

The Wheel

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and
CYCLING TRADE REVIEW

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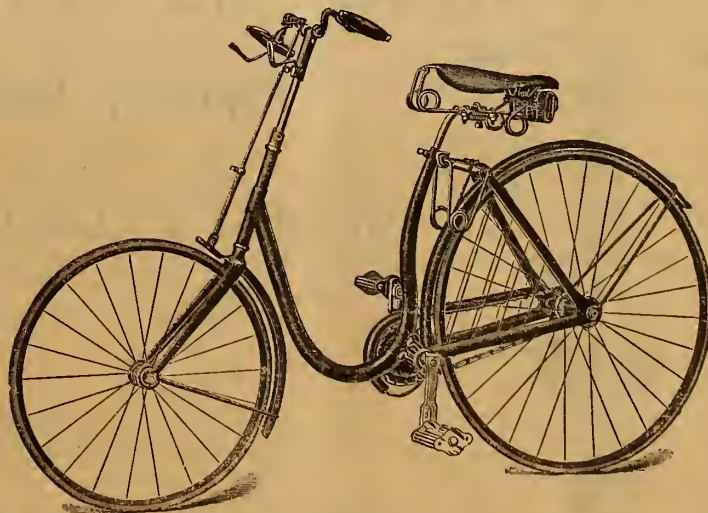
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For Boys, Girls or Ladies weighing under 125 pounds.

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Price, Standard Finish, with balls to both wheels,	\$65.00
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" " " " " " pedals, extra,	- 5.00
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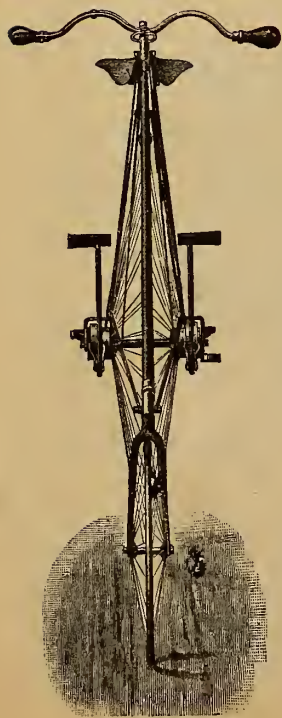
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The * Eagle * Bicycle.

THE WHEEL OF '89.

AS PRACTICAL
REAR-DRIVEN SAFETY,
WITHOUT
Sprocket Chains, Levers, Clutches, or Extra
Friction of any kind.
As Light as the Ordinary.



SIMPLE
DIRECT CRANK MOTION.
No Complicated Mechanism to get out
of order.
Ball Bearings Everywhere.

THE EAGLE is a Wheel of the highest grade, both in quality of material and finish. It is built entirely of Steel, either forged or drawn.

WE GUARANTEE EVERY MACHINE,

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

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

The Eagle Bicycle Mfg. Co.,

STAMFORD,

CONNECTICUT.

THE WHEEL

—AND—

CYCLING TRADE REVIEW.

Published every Friday morning.

Entered at the Post Office at second class rates

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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

THE *Ironmonger*, the leading organ of the English hardware world, has a leader on the extent of the cycle trade, and advocates closer relations between hardware men and the manufacturers, on the ground that retail hardware stores are excellent distributing points for agents. The *Ironmonger's* comment suggests a theme productive of much interesting speculation. In this country we find wheels sold by perhaps two thousand agents, of which a very large proportion devote themselves solely to the sale of cycles, and as their territory is generally very small and their discounts not so large as are given on other articles of luxury, a fair proportion of these agents are financially irresponsible; they seldom increase their capital, being rarely able to make more than a good living. We also find—at least it is the opinion of the manufacturers whom we have consulted—that large sporting houses, which make their bicycle business a department, have not been so successful as those agents who make a specialty of the cycle business. To sum up, it may be safely stated that at the present time, the elements of friendship, sociability and popularity are really valuable capital, and that purchasing cyclists are more liable to be influenced by those considerations than are buyers in other markets. It is a question which time and the increase of the trade will solve, whether the retail cycle trade will be handled by large houses, as distributing agents, such as sporting goods and hardware houses, or whether the elements that at present influence sales will always remain.

AMERICAN cyclists have recently been astonished by the news that the Rudge Triplet had been driven one mile on the road in 2m. 18 1-5s., and that S. G. Whittaker had ridden a Rudge Safety one-half mile on the road in 1m. 9 2-5s. These performances were chronicled in the English cycling press, and, as the more influential English cycling papers accepted and published them as records, we likewise accepted them as such. From a private letter, signed by a gentleman who is an authority on English sports, we learn that both the records alluded to above may not be *bona fide*. We

would endorse them as fakes were there not a possibility that perhaps our correspondent has been misinformed. At least our informant will not object to giving the English cycling press the benefit of the doubt, and the privilege of substantiating these two remarkable performances and clearing themselves of the charge of accepting as records performances made under circumstances which should prevent their acceptance as such. We quote from our correspondent's letter:

"You would doubtless like to know something about the 2:18 1-5 mile and other startling road feats—more than you are likely to receive from the British wheel press, which is bound, soul and body, to the advertisers. The 2:18 1-5 was accomplished like this: The start was flying, the course a selected road, straight-away, and for a considerable part down hill. [Our correspondent indicates the grade by a line which would give an incline as steep as a hill road.] On a dead level, straight road, with smooth surface and the machine geared to 80 or 90, I believe the trotting record could be equaled. Whittaker's 1:09 2-5 half-mile was accomplished down hill."

AT the Nautilus Boat Club games, held at the Palace Rink, Brooklyn, February 21, the board track was fourteen laps to the mile, and the short straights were seven feet wide. Two facts are to be noted about this track, and they may be applied to any racing circuit of like description. It is not only dangerous to ride, but the limit man can always win, unless he is fouled and brought to grass by some of his competitors. In the race held on the Palace Rink track several men fell, bruising themselves more or less; those who did not fall rode so cautiously that they dropped to the rear and never had a chance of winning. We should advise racing cyclists not to compete on these small tracks; but if they will insist on doing so, they should also insist on the tracks being wide and the race of the "scratch" variety, that the nerviest man may win.

EDITORIAL VIEWS ON NEW JERSEY'S ROAD LAW.

There are only two papers in the State of New Jersey, thus far heard from, that oppose the proposed county road law. One is the *Sussex Herald*, which argues that the farmers have now such heavy taxes that they can't pay them, that there is really no such necessity for good roads as there used to be when it was a long way to market, and that the demand for better roads is made chiefly by those who drive for pleasure. The other is the *Plainfield Times*, which argues that Plainfield has done its duty in the matter of good roads, and let every other town and township do the same.

Meanwhile the other leading papers throughout the State and in various parts of the United States, go right on favoring better roads and a county law to authorize roads improvement, on the ground that they invite new settlers, increase the county's wealth, help to pay the farmer's taxes, make property more valuable, create new and better markets, and do good in every direction.

That bright, energetic representative of local progress within its bailiwick, the *Bound Brook Chronicle*, which has built up a national bank and secured a number of other valuable improvements in its town and throughout Somerset County, says of this bill:

"We sincerely trust the bill may become a law and that the movement may spread."

And the *Warren Republican*, which represents a very large agricultural district that is quite interested in roads, says:

"The interest in the improvement of county roads is spreading, if we can judge from our exchanges; and as agitation in the local press is the first step toward better methods, the present sign is encouraging. But while these papers unite in deploring the existing condition of the only means of communication many sections of our country yet have, no real improvement can be hoped for until the lawmakers of each State unite with experienced engineers, and together formulate a law that will compel a change. We all know the roads are bad; what is wanted is the most feasible method of making them better, and the means of totally abolishing the present slipshod system of not doing it. The opposition to improvement assessments will come from the

parties who will in the end be most benefited—that is, the farmer—and any new laws must be carefully framed, so as to be both just and firm with this element of our population. First of all, law is wanted to properly apportion the cost of new work; enforce a well digested system of highways, and provide for the faithful execution of plans, with this power in hand. The legislative bodies must take the first step.

The only objection to this is that it is a little behind the date. The farmers of Union County have formally approved of Senator Miller's bill, which covers every point raised by the *Republican*. The State Board of Agriculture has endorsed it for the farmers of the State, and the Senate Committee on Agriculture has reported it favorably. The era of better roads is practically inaugurated, and the farmers of Union County are among the very first to see the advantages they will derive from them.—*Elizabeth Daily Journal*.

THE NEW JERSEY ROADS IMPROVEMENT BILL BECOMES A LAW.

TRENTON, N. J., Feb. 26.—The County Road bill has passed the Senate.

HARLEM WHEELMEN'S RECEPTION AND ENTERTAINMENT.

The Harlem Wheelmen's Entertainment Committee, composed of Messrs. Newcome, Raibeck and Emanuel, have arranged an entertainment and reception for Wednesday evening, March 13, at West End Hall, 125th Street near Eighth Avenue. The entertainment will commence at 8 o'clock. Tickets will be sold at \$1.

A CYCLIST RUNS INTO A JUDGE.

INDIANAPOLIS, Feb. 21.—As Supreme Court Judges Coffey and Berkshire came out of the Capitol grounds at noon to-day a careless wheelman ran into them. Judge Coffey was struck by the bicycle in his side and fell heavily to the pavement. His wrist was badly sprained and he was perhaps seriously injured. He was assisted to the Dennison House. Judge Berkshire also received slight injuries. The wheelman was not arrested.

