the prime movers in athletics and public improvement, is due the idea and consummation of this enterprise, which will do so much for the pleasure and health of Boston men. He has associated with him Henry D. Hyde, Asa P. Potter, G. T. W. Braman, Henry M. Whitney, Irving A. Evans, Samuel Brown, Isaac F. Burr, A. D. S. Bell, Colonel Greenleaf and others. All are well-known capitalists and include in their number the controllers of the West End land and railway companies and other enterprising syndicates which have recently done so much for Boston. It can easily be understood that this venture, like so many of an athletic nature, cannot fail for want of capital.

The associates have purchased a tract of land covering an area of about 1,000,000 square feet in a location which could not well be more desirable or easy of access. It is in Cambridge, just beyond the lands now being improved by the Charles River Embankment Company, and is bounded by Front Street, Sidney Street, Pacific Street and the Grand Junction Railroad. Front Street will be connected with West Chester Park by the new Harvard bridge, so the grounds will be directly on one of the principal thoroughfares between Boston and Cambridge. The final plans have not yet been drawn. It is proposed to cut a street through the company's property from Front Street to Pacific Street and lay a line of horse-car tracks upon it. A depot and waiting-room will be erected at the entrance to the park. There will be entrances on each of the other streets, with the main entrance on Front Street, near the grand stand.

Work is already being done on the land, and it is hoped that in the summer the grounds will be open to the public. It is calculated that these grounds will in every respect be the finest athletic outdoor inclosure in the country.

It is expected that Henry E. Ducker, of worldwide bicycle tournament fame, will have entire charge of the grounds.

While it is intended that all sports will be given a fair representation, the bicycle track will be the principal feature of the grounds. It is to be two laps to the mile, and will without question be made the finest in the land. Mr. Ducker is to personally superintend its construction, and it is generally acknowledged that there is very little in the science of track building which he has not mastered. The track will be oval in shape, as this has been found to be the best adapted to a high rate of speed.

Mr. Ducker said to the writer recently that he would be willing to stake his reputation as an authority on cycling affairs that every short distance record would be lowered during the first tournament held on the track. He said that his failure to make a satisfactory track at Buffalo last year was because of lack of time and capital. Neither will be wanting in this instance.

Inside the track a base-ball diamond will be laid out, and a smaller track constructed for foot races. The grand stand will be of handsome design and capable of seating 15,000 people. There will also be open seats for thousands more. There will be half a dozen courts on the tennis grounds, which will be laid out on the most approved principles. A number of small and conveniently fitted up houses will be erected for the use of clubs. In short, nothing will be left undone which good management and unlimited capital can provide."



## SAN FRANCISCO.

The riding season has been in full swing for the past two weeks. The clubs have had their first runs, and everything gives promise of a splendid riding season. The roads are now in fine order, and with such beautiful weather wheeling cannot but be popular. The Bay City Wheelmen's first run was to Camp Taylor, a famous camping resort, twenty five miles from this city. The scenery is grand beyond description, as the road leads through great redwood forests, winding in and out through the overhanging foliage.

The atmosphere is clear and adds a zest to riding that must be felt to be appreciated. Although this is considered a hard ride, twenty-six members participated, which shows that club runs are still enjoyed in this part of the country.

The California Road Racing Association for 1888 passed out of existence one evening last week, when the delegates from the clubs met and decided to present a trophy to the Stockton Club, it having secured the second highest number of points in the three races. The Association furnished excellent sport last year and should be continued this year; whether it will or not is not known at present.

On February 22, a half-mile handicap bicycle race will form part of the Olympic Club programme. Entries are scarce at present, but they will doubtless turn up before the day of closing the entry list.

On the same day the Oakland riders are to have a small race meet. They did not announce it until the 11th, so I presume entries and attendance will both be small. There are five events on the programme, all being handicaps excepting the novice. At the Bay City race meet on January 1, it was proved that handicap races are the best, if the starts are fairly allotted. It was also shown that the time a race is ridden in does not interest the public when prominent men are brought together, the mere fact of them coming together in a genuine race being enough to satisfy the public.

As one of the results of the January tournament may be mentioned the fact that the Bay City Wheelmen have elected four new members at each of the three meetings held since then, and at the last meeting five applications were received to be balloted for at the next meeting. When the club was organized it was decided to limit the membership to 100; accessions to its ranks have been so numerous recently that the limit will soon be reached. It is said that this limit will not be raised, as the club cannot do justice to a larger membership. They would be difficult to handle in club runs, and it is in them the members find their greatest pleasure. The club in the past has been most careful in its selection of new members, and insists that all applicants shall be wheelmen in all the term implies. The purely social element has impaired the usefulness of too many cycling and athletic clubs.

On Tuesday evening, the 19th inst., the League meeting is to be held, at which time the date and place of the annual meet and races will be set. Los Angeles seems to be making the greatest effort to secure the meet.

The Bay City Wheelmen held their third annual fancy dress carnival last night, and that it was a great success goes without saying. The hall was crowded with friends of the members. The programme consisted of a grand entree by all the riders present. They rode onto the floor in groups of fours, and after circling about the hall several times, dismounted and stood in front of the stage. This was continued until all were on the floor, when, after circling about the hall again, they rode off. The feature of the entree was the riding of little Miss Devaney, three years of age, attired in a quaint Japanese costume and mounted on a miniature tricycle. She quite won the ladies present by her skillful riding. Eddy Mohrig, who is also a "midget," pleased the ladies by his riding on a full nicked safety, over which he has the most perfect control. His father showed a very fine road sculler which he has made for his own amusement. It is a fine machine, and if its type ever becomes popular his will be one of the best of them. It was ridden by S. Plummer. Another feature was a dude who apparently had not learned all about riding that he might have, as he fell repeatedly and heavily,

much to the amusement of the audience. In making his exit he nearly took out part of the wall, but it was only our India-rubber rider, Bob Tittle, and he apparently cannot hurt himself in a fall.

The second event on the programme was a bicycle drill by eight members of the club. That it was appreciated was attested by the generous applause it evoked. All the usual fancy movements were gone through without a break, and the drill all through was very well executed.

E. W. Adams next appeared, and gave one of the best amateur exhibitions of trick riding ever seen here; he went through all the tricks from the flying mount to the one-wheel act, and received quite an ovation at its conclusion.

The grand march was a pretty affair. All the participants were in fancy dress, many of them being quite elaborate, particularly among the ladies. The march was led by President Thompson and a demure young lady with yellow curls. Something familiar in her face soon revealed our irrepressible Secretary, Frank Pierson. Many of his friends did not recognize him, and if he could have kept quiet he would not have been discovered for some time; but he could not possibly keep quiet under any circumstances.

The lancers, as danced by the persons in fancy dress only, made a pretty picture for any one to contemplate, and no one enjoyed it more than

CALIFORNIA.

SAN FRANCISCO, February 13, 1889.

