

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

THE very quiet way in which the Chief Consul of New York State is permitted to retire to private life is a lasting reproach to the members of the New York State Board of Officers.

WE have worked hard on our paper for two years. At last we begin to feel that success is within our grasp. Why? Because all the cycling papers are attacking us. Sure sign of success, this thing they call jealousy.

WE are assured that President Luscomb will give us an active administration. But there are pitfalls, and an active administration will introduce antagonistic influences which will call forth all the tact and diplomacy which the newly elect possesses.

VICE-CONSUL BULL is now, to all intents and purposes, chief officer of the New York State Division. He enters upon his duties filled with a determination to advance the cause of cycling in the Empire State, through the influence of the League. He will make mistakes, as all men do, be their position high or low; but the cyclists of this State, especially those who are fitted by nature with qualities of leadership, should remember that the office which comes to Mr. Bull is one demanding self-sacrifice on his part, and that while his actions may be open to criticism, his motives are not to be questioned. The renewal season will be here shortly, and we hope all League members in the State will not fail to send in their renewals of membership and use every effort to induce cyclists who are not members to join. The New York State Division can accomplish much. It has yet to present and engineer its roads improvement bill through the Legislature. The privileges New York State cyclists enjoy on the New York Central and West Shore roads—obtained through League influence and endeavor—are simply invaluable. To lose these privileges would entail a vast amount of discomfort and monetary loss. Therefore, support the Division which secured these favors and will insure them as long as it remains an influence and a factor.

CYCLISTS and intending purchasers of wheels will now find in our columns the announcements of all the leading dealers and importers in this country. In the files of our paper from January 1 to the present day they will find a deal of valuable information. By a perusal of THE WHEEL they will be *au courant* with the cycling news of the day. THE WHEEL is the only subscription cycling weekly published in this country.

PROMINENT members in some of the clubs are talking up the advisability of having a cycling division in the parade to be held in New York on April 30. It is suggested that a number of wheelmen would turn out and that they would make a fair show on the pavement of Fifth Avenue. The movement has as yet taken no shape. We have been asked to call for suggestions, but we would ourselves suggest that the men who favor the project should work up private interest, and, if the results are favorable, call an informal meeting for discussion.

CHIEF CONSUL BIDWELL has discovered that he cannot resign to the Board of Officers of the New York State Division. He can only shift the mantle of office to the Vice-Consul at the will of the members, so he will shortly issue his third resignation. As no meeting of the members will be held until the meet at Buffalo next September, Mr. Bidwell will be compelled to wear his title, even though he may vest all his rights in Vice-Consul Bull. How very much legislated we League members are! Another case of the least governed being the happiest.

WE have been trying to ascertain the extent of the demand or the wish for ladies' bicycles. We have not merely noted that which came across us, but have endeavored to obtain the opinions of ladies in various parts of the country, who are prominent among the lady riders of their sections, and may be presumed, in slight degree, to set the fashion. This week, "Marguerite" favors us with her views on the subject. They will be found exhaustive, comprehensive and commanding. They may be read with pleasure and profit. We have published many reasons why ladies should prefer the two to the three-wheeler; we are anxious to present the other side of the question. If there are any practical reasons why ladies should stand by the tricycle in preference to the bicycle, our readers would be glad to hear them. At the present stage of the game, it would seem that those who have made ready for a heavy trade in ladies' bicycles will not be disappointed.

AT the League meet, speaking of the necessity of assessing the State Divisions, one of the officers stated that the League would be unable to do any roads improvement work within the next two years, owing to the lack of funds. It may be stated, with a fair degree of safety, that in two years there will be but little or nothing for the League to do in the direction of roads improvement. Even now, public-spirited men are calling conventions and are privately and publicly urging roads improvement. The League should have been a leader in this matter. To have inaugurated a national roads improvement agitation would have forever redounded to the credit of the League, even in future years when it will have ceased to exist. But it has always seemed fated, this powerful organization, capable of doing so much, to be always handicapped by some petty form of mis-

management just at a time when some important work was on the card. Its present condition may be traced to its experiment as a publishing concern.

THE *Bicycling World* accepts the mile triplet record of 2m. 18 1-5s., because Messrs. Rudge & Co. have written a letter to that paper; a letter which contains no further information than did the meagre announcements of the trial in the English papers. Without stopping to exclaim over this glaring example of gullibility, we wish to protest against the acceptance of this record by the American sporting authorities. We furnish affidavits with records in this country, and even with these the English hem and haw before they give our records a grudging acceptance. We don't expect the English to furnish affidavits with all claims for records; we are not quibblers; but we are privately informed that the remarkable record which Rudge & Co. claim was accomplished on a down-hill bit of road. It is better for Rudge & Co. to have not the slightest suspicion rest on this record, and we shall refuse to accept it until we have read a surveyor's opinion of the road, and are informed how the timers clocked the *straightaway* mile. By the way, the editor of our esteemed contemporary calls Rudge & Co.'s letter of mere assertion a "mass of evidence."

THE anti-liberty bill recently introduced into the Missouri Legislature is exasperating, also somewhat amusing. The bill provides, among many things, that a rider shall dismount one hundred yards before meeting "a horse or mule, or any kind of vehicle drawn by horse or mule," and to remain dismounted until the "horse or mule or vehicle drawn by horse or mule" shall have passed twenty yards beyond the point where the cyclist stands. It should be noted that the cyclist must dismount only upon the appearance of a horse or mule; nothing is said of jack-asses; no doubt the framer of the bill wished to appear disinterested. Our Missouri correspondent says the bill is "narrow, unreasonable, and obviously unconstitutional," all of which is true, but many of our readers will prefer to express their opinions of it in "cuss" language. The cyclists of Missouri should band together and have the bill amended as follows: "Each cyclist shall be armed with a blunderbuss, and when within one hundred yards of a mule, horse, or any other kind of four-legged beast, shall place his right hand on said blunderbuss; and should such mule, horse, or any other kind of four-legged beast evince any symptoms of antagonism, the cyclist shall draw said blunderbuss and shall blow out the brains of said mule, horse, etc."

CHIEF CONSUL BIDWELL has many excellent ideas on cycling, as a man of his long experience in the trade should have. Here are some of his ideas on teaching men to ride. They must be taught as quickly as possible, while the fever is at its height. They must not be discouraged and driven away by a long series of lessons; once disgusted, always disgusted. Every cycling establishment should have a competent teacher. As soon as a man learns to ride he becomes a purchaser, and is not satisfied with a bicycle either, but wants a lamp, cyclometer and all the rest of the trimmings. Every time you teach a man to ride you have made a cyclist. In New York there is but one teacher. If there were six teachers there would be as many more riders as there are, for the view is taken that there is plenty of material to work

on and that a man has but to be guided through the a, b, c of cycling when he will become an enthusiast. A small, narrow hall is not the proper place to teach the art of riding. It is difficult, not to say unpleasant, to learn in such a place. Here in New York the best place is the public road, because no suitable building is obtainable. The moral of all this is that sellers of cycles should use every effort to teach men to ride.