N. A. A. A. BICYCLE HANDICAP.

The N. A. A. A. A. mammoth games will be held at Madison Square Garden on Saturday evening, commencing at eight o'clock. A very large number of entries have been received and the games will be more than usually interesting. Over fifty entries have been received for the 1 1/2-mile bicycle handicap, the principal entries being as follows: Davis and Kingsland, scratch; Banker, 15; Coningsby, 90; King, 75; Beazley, 80; T. J. Hall, Jr., 100; W. F. Murphy, 90; C. M. Murphy, 110; Wise, 75; Marshall, 65; Burhaus, 90; Hanson, 90; Kellum, 100; Zimmerman, 105; Class, 85; Schoefer, 65; Borland, 90; Matthews, 110; Jones, 100; Ostermayer, 95; Powers, 95; Waters, 100; Mellor, 120.

NEW YORK STATE BOARD OF OFFICERS MEET.

NEW YORK, February 23, 1889.

An adjourned meeting of the Board of Officers of this Division will be held at the New York Bicycle Club house, 146 West End Avenue, near Seventy-second Street, New York, at 8:30 o'clock, Monday evening, March 4. As certain amendments to our by-laws will be presented at this meeting, as well as other business demanding our attention, I earnestly request the attendance of every member.

Yours truly,

GEO. R. B DWELL, Chief Consul.

DECISION AGAINST SIDEWALK BICYCLING.

INDIANAPOLIS, February 25.

A novel case was decided Saturday by the Supreme Court, Chief-Justice Elliott delivering the opinion, wherein it was held that a person who "rudely and recklessly" rode a bicycle against a man standing on a sidewalk, was responsible in damages for an assault and battery. The Court, in its opinion, declares that inasmuch as bicycles are vehicles, and as sidewalks are exclusively for the use of footmen, no one has a right to ride a bicycle on the sidewalk. Coincident with this case is the singular fact that Judge Coffey, of the Supreme Court Bench, is now confined to his bed suffering seriously from a blow received from a bicycle only a few days ago.

SCRANTON WHEELMEN'S RECEPTION.

BRILLIANT OPENING OF THE NEW CLUB HOUSE ON WASHINGTON AVENUE.

On last Monday evening the Scranton Bicycle Club gave its first grand reception in its new home. Their club house is situated on Washington Avenue and is a model bicycle club building. The entire building, from basement to roof, is beautifully furnished, and as the guests scattered themselves through the house on Monday evening exclamations of surprise and appreciation were heard on every hand.

Upon entering the building one is surprised at the completeness of arrangement in every detail. The basement, which is entered from Olive Street, contains a large wheel room, a locker room, toilet rooms, shower bath, furnace room, janitor's cellar, etc. The first floor is divided into a large hall, parlor, reception room and dining room. The doors are so constructed that these rooms can be thrown into one apartment. The building is finished in light wood. The handsome mantel that adorns the main parlor is a gift from Architect Duckworth, who designed the club house. In the parlor and other rooms the skill of an expert house decorator is manifested in the handsome portieres and other hangings, which have been arranged in such a manner as to produce the most artistic effect.

Ascending the staircase that leads to the main hallway on the second floor, two cozy little card rooms greet the eye at the left. At the end of the hall, in the tower over the main entrance, is situated the President's room. This is a little gem, exquisitely furnished, and connected by portieres with the club living, lounging and smoking room, which are also finely furnished. Adjoining the President's room is the reading room, with its comfortable leather chairs, and beyond this is the billiard room.

Upon the third floor are the kitchen and a number of bed-rooms. The windows in the hallways are fitted with stained glass, and the building is lighted by numerous incandescent lights and gas burners, which are fixed upon the beautiful chandeliers about the building.

The invited guests began to arrive at 7 o'clock, and in a short time the house was all life and gaiety. Mrs. J. A. Scranton, Mrs. S. P. Hull, Mrs. G. A. Jessup and Mrs. Dr. Frey, in company with President Jessup, received the guests with a cordiality that made all feel at home. The orchestra filled the house with sweet strains during the evening. The refreshment tables were spread on the third floor and were invitingly arranged. The collation was all that the most fastidious taste could desire. All the boys were in a supremely happy mood and were assiduous in their attentions to the guests. Each guest was conducted to the register of the club, and the autographs of all were secured as mementoes of the happy occasion. The number of people present was very large, approximating a thousand, a large number of whom were ladies.

The following were among the guests from out of town: Miss Jennie Hull, Miss Agnes Hull, Mrs. G. Hull, Mr. and Mrs. J. S. Luce, Grace C. Hull, of Olyphant; Albert Beardsley, Springville; Mary T. Goucher, Miss B. Harrington, Miss Agnes L. Black, of Philadelphia; D. J. Whitford, Taylorville; Percy H. French, W. S. Northup, Wilson M. Berry, Maude Phillips, John H. Blackman, Gertrude Shiffer, Belle Green, Belle Collins, of Pittston; Mrs. M. E. Berry, of Washington, D. C.; Henry Liktz, Rochester, N. Y.; Mrs. A. A. Snyder, New York City; Mr. and Mrs. A. L. Ring, Passaic, N. J.; Miss May Kulp, Wilkesbarre; Miss Minnie Weiss, Honesdale; Miss Annie Fenner, South Bethlehem; Mrs. Alonzo Potter Kennedy, Pittsburgh; Miss S. Dunning, Addison; Francis A. Powell, Boston, Mass.; Mr. and Mrs. W. J. Mulford, of Montrose.

The Wilkesbarre Bicycle Club was represented by C. H. Barlow, Harry Blake, Bert Voorhis, Warren Browman, Jess Carpenter, Harry Mason and Will Alexander.

The officers and members of the Bicycle Club are as follows: George A. Jessup, President; John J. Van Nort, Vice-President; J. A. Spencer, Secretary pro tem; F. D. Watts, Treasurer; H. C. Wallace, Captain.

George Sanderson, F. C. Hand, Geo. B. Jermyn, B. P. Connolly, J. W. Merritt, C. J. Gillespie, F. M. Vandling, C. W. Silkman, W. H. Wheeler, C. L. Hill, M. S. Knight, H. D. Beyea, G. L. Van Nort, E. M. Beyea, C. M. Harris, W. A. Arnold, R. W. Beadle, A. J. Kolp, H. A. Fillmore, Jno. F. Roe Jr., F. L. Phillips, W. E. Warner, F. C. Von Storch, H. J. Hull, T. A. Black, S. R. Henwood, F. S. Godfrey, J. A. Hull, T. H. Francke, E. Heeley, Thos. H. Hull, J. A. Fritz, J. G. Sherwood, Geo. F. Richmond,

Frank H. Clemons, F. K. Killam, Jno. F. Fowler, T. A. Simpson, Col. H. A. Coursen, Chas. C. Conrad, J. T. Jenkins, F. W. Edwards, S. J. Billings, J. F. Baumeister, F. O. Hartman, J. B. Woolsey, R. E. Prendergast, Ed. Barnard, C. B. Pratt.

HONORARY MEMBERS.
E. B. Sturges, Dr. J. E. O'Brien.
Dr. C. P. Knapp, Wyoming.
Mr. S. B. Vaughn, Kingston.
Mr. T. L. Newell, Kingston.

THE ELEVENTH ANNIVERSARY OF THE BOSTON BICYCLE CLUB.

The eleventh annual dinner of the Boston Bicycle Club was held at Parker's last Saturday evening. There was a goodly attendance, and all were in a jolly mood. The entire absence of formality and freedom from constraint which marked the occasion contributed much to the general merriment.

President Hodges, in opening the after-dinner exercises, expressed his pleasure at the large attendance, which, he said, had been secured without any particular effort or the offering of special inducements. He described all present as "stayers," and expressed his belief that they, having withstood the shocks of eleven Boston Club dinners, would be able to stand many more. He then, after a short reference to the Town Club, retired in favor of the recently elected President of that organization, W. B. Everett, who presided during the remainder of the evening.

After the cheers had subsided, President Everett arose and made a short speech in which he eulogized the Town Club. He then called upon F. W. Weston, who bears the honorary title of the "Father of the Club."

Mr. Weston made a few happy remarks, in which he expressed his gratification at being with so many old friends, and predicted a long era of prosperity for both the Town and Boston Clubs.

J. S. Dean was the next speaker, and was greeted with unrestrained enthusiasm. He spoke of the hearty co-operation of the two clubs, and expressed his confidence in their ultimate success.

Ex-Commodore Savage, of the Dorchester, was next introduced. He expressed his appreciation of the honor of being called upon to speak for his club, but modestly withdrew in favor of his friend, Jesse Wiley. That gentleman was then called for with cheers, and responded in a short and eloquent speech.

Charles W. Reed sang a song, which was enthusiastically received.

"The Wheel" was the next toast, and was responded to by Captain Kendall. His remarks were greeted with applause.

J. Fred. Brown made a short and brilliant speech, which was well received.

Geo. A. Doane responded to the toast of the Boston Athletic Club, and Richard Toombs, an ex-captain of the club, made a response for the natatory element which created the wildest enthusiasm.

Captain Robinson, of the Revere Cycling Club, spoke to "Our Neighboring Cycling Clubs." He stated that while the interest in cycling club life had been on the wane in Boston it had flourished in the suburbs. He congratulated the club upon its success, and expressed his wish for its future prosperity.

John R. Chadwick sustained his reputation as the Chauncey Depew of the Boston Club by making an excellent humorous address.

Treasurer Geo. B. Woodward read an entertaining poem, and Mr. Myers delivered an interesting address. Many more witty speeches and bright stories kept up the festivities until a late hour.

