

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.

"BY FAR THE BEST."

CARPENTERSVILLE, ILL.,
February 2, 1889.

F. P. PRIAL:

Dear Sir—Enclosed find draft for \$1, for which please send THE WHEEL for one year, from March 1, 1889. This is by far the best cycle paper published. Send me a few extra copies, and I will try and secure names for you.

Yours, etc., FRED. E. McEWEN.

A HIGH-CLASS, HONEST AMERICAN PAPER.

The *Wheel* flatly contradicts Woodside's statement as to Rowe not being as much to blame as Morgan and Temple in the late swindle, and "shutting down the lid on the garbage can," says all were equally to blame. Though this is not our view, we give it as that of a high-class, honest American paper.—*Wheeling*.

OUR New Orleans correspondent, "Bi," recently commented as follows on the method of electing the officers of the League:

The fight for the League presidency has given me a bit of food for reflection, and the idea has dawned upon me that there is a little too much one-man power vested in our officials. Take Louisiana, with its one vote, for instance. We all know that a fair proportion of our membership takes little or no interest in these matters, but those of us who do have not the slightest voice in the selection of the national officials. Our Chief Consul has sent his proxy to a Luscomb man and Louis-iana's vote will go to that gentleman; and yet by actual inquiry I know that Mr. Jessup is the choice of almost every member with whom I have conversed, and, to tell the truth, I believe with Hodgson himself, and his giving his vote to Luscomb is purely from policy, not choice. Now, is this either just or right to the rank and file? I say no. Is one man competent to speak for a hundred in matters of this sort? I dare say Louisiana's case is but a parallel with other States, and for one I claim he is not, and surely the sentiment of the general membership is entitled to some consideration. We are entitled to a vote or some say in these matters. Don't you think so, Mr. Editor? It looks to me as if, so long as the present method is pursued, "rings" and "combinations" will continue to "rule the roost" and everything else. I think, if the League is to model after the United States Constitution, that it should be carried out still further and elections be held in each State, and relegate the board of officers into a mere electoral college. That would be something like a fair deal.

"Perseus," cycling editor of the *Sporting Life*, makes "Bi's" comments a text for a sensible homily, the lesson of which is that the "proxy system" is an evil one and that the only fair manner of electing League officers—we refer to national officers, as President, Vice-President and Treasurer—is by the direct vote of the membership at large. "Perseus" wants the Constitution amended, and wants to know what we think of his suggestion.

As a matter of fact, as well as of right, the

League Constitution, which is generally understood to be analogous in its construction to the United States Constitution, should provide for the election of its national officers by popular vote. This much will be granted as a matter of principle, but no man has yet advanced a feasible plan for carrying out an election on such a basis which will give as good results as are accomplished under the present system. We must take things as they are, not as they ought to be. "Perseus" should remember that when the people of the United States rush to the ballot-box to avail themselves of their right to determine who shall govern them, they are urged on by many serious considerations which do not affect the League member. In the great world of American politics there have always been important questions at issue, and every intelligent citizen has been compelled to record himself for or against an idea, according to his light or his prejudices.

In the smaller world of League politics there is absolutely no question at issue. The policy of the League is well defined. It would advance the cause of wheeling by guarding the rights of its members, by securing protective legislation, by obtaining transportation and hotel privileges, by aiding the cause of roads improvement, and by binding together the wheelmen of this country so that they may be a political factor whenever the rights of wheelmen are endangered. There is no room for discussion within the League ranks; the policy, as outlined above, is accepted by all. The element which enters into the selection of a national officer is personal fitness, and this is merely a question of personal influence.

There being no parties in the League, it is a logical presumption that but a small proportion would record themselves in an election by popular vote, and those who would vote would be largely influenced by sectional feeling. Another phase of the question to be considered is that all popular elections are conducted by an electioneering bureau, which means a heavy outlay of money, and as there is no profitable patronage in League politics there would be no incentive in following the lines laid down in American politics.

