

LIBRARY  
MAY 17 1889

# The Wheel

P.O. Box 444. N.Y. CYCLING TRADE REVIEW 23 PARK ROW N.Y.

VOL. III.—No. 12.]

NEW YORK, MAY 17, 1889.

[WHOLE NUMBER, 64.]

A great deal is said about Vibration Springs now-a-days, and if they are properly and scientifically constructed, they are a boon to the safety rider without doubt.

When they are placed upon or are a part of the front fork, however, they are not a success, as, to absorb vibration, they must needs be so exceedingly pliable as to render it difficult to keep the feet upon the pedals on rough roads; and, too, in sharp turns the front wheel is liable to be forced against the forks, while the easy steering is perceptibly affected in both cases.

The vibration spring in the patented frame of the

## American Rambler

is where it belongs, under the seat where is the greatest weight, and is one of the many original features which go to make this rear driver the only practical and thoroughly comfortable machine of its type on all sorts of American roads.

80-PAGE CATALOGUE ON APPLICATION.

### GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

**Largest American Manufacturers.**

# THE COVENTRY MACHINISTS' CO., Limited,

239 COLUMBUS AVE., BOSTON, MASS.



## THE SWIFT SAFETY

THE LEADING SAFETY.

1889 PATTERNS NOW READY FOR IMMEDIATE DELIVERY.

NEW YORK AGENTS:

**W. HALPIN & CO.,**

13 MURRAY STREET.

## THE STAR

THE BEST ALL-AROUND BICYCLE MADE.



*Perfectly Safe. No "Headers." Speedy.*

THE BEST HILL-CLIMBERS AND TOURING MACHINES.

CATALOGUES FREE. ADDRESS

**H. B. SMITH MACHINE CO.,**

New York Salesrooms,  
115 LIBERTY STREET.

SMITHVILLE, N. J



# WARWICK PERFECTION SAFETY.

A large number of cyclists  
who have seen it say it is  
the finest Rear-Driver  
ever shown in New  
York City.

WEIGHT, 48 lbs.

PRICE, \$135.

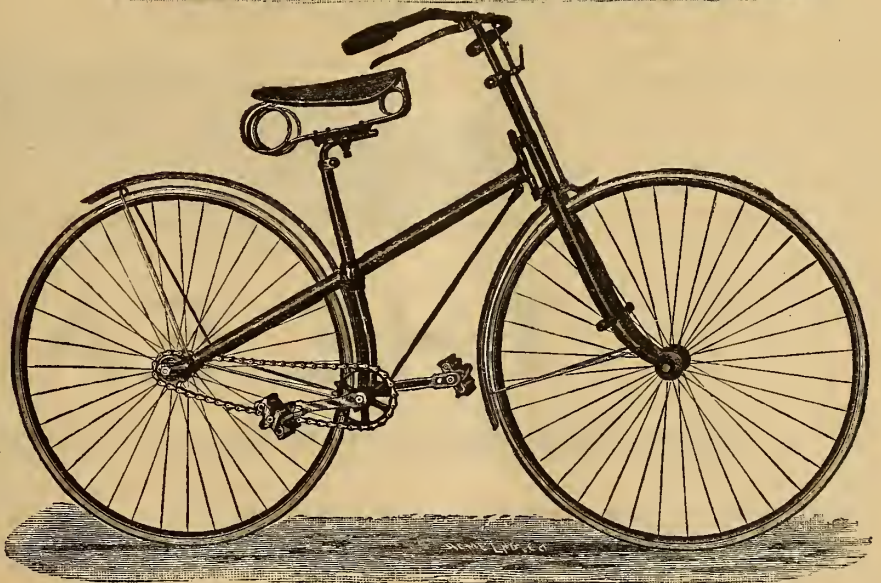
**CALL AND SEE IT.**

## The National Safety.

**Price**, with Ball Bearings to Wheels, **\$75**

“ “ “ all round, **90**

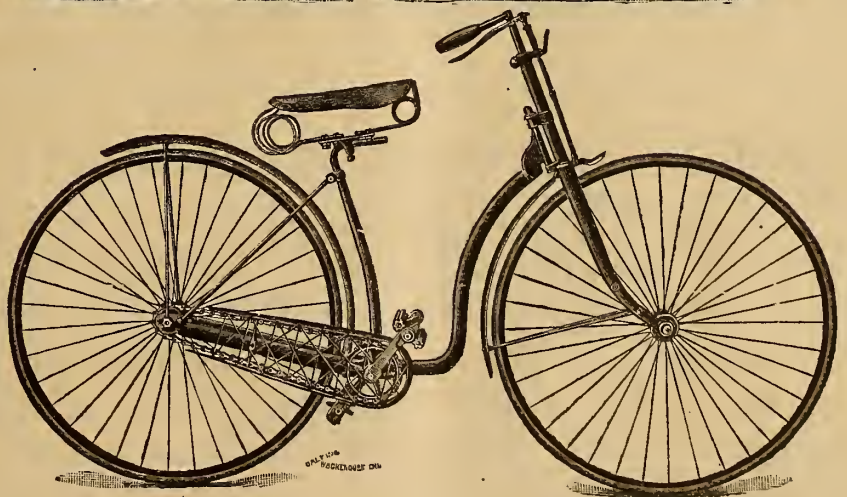
A First-Class Safety at a Reasonable Price. Rear wheel, 30 inches, geared to 54; 30 inch steering wheel;  $\frac{7}{8}$ -inch crescent steel rims and  $\frac{7}{8}$  inch best quality rubber tires; direct spokes, of special drawn steel wire of best quality; cranks adjustable from  $5\frac{1}{2}$  to  $6\frac{1}{2}$  inch throw; chains of special patent; vulcanite handle-grips; wheels fitted with ball bearings; adjustable suspension saddle, with coiled rear and front springs. Spade handle if desired.



## The National Ladies' Safety.

**Price**, with Ball Bearings to both Wheels, **\$75**

“ “ “ all over, **90**



# WILLIAM HALPIN & CO.,

**No. 13 MURRAY STREET,**

P. O. Box 2225.

**NEW YORK.**

**Full Line of "Warwicks." Full Line of "Clubs." Large Stock of "American" Cycles.**

*Agents wanted in every City and Town in New York State.*

## SECOND-HAND WHEELS.





# THE EAGLE.

The Lightest Running Wheel in the World.

SAFETY, SPEED AND COMFORT; THE BEST HILL CLIMBER; THE BEST COASTER; THE BEST ALL ROUND MACHINE IN THE MARKET TO-DAY, COMBINING ALL THE ADVANTAGES OF THE "SAFETY" AND THE "ORDINARY" AND HAVING NONE OF THEIR DEFECTS.

BUFFALO, N. Y., *May 7th, 1889.*

THE EAGLE BICYCLE MFG. Co., Stamford, Conn.

*Dear Sirs:* I had the pleasure of riding one of your wheels a short time ago, and find that it excels in workmanship anything on the market.

I am a "fancy rider" on both the "Crank" and "Star" machines and I can immediately see the many superiorities it has over either wheel in that respect.

It is a hill climber and race winner without an equal! combining the safe qualities of the "Star" with the fast spurting qualities of the "Crank." In short, "It takes the bun."

Very respectfully,

JOHN WILKESON, K. A.

## THE EAGLE BICYCLE MFG. CO.

**STAMFORD, CONN.**

Catalogue: Free.



# THE WHEEL

—AND—

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.  
 Foreign Subscriptions, - - - 6s. a year.  
 Single Copies, - - - - - 5 Cents.

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.  
 Telegraphic news received till Wednesday noon.

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444,

New York.

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

FROM the *Cyclist* we reproduce portions of a letter, accompanied by running comments of our own, credited to "Uncle Sam," of New York. "Uncle Sam" is a specimen of that tribe of American scribblers who serve up distorted facts and fancies for the benefit of the English people. Their lucubrations are so skilfully interlarded with flattery that the English press men temporarily forget the use of the pruning blue pencil; on the other hand, it may be possible that they conceive it to be their duty, as Englishmen, to aid the renegade American scribes in belittling cycling in their own country. We have a logical suspicion that "Uncle Sam" of New York is not of New York, but—well, never mind.

The discussion in the *Cyclist* over the Bown patent ball bearing is attracting widespread attention among the trade in this country, though but one paper, the *Sporting Life*, has had the independence to comment on it.

The *Sporting Life* is a base-ball paper, published in Philadelphia, containing a column of sharp and intelligent cycling comments by "Perseus." The policy of any paper, from the *London Times* and the *New York Herald* down the scale, is dictated from the counting-room, and the high-salaried editor or the millionairistic proprietor of a great daily is not more independent than the editor of a struggling trade paper.

The *Sporting Life* is not a trade paper. Its greatest principal is derived from sales and not from advertising. Its editor has, very probably, no definite policy in conducting the special departments. The policy of the cycling column is left entirely to "Perseus," and as "Perseus'" identity is not made public, we are at liberty to assume that he is writing in his own interests, that the *Sporting Life* is his mill-stone, and that he is grinding his own little hatchet.

In regard to the Bown patents it requires no independence to discuss them. The case may be fairly stated in few words, which will cover the columns of matter which "Perseus" has reproduced from the *Cyclist* and other English papers. It appears from letters written to the *Cyclist* that certain English makers have been making ball bearings; that they deny the validity of the Bown patents; that they deny any infringement; that they are not manufactur-

ing under licenses, as Bown claims. They challenge him to prove the validity of his patents. This petty epistolary warfare carries but little weight with it. We are not certain that it is not a game of "bluff." No doubt it pays the English firms who are manufacturing ball bearings, to deny infringement and the validity of Bown's patents, to fight him in the courts, and should the Bown patents be declared valid after a tedious and complicated patent case, they can well afford to pay royalties out of the profits on the business they have done. We believe this is a profitable and favorite game.

In our opinion the letters written to the *Cyclist* are of no value in determining the real issue. It is a question whether the writers of them would stand by them in the courts. They raise a number of fine points. If an American manufacturer secured the American patents on Bown's bearings in good faith, would not the patents hold good in this country, no matter what their status may be abroad, provided of course, that they are not antedated by similar patents? We are told that the expense of patent litigation runs up into the thousands. We should very much like to obtain decisions on the above question, but we really could not afford to pay the five hundred dollars per column fee which we are certain the high mighties of patent law would charge us.

A great many dealers who have heretofore been acting only as agents for the manufacturers are now importing wheels from England, and running the risk of a suit for infringement. The feeling is spreading that the combination has lost its grip on the trade, and that tribute will no longer have to be paid to owners of alleged patents. The immediate effect of this is an immense increase in the number and makes of imported wheels that are to be found on the market. All kinds and all qualities are to be seen, and I have noticed the announcement of some "high grade imported wheels," whose names are new and whose makers are kept in the background.

The above is the poorest kind of journalistic work. Who is "Uncle Sam" that he should decide whether the patents are "alleged" or *bona fide*? It would cost thousands of dollars and years of persistent inquiry and examination to determine the validity of these patents, yet "Uncle Sam," with superb impudence, decides that they are "alleged," and the *Cyclist* publishes his statements. It will elucidate "Uncle Sam's" statement that, "the combination is losing its grip," if he will interpret "the combination," resolve it into its component parts. The increased number of new makes, both imported and domestic, is due to the unusual trade activity this spring. We know of no "announcements of high-grade wheels," in which the names of the makers are kept in the back-ground. Name them, "Uncle Sam."

A great many cheap wheels are also being marketed, and the result is a general lowering of prices and a feeling of uncertainty. No doubt, if the validity of the Bown patent is disproved, there will be a big business done in importing wheels, and that will continue till American manufacturers lower their prices below the point where it will pay to sell a foreign made wheel, as they undoubtedly can do.

We can unearth no lowering of prices on high grade wheels. The prices stand as firm as a rock at \$125 to \$140. The great number of cheap wheels now being marketed is due to the foresight of the makers. They act on the same principle as the retail butter dealer, who will supply "cream dairy" at 40 and "boarding house" at 28, and make a profit on both.

It is surprising in this connection, as I hinted before, how silent the cycle press of the country is on the subject; not one of the distinctively cycling papers has had a single word to say either one way or the other. The reason is very evident, though, they are afraid of losing the patronage of the few manufacturers who, justly or otherwise, have been dubbed "the ring." Their fears, I think, are entirely unfounded, for even if they were disposed to take such a high-handed course, the makers could not afford to go on record before the wheelmen of America as blackmailers; but then I do not believe that Pope or Overman, whether they do or do not believe in the validity of the Bown patent, would so strongly object to a fair discussion of a question of such wide-spread interest.

The reason of the silence of the cycling press is an excellent one. To start with, there are few

cyclists in this country who understand the details of any of the suits now pending. The parties who bring the suits are, of course, wise enough to save their ammunition for the courts. This ammunition consists of letters patent, and even these are valueless until the courts decide otherwise. The only real valuable light that the plaintiffs could throw on their case, is to publish the expert opinions of their patent lawyers, and, of course, it is ridiculous to expect that.

On the other hand, the parties being sued object to publicity. They claim, *in primis*, that it is none of the public's business; secondly, that a statement of suit being brought hurts their credit, and in the case of a weak house, might irretrievably impair it. They also rightly claim that, as defendants, they have the heaviest burden, that they bear a certain amount of public disapproval, owing to the charge that they are infringing on other people's rights. They want to work on in the dark until the courts set the seal of approval or disapproval. Thus, by silence, the cycling press protects the rights of both parties.

And the public do not suffer. They are interested in results only, and if "Uncle Sam" will take the trouble to hunt through "back numbers" he will find all final decisions on patent litigations carefully recorded. If "Uncle Sam" occupied the editorial chair of the *New York Herald* he would very likely state that the late Mrs. Stewart was insane, decide the case against Mr. Henry Hilton, and precipitate a five million dollar suit for damages on the paper.

We can safely claim then, that the editors of the cycling press have a truer journalistic insight and a higher regard for justice than has "Uncle Sam" or the editors and proprietors of the papers who publish his opinions, his allegations and his unproven statements.

His fling at the "dependence" of the cycling press might as well be disposed of at once and forever. There are but two American cycling papers now published which have any claim to financial and journalistic respectability. We speak for ourselves as a matter of fact and for our Boston contemporary as a matter of belief. The day has passed when the cycling publisher is a feeder on the trade, a cringing suppliant for business, a pleading beggar for subsidies. In the early days of the sport, when the trade was indeed narrower in its limits, papers were subsidized, and they richly deserved the subsidy. It is useless to deny that, outside of the intrinsic merits of cycling as a pleasure and a benefit, the sentiment inspired by the press and manifested in race meets, clubs, tours, organization and that sort of thing, has rapidly extended cycling, and the publisher who was subsidized that he might make both ends meet had but little obligation to answer for.

At the present time brains count, and the man who has the brains and the enterprise to produce a representative paper of the sport will find himself supported, while the experimentalist who depends on favors and subsidies will live a brief hand-to-mouth existence. As we find it, the trade is friendly to the publisher according to his worth, and appreciates him according to his work.

There are rumors in the air that "the ring" is about to swoop down on the little importers and gobble them up; what truth there is in it I cannot say, but certain it is that a good many dealers are having cold chills down the back, as if they already felt the rush of air from the flap of the hawk's wings.

We can't explain the cold chills, for has not old "Nunc Sam" told us that the combine is losing its grip, and that the good feeling is spreading. Then, why cold chills?



The fight, though, has another phase to it. Gormully and Jeffery are making threats, and it looks as if there would be another big suit between that firm and Pope. Gormully says before he is through with the business he will make Pope pay him a royalty for every bicycle he has ever made, and the Westerner (who, by the way, is an Englishman) has plenty of money with which to back up his threats. His Smith patent on ball bearings antedates the Bown in this country by about three years, though no one thinks it is worth the paper it is written on.

We doubt if Mr. Gormully ever made a confidant of "Uncle Sam." The shrewdness which aided him to his present condition of prosperity would naturally prevent him from confiding his plans on so important a matter to "Uncle Sam," or to any one outside his firm.

To show the folly of discussing these patent questions, let us take a case out of "Uncle Sam's" paragraph. He states that Mr. Gormully's Smith patent antedates the Bown in this country by three years. Now, how can a newspaper intelligently discuss such a point? We do not know the technicalities of the Smith patent, and if we did we could not distinguish between the validity of the claims of the Smith and the claims of the Bown. All we can do is to wait until the point is decided and publish the decision. This is what the public wants. Any previous discussion of the question is generally erroneous, possibly impertinent and probably criminal. This conception of our "business" is what "Uncle Sam" calls "dependence." If so 'tis a sweet dependence, and we shall endeavor to maintain it.

#### GIVE US BETTER PAVEMENTS.

In our efforts to advance road improvements, care should be taken that we do not scatter our energies too much, and make them ineffective for want of concentration. The best plan is, undoubtedly, to take up one small point after another—short sections of road, for example—and perfect these, when each step will be found to make the next one easier. Such a step is suggested in our correspondent's letter in another column, on "the Orange route." An even more important direction in which wheelmen of New York City might exert some influence would be in inducing the New Public Works Department to perform the repairing which it will shortly take in hand more rationally than has been done by former administrations. Mayor Grant has already belied the cavillers against his election, and proved that Tammany control of the city government can be interpreted to mean the most careful and energetic guarding of the public interests; and Commissioner Gilroy's reputation is a guarantee that he will also strive for a record in his new office that will redound to his credit. The following, from the *Evening Post* of recent date, is a suggestion of the course that should be followed; and wheelmen who may belong to Tammany Hall cannot do better than urge upon the leaders a fair trial of the improved styles of pavement which are here mentioned:

Now that the Legislature has begun the serious business of passing important bills, it is more than probable that our Department of Public Works will shortly be granted a large sum, anywhere from one to three millions, with which to repave the down-town streets, and the question becomes an interesting one, what use will be made of the money. Are we to be afflicted with a perpetuation of the granite-block abomination that disgraces the streets of the American metropolis? Or will some attempt be made to find a material that is not filthy, noisy, and unbearably rough?

It will not do to say that no such material has been discovered, for New York has never given an adequate trial to any of the manifold substitutes for stone, although the latter, as we have seen it laid, has certainly given no such proof of durability as entitles it to any special preference. It is doubtful, indeed, whether even asphalt, which is generally assumed to be fit only for light wear, would not stand as well under heavy traffic as have our block pavements. But we are not confined to asphalt. In Baltimore,

an asphalt block pavement has been tried with even better results than the plain asphalt. In a number of Western cities, they have introduced a fire-brick pavement which has worn excellently and is rather smooth and noiseless, without the glassy surface of asphalt. Of course, the traffic in none of these cities compares with that of the avenues and principal business streets of New York; but there is no reason why any or all of the substances mentioned should not be used on the cross-town residence streets; and it would certainly be useful to try at least some of them on enough blocks of each of the avenues to determine really whether or not there is anything that wears worse than the Belgian pavement, which seems impossible.

One thing certainly should be insisted upon by the press; that if stone blocks are to be used at all in the new pavements, they should be hewn with smooth edges, not broken roughly into shape; and that they should be laid in cement.

#### CONVICT LABOR ON THE PUBLIC ROADS OF NEW YORK STATE.

With their accustomed faculty for doing things wrong, the New York State Legislature have mangled the Yates Prison bill all out of shape. So far as can be judged from the somewhat imperfect press reports, its most valuable feature—that which required the employment of convicts upon the improvement of public highways—has been eliminated; and the Albany Solons have arrived at a half-baked compromise between the trades-unions and the conservative newspapers, by which the convicts will be put to work in such a way as will be most expensive to the State without removing the evil of their competition with free labor.

The principal argument against using their labor on the roads, where it would be most productive and in an economical way, appears to have been that of the sickly sentimentality which insists on sacrificing society to its outcasts. One grain of comfort is to be derived from this solution of the problem, that it can never be a final one.

THAT Chief Consul Bull is working with a will to perfect League work in the State, is patent from the work he has already accomplished. He has placed the League hotel system on a new and improved basis, using much care in selection, and making it certain that only League members get the benefit of a rebate. A complete list of the League hotels of New York State and a list of Consuls are published in the Division's official department.

#### A TARIFF FOR CARRYING WHEELS.

At a meeting of the Eastern Trunk Line Association, held in New York, May 7, the following resolution was adopted:

Resolved: That bicycles shall be charged for at the rate of twenty-five cents for every 100 miles or part thereof.

The members of the Eastern Traffic Association are the West Shore, N. Y. Central, D. L. and W., Erie, Pennsylvania and other large Eastern systems. The news of the new rates on the transportation of cycles will be read with regret all over the country. It means a vast expenditure to cyclists and the planning of tours without that reliance on the railroads as an adjunct, as was the case when cycles were carried free of charge.

At a meeting of the committee, held on Wednesday, letters were read from prominent cyclists, and Mr. Geo. R. Bidwell appeared before the committee. Mr. Charles A. Sheehan also made every effort to see the members of the association and explain the case to them. The association was firm, and showed no inclination to rescind the rule or even modify it.

The free transportation represented seven years of work on the part of the League's

transportation committee. Mr. Wm. Brewster, St. Louis, is chairman of the committee, and Mr. Geo. R. Bidwell, who had only a few days ago declined appointment on this committee, gallantly comes to the rescue. It is certain that nothing will be done within sixty days, but the committee will get to work and do all in their power. General-Passenger Agent Lambert warmly supported us on the debate on the resolution. Under the new rule cyclists must pay 25 cents for having their wheels carried even the shortest distance.

#### PROSPECT PARK RIDING RULES.

After conferring with representatives of leading bicycle clubs in Brooklyn, the Executive Committee, Department of Parks, Brooklyn, have adopted the following rules regulating bicycle and tricycle riding in Prospect Park:

##### RULES FOR THE REGULATION OF BICYCLE AND TRICYCLE RIDING IN PROSPECT PARK, BROOKLYN.

- I.—Riding at a greater speed than eight (8) miles an hour, is prohibited, except that speeding will be permitted on the Nethermead Circuit and the East and West Drives completing the Circuit, in the morning before seven o'clock.
- II.—Riding will be permitted only on the roads, except that the paths may be used in the morning before nine o'clock and wheelmen, dismounted, may bring the wheels upon the paths, short distances, when necessary.
- III.—Blowing of whistles will not be permitted, and wheels will not be allowed in the Park at night, except when carrying lighted lamps.
- IV.—Upon down grades, riders of ordinary or crank bicycles, must keep the feet on the pedals; riders of Star bicycles need not keep the levers in motion, riders of Safety bicycles and of tricycles and tandems, may rest the feet upon the coasting bars; but the brake must be kept on and in no case shall the speed be increased beyond eight (8) miles an hour.
- V.—Wheelmen will be required to keep upon the right side of the road, and in passing vehicles going in the same direction, pass to the left whenever practicable.