Among those present were:

E. C. Hodges, J. A. Doane, Jr., W. B. Everett, Aug. Nickerson, J. S. Dean, I. R. Chadwick, E. T. Gage, Nathaniel Keath, G. Irving Peviad, T. E. Lambert, George W. Woodward, G. N. Turner, Dr. W. G. Kendall, Arthur W. Robinson, Charles S. Howard, E. G. Whitney, George E. Smalley, Charles L. Babson, Jr., J. S. Cushing, Joseph D. Snell, Richard J. Toombs, C. P. Donahoe, Henry R. Robinson, William E. Jones, J. Howard Thompson, F. Stadtmiller, Jr., Dr. J. E. Quinn, Dr. R. H. Upham, Dr. H. H. Gage, D. N. C. Hyams, Henry A. Richards, John S. Morse, Frank W. Weston, Jesse Sumner Wiley, E. T. Meyers, J. Fred. Brown, H. W. Savage, C. W. Reed, S. R. Cochrane, W. F. Ford, C. Guild, Jr.

NEW LIFE IN THE HARLEM WHEELMEN.

It was through the efforts of Messrs. Newcome, Raisbeck, Emanuel and Robus, assisted by Mrs. Newcome and Miss Raisbeck, that the members and friends of the Harlem Wheelmen enjoyed the Progressive Euchre party given at their club house Saturday evening, 23d inst. A party of sixteen sat at the small tables playing the interesting game for an hour or so, during which time selections were rendered upon the piano. The prizes were both elegant and elaborate, and were won by Miss T. Wood, Mr. F. Phillips, Miss Sadie Field and Captain E. C. Parker. After the game dancing was indulged in until midnight, interrupted only long enough for the ladies of the club to serve a fine collation.

Among those present were: Mr. and Mrs. Judge Newcome, Mr. and Mrs. L. B. Haber, Mr. and Mrs. H. Cochrane, Mr. F. Phillips and Miss Wood, Mr. Frank Ridabock and Miss Sadie Field, Mr. Dean R. Robus and Miss L. B. Bland, the latter adding much to the pleasure of the evening by rendering selections on the piano; Mr. T. A. Raisbeck and daughter, and Mr. C. F. Frazer and Miss C. Bidwell. There were also present Messrs. W. H. V. Hoffman, W. W. Braden and Mr. Otto Emanuel, who, by special request, gave the new cry which he would like adopted by the club, but which can never be, as Otto is the only one who can get around it. The affair broke up just as Sunday was at hand, and was voted a grand success, much to the credit of the committee.

In glancing around, a list of candidates for office caught our eye—viz.: For President, T. A. Raisbeck; Vice-President, L. A. Newcome; Secretary, W. W. Braden; Treasurer, W. H. DeGraaf; Trustees, Messrs L. B. Haber and J. B. Halsey; Captain, C. E. Parker; First Lieutenant, W. W. Braden; Second Lieutenant, Frank Lord; Color Bearer, Frank Ridabock; Bugler, George Schrader.

The pool tables have been moved from the front room and one placed in the back, using the front for sitting and meeting room, which has been very prettily decorated by the ladies.

Hereafter the Harlems will hold a smoker every Wednesday evening, which will put renewed vigor in the old and famous Harlem Club, who have much to be proud of.

A grand reception is to be held at West End Hall March 13.

THE EYE.

CYCLING AT ST. AUGUSTINE, FLA.

Cycling matters are beginning to take practical shape at St. Augustine. Some of the more energetic cyclists have succeeded in bringing about the formation of a club. It is called the "Alcazar Bicycle Club," and is composed of the following members: President, L. Brinkerhoff; Captain, E. K. Knowlton; Secretary-Treasurer, L. J. Howatt; B. W. Spitzer, W. Henry, H. Snow, E. Howatt, E. N. Wilson, C. Hernandez, S. Genovas, E. G. Capo, S. Rolliston, W. House, W. P. Eichbaum, W. E. Hinch and Fred. de C. Davies.

The club gave its first dinner on Tuesday, the 19th inst., at which all the members were present. The menu was elaborate, and a very enjoyable time was spent. The members are all active and feel confident about the future success of their club.

TENTH ANNUAL BANQUET OF THE BUFFALO BICYCLE CLUB.

On last Friday evening the Buffalo Bicycle Club celebrated its tenth anniversary by holding a banquet at the Genesee. A large number of wheelmen attended, prominent among whom was Dr. George E. Blackham, of Dunkirk, N. Y., the guest of the evening.

The menu card was of artistic design and reflected much credit on the good taste of the dinner committee. Prof. A. C. Richardson acted as toastmaster, and toasts and responses were given in the following order: "The Memory of Washington," Prof. Richardson; "Our History," President C. F. Hochkiss; "Our New Members," R. K. Smith; "Our Dead," —; "Wheel and Wheelmen," Dr. J. E. Danielson; "The L. A. W.," Dr. C. S. Butler; "Our Honorary Members," Dr. G. E. Blackham; "The State Division," W. S. Bull; "The Ladies," W. S. Jenkins. Letters of regret were read from Gerv Jones, of Binghamton; C. H. Hepninstall, of St. Thomas; Jas. O. Munroe and Fred. J. Shepard.

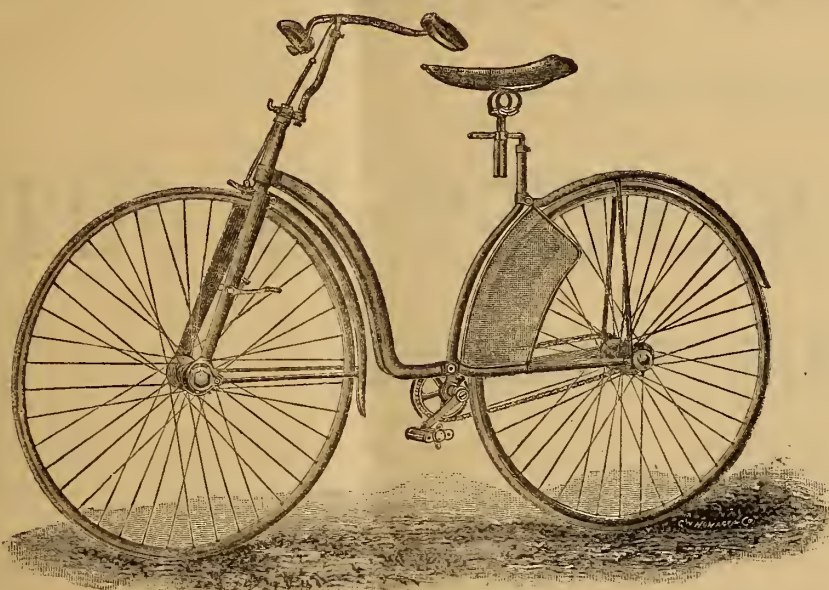
"Perseus" is making the wheeling department of the *Sporting Life* a very important feature of that paper. "Perseus" is a caustic writer, and frequently indulges the critical faculty.

WARWICK

SEND FOR CATALOGUE.

CYCLE

Warwick Perfection Wheels



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

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



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

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

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

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

THE FOLLOWING

ARE

Some of its Many Advantages.

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

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

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

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

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

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

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

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

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

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

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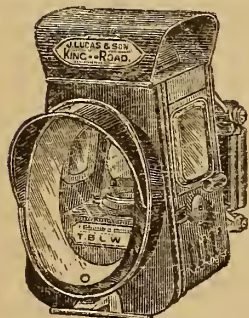
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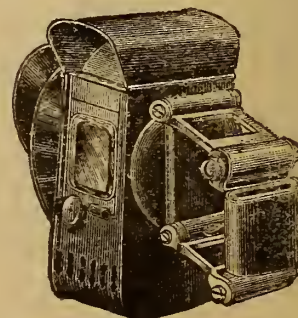
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SOLE UNITED STATES AGENTS.

WHEEL GOSSIP.

We have letters for S. G. Whittaker.

Lehr, the German champion, trains to spurt two laps, one-half mile.

It is rumored that Bob Cripps will be seen on the Irish racing path this season.

The *American Athlete*, of Philadelphia, will shortly become a weekly publication.

The Harlem Wheelmen enjoyed a "smoker" at their club house on Wednesday evening.

The New York *Herald's* English Sunday edition is distributed with the aid of carrier tricycles.

William Halpin & Co. are showing the new Warwick wheels at 13 Murray Street, New York.

The Harlem Wheelmen had a progressive euchre party at their club house last Saturday night.

J. Purvis-Bruce, "Jack," alias "Gentleman John," arrived in New York from England on Monday.

The business of H. M. White, of Trenton, N. J., has been reorganized under the firm name of The White Cycle Co.

Mr. Ed. Loane, formerly with the Victor people at Baltimore, will probably be connected with their Washington store.

S. G. Whittaker is expected in this country in a few days. It is rumored that he will apply for reinstatement in the amateur ranks.

Chief Justice Elliott, of Indiana, has decided, and very justly, that the bicycle, being a vehicle, should not be ridden on a sidewalk.

N. H. Van Sicklen will be seen upon the path this year. His terrible fall at Buffalo has evidently not dampened his enthusiasm.

ONE OF THE 13,000.—We have received an electrotpe from a dealer, which was carefully wrapped in a copy of the *Bicycling World*.

The basis on which a successful club is built is youth and enthusiasm—not too much of the former and just enough of the latter.—*Bicycling News*.

The family of ex-President Hayes own a tandem tricycle, which Miss Fannie Hayes and one of her brothers pedal about the streets of Fremont, Ohio.

Among the patents filed this week are A. H. Overman's, for a velocipede; H. S. Owen's, for a bicycle, and the H. B. Smith Machine Co.'s, for a steam tricycle.

