

# THE WHEEL

—AND—

## CYCLING TRADE REVIEW,

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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.

### BETTER THAN ALL OTHERS.

I am a subscriber to all other Cycling Papers published in this country, and will say that I think more of yours than any other. It gives the best news.  
J. B. CAMPBELL, Akron, Ohio.

### NEW YORK'S JUBILATION.

The first half of the business week of Gotham was given over to Centennial Celebration, the wheels of business being entirely clogged. The grand central fact was the nation's hundredth birthday; the grand central figure was George Washington, the Hero of War, the Nestor of Peace, and the Father of His Country. The celebration was inaugurated with a very stagey reception to President Harrison, who, instead of being swept into Jersey City on a Pennsylvania Palace Car, was lugged down through out-of-the-way Elizabethport, and theatrically landed at the Battery, just like the first President, "don't yer know." The other features of the celebration were receptions at the Equitable Building and the City Hall on Monday afternoon and a ball in the evening, at which the wine flowed so freely, that McAllister's "four hundred" acted just like McSweeney's or anybody else's "four hundred," when they have tipped the ruby too often. The features of Tuesday were a military parade, at which a million and a half of people witnessed fifty-two thousand paraders, and a grand banquet in the evening, to which eight hundred "representative men"—just a few not representative, however—did justice to the inner man and listened to a feast of reason renowned for quality rather than quantity. The great industrial parade, a more pleasing, though not so imposing a spectacle as the military parade, attracted the attention of the million and a half on Wednesday. On both Tuesday and Wednesday evenings, both residents and visitors attempted to impart a tinge of luridness to the town, with more or less success.

The Centennial demonstration afforded a limited number of nobodies an opportunity to parade their descent, their wealth and their dearth of executive ability, almost everything going wrong in which they had a hand. It also

afforded the multitude to gaze on some of our little-great men, on our Chief Ruler and our Ex-Chiefs, on an imposing array of Governors, and on a vast outpouring of the military and industrial strength of the country. On the other hand, it revived the glory of Washington, who was brought forth out of the dim hatchet-and-cherry-tree atmosphere, with which a grateful country had surrounded him. The pages of history were searched and the pens of the moderns enlisted so that a clear conception of the really great character of Washington was projected, and he was placed in that niche to which only thorough students of his character had assigned him.

Aside from the patriotism and loyalty aroused by the great demonstration, the only other valuable incident was the sermon of Bishop Potter, delivered at St. Paul's Church, of historic memories, in the presence of the President and Vice-President. The Bishop, aware that his words would be published throughout the American continent, sent out a great plea for the preservation of that exalted spirit which is Washington's chief consideration to greatness.

The Bishop's peroration is here reproduced:

"And, again, another enormous difference between this day and that of which it is the anniversary is seen in the enormous difference in the nature and influence of the forces that determine our National and political destiny. Then, ideas ruled the hour. To-day, there are indeed ideas that rule our hour, but they must be merchantable ideas. The growth of wealth, the prevalence of luxury, the massing of large material forces, which by their very existence are a standing menace to the freedom and integrity of the individual, the infinite swagger of our American speech and manners, mistaking bigness for greatness, and sadly confounding gain and Godliness—all this is a contrast to the austere simplicity, the unpurchasable integrity of the first days and the first men of our Republic, which makes it impossible to reproduce to-day either the temper or the conduct of our fathers. As we turn the pages backward, and come upon the story of that 30th of April, in the year of Lord 1789, there is a certain stateliness in the air, a certain ceremoniousness in the manners, which we have banished long ago. We have exchanged the Washingtonian dignity for the Jeffersonian simplicity, which was, in truth, only another name for the Jacksonian vulgarity. And what have we got in exchange for it? In the Elder States and Dynasties they had the trappings of Royalty and the pomp and splendor of the King's person to fill men's hearts with loyalty. Well, we have dispensed with the old titular dignities. Let us take care that we do not part with that tremendous force for which they stood! If there be not titular royalty, all the more need is there for personal royalty. If there is to be no nobility of descent, all the more indispensable is it that there should be nobility of ascent—a character in them that bear rule, so fine and high and pure, that as men come within the circle of its influence they involuntarily pay homage to that which is the one pre-eminent distinction, the royalty of virtue!"

### THE LEAGUE MEET.

From a personal letter to us, we learn that there is every prospect of the Hagerstown Meet being as successful as any of the previous meets. Chief Consul Mott has taken a deal of interest in it, and will give the Hagerstown men invaluable assistance.

The whole towns-people are filling up with enthusiasm on the subject, and by July they will be "red hot." Owing to the elevation of the city, the climate is cooler than might be expected in July, and the nights are refreshing and pleasant.

WE deeply regret the death of Stephen Terry, of Hartford, Conn. Mr. Terry was a man of solid physique, of genial countenance and well-balanced intellect—a man who appeared too broad to be worried by trifles and too bright to undermine his constitution by overwork. He played his public part in cycling life in an intelligent and dignified manner, and his death will be deplored by a large number of cyclists, not only in Connecticut, but throughout the United States.

## Important to Racing Cyclists.

In last week's WHEEL we discussed the assertion that racing cyclists who are members of athletic clubs as well as cycling clubs, and who accept the payment of entrance fees and traveling expenses, forfeit their cycling club membership. We drew the following conclusions:

Jones represents an athletic club. According to the rules governing athletics, which are recognized by the Racing Board, Jones may compete for an athletic club and may have his expenses paid without losing his amateur status, and he must be considered an amateur both by the athletic and cycling path legislators.

The rule should be amended as follows: "Cyclist representing athletic clubs on the path may accept such expenses as are allowed by the athletic rules without the club they represent obtaining the special sanction of the Racing Board."

We are informed by the Chairman of the Racing Board that our interpretation of the spirit of the racing rules is correct; also that the Board will recognize the athletic rules of the A. A. U. and N. A. A. A., thus avoiding all complications.

THE three holidays of this week and preparations for a special edition next week rather curtailed our work on this week's WHEEL. Yet a deal of interesting matter is to be found in its several pages of solid nonpareil.

THE man who don't read the advertisements deprives himself of a treat. The perusal of an advertisement will give as much pleasure as an interesting article. Our patrons are constantly sending us new matter for their advertising space, and a study of the matter and style of their "ads" is amusing and instructive.

### TRAINING.

It is the height of folly in an athlete to commence the work of training, in its strictest sense, when completely out of condition. But it is our firm belief that for a man to do his very best in the racing season, he should take only a moderate amount of athletic exercise during the winter months. Cross-country running once a week keeps the wind in splendid order, and prevents excess of adipose tissue. At the same time it has been our experience that a course of training for cross-country championship honors, has, by developing the muscles used in running, at the expense of those used in cycling, retarded our getting anything like "fit" until near to the end of the racing season. Football, gymnastics, and walking in the winter time, indulged in moderately, maintain the tone of a man; indulged in to excess, the muscles used in cycling suffer.

There are a few good all-round athletes. That is men who can swim well, run well, ride well, and who are perhaps good gymnasts, and so on. But these are the exception. With the great generality it is a physical impossibility to excel at once in several forms of athletic exercise which bring into play different, and, as it were, antagonistic sets of muscles. Thus when the bicyclist is riding at his best, he will make a poor show in a foot race, and that although when trained for foot running he may be a first-class pedestrian. To reduce this general principle to a narrower basis. It is a rarity to find a man capable of shining at about the same time on road and path. The heavy road work slows him down, but gives him plenty of muscle.

Many Englishmen, distinguished path riders, seldom mount a roadster, but commence their training with path work. But nearly all our Scottish cracks believe in a preliminary working up of the muscle by two or three weeks road riding, and this is always a safe plan.

Presuming that our novice has taken the rustiness off by a few weeks road riding, he must next decide at what hour of the day he will do his track riding. Regularity in all things is of primary importance. He should, if at all possible, eat his meals and do his riding at the same hours every day. Usually the evening, when business is over, is the most convenient time to train. Training in the earlier part of the day takes so much out of one that he is unable to give due attention to his daily work; and in no instance should business be made subservient to pleasure.



At the commencement of his training, unless the rider is very spare, and cannot afford to lose much flesh, he should wear plenty of clothes. At first, too, the work should be light. Coming off his road work he will have plenty of stay, but no speed. His endeavor must be to cultivate fast pedalling. He should ride a few laps at half speed, then spurt for two or three hundred yards at his best pace; ride quietly round for a lap or two, and repeat the spurring; a short rest, and a half-mile burst to finish with is quite enough for the first day. Seldom in the earlier stage of training should any long distance at full speed be attempted. Spurts of from one hundred yards to a quarter, and occasionally half a mile, engaged in for a week, will improve one's pace more than months of hard grinding at longer distances. The novice must try to finish these spurts "all out." In his earlier racing he will probably find that the experienced rider will beat him, but finish the more exhausted of the two. This is on account of the old hand's experience, which enables him to run himself almost to a standstill at the finish of a race, while the less experienced rider may have enough left in him for another mile, but lacks the ability to use it up.

There will probably be disappointment felt at the progress made at first. It is often the case that at the end of the first week there is no perceptible improvement, perhaps even a slight falling off; but shortly there commences a real improvement, and the rider has a feeling that he is making progress. A friend should be asked to time quarter and half-miles occasionally. But there is no need for feeling put out if the time is sometimes slower than it was at the previous trial. It is quite possible to be going on nicely with the training, and yet happen at an odd time to be a little below par.

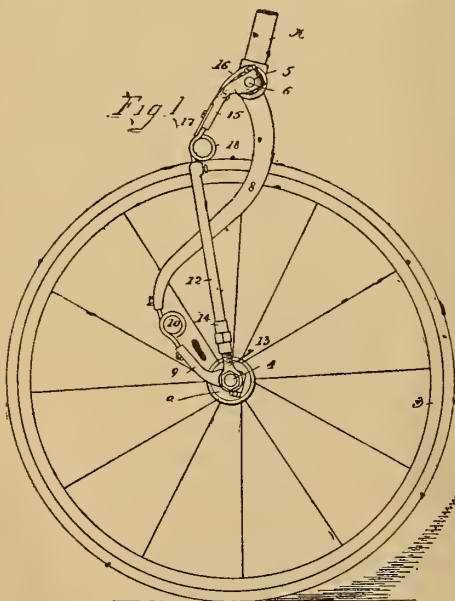
In three or four weeks it will be safe to experiment a little, and do time trials for longer distances, but the novice should always keep in view that he is more liable to err on the score of doing too much work than too little. He will find it of great advantage to train along with other, and, if possible, better men.—*The Scottish Cyclist.*

[TO BE CONCLUDED NEXT WEEK.]

## SPRING-FORK FOR BICYCLES.

LEON BAUDREAU, OF CHICOPEE FALLS, MASS.

Be it known that I, Leon Baudreau, residing at Chicopee Falls, Mass., have invented new and useful improvements in spring-fork devices for bicycles, of which the following is a specification.



This invention relates to bicycles and similar vehicles, the object being to provide improved spring-fork connections between the wheel-axle and the fork-head, whereby an easy vertical spring motion of the parts of the machine whose weight is carried by said axle is obtained, and the wheel is supported by and between the fork-legs in its proper plane of rotation; and the invention consists in the peculiar construction and arrangement of said spring-fork con-

nections, all as hereinafter fully described and pointed out in the claims.

In the drawings forming part of this specification Fig. 1 is a side and Fig. 2 a front elevation of a vehicle-wheel and spring-fork devices applied thereto constructed according to my invention. Fig. 3 illustrates a modified construction of portions of said devices.

In the drawings 3 indicates the wheel of a bicycle or similar vehicle having the usual hub, *a*.

The supporting devices for the fork-head, including the spring features thereof, which are interposed between said head and the axle 4, are constructed and operate as follows: Two curved forked legs, 8, are hung by their upper ends on said shaft 6 at opposite ends of the head part 5, and have a degree of vibratory motion thereon. Said legs 8, as shown, extend downward, first in a curved line toward the rear of the wheel 3, and then in a reverse direction, whereby the lower ends thereof are brought to a position above and considerably forward of the wheel-axle 4. The lower end of each of said fork-legs 8 is connected with the wheel-axle 4 through the intermediary of an arm, 9, whose lower end is rigidly clamped to said axle, and to the upper end of which is rigidly attached one end of a coil spring, 10, and the opposite end of said spring is rigidly attached to the lower end of said leg. The upper ends of said legs 8 have a connection with other coil-springs, 16, as below described, the last-named springs and said springs 10 constituting the spring-resistance connected with said legs between said fork-head part 5 and the axle 4.