#### SENSIBLE VIEWS HEARTILY INDORSED.

We are glad to see the WHEEL advocating the employment of convict labor on the highways. The Vermont Division was, we believe, the first body to start the discussion of this subject and by unanimous vote placed itself on record as in favor of this idea, at the annual meet in Montpelier in June 1888. It is difficult to see how any good argument can be made against the employment of such labor on the highways. In the first place the roads certainly need all the work expended upon them that the state can afford to expend. They are, in general, exceedingly poor and the present system of repairing gives no promise of anything better in the future. On the other hand the labor question has caused the convicts to be kept in idleness in many states, that they may not compete with free, paid labor to the injury of the latter. This is the case in New York where 1500 men are idle. These men, for their own good, for the good of the state and the people ought to labor, but where, so as not to take the bread out of the mouths of some honest laboring man's family? In no place excepting on the highways, and then, such labor should be employed only in making permanent roads. Success to you in this crusade, Brother Prial.—*Bicycle* for May.

#### ROAD LITERATURE WORTH HAVING.

Long ago as March 16, 1889, a meeting of property owners living in the suburbs of Philadelphia was called to protest against the improper and unsatisfactory way the resurfacing of the Kensington and Oxford Turnpike was being carried out in, even after earnest and repeated protests by Mr. Wm. H. Rhawn had been laid before the proper authorities.

At this meeting which was largely attended, a well written paper was read by Mr. Rhawn, entitled "A Plea for Better Roads," which we regret space at our disposal does not permit of reproducing. A complete report of the proceedings, including Mr. Rhawn's paper and the various protests made by him, has recently been published, and city or town authorities that contemplate macadamizing streets can not do better than send for it. We have no doubt that copies can easily be obtained either of Mr. Rhawn, or the Franklin Printing Company at Philadelphia.



# IT IS NOW

The season when riders are looking over the wheels in the market with critical eyes, and selecting for their use during the season just coming on the wheels that have the most of what are

## ACKNOWLEDGED BY ALL

To be the best features in wheel construction. The Victors for '89 are, as ever, at the very front of the market in such respects. They are stronger, handsomer and lighter-running than any others, and you may be sure

## THAT THE

Victor devices are the best from the fact that lots of people copy them. The Victor Safety is the only successful spring fork machine. It is finer than anything else of the kind in the market.

## VICTORS BEAT THE WORLD!

---

OVERMAN WHEEL CO., MAKERS,  
BOSTON, MASS.

**Special Agents,**

**A. G. SPALDING & BROS.,**

*NEW YORK AND CHICAGO.*

# Do You Want to Ride a Safety?

We have the Finest Line of Safety Bicycles and Tandems, for all riders and uses, on the American market. Safeties for Ladies, Light Men, Heavy Men, Youths, Boys. Safeties for Touring. Safeties for Scorching. 32 to 49 pounds for Road Machines, complete with Saddle, Brake and Pedals. We have the Finest Tandem Safety built, and the *only* one made on correct mechanical principles. It will pay you to run out and try these machines on the "Orange Macadams." Thirty minutes from New York. Trains leave Christopher or Barclay Streets, at 6.30, 7.00, 7.20, 7.30, 8.00, 8.30, 9.10, 9.20, 10.10, 11.10, 12.10, 12.40, 1.30, 2.30, 3.10, 3.30, 4.00, 4.30, 4.50, 5.00, 5.20, 5.40, 5.50, 6.00, 6.10, 6.30, 7.00, 8.00. Store open until 9 P. M.

NEW ILLUSTRATED CATALOGUE ON APPLICATION.

L. H. JOHNSON,

SOLE IMPORTER,

401 & 403 Main St., Orange, N. J.

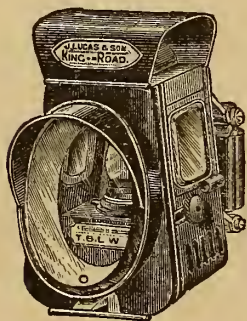
## THEN BUY A PREMIER.

## KING OF THE ROAD LAMPS.

THE BEST AND MOST POPULAR ON THE MARKET.

STILL FURTHER IMPROVED FOR 1889.

Don't Fail to See our New Safety and Tricycle Lamps before Placing your Orders.



Front View, Showing Glass.

HOLDS TEN HOURS' OIL SUPPLY.

IMPROVED

Anti-Vibration Spring.

*Instantaneously Detachable Reflectors.*

SIDE SLIDE FOR LIGHTING.



Back View, Showing Spring.

ALL PATTERNS OF BOTH HEAD AND HUB LAMPS

FULLY DESCRIBED IN OUR 1889 CATALOGUE.

THE TRADE are cordially invited to send for our Descriptive Discount Sheet, now ready.

THE CLARK CYCLE CO., Baltimore, Md.,

SOLE UNITED STATES AGENTS.





# Safety Bicycles,



MADE BY

Gormully & Jeffery, - - - "RAMBLERS,"  
 Springfield Roadster Co., - - - "VOLANTS,"  
 Overman Wheel Co., - - - "VICTORS,"  
 Indiana Bicycle Mfg. Co., - - - "DANDIES."

 Send for Bicycle Catalogue, FREE.

## Merwin, Hulbert & Co.,

26 WEST 23d STREET, NEW YORK,

Opposite Fifth Avenue Hotel.



# NEW MAIL

From F. D. ELWELL,  
 Champion of Pacific Coast.

SAN FRANCISCO, CAL.,  
 February 19, 1889.

DEAR SIR:

I desire to express my appreciation of the 56-inch New Mail bicycle purchased four months ago.

The great rigidity and easy steering of the Trigwell Ball Head is a pleasant relief after years of experience with the ordinary cone.

Since receiving the New Mail I have won from scratch all races in which I have competed, and am more than pleased with its easy running qualities. I truly believe it is the best all-round bicycle manufactured.

F. D. ELWELL,  
 Champion Cal. Div. L. A. W., 1888.



## SPECIALTIES.

### WITH TRIGWELL BALL HEAD.

The advantages of Trigwell's Ball Head to the Ordinary is even surpassed in its application to a Safety (in fact it seems **Specially Designed** for a Safety), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady, and obviates sensitive steering, which fault all Safeties have had.

### SPRING FRONT FORK,

preventing vibration—very easy and out of sight.

### REAR AXLE BAND BRAKE

the place for a brake—not fouled with mud as when near the tire.

Has **PERFECTLY STRAIGHT FRONT FORK**, giving steadiness of running to front wheel.

Has **TANGENT SPOKES**, half-nickered to intersections, giving a very handsome appearance.

Has **STRENGTHENED BASE HOLLOW RIM**.

Has **KEYSTONE SADDLE**, very easy, and specially fitted for a Safety, as it has no side or rocking motion, which is fatal to steadiness on a Safety.

Approved by R. H. Davis, the Champion Safety rider, and others, as the Best.

**STEEL FORGINGS** throughout.  
**DON'T** buy a Safety or Ordinary until sending for our Catalogue.

SEND FOR CATALOGUE.

**SEE THESE WHEELS.**

SEND FOR CATALOGUE.

MANUFACTURERS,

# WILLIAM READ & SONS,

107 Washington St., Boston.



# PSYCHO WHEELS FOR 1889.

Sole Importers: Capital Cycle Co., Washington, D. C.

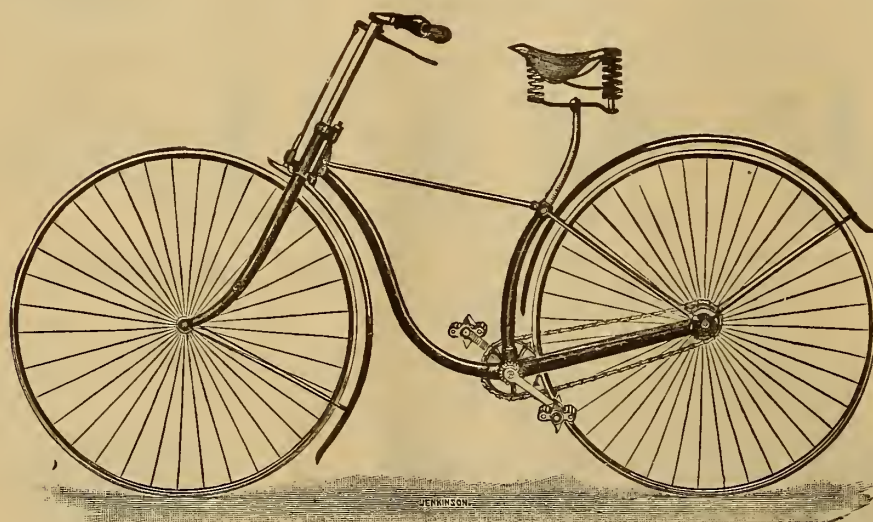
The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. They designed and manufactured in 1887 the first rear-driving ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the boneshaker.—*Wheel.*

Psycho Cycles do not have hollow rims, tangent spokes, ball head or spring forks. No change will be made in Psychos over the 1888 pattern. The Fish hammock saddle will be used on all Psychos.

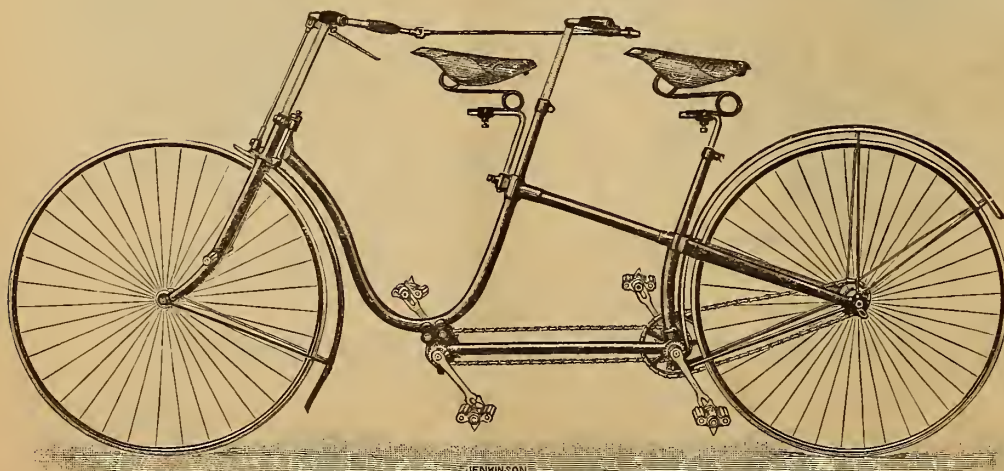
Psycho Cycles are remarkable for their lightness, strength, harmonious and uniform construction, simplicity (fewness of parts) and general gracefulness of design. Beautifully finished.



PSYCHO LIGHT ROADSTER.



PSYCHO LADIES' ROADSTER.



PSYCHO TANDEM SAFETY.

## SEVEN FORMS

OF

## PSYCHO SAFETIES,

Varying in Weight and Design.

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

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

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

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

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

6. "Ladies' Extra Light Psycho," same design as "Ladies' Psycho," with rear forks like "Men's Light Roadster Psycho," 28-inch wheels. Weight 34 lbs. Price, \$140. We cannot deliver this much under thirty days.

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

All of the above Machines are guaranteed to the fullest extent.



WARWICK

SEND FOR CATALOGUE.

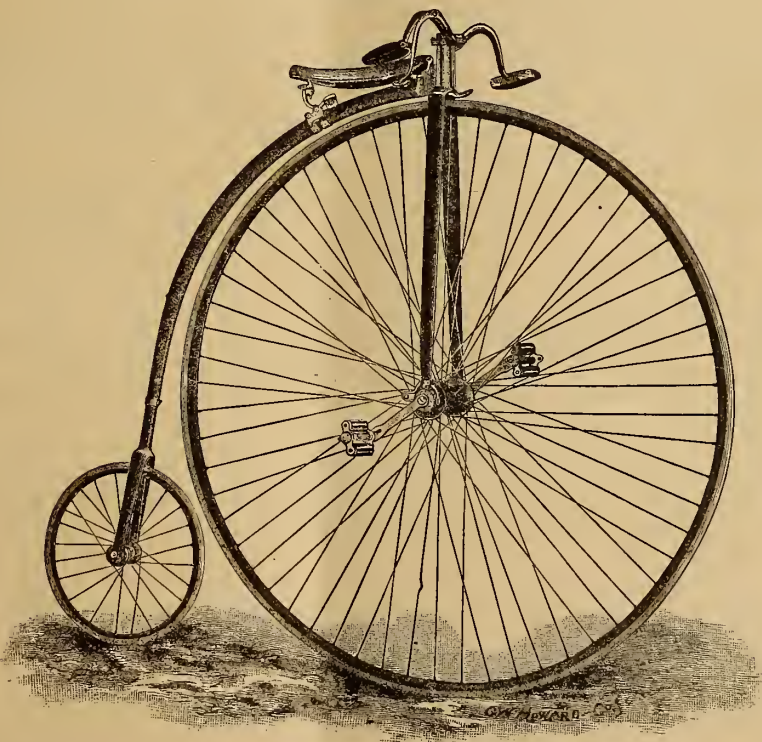
CYCLE

# Warwick Perfection Wheels



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

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



*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.

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.

MANUFACTURED BY

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

A. KENNEDY-CHILD, Superintendent of Agencies.

Catalogue now ready.

MFG. CO.

SPRINGFIELD,  
MASS.



## JACK'S JOTTINGS.

A writer to the "*Cape Argus*" (Cape Town, South Africa), makes a few suggestions which may be of interest to those men who "look upon the wine while it is red" and "unload the schooner," with a frequency which militates against good going on the road or path, or perhaps going at all. It is all well enough to lie on a bamboo lounge in Japan or British Burmah (or other of the places where England sends her "younger sons" or "scape graces" and smoke Trichinopolis with an "esparto-grass" straw in the centre and drink *ad lib* brandy and seltzer, but the American people are a temperate lot, and frown upon a man who is too "good company," and then the pace that they work at in their larger cities, would astonish a man who has had experience of a London "City" life, or an even more leisurely life in the canny Scotch Capital. The American climate is such that the use of any form of spirituous liquor should be taken in very moderate doses, and then only when the system is run down and needs "a bracer." Beer in moderate quantity is good for a road-rider if taken *after* a long ride, or several hours *before* the rider squats himself on the "pig-skin" (this is a 'horsey' term but let her go). This writer whose experience among colonial Englishmen (who as a rule drink their share and sometimes "the other man's"), may be of interest to some.

"He has seen the common forms of drunkenness treated with marked success by nux vomica in combination with rhubarb and carbonate of ammonia. I think it is a great error (Dr. Roberts writes) to speak of the various conditions of the digestive and nervous systems resulting from the excessive or injudicious use of alcohol as a specific disease, as they are similar to those which result from the excessive use of other foods, nervous excitement, and mental and physical excesses of all kinds. The setting apart of the treatment of these diseases as a specialty is one of the greatest evils of the prevailing evil of specialisms, as is obvious by the nonsense which is talked by such specialists as to the hereditary character of the disease, and the incurability of some cases. At present we have no evidence that acquired habits are transmissible from parent to child, and moreover there are no definite and uniform lessons resulting from the use of alcohol to be transmitted, if such transmission were possible. That the child of a drunken mother should have feeble health is likely enough, as its nutrition has been interfered with; and that the children of intemperate parents should acquire their habits from imitation and the facilities for falling into them, is likely enough also. But this is not heredity, even in the very loosest way in which the word is used by medical men. . . . There is great advantage in the treatment of habits of intemperance of all kinds by travelling and intellectual pursuits, and the removal of the patient from all former associations. As a confirmed disease alcoholism is, I think, more nearly related to gout than any other constitutional condition, and in its more chronic states it is most successfully treated by iodide of potassium and bark."

This may seem "snaky" to the fanatic who has never sipped the seductive "cocktail" or the deadly *Absinthe Frappé* of the *Quartier Latin*, or those who are wont to boast that they never had the "heather step" from too liberal use of "Glenlivet" or "Campbelltown" or "J. J. Jamieson," but to those who have had visitations from extinct orders of *reptilia*, and have tried to catch the hall door knob when it came round to them, after having vainly tried to open the front door with a cigarette or a corkscrew (instead of the more effective latch key), the words may not come amiss, and may be pasted in their hat with good effect. The words may be pondered upon by the awkward squad of the "Bally-hooly blue-ribbon Army":

"Who don't care what they ate,  
So they drink the whiskey nate,  
In the Bally-hooly blue-ribbon army."

There is nothing like letting a young man drink the "cup of pleasure to the bitter lees," and, finding the dregs bitter, he is more likely to turn out a sensible, liberal-minded man than the boy who has been kept tied up to his "mother's apron string," and temptations (created mainly by the stringent methods employed to keep him *virgo-intacta*) have more attraction for the downy-lipped undergraduate, who just wants an opportunity to "make up for lost time," than the boy who has always had

a latch-key, and whose parents were liberal enough in their ideas to make allowance for the natural tendencies of warm-blooded youth and the natural law of human gravitation. As the French mother said to her daughter: "Clochette, marry a man who *before marriage* has a knowledge of the world, so that *after marriage* he will not, with trouble to himself and neglect to you, begin finding it out." The warm-hearted, wild boy usually settles down to be the steady husband. He is also the most careful of all men that his wife should be a model of womanliness and sincerity—a *companion* whom he can love and trust with his life and happiness, and he has long since come to the conclusion that union in marriage with a dolly-girl, whose pretty face is her sole qualification, is not worth the trouble. A pretty woman is often the devil's subtlest hiding place, as too many fine fellows have found out to their cost. Rather an intelligent face, beaming with the light of a higher idealism from within, than the bewitching beauty of some Eastern Hour, whose mission is to cater to the baser senses, rather than to afford ennobling companionship to her consort. Better a poor girl with a high sense of honor and duty than the daughter of a Sauerwein O'Shaunnessy, whose million ducats are solely responsible for his reception by those of more delicate clay, and who are *really* nothing more or less than a higher order of human organism. Social equality has been tried and found to be a failure. The wealthy pig and the delicate deer cannot breathe the same atmosphere with beneficial result. One man is *not* as good as another unless he *makes himself so*, by reason of his innate attractiveness or personal qualifications. The man who would huddle all classes into one human bouquet would get a contrast of color and perfume that would nauseate the most pronounced socialist. Men, like water (if socialistic or millionaire legislation be not brought to bear upon them), will find their own level. In what is known to the caddish parvenu as "society," there are a great many fine old gentlewomen and sweet girls left out, who would rather sip the more delicate nectar of retirement in the seclusion of their own refined home than rub shoulders with Toms, Dicks and Harrys whom they would not dream of asking to their house; and rather than accept invitations which they would blushing return, they keep out of "society," and are only known to the few of their own clean-living, unostentatious acquaintanceship. Here endeth the first lesson. "JACK."

## TROY NOTES.

The second run of the Troy Bicycle Club occurred Sunday last, when at about 10 o'clock eighteen members left the club-house for Newtonville, arriving at Capt. Peltier's hotel at 11 o'clock. The First Lieutenant was in charge of the run. The return trip was made at 4 o'clock P.M.

Captain Hanley has ordered two runs a week—Tuesday and Friday mornings, at 5 o'clock. Next Sunday a run will be made to Russell's on the River road; May 26, to Snyder's Lake; Decoration Day to Melrose, and June 2, to Kinderhook Lake, near Niverville. The annual parade will take place Thursday, June 6, though Captain Hanley has not yet issued official orders for it. It will be quite an affair, as a number of out of town wheelmen have been invited to participate.

At the regular monthly meeting of the Troy Bicycle Club, held last Tuesday evening, James R. Knowlson, L. A. W. representative; Wm. C. Seaton, Jr., Joseph B. Bittner, James J. Phalen, Charles V. Sullivan, William S. Gunnison and Alfred Wallerstein were elected members.

The resignations of Herbert P. Cole, W. Woodhall, Charles R. Hill, Horan B. Loveland, and J. T. Heister, were presented and accepted.

Mr. Cole has found married life and club life too much of a good thing, I suppose, and therefore very wisely resigns the latter. Mr. Heister has removed to Buffalo, and his name will be placed on the honorary list. The President appointed R. Boice, W. C. Simmons, T. S. Heister, F. G. Snyder, and A. R. Hogben, a committee on the pool-table, and Messrs Perkins, Schutt, Stone, Nolan, Sweet, Mead and Biermeister, a gymnasium committee.

Mr. George Albert Spicer, ex-representative L. A. W., started for Chicago last Saturday, where he will take charge of the office of his cousin, George Allen Spicer, of the firm of Biermeister & Spicer. He will be known by his 6 ft. 4 inches and glasses, if any wheelman of Chicago meet him. I think Mr. Oliver must have met him when he (Mr. O.) was in Troy, also Mr. Ayers on the "Big 4 Tour" when they stopped at Stockport to lunch at the residence of Joshua Reynolds.

Hope the "little boy" will be taken care of out there, where there is no day of rest.

Last Sunday, while out walking, I met four wheelmen mounted; one on a Star, one on an ordinary and two on safeties. The one on the ordinary seemed about "played out," and could hardly keep along with the others. Does it mean that the safety is the best wheel? I think possibly the rider of the ordinary was a novice, as he looked quite young and did not ride steadily.

I wish some of your lady correspondents would kindly state how the "Ladies' Safety" compares with the tricycle on common country roads, which would be met with on long tours.

(See "Marguerite's" letter, in this issue.—Ed.)  
May 14, 1889.

ORNH QBA.

## MARYLAND.

One thousand wheelmen from Pennsylvania alone will attend the Hagerstown Meet July 2, 3 and 4. It is almost certain that a much larger number of wheelmen from different cities will attend this year's meet than the preceding one, which is due to the selection of Hagerstown as the place for the meet.

Col. Pope's representative has secured three double rooms and a large parlor at the Baldwin House, Hagerstown, such as were desired having been all taken at the Hamilton.

The Western Maryland Railroad is scattering posters broadcast along their line, advertising the races of July 4, which will, it is believed, draw 5,000 people on that day from the country surrounding Hagerstown. The general committee has secured the Opera House, which will be the Division headquarters during the week.

Yesterday a week ago it was announced to Baltimore wheelmen that Mr. Wm. A. Clarke, of the Eagle Bicycle Manufacturing Company, or an expert rider of the Eagle bicycle, would give an exhibition of the hill-climbing qualities of that machine, with an attempt to break the record at Windgate Hill, Mount Washington. This attracted the attention of a number of Baltimore bicyclists, who proceeded toward the celebrated elevation, but upon arrival found only the usual sights—sand, rocks and an elevation of two feet in ten, 1,600 feet in length. Among those present were: Walter Lowry, Joe Geigan, Claude Worthington and V. L. Emerson, from the Baltimore Cycle Club, and Mr. William Harrison, from Washington. After a short halt Mr. Geigan made the attempt on the hill, followed by Lowry and Emerson, the latter making five successive trips without a dismount with apparent ease, eclipsing any former attempt by three trips. Mr. McDaniels, of Wilmington, Del., is the only one who ever succeeded in making more than one trip. All those who mounted the hill rode "Star" machines.