## JERSEY CITY.

The Hudson Counties have still the good fortune to lead in the Bowling League. We played our second game with the K. C. W. of Brooklyn, and scored another victory, the same result as when we played on their alleys January 5. Very little enthusiasm attended the game. The following was the score:

HUDSON COUNTY.		KINGS COUNTY.	
Grant.....	166	Bedford.....	143
Stenken.....	104	Nellis.....	97
Keer.....	129	Long.....	126
Korth.....	122	Schwalbach.....	153
Shone.....	120	Anderson.....	149
Hartmann.....	110	Crichton.....	112
Tuthill.....	147	Warren.....	136
Soper.....	137	Stevens.....	120
Earl.....	156	Bridgman.....	129
Eldridge.....	116	Raynor.....	118

Total.....1,307 Total.....1,283

## SCORE BY FRAMES.

H. C. W.—158, 293, 475, 597, 727, 843, 965, 1081, 1192, 1307.

K. C. W.—137, 272, 424, 535, 636, 730, 871, 1006, 1147, 1283.

Referee—Mr. J. R. Blake, N. Y. B. C.

Scorers—For H. C. W., Mr. Whitman; for K. C. W., Mr. Bubier.

On Washington's Birthday the H. C. W. race for the Benedict medal will be run. The race is open to Hudson County members only who have never won first or second place in any race. As the medal has to be won three times to become the property of a member, it will doubtless be the means of bringing out some new racing stock. Captain Day has selected a mile straightaway on the Road Racing course, Springfield Avenue, near Hilton. Our old friends, the Elizabeth Wheelmen, have kindly invited us to make their club house our headquarters.

I think before the season of 1889 is very much advanced there will be organized "The New Jersey Team Road Racing Association." As the name implies, only cycling clubs of this State can become members. There are plenty of clubs in South Jersey who are anxious to cast their lots with their Northern brothers.

The Pennsylvania Bicycle Club never fail to score points when within their reach. Example: Dr. Johnson and several other H. C. W.'s occasionally appear on the "amateur the Atré stage," and last Saturday evening played at the Philadelphia Academy of Music, the Doctor enacting the part of "Sir Mincing Lane." Captain Supplee's "angels" "got on to him with both feet," and when the curtain went up he was saluted by two score of them seated in the "bald head row." They tried to impress upon his mind that they were there in the way of a handsome floral gift, and the Doctor got "hunk" by naming his soldiers after Papa Laing, Hufty Lehman, Dicky Dallet and several other prominent members of the P. B. C.

COASTER.

## WASHINGTON.

While there is so much interest being shown in regard to roads improvement, a strong public sentiment should be worked up in the cities of the United States against the further destruction of beautiful streets by horse railroads, which invariably use cobble stones between the tracks. The companies argue that it is necessary to use cobble stones for this purpose, as they afford the horses a better foothold.

The advent of the electric railway in this city has opened the eyes of the people to what a modern street railway should be. You can ride over its tracks in your carriage or on your bicycle without being disturbed in the slightest degree. It has flat-grooved rails laid even with the pavement, and the space between the rails is concreted. The people are endeavoring to have the other companies adopt this motive power and re-lay their tracks on the latest scientific principles, and it seems probable that this will be done on some of the principal avenues at an early day.

The District Appropriation bill provides for the re-surfacing of Pennsylvania Avenue, the principal thoroughfare in Washington, which has become very wavy and uneven. It is hoped that long unsightly lane of cobble stones down the centre will be removed and the space between the car tracks paved with asphalt, as the street railway company is contemplating the use of electricity as a motive power. The centre of the avenue should be raised, so as to throw off the mud and water that now accumulates upon it.

There will in a few years be more reason than ever to call Washington "The Wheelman's Paradise." In addition to the miles of asphalt pavement which are being laid every year, there is a very good prospect of the appropriation being made to build a wide avenue to Mount Vernon, connected with this city by a memorial bridge across the Potomac to the National Cemetery at Arlington. Although Mount Vernon is only twelve miles distant, it can only be reached overland by a roundabout ride of sixteen miles, a large part of the distance through deep sand. Nearly everybody, therefore, makes the pilgrimage by boat, which consumes the best part of a day.

There will soon be fine roads laid out on the "Potomac Flats," which are now above high-water mark, and it is expected that we will soon have a National Park along the beautiful banks of Rock Creek. These driveways must in time rival those of the Soldiers' Home in the affections of the wheelmen.

Washington's birthday was celebrated by the Capital Bicycle Club in the usual manner, with music, refreshments, etc. A grand time was had, and, as each member was requested to donate a book to the club library, that popular institution received a large invoice of modern literature.

I wish to suggest to the correspondent who complains of feeling completely used up for several days after taking a long run, and who, therefore, thinks long runs are injurious, that he try going to bed early. After taking a bath and a light repast go to bed and sleep ten or twelve hours at a stretch. Sleep is a sure cure for almost anything, and Patti struck the keynote of health when she advocated twelve hours of sleep per day for mankind.

TOURIST.

## FIXTURES.

Feb. 27 to Mar. 2, 1889.—Riverside Wheelmen's Fair.  
Feb. 28, 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; 1½-mile handicap; entries close February 20, with Secretary N. A. A. Games, P. O. Box 3478, N. Y. City.  
Mar. 5, 1889.—Kings vs. Harlem, at Brooklyn.  
Mar. 8, 1889.—Hudson County vs. 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.  
Mar. 27, 1889.—Brooklyn Club's Theatre Party at Park Theatre.



## TROY NOTES.

As mentioned in last week's notes, the Pope Mfg. Co. is trying to establish an agency here, which will show a good line of their well-known wheels. Mr. Morton was in town and called on one of the principal hardware dealers in the interest of the above company, but I think nothing was settled. A nice show window, displaying a first-class safety and tandem safety, would attract quite a crowd and induce some of our timid men to try the cycle.

I noticed the *Telegram* of the 9th copied all my notes from THE WHEEL of a late issue, showing a spirit somewhat different from the *Times*. Two or three years ago I enclosed to the *Times* a fine article on roads and roadmaking, which I had clipped from the *Bulletin* when edited by Mr. Aaron, and they of the editorial staff would not let it see light. I have also noticed that this same paper prints as little cycling news as possible, for some reason or other.

The *Troy Times* is a very fine paper, and for that reason I am sorry to see so much prejudice shown toward what is considered, by the best authority, the most healthful exercise in existence.

I was reading Mr. H. H. Hodgson's letter to THE WHEEL in regard to the Mardi Gras in New Orleans last night, and it took me back to the League meet in St. Louis, where I met that gentleman. He seemed such a whole-souled fellow that I cannot easily forget him, and I have stored away with other cycling keepsakes a blue badge of the Louisiana Division, which he gave to the many friends he made during the short time of the meet. Do you think I can forget the hospitality of the St. Louisians, either? What a glorious excursion we had on the Mississippi—and the reception at the Missouri Club house—what fun!

And yet they say it does not pay to spend a dollar a year to belong to the "League of American Wheelmen."

Bert Cole, a former member of the Troy Bicycle Club, has the girl fever so badly that he has virtually given up the wheel, and now he talks against it as much as he used to favor it. On the road he was a "scorcher," and at one time did quite a little work on the race track. This, I think, is one reason why he has not found that true pleasure and benefit from the use of the wheel that many of us have.

After nearly ten years of road-riding I enjoy the wheel more than ever.

Bert is to be married in April, and I hope, after he gets settled, he will show us how to ride a tandem safety with his better-half on the front seat.

The wheel, like many other good things, should "be used and not abused."

ORNH QBA.

FEBRUARY 16, 1889.