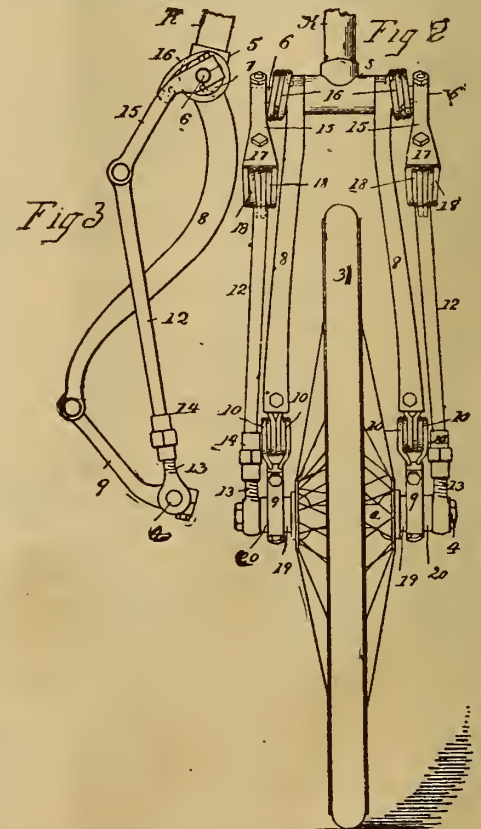
An arm, 15, is rigidly clamped on each end of the shaft 6, and extends toward the forward edge of the wheel 3 in a downwardly inclined direction, and a coil-spring, 16, has one end thereof attached, as shown, to the inner side of said arm, and the opposite end of said spring is connected to the upper end of the said fork-leg 8 by inserting the end of said spring in a suitable perforation in the end of said leg, and there rigidly securing it, or by other suitable means. To the lower end of each of said arms 15 is rigidly secured one end of a coil-spring, 18, a cap, 17, being secured on the upper side of said arm 15, having its lower end extending partially over said spring 18 to form a suitable finish at the junction of said spring and the arm 15, and to more or less strengthen the connection of said spring with said arm. A post, 12, has its upper end rigidly connected to the lower end of each of said springs 18, and the lower end of each of said posts 12 is connected by a tubular nut, 14, with the end of an arm, 13, which is hung on the outer end of the axle 4 in such a way that it may have a certain degree of vibratory motion thereon. A circular nut, 7 (see Fig. 3), is screwed onto each end of the shaft 6, outside of the upper ends of the fork-legs 8, to hold the latter in position against the ends of the head-part 5, and the said coil-springs 16 encircle said nuts. A washer, 19, is placed on the axle 4 between each end of the wheel-hub *a* and the adjoining ends of the arms 9, and a washer, 20, is placed on said axle, between the latter named arms and the arms 13.

The above described spring-fork connections or fork-head-supporting devices are so constructed and applied between said head and the axle 4 that the spring elements thereof—18 and 10, especially—are mainly in positions forward of said axle, and the application of weight on the fork-head causes said springs 18 and 10 to be thrown still farther forward, the consequence of which is that when the vehicle is moving rapidly and the wheel encounters some obstacle upon the road, whereby it is suddenly thrown upward, the ends of the arms, the posts, and the legs 8, which are connected with the springs 10 and 18, together with the latter, are thrown still farther forward beyond the axle 4, thereby producing such an action of the said supporting devices between the axle and the fork-head as obviates in an important degree the constantly present danger which exists in bicycles that the rider may be thrown headlong over his wheel.

In addition to the foregoing advantages arising from the use of the above described construction, the interposition of the springs 16, 18 and 10 between the fork-head and the axle 4, together with the peculiar arrangement of the fork-legs 8, the posts 12, and their connecting-arms, as described, constitute spring-supporting devices possessing peculiar features, which

conduce essentially to ease in riding a vehicle fitted with said devices, and obviate entirely the inconvenience pertaining to such vehicles, in which the rider is constantly subjected to the shaking and trembling motion of vehicles as ordinarily constructed. The said springs 16, connected each between the arm 15 and the upper end of the leg 8, offer resistance to the upward motion of the arm 15 and to the vibratory motion of the leg 8 when weight is applied to the fork-head, said springs 16 thus supplementing the resistance which the springs 10 and 18 offer to said weight, and serving to maintain the parts normally in the positions shown.

The above described construction of fork-head and axle connections embodies therein the said shaft 6, substantially parallel with the axle 4, which shaft is so nearly of the same length as said axle that it constitutes such a lever-connection between said devices and the fork-head as gives the rider of a vehicle great control over the wheel in steering, and obviates the liability of the wheel to have what is termed a "twisting" motion or movement when the rider attempts quickly to change the direction of movement of the vehicle.



The above referred to modification of construction (illustrated in Fig. 3) consists in dispensing with the springs 10 and 18, and uniting, by suitable pivot or hinge connections, the ends of the arms 15 and posts 12, and the arms 9 and the legs 8, whereby said arms, posts and legs are permitted to have substantially the same action, as described, as they are capable of when said springs are employed, and the springs 16, under such conditions of construction, are made proportionately heavier to provide for the weight they must alone resist. The said leg 8, arm 9 and spring 10, and the post 12, the arm 15 and spring 18, constitute two sets of curved or angular arms (identical on each side of the wheel), each intermediately jointed, whether by springs or pivot connections, and so arranged in relation to each other, and to said axle 4 and shaft 6, as to form substantially a figure 8.

The nuts 14, connecting the lower ends of the posts 12 with the ends of the arms 13, provide means for adjusting said posts longitudinally and the springs 18. Aside from said adjusting feature, the post 12 and arm 13 may be made in one piece.

The above described spring-fork devices may be advantageously applied to both the front and the rear wheel of a bicycle, and when applied to the said rear wheel the rear end of the backbone is rigidly connected to the said part 5, in substantially the position of the broken-off post K.



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

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



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

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

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

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

## THE FOLLOWING

ARE

## Some of its Many Advantages.

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

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

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

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

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

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

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

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

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

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

MANUFACTURED BY

## WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

A. KENNEDY-CHILD, Superintendent of Agencies.

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Catalogue now ready.



## TROY NOTES.

Last week I called on that "cyclist of cyclists," Will Gardner, a wheelman through and through, and owner and rider of twenty different wheels since he commenced to ride. Though only weighing about 100 lbs., yet he is one of the best road riders and hill climbers in the city. He rides a great deal, and is well posted in regard to the roads for miles around. A better league consul could not be found, and it seems queer he has not been chosen before this. I enjoyed a ride on his Premier Tandem Safety with him through Waterford, Cohoes and Lansingburg last Monday, but whether he enjoyed it or not I will not say, as it was my first attempt. The safety ran very nicely, both up and down hill and over the rough pavements, but when "Will" wanted to go one way and I the other, I felt as though I was going to get left. He did the steering and most of the work, I think, but he did not eat as much as I did when we sat down to the very enjoyable supper presided over by his kind wife. Mrs. Gardner was one of the first ladies to ride the tricycle in this section, and, I think, would make a good rider of the safety. After supper I was shown around their beautiful home, which contained electrical conveniences—some of them original—which were new to me. Sitting in the parlor or drawing-room, the push of a button or the pull of a cord commands light, heat and sound, and it will be a wonder if Will does not put an electric lamp and motor on his Columbia Light Roadster.

I dropped in the new rooms of the Trojan Wheelmen, over the Troy City Bank, and found them all one could wish for for social purposes. The four large rooms are well and nicely furnished—one of them containing billiard and pool tables—and are very pleasant, but the wheel is *minus*. Only about half a dozen wheels are owned by members and only two or three of those are ridden.

The Troy Bicycle Club is really the only wheel club here now, and the members seem more enthusiastic this year than last. Hope they will ride more this season, and try and induce the ladies to try the wheel too.

Since writing about the exorbitant charge for riding a wheel over Congress Street Bridge, I hear that a petition has been circulated among wheelmen to have the charge reduced to two cents, the regular toll. It is to be hoped that it will succeed, as it will pay the bridge company and greatly benefit the wheelmen.

It is a Col(e)d day when Herbert P. Cole gets left, for on Wednesday last he was married to the very pretty Miss Minnie Stewart, at her pleasant new home on Sixth Avenue. Rev. Dr. Maxey, of Christ Church, officiated, in the presence of about forty invited guests. The presents were many and useful, especially the patent oil stove, with illustrated instructions.

The only startling thing about the ceremony was the sound of a pistol shot when "Little" G. A. S. congratulated the bride.

After refreshments the bridal pair hurried to the 5:30 p. m. train for New York, carrying the usual amount of rice away with them.

Mr. and Mrs. H. P. Cole are both good riders of the wheel, and living some distance from the centre of the city, on a very rideable street, they ought to be able to profit by the use of a cycle.

The same evening Mr. Cole was married the Trojan Wheelmen held the last dance of the season at Harmony Hall, some sixty-five couples being present to enjoy an order of eighteen dances to the music of the Troy Orchestra.

I regret very much that a previous engagement made it impossible for me to accept the kind invitation offered by one of their members, but from all accounts everything passed off very nicely without me.

Among those present were Miss Hotchkins, Miss Anthony, Mrs. Lynd, Mrs. Zeph Magill, Mrs. Wm. L. Gardner, Miss Spencer, Miss Simpson, Miss Louise Crowley, Miss Mattie Townsend, Miss Carrie Johnson, Miss Bessie Clansing, Miss Van Alstyne, Miss Proctor, Miss Morris, Miss Mamie Connell, Miss Vandenberg, Misses Lucy and Gertie Stander, Misses Grace and Mabel Priest, Miss Hattie French, Miss Mary Ball and Mrs. Harry Snyder.

Of the gentlemen, Wm. L. Gardner, Charles E. Wilson, F. E. Outhout, E. W. Wood, D. B. Boutecon, John McArthur, J. A. Hislop, E. R. Stephens, R. H. Van Alstyne, Zeph Magill, George Hallett, Thomas White, George Cavanaugh, Walter Lynd, Lewis Crowley, Samuel Magill, F. E. Lape, James Hyatt and Samuel Fowler.

The committees were: General—G. B. Friday, Harry Snyder and T. T. Chase. Floor—W. R. Curry, J. W. Stowe, R. Vandenberg and T. T. Chase.

Chas. E. Wilson has again taken to the wheel and now rides a Safety.

Thursday evening last the Troy Bicycle Club gave their annual tournament at Bicycle Hall, and the room was crowded, the larger portion being of the fair sex—pretty girls (we have lots of them here) enjoying the daring feats of the athletes.

The R. P. I. Banjo Club rendered some fine music, which was loudly applauded, and the little son of George Buffington pleased the audience by a fine exhibition of club swinging. The bicycle drill, under Capt. Hanley, was very pretty; the horizontal bar and rings by Profs. Zahn and Rousseau were fine, and the contortions by Mr. Kennedy showed that he was flexible as a "busted" football. Messrs. Magill and Smith fought three rounds; Prof. Vanderve and J. E. Ryan gave a beautiful exhibition on the trapeze, and Mr. Starkweather "foiled" Mr. B. Herman.

Mr. L. Herman gave an excellent exhibition of club swinging; Prof. Secor balanced on a trapeze with a chair and ladder, and Capt. Hanley had a bout with Mr. Ginebra, of the R. P. I., ending in a draw after three rounds. Eddie Ellenwood's fancy riding elicited hearty applause, and he deserved it, for he is a very pretty rider. Profs. Zahn, Bose and Perkins pleased the large audience with their fine exhibition of strength and skill, and the tournament ended with a tug-of-war between the R. P. I. and the Bicycle Club, the former winning in two successive pulls with ease their weight being 650 pounds for four persons.

It was a fine entertainment and might be repeated with success and pleasure.

Rev. Dr. Maxey, of Christ Church, is talking Safety, and it will do him good should he indulge.

Mrs. Joshua Reynolds is visiting her sister, Mrs. H. R. Mann, with her daughter and younger son, Miss Mary I. Reynolds has just received a Rover Ladies' Safety, which she is very anxious to learn to ride on, but cannot until she returns home.

Now is a good time to ride, as the country looks beautiful, the roads are very good and it is cool.

Get out your wheel instead of your spring medicine, and be happy.

April 29, 1889.

ORNH QBA.

## ST. LOUIS.

We St. Louisians are enjoying the talk that is going on in the cycling world just now concerning the League Meet for this year, though, with all the invitations that President Luscomb is supposed to have sent out, we wonder why St. Louis has been slighted.