We have come to the conclusion that it no longer is worth the time to worry about the League Constitution or its methods of government. Our ideas as to the League's possibilities have settled into well-defined limits. It should have an active, intelligent Executive Board, that its finances may be well regulated, and its national committees supervised. Its Racing Board should constitute itself and be recognized as the arbiter and director of all cycle racing contests on either the path or the road. Its Transportation Committee should extend the work inaugurated by the immortal Burley B. Ayres. Its Rights and Privileges Committee should aid in the enactment of proper and obstruct the passage of obnoxious and discriminating laws. Its Roads Improvement Committee should educate the American people into the necessity of good roads, and an economical policy should be pursued in order to give this committee as strong financial backing as possible. The work of local improvements and local advancement should be undertaken by State Divisions.

The most important thing to be done at the present time is the establishment of a national roads improvement bureau, under the management of the National Roads Improvement Committee. With such important work to be accomplished, forms of government and methods

of elections fade into insignificance. We think that the League never can be properly governed. It is a mammoth social club, though without the closer ties that exist in such a club. Its members are allied for their mutual enjoyment and protection, but being scattered over so great a territory, a truly representative popular meeting never can be convened. We express our personal preferences in the representatives we send to our State Boards of Officers, and they express the States' preferences in the delegates they elect to the National Assembly. This seems to us to be as near as we ever can get to popular representation in League national affairs.

It is some satisfaction to note that the man who-wants-something-for-nothing is gradually disappearing from cycling. This specimen of the genus homo, while he has been of some use to the sport, should be frowned out of existence by cycle dealers. He is the kind of man who airily and confidently informs A, who has to pay for his mounts, that he never thinks of paying for a machine; that he has influence with so and so, who will let him have any kind of wheel he wills. He is a source of discontent. He breeds the man who can sell three machines and will place a lump order for a discount off; he incites the man who has real or fancied speed on either path, road or hill, to make an "offer" to a concern—he calls it an "offer," though it generally is a begging letter—and to eternally "talk down" said concern if said offer is refused; he excites the cupidity of the man who wants to ride across the continent, if expenses and salary are guaranteed; he is constantly, often unconsciously, recruiting the ranks of the order of genteel beats.

There are tricks in all trades, and the cycle business has its own share. Happily they are fading away before the advance of a more legitimate system of trading. In the pioneer days of the sport it was necessary to force it upon the public, and any more-than-ordinary feat, which invited notices from the general press, accomplished valuable missionary results. The climax of these extraordinary performances was Thomas Stevens' earth-girdling journey. But the sport has grown into the public mind so rapidly that it is no longer necessary to boom it as in the earlier days. As a matter of fact, transcontinental journeys and feats of that ilk no longer have any advertising value.

This train of thought is suggested by a letter received from an ambitious cyclist, an assistant postmaster in a Western town, who offered to ride from San Francisco to New York if we would guarantee his expenses and salary. The benefit to accrue to us from the "remarkable advertisement it would give our paper" is painted in glowing colors; but not being able to see it that way, we courteously declined and advised the youth to stick to his post-office provided the new administration will permit him.

VIBRATION IN CYCLING, was the subject of a paper recently read by Dr. B. W. Richardson, at a meeting of the Society of Cyclists. "I am of the opinion," says the Doctor, "that nothing produces so much injurious fatigue, or so bad an effect on the health in cycling as vibration. It is a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, is very inconvenient, and which in a feeble person may be attended with actual risk."

The cause of the mischief is what medical men call "spinal shock." It is very much like, and in essence is the same as that kind of shock which is noted in railway accidents, the difference being that in railway accidents the shock is inflicted by one or two violent concussions, while in cycling the shock is produced by a number of minor shocks, which produce the injurious effect from an accumulative action upon the spinal cord, and, through it, to some extent, on the brain. Excessive vibration causes a general fatigue and a painful reduction of muscular power in the lower limbs.

The Doctor concludes that, now that the danger is known, mechanical constructors should strive to produce a machine which shall be almost free from vibration. "This would be a vital advance in the art of cycling. Because in cycling we must work, we need not vibrate. Vibration is so much unperceptible work thrown away."

CYCLING FOR WOMEN.