The Chesapeake Club has moved into its new club house at Fulton and Lafayette Avenues. The club will have a regular housewarming on Tuesday, the 21st, Mayor Latrobe having promised to attend.

The Maryland Club have adopted and are using a badge which is unique and beautiful. It consists of a gold button with the monogram "M. B. C." set in a red enameled background.

Mr. Geo. F. Updegraff, of the Hagerstown, Md., Club, is in receipt of a letter from H. H. Hodgson, of New Orleans, La., in effect that several wheelmen of that place will attend the L. A. W. Meet at Hagerstown in July. It is said that the New Orleans Bicycle Club are preparing a handsome present for the Hagerstown Club. Mr. Hodgson said that New Orleans will take the League Meet in 1891, say in February, about Mardi Gras time; that is, if they carry out the idea of not expecting a division to do too much. This is but a sample of the many letters of congratulations that are pouring in upon the Hagerstown Club.

Louis J. Ginter has prepared the designs for the new club house of the Centaur Club, which will be located close to Patterson Park. The house will be 20 x 85 feet, pressed brick front, trimmed with brownstone. The wheelroom and bowling alleys will be in the basement of the building, which will only be one foot below the pavement. When finished the club will have one of the handsomest club houses in the city.

A disposition has at last been made of the Division sinking fund, amounting to \$1,000, which is the profit on the meet held in Baltimore last year, for which an investment has since been sought. The committee having the matter in charge will deposit the money in the Central Savings Bank in the name of the Division, and subject to the joint order of the Chief Consul and the Secretary-Treasurer.

Several of the Maryland Club members spent last Sunday at Middle River ducking shore. Chairman Chism has recently added to the advantage of the shore by securing from the P. W. and B. Railroad free transportation of wheels to the nearest station, "13-mile-switch," which is only two and a half miles from the shore.

A copy of the official programme of the Hagerstown Meet will be sent to each League member; 14,952 copies will be mailed.

The races at the Hagerstown meet on the third day will be as follows: One-mile bicycle, L. A. W. national championship; 1-mile safety, L. A. W. national championship; 1-mile tricycle, L. A. W. national championship; 1/2-mile heat race, three heats; 2-mile handicap; 1-mile novice; 100-yards, slow race; 1-mile club championship; 1-mile team race. All open events, L. A. W. rules to govern. The course is a fine half-mile track, and especially prepared for fast time. Handsome gold medals for all first prizes and valuable second prizes. In the team race the prize will be a fine silk banner. Inquiries and applications for entry blanks should be addressed to H. B. Irwin, 34 West Franklin Street, Hagerstown, Md.

Chairman Jos. T. Chism, of the transportation committee, has arranged for one and one-third rate for the round trip from all points, which is the same as that given last year.

Mr. S. T. Clark says that he found the bicycle business in England very active. Our trans-Atlantic neighbors, he noticed, show some disposition to return to straight wheels, built on rational lines, or in other words, upon the model, familiar to all American wheelmen, which has a large rear wheel and plenty of "rake." This is probably due to natural reaction and partly to the fact that the English safety machines were very often too light in construction and too many breakages occurred.

BAV RIDGE.

## PULLMAN ROAD RACE.

Entries for this great event closed May 10, and if all expected starters make their appearance, over one hundred will contest for prizes said to aggregate over \$1,000 in value. Gold medals have been given by Gormully and Jeffery and the John Wilkinson Co., while the Pope Mfg. Co. and Western Toy Co. each contribute Safeties as prizes. Permission has been granted by the Park Commissioners to use Michigan and Grand Boulevards, and the race will start at the Leland Hotel.



## BROOKLYN NEWS.

The Brooklyn Club enjoyed an amusing finale to their monthly meeting last night, thanks to the officer in command of the Twenty-third Regiment Cadet Corps, who was drilling the cadets on Hanson Place. About 10 P. M., after the club meeting had adjourned, the bugle of the cadets was heard approaching the club-house, and, word being passed to that effect, the entire club membership then present repaired to the front of the house and saluted the regimental boys with the club bugle calls, cheers, etc., whereupon the officer in command brought his men to a company front at the curbing, and then went through a portion of the manual for the delectation of the B. B. C. It was well executed, and a hearty round of applause was given them as they marched away towards their armory.

The Brooklyn have nearly completed the additions which are being built on their new house and their house committee are rapidly producing order out of chaos. They intend to give a large and elegant house-warming on June 21, which will be the tenth anniversary of the club. Of course, the special features of the affair are as yet in embryo, but I believe there will be an entertainment, a smoker, a collation, and, in fact, all things which are considered good in club life rolled into one big lump of good fellows'hip.

The Brooklyn Bicycle Club was the only club that responded to the invitation of the Kings County Wheelmen Base Ball Club to send delegates to their meeting. The meeting was quite satisfactory to those present, and indications show that the scheme of a base ball league among the cycling clubs will find followers if it is started well, but *tempus fugit*, you know, boys, and every week counts. The first game will be played between the K. C. W. and B. B. C. nines on May 25, at 4 P. M., at the Prospect Park Parade Grounds.

L. H. Wise, L. I. W., heads the mileage list of the club to May 1, with a total of 1,723 miles. He unfortunately took a fall last week which injured his knee severely, which will prevent him from riding again for two or three weeks.

One of the principal topics of conversation in clubdom now is the big 25-mile road race on Decoration Day, and many are the conjectures as to the winners. The Brooklyn clubs will all turn out in force to witness the event, and there will probably be more spectators at the race than have ever been present at one of the team races, as most of the clubs in New York and New Jersey have also called club runs to witness the race.

A new rule in Prospect Park prohibits riding at a faster pace than eight miles per hour, and some of the K. C. W. boys were called to account for violating it yesterday. The rule is really an old one which has never been rigidly enforced as the park police have always been under the impression that five miles per hour was about the highest possible limit for a bicycle to reach. They are just waking up, that's all.

A goodly-sized party of B. B. C. men will attend the Suburban races on a tally-ho, and I have no doubt they will make themselves known while there.

Schoefer and Class, B. B. C., have returned from the Harvard meet with a good stock of small talk to regale the boys with. There was no "three in the race" but "Warrie" had a good time. Schoefer won an Eagle bicycle there.

The Kings County Wheelmen were out in force to inspect the Irvington-Milburn course last Sunday, and report it in fair condition.

BROOKLYN, May 15, 1889.

## K. C. W. NOTES.

If any club, contemplating giving a slow race, will kindly notify the undersigned, they will greatly oblige. We wish to enter our house committee in all such open events.

There will be a large turnout on the 30th for Millburn-Irvington, etc. "Road race—good course—what handicap," etc., is part of all conversations overhead at the club.

Brown was in hard luck at Cambridge. To win a race, and then be protested by a duffer, because one's starter steps over the line, does seem hard. But then starters should obey the rules. Duffers will always protest if they can by so doing win a prize; they want the bauble and have never heard of sport.

Accept congratulations, Jno. Schoefer, but what will you do with that Eagle?

Sunday evening last the "Robbers' Association" held its regular meeting in the club parlors, President Beazley in the chair.

Three members of the K. C. W. were arrested on Tuesday for fast riding in Prospect Park. The charge was disproved. One of the trio rode a *New Mail*.

For the past week the janitor has done nothing but uncrate new wheels, and all from across the bridge. What has Charles done?

The Universal C. C. held a meeting on Sunday to decide on future plans. To continue as a club or not is the question.

There are ten members of the K. C. W. entered in the road race, and all have declared they will win that "Centennial Jersey," and wear it, too.

WHAT WE ALL WOULD LIKE TO SEE.

That famous needle-bath in condition for use.

The man in the club who does not want to borrow Miles Murphy's safety.

The assistant janitor do a day's work.

Harry Hall ride fast enough to keep warm.

"Tug" Wilson do a little running.

Frank Douglass once more on a scorch.

Our ball team win on Saturday.

The man who does not know

Brooklyn, N. Y.

RAM LAL.

## ST. LOUIS.

The lunch—called by courtesy a banquet—last Saturday night, was a most dismal affair. For some reason, not exactly clear, the Lindell Hotel could not accommodate us that evening, and the Calumet Club was selected to furnish the spread. This is where the mistake was made, and if there is any value in the teachings of experience it is entirely safe to say that no more wheelmen's suppers will be given at that place.

The Calumet Club is nothing more nor less than a plain, every day saloon, conducted as a club in order to avoid paying the dram-shop license, and was hardly a fit place to entertain an honored guest such as Mr. Thompson was. The menu was poor, the cooking abominable, the supply utterly inadequate and the service wretched. The blame for the failure should not be laid to the committee. Their intentions were all right, but they were bunced just as the rest of us were. Mr. Brown was the toast master, and performed his duties as well as the circumstances in the case would permit.

The Missouri had a lively meeting last Tuesday night. Everything passed off smoothly until the order of "new business" was reached, and then everybody drew a long breath and settled back in their chairs for a siege. Mr. Stewart promptly moved that the action taken at the last meeting be rescinded and house rule 8 be restored. This is the rule prohibiting the playing of any games on the club premises on Sunday. Mr. Stewart made a short address in support of the restoration of the rule, and was followed by others for and against. President Andrews took the floor and spoke against the rule. In the course of his remarks he took exception to the articles that have appeared in the *WHEEL* and the *Spectator*, intimating that the opponents of the rule had taken "snap judgment" on the other fellows, and he warmly denied the charge. With the article in the *Spectator* I have nothing to do; the writer of it is presumably able to take care of himself; and, after a careful examination of my letters to the *WHEEL*, I fail to find anything reflecting on him in any way, or charging bad faith on his part. I simply stated that the friends of the rule did not think that they had been accorded fair treatment by the other side, in not receiving some notice or intimation that a repeal or change in the rule was contemplated, and the President's virtuous indignation lost much of its force when he admitted, in the course of his remarks, that he had *purposely taken care not to let the information get out that a repeal was contemplated, for fear that the friends of the rule would turn out and defeat the proposed action.* This may not be "snap judgment," but it was certainly taking an unfair advantage. The debate was conducted in an amiable spirit, and, while the lines were sharply drawn, there was nothing said on either side to give offense to the other. The remark of Mr. Brown, that playing a quiet game of billiards or cards on Sunday was more respectable than riding out through the country with a lot of bicyclers, sounded strangely out of place in a meeting of a bicycle club, and it will set a good many of the members to wondering whether the Missouri Club is a bicycle organization, or merely a social club for the encouragement of billiards, cards and tennis. The vote was finally taken on Mr. Stewart's motion, and it prevailed by a majority of two. A motion was afterward carried that no further changes should be made in the house rules without previous notice to all members. With a very few exceptions the result was accepted in the proper spirit, and with a determination to abide by the action of the meeting. One or two disgruntled ones, however, were inclined to be disorderly, and threatened all sorts of vengeance on those who had the temerity to differ with them. One little bow-legged fellow spluttered around at a great rate, declaring, among other foolish things, that he would play billiards next Sunday on the club tables in spite of the rule forbidding it. If he does I presume he is prepared to take the consequences, which, in this case, would be a reduction in the club membership by at least one. Inadvertent or technical infractions of the rules may be overlooked, but deliberate violations don't go in the Missouri Bicycle Club just yet. The position taken by this party, that no house rule can be enacted, amended or repealed, unless first recommended by the house committee, is simply puerile. That it is the duty of the house committee to recommend changes in the rules whenever it may appear necessary or desirable, is not to be denied; but to say that the club cannot make its own rules without first fixing the house committee, is rank nonsense. Such an admission would imply that a very small tail could wag a very large dog, and there is a popular impression abroad that this cannot be done successfully.

Mr. Newman's resignation as Secretary was received and accepted, Mr. J. B. S. Lynch being elected to fill the vacancy. Mr. Newman has gone to Chicago.

ITHURIEL.

## ST. AUGUSTINE, FLA.

At the semi-annual meeting of the Alcazar Bicycle Club held recently, the following officers were unanimously elected to serve for six months: President, Frederick de C. Davis; Captain, F. J. Howatt; First Lieutenant, Henry Snow; Secretary-Treasurer, Walter Henry. Three new members were added to the club, and interest in cycling matters seems to be on the increase. Nothing but a visitation from that unwelcome guest "Yellow Jack" can dampen the boys' spirits. At a three-mile race held on Pablo Beach, between Messrs. Howatt and Davis, of the Alcazar Bicycle Club, and a member of the Jacksonville Club, the first two came in in order named, the Jacksonville man being hopelessly left. Time made, 11m. 13s., was not so bad for a sandy track. On the last of May a race will be held at Pablo for the State championship, the principal prize being a beautiful gold and silver cup.

Arrangements for forming a State Division of the L. A. W. are rapidly approaching completion, and if successful it will do much to promote a community of interest among Florida wheelmen and give them one common cause to work in: that of advancing cycling in the semi-tropical State. You may be sure that all in the power of yours truly will be done to advance this most worthy object.

May 10, 1889.

FREDERICK DE C. DAVIS.

The Mount Saint Vincent Restaurant in the Park has been appointed a League hotel by Consul C. A. Sheehan. The Hotel Hamblin, at Chambers and Hudson Streets, convenient to the down-town ferries, has also been appointed a League hotel. The proprietors of both houses readily deduct 25 per cent. on presentation of the League ticket.

## PHILADELPHIA.

The long-drawn-out controversy regarding the relative scorching qualities of the Pennsylvania Bicycle Club and the South-end Wheelmen, finally culminated in a twelve-mile road race between what they considered their champions, namely: McDaniels for the former club and L. I. Kolb for the latter. About 2:25 P. M., May 11, they started at the Fifty-second street toll-gate, and rode out the Lancaster Pike to the foot of Devon Hill. Wallis Merrihew acted as pace-maker for McDaniels, while John Green and C. McCloskey, on a tandem "bike," performed a like service for his opponent.

Over a hundred wheelmen were congregated at the finishing point anxiously awaiting the issue, and when the racers hove in sight it was seen that Kolb held the best position, finally coming in the winner by about twenty feet, in the slow time of 43 minutes, showing that it had been pretty much a loafing race all the way through. Although the pacers had started at the same time as the principals, they actually beat them in, the tandem team being 30 seconds ahead of Kolb and 10 seconds to the front of Merrihew. The result was somewhat anticipated, as it is conceded that McDaniels is a much better rough road rider than pike racer, which is quite the reverse with Kolb. Of course this does not take any of the shine off a victory so justly won. M. J. Bailey, of the "Centurions," kindly acted as referee.

Much bad blood has been stirred up by the outcome of the contest, and it won't be long before these two riders will meet in a race from West Chester to Philadelphia, and if a third race is necessary a 25-mile track race is proposed.

The South-end Wheelmen, with their accustomed energy, are arranging for a mammoth club run to Delaware Water Gap, Dingman's Ferry, etc., to take place some time this coming summer.

What is the matter with the road officers of the Century Wheelmen? They are continually crying for larger attendance on club runs, and then do not show up themselves. Sudgner, the Second Lieutenant, has never attended a club run since he has been appointed. If he can't make it convenient to go, let Capt. Carter appoint another man in his place. In the inter-club team road race that is to take place shortly, it is intended to limit the members of the respective teams to residents of this city. This move is intended to bar out the imported talent, which it is sometimes convenient to bring into a club when a race is to be won. About a year ago a sample of this imported talent was elected a member of a city club between two meetings, for the purpose of racing under their name, and this is what they call "elevating the sport of cycling."

A quiet tip—the Schaeffer-Bailey race is going to be for blood. Let the band play.

Philadelphia, May 14, 1889.

"ARGUS."

## MACON, GA.

The great southeastern tour will begin on Sunday morning at 4 o'clock, A. M., June 2. Mention of it was made in *THE WHEEL* recently by the Birmingham correspondent. The route has been changed somewhat. The party—who will be under the leadership of Mr. Thos. L. Ingram—with about six others, will do the entire trip from Columbus via Byhow, Anniston, Gadsden, Decatur, Athens, Huntsville, and up through Tennessee to Nashville, and then southeast to Chattanooga, Atlanta and Macon.

I have letters before me now from riders along the route who describe the "Pikes" of North Alabama and Tennessee as "simply perfection." Quoting from a letter just received from Mr. Ingram is the following: "If we don't happen to strike a house to stop in (!) away up in the wilds of Alabama, who is going to kick against spending a night in the bushes? If our 'Patent Safety, Anti-dog Device' (44 Bull-dog), does up a farmer's best hound along the way, and he chases us for a few miles with a club, that'll be fun—a few weeks later. If we run upon some of those 'wild cat' stills in the mountains, we'll break them up by drying them up. And then there'll be exploring unexplored caves; going down in coal mines; a little fishing in the rushing streams up in the mountains, and all that. If you don't come, you'll miss what would otherwise be a chapter in your life-time." The entire distance traveled will be over 300 miles, averaging about forty per day.

Prospects for the race meets in these parts this year look bright. There will be a four-days' meet here in October, conducted by Central City wheelmen. All amateur events. There will be a big meet in Atlanta during the Piedmont Exposition, of three days, and one in Montgomery, Ala., where the prizes will be between \$500 and \$1,000 value, with numerous small affairs during the summer.

Macon has a young amateur who has jumped on the track at a gait close to three minutes, and has not had a day's training. Recently, on a roadster wheel and in a business suit, he did a mile in 3:10. In training and on a light wheel he should come down to 2:30 or less. Look out for him!

CHAS. ALEX. PERSONS.

## FUTURE PLANS OF MINNESOTA WHEELMEN.

Says the *Minneapolis Tribune* of May 12, speaking of the proposed September Division Meet in that city:

If the local wheelmen succeed in getting the September meet of the L. A. W. here it will be a great feather in their caps, and as matters now stand it is likely their efforts will not be in vain. If they are successful the citizens are to be given a treat in the way of bicycle processions and riders, as about 3,000 cyclists from all parts of Minnesota, Iowa and Wisconsin will be present. The matter has gone so far that Chief Consul Slosson, of Minnesota, has written to the consuls of the other two States and feels sure they will consent to his request. The meet will be held during the sessions of the Exposition, and perhaps a bicycle day will be given to the wheelmen by General Manager Byron. In addition to this, there will be a lantern parade with 3,000 wheels in line. The management of the ball team are to put in an excellent cinder track upon which all the races will be run. It will be six laps to the mile, and great pains are to be taken to make it one of the best in the country. During the meet runs to the lakes and banquets will be of frequent occurrence. In other words, while the meet lasts the city will belong to cyclists and the Exposition; regattas, ball games and races will be merely of minor importance.



## FIXTURES.

- May 13-18, 1889.—Chicago Cycling Exhibit and Tournament, Exposition Building.  
 May 18, 1889.—New Orleans Bicycle Race for the Hill Cup.  
 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.—S. I. A. C. games at West New Brighton, S. I. Two miles bicycle handicap, Entries close May 11, with F. W. Janssen, P. O. Box 125, N. Y. City.  
 May 20, 1889.—Annual Run of Rhode Island Wheelmen, in charge of George L. Cooke, Box 1101, Providence, R. I.  
 May 24, 1889.—Ottawa Bicycle Club Meet and Races, Ottawa, Can.  
 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 and 3-mile handicaps. 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 Wheelmen's Race Meet at Narragansett Park, Providence, R. I. Entries close with C. E. Campbell, Providence, R. I.  
 May 30, 1889.—Annual 3-mile Handicap Race of New Haven Bicycle Club, at Hamilton Park.  
 May 30, 1889.—Sixth Annual Meet and Races of Woodstock A. A., at Woodstock, Ontario.  
 May 30, 1889.—North Adams Wheelmen's Races. Entries close May 28, with John B. French, Secretary, North Adams, Mass.  
 May 30, 1889.—Hill-climbing contest among members of Wheel Club, at Northampton, Mass.  
 May 30, 1889.—Second Annual Tournament of West End Bicycle Club, Rochester, N. Y. Entries close May 29, with C. J. Iver, 22 Exchange Street.  
 May 30, 1889.—Winsted Wheel Club's Meet, at Winsted, Conn.  
 May 30, 1889.—Bay City Wheelmen's Race Meet, at San Francisco.  
 May 30, 1889.—California L. A. W. Division Meet, at Los Angeles.  
 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. I. W. Race Meet at Brooklyn Athletic Grounds. Entries close June 8 with L. H. Wise, 1,281 Bedford Ave., Brooklyn.  
 June 15, 1889.—Two-mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.  
 June 17, 1889.—Annual Meet of Massachusetts Division, L. A. W., at place to be decided later.  
 June 18, 1889.—Third Annual Meet of Tennessee Division, L. A. W.  
 June 22, 1889.—New Orleans Bicycle Club's Race for the Hill Cup.  
**June 28, 29, 1889.**—Kings County Wheelmen's Annual Meet at Washington Park, Brooklyn. Address W. C. Nellis, 1,255 Bedford Avenue.  
 July 2, 3, 4, 1889.—League Meet at Hagerstown, Md.  
**July 3, 1889.**—L. A. W. Race Meet, at Hagerstown, Md. Entries close June 26, with Harry B. Irwin, 34 West Franklin Street, Hagerstown, Md.  
 July 4, 1889.—Race Meet at Brownsville, Pa.  
 July 4, 1889.—Illinois Division, L. A. W. Meet, at Ottawa.  
 July 4, 1889.—Tournament held by Larcaster (Pa.) Bicycle Club.  
 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.

## EUROPEAN CYCLING FIXTURES.

Austro-Hungary.—Graz, May 26 and June 9 and 10. Pilsen, June 9 and 10; Prague (Smichow) June 29 and 30; Germany.—Berlin, May 5, June 16 and 17, July 21, September 15; Hanover, May 12, June 23, September 8; Cologne, May 12, June 2 and 30, August 12; Chemnitz, May 12, September 8; Munich, May 19; Frankfurt-on-the-Maine, May 19, September 1; Mannheim, May 19, September 8; Crefeld, May 26, September 8. Hamburg.—Altona, May 26, September 22; Bochum, May 30, August 25; Soram, June 9; Coburg, June 9; Magdeburg, June 30, September 8. Denmark.—Copenhagen International Meeting, August 18.  
 National Cyclist's Union.—Championship Fixtures.—At Paddington, August 24, 50-mile Bicycle and 1-mile Dwarf.