FROM time to time we are in receipt of criticisms on wheels, which we are compelled to reject, and our refusal to publish is generally made the basis of a charge that we are bound to the trade, and "are afraid to publish anything against dealers." We have thought very seriously whether such communications are or are not entitled to publication, and we have decided that they are not, and for several reasons.

The first reason is that we do not conceive it to be our duty to tell Jones that Robinson's wheels are no good, any more than the New York *World* has a right to inform its readers that Brown's goods are a deception and a snare. In fact, we believe that any direct statement in a public print to the effect that a merchant's goods are unreliable would be sufficient grounds for an action for damages. We should be willing, however, to publish a careful criticism of any wheel, a review pointing out its good qualities and recommending improvement in defective points. But such criticisms are rarely received. The critic usually picks out some bad feature—and all wheels have weak points—and harps on it until the general public might readily believe that the wheel was fit only for the scrap heap.

A "CEAD MILLE FAILTHE" TO THE AMERICAN TOURING PARTY.

SIR: You are no doubt already aware that a party of about twenty-five cyclists, under the guidance of Mr. F. A. Elwell, of Maine, will leave America toward the end of May on a pleasure trip to Europe of about three months' duration, reaching our shores about the beginning of June, when they purpose riding from Queenstown to Dublin; but as their time in Ireland will be rather limited, they will unfortunately not be able to turn aside to visit Glengarriffe and Killarney, but have decided to travel via Cork, Youghal, Waterford, Enniscorthy, Vale of Ovoca, Glendalough, on to Dublin. As many of our prominent wheelmen have expressed a desire to give our American cousins a hearty reception when they come among us, I think that this reception should be as representative of Dublin cyclists as possible; so I propose, when the time for the arrival of Mr. Elwell's party approaches, to ask the captains and secretaries of the various metropolitan clubs to meet for consultation with the view of giving the visitors a *cead mille failthe*. Trusting to receive your co-operation and support, I remain,

Faithfully yours,

J. WHITE,

Chief Consul, C. T. C., Dublin.

97 Donore-terrace, South Circular-road.

Dublin, February 18, 1889.

—*Irish Cycling and Athletic 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.]

Henry S. Credleough, New Carlisle, Ohio. Luggage carrier for bicycles.

W. C. Foster and W. H. Merritt, Somerville, Mass. Tricycle.

Charles E. Bentley, New York, N. Y. Velocipede.

All bearing date of March 5, 1889.

THE BOWLING LEAGUE

GAMES TO BE PLAYED.

Hudson County vs. Atalanta, Jersey City, March 8.

Atalanta vs. New York, Newark, March 14.

Harlem vs. Hudson County, Harlem, March 15.

Atalanta vs. Hudson County, Newark, March 21.

GAMES PLAYED.

January 4—Harlem, 1,429; New York, 1,342.

January 5—Hudson County, 1,498; Kings County, 1,488.

January 10—Harlem, 1,346; Atalanta, 1,343. Draw.

January 11—Kings County, 1,525; New York, 1,357.

January 15—Kings County, 1,432; Atalanta, 1,328.

January 18—Hudson County, 1,350; New York, 1,150.

January 25—Harlem, 1,469; Kings County, 1,260.

February 1—Hudson County, 1,403; Harlem, 1,154.

February 2—Atalanta, 1,456; New York, 1,357.

February 5—Kings County, 1,463; New York, 1,167.

February 15—Hudson County, 1,307; Kings County, 1,283.

February 16—New York, 1,293; Harlem, 1,205.

March 1—Hudson County, 1,494; New York, 1,355.

HUDSON COUNTY vs. NEW YORK.

The game between these two clubs was bowled at New York March 1, and resulted in a victory for the Hudson County Wheelmen. Following is the score:

HUDSON COUNTY.	NEW YORK.
Grant..... 190	Nisbett..... 173
Stenken..... 133	Paynter..... 137
Keer..... 130	Goicouria..... 121
Korth..... 176	Moses..... 105
Shone..... 162	Daniels..... 151
W. Robertson.... 132	Leydecker..... 151
Whitman..... 128	Sutphen..... 153
Soper..... 179	Blake..... 118
Earl..... 132	Findley..... 109
Eldridge..... 132	Stott..... 137

Total.....1,494

Total.....1,355

Umpire, T. C. Crichton, K. C. W.

Scorers: E. H. Allaire, H. C. W.; J. M. McFadden, N. Y. Bi. C.

MASSACHUSETTS DIVISION BOARD OF OFFICERS MEET.

The regular monthly meeting of the Board of Officers of the Massachusetts Division of the L. A. W. was held at the Colonnade Hotel, Boston, on the evening of March 2. Chief Consul W. H. Emery presided. The members present were: Vice Consul A. W. Robinson, of Charlestown; Secretary Sanford Lawton, Springfield; J. Fred. Adams, F. I. Gorton, North Attleboro; I. E. Maeltrop, Roxbury; J. B. Seward, Chelsea; W. A. Moseman, Jamaica Plain; C. S. Howard, Boston.

Following the reading of the Secretary's report by Mr. Lawton, a detailed report of the expenditures of the Division since January 1, 1888, was read. This showed that at the time of the annual meeting, last September, there was a balance of \$199.27 on hand. Since then but \$39 had been received. All of that money, with the exception of \$16.07, has been spent. There was an animated discussion over various matters connected with the expenditures, which ended by all being approved. Various matters of routine business were transacted, and the meeting adjourned until the first Saturday in April.

Frank Brown, K. C. W., will be a member of the N. J. A. C. team this season. The team will consist of Caldwell, Bowman, Baggot, Pendleton and Brown.

SO VERY WELL INFORMED, YOU KNOW.

In consequence of the change of the female cyclists troupe management, Philadelphia will be spared the delight of a six-days race (?) Shake, Quaker, my boy.—*Bicycling World*.

The female bicycle race at the Columbia Rink, Philadelphia, was brought to a successful conclusion on March 2 in the presence of a large number of apparently highly gratified spectators. At 10:30 P. M., when the race ended, the score stood as follows: Woods, 377 miles 6 laps; Lewis, 327 miles 6 laps; Baldwin, 297 miles 5 laps; Brown, 286 miles 5 laps. Louise Armando rode an exhibition five miles in 18 minutes 45 seconds. She thus further lowered the record she made on Friday night at this distance by 18 seconds.

Perhaps we shall be let alone after a time. We believe in and will follow the advice which Polonius gave to his son.

WHY LADIES SHOULD RIDE BICYCLES.

EDITOR OF THE WHEEL:

In response to your editorial invitation of February 15 relative to ladies using the safety bicycle in 1889, I wish to state a few reasons why we should use the two-wheeled machine, which it is my intention this season to ride.

"Many cyclists object to their wives or sisters riding bicycles on the score of impropriety." Where this comes in I fail to see. It may be in the word bicycle, which is ignorantly connected with the ordinary machine, and which only a gentleman can decorously ride. I find that the people who object are those who have no knowledge whatever of the machine to which they refer and deride so unmercifully. The cyclists are, as a rule, more charitable to the newcomer, for they doubtless suspect the advantages the two-wheeler holds over the tricycle. They also know (what the general run of people don't) that the mount and position is in every way similar to that of the "trike," only more graceful.