I cannot learn that any overtures have been made to our city to entertain the League this year. There has been a good deal said about the burdens that have been imposed on the different localities that have entertained the national meetings, in consequence of the lavish entertainments provided, and, if we are to believe all we hear, there is a loud call for more modest programs, so that, as the *Bi. World* has it, it would be "a pleasure to entertain and not a burden." When wheelmen conduct themselves as they did at the St. Louis meet, it could be nothing else than a pleasure to entertain them, but, I presume that the case might present itself in a different light if we had been treated with the shameless abuse of hospitality which characterized the behavior of some of the visitors at Baltimore last year. From a pecuniary point of view, I think this talk about "burdens" is just the least bit unreasonable. With the exception of St. Louis, which you were kind enough to say recently, "Climaxed with the most unique and well sustained entertainment, a reception it would be difficult to equal," the meets for the last four years, at least, have not been money-losing affairs for the entertainers. Boston, Buffalo and Baltimore all made money. St. Louis had a surplus of \$500.00 after all the bills were paid, and every dollar of it was turned over to the League, an example for which they had no precedent, and which we regret to say was not followed a year later at Baltimore. If President Luscomb desires to call the annual meeting here we will guarantee to furnish a hall, in which to transact the necessary business, and will pay the rent. We make this generous offer in spite of the slight shown us, and thus do we heap coals of fire on the heads of the Executive Committee.

The Citizen's Committee, at their meeting, Monday afternoon, appropriated \$400.00 towards defraying the expenses of an illuminated parade on the night of the 30th inst., and in consequence of this tardy action we find ourselves face to face with a big undertaking, and less than a week to accomplish it in. Nevertheless, the boys have pitched in with characteristic vigor, and at a largely attended meeting, held Tuesday night, the preliminaries were arranged. President Lucas, of the Cycle Club, will be marshal, and the difficult duties of that office could not have fallen in better hands. Bob Holm is the Secretary, and the committee on arrangements comprises such workers as J. A. Lewis, A. L. Jordan and J. S. Keuhn. The difficulties in the way seem well nigh insurmountable—the time is so brief—but there is a determination to do the best we can under the circumstances, and if the parade is not the success that our citizens seem to anticipate, the blame must rest with their committee, which delayed the appropriation until so late a date, and not with the wheelmen.

The rumor comes to me that our crack racing man, Percy Stone, will join the ranks of the benedictus some time in June. The placing of the date after the races with Lumsden gives color to the additional rumor that the young lady in the case has made the winning of her hand conditional on his winning the series from Lumsden. If this be true, Lumsden will have to hump himself, for Percy has a larger prize at stake than the mere glory that his victory would bring him, or the medals that Bob Garden expects to pay for.

H. A. Lienhard, of the Pope Co., has been in the city for the past week, and will probably remain until an agency for the Columbia machines is established. He is interesting himself in the illuminated parade, and promises to turn out with something entirely novel.

ITHURIEL.

## THE SOUTH END WHEELMEN'S PUBLIC RECEPTION.

What was certainly the most elaborate affair that has yet taken place in cycling circles in this city occurred on Thursday evening, April 25, the occasion being the first bicycle and full dress reception of the South End Wheelmen. Unnecessary to say it was a glorious success in every particular, and too much credit cannot be given to the gentlemen who so faithfully served on the different committees and who worked so hard and unremittingly to make the ball a success. But if the sight of so many of their friends enjoying themselves to their hearts' content was any pleasure to them whatever, then they surely did not go wholly unrewarded, for not a person was there who could say they did not have a good time.

On entering St. George's Hall, where the reception was held, the eye was greeted by a profusion of flowers tastefully arranged and liberally entwined with the club colors, which are blue and white, large streamers of which hung from the chandeliers and walls in graceful folds, while over the stage hung the beautiful banner which was presented to the club last fall by their lady friends.

At precisely 9 o'clock the orchestra struck up the grand march (which, by the way, was composed especially for this occasion by Prof. D. C. Ferrazzi, introducing the club call, also bugle calls, &c.), and sixty couples, led by President S. J. Jackson, Jr., and wife, went through many intricate yet pleasing manoeuvres, finally bringing up all facing the music, when the march suddenly melted into the strains of the soul stirring waltz from "Don Cæsar," and 200 lads and lasses tripped the light fantastic, formally opening the only public cyclists' ball ever given in Philadelphia.

About midnight T. R. Finley gave an exhibition of fancy riding on the "Star," beginning his performance by riding down a flight of stairs from the upper hall, much to the terror of the ladies. Then followed a number of feats which, to those who never saw "Tommy" ride, seemed an utter impossibility. When he was through he was presented with a beautiful gold badge, consisting of a wheel pierced with an arrow, the emblem of the S. E. W. Mr. F. gracefully acknowledged the gift and retired amid tremendous applause, the ladies present voting him too nice for anything and his riding just lovely.

Towards midnight there were fully 150 couples present, including representatives from all the clubs in this city, Camden, Wilmington, &c., a considerable number in their cycling costumes making a very pretty effect. Dancing was kept up until a late hour, but as everything must have an end, finally the last waltz, lights out, cab called—home.

For once the Blue and White owned the town.

Philadelphia, April 29, 1889.

ARGUS.

## NOTES FROM THE CITY OF BROTHERLY LOVE.

The wheelmen of Lansdowne—one of the pretty suburbs of our Quaker City—have organized a new bicycle club, which they call the Lansdowne Wheelmen. They have elected the following officers to serve for the ensuing year: President, W. C. Biddle; secretary and treasurer; R. Manley Miller; Captain, Frank Maris. They are all active men and strong riders. Mr. Biddle has hitherto confined his riding to the Star, but this year he expects to do considerable riding on a Tandem Safety, with Robert Biddle as mate. If you meet them look out, for in a scorch they will make a hard team to leave or to even hold on to.

John G. Fuller is entered for the Harvard races of May 11. He has done no riding at all up to present time, but promises to start in and work from now on. As he will evidently meet Brown, of Harvard, he has got to work or take a back seat.

Messrs. Draper and Taxis have started the century-run ball rolling, having covered 107 miles a few days since. They happened to pick out a good, warm day, which showed itself by presenting the riders with a good coat of tan—a regular sea-shore hue.

The Pennsylvania Bicycle Club has, through the kindness of George D. Gideon, been presented with a very handsome crayon portrait of their late member, Samuel Gideon. The picture represents our former friend and club-mate standing in riding costume. It is a very good likeness.

On Sunday last both the South End Wheelmen and the Pennsylvania Bicycle Club had arranged to go to Norristown. Fortunately Old Probabilities forbid. I say fortunately, as there would most certainly have been a scorch between the two clubs on their ride home, and I must confess that, with a good many others, I am not particularly stuck on Sunday impromptu road races. They certainly do the sport no good, and hurt the clubs more or less. I think, for my part, that it would be better to have this club rivalry settled some other way than as first proposed.

On Thursday evening, April 25, the Pennsylvania Bicycle Club and South End Wheelmen both wound up their social season, the former with a ball at their spacious club house, the latter with a ball at St. George's Hall. I had the pleasure of attending the Pennsylvania dance, and most assuredly had a delightful time, as every one present seemed to, and the only complaint that was made was when those present found that it was time to go home. Then the fleet-footed time was bitterly complained of.

By the way Pensy has been found out. Well, poor fellow, he did get his foot into the mire once or twice, without intention, of course, as I believe he had no intention of causing any bad feeling by any of his remarks; but I likewise hope that he intends to adopt new tactics, and I believe that his notes will then be read with interest by all.

On Friday evening, May 3, the Philadelphia Bicycle Club will give a full-dress sociable at their club house, Twenty-third and Perot. As this is the last of a very pleasant series, an enjoyable evening is sure to be passed by all who attend.

On Tuesday, April 30, a tandem party from the Pennsylvania Bicycle Club, under charge of First Lieut. Charles L. Leisen will ride to Wayne. The party, consisting of fifteen couple, will leave the club house not later than 10 A. M., go to the Bellevue at Wayne for dinner, and riding home late in the afternoon.

WESTFIELD.

## BIRMINGHAM, ALABAMA.

Bicycling here is growing steadily but slowly. Our roads and streets are yearly being improved, and in a few years they will compare favorably with the streets of much older cities. The assessable property of Jefferson County (the county in which Birmingham is situated), is \$35,000,000. A special tax of ten per cent. is levied on this for road improvement within the county only. That gives \$35,000 a year. In addition to this, the labor of the county convicts is devoted exclusively to the improvement of the roads. There are already between forty and fifty miles of macadam in this county. In each of the thirty-eight Precincts in the county, there are three road supervisors, whose business it is to see that each male between the ages of eighteen and forty-five works six days during the year on the road, or pays in lieu thereof \$3. Your correspondent is indebted to Judge M. T. Porter, one of the County Commissioners, for the foregoing information. The city engineer tells me that about \$50,000 will be expended in the city this year for paving the streets, and about \$25,000 for macadam.

Your Macon, Ga., correspondent was considerably "off" in including Chattanooga, Jacksonville and Anniston among the Georgia cities which had raised large amounts for street improvement. Nearly every one knows where Chattanooga is, while Jacksonville and Anniston are in Alabama.

A party of wheelmen from Columbus, Ga., with Mr. T. L. Ingram as their Koko, are arranging for a tour from Columbus to this city, from here to Anniston (60 miles), thence to Gadsden, to Guntersville, to Decatur, Athens, Huntsville, and winding up at Chattanooga. The trip will occupy about two weeks, and the greater part of it will be through the Northern or mountainous part of Alabama.

It is bad enough, Mr. Editor, to have the South misrepresented by partisan political papers, and misrepresentations of that kind are certainly not within the province of a bicycle paper. Yet a party, calling himself "Jack," in the *Bicycling World*, and once hailing from a Southern State, in order possibly to gain a cheap kind of popularity, has a mean fling at the State of Mississippi, about its shootings and hangings. He winds up his attempt at wit about "necktie parties," "dances at the end of a short rope," etc., by referring to the South as "dear old Dixie." If "dear old Dixie" could transport all of his ilk, it would tend to a much better understanding between the different sections of the country. This is the same party who writes such newsy, brilliant letters, according to the *Bicycling World*, that they had an editorial congratulating their readers on having secured his facile pen and ready wit.

The first of the dwarf safeties that has made its appearance here is an American Rambler, which attracts a good deal of attention, where only the ordinary has been seen heretofore. Stars, Columbias and Victors predominate in this region; but it is a matter of time only before the little safety will be in general use, except among small boys.

LYTATE.



## MARYLAND.

## THE LEAGUE MEET.

The following is a copy of a letter from President Luscomb to Mr. Albert Mott, Chief Consul Maryland Division, L. A. W., which will explain itself:

OFFICE EXECUTIVE COMMITTEE,  
280 Broadway, New York,  
April 23, 1889.

DEAR MR. MOTT.—The Executive Committee, after careful consideration of your cordial invitation to hold the League Meet of 1889 at Hagerstown, under the auspices of the Maryland Division, has decided to accept the invitation, and names Hagerstown and July 2d, 3d and 4th as the time and place of the meet.

In full appreciation of the fraternal warmth of your response to my inquiry as to the desire of your members for the annual gathering of the L. A. W. two years in succession, I beg you will consider most carefully the departure from the line of previous meetings, intimated in my letter of inquiry, upon the matters of expense and costly entertainment.

In the judgment of the present administration, it is a mistaken principle that the national meeting should be a financial burden and drain upon resident members, who give in addition, their time and attention to the reception and care of the visitors.

Wheeling independence dictates that every man should pay his own way, and I am most solicitous that you should have this idea as firmly imbedded in the minds of your members as I shall endeavor to impress it upon the minds of the membership at large, in the general notice to the League of the acceptance of your invitation and the announcement of the meet of 1889.

I am very desirous of full conference with you upon the new departure in the method and character of our annual meets, and hope to have frequent discussion with you upon the possibility of making this meet a pleasure without a burden, and a gathering which shall be of substantial advantage to our members from which they shall derive material benefit.

Expressing to you and the Division, the pleasure of the Executive Committee, at your loyal and immediate recognition of the interests of the L. A. W., and your desire to assist it, I am yours fraternally.

CHARLES H. LUSCOMB,  
President L. A. W.

ALBERT MOTT, Esq.,

Chief Consul Maryland Div. L. A. W.

The Hagerstown Club were jubilant when they received the notice that the fifth annual League Meet had been ordered for Hagerstown, to take place on the 2d, 3d and 4th of July. The first meet was held in Boston, and subsequently and in rotation in St. Louis, Washington and Baltimore. Hagerstown is next, and comes near to the front for two reasons: First, because of its admirable facilities for the accommodation of such a gathering, and secondly for the purpose of establishing a precedent for the control of future meets. Heretofore it has cost the local wheelmen thousands of dollars to entertain their guests at these meets. The custom became burdensome to such an extent—each community endeavoring to out rival the preceding host—that everybody fought shy of the honor of securing the next annual gathering, and nobody could be found, willing to try the new rule of inviting the distinguished guests to pay for what they got, until the Hagerstown Club stepped forward.