## SECOND ANNUAL TOURNAMENT OF WEST END BICYCLE CLUB.

This club, with customary enterprise, has arranged an interesting programme for Memorial Day, including the following events:

Half-mile open handicap, 50 yards limit; one-mile Safety, open, novices; three-mile Monroe County championship; one mile open, novices, for Roadster wheels not under 35 lbs.; one mile open handicap, 100 yards limit; one hundred yard slow race; five mile open handicap, half mile limit; quarter-mile dash, open;

two-mile State championship; one and one-half mile, open, handicap, 200 yards limit; one-mile Tandem Bicycle, open; one mile, Bicyclist vs. Horse; one mile, open, for Safeties only; one-mile consolation, handicap, 100 yards limit.

When we add that prizes are handsome and valuable, that the entrance fee is but 50 cents, and that music will be furnished by the Fifty-fourth Regiment Band, enough has been said. Would that Rochester were nearer!

## ANNUAL RACE MEET OF HARVARD BICYCLE CLUB—CAMBRIDGE, MAY 11, 1889.

With favorable weather and a large and enthusiastic attendance, the above must be chronicled an entire success. For so early in the season, and at a time when in the nature of things very hot weather can scarcely be counted on, the times made were remarkably good. Owing to a header lately taken by Windle, that much-dreaded phenomenon failed to "bob up serenely" in time for this meet. Two riders, possibly emulous of similar distinction, indulged in the same acrobatic feats, but came off better than Windle. The offer of \$500 in prizes brought out a good attendance of fast riders. Following is a summary of races run, in regular order:

One-mile safety scratch race, 5 starters; won by R. H. Davis, in 2m. 53 3-5s., with Bailey, of Harvard Bi. Club, second. Time of others not taken.

Quarter-mile ordinary scratch race, ridden in heats: F. G. Brown, N. Y. A. C., wins first, in 41 2-5s.; Kenneth Brown, Harvard B. C., second, in 45s., and F. A. Delabarre, of Amherst A. C., third, in 46 1-4s., riding over the course alone.

One-mile inter-scholastic scratch, also ridden in preliminary heats: Philip Davis, of Brown & Nichols, winning first in 3m. 15 1-5s., though closely followed by Atwater, of Roxbury Latin, who took a bad header at end of third lap, and whose pluck in remounting won him much applause from the audience; S. R. Kimball, of Cambridge Latin, rode the second heat alone in 3m. 41 1-5s.

One-mile safety handicap: R. H. Davis and E. A. Bailey were placed at scratch, with G. H. Herriott at 25 yds., and Peter Berlo, W. G. F. Class and Wm. Porter at 75 yds. each. Davis, as might be expected from handicaps like the above, won in 2m. 52 4-5s. by a lead of 3 ft.; Bailey second.

Two-mile handicap, ordinary: J. W. Schaefer won the first heat in 5m. 52 2-5s., after a finely-contested race, with 6 starters; F. A. Delabarre, who would seem to be fated to "go it alone," made the second heat in 7m. 10 3-5s.

One-mile Harvard Bi. C., 3.20 class: This had 3 entries, and was won by T. Barron, '91, in 3m. 9 3-5s., Rogers, of '90, coming in second. Final heats of the one-mile inter-scholastic: This was won by Davis, of Brown & Nichols, in 3m. 20s., with three men contesting.

In the final heat of the quarter-mile ordinary scratch, F. G. Brown won, but was disqualified because his starter stepped over the line on the send-off; Kenneth Brown, who came in second, was given first prize, and F. A. Delabarre second. Time made by F. G. Brown, 41 1-5s.

Two-mile tandem safety scratch: Three contesting pairs entered for this, prominent among whom were R. H. Davis and Geo. Hendee on one tandem, but their combined good looks and fast riding (for one lap) brought them in only second, and E. A. Bailey and E. W. Bailey won by half a lap in 6m. 46s., the third pair not being in it at all.

In the concluding heats of the two-mile ordinary handicap, J. W. Schaefer (100 yds.) won, with J. P. Clark (125 yds.) second, and F. A. Delabarre (200 yds.) third. Time of winner, 5m. 50 2-5s.

Officers of the meet were: C. W. Fourdrinier, referee; with L. H. Morgan, of '89, J. D. Bradley, of '86, and S. G. Wells, '85, as judges; Messrs. Lothrop and Carpenter, of '88, and Burr, of '89, acted as timers, and Mr. E. C. Wright, of '86, as starter; Mr. G. S. Mandell, of '89, was clerk of the course, with a host of assistants also acting as clerks, scorers, ushers, etc.

Prizes given were rich and varied, ranging from a silver paper-weight to Winchester rifles and silver cups, and all seemed well satisfied.

## RHODE ISLAND WHEELMEN'S TOURNAMENT.

The Rhode Island Wheelmen's athletic tournament, at Narragansett Park, Memorial Day, is looming up and the early promises of one of the most notable occasions of the sort are assured of fulfillment. The committee have been working hard, and are now devoting themselves especially to the handsome official programme that is to include a score card. Arrangements have been made with the New York and New England Railroad whereby a 50-cent ticket will carry the bearer from this city into the grounds and return. Wheels and all paraphernalia of the various classes of sports that will be represented in the meet will be carried free of expense. The tournament will open at 1 o'clock in the afternoon with a football game between the Providence and British Hosiery Football Clubs for silver medals. Other athletic contests will comprise a 100-yard dash (professional) for prizes of \$15, \$7 and \$3; one-half mile amateur foot race for a silver cup and pair of running shoes; a match game of tennis and a tug-of-war, the latter probably between teams from the Young Men's Christian Association and Brown University.

The cycle events and the prizes are as follows:

Two-mile National L. A. W. Championship—First prize gold medal; second, silver medal.

Three-mile State Championship—First prize, gold medal, presented by Campbell & Co.; second, World type writer.

One-mile State Safety Championship—First prize, gold medal, presented by Coventry Machinist Co.; second, safety lantern, presented by Clark Cycle Co.

One-mile Team race—Prize, elegant silver cup.

Two-mile Safety (open)—First prize, Kodak camera; second, Victor cyclometer, presented by Overman Wheel Co.; third, pongee silk shirt, presented by William Barton.

One-mile Bicycle (open)—First prize, gold medal, presented by H. B. Smith Machine Co.; second, Butcher cyclometer, presented by Singer & Co.; third, pair Kingston Jersey breeches.

One-mile Handicap—First prize, gold medal; second, entire Jersey suit, presented by Whitten, Godding & Co.; third, billiard cue, presented by Brunswick-Balke Co.

One-mile Safety Handicap—First prize, gold medal; second, Smith & Wesson revolver; third, pair kangaroo bicycle shoes, presented by T. F. Pierce & Co.

One-mile Tandem Safety Handicap—First prize, two leather-cased toilet sets; second, two pairs Lemair opera glasses.

One-mile Tandem Safety—First prize, two fine meerschamp pipes; second, two silver-headed canes.

One-mile Novice—First prize, silver cup, presented by Pope Manufacturing Co.; second, seal ring; third, solid silver charm ("Pigs in Clover"); fourth, Oklahoma house lot (if you can get it).

Entry blanks and all particulars can be had by addressing C. I. Campbell, Box 266, Providence.

In the two-mile bicycle race at Bethlehem, Pa., May 10, under the management of Lehigh University A. A., Riegel, '90, won in 7m. 19 1-5s.

The Yale two-mile bicycle record was reduced from 6m. 24s. to 6m. 21s., at the annual spring games of Yale College A. A., by Clark, of '91, on May 13.

Harriman, of '89, took the 2-mile bicycle race at Worcester Polytechnic A. A.'s spring sports May 11, in 8m. 51 2-5s., with Davis second, in 9m. 4 3-5s.

At the annual spring games of Columbia College, A. A., May 11, the two-mile bicycle race was won by Arthur Jones, of '91, in 6m. 51s., with W. H. Hall second.

Bicycle races, twelve in number, are to be held at Ottawa, Kansas, on June 5 and 6, and many valuable trophies are offered. At least one rider in the Northwest, Colie Bell, will compete, and perhaps others will accompany him.

The open 2-mile bicycle race at Pennsylvania University sports was won by W. Taxis, of the Y. M. C. A., in 6m. 36s., with E. G. Kolb, of the S. E. W., a good second. The 2-mile Pennsylvania University race, scratch, was won by C. B. Kean, of '89, in 6m. 18s., with H. V. Restner, of '92, second.

Two L. A. W. Championship races have been assigned to Ottawa, Kansas, to be run at the Division Meet, June 5th and 6th. In addition, the half-mile, mile and five-mile State championship races will be held there. The Ottawa Wheelmen would seem to be a go-ahead club, and some of our Eastern clubs might profit by their push.

The two-mile bicycle races at the spring sports of Swarthmore College A. A., on May 11, was won by Heulings in 6m. 48s., with Coles, of '92, second. On the same afternoon, at Haverford College A. A. annual field meeting, Nicholson took the half-mile bicycle race in 1m. 45s., with Stokes second and Fox third.

The Intercollegiate Championship games will be held at Berkeley Oval, May 25. The following men have entered the two-mile bicycle race: R. H. Davis, E. S. Bailey, W. B. Greenleaf and R. Browne, Harvard; C. B. Keen, B. Brown and H. V. Register, U. of P.; W. W. Ware, F. A. Clark and A. J. Kountze, Yale; F. A. Delabarre, Amherst; W. H. Hall, Columbia; Fred Gubelman, Stevens; A. H. Zimmerman, C. C. N. Y.; Fred Speakman and W. L. Hurlings, Swarthmore.

RACES RUN AT NATIONAL GUARD ATHLETICS, MAY 10.

One-mile bicycle race, for those who had never won a prize: J. W. Judge, Riverside Wheelmen, first, in 3m. 24 2-5s.; L. A. Schoefer, New York City, second. Two-mile bicycle race: J. F. Borland, Brooklyn Bicycle Club, 20yds. start, first, in 6m. 39 3-5s.; L. A. Schoefer, New York City, 80yds. start, second; E. P. Baggott, New Jersey Athletic Club, 20yds., third. Handicapper for bicycle races, F. P. Priol.



## THE HAGERSTOWN RACE MEET.

In connection with the Tenth Annual Meet of the L. A. W. at Hagerstown, Md., the following races will be run on the third day, viz.: July 4, 1889:

1 Mile Bicycle, Ordinary; L. A. W. National Championship.

1 Mile Bicycle, Safety; L. A. W. National Championship.

1 Mile Tricycle; L. A. W. National Championship.

Half-mile Heat Race, three heats.

2 Mile Handicap.

1 Mile Novice.

100 Yards Slow Race.

1 Mile Club Championship.

1 Mile Team Race.

All open events, L. A. W. rules to govern. The course is a fine half mile track and specially prepared for fast time. Handsome gold medals for all first prizes and valuable second prizes. In the team race the prize will be a fine silk banner. Address all inquiries and applications for entry blanks to Harry B. Irvin, 34 W. Franklin Street, Hagerstown, Md.

BALTIMORE, May 11, 1889.

## WOODSTOCK, ONTARIO.

At the sixth annual meet and races of the Woodstock A. A. A., to be held May 24, or "Queen's Birthday," this interesting programme is outlined:

Bicycle Club Competition, open. Fine secretary for club rooms and silk banner.

1 Mile novice race on road machines. Gold medal; gold and silver medal.

One mile, open to all. Solid gold stop watch; fine diamond sleeve buttons. If 2:40 is beaten in this race a solid gold "split second" stop watch, worth \$165, will be given for first prize.

Five mile, open to all, handicap. Fine diamond ring; fine diamond pin.

Half mile, open to all, handicap. Amateur photo outfit; split bamboo fish pole.

One mile, open to all, handicap. Silver stop watch; pearl opera glass.

County race. Championship of Oxford County. Two miles, on road machines, W. A. A. Cup.

One mile, open to all, handicap; safety machines. Double-barrel breech-loading shot gun; gold-headed cane.

One mile consolation. Combination diamond stud and scarf pin; fine athlete's valise.

Roscoe, the coming amateur of Canada, is rapidly getting in trim for the above, and good time on the asphalt track may be looked for. The Toronto Bic. Club also promises to attend in force. For evening entertainment the Woodstock Minstrels may be looked to as completely filling the bill.

## THE CARRIER TRICYCLE IN A NEW ROLE.

Probably the only bicycle passenger car in America is used in this city. An old chap, who lives out in M street, about a mile from the business centre, has rigged up a four-wheeled vehicle with seats for six passengers besides himself. He is conductor, driver, proprietor and motive power. A very comfortable vehicle it is, for the seats are good and an awning affords protection against sun and rain. Every night this strange vehicle stands near the door of Albaugh's Theatre as the audience comes out, and the proprietor solicits passengers like a hansom or carriage driver. Usually he does not have long to wait for a load, for his route is well known and novelty counts for much in his favor. He charges 10 cents a passenger, and lands his customers at their doors. Sometimes he takes out small pleasure riding parties, and his vehicle is a favorite among the children of his neighborhood. Already he has earned with his wagon much more than it cost him.—Washington letter in *Philadelphia News*.

## A SELECTED LIST OF PATENTS.

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

W. E. Smith, Washington, D. C., Bicycle.

S. Clark, Childs Hill, England, Lamp holder or frame.

M. F. Abbott, Jeffersonville, Ind., Velocipede.

All bearing date of May 14.

In the 2-mile bicycle race at University of Pennsylvania, May 11, a new man, Register, '92, was developed, and one who promises in the future to do some good work for the University.

## THE WHITE FLIER.

Westboro, Mass., is a little Massachusetts town, some seven or eight miles out of Worcester. Westboro is a prohibition town; it is also the location of the White Cycle Co.'s manufactory. The building is about eight minutes walk from the depot, or two minutes run, if you want to get a train. It is situated in somewhat rural seclusion in Cedar or Oak, or some such shrubby-named street; opposite it is a cemetery. The company doubtless kills off advertising agents, men who want something for nothing, and men who want to represent the company on the road. God's Acre is already quite well settled.

The White Cycle Co.'s factory is the cleanest, prettiest place one could see. It is a long, low, brick building, splendidly lighted. There are two out-buildings which will contain the blacksmith and enameling shops, and the boilers and motive power engines.

The company was organized by Mr. Frank White, an enthusiastic Boston Cyclist, who has ridden a type of the White Flier for some time. It is capitalized at \$100,000, has made every effort to put up a perfectly equipped factory and will make a leading string of a high grade safety, of which we present a cut and the most minute description, the latter from the facile pen of "Jack."



This distinctively American machine is the latest among the already large and prosperous cycle family, and bids fair to hold its own among its older brothers and sisters. The White Flier is the product of the White Cycle Co., of Westboro, Mass., and is a rear-driving safety with equal sized wheels of 30-inch diameter geared to 60-inch or more.

THE PEDALS are so adjusted that they can be stopped in any position, and by equal pressure of both feet they become foot rests. The length of the stroke can be varied, pushing one pedal down raises the other a corresponding distance. There are no springs used to draw the pedals back to the starting point, the weight of the one pedal when it is pressed down raises the other one. A very good point in this machine is that any person affected by a stiff knee, or one whose leg has been injured, so as to make one shorter than the other, can by adjusting the pedal and driving chain suit the peculiar conditions. The swing or guide frame hanging from the backbone, on which the pedals move up and down, can be thrust while the rider is in motion to almost any angle. Thus if he wishes a vertical tread the frame can be swung so that the pedals come well under the saddle. If, on the contrary, the rider wishes to change the position and get more of the thrust stroke which uses the thigh muscles, as in a rotary motion crank safety, this can instantly be done by swinging the frame toward the front wheel. This ability to vary the stroke will rest the rider, who may often weary of the monotony of a never-changing motion, and yet by the peculiar construction of his machine he is unable to change it. With the White Flier this is different.

It is claimed that when the driving pedal is on top of the guide frame, and in the beginning of a stroke, the construction is such that the rider has more leverage than at any other point in the whole stroke. The leverage lessens as the pedal moves down and as the legs straighten out, thus equalizing the force to be exerted necessary to drive the machine.

THE BEARINGS of the machine are rollers and the adjustment of the points is so delicate that the bearings are positively dust-proof. It is claimed that the bearings will without adjustment or touching (except of course occasional oiling) wear as long as the machine itself. Some people may say, "Why do they not put in ball-bearings?" Well, simply my friends, because it is an absolute impossibility to make a perfectly accurate sphere of steel. There is not a ball-bearing in the market that has a roll of balls in its bearing-case with anything like uniformity. Micrometer and sensitive scale tests have proved this, and one ball in a bearing case, varying the one thousandth part of an inch from its fellows will raise the d—l with the running of the bearing. A roller-bearing can be turned with positive accuracy so that variations of even the four thousandth part of an inch would unsuit it for the bearing cases which are placed on the White Flier.

And why was the old roller bearing discarded? Simply because it was an imperfect absurdity, which twisted and jammed, and was a source of annoyance and mistrust and danger to the rider of twelve years ago. As soon as the ball-bearing was invented "the trade" discarded the then imperfect roller bearing and used the ball-bearing instead. But if you put properly hardened steel rollers in a case where there is no room to twist, and they will "out-coast old coaster himself."

The front wheel of a White Flier fitted with their perfected (and perfect) roller bearing, ran eight minutes—not by computation, but by the watch—and any one of them will do it, as the most perfect system of interchangeability is insisted upon by the White Cycle Co.

The machine must really be seen to be appreciated. Its beautiful finish, the accuracy and perfect interchangeability of the parts, and the easy, frictionless qualities of the bearing surfaces have captivated more than one old sceptic of a rider of many years experience.

There are no dead centres on the "White Flier." Take any crank machine for instance. When the crank and pedal are at twelve o'clock they are on dead centre, when they are at one o'clock the dead centre is being gradually overcome, when they are at three o'clock, or "fifteen minutes past," the rider has attained his maximum of crank leverage. When the pedal is at six o'clock it is again on dead centre, and all the way from six to twelve o'clock, on the return of the pedal, absolutely no power can be applied to that pedal unless the rider's shoes were fixed to the pedals. Then he will get an upward pull which is very severe on the under thigh muscles. If you have time and inclination drop down and see the factory. It is open to every one.

You can be shown through and see and believe for yourself.

The White Cycle Co. start out handicapped in no way. They have plenty of funds and perhaps the most perfect little factory on the globe for the manufacture of high-grade cycles.

The above cut is a fair representation of the machine. The motion is not awkward or ugly, as in the case of several of the unmechanical abortions which have been a waste of material and a hindrance to enjoyable cycling in this country.

Mr. Frank White is the inventor of this machine, and has spent much time in perfecting it. He is the same gentleman who climbed Corey Hill on a tricycle of his own construction in '85, when that hill had been ridden but once that year on a light tricycle. Much could be said for the machine, but the experience of actual riding this season will be better praise than all the newspaper advertising.

Mr. J. Purvis-Bruce is with the company, and will go among the boys with the new "goat." He will meet his many old friends and make new ones. The White Cycle Company's factory is at Westboro, thirty-two miles from Boston, on the Boston and Albany road. The road from Boston to Westboro is very good. Those intending to visit the factory had better come by way of Boston Common, out Beacon Street to Newton Lower Falls, then by Wellesley, Natick and South Framingham. Here you can either take the shortest road by way of Framingham and Ashland to Westboro, or by way of Southboro to Westboro, which is two miles longer but a better road. If you come out some Saturday bring your pipe with you. You will find "Jack" there, unless he is in New Orleans or Montana or some other place. "Look out for the White cycles."



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

OFFICIAL ORGAN.



OFFICERS FOR 1889.

Chief Consul, W. S. BULL, 754 Main Street, Buffalo, N. Y.  
 Vice-Consul, M. L. BRIDGMAN, 1253 Bedford Avenue,  
 Brooklyn, N. Y. Secretary-Treasurer, G. M. NISBETT,  
 50 Wall Street, New York City. Executive and Finance  
 Committee, W. S. BULL, M. H. BRIDGMAN, DR. GEORGE E.  
 BLACKHAM, Dunkirk, N. Y.

## ANNUAL DIVISION MEET.

To the members of the New York State Division:

The annual Division meet must be held in September.

Clubs desiring the meet should communicate with this office at once, as it is very important in order to insure a large and successful gathering that the time and place be made known to the members at the earliest possible date.

Yours fraternally,  
 W. S. BULL,  
 Chief Consul.

## ATTENTION, TOURISTS.

Touring wheelmen will please note the following extracts from the hotel agreement now in force in the New York State division, and govern themselves accordingly:

"That will during the continuance of this agreement furnish any member of the L. A. W., producing his membership ticket for the current year, accommodations equal in all respects to those furnished to regular guests, at rates to be agreed upon, which are to be found noted in the Record Book."

"That will not accord any privileges, reductions, use or inspection of the 'Record Book,' or other benefits derivable under this agreement to any wheelmen, except members of the L. A. W. who shall produce their individual tickets of membership for the current year."

"That will hang in a conspicuous place in the hotel office the certificate of appointment furnished by the division."

"That will securely keep in the hotel office, at the disposal of L. A. W. members only, a 'Record Book,' which shall be furnished by and remain the property of said division."

THE RECORD BOOKS are placed in such hotels only as sign the above agreement, and in order that they may be used as a means of communication between touring members, who are urged to fully describe the best routes, condition of the roads, points of interest in the locality, and other information deemed of value to members of the League who may subsequently visit the hotel. All entries should be signed and dated.

At the end of the riding season the information contained in these books will be used to correct and enlarge the Road Book.

Yours fraternally,  
 W. S. BULL,  
 Chief Consul.