Because over-zealous circus managers, etc., have introduced certain unbecoming and questionable elements in the first stages of legitimate feminine bicycling, there is no reason why we should be deprived of the benefits accruing from the use of the new wheel. I admit that the result of the recent New York fiasco will be felt for a time, though mostly in the case of half-hearted converts and the fickle outside public.

It has always been an anomaly to me, as well as others, that the so-called weaker sex should, in cycling, have to make use of the heaviest and most ungainly machine. By no means the smallest advantage gained in the new departure is the great reduction of weight—the difference between thirty-six to forty-five pounds and sixty to eighty. This item in itself is enough to make one seriously consider discarding the old machine, not to mention the good riding we shall secure owing to our wheel being but single-track. Also, take into consideration the extra places (though few, they still count) which to visit on a tricycle is almost an impossibility. The bicycle will thus extend our riding circuit. Last season one trip in particular I was desirous of making, but was told, time and time again, by more experienced friends who had "been there before," and knew whereof they spoke, that it would be folly to attempt to ride there on a three-track wheel. So if I don't visit Portsmouth, N. H., and kindred places, this season it certainly will be because a break-down or some equally serious calamity prevents.

The bicycle will also afford the ladies who ride tandems exclusively an excellent opportunity for finding out, in reality, how much they are dependent on the gentleman rider for that most necessary cycling commodity, the "motive power." I feel certain that many a lady at the end of a day's ride imagines that she has most effectually done her share of the work, the mistake occurring not through a desire to shirk, or through inability to pedal, but because it is impossible to tell or judge how much effort is needed. It will also secure independence for the lady, since she at any time can take a ride, and not, as is the case if she rides tandem, lose many opportunities, having to wait until her brother, husband or friend is at hand, not in spirit but material form. Another most important and favorable advantage is the ease with which they can be stowed away. They require no house or shed to store them; and, if away touring and weather prevents riding, can easily be expressed home with but little trouble. Many active bicyclists have before now been able to appreciate the latter blessing.

The only drawbacks which I see clearly as yet are the more sensitive steering and the inability to stand still without dismounting. These are certainly slight in comparison to the many advantages. The mount and dismount are so easy after one is familiar with the machine that very little objection can be based on the latter ground. But there is always two sides to a question, and it is best to consider both. The sensitive steering is also a fault remedied by continued use of the wheel.

I have not heard many ladies in and around Boston signify their intention of riding the safety this year, but I, nevertheless, consider that they are the best innovation in the interest of cycling for ladies.

Of course my views must be looked upon as partly theoretical, since my experience is limited to riding a tandem safety; but think there is little doubt but the concession will be granted that the progress of the past shows that a suitable bicycle for ladies means the introduction of a machine which will give the maximum of pleasure with the minimum of work.

MARGUERITE.

MAPLEWOOD, MASS., March 2, 1889.

FOR LADIES.

As the weather is now it renders riding quite impossible. I would impress upon ladies who possess a cycle the importance of closely studying the mechanism of their mounts. It is most important if anything goes amiss when out riding, that the rider should be capable of seeing at a glance the cause, for it often happens that what at first looks like a serious mishap may be only some small matter which can be put right in a few minutes. It is possible that a cycle repairer may not be near at hand, but there generally is a blacksmith or some mechanic close by who could put things right if pointed out in an intelligent manner. Such a case occurred to me a short time ago, and if I had not known what was the matter I should have had to walk my machine for about ten miles. A few extra nuts and screws with a complete set of tools, such as a spanner, screw-hammer, screw-driver, a bit of copper wire, etc. which will weigh but a trifle, should be carried. It is also very important to closely inspect every nut, bolt and bearing before starting on a ride. It is so easy to tighten up anything that has worked loose, and the result of having a loose nut or bolt causes other parts to also work loose if neglected and throws the machine considerably out of order. I am quite aware that this advice has been often rendered before, but it cannot be too often impressed upon riders.

Ladies purchasing a safety should be most particular in choosing a machine that has plenty of room between the back and front part of the frame above the crank arrangement, as the dismount can only be gracefully accomplished by drawing the right foot over to the left or near side and then alighting on the left foot. Care should be taken to do this when the left pedal is at the lowest point, then when the foot touches the ground the pedal will be farthest from the leg. I noticed some of the ladies' safeties at the Show that were much too closely built. So far as my experience goes it would be very awkward to dismount from them, and the same applies to mounting.

I noticed in one or two cycle papers that a small driving-wheel is deprecated. I have tried both sorts—a 30-inch and a 26-inch—and for convenience of mounting and dismounting, in my opinion, there is no comparison, the 26-inch being preferable of the two. Intending purchasers will certainly be wise in trying both sorts before deciding.

I also noticed that one writer advocated that the seat should be placed as near between the driving and steering wheel as possible; upon inquiry, and closely inspecting the position of the saddle of a large number of prominent riders, I found the saddle put as far back as possible. Having found this to be the case, I have adopted this position and am most pleased with the result.—*Wildflower, in Wheeling.*

PAULINE HALL AND THE CHICAGO CLUBS.

EDITOR OF THE WHEEL:

We are getting weary, oh! so weary, of all this rot about Pauline Hall causing a split between the cycling clubs of Chicago. Practically the fight is simply between the captains of the Chicago and Illinois clubs, and if it were not for the bull-headedness of only one member of the Illinois the whole matter would have been patched up long ago.

In the first place the theatre party that caused all the trouble was not a club affair. It was gotten up by Tom Roe and paid for *in full* by him. The Chicago Club, with the exception of his invited guests, knew nothing of the matter until it was all over and war had been declared. Mr. Roe has all along accepted all the blame, and does not see why the Chicago Club should be held at fault for his private acts.

The party was simply given as a joke, and would have been taken as such by any club not composed of boys.

By giving my little kick an inch or so you will greatly oblige,
BLUE AND GOLD.

CHICAGO, March 4, 1889.

THE FIFTH ANNUAL BALL OF THE NORTHAMPTON WHEEL CLUB.

The Northampton Bicycle Club held its fifth annual ball on last Monday evening. The opening exercises consisted of musical selections by the Opera House orchestra and fancy riding on the wheel by Mrs. Elliott, of Newton, and W. S. Maltby. Mrs. Elliott gave a very pretty and graceful exhibition on a ladies' bicycle, and showed to good advantage the working of those machines. Mr. Maltby performed his wondrous feats on the wheel with his accustomed expertness and gracefulness. He introduced several new features, such as the backward riding movement and riding over a plank placed upon a box, tipping the plank as his machine went over it from one end to the other. His plucky and successful efforts in the execution of this act called forth rounds of applause.

At the close of this exercise the grand march was formed, in which sixty-six couples, led by President Campbell, participated. Refreshments were served and dancing continued till a late hour.