It was thought by many that Washington, D. C., would be the place of the League meet this year. There are several reasons for their not undertaking it this year. In the first place the Capital Club, which is the largest club there, is not a member of the League, which has such a small following in the District that the members could not bear the expense of the meet. It is certain that the reception in July will be creditable to both community and club. Daylight and night parades, moonlight excursions to Pen-Mar, way up in the altitudes of the picturesque Blue Ride Mountains, races, entertainments at night, tours on the many elegant pikes surrounding Hagerstown, where many historic and picturesque points can be reached without any exertion whatever. The programme is in course of preparation, and will certainly be novel and entertaining. The Hagerstown meet will in no case be the least in importance, satisfaction and magnitude of the several that have preceded it.

The past week very little cycling was done, owing to the rainy weather which was prevailing and the bad condition the roads were in.

The Crescent Club gave an enjoyable hop and reception, Friday, April 26, at their club-house situated on North avenue, it being the opening of their cozy club-house. About eighty odd guests were present. The building is new and of ample size for the present needs of the club. The elaborate supper and dancing, which continued nearly all night, was very much enjoyed by all who were present. The president of the club, C. F. Hanson, was presented with a handsome diamond ring by Mr. Lloyd, on behalf of the club.

H. L. Kingsland left for Chicago on Wednesday, May 1. He is entered in fourteen events. Mr. S. T. Clark, who will return from England shortly, will bring with him Kingsland's New Rapid Safety and ordinary racers. Kingsland will ride under the colors of the Manhattan Athletic Club. From Chicago he will go to Woodstock, Ont., for the races of May 24, and will spend a week at that place.

BAY RIDGE.

## AROUND THE HUB.

The annual dinner of the Chelsea Cycle Club will be held at Young's Hotel this Friday evening.

At the annual meeting of the Chelsea Cycle Club, held April 26, these officers were elected: Charles E. Walker, president; C. M. Gibbs, vice-president; W. S. Fracker, secretary and treasurer; A. E. Bailey, captain, and J. R. Barrie.

Capt. Benson of Dorchester Club will try and lower the 25-mile Safety record made by him during one of the Eastern Road Club races.

A large and brilliant audience gathered in Association Hall, Charlestown, last Thursday evening, on the occasion of the annual minstrel show of the Rovers' Cycle Club, and liberally applauded the efforts of the charcoaled riders. The programme was gotten up in unique style. The entertainment opened with the regulation semi-circle, and the four end men kept the assemblage in a continual roar of laughter by their many local "gags," while some fine songs were contributed by the graver members of the company.

E. H. Glose was just about to spring his best "gag" when a bouquet of flowers, around which were fastened black and orange ribbon, was handed over the footlights to Interlocutor Tom Hall, and he received them in behalf of the club, to which it was presented by a delegation from the Cambridge Bicycle Club. The second part of the programme consisted of humorous humorosities by Mr. F. G. Reynolds; a few minutes with Mr. Walter E. Stone; burlesque magic by Mr. E. W. Emerson; Messrs. Reynolds and Emerson in their "living pictures." After the show the members of the club, together with their invited guests, adjourned to the Waverley House, where a collation was served to the tired minstrel cyclists.

## BROOKLYN NEWS.

The closing ladies' reception of the season was given last night by the Long Islands. It was a fitting event to close the festivities of the winter season, as it was perfectly managed and successfully carried through. The entire club-house was beautifully decorated with flags, bunting, fancy and artistic lanterns, and a profusion of flowers and plants most beautifully arranged in all available places. The house was thronged with members and their fair friends, and the ladies could scarcely find sufficient words to express their appreciation of the social side of cycling, as demonstrated by the L. I. W.

The Kings Countys will have their final stag racket on Wednesday, May 8. It is in the hands of a most competent committee, and will undoubtedly go through with a rush.

The K. C. W. will send some fifteen men to Philadelphia on the great century run of 1889. The number will include Murphy and Beasley and the two Halls on tandem safeties. The L. I. W. expect to send about twelve men on the run.

Wise and Schumacher, L. I. W., are expected to enter in the 25-mile road race to be held on the Irvington-Milburn course on Decoration Day.

Speaking of racing calls to mind the new racer of "Miles" Murphy. The wheel in question has the most extraordinary handle-bars I have yet seen, and I am at a loss to give a name to the shape which they assume. The boys have dubbed him "Bars" Murphy since the advent of said wheel.

The K. C. W. had a meeting on Monday, April 22, to form a couple of base ball nines from the enthusiasts on the game who are members of the club. The two nines will informally do each other up during the coming summer season.

Regular Saturday afternoon short runs are bulletined for the L. I. W. and the B. B. C. until further notice is given the two clubs.

The Brooklyns moved into their new house last Saturday, and their house committee are working the superfluous flesh off their bones in getting the house to rights. Builders will commence work immediately on the additions which the club will build, and everything is expected to be in ship-shape order by the middle of June.

ATOL.

Brooklyn, April 30, 1889.

## PROVIDENCE.

The spring all-day run Bostonwards of the Rhode Island Wheelmen is fixed for Monday, May 20. A straight course has been laid out, twenty-one miles from Sharon into Boston. Dinner will be had at the Clarendon at 1, and thereafter the party is at liberty to break up, although the main body will probably take an excursion over the new boulevard to Chestnut Hill Reservoir.

Will Windle's father, who runs down to this city several times a week, is authority for the statement that the wonder of last season will race again this year. Windle is in splendid condition and proposes to enter the R. I. W. races at Narragansett Park, Memorial Day.

Things are progressing for the R. I. Wheelmen's big cycle and athletic tournament at Narragansett Park, Memorial Day, as rapidly as possible at this early day, and the various committees are actively laying their wires. The tournament will be opened at one o'clock in the afternoon by a foot ball game between the British Hosiery team and the Providence F. B. Club's eleven, matched for elegant silver medals, one for each member of the winning team. For all classes of out-of-door athletics that have representatives in Rhode Island and vicinity the tournament will offer an opportunity that has never before been afforded in the State. The cycle events will be sandwiched in the usual tedious waiting places by foot races, horsemanship exhibitions and other sports, and the day promises to be memorable in the annals of field sports in this State. Especial arrangements will be made for adequate steam and horse car service to the grounds.

## BUFFALO.

Sunday's rain spoiled many contemplated tours to surrounding towns. The Ramblers were to have gone to Hamburg, the Zig-Zags to Batavia and other parties for the Falls of Niagara and adjoining places had to be abandoned.

The Buffalos will take their first out-of-town run to Alden on the 30th. Games of baseball and football will be indulged in, and the return will be by way of Bomansville.

The old drill corps of the Buffalos is to be revived, and some fancy drilling may be expected before long. The "old eight" had no superiors and but few equals in this part of the State.

Chief Consul Bull is doing good work for the L. A. W. Many recruits to the League attest to his faithfulness and energy.

The Buffalos propose to make the run of 100 miles from Erie an annual event. Out of twenty-eight starters last Decoration Day twenty-three made the run. This is a feat that has not been equalled by any club in the country.

Gus C. Miller has taken to the wheel and joined the Zig-Zags. He holds the ninety-pound boxing championship of the city, and pitched for the Athletic Baseball Club last year.

All wheelmen of Buffalo and vicinity who send their names to Consul W. S. Bull, 754 Main Street, will receive a neat little volume containing the L. A. W. by-laws and other valuable information to wheelmen. Mr. Bull has in hand the revision of the New York State Road Book. A record-book will be placed in every League Hotel, and wheelmen who stop at such are earnestly requested to enter therein any information which they may be able to give.

Zo.

## JACK'S JOTTINGS.

## FROM THE HUB.

The writer had the pleasure of meeting at "Ye Towne Clubbe" (Yclept The Boston Bicycle Club), Mr. H. G. Priest, of the Quadrant Cycle Co., of Birmingham, England. Mr. Priest reports "good business" in both safeties and tricycles. He is somewhere on the way to Assiniboine in Western Canada and will take steamer for England about May 18. Mr. Priest is a member of the Speedwell Bicycle Club. He is now Member of Parliament for the district of Manhattan, having been carried by a large majority. The writer hopes to meet this gentleman again, either on this American continent or at next year's Stanley Sho'.

"Gold Seal" and "Pommery" were circulating freely when first I clapped my eyes on "Papa" Weston—Mr. Frank W. Weston.

The musicianly voices of the trained-impromptu choir of "Ye Towne Clubbe" were singing their evening hymn, and a dim religious light pervaded the cycling-sanctuary. With hands aloft and eyes heavenward, the chant is repeated (to "hoodoo" microbes and molecular imperfections perhaps). "God bless you, my children!" said "Papa," the father of all, to the bearded ones gathered lovingly around him. "The same to you," said Editor Fourdrinier, as he remarked that it was "fruity;" but this I could not understand (as I was always averse to potatoes). And so I was tendered the privileges of "Ye Towne Clubbe" by "Papa" who said he'd add me to his family and keep an eye on me.

Editor Fourdrinier is a gentleman whose quality makes up for his quantity. Not unlike Tommy Moore of the *Cycle News*, England, in appearance, with fine silken hair that is tinged with silvery touches—the result of sleeplessness; occasioned by the worries of the Amateur rule. A meandering dark-brown mustache, that twitches by the agency of a sensitive but firm mouth when he laughs, gives a French piquancy to his dark face, but the 'tache has not the overwhelming proportions which gives Tommy Moore such a top-heavy appearance. A pair of merry brown eyes that twinkle, and a finely cut nose with perceptive nostrils of the Thomas Bailey Aldrich type, completes the impression.

Put an impertinent communication from some impudent Western lout in this little man's hand and you'll be likely to hear some sarcasm dictated to the stenographer that will have its effect if its subtle meanings are completely understood by the fat-headed recipient. (When a man has a roll of fat on his brain he does not shine, as a rule.)

Bert Owen, of the Capital Cycle Co., of Washington, D. C., has got an excellent looking safety frame, as per the cut in last week's WHEEL. It has many good points. The gentleman roomed next door to me at "Brown's" in Dover Street, Piccadilly, but I did not see him much.

Charles M. Richards, of the Warren Street, New York, branch of the Pope Mfg. Co., is the best natured man in the cycle trade. A perpetual smile wreaths his upper lip and mingles with the hirsute adornment thereon displayed, which is going to make its presence felt some day.

Of course, I called and saw Col. Pope, in Boston, and had lunch with him. Ever full of business, he has the interests of the riders at heart. A good place for a cycle scribe is their headquarters in Boston and much news may be picked up. Charles S. Howard, of the *Globe*, is a regular visitor, and Kerrison, or "Kerry," of the *Herald*, drops in also. I met such notables as Mr. E. W. Pope, the Secretary; Mr. Chas. E. Pratt, the counsellor; Mr. Lester E. Hickok, well-known to the boys on the road; Mr. N. C. Fowler, Jr., who looks after the "ads," and others.

I took a trip a few days ago to Westboro, Mass., and saw the new White Cycle safety, which, mark me, shall be heard from yet. The Company have a very perfect factory, where interchangeable parts can be made with absolute accuracy. The machines will soon be on the market. The roads around Westboro are fairly good, but a trifle sandy.

C. R. Overman is believed to be in Washington, D. C., on business, so he was out when I called. Theodore Rothe and W. C. Overman were holding the fort.



Next door to them the Springfield Bicycle Co. have hung out their shingle, and Mr. J. Ruggles Weld, Jr.; Herbert Barrows and F. S. Hodgman are busy talking about their machine.

Had a good chat with Wm. L. Ross, Singer & Co.'s American Manager. This gentleman took me down and showed me the enameling furnace where he so narrowly escaped being atomized. This place is a dangerous place anyway, for not long ago some boys, in an adjoining store, were shooting a big-bore pistol, and the lath and plaster intervening did not stop the bullet which crashed right through the workshop and stuck in the opposite wall. Had it not been dinner time some of the workmen would have had a close shave, as the line of the bullet's flight was only a foot or so from their work-bench in front of which they would have been working. So there's an uncanny air about the place. Still Mr. Ross says he has much to be thankful for, that he might have been riding a hand-pump "Velociman," or wearing glass eyes to see to write with. Some people are always contented, others would grumble if they were going to be hung.

"JACK."

### TACOMA, WASHINGTON.

Cycling is still on the boom. Several wheels have been sold the past week, and the novices are all doing well.

Mr. Ed. Adams, of the Bay City Wheelman, San Francisco, is in town. Mr. Adams is the champion amateur fancy rider of the Pacific coast.

Last week was very favorable for cycling, and the boys availed themselves of the opportunity to commence preparations for the coming road race.

It has not yet been fully decided whether the bicycle race shall be held prior to the grand sculling race, May 18th, or afterwards. The month of May will be full of excitement in this part of the new State of Washington. The city election, May 9th. The boat race the 18th. The celebration of the Queen's (of England) birthday on the 24th at Victoria, British Columbia, when there will be bicycle races, &c. And last, but not least, the 20-mile championship road race upon a day yet to be named. Who says we are asleep?