## NEW YORK STATE LEAGUE HOTELS.

To the members of the New York State Division:

There should be a consul in every place where there is a league member; and, as there should be no place in New York where there is not a League member, I want a consul and League hotel in every city, town and hamlet in the Empire State. The vacancies in the following list of consuls and hotels must be filled at once, as the touring season is at hand:

PLACE.	CONSUL.	HOTEL.
Albany		Hotel Kenmore
Alden		Martins
Alfred Centre		Burdick House
Amsterdam	Seeley Conover	Hotel Warner
Angela	F. W. Warner	Charles Hotel
Angola		Union House
Arena	F. H. McLean	Arena Hotel

Arkville		Commercial
Attica	Hugh Miller	Wyoming
Auburn	Edward Leonard	
Bainbridge	A. M. Welch	Central
Baldwinsville	H. P. Bigelow	
Batavia	L. D. Collins	
Bellmore	Edward Self	
Binghamton	C. E. Titchener	
Blauveltville	C. J. Bogart	Orangeburg Road House
Blue Stores	R. M. Washburn	Blue Stores Hotel
Brooklyn	W. C. Marion, Jr.	K. C. W.
	Geo. G. Teller, L. I. W.	
	W. H. Meeteer, B. Bi. C.	
	Prof. A. C. Richardson	Tift House
	son, B. Bi. C.	
	John S. Kellner	
Buffalo	R. Bi. C.	
	Geo. J. Hearne	The Stafford
	Z. Bi. C.	
	H. E. Ducker	
	R. Bi. C.	
Brinkerhoffville	A. S. Ambler	
Campbell		Central
Canajoharie		Hotel Wagner
Canastota	Chas. H. Wolf	Lewis House
Canisteo	F. H. Peck	Canisteo House
Castile	L. H. Jones	
Catskill	Dr. G. C. Gulick	Windsor
Cazenovia	B. S. Stanley	Hotel Finch
Cherry Creek		Central Hotel
Cherry Valley	Chas. W. Drane	Central House
Chester	John P. Bull	Howland House
Cincinnati	J. W. Osgood	
Clarks Factory	A. E. McLean	
Clifton Springs	H. K. Carpenter	
College Point	G. A. S. Wieners	
Collins Centre	A. C. Bates	
Corona	S. G. Putnam	
Cortland	I. B. Knickerbocker	Messenger House
Croton Falls	Geo. Walton Abrams	Croton House
Cuba	C. O. Osborne	Kinney House
Dansville	Jas. A. Jackson	The Sanitarium
Deposit		Oynaga House
Dawnesville	Geo. W. Holmes	
Dryden	J. Giles Ford	
Dundee		Harpending House
Dunkirk	H. M. Dickinson	Hurlbert House
East Aurora	B. S. Burzette	Globe Hotel
East New York	Jos. C. Van Urff	John Guenther's
East Norwich		Hurrell House
East Springfield	C. F. Gray	Platner House
Ellenville	E. W. Terwilliger	Terwilliger House
Ellington	Geo. E. Haman	Ellington Hotel
Elmira	Chas. F. Stevens	Rathbun House
Flushing	L. A. Clark	
Fort Edward	W. C. Spicer	Eldridge House
Frankfort	L. B. Haynes	Central
Franklinville	Chas. A. Perley	
Fredonia	Dr. A. Wilson Dods	Park Hotel
Friendship	E. G. Latta	American House
Gainsville	E. W. Tiffany	
Garrisons	J. W. Garrison	Highland House
Geneva	John W. Millen	
Glen Cove	R. Frank Bowne	Allen House
Glen Falls	H. W. Knight	Rockwell House
Glen Head	Townsend Scudder	
Gloversville	H. A. Baird	
Greene	A. W. Davidson	Chenango House
Green Haven	J. B. German	
Groton	W. Grant Rhodes	
Havana	Frank G. Hills	Montour House
Herkimer	W. I. Taber	Mansion House
Holley	C. E. Hayden	
Homer	F. B. Carey	
Hoosick Falls	J. C. Haswell	Hotel Fitchburg
Hudson	R. W. Evans	Worth House
Huntingdon	Chas. B. Scudder	Huntington House
Ithaca	G. W. Slocum	Clinton House
Jamaica	Newton F. Walters	Pettit's Hotel
Johnstown	Wm. H. Young, Sr.	Wm. Johnson Hotel
Kingston	James V. Bruyn	Eagle Hotel
Lake George	Herbert Morris	
Little Falls	Geo. L. Smith	Mount Pleasant
Little Genesee	C. L. E. Lewis	Walker House
Livingston	F. H. Clancy	
Lockport	Elmer E. Pool	The Grand
		The Niagara
Long Island City	J. H. Jacobs	
Lowville	C. E. Pelton	Hotel Windsor
Margaretville		Ackerley House
Mechanicville		Mechanicville House
Medina	A. B. Eddy	Hart House
Middlefield		Phoenix Mills Hotel
Middletown	H. C. Ogden	
Milton	A. E. Bell	
Minetto	E. T. Seymour	River Side Hotel
Newark	A. J. Perkins	
New Berlin	H. J. Halstead	Central
Newburgh	A. I. Barton	
New Rochelle	H. F. Fuller	Huguenot House
	Chas. A. Sheehan	Grand Union
	M. Bi	
New York City	L. A. Newcome	Hamblin House
	H. W.	Mount St. Vincent
Niagara Falls	Neil Campbell	
Olean	P. D. Spaulding	
Oneida	J. F. Aldrich	Hotel Brunswick
Oswego		Lake Shore Hotel
Painted Post	C. B. Schuyler	Bronson House
Patchogue		Roe's Hotel
Pawling	F. C. Taber	Dutchess House
Pavilion	Geo. R. Henry	
Peekskill	D. C. Hasbrouck	Eagle Hotel
Penn Yan		Benham House
Perry		Walker House
Phoenix Mills	C. A. Ayres	
Pike	W. C. Smith	Powers Hotel
Port Jervis	E. F. Laidley	Delaware House
Poughkeepsie	Chas. F. Cossum	Morgan House
Princes Bay, S. I.	Robert Bishop	
Purdy Station	L. G. Sloat	
Ramapo	M. Prineveau	
Randolph		Palace Cafe
Richfield Springs	E. A. Hinds	Darrow House
Richmond Hill	H. F. Quortrup	
Richmondville	W. H. Reightmyer	Westover House
Rochester	M. F. Shafer	Powers Hotel
		New Osburn House
Rome		Arlington Hotel
Roslyn		Mansion House
Round Island	Frank H. Taylor	The Frontenac
	(Thousand Islands, St. Lawrence River)	
Roxbury		Delaware Valley House
Sag Harbor	Frank B. Glover	Nassau House
Schaghticoke		American Hotel
Schuylerville		Schuylerville House
Sherbourne	E. W. Smith	Daniels House
Sidney		Hotel Sidney
Skeneateles		The Packwood
Sloatsburg	A. B. Taylor	Taylor House
Silver Lake		Walker House
Silver Springs		Walker House
Springfield Centre	E. A. Ninger	Central
Stanfordville	Rev. Alva H. Morrill	
Stockport	Joshua Reynolds	
Suffern	D. B. Van Wagener	Eureka House
Suspension Bridge	O. Phillips	Atwood's Western Hotel
Syracuse	H. W. Chapin	Vanderbilt House
Tannersville	B. Howard	Roggens' Mt'n. House
Tarrytown	A. L. Embree	Franklin House
Tonawanda	Frank E. Drulland	
Tottenville, S. I.		West End Hotel
Tremont	D. Hamilton	
Troy	E. S. Hamer	
Tuxedo Park	W. D. Phillips	Tuxedo Boarding House
Unadilla	E. S. Brewster	Unadilla House
Utica	E. H. Crosby	St. James Hotel
Van Beuren Point		Van Beuren Point Hotel
Van Etteville	Harry Barfield	
Van Weis Point	Frank T. Snyder	
Verplanck	Henry Tate	
Walton	C. W. Sadler	
Wallkill	J. A. Jansen	Wallkill House
Wappingers Falls	H. H. Brown	Warren House
Watertown	Geo. B. Calder	Woodruff House
Watkins	Jno. M. Thompson	Jefferson House
Waverly	Thos. W. Hawyrth	Tioga
Weedsport	H. E. Rhenbottom	
West Chester	H. M. Randall	
Westfield	Chas. W. Allen	Mintan House
Westhampton Centre		Atlantic House
Westmoreland	N. De Roy Lee	Tobars Hotel
Whitehall	J. D. Culver	
Whitneys Point	L. G. Collins	Beach House
Wilson	W. B. Metzger	American
Wyoming		R. R. Hotel
Yonkers	H. W. Pagan	
	Yours fraternally,	
	W. S. BULL, Chief Consul.	
	754 Main Street, Buffalo, N. Y.	
		NEW HOTEL AT GLEN COVE, L. I.—ROAD FROM MINNEOLA TO GLEN COVE.
		EDITOR OF THE WHEEL:
		Will you kindly state that there has been a first-class League hotel opened at Glen Cove, known as the Allen House; that I can recommend it to all wheelmen. I would also say that the road from Minneola or Roslyn to Glen Cove was in good riding condition. From Minneola brick tavern to Glen Cove is eleven miles, and it can be ridden in one hour without any trouble.
		R. FRANK BOWNE, Consul at Glen Cove.
		Glen Cove, May 13, 1889.
		THE ORANGE ROUTE.
		EDITOR OF THE WHEEL:
		About a year ago I sent you an itinerary of the little-known route to Orange by way of Bergen Hill, Carlstadt, Rutherford and Avondale, which I would now like to supplement with the discovery that one can avoid nearly a mile of stone pavement in Newark by turning off from Washington Avenue where it is crossed by the Greenwood Lake R. R., and following a very fair series of sidepaths through Watessing to Grove Street. Part of this route has improved and part deteriorated since last season, but it is, on the whole, much better riding now than then. The macadam on the Paterson plank road from west side of Bergen Hill to Carlstadt is getting badly worn; but, on the other hand, its completion to the latter place makes the whole distance rideable. Some additional macadam has also been laid and the sidepath improved between Rutherford and Avondale, so that no dismount is now necessary from Carlstadt to Newark.
		A WHEELMEN'S FERRY ON SEVENTY-SECOND STREET, WEST.
		The chief obstacle to making a quick trip from New York to Orange is now the detour which has to be made by either the Forty-second Street or the Fort Lee Ferry to cross the river. Why cannot a wheelmen's ferry be established from the foot of Seventy-second Street, which is a central point for the New York, Citizens, Manhattan and Riverside Clubs? These organizations have at least 300 members in the aggregate, a tax on whom of \$2 apiece would buy a naphtha launch, which could then be run at a nominal expense. Yours truly,
		L. A. W., 2449.
		At the last meeting of the Cycle Club Mr. Chas. G. Lucas was elected to fill the office First Lieutenant C. L. Crush recently resigned from and Mr. W. M. Waters to the office of Second Lieutenant, vice C. G. Lucas, promoted. Resolutions of regret at the departure of Mr. Crush for Chicago were unanimously adopted.



## THE LADIES' COLUMN.

## EDITOR OF THE WHEEL:

Am now in possession of a ladies' safety, and trusting that my experiences may prove beneficial to other ladies, would relate how I fared when learning to ride absolutely the most beautiful steed now in the market for ladies. Have written previously giving reasons why we should ride the bicycle, and now am pleased I can say that I do ride that style machine. A Swift is my choice, which for symmetry and easy running exceeds my expectations, and is a credit to the makers.

The wheel was received at Boston, my brother riding it home for me. Thus, Wednesday night, May 15, found me on a fairly smooth street in front of our domicile fully engrossed with the two-wheeler. Up and down the short street, my brother holding it up and to the beat of his ability "coaching" me; we had what might commonly be called a short "picnic." The first sensible idea I caught hold of was that I must swivel or oscillate the front wheel, and not try to pull the handles by main force from the side it seemed to be leaning toward. Hitherto when I had felt the machine tipping to either side, my frantic efforts to pull that side up by strength were alarming. My brother soon noticed the fault, and though generally he is capable of a great deal of sympathy, I know he was laughing horribly at me and thinking how much strength he had had to put forth to prevent both us and the machine from meeting Mother Earth, also inwardly groaning over the waste of his shoe leather. By and by, when I had got into the notion of swinging the front wheel over to the side it more than frequently tipped; I was able to go a short way alone. A possibly new version of part of one of Scott's favorite poems, depicts in the best language my struggles during this interesting battle:

"We tug, we strain, down, down we go,  
Two wheels above and me below."

My sister now had a try with it, or to be more elegant, commenced her first lesson; doing just as well if not better than I. The first time I tried a small square (one-quarter mile) with its four corners, the combination of a horse in the distance and a large amount of soft sand was too much for me, and I came to grief on the third side.

The result of the night's work was that we could both ride it (after a fashion), but ride it we did around the square several times with no help.

Thursday night we were more expert with it, and finally after practice could mount it. Early Friday morning, before work, I rode four miles in company with my brother, experiencing trouble only on the hills. This was owing to my pulling on the handles as I had been used to do on our tandem tricycle. Friday night it rained, while Saturday morning gave me six miles of easy riding. Sunday, the 12th, I rode forty-one miles, part with the Middlesex Cycle Club, and dismounted on no hills whatever.

Do I need to say anything more but that I consider the bicycle the machine for ladies who ride any distance. I do not attempt to say that it is very easy to learn, and can understand how it may come readier to some than others, but when by an exercise of perseverance you have mastered it, the pleasure fully repays all outlay, and makes me confident that the safety bicycle is the best means of transit yet introduced for the benefit of ladies.

The Middlesex Cycle Club's first run of the season is now a thing of the past, having taken place Sunday, May 12. While it was fairly well attended, twenty-three members participating, the number would doubtless have been increased had "Old Sol" shown his face at the proper time. Early (for Sunday morning) risers found the sky looking decidedly doubtful, while between 7 and 7:30 A. M. it clouded up, and a very sharp shower was the result. The roads being dusty it did no harm, but I fear that the remaining clouds suggested more moisture to the fair-weather riders, who deeming "discretion the better part of valor," stayed at home, thereby missing a good deal, since about noon the sun shone warm and bright. Capt. Morton being absent, the run was conducted by Lieut. McArthur for Harvard Square and Chestnut Hill Reservoir. The former-named place for the convenience of the weaker riders, who might not feel able at this stage of the season to go the full distance. The starting point was

in Malden, and time 9:30. Members from Melrose, Oak Grove, Malden, Everett, Somerville, Cambridge and Maplewood were on hand, and certainly covered a fair amount of territory, rendering a central meeting-place an absolute necessity.

The line was formed punctually (for cyclists). Three tandem safeties, with a lady on each, one lady bicyclist, the rest on tandem and single trikes, gentlemen's safeties and ordinaries, made up the party. The former machines started at the head to prevent mischief. When other wheels came too close for comfort, practice in dodging to the other side of the road was freely indulged. Am afraid that there will be considerable difficulty in uniting the pace of the safety riders with that of the tricyclers. It is certainly different, and in almost every case the gearing of a tandem safety is much higher than the tandem trike, making it difficult for the former to go slow enough for the latter, or the latter fast enough for the former. Besides, it is a recognized item that the safety is going to have the best of the road question, on account of being single-track. Some slight trouble was experienced in keeping the party undivided, owing to the majority of riders not being in cycling trim. Let us hope that the fault can and will be remedied by judicious management, and by no means give any chance for two sections in the club, i. e., a bicycle and tricycle division.

The route lay through Medford, West Somerville and North Avenue, Cambridge, the latter in a most truly terribly muddy condition. Otherwise the roads were fair, and but two or three of the party left at Harvard Square. However, the Wakefield Bicycle Club, now joining us, more than made up the deficiency, and after a stoppage of fifteen minutes we were off, bound for the Reservoir, where we found some members from the other side of the city awaiting us.

Although the different papers said many clubs had called runs for other places, there seemed to be no falling off in the attendance of wheelmen at the Reservoir. A goodly number will always be found safely ensconced within its space, whether the roads see many cyclists or not. Many more than the usual number of lady cyclists were met, and as "a straw shows which way the wind blows," so similarly do we find that more ladies are finding out the benefits of cycling this year than previously.

A rest was taken, new '89 mounts tried, and slight brushes between the racing-inclined wheelmen were watched with interest. The Lieutenant's call for the homeward start found that a few had deserted the ranks, some in favor of visiting convenient friends (who will blame them? it was now very near the never-forgotten dinner-hour), and some had decided to dine at Brighton, while those who found the pangs of hunger less demonstrative, lost no time in mounting wheels and reaching the Beacon Street surface, where plain sailing is easy for all.

The return trip was made over much better roads, which no one objected to; neither was there a dissenting voice heard when some one whispered "Soda." This was the only dismount made, and now we were near Cambridge and Somerville, afterward Malden; at each place one, two, or three saying good-by, leaving the Melrose and Everett members to halve the finish.

A run on Decoration Day is an expected certainty, of which more anon.

MARGUERITE.

Maplewood, Mass, May 13

## SHALL WOMEN RIDE THE SAFETY?

On this topic, a valued correspondent, who gives promise of becoming an adept at writing as well as at cycling, says:

"In regard to cycling for ladies, I have a few words to say. I am comparatively a new rider of the safety, but had previously ridden a tricycle for a couple of years. Having tried both mounts, I think the tricycle cannot be compared to the Safety for feeling at ease and for convenience of control on the road. I am naturally a timid rider, but after learning to manage a Safety, one soon loses that feeling, and enjoys the sport of wheeling in earnest.

I think if some of the young ladies that now ride tricycles could be induced to once try a Safety and see the advantages it possesses, they would at once be convinced that the mount is more enjoyable, and riding much less work. Of course it takes a little perseverance at first to

learn the rudiments, but each succeeding time you find a little has been gained. My fourth lesson found me out on the road, and I cannot describe the delight I felt when I found myself gliding along with apparently very little exertion compared to the labor of propelling my tricycle.

As regards suitable dress, I would say that I have tried a number of different styles and find that a corduroy skirt made plain, about two yards in width, with some soft goods for the waist, gives me best satisfaction. E.

## IRVINGTON-MILBURN ROAD RACES.

Following is a complete list of entries for the road race on May 30: L. W. Beaseley, Jr., T. J. Hall, Jr., T. L. Wilson, Wm. Murphy, R. W. Steves, F. B. Hesse, Chas. Murphy, John Bensing and H. J. Hall, Jr., all of K. C. Wheelmen; Clarence A. Elliott and Fred B. Elliott, of Washington W. C.; Frank M. Dampman, Honeybrook, Pa.; S. W. Merrihew, B. F. McDaniel, G. M. Gregg, Albert Jeffries and Z. H. Lapland, all of Wilmington, Del.; J. Purvis Bruce, Ripley Road Club; Wm. Schumacker, L. I. W.; G. M. Nisbett, N. Y. B. C.; J. Frank Borland and W. F. G. Class, B. B. C.; I. M. Williams, Summit, N. J.; N. F. Waters, B. B. C.; W. M. Taxis, Philadelphia; H. Quor-tropp, Q. C. W.; L. H. Wise, L. I. W.; F. W. Lincoln, Flushing; H. D. Ludwig, Wilmington; F. Coningsby and A. Jelliffe, B. B. C.; H. L. Pyle, Wilmington; John A. Wells, Philadelphia; W. D. Banker, Pittsburg; F. R. Miller, R. W.; W. H. Putney, N. Y. C.; G. W. King, K. C. W.; J. L. Robertson, Jr., H. C. W.; E. Van Wagoner, Bridgeport, Ct.; W. I. Wilhelm, Reading, Pa.; J. H. Mellor and J. W. Bates, Pros. H.; F. Gubelman, S. B. Bowman and E. P. Baggot, all of H. C. W.; David Morehouse, K. C. W. Forty-six in all.

## LONG ISLAND WHEELMEN'S MILEAGE.

## TEN HIGHEST RECORDS FOR APRIL.

L. H. Wise, 770 miles.	A. P. Topping, 487 miles.
E. L. Blake, 464 miles.	Wm. Schmid, 445 miles.
E. F. Beecher, 431 miles.	F. E. Bogert, 420 miles.
Wm. Schumacker, 400 miles.	U. Palmedo, 331 miles.
W. J. Gilfillen, 314 miles.	G. G. Teller, 305 miles.

## TEN HIGHEST RECORDS TO MAY 1.

L. H. Wise, 1,723 miles.	Wm. Schmid, 1,261 miles.
W. J. Gilfillen, 1,100 miles.	A. P. Topping, 920 miles.
E. F. Beecher, 800 miles.	F. E. Bogert, 712 miles.
E. L. Blake, 690 miles.	G. G. Teller, 662 miles.
Wm. Schumacker, 644 miles.	Wm. Hawxhurst, 550 miles.

## SURREY SPRING MEET.

This important meet was held at Kenington Oval, April 27. The mile bicycle scratch for the Sydney challenge cup brought F. P. Wood and T. J. Osmond together, Wood winning in 3m. 14 2-5s., Osmond going very stale.

The 10-mile race for the challenge cup, which has been won by Cortis, Speechley and Furnivall, in their day, also fell to Wood, Osmond riding second. Wood will undoubtedly be among the foremost of the cracks this season.

The American papers still persist in spelling Syner's name Snyder.—*The Cyclist*. Which American papers please? Why not be specific, or let it alone?

Four members of the Minneapolis Bi. Club, Messrs. Stockdale, Hale, Grant and Colie Bell, made the trip of ninety-two miles from Minneapolis to Mankato, on May 4, arriving there in fine shape. A start was made with five men, but one had had enough at Le Seuer, and took the train for home. The long ride over sandy and hilly roads reflects great credit on the staying qualities of the plucky participants.

Efforts will be made by the Minneapolis Bi. Club and other interested riders, to have the State L. A. W. meet in September held in that city.

The Lynn Cycle Club has decided not to hold a race meet at Glenmore Park this year, on Memorial Day, but a committee has been appointed to arrange for an entertainment there later on.

On Sunday, May 26, the Lynn Cycle Club will make a run to some point ten or twelve miles out, where a spread will be served and all local wheelmen invited to participate. An invitation of that sort ought to bring out a fair attendance if anything will do it.

All our young readers should read "Jack's Jottings" in this number. "Jack" sermonizes on alcoholism, physical beauty vs. ideal mentality, or what we should marry, society and a multitude of things, all in his own mellifluous strain.

## GOOD FOR BOYS.

Mr. Thomas Lloyd, of Queens, L. I., having offered a prize for the fastest 1/4-mile ridden by boys under 13, flying start, up to date, these times are on record: R. W. Kellogg, 57s.; W. A. Kissam, 57s.; C. C. Hendrickson 57 3-4s.; J. B. Lane, 1m.; D. Doughty, 1m. 1 2-5s.; C. B. Hendrickson, 1m. 2 4-5s.; H. Hendrickson, 1m. 3s.; R. P. Hendrickson, 1m. 4s.; W. Demorest, 1m. 4 1-5s. The track is now open to boys for practice. In addition to prize mentioned, a gold medal will be given to any amateur breaking track record of 2m. 59 4-5s.



## TACOMA, WASHINGTON.

The 30th of April, 1889, and its festivities are of the past. To be sure, we had no great parades, either upon land or water, nor have we participated in any Centennial Ball. But Tacomans, and those particularly who are members of the Tacoma B. Club, will long treasure the memory of the most glorious celebration ever attended in this city.

The day was perfect, and everybody was happy in anticipation of the pleasures before them. Captain Prince Wells had called a club run to American Lake, and after spending a few moments with a photographer, the party of fifteen started for that beautiful sheet of water. It was the jolliest crowd the club had ever gathered together for a run, and, strange to say, no "kicking" was indulged in, excepting when Halsted's Star kicked up its front wheel, sometimes causing its rider to take a back dismount. It was the first time in over a year he had ridden his Star, and consequently the boys started in to have some fun with the coffee mill. Upon reaching the prairie roads the boys started a scorch, probably to see how every one had trained up for the road race. To the surprise of all, Halsted and his Star proved themselves invincible at the end of the three-mile race, with Prince Wells in the rear 100 feet, and Karl Thompson a good third.