## NEW ORLEANS.

The rain continues to drop and our spirits to droop. There is nothing doing and news items are scarce.

The Louisiana Cycling Club's contemplated 50-mile race failed to head. It was the intention to make it "something big" and tempt the Northern flyers to a trip down this way, but the time was too short to thoroughly work up the idea and it has been relinquished. The weather, too, has been enough to put a damper on almost anything.

I see a correspondent of the *Bulletin* protests against that sudden, unsatisfactory and unexplained shifting of the uniform contract, and, as a loyal League member, I wish to back him up, and lodge a protest and call for an explanation. Reckon that's about all we'll do, though.

The fight for the League presidency has given me a bit of food for reflection, and the idea has dawned upon me that there is a little too much one-man power vested in our officials. Take Louisiana, with its one vote, for instance. We all know that a fair proportion of our membership takes little or no interest in these matters, but those of us who do have not the slightest voice in the selection of the national officials. Our Chief Consul has sent his proxy to a Luscomb man and Louisiana's vote will go to that gentleman; and yet by actual inquiry I

know that Mr. Jessup is the choice of almost every member with whom I have conversed, and to tell the truth, I believe with Hodgson himself, and his giving his vote to Luscomb is purely from policy, not choice. Now, is this either just or right to the rank and file? I say no. Is one man competent to speak for a hundred in matters of this sort? I daresay Louisiana's case is but a parallel with other States, and for one I claim he is not, and surely the sentiment of the general membership is entitled to some consideration. We are entitled a vote or some say in these matters. Don't you think so, Mr. Editor? It looks to me as if, so long as the present method is pursued, "rings" and "combines" will continue to "rule the roost" and everything else. I think, if the League is to model after the United States Constitution, that it should be carried out still further, and elections be held in each State and relegate the Board of Officers into a mere electoral college. That would be something like a fair deal.

BI.

## BUFFALO.

The Buffalos will celebrate their tenth anniversary by a banquet at the Niagara Hotel on Friday evening. It is the pioneer cycling club of the city, and contains among its members some of Buffalo's representative business men.

So Henry E. Ducker is to leave us; at least a dispatch from Boston this morning announces the forming of a syndicate in that city for the purpose of laying out a park to be devoted to sports in general, including a half-mile bicycle track, and Mr. Ducker is to have charge of the grounds. For the past month statements and denials have been very numerous in regard to this year's tournament. If the International Fair Association does not hold a meet the Ramblers will run a tournament of their own. It is authoritatively stated that Ducker will not be in charge of either.

E. N. Bowen appears to be proof against all kinds of weather. Hardly a day passes but that he is seen mounted on a safety, as he invariably uses the wheel between his residence and place of business on Main Street. He reports but few demands for ordinaries, the majority seeming to prefer the dwarf.

Several contracts have been recently awarded for the laying down of more miles of asphalt. Thirty-eight miles of this pavement have been laid down, and the close of next season will see a total of 50 miles within the city limits, and the proposed new Lakeside Park is almost an assured fact. Buffalo, indeed, is a paradise for wheelmen. The boulevard to the Falls and the paving of Main Street, from Chippewa Street to the docks, are among the possibilities of the future.

The city papers have been publishing articles on roads improvement; the *Courier* especially has been doing good work. At the recent meeting of the New York State Agricultural Society, held at East Aurora, the question of good roads received considerable attention.

The Zig-Zags hold their closing social at Franklin Hall on Friday evening. This is the youngest club in the city, and is composed of enthusiasts.

The Ramblers are soon to lose two of their most active members, John J. Wertner and W. Hughson, who are going to California.

Zo.

## DENVER.

DENVER, COL., February 16, 1889.

A few members of the Ramblers and Social Clubs enjoyed a moonlight run on the night of February 12. The Silver State Drum Corps gave a ball at Brighton, twenty miles from here, and some of the boys went down on their wheels. They report the run as delightful in the extreme, though those who stayed at home smile at this assertion, as the wind howled around the chimney tops in town at a lively rate. The boys say it was on their backs both ways. Well, I don't know. My observation was that the wind swooped down from the summit of Long's Peak all night.

Our Cow Boy Marching Club, I expect, will walk off with all the honors at the Inaugural.

They will be headed by the famous Cow Boy Band, of Dodge City, and will no doubt attract more attention than any other body in the procession. Their war cry now is, "On to Washington." Their ranks contain a number of wheelmen.

"Fenton" is a little inconsistent in his remarks. We notice that he jumps on "Nemo" with both feet, but when some correspondent of the *Bicycling World* does the jumping it is a case of mud-throwing. I quite agree with "Fenton" that this wrangling is a silly practice, but when "Bragg" commences to prate on the standing of his club, or tries to convince our Eastern brethren that we were the first to "catch on" to the jump pedal mount, or some other frivolous matter, then it is time for somebody to sit down on him, regardless of "Fenton's" fanciful displeasure. I hope the great West will not fall from grace because one of our residents was born with the power of wielding his pen by hand only, without the necessity of his brain directing the movement.

What has become of the Star Club? There are a number of Star wheels in town, but they are never seen on the road.

RAGDE.

## THE BOWLING LEAGUE

## GAMES TO BE PLAYED.

Atlanta 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. Atlanta, Jersey City, March 8.  
Atlanta vs. New York, Newark, March 14.  
Harlem vs. Hudson County, Harlem, March 15.  
Atlanta vs. Hudson County, Newark, March 21.

## GAMES PLAYED.

January 4—Harlem, 1,420; New York, 1,342.  
January 5—Hudson County, 1,498; Kings County, 1,488.  
January 10—Harlem, 1,346; Atlanta, 1,343. Draw.  
January 11—Kings County, 1,525; New York, 1,357.  
January 15—Kings County, 1,432; Atlanta, 1,328.  
January 18—Hudson County, 1,350; New York, 1,150.  
January 25—Harlem, 1,460; Kings County, 1,260.  
February 2—Atlanta, 1,450; New York, 1,357.  
February 5—Kings County, 1,463; New York, 1,167.  
February 15—Hudson County, 1,307; Kings County, 1,283.  
February 16—New York, 1,293; Harlem, 1,205.

## NEW YORK vs. HARLEM.

The game between these two clubs was bowled at New York, February 16, with the following result:

NEW YORK.		HARLEM.	
Nisbett.....	177	Parker.....	158
McFadden.....	150	Ridabock.....	102
Moses.....	139	Clark.....	120
Findley.....	143	LaSelle.....	155
Weydecker.....	147	Thomas.....	140
English.....	118	Shafer.....	126
Shriver.....	147	Fraser.....	162
Paynter.....	117	Quigley.....	103
Stott.....	155	Anderson.....	139

Total.....1,293 Total.....1,205  
Umpire, George H. Semple, New York Bicycle Club.

The scorers were: J. H. Charlotte, for Harlem Wheelmen; H. E. Lansing, for New York Bicycle Club.

## A SELECTED LIST OF PATENTS.

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

Larus F. Carstensen, Bridgeport, Conn. Bicycle.

Edward Thuemler, Chicago, Ill. Bicycle.

Wm. E. Smith, May, Ark. Tricycle.

Thos. B. Jeffery, Ravenswood, Ill. Velocipede. Two patents.

All bearing date of February 19.