Up to the present time we have had little or no trouble with "Road Hogs," until Saturday last, when a "fly" coachman tried to run over Halsted and Adams. The driver was going to make short work of the crowd of "Dudes," but suddenly changed his mind. Any action on the part of "Road Hogs" to abuse or intimidate cyclists will be taken note of, and the offenders dealt with according to law, or otherwise.

On Saturday seven of the boys rode out to Steilacoom. The party was composed of Thompson, Barlow, Adams, of San Francisco, McCoy, Halsted, Hayes and Rainey. When they reached the Prairie roads, a regular "Scorch" was commenced and kept up to the asylum, resulting in a win for Halsted and Thompson, with Barlow a close third. 'Tis rumored that the road race, however, will see some changes in this order.

One of the most comical occurrences that have been recorded in the annals of Tacoma cycling, was witnessed during this run, just before the party reached their destination. Ed. Barlow started down a hilly road, on one side of which was a deep ditch, and the other side a high fence. He had gotten a good "move on him," and was midway down the hill, when a mellow-eyed cow started in hot pursuit of the 1st Lieut., brave and indomitable as he is. A shout from his companions warned Barlow of the impending calamity, and when he saw his predicament, he put on more steam to get out of harm's way. The others followed up the bovine, which only tended to frighten the animal the more. It was surely a race for life, and fortunately our worthy officer reached a level road in time to speed away, but not until the ferociously poised horns of bossy were within a few inches of Barlow's spinal column. 'Twas Ed.'s treat, sure, and all drank his health.

To emphasize my assertion that cycling is now enjoying a healthful boom, I might also state that the kids of Tacoma are procuring wheels, and they make very apt scholars. The boys of the club take a fatherly interest in most of the kids, and take pleasure in teaching the youngsters the numerous mounts and other tricks.

An invitation has just been received by the Tacoma Bicycle Club from the young ladies of Lakeview to attend a May party next week. They boys are wanted early in the afternoon to take part in the lawn exercises. And they are to participate in the dancing and collation in the evening. Full club uniforms are to be worn. But what show will we unfortunate ones have with the fair girls, if Brackett, Howell, Stiers and Manning are there? O, that I had comeliness instead of riches!

We expect to have a goodly number of the Seattle Club members visit us the day of the 20-mile road race. And probably several of the Seattleites will enter the contest.

The proposed bicycle and athletic track bids fair to be a certainty. If final arrangements can be made in due season, and the track put in shape, Prince Wells will attempt to eclipse all records on unicycle for one hour. He holds the first and only record for this style of riding without a dismount.

We are glad to hear that Manning received no serious injuries when he took his header a few days ago. He looks "all broke up," but the bright smiles of his many young lady visitors has had a great deal to do with his steady recuperation. We hope soon to see his bright face on the road.

SNOWHISH.

Entries for Twelfth Regiment bicycle races close May 4, to-morrow, with C. J. Leach, P. O. Box 3201, N. Y. City.

### NEW HAVEN.

The New Haven Club enjoyed a parade and a club run on Fast Day. The parade was held in the morning, and the run in the afternoon. The boys rode to Branford Point, where they dined and played a game of ball, two nines picked from among the club members played a match game.

Messrs. Backus, Picket and Verhoff wheeled to Boston last week. They spent three days wheeling about the Hub, and report a very pleasant trip.

The riding season has opened promisingly here, with so big a demand for Safeties that orders cannot be filled on some makes. One of the newest things in town is a Columbia Tandem Trike, ridden by Messrs. Sperry & Welton. Backus rides an "Eagle," which he claims gives him more speed and hill-climbing power than any previous mount. Mr. Clarke, of the Eagle Co., was here several days ago, and climbed several of our steepest hills to show the hill-climbing qualities of the Eagle.

Palmer Freleck, one of our most daring riders, rode half way up a toboggan slide on a 54 inch Expert, dismounted, and coasted down. The coast was about 100 feet. We expect to hold a grand tournament here next Fall.

"ELM CITY."

### FIXTURES.

- May 4, 1889.—Titan Athletic Club Games. Two-mile Bicycle Handicap. Entries close April 27, with A. Surcott, 361 Broadway, New York.
- May 10, 1889.—Twelfth Regiment Games. Entries close May 4 with C. J. Leach, P. O. Box 3201.
- May 11, 1889.—Harvard Bicycle Club Open Amateur Race Meet at Cambridge, Mass. Entries close May 4. Address R. H. Davis, Cambridge, Mass.
- May 13-18, 1889.—Chicago Cycling Exhibit and Tournament, Exposition Building.
- May 18, 1889.—F. A. Elwell's European Party sails from New York.
- May 18, 1889.—Stone-Lumsden 1-mile Match Race, at Chicago, Ill.
- May 18, 1889.—Staten Island Athletic Club's Games at New Brighton, S. I. Two-mile Bicycle Race.
- May 22, 1889.—N. J. A. C. Games at Bergen Point, N. J. Three-mile Bicycle Handicap. Entries close May 22, with A. M. Stout, Box 262, Bergen Point, N. J.
- May 25, 1889.—Stone-Lumsden 3-mile Match Race, at St. Louis, Mo.
- May 27, 1889.—Stone-Lumsden 25-mile Match Race at Crawfordsville, Ind.
- May 30, 1889.—N. J. A. C. 1½ mile handicap. Entries close May 22, with A. M. Sweet, P. O. Box 262, Bergen Point, N. J.
- May 30, 1889.—Maine Division Meet, at Biddeford, Me.
- May 30, 1889.—Bicycle and Athletic Tournament and 2-mile L. A. W. Championship Race at Narragansett Park.
- May 30, 1889.—Pullman Road Race, Chicago to Pullman.
- May 30, 1889.—Twenty-five-mile Handicap Road Race, Irvington, Milburn course. Entries close May 15th with A. B. Barkman, 241 Broadway, New York.
- May 30, 1889.—Rhode Island Wheelman's Race Meet at Narragansett Park, Providence, R. I. Entries close with C. E. Campbell, Providence, R. I.
- June 4, 5, 6, 1889.—Kansas Division Meet at Forest Park, Ottawa, Kansas.
- June 8, 1889.—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clarke, 25 Broad Street, New York.
- June 15, 1889.—L. A. W. Race Meet at Brooklyn Athletic Club Grounds.
- June 15, 1889.—Two-mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.
- July 2, 3, 4, 1889.—League Meet at Hagerstown, Md.
- July 4, 1889.—Race Meet at Brownsville, Pa.
- July 20, 1889.—One-mile and 25-mile Bicycle and 5-mile Tricycle N. C. U. championships at Paddington, Eng., race track.
- July 27, 1889.—One-mile and 25-mile Tricycle and 5-mile Bicycle N. C. U. Championships at Paddington, Eng., track.

### THE CHICAGO TOURNAMENT.

A 100-mile race has been added to the programme already announced, for which ten entries are assured. These will include Bert Myers, of Peoria, Alec Lewis, of St. Louis, two Omaha men, and Mason, Riggs, Hammel, Spooner and Van Sicklen of Chicago.

This event will occur on Thursday, May 16, starting at 2:30 P. M. It is open to both safety and ordinary wheels weighing thirty-five pounds or over. Entries will be received up to May 14, the fee being \$1.

The short amateur races will commence at 8 o'clock each evening.

Arrangements have been made by the Reception Committee to have two representatives at headquarters (Palmer House) during the entire week. Visitors desiring information on any subject can obtain it there. The club room at

the hotel will always be open for the exclusive use of wheelmen, and mail matter addressed there will receive careful attention. A large store-room has been set apart for wheels.

Parties coming from a distance who notify the management in advance will be met at depot.

The most desirable hotels, with their special rates for the occasion are: Palmer House, \$2.50 per day; Grand Pacific, \$2.50 to \$3.50; Tremont, \$2.50 to \$4; Briggs, \$2; Continental, \$1.50 to \$2; Commercial, \$1.50 to \$2. European plan: Palmer House, 75 cents per day; Windsor Hotel, 75 cents per day; Kuhn's 75 cents per day.

All of these houses are within easy distance of the building and the boulevards. There are scores of others within easy reach, and this list is given as being the houses most frequented by wheelmen.

At headquarters a list of desirable boarding-houses and furnished rooms, with prices, will be found.

It is estimated that at least 1,500 visitors will be in attendance. Address communications, S. A. Miles, 199 S. Clark st.

### DRAMATIC SITUATIONS AT A SIX-DAY BICYCLE RACE FOR FEMALES.

We take no notice of these contests deeming them hurtful to Cycling, but the following is not only rich, but it justifies our policy of contemptuous silence.

Two thousand men were craning their necks and shouting at the female bicyclists as they sped like the wind around the track in Battery "D" last night. It was the last night of the race. Interest was beginning to run high, though it was only 8:30 o'clock and the riders had two hours before them.

Suddenly an excited man dived under the railing which separated the spectators from the track. He thrust his cane between the spokes of Miss Jessie Oaks' wheel. It was going at the rate of 15 miles an hour. A gasp went up from those who saw her danger.

Click, click, click, b-u-r-r-r went the cane on the spokes, and Miss Oaks was spinning safely on.

Then the spectators raised a cry of indignation at the man who had attempted to stop the rider. Thomas W. Eck, manager of the tournament, snatched the man from the track, knocked him over the head, then as many men as could get at him fell upon him and cuffed and kicked him from the hall. When he picked himself up on the sidewalk, bruised, broke and bloody, he was hard to say:

"In all my 22 years' experience as a constable this is the first time I've been treated this way."

But it was the first time also that Constable Scanlon had ever tried to stop a female bicyclist in the presence of her admirers. He had chosen this novel way to levy on the box receipts of the show to satisfy a writ for \$600 from the John Wilkinson Bicycling Company.

The humorous side of the incident was that while Mr. Eck was leading his gallant hosts in the assault on Scanlon, Mrs. Eck, divining the object of the constable's visit, had raked the receipts into her hand-satchel and gone to her hotel. Constable Scanlon eventually secured \$3 from late comers, along with the arrest of Lew Munger, supposed by the constable to be one of his assailants.—*Tribune*.

S. G. Whittaker arrived in New York, by the Aurania, on Tuesday morning. He left in the evening for Boston where he will remain until Friday, when he will return to New York. He will very likely go on the road for the Gormully & Jeffery Mfg. Co.

Howell, the English professional champion and Synner, the English amateur champion, competed at North Shields on April 6. Howell was not placed in the two mile professional handicap, but Synner won the mile handicap from scratch, doing 2m. 58.4-58.

At the N. J. A. C. games to be held at Bergen Point, May 30, at 1 P. M., a 1½-mile bicycle handicap, open to amateurs, will be decided. Entrance fee 50 cents. Entries close May 22 with A. M. Sweet, P. O. Box 262, Bergen Point, N. J.

The cross-country championship contest will be held at Fleetwood Park to-morrow, Saturday afternoon at 4 o'clock. Train leaves 42d St. depot at 3:27. The entries and handicaps for the three mile bicycle handicap are as follows: Klugs, scratch; Schoerer, 50 yards; F. G. Brown, 90; Baggett, 100; Hanson, 175; Steves, 225; Muller, 275; Preyer, 225; Powers, 250; Findley, 250.

The games of the Twelfth Regiment Athletic Association will be held Friday evening, May 10, at their Armory, Sixty-second street and Ninth avenue. There are two bicycle events on the programme, a 2-mile handicap and a mile scratch for novices.

Dan Canary arrived in Gotham on Thursday last. Mr. Canary is a pleasant-faced, intelligent man, of about twenty-four years. He was a telegraph operator at Meriden, Conn., but developed ability as a fancy rider when about eighteen years of age. His first attempts were made on a home-made wheel, but so clever did he become that the public discovered him and he became a professional trick rider, originating that school of riding. He was a feature at Springfield and Hartford, and after the Hartford meet of '85 he invaded England and the Continent, and was a distinct success. Canary's performances were regarded as marvels of grace and skill. His weight, 130, permitted him to be peculiarly cat-like in his movements, and his forte is rapidity, lightness and grace. He appeared only at the best theatres abroad, and invariably received his own price for his services. Canary will sail on May 11, as he opens on May 20 at Southampton, Eng. He will be at Paris during the summer. He is accompanied by his wife and his two children.

Miss Hodgman, of Boston Highlands, is one of the most enthusiastic bicycle riders. She rides a Singer's Ladies' Safety.