The next excitement occurred at that part of the road which is crossed by a brook. All the boys had signified their intentions to ride across the foot-bridge, which is about thirty-five feet long and only ten inches wide. This bridge has a very bad approach, which adds greatly to the risk attached to crossing it, and although it has been ridden only twice this year (by Thompson and Halsted) still all of the boys have made many attempts, which have always resulted in an impromptu plunge—not even do I except Mr. Prince Wells, the champion unicycle rider of the world, for he also has cooled off in this same gurgling brook. But yesterday Wells rode the narrow plank without a waver, and the spirit of emulation so swelled the manly breasts of the others that half a dozen safely crossed what before had appeared to them an impossibility. But 'tis a poor rule that won't work both ways," which was proved when "Dear Brother" Baker took a fair and square header. As he "bobbed up serenely from below," he heard a most hearty shout from his companions, who urged him to try again. But he was more discreet than some others who followed him, and decided that he had taken enough water for one day. Halsted next tried his luck and twice saved himself a drenching by resorting to that convenient back dismount known only to riders of Stars, but the third time he took a fair and square header, but, by dexterously "spreading" over the handle bar, landed feet first. Like Brother Baker, he was satisfied, especially as he had ridden the bridge twice on his Expert. The final act of this comedy was left to the tender mercy of our worthy and handsome Mr. Brackett, who had fixed up to kill the gentler ones whom he expected meeting at the lake. His first and second attempts were faulty, but his third trial proved to be most excellent, for he succeeded in getting over—well, I should judge about seven-eighths of the bridge, when something happened. We saw a splash, a mighty upheaval of the waters, and our hero had disappeared—excepting his new straw hat, that was seen floating off toward the lake. We next beheld an object similar in appearance to the famous "What is it," of circus renown, which subsequently proved to be him who had so shortly before presented such an immaculate appearance. Mud from crown to heel but faintly tells the story. A desire to spare his feelings precludes my going further into details.

But even the dampened spirits and clothes of those who had coveted the waters of the Babbling Brook were forgotten upon arrival at the picnic grounds.

The committee in charge reserved seats for the bicycle club, and to our utter surprise, tempted us with most delicious viands, including lemonade and—well they wanted us to keep "Mumm." Some of the boys said it was a very wet occasion, but the writer is of the opinion that it was "Extra Dry" (and the best procurable).

After thoroughly satisfying the appetites of our party, a trip on the steam launch was enjoyed, and subsequently the party went off in pairs—some to row, and others to meet friends. Most of the boys took a swim, and afterward spent an hour or two rowing about the lake—darting in and out of the many little bays and inlets that fringe the shore, and also exploring the several islands. Many tete-a-tetes were suddenly interrupted by "those horrible bicycle boys," of course, accidentally. Culver was the most fortunate of the boys, as he successfully captured "three little maids from school" who graced his boat. Ed. Barlow was also noticed flitting hither and thither, and seemed to know everybody. Poor Will Brackett's appearance prevented his mingling in the crowd. But it is said he went off "by his lone" to a quiet nook and with him took a—"Mumm" to drown his troubled mind. Prince Wells and Ed. McCoy were lost to the eye, but their merry laughter attested their proximity. We all regretted Bert Manning's inability to ride his wheel, in consequence of his recent fall, but he was present on horseback, and was able to participate in the ceremonies.

Taking things all in all, the throngs of people who visited the lake during the day expressed themselves as highly pleased with the general entertainment, and many were the congratulations showered upon the committee who had framed the programme. For my part, I wish there were some more Centennials to be celebrated in the near future.

The 11th of May is coming, on apace, and all the contestants who have signified their intention to compete in the 20-mile road race are getting into good shape. Thompson, Halsted and Wells are riding in great form, Halsted being the favorite, as is shown by the several wagers that have been made. Wells is thought too light to stand a hard race from start to finish. Thompson is a strong, steady rider, but he lacks experience; however, he may surprise some of the older riders. There is a great amount of mystery surrounding Ed. McCoy, especially since he has received his new mount, on which he has shown much better speed. Messrs. Seares, Avery and Clark, (ex-champion of Canada) will compete, and we are in a blissful state of uncertainty as to their chances of success.

May the best man win, and no accidents mar the pleasure of the day, is the wish of

SNOHOMISH.

May 2, 1889.

LATER.

Special telegram to THE WHEEL, May 13, 1889.

"Halsted wins the 20-mile race in 1h. 26m., with Thompson second, and McCoy third.

## RHODE ISLAND WHEELMEN'S ANNUAL RUN.

The touring committee of the R. I. W. has arranged for the annual run Monday, May 20, according to the following circular:

Leave Providence Depot for Sharon at 7 A. M., arriving at 8:05. Morning run about 21 miles. Leave Sharon station at 8:15 and through Sharon village northerly to Old Bay road; thence direct through South Canton and Canton Corners to Ponkapoag, from Ponkapoag, via Canton Avenue, skirting Blue Hill, through Milton Centre, to School Street (near Milton Lower mills); School Street and cross Neponset River; River and Washington Streets, through Dorchester, branching off near Blue Hill Avenue for Franklin Park, and to and around the Playstead; Walnut, Warren, Cabot and Tremont Streets, Columbus and Warren Avenues, to Clarendon Hotel, Tremont Street, and dinner at 1 o'clock.

Afternoon run, about 13 miles, leaving hotel at 3 o'clock, and via the new boulevard to Chestnut Hill Reservoir and return. Go-as-you-please supper at J. M. Hill's new restaurant, corner of Boylston and Washington Streets. Train for Providence at 8:30 P. M.

All wheels must be at depot at 6:45 A. M., and must return on the 8:30 train to Providence.

The expense of the run will probably not exceed \$4 a person. Other clubs of this State, the Columbia Bicycle Club, of North Attleboro, Mass., and all members of the Rhode Island Division, L. A. W., are cordially invited to join in the run.

Pers ns intending to participate in the run must notify George L. Cooke, Box 1101, Providence, R. I. on or before Thursday next. If stormy, the run will be indefinitely postponed.

## WHEEL GOSSIP.

W. W. Stall, of Boston, wants a good repairer.

George Warwick was in Gotham on Friday last.

Miss Eisinger, of the Harlem Wheelmen, has just purchased a Swift.

C. R. Overman is at the Overman Wheel Co.'s Washington store, making things boom.

Our "Marguerite" received her ladies' safety on Wednesday and was able to put in forty-one miles on the Sunday following.

The Universals, one of Brooklyn's younger cycling clubs, disbanded last Tuesday night. Probably the members will unite with other clubs.

A moonlight steamer excursion by the Cycle Club is to be held the middle of July, and, as theatrical posters say, it will be "the event of the season."

A serious header was indulged in recently by Mr. Ben Shepard, of Mankato, Minn., his right arm being broken in two places and face badly bruised.

The large riding park of the Capital Cycle Co. is now protected from sun and storm by a handsome tent made for them by Boyle & Co., of New York.

An important discovery has been made by L. A. W. number 2,449. He tells how to avoid a mile of stone pavement in Newark, on the route to the Oranges.

The Capital Cycle Co. report that they are entirely out of Ladies' Light Psychos (39 lbs.), the demand has been so great, but they expect to begin shipping this week.

At the last meeting of the Long Island Wheelmen the following gentlemen were elected members: Adolph Birick, Jr., Chas. M. Nichols, Chas. L. Taylor, G. B. Van Wart, J. H. Bagg and F. Schmidt.

On Centennial Day five members of the Atlanta Wheelmen had a run to Morristown and return. The Passaic River was so swollen by recent rains that some 200 feet of wading sans shoes and stockings was needed.

Three Nashville riders took a run of ninety-five miles last week, going to Columbia and return. Though several hours were spent at the county's capitol, and a hot headwind bothered them all the way out, the return to Nashville was accomplished before dark.

The Capital Cycle Co.'s latest importation, the Psycho Light Roadster, is meeting with great favor among experienced wheelmen. It proves to be a very fast, stiff road machine, and its weight recommends it to good riders, who know how to care for and enjoy a light wheel.

The season for long runs is once more with us, and even in the sunny south—popularly supposed to be too warm for "scorching"—wheelmen are trying a foot at it. From Nashville, Tenn., to Murfreesboro, by way of Lebanon, is pronounced a fine run, and can be covered in a day.

A hill-climbing contest will vary the monotony of the annual club run held by the Northampton Wheel Club, May 30. What is known as "Round Hill" will first be essayed, and if that proves too easy a task, the scene of action will be transferred to "Hospital Hill." Safeties are not barred.

The Sunday club run would seem to have come to stay among the clubs in Boston and vicinity. Eight regular runs are reported on last Sunday, besides the tally-ho combination run of the Boston Bicycle Club. This was taken through Dorchester and Milton to Quincy and return, led by Capt. Kendall on his wheel.

Mr. R. P. Gormully, who has been in New York several days, left for Chicago Tuesday evening. He reports excellent business in "G. and J." goods, reports sales of 70 per cent. ordinaries and 30 per cent. safeties, and states that he doesn't know "Uncle Sam." The men at the "G. and J." factory are working thirteen hours a day.

The rules governing bicycle and tricycle riding in Prospect Park, Brooklyn, recently adopted by the Board of Park Commissioners, are so reasonable and sensible, that we recommend them to the consideration of all park officers in other cities. We reproduce them in another column. President Luscombe is one of the Commissioners.

Regular runs are announced for May 19, 26, and 30, by the Cambridgeport Bicycle Club, Cambridge Bicycle Club, Charleston Rovers, Somerville Cycle Club and the Dorchester Club. If all rideable roads are not tested that day it will not be the fault of their well-laid plans. Particularly on Memorial Day will the wheel be a common sight.

The proposed Southeastern tour to be taken in Alabama next month will cover some 800 miles of territory, much of which has never felt a bicycle tire. With caves to explore, whiskey stills to discover and sample, and the curiosities of natives and dogs to gratify, the prospect is at least mildly exciting. A camera will be carried, and our Macon correspondent may be counted on to let us have a detailed account.

A new bicycle club has been organized among the Y. M. Gymnastic Club, at New Orleans, with thirty members, fifteen of whom are active ones. Officers elected are as follows: President, H. R. McLean; Vice-President, R. E. McKnight; Captain, Chas. Fourton; Treasurer, D. H. Marsh; Secretary, A. J. Boissoneau. A wheel room will be built by the gymnasium management as soon as the active membership reaches twenty-five.

ALL TOGETHER, PLEASE.

Roll on, my wheel, roll on!

O'er road and pathway smooth,

Roll on!

It's true I've lots of bills o'erdue;

It's true my prospects all look blue;

But don't let that unsettle you,

Never you mind,

Roll on!

An interesting article from the ready pen of "Verax," going quite fully into historical details and covering six pages in the May number of *Wheelmen's Gazette*, not only gives much good advice to clubs in need of that article, but incidentally throws in a good portrait of the writer. Several illustrations adorn the pages, among them views of the present club offices and cuts of the Lincoln Club House and Gymnasium interiors. The constitution and by-laws, reproduced in full, may serve other clubs to model theirs upon.

On Sunday last Messrs. McFadden, Bogart, Chamberlain and George Daniels rode from the Getty House, Yonkers, to the New York Bicycle Club House in 49m., including a stop for seltzer (?). They made a "loop" on the way. What a "loop" is no one but the "big four" knows. The joke is so good that the record-breakers have been asking the boys to "step up," and "imbibe" ever since they rode that 15 miles in 49m. The four claim that they can break any existing road record if they can only finish up with a "loop."

The Louisville *Commercial* of Sunday last contained a cut of a good-looking phiz labeled Mr. Harry T. Esterle, and described as the oldest rider in that city, formerly secretary-treasurer of the old Louisville Wheel Club, and one of the most prominent members of the Louisville Cycle Club. Mr. Esterle, though father of a family, and with a cycling experience of eight years, has an excellent habit of frequently riding ten or twelve miles before breakfast. As so often the case with old wheelmen, the ordinary is good enough for him.

"Safeties are a craze here, and the manufacturers know it, and no doubt the conservative tone of the cycling press is due to the fact that the manufacturers and dealers wish to 'unload' a heavy stock of ordinaries. Why, there seems to be two to one safeties in Chicago at present, and thence increasing." Senator Morgan thus writes to the *Cyclist*. The cycling press has printed hundreds of columns of stuff in favor of safety vs. ordinary. The senator calls this conservatism. But never mind, the Senator must get back at us for exposing his little game to swindle the good people of New England.

According to the Newark *Sunday Call*, clubs in that city so favored with good roads in the immediate vicinity, are contemplating admitting to active membership lady riders, and where the by-laws conflict, a change may be made. The Orange Wanderers, with a lady membership of nearly one-third that of the male riders, would seem to be possessed of liberal ideas in the matter. Possibly the fact that several of the members' wives ride tandems with their husbands may have caused this wise move on the part of the Wanderers. A regulation costume is worn of dark flannel (usually navy blue) with full short skirt and blouse. A distinguishing mark is the letters "O. W." marked in white upon collars. The Wanderers would seem to be composed of proficient riders, many making use of their wheels to ride to and from business. One member's hair and beard are whitened by the snows of seventy winters.

Chief Consul Emery's circular letter to the wheelmen of Massachusetts, appointing Messrs. Simmons & Co., of Boston, League tailors to Massachusetts, will probably be a dead letter. The Uniform Committee have selected a League tailor, and the Chief Consul was at once notified that his appointment could not hold good. Secretary Bassett's supply of cloth was at once cut off. Messrs. Simmons & Co. expected to order their cloth through the secretary. Some two years have been spent in getting up a League uniform and obtaining satisfactory service, and now that some degree of success has been achieved it seems unwise to commence undermining the system. If Massachusetts is permitted to appoint her own tailor she will in time desire to select her own cloth. Other States will claim the same privilege, and the League will lose any distinctive uniform. We do not say that this would or would not be a good thing, but so long as there is a League and a League uniform why not stick to it.

GOOD, IF TRUE.

A New Trick Rider.—A really remarkable and clever performance was witnessed on Easter Monday at the Aston Lower Grounds. A new trick rider in the person of A. H. Minting, for the first time accomplished the wonderful feat of riding up a spiral fifty feet high on one wheel. As this was his first attempt in public, fully 10,000 witnessed the attempt. Precisely at the appointed time Minting appeared and was greeted with rounds and rounds of applause. After going through a lot of tricks that would do credit to Canary, Temple, or even Kaufman, the youth prepared to ascend the spiral. It being the first time, he no doubt took longer than he would usually do. All being now ready, Minting, without a second's hesitation, mounted his wheel, and before you would have time to look about you he was at the top. The greatest difficulty, however, was the descending, during this part you could hear a pin drop in the big hall, but Minting again mounted his wheel, and, with the coolness of a judge, descended safely with apparent ease. Minting, we believe, appears at the Paris Exhibition. He is only seventeen years old, and can safely claim the title, Champion of the World.—*Cyclist*.



The White Cycle Co. will soon open up a Boston agency, and a little later in the season an agency in New York.

The project to duplicate in marble the arch erected at Washington Park, New York City, for the centennial celebration, has aroused the patriotism of Karl Kron, who lives on the Square. Mr. Kron writes an interesting column-long letter to the *Commercial Advertiser* of May 13, and another long letter to the *Advertiser* of the 14th, both of which will attract considerable attention to the arch and the propriety of erecting it at Washington Square. Karl's letter is written in the logical and elaborately exhausting style so well known to cyclists.

John Reginald Blake, alias "Fenton," made a distinct success in the Seventh Regiment burlesque, "Mephistopheles," recently presented at the Metropolitan Opera House. Blake will join the Madison Square Company next year. He has decided dramatic talent

**ZOOK, Lititz, Pa.**

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.

**WANTED**—A 48-inch Expert Columbia in good condition. Address, stating condition, finish and price G. G. Teller, 1281 Bedford Avenue, Brooklyn. tf

**A BARGAIN**—Must sell at once. 50-inch Columbia Standard Bicycle, in good condition. Price, \$30. W. A. Clark, Half-Moon, Sar. Co., N. Y. 5-17

**FOR SALE**—Psycho Tricycle, suitable for lady or gentleman; in excellent condition; light and strong and very easy-running. Price, \$90. Bryant, 847 Prospect Place, Brooklyn. 5-17

**NARRAGANSETT PARK, PROVIDENCE.**

**Grand Bicycle and Athletic Touraament,**

**Decoration Day, May 30, 1889,**

**AT 1 O'CLOCK P. M.**

The Bicycle Events will be as follows:

- 2 Mile L. A. W. National Championship.
- 3 " State Bicycle Championship (open).
- 1 " State Safety Championship, L. A. W.
- 1 " Team Race (open).

- 1 Mile Novice.
- 2 " Open Safety.
- 1 " Open Bicycle.
- 1 " Handicap Bicycle.

- 1 Mile Safety Handicap.
- 1 " Tandem Safety (open).
- 2 " Tandem Safety handicap.

The other Athletic Games will be announced later on.

The events will be run off in a different order to suit the entries. So it will be for your advantage to enter early, if you are going to enter more than one event. It would be a good idea for all racing men to look up the League rules in January 25, 1889, number of the *Bi. World*, as we shall keep close to them. Entrance fee \$1.00 for each event. Fees must positively accompany entries, to be sent to

**C. I. CAMPBELL (Box 266), Providence, R. I.**

General admission to grounds, 35 cents. Grand stand seats from 3,000 to 4,000, 10 cents and 25 cents extra. The prizes will be medals for first, and valuable prizes for second and third. The Bicycle races do not commence until 2 P. M. Handicap races close May 23; other events May 27, 1889.

**HOLMES & CO.,**  
**No. 109 KINGSTON STREET, BOSTON.**  
—Manufacturers.—

We Call Special Attention to a New Feature in JERSEY SHIRTS for Gymnasts and Athletes.



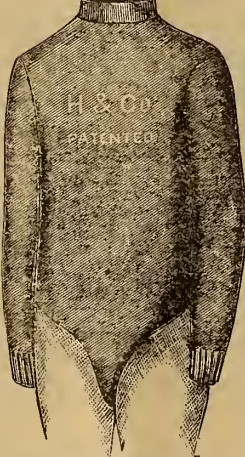
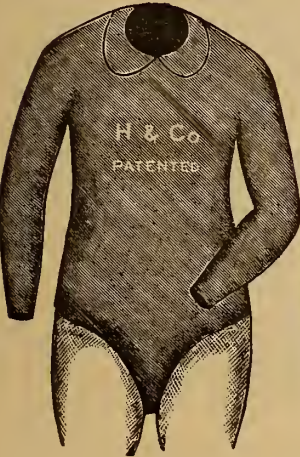
No. 887.  
\$5.00.

No. 868.  
\$4.50.

No. 887—We have sold the New York and Chicago Base Ball Clubs, Detroit, Washington, Indianapolis, Pittsburg, Cincinnati, All-America, Des Moines besides several Amateur clubs.

No. 884.  
\$4.00.

No. 859.  
\$3.50.



No. 868—Not only keeps the shirt down in place, but acts as a supporter. BICYCLE RIDERS, TRY THEM.

No. 884—Bathers and Gymnasts wear these shirts either over or under tights. TRY THEM.

No. 859—These Garments are patented, and all imitators will please let them alone. BATHERS, BASE BALL CLUBS, GYMNASTS, TRY THEM. Send Stamp for Catalogue.

**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	3/4 inch	14 inch	5/8 inch	31 lbs.	27 inch	\$35.00
42 inch	3/4 inch	14 inch	5/8 inch	33 lbs.	29 inch	40.00
44 inch	3/4 inch	16 inch	5/8 inch	35 1/2 lbs.	30 inch	45.00
46 inch	7/8 inch	16 inch	3/4 inch	38 lbs.	31 inch	50.00
48 inch	7/8 inch	16 inch	3/4 inch	39 1/2 lbs.	32 inch	55.00
50 inch	7/8 inch	16 inch	3/4 inch	41 lbs.	33 inch	60.00

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









# DELIGHTFUL TRIP IN THE WALL-KILL VALLEY ON A MACHINE.

CONCLUDED.

At Conashaw, midway between Milford and Dingman's, we would advise all tourists to sample the pure spring water to be found in the well near the bridge, as its flavor seemed to us particularly appetizing. Nature's vacuum was liberally supplied at Bushkill in the shape of a good dinner, and though, on account of the lack of time, we did not visit either the Bushkill or Conashaw Falls, they are highly spoken of, and should no doubt be seen by all who have the opportunity. There is only one fault to be found with the road just described, viz, its comparative narrowness, and on this account, on the return trip to Milford, an accident befell two of our party, which, happily, did not have as serious a result as it easily might have had. The narrator was in the lead a short distance and met a two-horse stage. Asking for room to pass he was surly given it, the ladies in the stage looking as if they liked not the chance of the animals shying. The other two cyclers were about forty yards back, and, though they asked the Jehu for room, he paid not, or seemed not to pay, the slightest attention to their request. The "Star" rider immediately applied his brake, forgetting, in the excitement of the moment, his "Ordinary" friend, who was in the rear, and slackening his pace so suddenly that the rear man ran into him, causing a nasty fall down a (fortunately) dry and grassy ditch, the other rider falling on top of him. Providentially neither the frames of men nor machines were broken, and after the fallen riders had bountifully told the driver what they thought of him we went on. The cyclist not in the melee happened to look round just as the accident was taking place, and the sight of the one rider and machine falling plump on the top of the other was too much for his risibilities and he had to laugh both long and loud, thus adding greatly to their chagrin. We heard, the same afternoon, of another accident, to a New York doctor, which took place on this road, he being thrown by a driver who refused to extend to him the courtesies of the road and allow him room enough to pass, the doctor being, consequently, seriously bruised. In this case, however, justice was partly meted out, as the man of medicine, to revenge his injured feelings, threw a small-sized rock at the retreating form and "winged his bird."

There is no railroad at Milford, and, therefore, on Saturday morning we wheeled to Port Jervis, and, taking the Erie railroad, returned to New York, with the satisfactory feeling of having enjoyed ourselves immensely, viewed some charming scenery, took some much-needed exercise, and last, but not least, laid in a new store of health. There can be no doubt that the tour described is a very delightful one, and that a cyclist desiring to see something of the country and spend many agreeable hours cannot make any mistake in covering the same ground.