Among those present from out of town were: Miss Wilson, J. W. Drown, Harry Shipman, Mr. Hosmer, F. W. Dewey, Albert Hart, of Springfield; Charles Creigh, Miss Pike and Miss Hunt, of Boston; Miss Thayer, of Williamsburg, and F. O. Smith, of Holyoke. There was also present a large delegation from the Florence Cycle Club. The entertainment was financially and socially a success, and "the boys" feel much pleased with the result of their efforts.

THE SIZES OF WHEELS FOR SAFETIES.

Since the introduction of the rear-driver the wheels, both driving and steering, have pretty well by one consent been of a uniform size—namely, 30-inch diameter. During the past few months, however, some changes have been made, chiefly by those whose desire is for novelty, and much eulogium has been applied to the different systems suggested. Considering the steering-wheel first, we have had both small and large wheels advocated. Indeed, two of the earliest rear-drivers were the "Humber" and "B.S.A.," both of which were provided with very small steering-wheels. These, however, have disappeared, having given place to wheels of larger diameter. Some have recently advocated an advance in the other direction as far as 36-inch, the lessening of vibration being the main advantage claimed. As to whether this is or is not an advantage to the safety we are not yet prepared to pass a definite opinion, seeing that we have not had the opportunity of testing a machine on these lines sensibly constructed. True, we have tried a machine with 36-inch steering-wheel, but it had an abnormally small back-wheel, and we are inclined to think that perhaps this great difference between the sizes was the cause of our dissatisfaction with it, rather than the fault of the large steering-wheel alone, so that until we have tried, and put to a thorough test, a machine such as some persons, in their enthusiasm, are designating a Rational, we would prefer to pass no opinion. The fact remains, however, that the smaller the steering-wheel the quicker the steering, and *vice versa*. A rider on a machine with a small steering-wheel can turn very sharply, while as the size increases the movement becomes slower, and more like that of an ordinary. The excessive quickness of the steering with a very small wheel, has, indeed, as much as anything else, been the cause of its falling out of favor. It was so quick in action as to be at times unreliable. On the point of driving wheels the size of 30-inch, which has been until the beginning of this season an almost universal one, it was adopted as one that could readily be stridden over by the rider of average height. Several very painful accidents occurred, in one or two instances to riders who had been accustomed to the front-driving type of safety, which was a universal favorite before the introduction of the "Rover," but these were caused mainly through the method of dismounting adopted—namely, that of springing backward from the saddle and alighting upon both feet simultaneously, a method which though general with riders of the "Kangaroo" has never found favor with riders of the rear-driver. The change proposed with regard to the driving-wheel is in a downward direction, and machines with 28, 26, or even 24-inch drivers have been constructed. So far as the racing path is concerned, we see no reason to object to a small wheel—unless for exceptionally tall riders—as it will be rolling upon an entirely smooth surface. Our experience, however, with a machine having 26-inch driving-wheel has certainly not been satisfactory, and we are inclined to doubt very much if for road work these machines will meet with any amount of popular favor. The vibration is excessive, and as another fad in connection with the small driving-wheel is the placing of the rider immediately over it, this is rendered ten times worse. One of the strong points in the position of the rider on a safety as usually built, is the placing of the body between the wheels, whereby the amount of rise each wheel has to make to surmount an object is halved or thereabouts, by the time it reaches the rider. The placing, however, of the rider on the top of the wheel makes it a certainty that every inch the wheel rises over a stone or drops into a hollow, just so much must the rider rise or fall, and in practice we found the theory most fully carried out. For the use of ladies, who may possibly be supposed, to ride only on selected roads, the small driving-wheel may perchance have an advantage, inasmuch that it is more easily covered with a dress-guard, and the mounting from the front, which a lady is compelled to do, is rendered somewhat more feasible, but even this we are not at all inclined to consider as a foregone conclusion. Our own opinion on the driving-wheel question is, that so far as male riders are concerned at least, a very tall rider will be a gainer with a 32-inch driving-wheel, and that for no one but very short riders, to whom the possibility of alighting on the mud-guard in dismounting may be present, should any reduction from 30-inch be made. On the point of undue smallness of driving-wheel and excessive size of steerer there can be no two opinions to one who has practically tried such a machine. Not only is it ugly in the extreme, but its frame is necessarily long and awkwardly arranged, and the vibration from the back wheel is excessive, every jolt and jar of the machine being felt by the rider, while the steering is slow and awkward. For a tall rider, too, the seat pillar is unnecessarily dangerously long. In the machine which was submitted to us for experiment we found the longest seat pillar made by the company was not sufficient to give us our full reach upon it, and an extra one had to be made, with the result that it always felt to us dangerously weak. So far as we can see, there can be little gained in a departure from the 30-inch so far as the driving-wheel is concerned, and in the matter of steering a 32-inch wheel will give entirely satisfactory results; and until, as we said before, we have experimented with a properly constructed 36-inch steerer, we cannot conscientiously advocate any serious departure from ordinary sizes.—*The Cyclist.*

VICTOR CATALOGUE, 1889.

While the general run of catalogues this year has been of high grade and artistic in conception, the Victor, the latest to come to our notice, is by far the prettiest of the lot, the cover being of a singularly bold and beautiful design.

The introductory states that the Overman Wheel Co. have been in business for seven years; that every move has been based on the desire to secure permanent success by making such changes and turning out such work as would recommend itself; that the firm has ever been reaching upward and ahead; that careful watching of the development of the art, combined with "that keen Yankee wit, which, never satisfied, strives ever for something better," has produced the Victor of to-day. The

introductory is as crisp and as clear as the catchy advertisements which have made the Victor people famous. Several paragraphs are devoted to descriptions of the materials used, illustrated descriptions of the Bown ball-bearing, hollow rims, method of inserting tire, etc., etc.

All the wheels turned out by the Overman Wheel Co. are fully illustrated and described. The mounts described are the Victor Light Roadster, with cuts of the hub, cranks and arrangement of the spokes, description of forks, hubs, handle-bars, handles and spokes; also cuts of the head, pedals, saddles and step. The Light Roadster, 50-inch, sells at \$125.

The Victor safety is carefully dissected, illustrated in whole and in part and described. The remarkable popularity of this wheel, the result of its thorough construction and the anti-vibration spring fork with which it is fitted, is too well known to need comment. The stock wheel is geared to 54, but will be geared to 51, 57 or 60 inches upon order; price, \$135.

The other wheels described are the Victor tricycle, a bicycle steerer, with the front forks fitted with an anti-vibration spring, similar to that used in the safety; price, \$160; and the Victor Junior bicycle, a high grade boys' and youths' wheel, made from 38 to 50 inches, and selling from \$40 to \$55. Ten pages of the catalogue are devoted to a list of sundries. Overman Wheel Co., Boston; special agents, A. G. Spalding & Bros., New York and Chicago.

NORTHAMPTON NOTES.