## TWENTY-FIVE MILE ROAD RACE.

In response to a letter sent by A. B. Barkman to representatives of the various local clubs a number of cyclists met at the Knickerbocker Cottage on Thursday evening last to discuss the details of the road race. The men present were: A. B. Barkman and W. E. Fuller, Brooklyn Club; M. L. Bridgman and T. C. Crichton, Kings County Wheelmen; William Halpin and Chas. A. Sheehan, Manhattan Club, and Jos. McFadden and F. P. Prial, New York Club.

Mr. A. B. Barkman was elected chairman and F. P. Prial secretary of the meeting. On motion, it was decided to place the management of the race in the hands of a committee of seven, composed of Messrs. Barkman, Bridgman, DeGraaf, Fuller, McFadden, Halpin and Prial, who constitute a permanent committee of arrangements. The permanent committee will meet at the office of THE WHEEL this evening and appoint sub-committees, the chairman of each sub-committee being a member of the permanent committee.

Chairman Barkman reported that a number of valuable prizes had already been contributed and that other prizes had been promised. The evening was spent in discussing the arrangements, and suggestions were made and noted down by the secretary for the benefit of the permanent committee. A summary of these rules is as follows:

The race will be a 25-mile handicap, open to all amateur wheelmen, ex-professionals and ex-promoters being barred.

The officers of the race will be a referee, seven judges, five time-keepers, a starter, a clerk of course and assistants, and as many scorers and umpires as may be found necessary. All protests made before the race will be referred to the permanent committee. All protests during the race and immediately after its conclusion will be decided by the referee. There will be three judges at the finish and two at each turn. The umpires will be placed at convenient points along the course and will report to the referee any violation of the rules.

Competitors must be at the tape and ready to start promptly at the appointed time. No man will be allowed to compete without a number. The start will be stand-still, from a push-off. Under no circumstances will there be a recall after the first man has started. Men who are too late to start with their class may start with the first group that is sent off. **The race will be started at 11 a.m., sharp.**

The law of the road shall be strictly observed, and any contestant causing a foul shall be disqualified. No side paths shall be taken. Contestants may change machines, but may not make any progress except on a wheel. Any rider who consents to have the pace made for him will be disqualified.

The race will be handicapped by John C. Wetmore, A. B. Barkman and F. P. Prial.

## PSYCHE ON LADIES' CYCLING.

EDITOR OF THE WHEEL:

I see that the *Nashville American* was so kind as to copy part of one of my letters to you, but in so doing has made a mistake.

It says that I assert the three mounts of which I give a description can be learned in an hour. Far from this, I am quite sure that it is next to impossible to become mistress of these three mounts in as many days. I don't see the object of misrepresenting the difficulties of cycling. If a neophyte comes to the struggle expecting to accomplish the feat without any particular effort it is very discouraging to find that days and weeks stretch out before her before she can step on her wheel and glide off as the older rider does. She is apt to think herself a monument of stupidity, and the tendency is to discourage the would-be rider to the extent of giving up in despair. Bicycling needs perseverance, patience and good sense, and when at last the art is mastered it will repay the toiler a hundred times for the, after all, insignificant time and trouble expended.

Sterling Elliott, in the *Bicycling World*, seems to be another Easterner persecuted by dogs. What is the matter with the New England dogs anyway? Is it bicycles that they so rootedly object to, or are the New England wheelmen and women more tempting to the canine taste? Fresher, perhaps. I have been making inquiries among my different friends hereabouts, and no one seems to have been bothered at all. Mr. Elliott might try a tricycle. Miss Grey finds it works on her section of dogs.

Miss Grey has evidently a weakness for tricycles. She brings forward another argument in support of them in this last issue of the *Bi. World*. They are going to be cheap. Super-seded articles generally are. The great American public knows a good thing when it sees it, and the demand for ladies' bicycles, though small at present, has a growing feature about it that the wide-awake dealer recognizes and in consequence he begins to unload as rapidly as possible.

Miss Grey thinks the manufacturer has not done all that he can for feminine humanity's comfort in the way of tricycles. She should recognize the ladies' bicycle as the logical outcome of their efforts for femininity's comfort. As for the hope she expresses that the weight of tricycles may be reduced to 30 pounds, she may be happy for that is already of the past; Mrs. W. W. Stall, who weighs between 130 and 150 pounds, rides and has ridden for two years a tricycle weighing not over 35 pounds.

Undoubtedly "a great many adhere to the three-wheeler," Miss Grey says. In the first days of our great grandmothers' daring to ride on saddles of their own, and publicly proving

their ability to guide and control a horse for themselves, their grandmothers undoubtedly clung to the pillion and thought the younger generation going to destruction because of their wild defiance of tradition; the pillion is a relic now, and the tricycle will be in the near future.

PSYCHE.

P.S.—Helen Grey's letter in the last issue of the *Bi-World* is such that I feel that I really must answer it, or tacitly acknowledge that she has some right on her side.

I am glad Miss Grey expected some one to take her to task, and doubly glad that there was some one to take that duty in hand.

Miss Grey says that I did not attempt to reply to her arguments, except in one instance. I will go further, and say that I saw no argument at all, merely some statements, two—to be more exact—in favor of the tricycle, one as to dogs, which I have said quite enough about, and the other to the effect that one could carry more baggage on the tricycle than on the bicycle. I have seen a man carry his two children, one three and the other five, on a safety, and that is about all a tricycle can accommodate, I think. The luggage-carrier of the safety can and does carry fully as much as can be stowed on a tricycle, always excepting the tricycle used for delivery wagons.

P.

## HOW QUICKLY THE LADIES LEARN TO RIDE BICYCLES.

EDITOR OF THE WHEEL:

In your issue of the 19th inst., "Psyche" expresses herself on the universal ignorance "of even the men" about ladies' bicycles. She refers to some ladies who came to Newton to try the two-wheeler, "and in the course of the evening mastered it," this latter statement she quotes from the *Bi. World* of April 5, and adds, "I come to the conclusion that none of the writers know anything of what they are writing." As I was wholly responsible for the coming of the ladies to try the "new machines" I wish to make a statement, not for the benefit of "Psyche," but for the cause which seems to be near her heart, and for which she is evidently working in good faith.

I have in many cases known ladies to ride a bicycle with less than one hour of practice, in fact I have never known a person of either sex to persistently try for half an hour without being able to balance the machine and ride for a few rods. In one instance a twelve mile ride was made on the road with a previous practice of less than two hours.

Of course no lady should attempt to ride a bicycle who has not already become familiar with pedaling, by the use of a quadricycle or tricycle.

I have seen a man ride a bicycle fairly well within five minutes of the start, and the only reason a lady should have more trouble is on account of the abominable custom of wearing skirts. The 150 ladies referred to by "Psyche," can, if they will, make fashionable at once, some style of dress which would spread like an epidemic (the present costume spreads like an umbrella). All ladies feel the same and declare skirts are a nuisance. One or a few are powerless to start the reform; if 100 could unite in one place it would be an easy matter.

I don't know just what "Psyche" means by riding "well." W. S. Maltby rides well, but we can't all do that. We know that Washington ladies are as smart as anybody, and we presume they have good wheels, but I should say that a lady who had to work two weeks before she could mount, ride and dismount, in reasonably good form, either had a very poor machine or was not properly instructed.

STERLING ELLIOTT.

Newton, Mass., April 24.

## WHEEL GOSSIP.

Kilkelly, the fastest man in Ireland, is already going great guns. After him, the five brothers, Du Cros, show good form.

The Fostoria Bicycle Club's invitations to its annual ball, held May 30, are beyond ordinary in artistic conception and execution.

The English papers, *Cyclist*, *Wheeling* and *Bi-News* seem to have fallen into ruts. There is no life about them; everything is noticed, reported and written up in a worked-out sort of fashion.

Col. George A. Jessup, C. C. of Pennsy, is in town. We saw him on Sunday last darting across upper Broadway, one of a half million others who had come to Gotham to see the high old Centennial jinks.

Chief Consul Hodgson is booming the Louisiana Division. Last year the division numbered 56 members; of these 45 have renewed, and a new membership of 25 totals 65 members. The Chief Consul is aiming for the century mark.

The New York Bicycle Club held a meeting Wednesday night and awarded mileage medals to G. M. Nisbett, H. M. Farr, J. M. Andreini, E. Del Genovese, J. R. Blake, I. M. Shaw and W. F. Pendleton, for having ridden over 2,000 miles in 1888.

F. A. Elwell, Manager of the European Team, discovered that all the hotels in Ireland, with which he communicated, were, with one exception, owned by one man, who named exorbitant prices. An Irish cyclist of influence saw this hotel monopolist, and the charges were reduced to reasonable proportions.

A HEARTY ENGLISH WELCOME.

The *Cyclist* bespeaks a hearty English welcome for the Elwell party. Says *The Cyclist* editorially:

"The tourists may be expected to spend the middle of June with us, and if the clubs whose districts will be touched will keep their dates a little open about the time they may be expected to visit them they can show the courtesies of the wheel by meeting the party at different points and escorting them through their territories, if even hospitality extends no further. When Frank Weston's party paid us a visit we believe they did not ride a mile alone, but were 'handed on' from one club to another through the country, and thus provided with enthusiastic guides who could point out the beauties of the country en route, and show the strangers to the best advantage the beauties of our lovely country. Now the cyclists in England number four or five times as many—or even more—as they did in those days, so there should be no difficulty in finding during the 'leafy month of June' many willing volunteers to show our Yankee cousins the best side of English cycling."

I notice in the last week's *Wheel* an article urging cyclists to join the League. The *Wheel* has usually claimed that there was no advantage in League membership, and so I was pleased to see this evidence of a change of heart.—*Elm City in Bicycling World*.

We have never claimed that there was no advantage in League membership. For three years we have been claiming that the League was capable of much, but accomplished little, through misdirection of energy. We have simply tried, according to our lights, to point out how that energy might be directed into proper channels. We have always claimed that the National Organization could serve as little more than a powerful factor, but that the real work of advancing cycling must be accomplished by the Divisions. "Elm City," and other interested parties will please note that the National Body is weakening each day, and that the Divisions are becoming stronger; that more money is now given to the Divisions than hitherto; that the League was a failure as a publishing house; that it is just commencing to devote its attention to roads improvement. We were the first to advocate the above reforms, and it was our enthusiastic perseverance that finally drove this into the head of the legislative body of the League. We predicted the League's failure as a publishing concern. Our present League enthusiasm is due entirely to the fact that the New York State Division will introduce its roads improvement bill into the Legislature next Fall. Other State Divisions are also taking up the work of improving the roads, and by increasing League membership and interests, we are indirectly advancing an object which is dear to us, the establishment of better roads, without which cycling will never attain its fullest possible growth in this country.



## CAPITAL CYCLE CO.'S CATALOGUE FOR 1889.

By far the finest catalogue of the year is just issued by the Capital Cycle Co., and it will prove a valuable addition to the collector and a handsome club-room ornament. It is in the form of a calendar, composed of twelve sheets, 7x7, of greenish-tinted heavy bristol board. These are perforated and tied with silk ribbon.

On the face of each card is an illustrated calendar for one month. The illustrations are the work of Francois Noije, and the engraving bears the imprint of the Moss Engraving Co., of New York. The subjects, which are appropriate to the season, are six inches square. It is quite the finest calendar we have seen.

The back of each sheet is devoted to advertising, the matter being put together in light type and in harmony with the general style of the catalogue.

One cannot but be struck by the original manner in which the Capital Cycle Co. gets up its advertisements. Here are some selections:

"We confine ourselves to simple statements of facts.

"Absolute perfection will never be reached, nor will statements made by interested parties be fully believed.

"We advise intending purchasers to hear all the arguments, *pro and con*, relating to the different makes of cycles, and to follow their own inclination in the matter of selection, choosing from among the first-class makes, and keeping up with the improvements. The best are not too perfect considering the valuable burden they have to carry.

"We recommend the drop-frame, rear-driving safety to all, on account of safety, ease of mounting and dismounting, comfort, speed, hill-climbing qualities, its adaptability as a family machine, and the double demand it will meet when necessary to sell.

"We were the first to introduce the safety bicycle into America (1885), the first to design and introduce the tandem safety bicycle (1888), and the first to design, import and manufacture the ladies' safety bicycle (1887).

The following is the list of Psycho cycles; "Psycho" Straight Frame Safety, 47 lbs., \$140; Men's Drop Frame "Psycho" Safety, 50 lbs., \$140; "Psycho" Light Roadster Safety, 38 lbs., \$140, the lightest safety in the market; Ladies' "Psycho" Roadster Safety, 44 lbs., \$140; Ladies' "Psycho" Light Roadster, 34 lbs., \$140. Psycho Tandem Safety, for two gentlemen or a lady and a gentleman, 78 lbs., \$200. The Capital Company are United States agents for the Bell Rock Lanterns for ordinaries and safeties.