Undoubtedly the feature of cycling for 1889 is the introduction of bicycles for women. As a possible inducement to women to become cyclists, I heartily welcome them. From striking personal experience, I know the immense value of cycling for women, and I have seen with regret the painfully slow advance that has been made in the number of feminine riders. In my own district, one of the best in the country, there has been practically no advance at all.

Large numbers of wheelmen are married men who ride primarily for their health. They are quick enough to recognize the benefits which accrue to themselves; but why do they never think of their wives? There are few instances in which the wives do not need the exercise, air and exhilaration of a ride, as much, if not more, than their husbands. Some men excuse themselves on the ground that their wives do not want to ride, when the seeming reluctance is due to an idea that their husbands do not want them to. In other cases, a long ride is taken, the woman exhausted, and led to believe that cycling is all hard work. Lastly, many men are too outrageously selfish to care how their wives feel, or to take the trouble to teach them to ride, or to do the slightly increased amount of work necessary on a tandem with a feminine companion.

With regular, judicious practice, a woman soon ceases to be a burden on the front seat of a tandem. On good roads, ten miles an hour is easily reached, and this is faster than the average wheelman travels. There is no company so pleasant in cycling as your wife, or if unmarried, a good lady rider. As a married man I say to married wheelmen, it is an outrage that every one of you do not teach your wives to ride. There are exceedingly few cases where a woman cannot learn with great advantage to herself. I have seen such successful results from such unfavorable beginnings that nothing could discourage me.

The utility of the tandem safety I am inclined to question. While unquestionably easy and fast on good roads, it needs a skilled rider and cool head to control it; it is awkward to make a full turn with it, and in soft, bad places it must be very difficult to manage, and clearly inferior to a good tandem tricycle. This last view is borne out by the experience of others. It seems to me that the function of this machine is scorching for our racing men.

The rear-driving safety for men ought, of itself, to double the ranks of wheelmen. To one who has not ridden the ordinary, its steering is very easy from the start, and readily mastered. When well ridden it is safe under nearly every possible condition. It is as easy as the ordinary, and more convenient to mount and handle. It makes cycling easy to men of all ages.

I have already noticed here something that is complained of in England—I mean a tendency in safety riders to ride carelessly, without sign of endeavoring to improve. It is so easy to learn to ride the safety that many do not realize that they can go on indefinitely in improving

their form and in perfecting their control of the wheel. One can improve in the management of the safety as much as with the ordinary, and riders ought to look to this point.

5678.

FAVORS LADIES' BICYCLES.

DEAR EDITOR OF THE WHEEL :

When I was in the office of a friend of mine the other day I happened on a copy of your paper, and read "Pony's" letter about ladies' bicycles. I want to lend my voice to swell the chorus of thanks to the man who invented them and the woman who first rode one and proved it was a feasible and very delightful thing to do.

I am a new rider, have in fact only been out on the road three times, but I am so delighted by my experience that I never want to ride a tricycle again.

I have ridden a tricycle for two years, and many a time I have toiled along in the rear of a run on my heavy machine only keeping up by means of a friendly tow once in a while over a particularly stiff bit of the way, while my sister, who isn't nearly as strong as I, just sailed along well up to the front on her Psycho safety.

At last I made up my mind to learn, or die in the attempt, and after four or five lessons I found I could get along with only a semi-occasional tumble, and that a very mild one.

I haven't been on any long runs yet, for the roads are hardly in condition outside the city, but I have been for a short ride on a country road and enjoyed it so much that I am impatient for warmer days that I may do it again and more of it.

I did not see Mr. Stall's letter, so I can't say whether I agree with him or not; but my personal experience of a tandem bicycle has been very pleasant, and think they are far ahead of a double tricycle.

PSYCHE.

WASHINGTON, D. C., March 13, 1889.

LONG ISLAND'S STAG.

This popular Brooklyn club held a "stag" at its club house last Saturday night.

A number of the members from the Kings County Wheelmen and Brooklyn Bicycle Club were present, making a sort of happy family, very much in contrast to the days when the three Brooklyn clubs were kept at daggers' points through misunderstandings, misrepresentations and certain pretensions to exclusiveness, which have been swept by the board by the march of events, backed by a well organized and well sustained kick.