Though winter's reign in this part of Massachusetts can scarcely be said to be over, yet there are faint signs of an awakening interest in cycling matters, and those early birds, the new patterns of '89 wheels, are alighting among us. Samples of the Star safety, Columbia Light Roadster safety and the Eagle have been received, and much interest is shown by those thinking of a new mount for the coming season. The Eagle, of which so much is expected, is the latest comer, and even old riders show a becoming timidity in attempting to guide its flight. Barring a little seeming "crankiness" in steering and learning to mount by the pedal, there seems to be no reason why any fair rider of the ordinary, should not easily learn to manage it. At the annual grand ball of the Northampton Wheel Club, which comes off March 4, a sample will be exhibited, and it is hoped an expert will be present to give an exhibition of the wheel's many good qualities. Mr. and Mrs. Elliott, of Newton, Mass., are to be present and exhibit the "Sterling" quadricycle and ladies' bicycle, and it is announced that any lady interested in the latter mount can be taught to ride, free of charge, in one hour's time, on the afternoon of that day. May the interest thus awakened have a healthy growth!

Posters for the ball are already out, and quite an elaborate programme for the opening concert is being prepared. The matter of decorations for the City Hall is in the Executive Committee's hands, but I doubt if anything elaborate is attempted this year, as former years seem to show that the whole labor falls on a few members, and the increase of attendance does not appear to justify the trouble taken.

At the last business meeting of the Wheel Club six new members were added, two active and the remainder associate. I understand the limit of associate membership—twenty—is nearly reached, and hope the club will not make the mistake so often made by other clubs of allowing associate members the privilege of voting, and so a voice in the conducting of affairs. Debarring them of that privilege is much more apt to induce them later to apply for active membership. Some few disgruntled members complain that too free a use of club privileges is made by associates, but I can hardly see why that should be a cause for complaint. A club is always being reduced in membership from one cause or another, and it is necessary sometimes to recruit the ranks and replenish the club treasury from sources outside of active riders.

Two attempts have lately been made for a club photo, and the latter, on Washington's Birthday, proved very successful, twenty-four members turning out to be "took." The first was rather in the line of experiment with the "flash" light, but the faces looked so drawn and ghastly that the idea of developing was given up. A set of photos of scenes along the side path between this city and Holyoke serve to help ornament the ante-room or small parlor opening into the club rooms, and are the gift of Mr. Farr, of the Holyoke Bicycle Club, one of the most active members and largely instrumental in carrying out the good work of building such a path. Were it not for the enthusiasts among us, little would be accomplished in such ways.

I notice from a late copy of *Wheeling*, that J. Purvis Bruce is on his way back to this country, and the news will especially be received with joy by his many friends in Minneapolis, Minn., and vicinity. He was about the only wide-awake man that had an interest in cycling matters there and a good chance to air his ideas through the daily press. In a recent letter from that city, I learn that Health & Co. have again removed, this time to a stand in the "Permanent Exhibit" store, on Fourth Street, South, across the street from their former location, and that Colie Bell will ride and represent the Eagle in that city for 1889. Of the two clubs there, but one, the Minneapolis, shows signs of life, and prominent members of the Mercury threaten to leave and apply for membership in the former club if their long-dormant organization does not wake up and "do something." In my humble opinion, nothing but the Judgment Day will ever accomplish that result.

L. B. G.

FENTON'S FANCIES.

That very unwelcome guest, a bad cold, was with me last week, and in consequence I was unable to furnish my usual weekly letter. However, in the shibboleth of the circus, "Here we are again." I hope that my adversaries won't feel badly that I did not give them a chance this last week to pick some more flaws in my rhetoric, criticize my ideas, and form vague verbal caricatures of my personal appearance—absurd enough, it is true, but satisfactory in that at last my windy and would-be critics have the pleasure of seeing their ebullitions in cold type. The joy of the youthful writer is most tremendous and awe-inspiring when he first has the pleasure of seeing some of his writings in print. How I envy Nemo, our juvenile Solon of cycling laws! Just imagine his infantile glee as he perused his own article, and remarked to himself, "I guess I've settled Fenton this time." Oh, Nemo, my infant Socrates! You are young in years and your methods are childish, but you and your friends, Constant Reader, Veritas and Pro Bono Publico, are chestnuts, just the same. Some one ought to gather you next fall, and in the same basket should be put "Old Nestor, whose wit was mouldy ere your grandsires had nails on their toes." And you ask me who Nestor is? That you must find out for yourselves, but I will tell you that he and ex-Mayor Hewitt ran a dead-heat for the world's championship at letter-writing. There's a clue for you!

The smooth running machinery of the League has ground out a nice new president for us, and in consequence we should all be in a perfectly ecstatic state of bliss, I suppose. But are we? What do A and B, ordinary members of the League, have to say about the election of a president for the ensuing year? What value has your opinion, my dear friend C? A little bird whispers to me that the answer can only be algebraically expressed, and that X, representing an unknown quantity, is the correct reply. True enough, such an example can be proved at sight. Let us suppose that the two candidates for the presidency were named Buncomb and Messup. Neither A nor B wished to see either of these gentlemen elected, and yet were unable to help in electing their own candidate, the honest and upright O. K. Everyway, whom everyone likes. But the end of the present system of League politics is approaching. The march of public opinion is slow moving, but, like the Alpine glacier, it gathers resistless force with each inch that it advances. You cannot check it. As well try to stay the progress of an avalanche, or, like King Canute, bid the sea stand still. The Alpine peasant, with that unobtrusive common-sense which is so often to be found among the common people, leaves his house to its fate when he finds the glacier is approaching, knowing that too long delay will force him into an abyss from which there will be no chance of emerging. The ground is slowly opening now beneath the feet of the "League ring." Let us hope that they and their "dog-in-the-manger" politics may be speedily engulfed by the abyss, for their short-sighted wisdom can never equal the stolid perception of the peasant, as far as practical utility goes.

The industrial and civic parade, which occurs during the Washington Centennial celebration, in April, ought to afford a good opportunity for a large turn-out of bicyclists. Here's a fine chance for some energetic club to distinguish itself by organizing a bicycling division for the occasion.

The bowling team of the New York Bicycle Club have at last succeeded in winning a game. By all accounts the Harlem-New York game, on the latter's alleys, was an easy win, the score showing eighty-eight pins difference in the New Yorks' favor. This practically settles the championship in the Hudson County Wheelmen's favor.

FENTON.

From the *Cyclist* we republish an editorial on the size of wheels in safeties. The conclusions of the *Cyclist* on this matter will be at once coincided with by every thoughtful and experienced rider. Those who have had no experience should read this article.

Colonel George A. Jessup is already in the field for 1890.

JERSEY CITY.

In my letter a few weeks ago, I mentioned the fact that several of the wheelmen in this section of the State were in favor of running Mr. Llewellyn H. Johnson for New Jersey's Chief Consul at the next election. The appearance of that paragraph in *THE WHEEL* has been the cause of several letters being addressed to me, and numerous verbal communications hurled at me, naming other gentlemen than Mr. Johnson for that position. Every really active wheelman in this State feels that something definite must be done, and that quickly, in order to restore the League membership where it was a year or two ago, and the question arises: "Who will be the best man to undertake this feat?" Several enthusiasts from the Southern part of the State have been heard from, naming their favorites for this position; I notice, however, that the tide runs in favor of Dr. G. Carlton Brown, of Elizabeth. There is no doubt as to Dr. Brown's ability to properly fill the position. "He's been there before." He has been tried and found O. K. The League membership of this State was at its zenith when he was at the helm. He has been more or less identified in almost continuous service for the L. A. W. for six years past, and is, at the present time, on the L. A. W. Membership Committee and Vice Consul of New Jersey. He has been instrumental to a great extent in furthering the interests of wheelmen, in connection with the New Jersey County Road Bill, which recently passed our Senate. From what I can learn, there is no doubt that if Dr. G. Carlton Brown can be induced to accept the nomination, he will be the next Chief Consul of New Jersey.