Wheeling hears that George Hendee has struck a bright idea in connection with a spring-fork. George is of a peaceful nature; he must have had strong provocation.

"The Coaster," of Jersey City, N. J., is becoming famous. The *Bi. News* reproduces his "Woo-Wah-Whoo!" smoker call and his comic description of that event.

The Boston *Herald*, of Sunday last, published a "speaking portrait" of "Doc" Kendall, Captain of the Boston Bicycle Club, and a genial and hospitable Boston cyclist.

A meeting of the Bowling League will be held at the New York Club house on Tuesday night. The dispute over the Atalanta-Harlem Wheelmen game will be investigated and decided.

An interesting object at the New York Club house is the bottle of champagne won by Messrs. Nisbett and Pendleton on New Year's morning. The bottle, which yet contains the champagne, is framed in an artistic case.

Mr. A. L. Cline, of Cline Bros., 304 West Baltimore Street, was in New York on Thursday. Mr. Cline has been in Springfield and Boston, and has made arrangements to handle Victors and Warwicks in Baltimore.

The Capital Cycle Co. ask us to state that they are sole United States agents for the Psycho wheels. We have been informed that the Pope Mfg. Co. were importing ladies' Psychos, so that there would seem to be a clash of interests.

The Lincoln Cycling Club, of Chicago, formally opened its gymnasium on Saturday last. The programme, a pretty specimen of the printer's skill, consisted of a first-class athletic exhibition. We are indebted to President F. W. Gerould for a copy of the invitation.

We took the initiative in condemning the six-day female bicycle race recently held in New York. We find our exchanges for this week taking precisely the same stand and drawing largely on the dictionary for terms of disapproval.

The Scranton boys are quite proud of their new club house, and their representative at the National Assembly meet, Mr. J. J. Van Nort, invited the members to drop into the Scranton's headquarters and partake of Pennsylvania hospitality.

Chief Consul Harry Hodgson sends us an invitation to the New Orleans Carnival, which is to be held March 5. The invite is a triumph of the artist and the printer, and quite beyond our powers of description—"simply magnificent," as Harry himself would say.

The *Sporting Life*, 148 Fleet Street, London, E. C., has issued its sporting almanac for 1889. The almanac is a ninety-six page pamphlet containing historical and record information of all kinds of sport, and will be a valuable edition to a sportsman's collection of data.

W. E. Findley, N. Y. B. C., who broke his collar-bone at the Twelfth Regiment games, December 12, was out on the road on Washington's Birthday for the first time since his accident. The New York Club held a run to Yonkers on that day, seven men being out.

M. Constant, an observant Frenchman, gave his views on America in the *Herald* of Sunday last. As they were deemed of enough importance to be cabled over, his opinion on the "vile pavements of New York City, which would disgrace a French provincial town," will have an eye-opening effect.

The Western Arms and Cartridge Co., of 49 State Street, Chicago, have an extensive cycle department. This firm occupies a double building, which gives them ample room to display their large stock of safeties, ordinaries and sundries. The manager of the business is Mr. Oniel, who is assisted by Messrs. Temple and Roe.

About twenty-five members of the Waltham Bicycle Club traveled to Boston from the "City of Watches," and partook of their annual banquet at the Revere House last Thursday evening. The affair was made the more enjoyable by its informality, although speeches were made by President Davis, F. A. Clarke and E. DeBarthe.

Cycling is at top notch in Chicago. Messrs. "Ned" Oliver and "Bob" Gardner have done much to boom the sport. Messrs. Gardner and Stokes intend to combine forces and open a very large and fine riding hall, something that will dwarf all other halls, as Chicago's growth has dwarfed all other growths, except possibly that of St. Louis.

In our exuberance of good feeling we came near putting our foot in it when we were about to ask Priol, "How is your circulation old fellow?" As it was only our intention to ask after the condition of his health, it would have been awkward under the circumstances if we had put it *that* way, wouldn't it?—*Bicycling World*. [Yaas, very.—Ed.]

The New York Bicycle Club Board of Management have called a special meeting for March 5. At this meeting important business will be transacted. A new treasurer will be elected in place of J. B. Roy, resigned; the Entertainment Committee will be asked to report, and steps will be taken to revive a strong interest in club work.

Chief Consul George R. Bidwell will tender his resignation at the meeting of the New York State Division Board, and will transfer all the effects of the Division to Vice-Consul Bull. Mr. Bull, with the assistance of Secretary-Treasurer Nisbett, will at once proceed on the policy pursued by Mr. Bidwell, and which has made the Division the strongest in the League.

The *Cyclist* is decidedly of the opinion that the "Rational" ordinary is the tall machine of the future, that it will drive out the present type of ordinary, much as the Rover type has retired the Kangaroo type. It thinks the present "Rational" type would be improved if foot rests were attached to the forks for use in coasting, and if there was more room between

the top of the tire and the bottom of the crown of the fork, so that the wheel would not be clogged up with mud.

At the Stanley Show 132 firms showed 1,201 cycles, composed of 826 bicycles and 375 tricycles. Of the bicycles, 644, or over half of the total machines shown, were dwarf safeties, 87 ordinaries, 52 rationals, 33 tandem safeties and 10 high safeties. Of the 375 tricycles, 234 were direct steerers, 64 tandems, 21 carriers, 13 cripplers and 11 sociables. The Show has been held every year since 1878. The total number of wheels shown progressed as follows: 74, 112, 146, 250, 433, 522, 365, 287, 620, 633, 750, 1,201.

The Capital Cycle Company's announcement for 1889 will be found on another page. This firm is in the field with as fine a line of safeties as we have ever seen, with many good points to recommend them, and magnificently finished. The firm writes us: "Our catalogue bids fair to be the finest the trade has ever seen, and, we think, will be sought after by every wheelman. We mean business this year, and intend to have a front seat before 1890. We come in with honest intentions and good principles, firmly believing we are benefiting the cause."

We want to be chivalrous, but when Miss Pauline Hall causes a "split" in a cycling club, it is time to call a halt in this blind worship of this fair singer on wheels. The New York *Herald* recently headed its amusement gossip with the statement that the fair Pauline was making a big "ad" out of her cycle riding, and no doubt we shall soon have all the theatrical world on wheels. It is a ripe time to dissipate the idea that cycling has received a sort of divine sanction because the leading lady of the Casino Company has taken to the bicycle.

The Gormully & Jeffery Mfg. Co.'s catalogue for 1889 is a well printed pamphlet of 80 pages, and somewhat of an advance in appearance and scope over their previous catalogues. Thirty-six pages are devoted to illustrations and descriptions of the 1889 wheels, of which the following is a list: American Champion, American Light Champion, American Challenge bicycle, American safety, American Light safety, American Rambler, American Ideal Rambler, American Ideal bicycle, American Ideal tricycle, American Challenge tricycle, American Ideal tandem, American Challenge tandem. The remainder of the catalogue is devoted to a large assortment of sundries.

Among the visitors to the Stanley Show was George M. Hendee, the well-known American flyer, in company with Messrs. C. E. Pratt and Belden. A short chat with the erstwhile hero of Springfield, over whom women wept and men had hysterics, showed that Hendee, like most of the American cracks, had suffered from the knock their journals have of writing their men up to the skies. Quiet and modest, without a bit of "gas," the American flyer made a most excellent impression. He will leave for the States in about a week. One of his first visits was to the C. P. track, of which he spoke highly.—*Bicycling News*.

Yes, Hendee is "quiet and modest," but *Bicycling News'* ravings to the contrary, the women did weep when the strong man of Lynn defeated the Springfield pet on the famous Springfield path. It may all seem very silly to George, now that he is a solid, sensible benedict, but we ourselves saw the weepings and we want to preserve this page of cycle racing history at all hazards. The real lesson to the cracks of the present day is that they should cultivate the same modest manly ways which made the boy Hendee Springfield's idol.

The recent female bicycle race (?) at New York proved to be what was suspected before the start—a fake of the boldest type; eight of the contestants were under contract to a single individual and all were putting in the time under salary, while the public were led to believe that the affair was a genuine contest for supremacy and gate receipts. These fakirs proposed to entend their tricks to other cities, but the expose of the New York fraud will doubtless cause them to change their plans. Should they, however, visit this and other cities they should receive scant welcome. Even if honestly conducted, there is no sport in a contest of endurance between women. Such a spectacle is not only hurtful to the sport of cycling, but degrading in its tendencies alike to the unfortunate women who are compelled to resort to such means of livelihood, and to the lookers-on at the sorry spectacle. Woman has no legitimate place in athletic contests save as a spectator or patron.—*Sporting Life*.

ST. LOUIS.

"We look towards you, and we likewise bows." It has been a long time since this section of the country has been represented by correspondence in the WHEEL, and I am sure that your enterprise in locating a correspondent here will be fully appreciated by the wheelmen of the Southwest. Since "Phoenix" laid down his pen and moved to the village at the other end of the bridge, to accept a position with President Pullman, of the Palace Car Company, St. Louis has had no correspondent worthy of the high reputation which he earned, and she is not likely to have one for a good while to come.

Those who have been so fortunate as to meet "Phoenix" lately, report him as looking sleek and prosperous, and his many friends are all rejoiced to hear of his success.