Mr. G. A. Litchhult has opened a new agency in Harlem, at 128th Street and Lenox Avenue. Mr. Litchhult will make a leader of Singer's line of wheels, will sell other prominent makes, and carry a general line of new goods. He will also repair, rent and store wheels.

The Capital Cycle Co., judging from the number of drop-frame Psychos they sell for gentlemen's use, claim that it will be as difficult to sell straight frame Safeties in the near future as it now is to sell ordinaries. They also claim that the drop-frame Psycho is stronger than the straight-frame, even without the detached brace-rod.

The Acme Special 5-inch Pocket and Bicycle Wrench is expressly designed and constructed for the above named purposes. It combines lightness ( $6\frac{1}{2}$  inches) with strength, and on account of its shape can be nicely carried in the pocket. The very best material is used only in all goods, and a special finish is given this little tool, making it not only serviceable, but also attractive. They are made in all nicked and bright finish, with black handle, as referred to in price list. If desired, each one is put in a paper box.

## NEW YORK BICYCLE CO. REMOVE UPTOWN.

We would call the attention of wheelmen to the change of address of the New York Bicycle Co. From their Warren Street Rooms they have moved to No. 4 East Sixtieth Street, Fifth Avenue entrance to Central Park, where they will be happy to receive all their old friends and as many new ones as shall be pleased to call upon them. The company have been contemplating this step for some time, and now that they have made up their minds to concentrate their energies upon the one "stand," we believe the step now taken is most wise. They have facilities at the new store that they never could have downtown. Their present salesroom is larger than their old one. They have right off this one of the best-equipped Repair Shops in the county. They rent and store wheels, are uptown agents for Messrs. A. G. Spalding & Bros., a full line of whose baseball, tennis and general sporting goods they carry, and in time, should their business still warrant further enlargement, they will add a Riding Hall and another story or two to their present apartments. We are glad to note this evidence of prosperity on the part of one of the younger firms in the bicycle line, and trust further success will wait upon their energy and progressiveness.

## WESTERN ARMS & CARTRIDGE CO.'S CATALOGUE.

This enterprising Western concern handles New Rapids, Quadrant, Coventry, Singer and Star Wheels, all of which are minutely described and illustrated in a 48-page catalogue, just issued. The catalogue also describes one of the most carefully arranged list of sundries we have seen.

## NOTICE TO THE CYCLING PUBLIC.

The public is hereby notified that the English manufacturers have appointed the Capital Cycle Co., of Washington, D. C., their sole and exclusive agents in the United States for the sale of "Psycho" machines. Any and all "Psychos" purchased from or through the said Capital Cycle Co. are guaranteed in every respect.

The public is cautioned against purchasing the so-called "Psychos" through other American dealers who sell machines which are not guaranteed.

The public is also notified that the use or sale of any "Psycho" bicycle in the United States, unless sold by said Capital Cycle Co., is an infringement of letters patent covering said machines, and that purchasers, agents and others will be held responsible therefor.

CAPITAL CYCLE Co.\*.\*

"We are satisfied it (The Brooks Cyclometer) is a good and cheap instrument."

CLARK CYCLE Co., Baltimore, Md.

Brooks' Odometer Co., Lowell, Mass. Price, \$5.

## A SELECTED LIST OF PATENTS.

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

J. Kibbe, Amsterdam, N. Y. Bicycle.

H. P. Chapin, Chicopee, Mass. Bicycle step.

C. J. Colling, Cincinnati, Ohio. Handle-bar for bicycles.

C. G. Duryea, Washington, D. C. Velocipede.

All bearing date of April 30.

## New York State Division L.A.W.

OFFICERS FOR 1889.

Chief Consul, W. S. BULL, 754 Main Street, Buffalo, N. Y. Vice-Consul, M. L. BRIDGMAN, 1255 Bedford Avenue, Brooklyn, N. Y. Secretary-Treasurer, G. M. NISBETT, 50 Wall Street, New York City. Executive and Finance Committee, W. S. BULL, M. L. BRIDGMAN, DR. GEORGE E. BLACKHAM, Dunkirk, N. Y.

The builders of the Lynn Cycle track failed, and were sold out, and now the latest lessee has been compelled to vacate for non-payment of the lease money. Isaiah Graves, owner of the land on which the track is built, has taken possession of the property, which he will put into good shape and let for \$400 per year to responsible parties. We well remember the day on which the track was opened. Bright, sunny, with hundreds of wheelmen gliding towards the grounds; the Boscobel Inn, crowded with hungry wheelmen; the Boston Club, with its tally-ho, and its private punch levee at the Boscobel; later a crowded grand stand and lots of enthusiasm. And now the grounds go a-begging at \$400 a year; the promise of that opening day has never been fulfilled.

An attempt was made by G. M. Nisbett and W. E. Findley, New York Club, on Wednesday, to establish a tandem safety record between Tarrytown and Fifty-ninth Street and the Grand Boulevard. The roads being in a poor condition, fast time was not made. The trip occupied 2h. 29m. The bicycle record is 1h. 59m.

Mr. S. T. Bennett, the new proprietor of the Franklin House, Tarrytown, took possession Wednesday, May 1, and gave a dinner to eighteen wheelmen who happened to call there. He proposes to cater to wheelmen, to give the usual bottle of champagne—in fact, to live up to all the old traditions of the house.

The committee having charge of the Brooklyn Centennial Banquet sent invitations to the Presidents of the L. I. Wheelmen, Brooklyn Bicycle Club, and the K. C. Wheelmen. The banquet was held at the Brooklyn Academy on Tuesday evening, the auditorium having been floored over, and tables were set for about 500. Wheeling was represented by Mayor Chapin and Messrs. Michael Furst, G. W. Mabie and W. R. Smith.

The League year ended on Tuesday, April 30. Members are carried on the list until July 1, and may renew any time in May or June.

The Manhattan Bicycle Club will have a run to Coney Island on Sunday.

The National Cyclists Union has at last established a racing board. It is hoped under the management of the new racing board that path racing in England will be more wisely conducted in the future than it has been in the past.

On strike—A cyclist taking a header.

W. C. Boak, of Le Roy, N. Y., was in town on business and to see the Centennial.

L. I. W. Club runs: May 4, 4 P. M., Bath, 18 miles; May 11, 4 P. M., Coney Island, 18 miles; May 18, 4 P. M., 16 miles; May 25, 4 P. M., Fort Hamilton, 22 miles; May 30, 8.30 A. M., Orange and Milburn, 45 miles.

## THE SAMUEL WINSLOW SKATE MFG. CO.,

WORCESTER, MASS.

Manufacturers of Ice and Roller Skates and

## THE "VINEYARD" BICYCLE.

STRONG, DURABLE AND CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.



Diameter Front Wheel	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on.	Length of leg inside to sole of foot.	Price.
38 inch	$\frac{3}{4}$ inch	14 inch	$\frac{3}{8}$ inch	31 lbs.	27 inch	\$35.00
42 inch	$\frac{3}{4}$ inch	14 inch	$\frac{3}{8}$ inch	33 lbs.	29 inch	40.00
44 inch	$\frac{3}{4}$ inch	16 inch	$\frac{3}{8}$ inch	35 $\frac{1}{2}$ lbs.	30 inch	45.00
46 inch	$\frac{3}{4}$ inch	16 inch	$\frac{3}{4}$ inch	38 lbs.	31 inch	50.00
48 inch	$\frac{3}{4}$ inch	16 inch	$\frac{3}{4}$ inch	39 $\frac{1}{2}$ lbs.	32 inch	55.00
50 inch	$\frac{3}{4}$ inch	16 inch	$\frac{3}{4}$ inch	41 lbs.	33 inch	60.00

Orders solicited from dealers. Descriptive Catalogue and discounts sent on application.

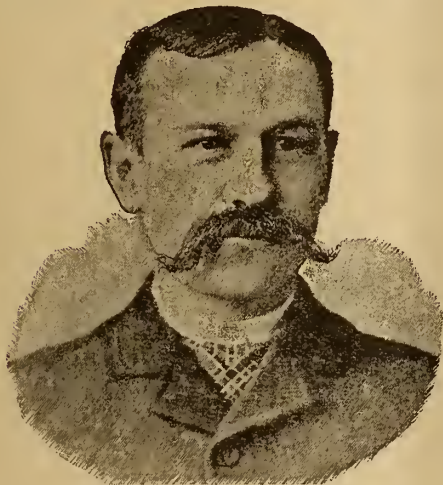


## A. W. GUMP &amp; CO.

One of the most successful bicycle houses in this country is that of A. W. Gump & Co., of Dayton, Ohio. Starting with a few wheels in 1879 their trade not only now extends to every corner of the United States but has reached Bermuda, Mexico and South America.

A peculiar feature of their business is that they take bicycles, guns and type-writers in exchange and guarantee their customers the lowest price on any new bicycle.

We copy the following from the *Dayton Board of Trade Journal*: "The bicycle house of A. W. Gump & Co. presents an unpretentious front on Second Street, but the ramifications rearward and upward are quite extensive. A three-story



building, 200 feet deep, is devoted primarily to bicycles and incidentally to guns, boats and other sporting goods. Back of the store-room, on the first floor, are two commodious offices, and here the clerks, stenographers and type-writers indicate an extensive business and an extended correspondence. Beyond the office a ten-horse power Otto gas engine furnishes power for the machine shop, where expert mechanics with special tools are ready to do anything for a bicycle that can be done—turning out the old machine as good as new.

Making a specialty of difficult repairing, the firm is naturally familiar with all the wheels on the market, and their house has grown to be a great wheel exchange, familiar as a household word to riders of the steel steed all over the country.

"They carry over 500 wheels, new and old, the largest stock in the United States outside of the manufacturers' warehouses, and the descriptive list of second-hand wheels they publish occasionally, in addition to the standard catalogues, shows over 300 machines of all makes in all conditions of usefulness and of equal variety of price. Their variation in the latter regard is surprising, but the particularity of description shows an honest purpose on the part of the firm to post the purchaser and sell him what he is willing to pay for, whether it is a 'worn wheel that will do for a learner,' or one of the best grade, worth \$125 or \$135.

"The Gormully and Jeffery Manufacturing

Company, of Chicago, the largest manufacturers of bicycles in the country, are special partners with Mr. A. W. Gump."—*Exchange*.

## W. W. STALL'S 1889 CATALOGUE.

Mr. W. W. Stall, of Odd Fellows Hall, Boston, publishes as exhaustive a catalogue as any we have seen this year. Mr. Stall is a general agent so that his catalogue embraces the wheels of nearly all the prominent makers.

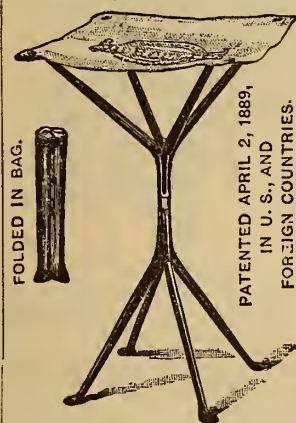
The wheels illustrated and described are—Stars, safety, and the 30x24 wheel; the Boston safety, two styles, for ladies and gentlemen; 30-inch wheels, all ball-bearings, price \$90, gentlemen's wheel, 50 lbs; ladies' wheel, 35 lbs; the Boston safety for misses, 26-inch wheels, all ball-bearings, \$60; Boston safety for boys and youths—for boys 5 to 14 years, prices, 24-inch, cone-bearings, \$35; 24-inch, all ball-bearings, \$50; 20-inch cone-bearings, \$25; cheaper finish of same wheel, \$12 to \$18.

Club bicycles and tricycles; Psycho single and tandem safeties; Warwick safety; Warwick ordinary; Eagle, Columbias, Springfield roadsters, ordinaries and safeties;

Victor safety; American Ideal and Boston child's crupper tricycle, \$25.

Mr. Stall carries a line of second-hand wheels; has a large repair-shop, with facilities for quick and skillful repairing; rents wheels and teaches. Wheels are also sold on installments. Mr. Stall keeps a line of photographic goods, also a large stock of sundries.

There are two things which no man who tours on a bicycle should be without. These (in few words) are: A Kampfe Bros. "Star" Safety Razor (which, when not in use, takes up no more room than a spool of thread). It will be found to shave closely and easily, and is more readily stropped than an ordinary razor and to the cyclist is invaluable, on account of its portability. The other is a rubber bath and flesh-brush, made by Bailey. The latter is the finest, cleanest and most durable brush for bath or training purposes and costs about a dollar. Those who value a bath as it should be valued in relation to cycling, should get one of these brushes at once. These two articles are written of by one who has tested both articles thoroughly, and would not try now to do without them. Two cheaper luxuries do not exist.



The above Cut represents the Stool when opened (height of an ordinary chair).