"Those of your goods (the Brooks Cyclometers) that we have put out have given general satisfaction, and for a cyclometer we had rather handle it than any other make on the market. We have had no difficulty with your goods whatever, and where they have been used have given the best of satisfaction."

SPRINGFIELD BICYCLE MFG. CO.,

Boston, Mass.

Only \$5. Brooks Odometer Co., Lowell, Mass.



## NEW WHEELS FOR 1889.



THE NEW MAIL SAFETY. WM. READ &amp; SONS, BOSTON.

last year's wheel, being perfected in a few minor details. With the New Mail ordinary and the New Mail safety, Messrs. Wm. Read & Sons are ready to supply any demand. Their New York agents are Messrs. Schoverling, Daly & Gales, 300 Broadway.



THE SWIFT SAFETY. COVENTRY MACHINISTS' CO., BOSTON.

ority. Cranks are 6 inches long, adjustable and detachable, as necessary in this machine throughout, and in such a manner that they cannot come loose and rattle as usual. The method of application is radically different from any other make. Machine is supplied with best English saddle and cradle spring, bag and tools complete. Weight, 45 pounds; geared to 57 inches; finished in enamel, with nicked trimmings. Price, \$135.00.



THE SWIFT TANDEM. COVENTRY MACHINISTS' CO., BOSTON.

The Swift Tandem is of the same high grade as the single, and the valuable features of the latter are closely followed. The machine is built to stand heavy strains. It was on this form of wheel that the Banker Brothers rode a mile in 2m. 38s.



THE KING OF CLUBS. COVENTRY MACHINISTS' CO., BOSTON.

The King of Clubs is a type of the Rational ordinary. In this wheel the reputation of the Club people is maintained, the wheel being of the highest grade, with every possible attention given to construction and finish. The rear wheel has plenty of clearance, giving additional safety, while its hub is much stronger than is usually found in ordinaries. This wheel will be found suitable for riders who seek safety and yet do not wish to abandon the tall wheel.

THE AMERICAN RAMBLER. GORMULLY &amp; JEFFERY MFG. CO., CHICAGO.

For illustration of this machine see cut on front page of this paper. The Rambler for 1889 is suitable for use of either a lady or gentleman. It is improved over the '88 wheel in the driving chain, a new invention which is remarkably strong and free from rattle; in the cranks, which are of a new design, and in the spring, which is more yielding and permits the seat to be lowered, so that riders of a 46-inch ordinary bicycle can easily reach the pedals from the saddle. Ball bearings are used in the head, crank, axle, pedals and wheels. The front wheel is 26 and the rear wheel 30 inches. The tires are 3/4 inch, of the best Para rubber. The saddle and handle-bar are adjustable to suit the rider. Ample guards are provided to protect the dress from mud and from contact with the wheels or chain. Vibration is much lessened by an elastic spring connecting the upper end of the rear fork with the main frame, while its lower end is hinged thereto. The spokes are double butt-ended, and screw direct into the hub. The driving wheel is geared to 54, but 48 or 60 inch gearings will be fitted to order. Price, standard finish, \$130.00.

THE IDEAL RAMBLER. GORMULLY &amp; JEFFERY MFG. CO., CHICAGO.

This wheel is a duplicate of the Rambler, but reduced in size and weight, and especially built for boys, girls and ladies weighing not over 125 pounds. The rider is well guarded from the wheels and chain. The handle bar is adjustable for height. The driving wheel is 26 inches, geared to 42 1/2, 45 1/2 or 48 1/2; regular gear, 45 1/2; steering wheel 22 inches. Both wheels have strong, doubly butted direct spokes. Price, standard finish, \$65.00.

The features of Chicago cycling during the past week have been the opening of the Lincoln Club's gymnasium, the advent of a snowstorm, the first of the season we believe, and the Morgan-Ashinger 50-mile race, in which Morgan fell, but riding heroically on, was defeated by a lap only. Ashinger's time was 2h. 58m. 15s.

*Bicycling News* declares that it has never heard of Amelie Rives, and characterizes her as a "fair" Amazon. The *Bicycling News* people are more dead than quick if they have never heard of this brilliant American authoress, who is more gazelle than amazon. Wonder if the *Bicycling News* people have ever heard of a woman who called herself George Eliot?

## VIOLET LORNE ON LADIES' CYCLES SHOWN AT CRYSTAL PALACE.

The Show of 1889 is chiefly remarkable, from a feminine point of interest, for its amazingly large exhibit of ladies' safeties, which, if the supply represents anything like the actual demand, are bidding fair to offer serious rivalry to their relations of the three-wheeled type. The adaptation of the bicycle for woman's use has long loomed upon the cycling horizon, and from time to time weird inventions, mostly quite impracticable, appeared on the market, only to sink back speedily into obscurity. It was felt that any diversion of the ordinary type of bicycle to feminine use must remain a mere eccentricity of ingenuity, and would never have any career of popularity. The introduction of the safety altered the condition of affairs altogether, and it was at once felt that this type of machine had real capabilities for feminine adoption; but perhaps few but the most sanguine of the general public ever anticipated the actual enthusiasm with which the new departure would be welcomed. True, this enthusiasm has been far more pronounced in America than on this side of the Atlantic, owing to the superior advantages of a one-track machine on the bad transatlantic roads; but the safety has certainly achieved already a most surprising amount of favor in this country, and this year's Show would seem to foreshadow a still greater success.

In ladies' tricycles there are no very startlingly new departures, last year's patterns being only, in most cases, slightly modified to suit the needs of the present time. At last, it may confidently be declared, makers have grasped the idea that a machine for ladies' use may safely be made far lighter than that for average masculine handling, and the result is what we have all been praying for years past.

Messrs. Singer & Co. (U. S. Agency, Boston, Mass.) have a specimen of their well-known and always-liked "S. S. S." tricycle, fitted this year with smaller driving wheels, and rendered suitable for feminine use by the detachable stay. This machine, called the "Special," has a lighter edition, with a single brake—the "Extra Special Singer"—which is a good and pretty machine for a lady's use. Messrs. Singer & Co.'s chief novelty, however, is a particularly neat safety, with an admirably guarded driving chain, which ensures its name being no misnomer.

Messrs. Hillman, Herbert & Cooper (U. S. Agents, L. H. Johnson, Orange, N. J.) do not appear to have wandered far afield into the realms of invention since last year, except as regards their new safety—a light and well-built affair, as good as everything turned out from the Premier Works.

Messrs. Starley Bros.' "Lady's Psycho" (U. S. Agents, Capital Cycle Co., Washington, D. C.) is a very pretty and graceful safety, well calculated to tempt any woman to take to the bicycle. It has plenty of clearance between the seat and handle-bar, and its thorough chain-guard, made of gimp (a mixture of catgut and wire) stretching well over the wheel, is light and wonderfully neat.

The Ivel Cycle Company (U. S. Agents, Craycroft & Co., Philadelphia) show a ladies' safety tandem, which is remarkable for its novel and improved steering, by which the rear rider has perfect control of the machine, and the lady in front is left free, by the absence of the encumbering steering bar, to mount or dismount from either side—an immense gain. The Ivel ladies' safety is a strong and business-like machine, well adapted to a woman's use. This make of machine has, as it is needless to mention, always the steering wheel largest—a plan which has proved its own success. The ladies' tricycle and tandem tricycle at this stand (the latter suited to two ladies' use) are both excellent machines of their kind.