A story is told of one of our enthusiastic members, who until recently has been in the habit of taking out his wheel every evening and going to the residence of his "best calico."

His route led him across some vacant lots, on a well-beaten path, probably one hundred yards long, which he took as a means of short cut.

It was but natural that he took advantage of all short cuts when on such a mission.

One day the owner of the lots had a gang of men at work, digging cellars for a row of houses he intended to erect, and the following evening our hero mounted his wheel as usual, and started for her home.

The night was dark.

The Jersey City Economical Board had not provided gas lamps in that vicinity.

When he reached the path across the lots, he started on a grand "Willie Windle" spurt. He went a la Windle for about 16 feet. And then—then—he—felt—that—he—was—soaring—soaring!! There was a distinct feeling of goneness. The earth had left him. Thousands of thoughts crowded his mind in that fraction of a second. If his life was only spared, he would pay up his back dues and a year's dues in advance to help out the Rent Committee; he would never send potatoes as a substitute for fruit to another smoker; he would nev—bang! He had landed; he had reached what he felt was another world.

* * * * *

When he became thoroughly separated from his wheel, he found that what he supposed to be Australian soil was the bottom of McGinness's cellars. With the assistance of the numerous small boy, he managed to leave the cellar, take his wheel and walk home. No, he would not call on his Imogene in his then "dynamic" frame of mind. The incident, however, has had the effect of having Mr. Wheelman call on Miss Girl in citizen's clothes. He naturally feels that night-riding is not conducive to good health.

I am glad to note that Jonah, in the last issue of the *Bicycling World* is in sympathy with my proposition to form "The New Jersey Team Road Racing Association." Captain Day, of the Hudson County Wheelmen, has been working the matter up, and he finds, as stated by Jonah, that there are several cycling clubs in the neighborhood of South Jersey and Monmouth who are willing and anxious to contribute to the support of such an association. The Freehold boys, I am told, have some good stock in the way of racing material, and I think, with proper management, there would be no doubt as to the success of the N. J. T. R. R. A. I understand that each of the races run in the neighborhood of \$75.00 or \$80.00, not in the ring, seems rather exorbitant.

think that this new bidder for public support could be run on a much more economical basis, and, at the same time, award place medals as was done by the old association. The cost of a suitable first prize for the winning club would be apt to have a bad effect upon the treasury, and I am heartily in accord with the suggestion made by Jonah to the effect that the dealers be requested to put up the trophy.

The captains of all cycling clubs in New Jersey are requested to correspond with Captain Edw. J. Day, of the Hudson County Wheelmen, Jersey City, in order that united action may be secured and speedy organization effected.

The first one-mile struggle for the Benedict medal was run off on the morning of Washington's Birthday. This medal has to be won three times to become the property of a competitor. Only such members of the H. C. W. who have never won first or second place in any race are allowed to compete. The course selected was from the old road racing starting point on Springfield Avenue, toward Irvington. J. L. Robertson, Jr., finished first in 3m. 35s., Captain Day second, and Morse and Corder third and fourth respectively. The time was good, considering the fact that the men raced in their regular uniforms, and that they did not mount their wheels until after the word "go" was given.

The next competition will probably be held about April 1.

The good luck of the H. C. W. bowling team sticks to them. On Saturday evening last the team, accompanied by their shouters, went over to play their old friends, the New York Bicycle Club. The bowling team yell of "Ki-yippy, ki-yippy, ki-yippy, ki-yah; Hudson County, here we are; who-wah, who-wah, hah, hah, hah!" seemed to encourage the boys, and when it became frequent on the last frame, the fever caught Nisbett, of the New Yorks, who wound up with three strikes. The score is published in another column.

COASTER.

TROY NOTES.

At "Bicycle Hall," Monday evening, February 25, the Troy Bicycle Club's bowling team defeated the team of the Railroad Young Men's Christian Association by a score of 2,056 to 1,392. The bicycling team was composed of the following: J. M. Van Arnam, captain, F. S. Schutt, H. B. Hogben, C. F. Biermeister, W. M. Thiessen; and the R. R. Y. M. C. A.'s team, G. W. Daley, captain, A. H. Seeley, F. Howland, C. Clowser and H. Fisher.

The Troy Bicycle Club is going into baseball, if reports are true, as they have applied for membership in the local baseball league. They might use their wheels to run the bases, if a spot can be found smooth enough around the city to play baseball on.

Chas. H. Wilson, of the Trojan Wheelmen, wants to sell his Humber tandem, which he and his brother used to ride before the yachting craze took possession of them. John Drake, of the same club, is not seen out on his wheel he used to ride so carefully. He would need a tandem now.

Ex-Representative George A. Spicer thinks of going to Chicago to live. He would take a good sized ordinary, as he measures 6 feet 4 inches in his stocking feet and weighs about 275 pounds. His brother, Le Grand, is talking of getting a safety, but I fear it will have to be one which has a good reach, as he measures 6 feet 2 inches and weighs 205 pounds. I think the former one of the largest members of the League.

Representatives Knowlson and Gallien have plenty of work before them if they "boom" the League in this city and Albany this year. I hope they will keep at it, and at the same time not forget the "roads question."

I hear that Representative Reynolds and wife, of Stockport, talk of riding a safety tandem this year.

ORNH QBA.

MARCH 4, 1889.

The *Sewing Machine and Cycle News* steals Mr. L. H. Porter's admirable translation of "Gedicht," which recently appeared in this paper.

BALTIMORE.

Ever since bicycle riding began in Baltimore there has been open warfare between the knights of the wheel and the horsemen of the city. The former claim that they have been continually interfered with by horsemen who will not extend to them any of the courtesies of the road, and some trouble of this kind has occurred even within the past year. This state of things has naturally caused some bad feeling. Horsemen, as a rule, look upon the advent of cycling as a public nuisance. They claim that the bicycles scare their horses, and sometimes cause considerable damage. But there is not the same danger there once was, as the presence of wheels on almost every avenue and driveway has accustomed horses in a great measure to them.

The Centaur Club is seeking for new headquarters in the neighborhood, on East Lombard Street. The present club house is not roomy enough to accommodate the members.

The usual weekly dance, held at the Baltimore Club house, brought out many members.

The annual election of officers of the Maryland Club will take place on Monday, March 11. Messrs. Yates Pennington, S. T. Clark, Albert Mott, H. E. Brown, I. H. Balderson, Fred. Hutchinson and Ira C. Capfield, the Nominating Committee, are preparing the ticket.