The reports that come to us from all sections of the country of the mild, open winter, are equally applicable to this vicinity. Just at present we are wrestling with an old-time blizzard, but it is actually the first one of the season and causes the first interruption to riding that we have experienced. Even now the roads are in good condition, but the temperature is not calculated to make riding an unmixt pleasure. Notwithstanding the kick made by a local scribbler, the result of the election of League officers gives general satisfaction here. Missouri has fared exceedingly well, and in return for this recognition it is hoped that she will show a big increase in membership next year. We are fortunate in having Mr. A. Moore Berry at the head of the Rights and Privileges Committee, for we are likely to need his services sooner than we expected. Late last fall, one of our St. Louis riders was run down on "Soloman's Hill" by a farmer living near the county line. The matter was placed in the hands of Attorney A. C. Stewart, and the farmer was forced to pay for the broken wheel, the attorney's fees and other legal expenses, and a good round sum for damages to the rider's feelings. The farmer threatened to get even, and his threat has taken shape in the introduction of a bill in the Legislature, compelling wheelmen to dismount one hundred yards before meeting any vehicle hauled by a horse or mule, and to remain dismounted until such vehicle has passed twenty-five yards beyond. The penalty for violation of the law is a fine of not less than \$10, nor more than \$100. In addition to the fine, riders are to be held responsible for any damage that may arise in consequence of horses or mules becoming frightened at the wheels. This is the first attempt at hostile legislation that has ever been started in Missouri, and it will be fought vigorously. I understand that the Chief Consul has consulted with Messrs. Stewart and Berry, and the course to be pursued has been fully determined upon. There are a large number of riders in the State who are not members of the League, and it is the duty of those who are members to call the attention of the outsiders to this threatened invasion of their rights, and induce them to join with us in defeating the bill. The Division has plenty of money in hand for all present necessities, but if the fight should prove a long one, more funds will be needed, and there is no better way of raising the money than by increasing the membership. In addition to fighting this vexatious bit of "hayseed" legislation, we have a bill for the improvement of the roads and highways pending in the Legislature which we want to pass. In this matter we have been greatly aided by the numerous excellent articles on the subject of better roads that have appeared in the WHEEL from time to time. We recognize that paper as the pioneer in the campaign for better roads, and we hope that you will "keep a hammerin'."

I understand that the details of the Stone-Lumsden series of races have all been agreed upon by Messrs. Garden and Brewster, for their respective principals. The forfeits are up and the races are a sure thing. I will give you the details in my next letter.

The annual election of the Missouri Bicycle Club will be held on the night of the first Tuesday in March. Mr. Berry can have the presidency if he wants it, notwithstanding the fact that Chauvenet and others of the so-called "silk-stocking" element are pressing Will Brown. Brown is a clever fellow, but he is training with the wrong crowd if he really desires election.

St. Louis, February 23, 1889.

ITHURIEL.

CYCLING IN TENNESSEE.

Our sister city of Murfreesboro is decidedly the best wheeling town of its size in the South. A recent trip to that beautiful town of beautiful girls and genial young men convinced the writer that Murfreesboro and its environments is, indeed, a wheelman's paradise. The streets about the city are all wide and well paved, while the pikes which centre there are as fine as any in the State. The general lay of the country for some miles around is well adapted to good riding, being generally smooth and level. Quite a large number of young men of the town ride wheels, and a more whole-souled lot would be hard to find.

Probably the foremost in cycling matters is Jesse Sparks, Jr., son of the Senator. Young Sparks has always taken the initiative in his town and county, not only in those things which would tend to build up cycling as a health-giving sport, but also in matters of general interest to the community. He is Secretary of the Ruthertown County Fair Association, and it is needless to say the work which comes within the province of his office is ably and well attended to. He has been a wheelman four or five years and is a dangerous rival in the State of Herndon, the Clarksville crack.

As stated some time ago, a trio awheel to Washington has been planned. There will probably be three or four in the party, two of whom will be Mr. Sparks, of Murfreesboro, and Mr. Tom Petri, of this city. We have not yet learned the details of the proposed trip, but it will likely be made in the early part of June.

Before the summer is over Nashville cyclists will no doubt be favored by the acquisition to their ranks of riders of the feminine persuasion. Mr. Jo Combs, the well known wheelman, yesterday showed the American man a new American safety of the Gormully & Jeffery pattern, which he had just received from the factory. It is a beauty and is designed for either lady or gentleman. Mr. Combs stated that his purpose in getting it was to attempt to create an interest in riding among the ladies, and that he will teach his wife to ride, which he thinks will be easier than is popularly supposed. If he finds it practicable he will next year get a tandem, a machine arranged for both lady and gentleman.—Nashville American.

TROY NOTES.

Looking over my "Notes" in a late issue of THE WHEEL, I was a little amused to find the following paragraph: "In fact she told me that she once rode with a severe headache for nearly ten miles into the country, and that she never felt better than she did on dismounting at the end of the trip." Now, it would seem that because the lady had the headache she never felt better at the end of the trip. It should have read: "For nearly ten miles of a 50-mile run into the country."

Friday, the 15th, the Troy Bicycle Club's seventh social was given at the popular Bicycle Hall, and the 18th the club's bowling team (composed of Clarence E. Wilson, Charles Biermeister, Frank Perkins, Alfred Hogben and John Van Arnam) played a team from Coon & Co.'s collar shop (composed of Robert Lang, C. Tuttle, Fred Schuth, A. Hogben and William Theissen), and were defeated by a score of 1,635 to 1,841.

The large hall of the T. B. C. is so convenient for fairs, etc., that the club is doing quite a business letting it for such purposes.

So C. H. Luscomb is our new President. He ought to make a good one, for he has the ability, and I hope the League will reach the coveted 15,000 under his administration. I am sorry Pennsylvania is not represented, as such a large membership as she has in the League ought to be represented in the chief board.

Where is the "Owly" Egan nowadays? His articles in the wheel papers used to be so interesting that many of the older wheelmen must miss his bright and witty sayings.

I have been looking over the Bulletin, and I must say it was a much better paper, as edited by Aaron, than we get now in the place of it. If it was not for THE WHEEL I would be lost for news at the present time. A short time ago I was looking for an account of an important meeting in the official organ, and it was impossible to find the data I was in search of. I turned to my file of THE WHEEL and found the complete account of the meeting at once, and saved myself a long trip in consequence. I only wish your paper would reach me on Saturday instead of Monday, as it now comes.

The Trojan Wheelmen gave a private social at Harmony Hall last Wednesday evening, and it was as select as the affairs of this social club generally are.

On Thursday the eighth social of the Troy Bicycle Club was given in their large hall. The boys meant to have a good time this winter, and they are having it.

Saturday a bowling contest at the Troy Bicycle Club's room, between the Bachelors and Benedicts, resulted in the defeat of the latter by a score of 1,853 to 1,841.

I have lately heard that the reason the T. B. C. left the League was because they could not secure one of the national championship races last year, and, with the Albany Wheelmen, give a large race meet between Albany and Troy. It seems very funny that such should be the case unless they wanted some particular race.

ORNH QBA.

February 25, 1889.

PHILADELPHIA.

The month of March is not the most auspicious time to make your debut as a cycle correspondent, since good "wheel" news is not abundant; but with the advent of more seasonable weather I hope to furnish a more readable and interesting letter chronicling the doings of wheelmen in the "City of Brotherly Love" and "cobble-stones."

The tandem "goat" fever seems to be contagious, especially among the "Century Wheelmen," the latest additions being the Allen brothers. This club now has four tandem teams and several more are likely to materialize before long.

All of the clubs had runs called for George's Birthday, but the weather man put a dampener on the riding in the form of snow and rain. We have no cause to complain, however, as the riding has been excellent all winter.

There will be several improvements in Fairmount Park this year which will greatly interest wheelmen. One will be a broad road or avenue from the river drive to Germantown direct, and the other will be placing electric lights along the banks of the Schuylkill River. A more romantic and picturesque ride than the one along this river at twilight cannot well be imagined. The placid basin of the river, untroubled save by the wash of a small steamboat or the oars of one of the racing shells, on one side, and on the other high butting crags casting huge shadows which in the half light look like gigantic monsters, a pall of silence covering all as though even nature was awed by the sublime grandeur of herself. It is truly a magnificent road, which Philadelphia wheelmen don't half appreciate.

The alterations to the "Century's" new brown-stone mansion are being rapidly pushed. The reason it was bought so cheap (\$17,000) is that it has the reputation of being haunted. The other night, after rehearsal, the "Glee Club" thought they would go over to the new house and see what effect music (?) would have on his ghostship. Kirk Brown was requested to come along with his flute. Upon their arrival at the scene the "Centurians" entered the dimly lighted room (a couple of bicycle lamps furnished the illumination) and filled the air with their melodies, but no ghost made its appearance. Then Carter—he of the Prince of Wales whiskers—started to warble "Don't Leave Your Mother, Tom," with flute obligato. When he was about to paralyze high C, and Brown was trilling his sweetest trill on the flute, a long-drawn wail was heard, the lamps flickered (so did the boys), and MacGlatheery swore he saw a ghostly form float out of the window. That last song did the business. The supposition is that when on the earth its name was Tom, and the way that Carter sang the song so played on its feelings that it went to hunt its "mama." The reason that it is called a glee club is not quite plain, unless it be because of the hendish glee with which they bounce the members from the best room in the house when they want to practice; or, perhaps, on account of the gleeful way in which they sing those funereal songs which they spring on their unsuspecting club-mates.

AKGUS.

LONG ISLAND.

The Long Island Wheelmen officially opened the season of 1889 on Washington's Birthday by a club run to Coney Island by way of the Park and Boulevard and return, twenty-two miles in all. The L. I.'s turned out twenty-eight strong, under command of Captain Teller, and as the roads were in very fair condition considering the time of year the run was made in good time and without incident or mishap. Some trifling insubordination among the "goat" contingent furnished amusement for the others and work for the Third Lieutenant in his efforts to bring them back to line. A short drill was taken on the concourse, during which the First Lieutenant took occasion to perform a new but striking manoeuvre not recommended by authorities on such matters.