The Swift safety (U. S. Agents, Coventry Machinists' Co., Boston), which has been adorning the front page of this periodical during the last few weeks, is as good in reality as it looked in print. The dress-guard described by me some time back will meet with general approval.—*Violet Lorne in Bicycling News.*

*The Wheel* copies in full our account of "A Visit to Cycloedom," and, as a well-conducted paper should, acknowledges the source of the same.—*Bicycling News.*



## A LADIES' DIVISION, L. A. W.

### EDITOR OF THE WHEEL:

The *Bicycling World*, in commenting on your editorial in reference to my suggestion of a "Ladies' Division of the League," says:

"It is said that a Ladies' Wheel League is a possibility. It is further stated that it may amalgamate with the L. A. W. Why go through the formality, and why not join the L. A. W. direct?"

As one who has taken pleasure in keeping data in regard to the lady members of the League, and as a staunch member of that organization, I would say that I still think a Ladies' Division would be of benefit to them—not as an independent organization, however, as implied by the *World*.

To demonstrate this, there are a number of ladies of my acquaintance who are now members of the League, and have been for years past, who joined at the time when the *Bulletin* had a regular lady correspondent, or contained articles of special interest to ladies.

These features of the official organ encouraged the belief that more would yet be done for their especial benefit, and created in them a feeling that they possessed an equal fellowship with, and semi-independence of, the male fraternity—providing, as it were, figuratively, a corner of their own, in which they could go apart to express their feminine views and discuss matters of dress and other things of interest to them alone, and in their own way.

At that time a special League cloth was furnished, which, though the color faded somewhat, was otherwise one of the best and most satisfactory dress materials for cycling that a lady ever wore, as can be attested by at least three different ladies who gave it a severe and thorough trial. At about this time there were 102 lady members in the League, or an increase of about 100 per cent. within a year. The *Bulletin* was always opened and read, and the matters of dress, wheels, tours, etc., were frequently discussed through its columns, thereby increasing the enthusiasm of the fair riders.

At the present time there is an entirely different state of affairs. The *Bicycling World* neither contains nor apparently takes an interest in much that is feminine, so far as cycling is concerned. The space controlled by the League is so contracted and occupied by the necessary notices (while the editors of the paper itself seem to practically ignore or to care little for the subject) that there is no inducement for ladies to open and read it.

There appears no advertisement of the ladies' cloth lately adopted by the League, the samples of which seem inferior in quality to the former cloth, no ladies' tours, no items of feminine interest, no exchanges of their cycling experiences, except as recorded now and then by some wheelman observer.

This fact is more noticeable because I but voice the opinions and regrets of every lady member of the League that I know.

In connection with all this, the League has apparently become so absorbed in political matters that what little interest the ladies *did* have in the organization has been destroyed.

Now, my theory of the formation of a "Ladies' Division" is that it should be sufficiently independent of the main body to make it exclusively beneficial to its members, while they at the same time would be enjoying the general advantages of League membership; its government to be administered by a chief lady for the general division, to be assisted by a chief lady in each State (all to be elected by its membership), who shall collectively constitute a board, empowered to regulate division affairs in conformity with League principles, but answerable only to the Executive Board of the League proper.

This "Ladies' Board" would deal only with affairs, so to speak, which are exclusively their own and not of the League proper, so that nothing they would do could conflict with any of the rules and by-laws of the L. A. W.

The chief officer would include among other duties the editing of a ladies' column, and the selection and distribution of matter to educate and benefit. She would also keep a record of membership, which (maintained separate from the list of gentlemen) would in itself constitute an element of strength, exert the largest possible influence, and engender a pride that can only come through separate organization. The object of this Ladies' Division is obvious. It is to

increase among ladies who ride little or not at all an interest in cycling; to impress upon outsiders the benefits and pleasures of the "wheel;" to invite accessions to its membership, and to supply them with an influential medium for interchange of ideas.

This, for the ladies, the L. A. W. as now constituted does not accomplish.

Yours fraternally,

JOSHUA REYNOLDS.

STOCKPORT, N. Y., February 15, 1889.

## THE CYCLISTS' UNION OF LONG ISLAND.

Since the entertainment given by it, at the Y. M. C. A. Hall, about the middle of December, the Cyclists' Union of Long Island has appeared but little before the cycling public, and there has been little or no indication of its continued existence. Therefore, when it comes before us with the request for its dollar dues for the coming year, the inquiry naturally arises as to what benefit is likely to accrue to its members during this season.

Perhaps the greatest good an organized and actively conducted association of any numerical strength exerts is its negative influence in deterring any encroachment on the rights of its members. Once let it be known throughout Long Island that behind each individual wheelman stands an organized and aggressive union, ready and financially able to see that all his rights are preserved, and the frequent petty annoyances we now meekly endure will cease forever. To effect this, however, it is necessary to establish at least one instructive precedent, and a very acceptable chance exists on the road to Bath, a few hundred yards from the Coney Island Boulevard. To my mind it is very important that something of this kind should be publicly done under the direction of the Union, and from his location and the vindictive spirit that has prompted his operations, this Bath individual certainly deserves the first attention; if he is amenable to any law, I think he ought to be prosecuted, and upon the first repetition this season of his former outrages, I hope the Cyclists' Union will earn the gratitude of every Brooklyn wheelman by making a summary example of his case.

As regards the improvement of roads in our vicinity, the Union has displayed some activity, in spite of winter having put an end to actual work. A committee has waited upon Mayor Chapin, with regard to the unfortunate locality known as Cobblestone Hill, and we understand the Mayor to have promised it shall not be neglected when the extensive operations on the Brooklyn streets are begun. The Union was also instrumental in obtaining a petition, signed by several hundred wheelmen, published in the *N. Y. World*, advocating much needed improvements in the same locality. In this direction, however, the work of the Union has practically been at a stand-still during the winter, and will be for a couple of months to come.

There can be no conflict between the Union and its older and diversified relative, the League, and their relations should always be amicable. The local union is prepared to direct and push matters which we could not expect the national League to father. We know from experience that we cannot expect the League to descend upon petty malefactors in our immediate vicinity, unless the case be of national, or at least very wide-spread importance, but we can and do expect the Union to make the cause of each individual its own, and that no appeal to it will go disregarded.

It seems to me that, as between the League and the Union, in view of the essentially local and individual interests it is designed to serve, the Union would naturally commend itself to Long Island wheelmen as perhaps more worthy of their personal support. There are many sound reasons, however, why both should be supported, and we think that the natural consideration and fellowship the followers of cycling should show will best find expression in hearty support of both the local and national associations.

Nyx.

Mr. Frank Burkitt, editor of the *Chickasaw Messenger*, published at Okolona, Miss., and member of the Mississippi Legislature, publishes an editorial in favor of working the convicts on the public roads.