The regular quarterly meeting of the Board will be held March 30. It is proposed to invite the National League to hold the annual meet here.

The Maryland Club will hold a banquet at the club house on Thursday, March 14.

The annual election of officers of the Maryland Club will take place on Monday, March 11.

C. L. Leisen, a member of the Pennsylvania Club, of Philadelphia, spent last Friday evening in this city at the Maryland Club.

Bad weather has arrived and stopped wheeling in this city.

Almost all the Baltimore wheelmen would have most likely attended the inauguration parade if it had not been for the disagreeable weather which was prevailing.

The Baltimore Club presented J. M. Cummings, Secretary of their club, with a handsome silver dinner set at his wedding, which took place at 1743 Park Avenue, the home of the bride, Miss Edith F. Brittain.

BAY RIDGE.

UNIVERSAL CYCLING CLUB NOTES.

Brooklyn Institute was crowded beyond the expectation of the members of the U. C. C. on Friday evening last, it being their second annual reception. The hall was tastefully decorated with wheels and the club's colors.

Following are the names of those noticed among the crowd: Mr. and Mrs. Fred. Miller, Mr. C. Dunham, Miss L. Dunham, Mr. J. Judd, Miss M. Cochrane, Mr. C. Isbell, Miss L. Stein, Mr. W. Finn, Miss M. Meaney, Mr. W. Shannon, Miss N. Southern, Mr. D. Hennessy, Miss L. Hennessy, Mr. A. H. Miles, Miss P. Drewback, Mr. P. Finn, Miss N. Smith, Mr. and Mrs. F. Swift, Mr. C. Denison, Miss P. Francis, Mr. and Mrs. W. Blanchard, Mr. W. Roberts, Miss R. Roberts, Mr. M. Goodstein, Mr. W. Stanton, Mr. W. Masterson, Mr. A. Levy.

W. S. Hannon has been doing considerable riding of late, except when his wheel has been in the repair shop.

The club has decided to award mileage prizes for the members having the largest mileage during 1889.

Lieutenant Fred. has been recruiting during the last few months, but intends to make a break and try to make that "Blarsted Smith-town Run," which did him up last season.

HUSTLER.

March 4, 1889.

George W. Kreger, of the Long Island Wheelmen, has been in the "gym" all winter and will race this spring. Kreger should now form equal to that of Crist and Rich at the best.

ST. LOUIS.

The wheelmen of this city and State are thoroughly aroused over the threatened invasion of their rights by the Warner Bill, referred to in my last letter. This is really the first attempt at hostile legislation in the State, and the results are anxiously awaited. A copy of the bill has been received here, and for absolute absurdity it easily takes the premium. The provision requiring riders to dismount one hundred yards before meeting "a horse or mule or any kind of vehicle drawn by horse or mule," and to remain dismounted until the "horse or mule or vehicle drawn by horse or mule" shall have passed beyond twenty-five yards, is especially brilliant. Possibly through oversight, but more likely through ignorance, the law is not made applicable to tricycles, and if it passes and stands the test of the courts we shall all have to buy trikes or quit riding. In that event this will be a good locality for some of our manufacturers to unload their surplus stock of old trikes. It is very humiliating to the cyclists of this State, that while New York, New Jersey, Massachusetts, Ohio and other enlightened localities are passing laws to protect wheelmen and establish their rights, Missouri is considering the passage of laws that will drive them off the highways and utterly annihilate the sport. However, the bill presented by Warner is so narrow, unreasonable and obviously unconstitutional that we cannot think for a moment that it has a chance of passing. We have a large number of riders in the city, as well as in the interior portions of the State, who, while professing to be enthusiastic lovers of the sport, have steadily resisted all efforts to get them into the League. They could not see any use or advantage in belonging to the organization. Now that their rights are menaced, they are quite willing that the League should take up the cudgel in their behalf and protect their interests. This means that they realize their own helplessness in a dilemma such as now confronts them, and recognize the value of an organization fully equipped to defend and protect their interests. To me it seems incredible that there should be so many riders who persistently refuse to join the League and yet are quite content to enjoy the privileges which that organization has and can secure for them. If this sort of thing is not selfish and parsimonious to the last degree I do not know what is. It will be, perhaps, in the nature of a gratifying surprise to your readers to know that Brother Page has seen the error of his ways and has sent in his application. There are others quite as much in need of repentance as he was, and if they all come in this Warner Bill may prove a blessing in disguise.

The arrangements for the Stone-Lumsden races are as follows: The first, a track race, distance one mile, to take place at Chicago Saturday, May 18; the second, also on the track, distance three miles, to be ridden at St. Louis Saturday, May 25; and the final contest, twenty miles on the road, to be run off at Crawfordsville, Indiana, Monday, May 27. The prizes are medals valued at \$50 on each event, and one valued at \$100 to go to the one winning the series. The story comes down here from Chicago that St. Louis had to be shamed into making the match, and unless this story is contradicted from the Chicago end, the entire correspondence that passed between Garden and Brewster will be given out for publication. That will effectually settle the question as to who was shamed into making the match.

There is nothing new to report concerning the approaching election of the Missouri Club. It is possible that there is a still hunt being indulged in, but if so it is being kept very quiet. The committee appointed to consider ways and means to increase the interest in cycling in the city has been hard at work, and it is understood that they will have an interesting report to make at the next meeting of the club. The committee consists of Professor Stone, Geo. K. Andrews and William Brown.

Since the foregoing was written, the report comes down from Jefferson City that the Warner Bill, at the urgent request of its author, has been reported favorably by the Committee on Roads and Highways, and is now on the House calendar. Remonstrances against its passage have been prepared and mailed to all the local Consuls throughout the State, with the request that they be signed and sent to their respective representatives in the Legislature. There will be a full list sent from here.—ITHURIEL.

BUFFALO.

The Buffalo Bicycle Club celebrated their tenth anniversary by a banquet at the Genesee on Washington's Birthday. Covers were laid for fifty. The club was organized ten years ago in the office of Dr. H. T. Appleby, on West Eagle Street, with three charter members. The present membership is about 150, and their club house is one of the finest in the country, being equipped with every requisite of a model wheel home.

Bicycle news appears to be unworthy of attention on the sporting page of some of our city dailies, and whenever an item does appear it is generally old and incorrect. The other day a morning paper announced that S. G. Whitaker had made a mile in 2m. 18 2-5s.

A new sporting paper, *The Whip*, will make its appearance about April 1. It is to be devoted to sports in general, and will include bicycling as one of its specialties. "Pendragon," a well-known sporting writer, both in this country and in England, is at its head. The Buffalo and Rochester Clubs, and several other wheeling and sporting organizations in this part of the State, have adopted the paper for their official organ.

The asphalt pavements are in good shape for riding, the recent rains having melted and washed the snow away. There is some talk of club runs, but in all probability ere this goes to print a snow-storm will unawares swoop down upon us and our hopes of an early season.