League hotels and rates will be found in the following table, comprising the Hudson River, Wallkill Valley, and Pike Co., Penn., districts: Cornwall, Wiley's, \$1; Highlands, Highlands', \$2; New Paltz, Stein's, \$2; Walden, St. Nicholas', \$1.50; Port Jervis, Delaware House, \$2; Milford, Crissman's, \$2; Delaware Water Gap, Kittaniny, \$2.

ASHTON NICHOLS, L. A. W.

## "FOR WE'VE BOTH BEEN THERE BEFORE!"

The new dissipation of tandem practice is becoming very prevalent. Hardly an evening but a score of the double-seated tricycles are rolling more or less erratically over the roads in and near the park. The friendly cover of night is necessary on account of the liability of skirts to tangle up in the wheels, for the seats of a tandem are not comfortable or convenient as an arm-chair.

The tandem is an innocent-looking contrivance, and as it can stand alone and does not rear and plunge like its two-wheeled cousin—the bicycle—it is generally regarded with confidence. This confidence has, however, at least in one instance, been rudely shaken.

Statesman J. J. Kenny, clerk of Police Court No. 1, was out last Wednesday night with his very best holiday girl, when a tandem glided smoothly by, bearing an interesting couple, Mr. Kenny's young lady thought that riding on a tandem must be awful nice.

Mr. Kenny gallantly offered to give her a tandem ride and she accepted the offer.

Mr. Kenny engaged one of the machines and trundled it to

a secluded spot on the road, and there, after some difficulty, they took their seats and started off.

In half an hour Mr. Kenny, all alone, walked into the place where he had rented the tandem, dragging the machine behind him. He was pale and tired and his high collar had melted with perspiration.

"We had a hard time," he said, with an effort at cheerfulness.

"Yes, I saw you on the road," answered the man in charge, carelessly.

"Did you?" eagerly inquired Mr. Kenny. "What was the matter?"

"You were both on backwards."

Charley Schwabach's spring opening was held at his Prospect Park store on Thursday evening last. The wheels had been stored away, many of them overflowing onto the sidewalk, and the salesrooms, repair shop and locker rooms were open to the guests. A large number of wheelmen were present and congratulated Charley on the growth and improvement of his place. A platform has been built in the salesroom, almost doubling its capacity. The repair shop has been enlarged and new apartments, well arranged and well ventilated, have been added. The features of the opening were opening "hard and soft" stuff, *ad lib.*, a speech by the proprietor and a presentation of a basket of flowers to him.

## LONG ISLAND CYCLE CO.,

1150 Fulton Street,

BROOKLYN, N. Y.

JOHN BERRY, - - Manager.

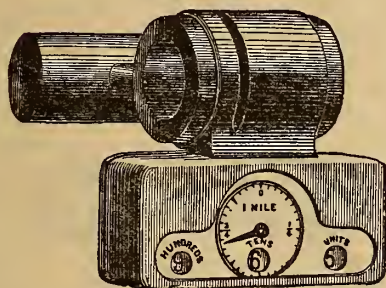
Cycles and Accessories.

Best makes of Wheels to Rent.

HIGH GRADE REPAIRING A SPECIALTY.

## 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.

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

REMOVED TO

Broadway and Chambers Street, Stewart Building,  
NEW YORK.

Manufacturers of

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



## “OUR AMERICAN CORRESPONDENT.”

The utter folly of one man's trying to cover and elucidate all the points that the cycling industry in this country fairly bristles with, is clearly shown by the perusal of the last communication to the *Cyclist* from “Uncle Sam.” Speaking of the “Eagle” bicycle, one of the most new and original types put on the market this season, he does his little best to spread a foolish surmise that Colonel Pope (thinly disguised as “Colonel What's-his-name”), is backing the manufacture of this wheel, because of a long-standing grudge against the Star, another type the Eagle somewhat resembles in general appearance. It might perhaps be a good business policy for a concern that can hardly fill its own orders, to contract with a manufacturing company in another city to secretly build wheels to undermine a rival's popularity, but we hardly think the same concern that already supplies two

other rivals would be selected in that event. The facts in the case, as “Uncle Sam” might easily find for himself, are these: The “Eagle” is built by a regularly organized stock company, with distributing head-quarters at Stamford, Conn., and every wheel turned out is built by contract with the Ames M'fg. Co. at Chicopee, Mass., no machine being accepted that does not in all ways come up to the high degree of finish called for by the contract. The fact that for a new wheel, the finish of the Eagle is remarkably good in all points, may have led the sapient correspondent into his error, and his surmises have been twisted into would-be facts.

The early closing movement this season promises to be almost universal, hardly a store of any standing in the large cities throughout the country remaining open Saturday afternoons, and the great majority of them closing at 5 o'clock on the other week days. To aid in furthering this movement the Pope Manufacturing Company, of Boston, has issued a handsome lithographic announcement card which gives the hours of closing, and is convenient to hang in window or door. These cards are sent free upon application.

## The Cyclist and Tourist,

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

## ENAMEL AND TIRE CEMENT.

Best in the Market.

PUT UP IN BOTTLES AND BOXES FOR THE TRADE.

Write for Prices.

W. I. WILHELM, Reading, Pa.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th Avenue, New York.

## HOLMES & CO., BOSTON, MASS.

### FULL PANTS.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam being a selvedged edge, is small and flat and will not rip. *Buttoned in Front, same as Pantaloon, without Certain Objections.*

826. H'vy Rib, d'bl. seat, straps and pock., \$4 50  
828. H'vy Rib, imp'd d'bl. seat, strap & " 4 50  
627. Plain Stitch, heavy and pocket, 4 50  
Silk, " " \$10 00 to \$15 00

### JERSEY-FITTING STOCKING.

3-3. Full Fashioned, Narrowed at ankle, in black, navy, League brown, grey-mixed and any other color, \$1.50

3-1. Black, navy, grey-mixed, \$1.25.

1-1. Black, navy, grey-mixed, \$1.00.

Send for Illustrated Catalogue and Price List.

Manufactured by

**HOLMES & CO.,**  
109 Kingston Street, Boston, Mass.

## 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.

## Improved 5-inch Acme Steel Wrench.

FOR POCKET AND BICYCLE USE.

THE STRONGEST AND BEST.

Made of Best Quality Steel.



Weight, 6 1-2 oz.

NICKELED AND BRIGHT FINISHED.

EVERY WRENCH WARRANTED.

For sale by all cycle manufacturers and dealers.

CAPITOL MFG. CO., Chicago, Ill.

## 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.

## Second-Hand BICYCLES and TRICYCLES.

New York Bicycle Co.,

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.	Cdn.
460	48	Columbia Semi-Rdstr.	\$75 00	\$45 00	4	3	3
466	55	Columbia Lt. Rdstr.	140 00	75 00	3	1	3
469	—	Kangaroo Sty. (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
485	50	British Challenge,	130 00	30 00	4	4	7
487	54	Special Club	135 00	65 00	3	1	7
489	—	Springfield Roadster,	85 00	50 00	3	1	6
490	54	English,	135 00	50 00	3	2	6
493	—	Springfield Roadster,	75 00	45 00	4	1	6
494	55	Racer,	100 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
506	54	British Challenge,	140 00	50 00	7	2	5
508	54	Sanspareil,	135 00	40 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
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
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
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
563	50	N. Rapid Lt. Rdstr.,	130 00	80 00	4	1	5
565	54	Columbia Standard,	110 00	40 00	3	3	5
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. Roadster,	132 50	115 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
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
607	45	Special Pony Star,	150 00	85 00	3	Ball	1
608	50	Victor Lt. Roadster,	125 00	90 00	4	1	2
610	51	Columbia Lt. Rdstr.,	135 00	115 00	4	1	1
611	—	Victor Safety,	135 00	105 00	4	1	2
612	52	Premier,	125 00	50 00	1	2	6
613	48	Columbia Expert,	125 00	70 00	3	1	7
614	50	British Challenge,	135 90	25 00	3	1	8
615	48	Special Star,	125 00	65 00	4	Ball	2
616	52	Special Club,	125 00	45 00	4	2	6
617	44	Columbia Standard,	80 00	25 00	4	4	6
618	48	Ideal,	60 00	35 00	5	4	5

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. 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.



Coasting at lightning speed was indulged in last Sunday by Messrs. Fred Coningsby and J. Frank Borland, of the Brooklyn Bicycle Club, on St. Cloud Hill, in the "Oranges." Three successive down trips were made, the first in 2m. 12s., the second in 2m. 18s. and the third in 2m. 8s. Distance ridden was one and one-third miles, which would give a mile in 1m. 36s. as best time made. It is believed that no such speed has been attained before by any wheelmen, and certainly no record equaling it exists. Both men rode safeties, and on the last trip finished neck and neck. The air pressure against them is said to have been something tremendous.

## DON'T

Botch up your Wheel with liquid enamel. Send your forks and backbone to us for refinishing in best baked enamel and nickel trimmings. Work done inside of four days.

LINCOLN HOLLAND & CO.,  
Worcester, Mass.

GILBERT A. LITCHHULT,  
352 Lenox (Sixth) Ave., near 128th St., New York City.  
**SINGER'S CYCLES,**  
Gormully & Jeffery Bicycles and Tricycles,  
Boys' and Girls' Safeties.

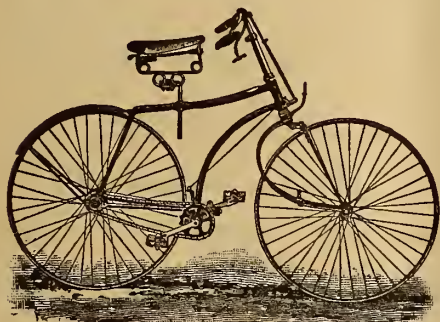
RENTING, TEACHING, REPAIRING, STORING, LOCKERS.

Second-Hand Wheels Bought, Sold and Taken in Exchange for New Mounts.  
Call and Examine my Stock Before Purchasing Elsewhere.

352 Lenox Ave.

Open Evenings.

## THE VICTOR.



KING OF THE SAFETIES.

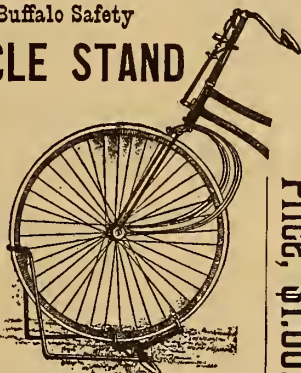
A. G. Spalding & Bros.,

SPECIAL AGENTS,  
NEW YORK AND CHICAGO.

## FOR YOUR SAFETY.

The Buffalo Safety  
**BICYCLE STAND**

Firm, Strong, Portable.



Price, \$1.00.

A. G. SPALDING & BROS.,

Sole Agents,  
NEW YORK AND CHICAGO.  
The Trade Supplied.

## A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

<b>Caps.</b>	League Regulation.....	\$1.25
	League Regulation.....	2.00
<b>Shirts.</b>	No. XX Fine Cheviot for hot-weather wear.....	1.00
<b>Stockings.</b>	Our celebrated Linen Sole Stocking, League color.....	1.00
	No. X Silk, Edge's League color, white centre, Snake Buckle.....	.50
<b>Belts.</b>	No. XX Worsted Solid, League color, Snake Buckle.....	.40
<b>Shoes.</b>	Our new L. A. W. Kangaroo Shoe, band-made, light, strong, elastic.....	5.00
	No. 1, Canvas, leather trimmings.....	3.50

Sent post-paid on receipt of price.  
Send for Catalogue Knit Racing and Training Suits.

A. G. Spalding & Bros.,

241 Broadway, New York;  
108 Madison St., Chicago.

## REMOVAL.

NOTE OUR NEW ADDRESS!!

**NEW YORK BICYCLE CO.,**  
**No. 4 East 60th Street,**

Fifth Avenue entrance to Central Park.

Renting, Repairing, Nickeling.  
Wheels bought, sold and exchanged.  
Cycling Accessories.

Wheels to rent,  
Uptown Agts. Messrs. Spalding & Bros.  
City Agts. "Star" Machines.

EXAMINE OUR LIST OF SECOND-HAND WHEELS IN ANOTHER COLUMN.

## THE SPRINGFIELD ROADSTER BICYCLES.

1889 Catalogue sent Free.



S. R. No. 1.

**SAFETY,**  
**DURABILITY.**

No Headers to knock you out.



VOLANT.

**BEAUTY**  
**and SPEED.**

Best Hill Climbers.



S. R. No. 1.

Guaranteed strictly High Grade in every respect.

**SPRINGFIELD BICYCLE MFG. CO.,**  
**178 Columbus Avenue, BOSTON, MASS.**



Mr. D. B. Bonnett reports a most enjoyable run from Elizabeth, N. J., to New Brunswick over the path alongside the Pennsylvania R. R. Frequent dismounts are necessary, but even then it is preferable to the road. From New Brunswick the road on the north side of the Raritan River is taken to Bound Brook, at which latter place a riding circle of some nineteen miles of fine roads opens out. Fine scenery is said to abound, and the trip to be well worth taking.

**ENAMEL.** 4-oz. Bottle, with Brush, 50c.

**CAMPBELL & CO.,**

*Bicycle Dealers and Repairers,*  
PROVIDENCE, R. I.

## Read and Remember

That Ladies can learn to ride  
the Ladies' Safety  
Bicycle at

**ADELPHI HALL,**

52d Street and Broadway,  
NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private; only two pupils on the floor at one time.

Floor 80x100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the Safety or regular bicycle.

Classes now forming.

Engagements for lessons may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

**GEO. R. BIDWELL,**

313 W. 58th St.,  
NEW YORK.

**E. I. HORSMAN,**

80 & 82 WILLIAM ST.

NEW YORK.

**New York Agency**

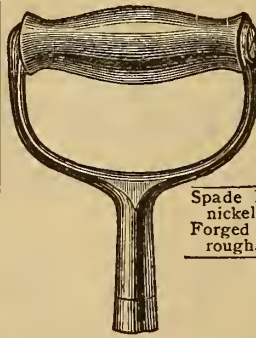
FOR

**GORMULLY & JEFFERY'S**

FULL LINE OF  
BICYCLES,  
TRICYCLES  
AND SUNDRIES.

FULL LINE OF  
Lawn Tennis, Cycling,  
and  
Athletic Outfittings.

Send for complete Catalogue.



**ELASTIC TIP CO.,** MANUFACTURERS OF

**Bicycle Handles of Every Description.**

**BICYCLE TIRES, PEDAL RUBBERS, Etc.**

Spade Handles complete, full nickel..... \$2.50 per pair.  
Forged Steel Spades in the rough, with bolts and grips.. 2.00 " "

Spade Grips, Vulcanite, any style \$ .50 per pair.  
Soft Rubber Handles, Pear shape 1.50 " "  
Tire Cement..... .25 " box.  
Electric Tape..... .25 " roll.

Mould Work of any kind solicited.  
**THE ELASTIC TIP CO.,**  
**RUBBER SPECIALTIES,**

Send for wholesale price-list of Bicycle Tires, Etc.

Cor. Cornhill & Washington Sts., BOSTON, MASS.

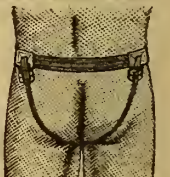


FRONT VIEW

### EVERY WHEELMAN AND ATHLETE SHOULD WEAR ONE.

Call's No. 5 Supporters (jock straps) with elastic back, lace front and adjustable back straps. A sure fit. Bicyclists who know the value of a light, easy and durable supporter, which opens back and front, will see the great advantage of this supporter. There is nothing in the back to interfere with the saddle, and no chance of chafing the wearer. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, \$1.00. No. 7, with hose supporter attached to sides (no pocket), \$1.00. No. 8, with pockets and hose supporter, \$1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.

S. B. CALL, 358 Main St., Springfield, Mass.



BACK VIEW

## SINGER CYCLES.

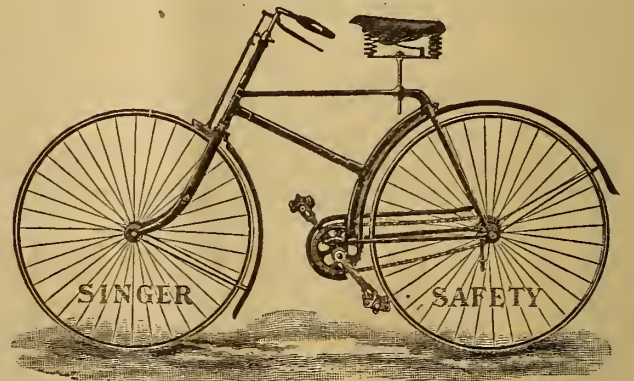
**Valuable Novelties for 1889.**

The "Singer" Safety made during 1888 gave entire satisfaction to the thousands who used it.

To the new pattern several valuable improvements have been added, the frame being of improved shape and great strength, and a perfect ball steering included. Also a direct plunger brake of increased power.

We can most strongly and confidently recommend this cycle.

*Specification.*—30 inch wheels speeded to 57 in. (or 54 in.), patent spring wired tires ( $\frac{7}{8}$  in. to back wheel,  $\frac{3}{4}$  in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, etc., etc. Enameled, and with parts plated.



**Price \$135.00.**

A full line of SINGER CYCLES now in stock.

**GILBERT A. LITCHHULT,**

352 Lenox Avenue, New York.



AMERICAN RAMBLER.

**AGENTS WANTED**

IN THE

**FOLLOWING COUNTIES:**

Chenango,

Delaware,

Madison,

Otsego,

Queens,

Richmond,

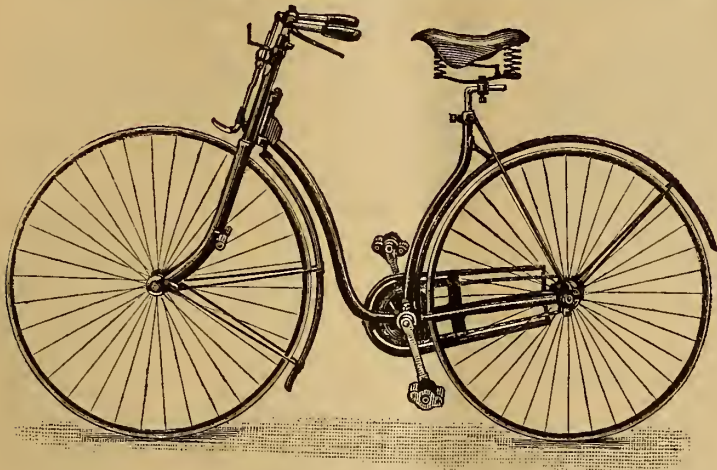
Sullivan,

Ulster,

Westchester.



# THE ROVER SAFETY



World's Record, half mile---1 min.  
9 2-5 sec.,

On the Road, beating all track records.

The first Safety to accomplish  
over 21 miles in the hour.

Both of these records were accomplished by  
S. G. Whittaker, of Chicago.

For price list containing particulars of Rational Rover, Ladies' Rover, New Light Rover, Popular and Universal Rovers, and including press notices and testimonials for 1889, apply to

J. K. STARLEY & CO. (late Starley & Sutton), Meteor Works,  
West Orchard, Coventry, England, or

THE POPE MANUFACTURING CO., - - - Boston.

THE JOHN WILKINSON CO., - - - Chicago.

THE OVERMAN' WHEEL CO., - - - Boston.

## NEW RAPID

**SAFETIES.** { For Men.  
For Ladies.

**BICYCLES.** { Roadster, 40 lbs.  
Light Roadster, 36 lbs.

## QUADRANT.

**TRICYCLES.** { No. 8, for Men. No. 14, for  
Ladies and Light Men.

**TANDEM.** { For Lady and Gentleman, or two  
Ladies.

**1889 PATTERNS NOW READY FOR DELIVERY.**

WRITE FOR CATALOGUE.

# THE CLARK CYCLE CO.,

WASHINGTON BRANCH:  
908 Pennsylvania Ave.

BALTIMORE, MD.



**FOR SALE, EXCHANGE, WANTS.**

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

**WANTED**—48-inch Special Star, hollow all around, balls to front wheels; also Safety, both in good condition and cheap. Address H. Blossom, 200 Clinton Street, Brooklyn, N. Y. 5-24

**WANTED**—Two Tandems in good condition. Address G. A. Litchhult, 352 Lenox Avenue, N. Y. City. tfe

**WANTED**—A 42, 45 or 48-inch Star. Must be in good order and cheap for cash. Address Box 43, Rondout, N. Y. 5-24

**WANTED**—A 50-inch Bicycle or a Safety machine in exchange for a 54-inch nickeled Columbia. Address George Fruh, 60 Cook Street, Brooklyn, N. Y. 5-24

**WANTED**—Send fifty cents to Welch & Rogers, Bainbridge, N. Y., and receive by return mail, one pair long, seamless, black cotton bicycle hose, the neatest and best looking hose in the market. Try them and be convinced. 6-7

**STOLEN**—From John H. Perry, 342 Quincy Street, Brooklyn, N. Y., a 51-inch New Mail, No. 5394, Pattern 1888; very little used. 5-24

**STOLEN**—Bicycle; Rudge Light Roadster, No. 27,207; 58-inch, enameled, cow-horn handle bars, spade handles, ball bearings all around. A suitable reward will be given for information concerning above wheel. Address J. J. Viète, 1113 Ninth Avenue, N. Y. City. 5-24

**GREAT BARGAIN**—Columbia two-tracked Tricycle very cheap, or will exchange for Columbia 52-inch Bicycle. Address for particulars, Geo. Oram, The Berkshire, 125th Street and Eighth Avenue, N. Y. City. 5-17C

**HUMBER TANDEM**, two speeds, fine condition, best offer over \$95 takes it; 53-inch Columbia Light Roadster, like new, for \$100; 57-inch Columbia Light Roadster, fine condition, for \$80; 56-inch Victor, fine condition, for \$75; 52-inch Standard Columbia for \$25, fair condition. Lock Box 75, Wappingers Falls, N. Y. 5-24

**A GREAT BARGAIN**—New 52-in. Expert Columbia, bell, King of Road lamp and pedal cyclometer, all full nickel. Cost \$152, for sale at a sacrifice. W. T. Shannon, P. O. Box 2604, New York, or 435 Union Street, Brooklyn, N. Y. 5-17

**SAFETIES**—'89 Victor, new, '88 New Rapid, rode 300 miles, '88 Springfield Roadster. W. A. Meeker, New Rapid and American Agency, 329 River Street, Troy, N. Y. 5-17

**50-INCH NEW RAPID FOR SALE**—Nickel back-bone and fork. Brook's hub cyclometer. Spade handles. W. E. Sheffield, Jr., 362 First Street, South Brooklyn, N. Y. 5-17

**FOR SALE**—Springfield Roadster Bicycle; plain bearing. A 1 condition. Price \$40. Address A. T. Sherman, 243 Jefferson Avenue, Brooklyn. 5-17

**GREAT BARGAIN**—51-in. Columbia Light Roadster, '88 pattern; Ridden about 25 miles. Just as good as new. \$90. F. C. Price, 227 Canal Street. 5-17

**FOR SALE**—52-in. Columbia Expert, fine condition, \$65; 52-in. Columbia Expert, fine condition, \$75; 48-in. Star Special, Hollow all over, '88 pattern, A 1 condition, with Lakin Cyclometer included, \$75. Wanted 42-in. Star, cheap Frank Eycland, agent Columbia Bicycle, 90 Monticello Avenue, Jersey City. tfe

Second-hand Machines, many like new, prices reasonable. Wheels to rent. Repairing and nickeling. Note our change of address.