## AN AMERICAN CYCLIST IN ENGLAND

I left Wolverhampton for Birmingham, thirteen miles away, about 10 A. M., and had a mean pull all uphill to the big manufacturing city. In the thirteen miles I don't think there is any country at all. It is one manufacturing town after the other, little dirty groupings of houses with tramways running through them and imparting a sort of metropolitan air. I staid but an hour or so at Birmingham, and when I passed out on the other side and set my face toward Coventry, I left all bad riding behind. It has been a picnic, a poem ever since. I was told that the eighteen miles from Birmingham to Coventry are very famous among cyclists, and the route ranks as one of the best in England. It was by far the best road I had come over yet, but when the boys talk of its ranking next to the Ripley road at London, they must not forget that further south in Warwickshire around Stratford-on-Avon and Warwick, there are several roads that very nearly, if not entirely, equal the Coventry road. The latter was so good, however, that I loafed the eighteen miles in two hours, eating a wayside lunch and stopping here and there to take in the scenery. One thing on the road pained me immeasurably, however. About three-quarters of the way to Coventry there is a long, rather steep hill, with a surface as smooth as a boulevard. I was climbing it when a party of half a dozen riders came down on their way to Birmingham. There was only one safety rider and he was the only one coasting. The others were either pedaling down and risking a header, or hanging from the saddle, their feet off the pedals. If this had been in the Western States where cycling is new, I wouldn't have felt so bad, but in the cradle of cycling and at the center of the trade, alas! the thought was too sad to pursue. It was no doubt old riders like that "who knew all about the ordinary," who found the safety far superior.

If there is any place of interest to the cyclist, it is Coventry, of which he has heard so much. I was riding a Coventry wheel and it did my heart good to see the making of cycles the leading industry of a good sized city. I was more than ever impressed with the come-to-stay character of wheeling. During the afternoon and evening I did not see many wheelmen out and expressed some surprise. "Wait," I was told, "until to-morrow, Saturday, the cycle factories close early in the afternoon and then the riders come out like ants out of an ant hill. Most of the riders here are employed in the factories." So I staid over till the following day. In the morning I visited the Rudge works. The office is in one of the principal streets and is quite an imposing edifice in red brick. Back of it the factories stretch away, covering several acres. There is no chance to get in without a written order. Guards in the company's gaudy uniform stand at the gates and scrutinize every one who passes in or out. I thought what magnificent inventions and improvements are being perfected there, something probably that will knock Douglas spokeless wheel into a cocked hat and astonish the world. I wondered if they took me for a spy from an American concern. The details of the factory have been set forth so often in the annual catalogues, that they are familiar to every cyclist. But the men were very busy that day, for they had just returned from a week's vacation at the Isle of Man, where the company had tendered them a grand blow-out, many of the company's agents from various cities being also on hand. At 3 o'clock the streets about the factories began to fill up with the workmen, off till Monday, and ten minutes later they covered the sidewalks and overflowed into the streets. Then there was "mounting in hot haste," and bicycles, safeties and trikes, darted around the street corners, as the riders hurried home to prepare for a run into the country. There is no such thing at Coventry as a "run into the country" in the American sense. It is simply a run from one town of historic interest to another of the same kind. Think of starting out for a four hours run on a road bordered by such historically rich places as Kenilworth, Leamington, Warwick and Stratford-on-Avon. A stranger is pursued by two conflicting emotions on such a road; one to fly over the lovely road, at full speed; the other to ride slowly and enjoy the charming succession of brooks, meadows, lordly avenues of trees and pretty hamlets. It was on such a road that I started out that Saturday afternoon, with the intention of making Stratford-



on-Avon before night. After steering my way through the throngs of workmen, I reached the bridge mentioned by Tennyson in the opening of "Lady Godiva!"

"I waited for the train at Coventry,  
I hung, with grooms and porters on the bridge,  
To watch the three tall spires."

I was looking back over the quaint old houses picturesquely mingled with the new buildings which mark the city's progress, and trying to pick out from the many spires the three the poet meant, when two wheelmen rode up, one on a safety, one on an ordinary. I asked them to point out the famous church tops and they did so, and then I remounted and went with them up the hill and away from Coventry. When they heard I was from across the water and was going to Stratford, they expressed delight at my company. When I came to leave them, an hour later, I knew why they were delighted. They were two very talkative fellows from the Rudge factory, with many anecdotes, reminiscences, and incidents concerning the country, at their tongues' end, and the delight they had was in finding some one upon whom they could expend some of this conversational wealth. Barring a few minutes spent in discussing the probable effect of American free trade on the English cycling industry, the time was consumed by them in calling attention to the castles and estates we were leaving behind. I was particularly interested in a little yarn they spun as we gave a last look at Kenilworth Castle and went on down the main street of the little town of Kenilworth. Passing by a business place of some dignity my companions pointed to it and asked if I had ever heard of the Earl of Aylesford. Why, certainly; he died in Texas. Yes, the same chap. Well, they went on to say, the man who ran the shop we had just seen was once only a poor peddler, but he knew how to handle his fists. One day he intruded upon the earl's estates, and the Earl being in a happy mood thought he would display his fistic cleverness on the peddler, but the peddler got the better of my noble lord and gave him a good drubbing. When the Earl recovered he was so pleased with the peddler that he searched him out and set him up in business, and the poor hawker of a few years ago is now a merchant well-to-do and respected. With stories like this, with local application, we rode the distance to Leamington, about ten miles, where my companions stopped for the evening. A pretty little town is Leamington, beautifully laid out, and Queen Victoria once called it the "Garden Spot of England," but after they have told you all that, and then told you that just beyond the trees a little further is the gray head of Warwick Castle, and that from its summit Stratford can be made out you don't care about stopping. I didn't and went right on toward Warwick. Before I knew it I was riding over the Avon River, just below the castle, and looking through the foliage at the grand old tower as it appears so often in the pictures labeled "Warwick Castle from the Bridge." I pumped up the long hill into the town and was told that I had passed the entrance and had to coast down apiece. I spent an hour there, and then started for Stratford. I asked a hackman at the castle the best road. "If you takes the right-hand road at the fork you will have a bloomin' high hill to climb." So I went away determined to miss that hill, as I had been having enough hills. At the fork I thought I took the proper road, and, after about a half hour's ride, made inquiries. I found I had taken the hill road, and not knowing it, had climbed the great grade. The hackman's idea of a hill is the general English opinion of an ascent. Many times before and since I have been frightened by alarming reports of fearful hills in front of me, and nearly every time they have dwindled to gentle grades. As the sun was nearing the horizon I descended from the plateau on which I had been riding by a gentle coast which led me down into the valley of the Avon River, and by the time I got my feet upon the pedals again, I could see, or fancied I could see, the spire of the church where Shakespeare is buried, gleaming through the trees. I hardly knew I had been out from Warwick more than twenty minutes, and here the eight miles had been passed. It was then that I pulled out my note-book and made these scraggly notes as the wheel rolled without a jolt over the smooth road: "Warwick—Stratford, both in scenery and surface, best yet." I don't know whether I was so exhilarated at the thought of being at last at famous Stratford that everything took on

the rosy color of the sunset. I am inclined to think not, for though I went over the distance from Warwick to Stratford twice again, I found no reason to change my first impression. Stratford! here you are just as I thought you would be—the river flowing noiselessly by, the cattle lowing in the meadows, and everything still and quiet. But this picture suddenly changed, for, turning sharply into Bridge Street, I found it quite full of life, newsboys hawking the Birmingham evening papers, groups of farmers up and down the street, and an air of business and stir that seemed altogether inconsistent with the dreamt-of peace of Shakespeare's birthplace. After tea, I would have liked to ride about in the rapidly stilling town, but I could not with pleasure, as my lamplish machine at any moment might catch the eye of a guardian of the peace. So I polished it off a little, and put it away in the stable. As I cleaned the dust off, I marveled at the ease with which one can keep his machine clean in this land of graveled roads. No mud to be scraped off, only a light dust to be touched, and your wheel is as bright as a dollar. I am sure that my friends who used to know me as the possessor of a muddy, dirty wheel would never know me if they could see me now, always astride of a shining steed that glistens like some armored horse of feudal days. "No paving in Stratford, miss?" I asked of the chamber-maid that night. "Not a bit, sir. All as smooth as the floor." "Thank Heaven!" I said and went to sleep, to dream of riding all day Sunday about historic Stratford.