The Ramblers have lost three, and perhaps four, members by their departure to other parts of the country. Wirtner and Hughson started for California after the theatre party of last Wednesday night; Graham is now employed in New York City by the Erie Railroad Company, and may remove there permanently; Schmidt has gone to Boston, and with him the club dog, "Rambler," who made the 100-mile run from Erie with the boys last summer, when they lowered the time made by the Buffalos a few weeks previous to their attempt.

Vice Consul W. S. Bull is about to begin the preparation of a State Division hand-book. It will contain a list of League hotels and local Consuls in the State, and also several articles by local wheelmen.

H. E. Ducker will not leave until autumn to take charge of the Boston enterprise.

Pauline Hall may not have the kindest of feelings toward the cyclists of the Queen City of the Lakes, but then it was not our fault, and it happened thusly: Several months ago when it was announced that the Casino Opera Company would visit Buffalo, the Buffalos, in the local papers, gave it out that they were going to honor the stately Pauline with a theatre party. The Ramblers also decided to have a theatre party, and it was to occur on the same night as the Buffalo's, but Marie Jansen was selected as the particular one to whom they wished to show favor. At a meeting of the Buffalos the theatre party was brought up, and after a stormy discussion was voted down, much to the chagrin of the younger element. Wednesday night at last arrived. Marie had been notified of the attention which she was to receive, and acknowledged the honor by a very sweet letter to the club. About eight o'clock the Ramblers arrived in their "claw-hammers," took their seats and awaited the rising of the curtain. The Buffalos had not put in an appearance, and the rumor, which had been circulated the day before to the effect that they had given up their party, was soon verified. The curtain arose, and Pauline made her entrance, the club colors of the Ramblers, white and blue, being conspicuously displayed on her person. There was something wrong. Then came Marie dressed in the flimsy garments of *Nadja*. Up the centre aisle came the boy with the floral tribute for the gauzy *Nadja*. He performed his work correctly, and the curtain went down. In the next act it was noticed that Pauline had discarded her blue and white, and her face bore not the sweetest smile imaginable. Who made the mistake? Is the question that has been troubling the boys. Surely not they.

To.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Friends of Robert L. Shaffer, and he has a legion, will hear with regret that at the last municipal election he ran for the humble but important position of School Director and was defeated. It was rather hard, for his benevolent ways and fatherly smile would have made him an ideal member of the board. But, alas! the ward in which he lives is overwhelmingly Republican while he is a staunch Democrat, and this accounts for his overthrow. However, his political ambition has by no means received its death blow, and some day we hope to hear our friend "Bobby's" name resounding through the halls of fame as—as—but why anticipate? Time will tell.

The South End Wheelmen intend, as a fitting finale to their series of successful hops, to give a grand ball some time after Lent in one of our large halls. This will be the first one of its kind in Philadelphia, and under the skillful management of the same gentlemen who managed the club's private affairs, cannot be otherwise than a success.

The subject of holding a grand inter-club run has at various times been agitated, but with no result. Now I have another scheme which I think is thoroughly practical. Why not hold a mammoth picnic in Fairmount Park, say on Decoration Day? Let every club participate, and wheeling would get a great boom here. In the afternoon they could all ride to the famous Lan-

caster Pike and Montgomery Avenue, only a few miles distant, and hold several road races. I think the idea would take if it were only pushed, and am sure it would do much to promote among the wheelmen of this city a fraternal feeling, which at the present time is sadly lacking.

There is a charming young lady living on Diamond Street, who every Sunday sits at her window to see the Century Wheelmen start on their weekly club runs. When they arrive opposite the house in which she resides a general taking off of hats—or caps, I should say—is in order, a salute which she answers with a pleasant smile. Now, here is where the joke comes in. Each and every heart-breaker in the club, and there ARE a few, fondly imagines that the smile is aimed at him in particular, and congratulates himself that he has such a nice "mash;" but a little bird residing in the neighborhood has told me that there *is* one, and after he has glided by on his steed of steel she leaves her post not to return again till the afternoon, when she watches for his return. I have promised not to tell who it is, and it would not do anyway, for it would shatter the hopes of some of the "boys" and I would be answerable for the consequences. So keep right on, look your prettiest, but still the right man is under the watchful eye of

ARGUS.

PHILADELPHIA, March 3, 1889.

HARLEM WHEELMEN'S ENTERTAINMENT.

The entertainment and reception of the Harlem Wheelmen will be held at West End Hall on Wednesday, March 13. From the interest shown by the members and their friends in this affair, it will undoubtedly be a grand success. The entertainment will consist of music under the direction of Professor Julius Luster. Mrs. J. Williams Macy, the contralto, has been engaged, as well as the Perry Brothers, together with J. M. Young, in his imitation of celebrated actors, and F. W. Isenbarth, on the zither. Tickets admitting gentleman and ladies to entertainment and reception, \$1. Tickets can be had of club members or at the door.

The progressive euchre party given by the lady members of the Harlem Wheelmen, at the club house, on Wednesday evening, was, as usual, a great success. The prizes were won by Miss Sadie Field, Mrs. L. A. Newcome, Prof. D. R. Robus and Mr. Millard Cossit. The party was largely attended. Among the visitors were: Mr. Clark, of the Citizens; Charles A. Sheehan, of the Manhattans; Mr. B. Ambroy, of the Detroit Bicycle Club, of Detroit, Mich.; Mr. and Mrs. Cossit, of the Riversides, of this city, and Mr. and Mrs. Henry Cochran. At 10:30 refreshments were served, followed by dancing. These pleasant evenings of the Harlem Wheelmen are a new departure for this club, and the members are beginning to appreciate the change. Their grand entertainment, to be given at West End Hall on Wednesday, March 13, will be the event of their season, and we would advise all wheelmen to attend.

THE WORLD will come to you in rolls next week.—*Bicycling World*.

So they are going to feed League members on *Bi-World* sandwiches! This is the "other concessions" referred to by the Executive Committee in its late report.

We saw five *Bicycling Worlds* at the New York Club house on Thursday evening last, *with the wrappers all on*.

A deal of abuse has been heaped upon the head of the New York Club within the past few weeks. This paper has assisted at the heaping. The result is increased activity in the club. The billiard-room is lively; the game of "hearts" progresses in lively fashion. The kitchen is taxed to its utmost resources to satisfy the epicures of the club. The house no longer suggests the icy habitat of the Esquimaux. The members are riding. The club is doing good work in securing petitioners for the pavement of the Boulevard. Its President will shortly don overalls, roll up his sleeves and direct the minions of the Park Department how to properly pave Seventy-second Street. Altogether it is a very active and happy family, is the New York Club. Long may it wave!

Mr. A. E. Schaaf, of the Gormully & Jeffery Manufacturing Company, was in town on Friday last. He has started on an extended trip "Down East."

The New Bedford (Mass.) Club dined "Doc" Emery on March 6.

The Cambridgeport Cycle Club will hold a fancy dress ball on March 27.

F. A. Elwell's European party will sail on May 18.

The Universal Cycling Club, of Brooklyn, held an enjoyable reception at the Brooklyn Institute on last Friday evening.

MY DEAR PRIAL.

SAN FRANCISCO, Cal., Feb. 14, 1889.

MY DEAR PRIAL:

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R—S—.

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