The electioneering epidemic has drifted along Bedford Avenue from the L. I. W. to the K. C. W., preparatory to the annual election of officers in the latter club to be held next month. Comparatively no opposition has appeared to the caucus nominations of Bridgman for President and Marion for Captain, and these gentlemen will doubtless be elected. The most hotly contested office is that of First Lieutenant, and the result of the fight between Crichton and Tom Hall is very doubtful.

After passing through a very unusually close and exciting election of officers for 1889, the Long Islands have settled down to comparative peace and quiet. With the presidency of the L. A. W. vested in him, Mr. Luscomb may easily look with resignation upon the fact that by a narrow margin Mr. Mabie was the successful candidate for the presidency of the club.

Last Thursday night, the 21st, the L. I. W. gave a ladies' reception and dance at their club house, at which there were about sixty couples. The preliminary entertainment consisted of feats of sleight-of-hand by Mr. Howard J. Knudson, of Brooklyn, which were very cleverly done and apparently were thoroughly enjoyed. At 11 o'clock dancing was commenced and continued, with an intermission for refreshments, until nearly 2:30. The refreshments aforesaid on this occasion were of such a pleasing and bounteous nature that your correspondent was, perforce, obliged to blush at a previous slighting reference made on a similar subject, and to "wish he hadn't."

The Committee of Arrangements are booming the combined theatre party to the "Pearl of Pekin," to be given March 29 at the Park. Notices are posted up at each club house advising members to hand in their names at once, and the committee expect to dispose of at least 250 seats for that night. Arrangements are also contemplated for a joint supper as a proper winding-up of the evening, if some suitable place can be found. Nothing definite, however, has been done in this direction, though it seems as if a social spread would add a great deal to the success of the affair and go far toward preserving the present intimate relations between the different clubs.

The total mileage of the L. I. W. for January was 1,884, seventy-four men reporting. Considering the season this is a very fair showing, and the Road Committee look upon it as an indication that for 1889 the club will report a mileage much larger than was ever before attained and that will compare favorably with any club in the country.

NYX.

At the National Assembly meet, Mr. George R. Bidwell, of the Uniform Committee, gave very clear and satisfactory reasons why the League uniform contract was transferred to Browning, King & Co., of New York. Both John Wanamaker and Wanamaker & Brown were making the League uniforms at a loss, and neither gave satisfaction. The Uniform Committee had given Wanamaker & Brown ample notice of their dissatisfaction, and, no improvement being shown, they had transferred the contract to Browning, King & Co. as the best firm to handle the business.

Messrs. Brewster Bros., owners of large roller mills at Unadilla, N. Y., write: "Please find enclosed check for \$1 for THE WHEEL AND CYCLING TRADE REVIEW, as we think it is the best paper for wheelmen, and we therefore wish to try it for one year."

PSYCHO WHEELS FOR 1889.

IMPORTERS: CAPITAL CYCLE CO., WASHINGTON, D. C.

The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1883. They designed and manufactured in 1887 the first rear-driving ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the boneshaker.

They handle only one form of three-wheeled machines, and that a hand lever tricycle for cripples, which is remarkably light and can be steered and driven by the hands. The Psycho cycles imported by this firm are made from designs by Mr. H. S. Owen. The wheels are remarkable for their lightness, strength, harmonious and uniform construction, simplicity, fewness of parts, and general gracefulness of design.

They are made of weldless steel tubing (not credenda) throughout, including frame, rear forks, saddle post, handle-bar and upright. They have ball bearings to all parts except head, butt-ended direct spokes, more to rear wheel than front, done to proportion the machines for strains.

Psycho cycles do not have hollow rims, tangent spokes, ball head or spring forks. No change will be made in Psychos over the 1888 pattern. The Fish hammock saddle will be used on all Psychos. The plunger brake will be used, as it is the simplest and very powerful. This firm have hoped for years past, and now claim, that the wheel of the future will be a rear-driving safety with dropped frame, suitable for both sexes. They anticipate some prejudice at first, but show their faith in their belief by introducing four styles of dropped-frame safeties suitable for either lady or gentleman, having detachable brace rod; and although they import two forms of straight-frame safeties, suitable only for men, they advise intending purchasers to give the preference to the dropped-frame, not only on account of its adaptability to use by all members of the family, but also for its grace and strength. The Capital Cycle Company claim to give the best guarantee in the trade, as they guarantee not only against defects in workmanship and material, as do other firms, but also against construction, which is more important. A machine may break not only on account of a flaw, but from bad proportioning. The Capital Cycle Company introduce seven forms of safety or rear-driving bicycles for both sexes for this season, varying in weight, construction and price. They are as follows:

1. "Men's Straight Frame Psycho Safety," as per cut, 30-inch wheels, $\frac{7}{8}$ and $\frac{3}{4}$ inch tires, geared to 57 inches, weight 47 lbs. Price, \$140.

2. "Men's Light Roadster Psycho Safety," 30-inch wheels, $\frac{3}{4}$ -inch tires, made for gentlemen riders and scorchers on good roads, geared to 60 inches, weight 38 lbs. Price, \$140.

3. "Men's Dropped Frame Psycho Safety" is designed like ladies' safety (see cut), 30-inch wheels, $\frac{7}{8}$ and $\frac{3}{4}$ inch tires, weight 50 lbs. Will stand any weight on any road. Detachable brace rod makes it suitable for ladies and a general family machine. Price, \$140. Geared to 57 inches.

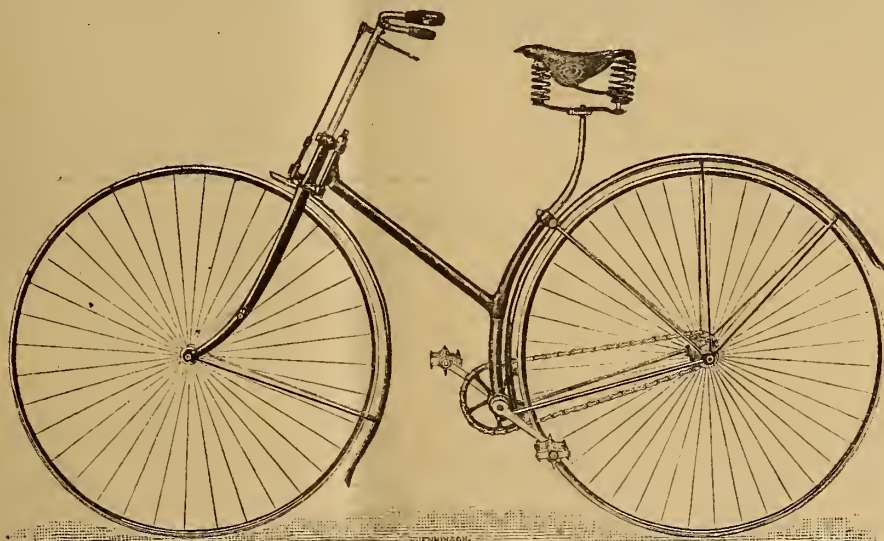
4. "Ladies' Roadster Psycho Safety," $\frac{3}{4}$ -inch tires, 29-inch wheels. Detachable brace rod suitable for short or medium height gentlemen. Will stand any weight. Weight, 44 lbs. See cut. Geared to 50 inches.

5. "Ladies' Light Roadster Psycho Safety," 29-inch wheels, $\frac{3}{4}$ and $\frac{5}{8}$ inch tires, weight 38 lbs. Superb finish, very light and easy running, intended for light weight ladies, but will carry 175 lbs. Geared to 50 inches.

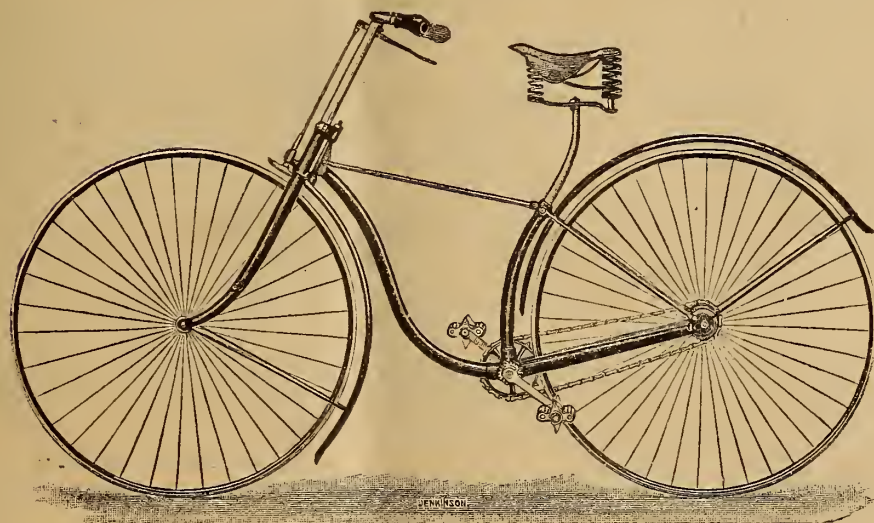
6. "Psycho Tandem Safety," intended for lady and gentleman or two gentlemen, $\frac{7}{8}$ -inch tires to both wheels, very strong, light and simple. Will carry any weight. Price, with two separate brakes, \$200. Geared to 57 inches.

7. "Psycho No. 2" is intended as a cheaper safety, suitable for both sexes. It will equal in strength and design any of the above, and having ball bearings to both wheels and crank shaft, weldless steel tubing frame and steel forks, it will be as durable as the higher grade Psychos, but of cheaper construction and finish. 30-inch wheel, $\frac{3}{4}$ -inch tires, geared to 54 inches. Price, \$100.