TRAVELER.

### "OLD HANKI PANKI."

Old Hanki Panki and Pickety Pum  
Dwelt away on a Cannibal Isle,  
Where the bee and the bee loudly did hum,  
And the locust his legs would file.  
Old Hank was short but his stomach was long,  
And his word was laid down as law;  
His praises the natives would loud sing-song,  
And his wives watched the wag of his jaw.  
One day while he sat 'neath a shady palm,  
And the monkeys gyrated o'erhead,  
There suddenly came o'er this Southern calm  
A shindig that quickly spread.  
For into their midst o'er the sea-shell road,  
Came a man on a wheel, and he whirled  
Right up to the King, to his very abode;  
'Twas a rider bound right round the world.  
Then giving a yell, the natives came round,  
And listened in awe to the King;  
The ribs and the chest of the rider did sound,  
As his heart right and left did swing.  
So quickly to work the natives began,  
The rider to carve and to skewer,  
And there was a feast throughout the land,  
Of cyclist on toast à la tour.  
"Oho!" yelled old Hank, "bring up the wheel!"  
And the crowd gathered round and stood near;  
The drum did pound and the piccolo squeal,  
As they wheeled up the wheel with fear.  
With a whoop! and a hop, skip and jump,  
Hanki Panki at the wheel made a break,  
Alighting on top he quickly did pump,  
The wheel upright, strange to relate.  
Straight away the wheel ran with old Hank,  
Down a hill the old man sat erect,  
Till at the bottom the wheel struck a plank,  
And broke his infernal black neck.  
At the inquest they held on the King,  
They soon to a verdict arrived;  
"He fell on his neck from a thing  
For the purpose especially contrived."

G.

### LADIES' BICYCLES.

Mr. W. W. Stall, the well-known Boston dealer, writes as follows in reply to our inquiry on his opinions concerning ladies' bicycles:

"In the matter of the ladies' bike, while we find a lot of enthusiasm on the question in the South and West, we do not find much real bottom to the boom in ladies' wheels in this section—that is, in the crowd with which I have been traveling, representing the mass of the veteran lady trike riders here. Some will take hold of it in good shape, and if they make a 'go' at it, we shall see more converts in 1889, late in the season, but the mass will not be reached for a year at least.

"Am trying to coax Mrs. S. onto the two-wheeler, but she is rather conservative and will take a good bit of persuading. She has been too well fixed in the way of a light trike to make the change, to her so radical and uncalled for, and thinks she will wait a bit and look into the matter. We have had a tandem bike, and it went very well. Shall go in for that sure this season. It is a good wheel on good going, but the devil to run on soft roads—big weight and small support, you know. If you don't hit the side path you are worse off than a three-wheeler."

### WHEEL GOSSIP.

The Pope Mfg. Co. is importing Psycho ladies' safeties.

Elliot Mason, Pope Mfg. Co.'s New York agent, reports trade as opening in good shape.

The paths of Prospect Park are open to cyclists during the stormy season. This privilege is due to Commissioner Luscomb's influence.

Mr. J. B. Roy has resigned as Treasurer of the New York Club. It is rumored that Irving Shaw will be re-elected to fill the vacancy.

The New Jersey County Road bill has not yet developed any opposition in the New Jersey Senate. Mr. G. Carleton Brown, Elizabeth B. C., expects that the bill will become a law.

The American contingent at the Stanley Show was composed of Charles E. Pratt, of the Pope Mfg. Co.; Herbert S. Owen, Capital Cycle Co.; George M. Hendee, of Boston, now with W. W. Stall, but over on his own account; Mr. George S. Lippincott, of the H. B. Smith Machine Co.; John A. Wells, of the Strong & Green Cycle Co., of Philadelphia, and F. E. Belden, of Pope Co.'s factory.

The fame of Hugh S. Grant, Mayor of New York, as a roads improvement man has spread over the water. We reproduce the following paragraph from the *Sewing Machine and Cycle News*:

New York has recently elected a new Mayor, named Grant, and the cyclists of that city are delighted to find that he intends to do something toward improving their wretched pavements. He is said to be the only Mayor the city ever had whose published ideas have risen above the level of the cobble. The hopes of the wheelmen are based on two paragraphs on pavements, which are a part of the Mayor's annual message.

Mr. Herbert S. Owen, who was to have given us his views on the Stanley Show, states that our editorial and report in last week's WHEEL covers the entire field. He endorses our opinion that makers have now settled upon general forms, which are modified only in detail. Mr. Owen is a firm believer in the future for ladies' bicycles, and he will import the Psycho to supply this demand. The Psycho exhibit at the Stanley Show was very highly commended. Mr. George M. Hendee, after careful study of the exhibits, selected a Psycho tandem for the use of Mrs. Hendee and himself.

Tom Eck is going to settle down, and the cycling circuits will know him no more, at least for a time. Eck will go down to history as the cycling Romeo. He is a living example of the proverb which tells us that the river of true love runs riotously in leaps and bounds, and he is yet rarer as a specimen of a man who was compelled to elope with his own wife, the general fashion now-a-days being to elope with some other party's wife. Eck will open a store in Minneapolis, as agent for the Gormully & Jeffery wheels. We hope he will meet with the same success which has attended the efforts of Jack Prince, who is now Mr. John S. Prince, of Omaha, general manager of a \$50,000 corporation, which owns the Omaha coliseum and a flourishing cycle agency. Jack was a notable figure on the American path. As one of the pioneer professionals, he was compelled to run in-and-out races to eke out a scant livelihood. Jack now lives in his own house and is a solid citizen.

### MAMMOTH THEATRE PARTY.

The Brooklyn Bicycle Clubs have combined their forces and will hold a theatre party on Friday night, March 29, at the Brooklyn Park Theatre, to witness the "Pearl of Pekin." Special arrangements have been made for all the best seats in the theatre, and handsome souvenir programmes will be given to every cyclist. The price of seats will be \$1.25, and tickets can only be obtained by forwarding the price of the seat to any member of the committee named below. Evening dress is requested. Committee: Bert M. Cole, B. B. C., Chairman, 126 South Elliott Place; W. C. Marion, Jr., K. C. W., P. O. Box 2751, New York City; Michael Furst, 16 Court Street; Charles Schwalbach, K. C. W., Prospect Park Plaza; Arthur W. Smith, K. C. W., 885 Lafayette Avenue; G. G. Teller, L. I. W., 68 William Street; Jos. Mathews, Jr., L. I. W., 231 Gates Avenue; W. E. Fuller, B. B. C., 112 St. Felix Street; George Bancroft, B. B. C., 163 South Oxford Street.