## "Hercules" Revolving Pocket Folding-Stool.

BASE BALL, LAWN TENNIS, SKETCHING, THEATRE  
(Standing room only),

CAMPING, EXCURSIONS, YACHTING, CANOEISTS,  
FISHING, RACES, ETC.

Guaranteed to Sustain Over 250 lbs.

Canvas Seat; Bent Steel Legs; Malleable Iron Joints.

Weight only 25 ounces, can be carried in the pocket.

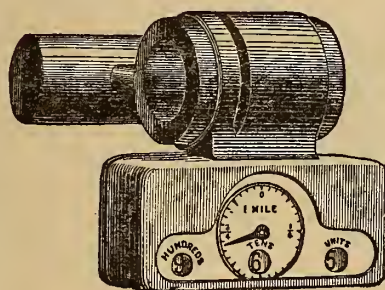
\$1 00, sent by express to any part of the Country.

Ira Perego & Co.

128, 130, 132 Fulton St., 87 Nassau St., NEW YORK.

## All the Accepted Road Records

PATENTED FEB. 15, 1887.



Ordinary Bicycle, - \$10.00  
Safety Bicycle, - - 11.00

were  
measured  
with,  
and  
thousands  
of  
the best  
wheelmen  
use

only, the

THE

Butcher Spoke Cyclometer

FOR

ORDINARY BICYCLES.

*Not suitable for Safeties.*

Sent free by mail on receipt of

PRICE, - - - - \$5.00

## Butcher Cyclometer.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

338 Washington Street,

BOSTON, MASS.

Mention this paper.

## Official Tailors and Outfitters.

CITIZENS' BICYCLE CLUB, NEW YORK BICYCLE CLUB, LONG ISLAND WHEELMEN,

DENVER RAMBLERS,  
HUDSON COUNTY WHEELMEN,  
HARLEM WHEELMEN,  
WAPPINGER'S FALLS WHEELMEN  
ROSELLE RAMBLERS,

Devlin & Co.

REMOVED TO

Broadway and Chambers Street, Stewart Building,  
NEW YORK.

Manufacturers of

Bicycle, Tennis, Yachting and Tourists' Suits, Caps, Stockings, Shoes, etc.

HUNTINGTON BICYCLE CLUB,  
YONKERS BICYCLE CLUB,  
ST. PAUL'S SCHOOL BIC. CLUB,  
COLLEGE OF THE CITY OF NEW  
YORK BICYCLE CLUB.



The orders of dance for the South End Wheelmen's reception, which "Argus" describes elsewhere in this paper, are of unique design. The front cover shows a colored swell attempting to mount an ordinary. Colored swell has white tile, black mourning band, scarlet satin jacket, blue satin trousers and patent leather pumps. The back cover gives a second view of the colored pusson. He has evidently been foolin' with the bike; in fact, there is no room for doubt on that subject. The bicycle is fit for the hospital; the colored swell carries one hand *en sling*; his left knee is *en bandage*, as the French would say; his face is marked with the effective but not ornamental court plaster; his clothes are no longer whole. The reception was a great success, and much praise is due the following gentlemen, who managed the affair: M. N. Keim, Jr., Chairman; R. H. Breeding, George Caryl, Jos. Turner, C. A. Dimon, W. D. Holdsworth, F. H. Wheeler, Geo. Schlachter, B. H. Kirkbride, O. H. McCurdy.

Willie Windle will make his first appearance this season at the Harvard race meet.

The Long Island Wheelmen will hold a race meet, June 15, at the Brooklyn Athletic Club Grounds.

Ira Perego & Co. have been compelled, through the necessity for more room, to cut through to the building, 128 Fulton Street, adjoining their present store. They will publish within two weeks the finest catalogue ever gotten out by any firm in their line.

One of Louisville's most enthusiastic wheelmen is Capt. A. J. Lamb.

## The Cycler and Tourist,

An Illustrated Monthly Magazine, devoted to out-door recreation, adventure and travel. Only \$1 a year. Address The Cycler and Tourist Pub. Co., Stamford, Conn.

## HOWARD A. SMITH & CO.

ORATON HALL, NEWARK, N. J.,

General Agents for all the Safeties.

WHOLESALE AND RETAIL

DEALERS IN CYCLING SUNDRIES.

Send for Illustrated Catalogue.

Store and Riding Hall open evenings.  
200 SECOND-HAND MACHINES CHEAP.

## HARLEM BICYCLE CO.,

284 Lenox Ave., near 125th Street,

AGENTS FOR

VICTOR CYCLES

AND ALL THE

BEST AMERICAN AND ENGLISH WHEELS,

Boys' and Girls' Bicycles, Velocipedes  
and Tricycles.

Renting, Storing, Lockers, etc.

REPAIRING A SPECIALTY.

## Bicycle and Athletic Goods.

THE KINGSTON KNITTING CO.,  
OF BOSTON, MASS.,

Manufacturer for the Trade and Clubs.

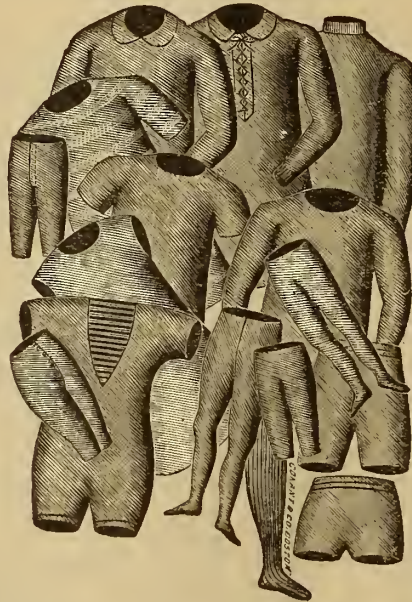
The most beautiful line of ATHLETIC GOODS made, and in the latest colors, in Plain, Striped and Mixed Cloths, in WORSTED, WOOL and Jersey spun COTTON, for Bicycle Riders; Gymnasium, Baseball, Football and Lawn Tennis Suits; Rowing and Yachting Outfits, Hosiery, Caps, etc.—all from our special weaving, and for styles, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, FULL BODY TIGHTS, TRUNKS and SUPPORTERS are unsurpassed for good taste, comfort and easy fitting. Many novelties in PLAIN and RIBBED suits and sweaters.

Our prices are very reasonable. Address

KINGSTON KNITTING CO.,  
27 KINGSTON ST., BOSTON.  
CORRESPONDENCE SOLICITED.

## HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

## Jersey-Fitting Garments

FOR  
Bicycle Riders, Lawn Tennis Players, Yachting  
and Rowing, Base-Ball and Foot-  
Ball, Gymnasium.

League Color, Gray Mixed, Black, Navy or any Color,  
Plain or Stripes.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try it.

Price, \$1.00.

Will send by mail on receipt of price.

Send size of Waist and Hip.

## Holmes' Thigh Stocking.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that it is the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made of cotton, and comes up and fastens around the waist same as tights, and holds the stockings where they belong.

Price, \$2.50; without  
Supporter, \$1.50.

Send us your order for either of these, with color, size of foot and inside length from bottom of foot to crotch, and post-office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them and we will refund amount paid for them. Address,

HOLMES & CO.,  
109 Kingston St. BOSTON, MASS.

## Second-Hand BICYCLES and TRICYCLES.

New York Bicycle Co.,

No. 8. Warren St. No. 4. E. 60th St.

We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Malls, and for cycles of all other good makes.

### KEY TO DESCRIPTION.

**FINISH.**—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

**BEARINGS.**—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

**CONDITION.**—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings, and tires all in condition of uniform excellence. "5" Tires, slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn. "7" Has new tires, finish and bearings excellent. "8" Tires somewhat cut, finish somewhat marred, bearings in very good order. "9" Good, durable machine, considerably used, but in very fair condition.

No.	Size.	Name.	Cost.	Price.	Fin.	Bgs.	Cudn.
450	48	Columbia Semi-Rdstr.	\$75.00	\$45.00	4	3	3
462	51	Semi-Racer Star,	120.00	40.00	4	Ball	4
466	55	Columbia Lt. Rdstr.,	140.00	75.00	3	1	3
469	—	Kangaroo Sfty. (36x54)	135.00	60.00	4	1	1
470	40	Otto Special,	35.00	15.00	5	4	3
476	51	Special Star,	135.00	65.00	3	Ball	3
482	50	English Tourist,	120.00	38.00	7	2	7
485	50	British Challenge,	130.00	35.00	4	4	7
487	54	Special Club	135.00	65.00	3	1	7
489	—	Springfield Roadster,	85.00	58.00	3	Plain	6
490	54	English,	135.00	50.00	3	2	6
493	54	Springfield Roadster,	75.00	45.00	4	Plain	6
494	55	Racer,	140.00	35.00	4	1	3
496	48	Columbia Standard,	97.50	30.00	4	4	3
499	48	Singer Lt. Roadster,	130.00	80.00	3	1	1
502	48	Columbia Expert,	127.50	65.00	1	2	6
505	52	Premier	125.00	50.00	2	2	5
506	54	British Challenge,	140.00	50.00	7	2	5
508	54	Sanspareil,	135.00	45.00	4	2	3
512	42	Victor Junior,	55.00	40.00	4	3	1
513	—	Humber Tandem,	250.00	115.00	4	2	5
514	48	Rudge Lt. Roadster,	132.50	65.00	4	1	1
519	—	Columbia 2-tk. Trike,	165.00	85.00	4	1	2
522	48	Columbia Mustang,	85.00	25.00	4	4	6
523	56	American Club,	135.00	50.00	4	2	5
524	54	Victor Roadster,	130.00	75.00	4	1	2
527	—	Sparkbrook Crip Tke.,	165.00	125.00	4	1	1
534	52	Dictator,	130.00	45.00	4	2	3
535	48	Special Star,	135.00	100.00	4	Ball	1
537	51	Rudge Lt. Roadster,	136.25	100.00	4	1	1
538	48	Special Star,	137.50	85.00	3	Ball	2
539	51	New Mail,	128.75	75.00	4	1	3
544	—	S. S. S. Tandem,	250.00	180.00	4	1	1
545	—	Victor Safety,	135.00	112.00	4	1	1
548	54	Columbia Expert,	135.00	65.00	3	2	3
550	—	Marlboro Club Tdm.,	250.00	165.00	4	1	1
553	52	Singer Matchless,	130.00	70.00	4	1	2
555	42	Otto Special,	40.00	12.00	6	4	8
557	—	Boy's Rover Safety,	35.00	35.00	7	4	1
558	—	Col. Lt. Rdstr. Tke.,	160.00	125.00	4	1	1
561	52	Rudge Lt. Roadster,	137.50	85.00	4	1	1
563	50	N. Rapid Lt. Rdstr.,	130.00	80.00	4	1	5
564	—	Rudge Humber Tdm.,	250.00	120.00	4	1	3
565	54	Columbia Standard,	110.00	40.00	3	3	5
566	54	Columbia Expert,	135.00	78.00	1	1	2
567	52	Columbia Expert,	122.50	55.00	3	1	4
572	—	Columbia Tandem,	250.00	165.00	4	1	3
574	50	Columbia Expert,	130.00	80.00	1	2	2
576	54	Victor Roadster,	130.00	78.00	4	1	2
577	54	Columbia Expert,	125.00	60.00	4	2	2
580	52	N. R. Roads. er,	132.50	115.00	4	1	1
583	—	Quadrant Tdm. No. 15	250.00	190.00	4	1	1
586	53	Columbia Lt. Rdstr.,	127.50	88.00	4	1	2
591	56	Victor Lt. Roadster,	132.50	100.00	4	1	1
592	—	New Rapid Safety,	135.00	80.00	4	1	5
593	54	Columbia Expert,	135.00	75.00	1	1	2
595	53	Columbia Lt. Rdstr.,	137.50	95.00	3	1	1
596	46	Victor Junior,	50.00	50.00	4	3	1
597	48	Otto Special,	60.00	35.00	5	4	2
598	52	Columbia Expert,	132.50	85.00	3	1	1
600	54	Columbia Expert,	135.00	100.00	1	1	1
601	—	Col. Lt. Rdstr. Tricycle,	160.00	125.00	4	1	1
602	48	Special Star,	137.00	75.00	4	Ball	2
603	54	Columbia Expert,	135.00	110.00	1	1	1
604	52	Columbia Expert,	132.50	90.00	7	1	2
605	56	Columbia Expert,	127.50	90.00	4	1	2
606	52	Singer's Matchless,	130.00	37.00	4	1	6
707	45	Special Pony Star,	150.00	85.00	3	Ball	1

Upon receipt of \$5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination. Correspondence invited.

NEW YORK BICYCLE CO.,  
No. 8 Warren St., No. 4 East 60th St.,  
Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co.'s "Star" Wheels.