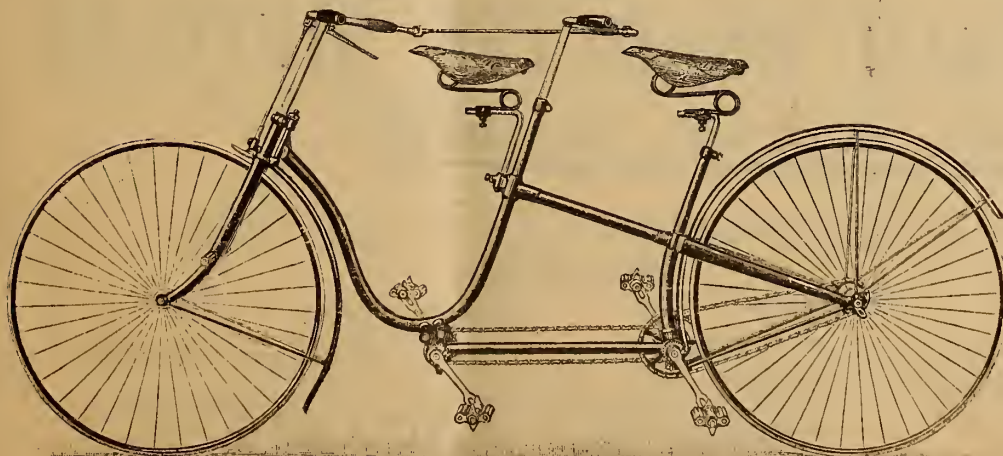
All of the above machines are guaranteed to the fullest extent. The Capital Cycle Company have prepared for their share of the trade this year, relying upon the merits of their wheels. They only handle two-wheeled safeties; no ordinaries or tricycles.



PSYCHO LIGHT ROADSTER.



PSYCHO LADIES' ROADSTER.



PSYCHO TANDEM SAFETY.

PREMIER SAFETY AND TANDEM SAFETY.

We shall publish in next week's paper cuts of the "Special Premier safety" and "Premier tandem safety" imported by L. H. Johnson, of Orange, N. J. From photographs shown us we should say that both will be popular with American riders. The safety has 30-28 wheels, non-slipping tires, butt-ended spokes, weldless steel tube forks and frame, detachable stay, ball-bearings to wheels, crank shaft and pedals, non-stretching steel chain, mud guards, chain guard, reversible saddle-post, Lamplugh & Brown's combined saddle and spring. The safety weighs 48 pounds.

The tandem has 30-inch wheels, $\frac{7}{8}$ and 1 inch non-slipping tires, all the features of the single, and weighs 90 pounds; price, \$200.

HAYSEED LEGISLATION IN THE WEST.

A bill has been introduced into the Missouri Legislature, and it will be favored and very probably passed by the influence of hayseed legislators, which will seriously affect cycle riders in the State. The provisions of the bill are, that it shall hereafter be unlawful for any person or persons to run or engage in any race mounted on any vehicle usually called velocipede or bicycle on any highway or public road in any of the counties outside of any city limits in this State; and all persons traveling by the use of such vehicles upon any such highways or roads, on meeting any person or persons on horses or mules, or in vehicles of any kind, shall come to a halt at a distance of 100 yards from the place on such highways or road where said person or persons on horses or mules, or in vehicles drawn by horses or mules, are met; and the bicycle rider shall dismount from the velocipede or bicycle and remain so until the persons met shall have passed a distance of twenty-five yards. For a violation of the provisions of this law the rider shall, on conviction, be deemed guilty of a misdemeanor and fined not less than \$10 and not more than \$100. In addition to the fine he shall also be liable to civil action for any damage to persons or property by reason of any horses or mules becoming frightened at the bicycle.

A SELECTED LIST OF PATENTS.

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

Albert H. Overman, Newton, Mass. Velocipede.

Herbert S. Owen, Washington, D. C. Bicycle. Gustav A. Schubert, Berlin, Germany. Driving mechanism for velocipedes.

Hezekiah B. Smith, Smithville, N. J. Steam tricycle.

Chas. Sprake, Detroit, Mich. Ice velocipede. All bearing date of February 26.

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 BOWLING LEAGUE

GAMES TO BE PLAYED.

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

GAMES PLAYED.

January 4—Harlem, 1,429; New York, 1,342.
January 5—Hudson County, 1,498; Kings County, 1,488.
January 10—Harlem, 1,346; Atalanta, 1,343. Draw.
January 11—Kings County, 1,525; New York, 1,357.
January 15—Kings County, 1,432; Atalanta, 1,328.
January 18—Hudson County, 1,350; New York, 1,150.
January 25—Harlem, 1,469; Kings County, 1,260.
February 1—Hudson County, 1,403; Harlem, 1,154.
February 2—Atalanta, 1,456; 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.

LADIES' BICYCLES.

"PONY" FAVORS THEM.

NEW YORK, February 23, 1889.

EDITOR OF THE WHEEL:

Dear Sir—Referring to W. W. Stall's letter in this week's issue of THE WHEEL regarding the use of the "bike" by ladies, I know a great many who have discarded the tricycle for the light and easy running "bike," and I am satisfied they are all so well pleased with the change that they would not care to again take the backward step. For myself, I had no trouble in learning to ride a ladies' wheel—a little difficulty at first in mounting, but it is all very easy. Our roads are not of the best in and around New York City, but in Boston and the suburban towns, where they have such excellent roads, I wonder the ladies' wheel is not accepted at once as the proper thing, and the tricycle laid aside.

From what I can learn there will be a great increase in lady riders this coming spring, and there are many new riders who have taken the bicycle. Oh, the "bike" has come to stay, and after the manufacturers of tricycles realize this fact, as they will be compelled to do in a short time, they will direct their attention to manufacturing ladies' wheels. Mrs. "S," I think, should learn to ride and thereby encourage other women to do the same. She will never regret it if she once commences. As to the tandem "bike"—what I have seen of them on difficult roads—I agree fully with Mr. Stall in preferring the three-wheeled tricycle.

Yours,

PONY.

"I tested one of your (Brooks) cyclometers on the fifty-mile course used by S. G. Whittaker in his road races, and found it to be exactly correct. I think it is the best cyclometer for the money made."

J. A. PETERSON, Potato Creek, Ind.
Only \$5. Brooks Odometer Co., Lowell, Mass.

FIXTURES.

Feb. 27 to Mar. 2, 1889.—Riverside Wheelmen's Fair.
Feb. 28, 1889.—Atalanta 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. A. Games at Madison Square Garden; 1½-mile handicap; entries close February 20, with Secretary N. A. A. A. Games, P. O. Box 3478, N. Y. City.
Mar. 4, 1889.—New York State Board Meet, at New York Club House, N. Y. City.
Mar. 5, 1889.—Meeting of Bowling League, at New York Club House, 72d Street and West End Avenue.
Mar. 5, 1889.—Kings vs. Harlem, at Brooklyn.
Mar. 8, 1889.—Hudson County vs. Atalanta, at Jersey City.
Mar. 13, 1889.—Harlem Wheelmen's Entertainment and Reception, at West End Hall.
Mar. 14, 1889.—Atalanta vs. New York, at Newark.
Mar. 16, 1889.—Harlem vs. Hudson County, at Harlem.
Mar. 21, 1889.—Atalanta vs. Hudson County, at Newark.
Mar. 27, 1889.—Brooklyn Club's Theatre Party at Park Theatre.

New 'ACME' BICYCLES
Rubber Tires.

	Factory Price.	Our Price.
52 in.	\$60 00	\$38 00
50 in.	55 00	33 00
48 in.	50 00	30 00
46 in.	45 00	27 00
44 in.	40 00	24 00
42 in.	35 00	21 00

All wheels furnished with bag and tools.

SAFETY BICYCLES
SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings... \$16 00
Large Boys' 24 in., with brake and mud guard... 28 00
Ladies' or Men's 20 in., ball bearings to both wheels... 60 00
Ladies' or Men's 30 in., ball bearing—AL! OVER... 75 00

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THE
BUFFALO BICYCLE STAND

For Club Houses and Dealers' Warerooms.

This device is confidently offered as the best thing of the kind yet placed on the market. It is small, cheap and durable, and holds the machine firmly without injury to the tires. Only one small piece fastened to the floor, offering little obstruction to the broom in sweeping. Properly placed, the stand will hold any wheel from fifty to sixty inches in size. The parts are held securely by three small screws which do not injure the floor or wall very much, and are easily removed or changed.

Price 50 Cents.

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THE SPRINGFIELD ROADSTER BICYCLES

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Beauty,

Catalogue Now Ready.

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178 Columbus Avenue, BOSTON, MASS.

HEADERS IMPOSSIBLE.

BEST HILL-CLIMBERS.

No. 1 Wheel, plain and cone-bearing, 50-inch....	\$75
" 2 " ball-bearing, 50-inch.....	100
" 3 " plain and cone-bearing, 46-inch.....	75
" 4 " ball-bearing, 46-inch.....	100
" 5 " ball-bearing, 50-inch.....	110
This wheel has tangent spokes and hollow rim.	
No. 6 Wheel, ball-bearing, 46-inch.....	110
This wheel has tangent spokes and hollow rim.	
No. 7 Volant Safety, 31 and 30 inch diameter wheels, ball-bearing.....	115



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Record,**

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

ECLIPSING ALL PATH RECORDS.

FOR PRICE-LIST AND PARTICULARS APPLY TO

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METEOR WORKS, WEST ORCHARD, COVENTRY, ENG.