The aggregate attendance at the Stanley Show was 79,365.

The C. T. C. recently held its general meeting at London. The attendance was 56, out of a membership of over 20,000.

The Kings County Wheelmen will hold their annual reception at their club house, 1255 Bedford Avenue, Brooklyn, on Thursday evening, February 28. This will be the event of the K. C. W. social season.

Dr. E. W. Johnson, of the Hudson County Wheelmen, will appear at the Amateur Athletic Union's performance of "Billee Taylor," which will be given at the Metropolitan Opera House on Saturday, the 23d inst.

Dan. Albone, maker of the Ivel cycles, received a telegram while at the Stanley Show informing him that a son and heir had been born to him. Dan will name his son "Stanley" in honor of the Stanley Show.

**WANTED, AN INTERPRETER.**—In conversation with a *Wheeling* representative, Woodside makes this statement: "They 'rounded' on me, but I threatened to shake them and they cooled." This is the patois of the pro. cyclist.

The members of the Nashville Bicycle Club are in favor of combining with the local athletic club, under the title of the Nashville Athletic and Bicycle Club. It is believed that the combine will form a strong club, and bring out new interest.

A New York wheelman is having a rear-driving safety built to his own specifications, the feature of which will be an attempt to avoid steering sensitiveness. This he expects to accomplish by having the front forks curve upward or outward instead of downward, and, running out beyond the centre of the hub of the front wheel, connect with it so that the wheel will drag instead of being pushed. He claims that this will secure to the bicycle a castor principle and that his object will be accomplished. We believe this plan has been tried years ago, but a patent has been applied for, and when the new wheel is finished it will be illustrated and described in this paper.

## GOOD ROADS.

The Southern papers are again calling the attention of the States and Counties to the generally bad condition of the roads in this section, and urging that some improvement be made in them. By the construction of our railroads we have greatly improved the means and reduced the cost of transportation during the last few years, but our bad roads have almost offset this improvement, and act as a burden and tax on all trade and commerce. It has been shown that the cost of carrying a bale of cotton from the plantation to the railroad station is frequently as high as from the station to Europe. Our bad roads entail upon farmers and merchants a tax tenfold as high as the cost of keeping up good ones.

In Georgia and Kentucky there have been loud demands of late for the improvement of the highways, and the agitation has spread to other portions of the South.

The League of American Wheelmen has just issued a very interesting pamphlet on the subject, showing the cost of bad roads, and calling attention to the experiments recently made by Prof. J. W. Sanborn, of the Missouri Agricultural College, which show that on a moist dirt road a force equal to 487 pounds was necessary to move a load of 3,665 pounds, or 57 per cent. more than was needed to move the same load on a gravel road, having a grade of one foot in twenty-eight. On a level gravel road the force needed was only one-fourth as much as on the dirt, and on a plank floor but one-seventh as much power was required as was needed in moving the load over the dirt road. This made no allowance for energy wasted by the horse in pulling his feet from the mud, and in lifting them over the little elevations always before them on a muddy road.

Taking a gravel road, costing say \$2,080 per mile, running on each alternate section line, the costs to the sections adjoining, in the way of interest, will be 19.5 cents per acre. Cannot our farmers afford to pay this much for the sake of having hard, smooth roads every day in the year from their doors to the market town?

How many loads must each haul to save enough in the time and wear of men, horses, harness and wagons to equal the interest, assuming that a fair day's work should average fifteen miles of hauling and be worth \$3 per load of whatever weight?

The subject is really not open to argument. Every one recognizes the benefits and economy of good roads, but their cost has hitherto stood in the way. Here, of all parts of the Union, they are most needed, and could be most easily constructed. The land, being level, will require none of the cuts and grading as in the West, and gravel can be obtained easily and at small cost. As for the dirt roads, our winter rains and the sticky condition of the clayey soil make them "terrors" indeed, during our rains, rendering hauling impossible at certain seasons of the year, and expensive at all times.

We know of no matter that can be agitated to greater advantage than that of good roads. It is well enough to build more railroads to transport our products; but they will yield but a portion of the benefit they ought to, unless they are supplemented by roads extending through all portions of the South. The South, which is attempting so many great undertakings, should attack this serious problem—the construction of better highways.—*Editorial in New Orleans Times-Democrat.*

## CYCLING.

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

The Universal Cycling Club will hold a reception at the Brooklyn Institute on Friday evening, March 1.

Mr. Kirk Brown, who was at the N. A. meet on Monday, paid a flying trip to Boston and left New York on Wednesday.

Mr. Edwin Oliver, representing the Gormully & Jeffery Manufacturing Company, is in New York for a few days on an extended business trip.

# KING OF THE ROAD LAMPS.

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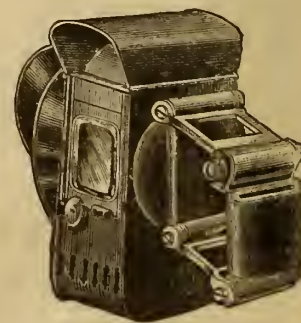


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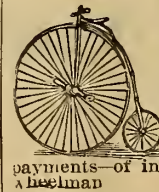
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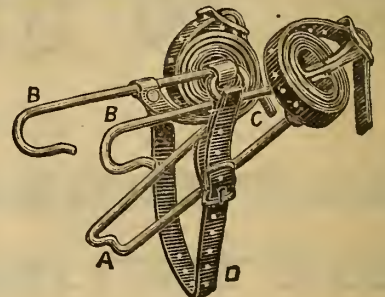


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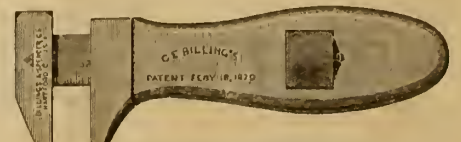
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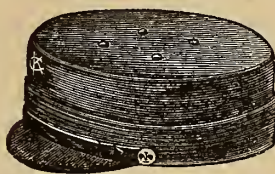


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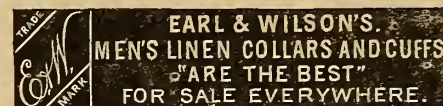
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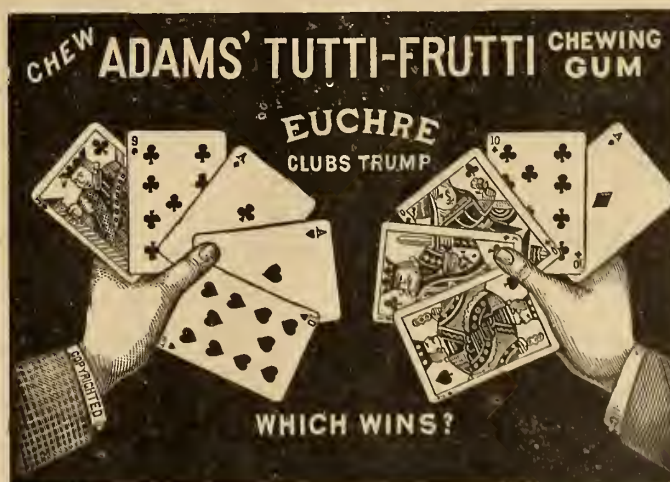
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