**NEW YORK BICYCLE CO.,**

No. 4 East 60th Street, Fifth Avenue entrance to Central Park.

**FOR SALE**—Columbia Tricycle; two-track; in good condition, with fine tricycle lantern. For further particulars address G. S. E., P. O. Box 2316, N. Y. City. 5-24

**RARE BARGAIN**—Singer "S. S. S." Tandem Tricycle; cost \$280. In good condition. Address Travas, WHEEL office.

**BARGAIN**—BRAND NEW SAFETY; best make. For sale cheap. Lamp. "Safe," care WHEEL office.

**55-INCH COLUMBIA LIGHT ROADSTER**—Forks and backbone nickel, balance enameled; spade handles, rat-trap pedals. Condition A 1. A bargain at \$95. H. L. Bradley, Bank of America, cor. Pine and William Streets, New York City. tfe

**WANTED**—Five Victor Safeties and one 48 or 51 in. Special Star. For sale, 52-in. Victor, 54-in. American Safety, 48-in. Standard and a Humber Tandem; all very cheap. Welch & Rogers, Bainbridge, N. Y. tfe

**"HINTS TO PROSPECTIVE CYCLING TOURISTS** in England," by mail, 25c. "Care and Repair of Cycles," by mail, 10c. Stamson, Stamford, Conn.

**FOR SALE**—Two Experts; 56-inch, \$70; 54-inch, \$75; 54-inch National, \$60; all in fine condition. Brown & Greenleaf, Cambridge, Mass. tfe

**FOR SALE**—A few special bargains for this week: 56-inch Expert Columbia; full nickeled, with lamp and bell; as good as new; tires not showing wear; \$90. 56-inch Harvard; full nickeled; balls to both wheels; very good condition; \$60. 53-inch Columbia L. R.; nickeled backbone and forks; enameled wheels; all balls; very good condition; \$85. William Halpin & Co., 13 Murray Street; P. O. Box 2225. tfe

**FOR SALE**—56-inch Expert Columbia, full nickeled; ball bearings; 1886 pattern; in first-class condition; for sale cheap. Also 56-inch Harvard, full nickeled; ball bearings; almost as good as new. Price, \$60. William Halpin & Co., 13 Murray Street, N. Y. tfe

**FOR SALE**—A Springfield Roadster in A 1 condition; ball bearings; has been used very little. Address John C. Robbins, Oneida Square, Utica, N. Y. tf

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

**Second-Hand Columbia Bicycles.****Second-Hand Star Bicycles.**

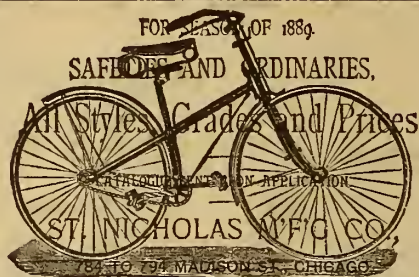
Safeties, etc., cheap, all sizes.

Enamel, Cement, Sundries of all kinds. The enamel is the best and cheapest in the market.

W. I. WILHELM, Reading, Pa.

**GILLOTT'S STEEL PENS**

ARE THE MOST  
PERFECT.

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

MANUFACTURERS OF

**Bicycle Tires, Hard and Soft Rubber Handles, Spade Grips, Pedal Rubbers, etc.**

Write for Price List.

New York Warehouse, 65 Reade Street.

**THE DANDY SAFETY**

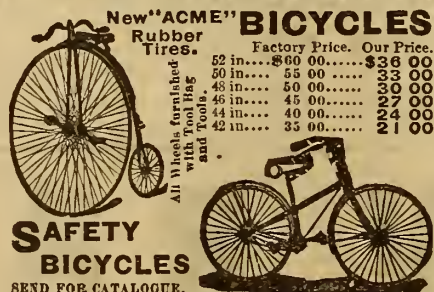
24-inch WHEELS 1/4-inch TIRES

Price, \$40.00.

THE NEATEST AND MOST SUBSTANTIAL BOYS' SAFETY MADE.

Secure agency at once or you will regret it.

INDIANA BICYCLE MFG. CO.,  
INDIANAPOLIS, IND.

**SAFETY BICYCLES**

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings...\$25.00  
Large Boys' 24 in., with brake and mud guards... 35.00  
Ladies' or Men's 30 in., ball bearings to both wheels, 75.00  
Ladies' or Men's 30 in., ball bearings ALL OVER... 90.00  
ST. LOUIS, E. C. MEACHAM ARMS CO. MO.

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

WILLIAM HALPIN & CO.,

13 Murray Street,

NEW YORK.

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.

**SAVE MONEY. BEFORE YOU BUY BICYCLE OR GUN**

Send to A. W. GUMP & CO., Dayton, O., for Prices. Over 400 shop-worn and second-hand Cycles. Repairing and Nickeling. Bicycles, Guns and Typewriters taken in trade. Factory Price. Our Price.  
NEW ACME 48-in. ....\$50.00.....\$27.00  
BICYCLES 46-in. .... 45.00..... 25.00  
44-in. .... 40.00..... 23.00  
Rubber Tires. All new, with tool bag and tools.

**EASY PAYMENTS.**

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

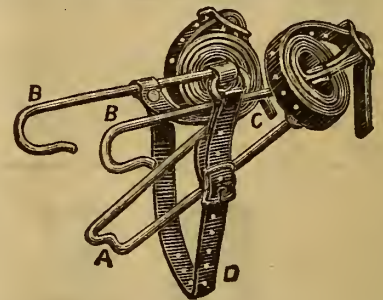
on easy payments, without extra charge except 8 per cent. interest. Prices from \$8 up. Second-hand wheels and type-writers taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries with full particulars of our terms of easy payments. Also list 200 second-hand and shop-worn wheels at bargain prices.

Rouse, Hazard & Co., 13 G St., Peoria, Ill.

**BICYCLE REPAIRS**

WE have the most complete Repair Shop in New England, devoted exclusively to Bicycle and Tricycle Repairing, Brazing and Small Machine Jobbing. Work done at short notice and prices reasonable.

**BENNETT & HALE,**  
112 Orange Street,  
NEW HAVEN, CONN.

**SMITH'S DETACHABLE LUGGAGE CARRIER.**

(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B" Hooks over handle bars. "C," Straps. "D" passes under brake spoon. Weight, only 4 ounces. Can be carried in a tool bag. Will carry a 10-pound dead-weight and not sag. Send stamp for circular. Price by mail, 75 cents. For Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH

249 Woodward Avenue, Detroit, Mich.

**WEBB'S ALCOHOL**

AND COLOGNE SPIRIT,  
SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb & Son, 165 Pearl St., New York.

**Baltimore and Ohio R. R.**

COMPLETE SERVICE OF

**Fast Express Trains**

BETWEEN

NEW YORK, PHILADELPHIA,  
BALTIMORE,

WASHINGTON,

CINCINNATI, CHICAGO

and ST. LOUIS.

Pullman's Cars on all Trains.

OFFICES:

New York—21, 261, 415, 1140 Broadway and Station foot of Liberty Street.

Boston—211 Washington Street.

Philadelphia—833 Chestnut Street and Station 24th and Chestnut Street.



## Raisbeck Electrotype Company

Nos. 24 & 26 VANDEWATER STREET,  
Between Frankfort and Pearl Streets, fourth Building above  
the Bridge,  
Telephone, Nassau 245. NEW YORK.

Stereotyping at short notice. Binder's Stamps and Em-  
bossing Plates in extra hard metal. Nickel and Steel  
Facing. Plates mounted on wood or metal.

## NEW YORK BELTING & PACKING CO.

15 PARK ROW, N. Y.



**RUBBER**  
**Tennis Soling,**  
**WHITE, BLACK,**  
**OR RED,**  
Corrugated or Diamond Pat-  
tern for  
**TENNIS SHOES.**

Branch House, Chicago: W. D. ALLEN & Co., 151 Lake St.

## THE CYCLE BRUSH TOOL

THE ONLY MEANS OF KEEPING YOUR  
BEARINGS FREE FROM GRIT.



WILL ADJUST BEARING  
BOXES, TIGHTENS SCREWS  
AND REMOVE HARD DIRT  
WITHOUT WASHING  
THE WHEEL  
STIFFEST  
UNBLEACHED  
BRISTLES,  
FOR POCKET OR TOOL  
BAG.  
P. H. BERNAYS, LITTLE ROCK, ARK.  
FLORENCE MFG. CO. FLORENCE, MASS.

FOR SALE BY THE TRADE.

Great Value for 50 Cents. Mailed Post Paid.

## RADWAY'S READY RELIEF

The great CONQUEROR of PAIN. Applied exter-  
nally, instantly relieves Sprains, Bruises, Back-  
ache, Pain in the Chest or Sides, Headache, Tooth-  
ache or any other external pain. CONGESTIONS,  
INFLAMMATIONS, Rheumatism, Neuralgia, Lumba-  
go, Sciatica, Pains in the Small of the Back, etc.

FOR INTERNAL PAINS,

Cramps, Spasms, Sour Stomach, Nausea, Vom-  
iting, Heartburn, DIARRHŒA, Colic, Flatulency,  
Fainting Spells. Internally, half to a teaspoon-  
full in half a tumbler of water. 50c. a bottle.  
All Druggists.

## REPAIRS AND RE-NICKELING

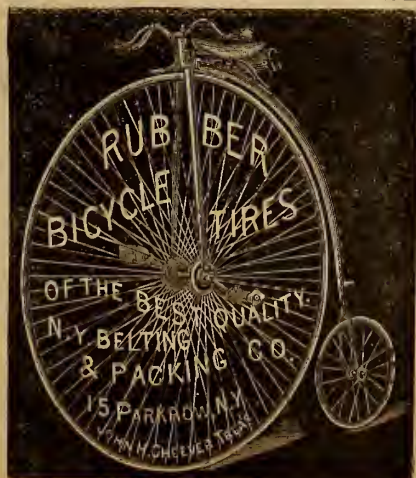
THE most complete Repair Shop in the city. We have  
made a specialty of "cycle" repairs for past five  
years. Difficult jobs of brazing done to perfect satisfaction.

## COLLINS & NUTTALL,

Bicycle Machinists and Nickel Platers,

418 & 420 West 27th St., New York.

Will call for and deliver wheels in any part of city.



RUBBER HANDLES.

PEDAL RUBBERS, ETC.



## WANTED!

The name of every Wheelman in America for THE  
WHEELMEN'S DIRECTORY. Send 10c. in silver or 12c. in  
stamps to cover cost of mailing, etc., and your name and  
address will be printed in the Directory, and one mailed  
you when completed. The Directory will be printed in  
book form, and will not sell for less than \$1, but will be  
mailed free to all who answer this advertisement.  
Send 10c. extra and we will send the "Cycler and Tour-  
ist" (illustrated) three months on trial.  
Address The Cycler and Tourist Pub. Co., Stam-  
ford, Conn.

## PATENTS,

Caveats, and Trade-Marks obtained, and all Patent  
business conducted for Moderate Fees.

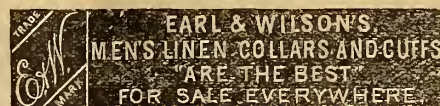
Our Office is Opposite U. S. Patent Of-  
fice. We have no sub-agencies, all business  
direct, hence can transact patent business in less  
time and at less cost than those remote from  
Washington.

Send model, drawing, or photo., with descrip-  
tion. We advise if patentable or not, free of  
charge. Our fee not due till patent is secured.

A book, "How to Obtain Patents," with refer-  
ences to actual clients in your State, county, or  
town, sent free. Address,

**C. A. SNOW & CO.**

Opposite Patent Office, Washington, D. C.



MINER'S PEOPLE'S THEATRE, NEW YORK.

Week commencing May 20.

## After Dark.

## Weldless Steel Tubes,

COLD DRAWN,  
SMOOTH INSIDE AND OUTSIDE,

## FOR CYCLES.

Imported and kept in stock by

**JOHN S. LENG'S SON & CO.,**

4 Fletcher Street, NEW YORK.



## Now is your time to have your Wheel Overhauled.

Send it to SCHWALBACH, and Have it Done Well.

LARGE ASSORTMENT OF PARTS. SKILLFUL WORKMEN.

Wheels Stored during the Winter at Reduced Rates.

## New Mail, Columbia and Club Wheels Always in Stock.

PARTIES GOING TO BERMUDA AND OTHER PLACES SHOULD WRITE  
FOR PARTICULARS REGARDING HIRING RATES FOR  
BICYCLES, TRICYCLES AND TANDEM.

WHEELS CALLED FOR AND DELIVERED.

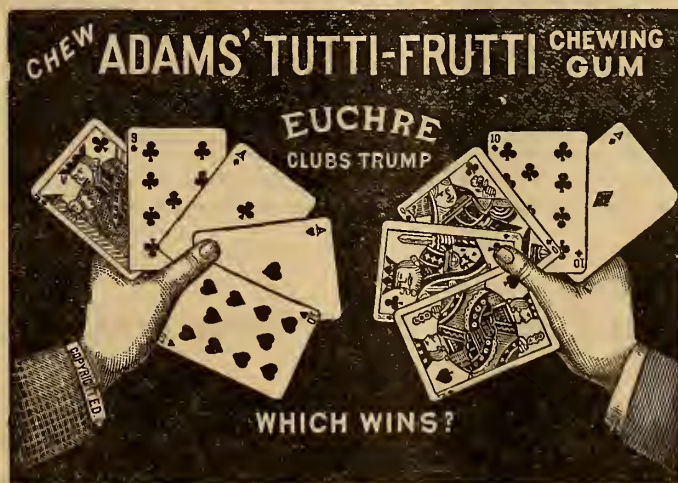
**CHAS. SCHWALBACH,**

TELEPHONE 125 SOUTH.

Prospect Park Plaza, Brooklyn.

## Sold Everywhere. Five Cents Per Bar.

USED BY ALL ATHLETES  
AND WHEELMEN



ON THE ROAD,  
ON THE PATH.

## ADAMS & SON'S TUTTI-FRUTTI CHEWING-GUM

Increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing  
wheelmen, and it keeps the mouth moist, thus preventing excessive thirst.

PURE. PLEASANT. ALL FLAVORS.

Should be on sale at all Wheelmen's Headquarters



# BARGAINS IN CYCLES.

These prices have been very much reduced, and we consider every machine a bargain.

## SECOND-HAND BICYCLES.

No. Size.	Class.	Finish.	Bear-ings.	Condi-tion.	Original Price.	Price Now.	No. Size.	Class.	Finish.	Bear-ings.	Condi-tion.	Original Price.	Price Now.
607 51	Columbia Light Roadster.....	M.....	Ball	†	\$125 00	\$115 00	620 52	Standard Columbia.....	Painted.....	Ball	†	\$ 92 50	\$72 50
572 53	Columbia Light Roadster.....	I.....	Ball	2	137 50	80 00	621 52	Columbia Direct Spoke L. R.....	Enameled.....	Ball	†	137 50	90 00
599 53	Columbia Light Roadster.....	I.....	Ball	3	137 50	85 00	589 36	Otto.....	Painted.....	Plain	1	25 00	20 00
377 55	Columbia Light Roadster.....	K.....	Ball	2	130 00	75 00	592 52	Spalding.....	D.....	Ball	2	130 00	75 00
608 55	Columbia Light Roadster.....	K.....	Ball	†	130 00	120 00	475 54	Rudge Light Roadster.....	I.....	Ball	2	140 00	70 00
597 57	Columbia Light Roadster.....	K.....	Ball	2	132 50	80 00	2 42	Standard Columbia.....	Painted.....	Ball	4	80 00	35 00
601 57	Columbia Light Roadster.....	K.....	Ball	3	132 50	80 00	1 48	Expert Columbia.....	Enameled.....	Ball	2	117 50	75 00
472 46	Expert Columbia.....	D.....	Ball	2	115 00	60 00	4 50	Rudge Roadster.....	Enameled.....	Ball	2	107 50	65 00
611 48	Expert Columbia.....	D.....	Ball	†	117 50	107 50	5 50	Rudge Roadster.....	Enameled.....	Ball	3	107 50	70 00
612 50	Expert Columbia.....	A.....	Ball	†	130 00	115 00	10 50	British Challenge.....	Enameled.....	Ball	1	135 00	65 00
554 52	Expert Columbia.....	D.....	Ball	1	122 50	100 00	19 52	British Challenge.....	Enameled.....	Ball	2	187 50	70 00
554 52	Expert Columbia.....	D.....	Ball	2	122 50	75 00	39 48	Rudge Light Roadster.....	Enameled.....	Ball	†	122 50	85 00
573 52	Expert Columbia.....	A.....	Ball	†	132 50	110 00	8 50	Rudge Light Roadster.....	Enameled.....	Ball	1	125 00	85 00
613 52	Expert Columbia.....	D.....	Ball	†	122 50	112 50	15 52	Rudge Light Roadster.....	Enameled.....	Ball	2	127 50	80 00
609 54	Expert Columbia (bollow rim).....	H.....	Ball	†	140 00	130 00	21 53	Rudge Light Roadster.....	Enameled.....	Ball	1	128 75	85 00
614 54	Expert Columbia.....	A.....	Ball	†	140 00	125 00	32 54	Rudge Light Roadster.....	Enameled.....	Ball	2	130 00	85 00
610 56	Expert Columbia.....	D.....	Ball	†	127 50	117 50	40 54	Rudge Light Roadster.....	Enameled.....	Ball	†	130 00	85 00
237 60	Expert Columbia.....	Painted.....	Ball	3	132 50	60 00	33 55	Rudge Light Roadster.....	Enameled.....	Ball	†	131 25	80 00
617 42	Standard Columbia.....	Painted.....	Ball	†	80 00	50 00	34 55	Rudge Light Roadster.....	Enameled.....	Ball	1	131 25	85 00
618 44	Standard Columbia.....	Painted.....	Ball	†	82 50	50 00	26 56	Rudge Light Roadster.....	Enameled.....	Ball	2	132 50	75 00
606 44	Standard Columbia.....	Painted.....	Ball	2	82 50	45 00	41 56	Rudge Light Roadster.....	Enameled.....	Ball	†	132 50	85 00
619 50	Standard Columbia.....	Painted.....	Ball	†	90 00	70 00	42 57	Rudge Light Roadster.....	Enameled.....	Ball	†	133 75	75 00

## SECOND-HAND SAFETIES.

No. Size.	Class.	Finish.	Bear-ings.	Condi-tion.	Original Price.	Price Now.	No. Size.	Class.	Finish.	Bear-ings.	Condi-tion.	Original Price.	Price Now.
500 —	Rudge Bicyclette (Light).....	Enameled.....	Ball	2	\$135 00	\$ 95 00	605 30	Veloce Columbia.....	Enameled.....	Ball	1	135 00	115 00
615 38	Col. Front Driver.....	D.....	Ball	†	140 00	65 00	616 30	Veloce Columbia (Light).....	Enameled.....	Ball	1	135 00	110 00
449 —	Keen Rear.....	Enameled.....	Ball	2	135 00	75 00	604 —	Ivel.....	Enameled.....	Ball	3	135 00	90 00
595 30	Veloce Columbia.....	Enameled.....	Ball	2	135 00	110 00		Ladies' Rover.....	Enameled.....	Ball	1	140 00	115 00

## SECOND-HAND TRICYCLES.

No.	Class.	Condi-tion.	Gear.	Original Price.	Price Now.	No.	Class.	Condi-tion.	Gear.	Original Price.	Price Now.
304	Columbia Two-Track.....	3	48	\$160 00	\$ 90 00	305	Columbia Surprise.....	2	52	\$150 00	\$115 00
303	Columbia Two-Track.....	2	48	160 00	100 00	306	Mariboro.....	2	52	175 00	125 00
203	Columbia Two-Track.....	1	51	160 00	95 00	296	Mariboro Tandem.....	2	46	250 00	140 00
288	Columbia Gentleman's Roadster.....	2	52	160 00	75 00	2	Crescent Tandem.....	†	54	250 00	175 00
298	Columbia Gentleman's Roadster.....	2	52	160 00	75 00	3	Crescent Tandem.....	†	54	250 00	175 00
292	Columbia Light Roadster.....	1	47	150 00	135 00	4	Humber Tandem.....	†	54	250 00	160 00
299	Columbia Light Roadster.....	2	47	150 00	115 00	5	Humber Tandem.....	†	54	250 00	160 00
294	Columbia Light Roadster.....	2	47	150 00	115 00	6	Cripper Tricycle.....	†	54	175 00	100 00
290	Columbia Surprise.....	4	48	150 00	115 00	9	Crescent Tricycle.....	†	54	175 00	125 00

\* Freshly painted. † Denotes shopworn only. No. 1 condition denotes scarcely used, and good as new. No. 2, tires and bearings in very good condition, finish slightly worn. No. 3, tires and bearings showing wear, and finish marred. No. 4, tires, bearings and finish considerably worn.

### CLASSIFICATION OF FINISH.

A Every part nickeled. B Felloes painted, balance nickeled. C Felloes and spokes enameled, balance nickeled. D Perch, forks, felloes and spokes enameled, balance nickeled. E Perch, forks, steering-head, felloes and spokes enameled, balance nickeled. F Perch, forks and felloes painted, balance polished. H Felloes enameled, balance nickeled. I Wheels enameled, balance nickeled. K Perch, forks and wheels enameled, balance nickeled. L Felloes and spokes to outer crossing enameled, balance nickeled. M Perch, forks, felloes and spokes to outer crossing enameled, balance nickeled.

Any of the above machines will be sent on approval if freight charges both ways are prepaid.

Should the list not contain a desired machine, we will endeavor to procure one to suit, if informed particularly as to requirements.

Rudge Bicyclette, a few new machines on hand, - - - \$125.00

# POPE MFG. CO.,

*Boston, New York, Chicago.*

We have in stock a few second-hand Racers not suitable for road use, description and prices of which we will furnish on application.