NEW RAPID.

SAFETIES. { For Men.
 { For Ladies.
BICYCLES. { Roadster, 40 lbs.
 { Light Roadster, 36 lbs.

QUADRANT.

TRICYCLES. { No. 8, for Men. No. 14, for
 { Ladies and Light Men.
TANDEM. { For Lady and Gentleman, or two
 { Ladies.

1889 PATTERNS NOW READY FOR DELIVERY.

WRITE FOR CATALOGUE.

THE CLARK CYCLE CO.,

WASHINGTON BRANCH:
908 Pennsylvania Ave.

BALTIMORE, MD.

FOR SALE, EXCHANGE, WANTS.

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

FOR SALE.—For the next few weeks, to make room for new goods, two 42-inch, from \$25 to \$65; three 48-inch, \$45 to \$65; eight 50 inch, \$40 to \$90; five 51-inch, \$35 to \$95; six 52-inch, \$25 to \$95; three 53-inch, \$75 to \$95; fourteen 54-inch, \$25 to \$90; one 55-inch, \$80; three 56-inch, \$60 to \$80. Above machines have got to go at same price, so come at once and get a bargain, or send for list.

3-22 **HOWARD A. SMITH, Newark, N. J.**

FOR SALE.—Lady's Ivel Tricycle, new last September; used but little; in perfect condition; weight about 55 lbs.; lightest and easiest running lady's machine made; balls all around. Can be ridden by gentlemen. D. W. Barker, 112 St. Felix Street, Brooklyn, N. Y. 3-1

VICTOR LIGHT ROADSTER.—48-inch, 1888 model; in perfect order; only ridden 200 miles; with cyclometer; a bargain at \$90. Can be seen at A. G. Spalding & Bros., 241 Broadway, New York City, or address Elmer Skinner, 227 Cumberland Street, Brooklyn. 3-1

AGENT'S TRICYCLE.—With ball bearings, adjustable seat, good hill-climber. Purchased 1887, in England, from the makers, Coventry Cycle Co. A bargain at \$50 cash. In good condition. Times, Milwaukee, Wis. 3-1

BICYCLE FREE.—Send us the names of ten persons who talk of buying cycles this year and you can have The Bicycle free for one year. Address Bicycle, West Randolph, Vt. 3-1

WANTED.—Bicycles, Single and Double Tricycles, and Rover-type Safeties. Machines must not be too much worn. For suitable wheels good prices will be paid. Call, or address, New York Bicycle Co., No. 8 Warren St. and No. 4 East 60th St., N. Y. 3-1

GEO. S. ATWATER & CO.,
Dealers in Bicycles, Tricycles and Supplies,
Agents for the Celebrated Dart, Columbia
and Swift Cycles,

No. 1206 Pennsylvania Ave., N. W., Washington, D. C.
To make room for our Spring Stock, we offer the following Bargains. All machines on this list in good running order. No "wrecks."

- 1 Ladies' Dart Safety, perfect condition .. \$115.00
- 1 Viaduct Safety..... 80.00
- 1 51-inch American Star 30.00
- 1 51 " 25.00
- 1 55 " Rudge Light Roadster, splendid condition 75.00
- 1 56-inch American Rudge..... 50.00
- 1 56-inch British Challenge, special make... 50.00
- 1 56-inch Club. New, slightly shop worn... 75.00
- 6 Victor Tricycles, side steering, each... 50.00

Any of the above machines will be sent C. O. D. upon receipt of \$10.00, to cover cost of Expressage, in case the machine is not taken. **GEO. S. ATWATER & CO.**

WANTED.—Parties to figure with us on exchanging their old mounts in part payment on new machines; we also buy old machines for cash.

Address,
ST. LOUIS WHEEL COMPANY,
311 NORTH 14TH STREET,
ST. LOUIS, MO.

CYCLE MACHINIST wants position to take entire charge of repair shop; first-class hand at lathe, forge and vise; brazing a specialty. Address Machinist, care of this office. 3-22

FOR SALE.—51 and 53 inch Columbia Light Roadster, A1 condition, balls all over, Kirk saddle, nickel and enamel. Inquire F. A. P., Jr., 204 West 124th Street. 3-8

WANTED.—A Springfield Roadster or a 45 or 48 inch Star. Must be in good condition. V. L. Jones, 138 South Sixth Street, Zanesville, Ohio. 3-1

WANTED.—Bicycles, Rear-Driving Safeties, Single and Double Tricycles. Wheels bought for cash, sold on commission and taken in exchange for new mounts. Will sell 51-inch American Star for \$20; 50-inch Standard Columbia, \$25; 52-inch Standard Columbia, balls, cow-horn bars, \$40; 54-inch full nickeled Expert, balls all over, \$80; Springfield Roadsters, \$50 and \$75. Send description of what you want to the White Cycle Co., Trenton, N. J. 3-1

\$110.—A 51-inch Columbia Light Roadster, 1888 make. Has been ridden ten miles; lamp, bell and stand all nickel, as good as new. M. M. Goldman, 168 East Sixty-first Street, City. 3-8

FOR SALE CHEAP.—One Sparkbrook Tandem, one 52-inch Victor Roadster; both machines in first-class condition. Welch & Rogers, Bainbridge, N. Y. 3-8-c

FOR SALE.—A 53 inch Columbia Light Roadster, in excellent condition, '87 pattern wheels and '88 pattern handle-bar and backbone, Brooks Ideal Cyclometer to fit same. Nothing broken or worn out about it. What offers? L. B. Graves, Northampton, Mass. 3-15

150 TICKETS, at \$ each, for a special built Humber Tandem, nearly new; weight, 70 lbs.; hollow rims. To be drawn March 15, 1889. E. S. Dayton, 120 Quinpiac Street, Fair Haven, Conn. As there are a number of tickets remaining unsold the drawing has been postponed until March 15, when it positively will take place. 3-15

QUICK SALES!**Second-Hand Wheels.**

WILLIAM HALPIN & CO.,
13 Murray Street,
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GILLOTT'S STEEL PENS

ARE THE MOST
PERFECT.

**The B. F. Goodrich Co.**

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Handles, Spade Grips, Pedal
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24-inch WHEELS 1/2-inch TIRES



Price, \$40.00.

THE NEATEST AND MOST SUBSTANTIAL BOYS' SAFETY MADE.

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GENERAL EASTERN AGENTS.

Agents wanted in every town where these
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Psychoor Singer Safety
Tandem Bicycle, \$200
Ladies' Psycho, 145
Gents' Psycho, 145
Royal Safety, 140
Singer Safety, 135
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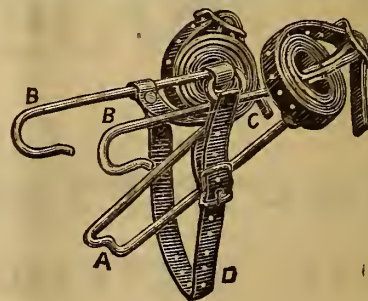
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"A," Bracket rests on brake spoon. "B" Hooks over
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Weight, only 4 ounces. Can be carried in a tool bag.
Will carry a 10-pound dead-weight and not sag. Send
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Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.
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Established in this line
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For Sprains, Bruises, Backache, Pain in the
Chest or Sides, Headache, Toothache, or
any other External Pain, a few applications
rubbed on by the hand act like magic, causing
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For Congestions, Inflammations, Rheumatism,
Neuralgia, Lumbago, Sciatica, Pains in the
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ASK FOR THE



PERFUMES AND TAKE NO OTHER.

Wenck's Opera Bouquet is the latest.

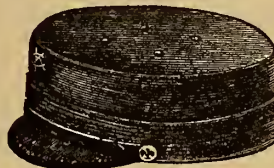


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PEDAL RUBBERS, ETC



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LOWEST PRICES

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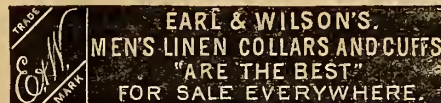
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fice. We have no sub-agencies, all business
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Weldless Steel Tubes,

COLD DRAWN,
SMOOTH INSIDE AND OUTSIDE,

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LARGE ASSORTMENT OF PARTS. SKILLFUL WORKMEN.

Wheels Stored during the Winter at Reduced Rates.

New Mail, Columbia and Club Wheels Always in Stock.

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WHEELS CALLED FOR AND DELIVERED.

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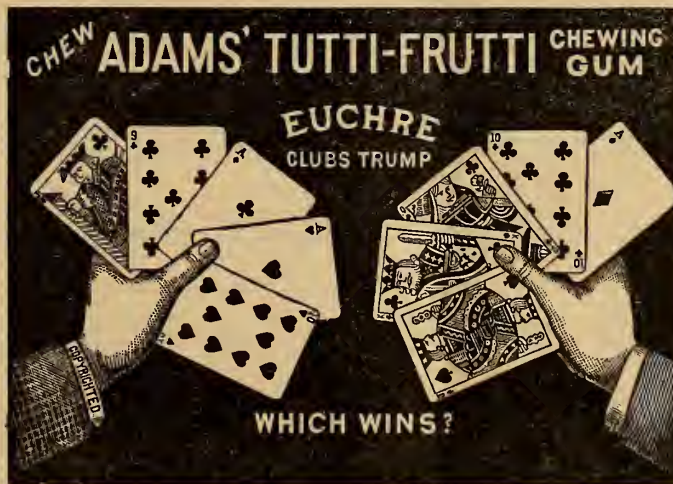
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ON THE ROAD,

ON THE PATH.

ADAMS & SON'S TUTTI-FRUTTI CHEWING GUM

increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing
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