Mr. Clark was master of ceremonies. From a platform in the club's front parlor he introduced the "Jolly Six" to the audience of some hundred cyclists who were present. The "Jolly Six" told funny stories—we know that they were funny because Kreger said so. Individual members of the "Jolly Six" also exhibited their specialties, one lum-tumming the banjo, another ringing the changes on "Mrs. Maloney's Cat," "Where did You Get that Hat, Where did You Get that Tile?" and other comic etceteras.

The more solid entertainment of the evening was supplied from among the cyclists. Mr. Fuller, of the Brooklyn Club, played classical selections on the violin; Mr. Howard Spelman and Mr. Torrey, both members of the Brooklyn Club, were well received in some recitations.

After the programme had been concluded refreshments and smokables made conversation easy, as visitors and members sauntered through the club house.

Altogether the L. I. W. "stag" was a pleasant gathering, giving its members an opportunity to extend their hospitality to their neighboring club members.

THE "CITS'" LADIES' RECEPTION.

The annual ladies' reception of the Citizens' Bicycle Club took place at their club house on the evening of Friday, March 8, 1889. An extensive loan collection of pictures and bronzes had been gotten together and added very materially to the success of the affair. Original examples from the pens or brushes of some of the following artists were on view—viz.: C. C. Curran, Sydney Mortimer Lawrence, J. M. Barnsly, Morgan McIlhenny, G. Coe, G. D. Stearns, E. Iriande, H. Hawley, C. C. Huntington, J. A. S. Monks, H. Fenn, W. H. Shelton.

Geo. Inness, Alfred Parsons, Kenyon Cox, Taber, Volk, Snedley, J. Swain Gifford, F. Lengren, Jo. Pennell, A. L. Brennan, Henry Sandham, E. R. Butler, F. H. Church, J. C. Beard, Mary Hallock Foote, Robt. Blume, and a collection of twenty-one cycling sketches, principally by Jo. Pennell, which were displayed in the supper room.

About one hundred people were present, the number being necessarily limited to the size of the parlors. They were entertained for nearly two hours by Mr. and Mrs. Macy, Mr. Springmeyer and Mr. Dobson and assistant. Supper, by Mazetti, was served in the large wheelroom, after which "dancing occupied the time," etc.

THE STAG.

On Saturday evening the house was thrown open to all the up-town clubs, and a fine programme, similar to the one of the evening before, was served up. The Riversides sent the largest delegation, and representatives were there from the New York, Manhattan and Harlem clubs—about sixty in all—a good-sized crowd for short notice.

It is to be hoped that the ball of sociability thus set rolling will encounter no hill too steep for it.

CITIZENS' CLUB NOMINATIONS.

At the annual meeting, to be held March 18, the following ticket will be voted on: President, John C. Gulick; Vice-President, Knight L. Clapp; Secretary, J. T. Francis; Treasurer, Alfred E. Paillard; Trustees, Thos. McKee Brown, N. M. Beckwith, William H. Cook, Richard Nelson, Simeon Ford, William C. Frazee and Francis E. Faulkner; Captain, William B. Krug; First Lieutenant, Wm. G. Conklin; Second Lieutenant, Henry W. Mooney; Lieutenant of Tricycles, Geo. Martin Huss; Surgeon, J. Scott Aitken, M. D.; First Color Bearer, George Sloane; Second Color Bearer, Samuel V. Hoffman; First Bugler, E. A. Hoffman, Jr.; Second Bugler, Fred. C. Thomas.

IN MEMORIAM.

At a meeting of the members of the Keystone Bicycle Club, held in Pittsburg, March 6, 1889, the following preamble and resolutions were adopted:

Whereas, It has pleased an all-wise Providence to remove from his earthly career our late fellow member, Frank Magill,

Be it resolved, That in this sad bereavement we tender to his family our most respectful feelings of sympathy and regret, and that in his death this club has lost a most useful, attentive and worthy member;

Resolved, That a copy of these proceedings be sent to the family of the deceased and be placed on the records of the club.

HE SHOULD SUBSCRIBE TO A CYCLING PAPER.

DANVILLE, VA., January 23, 1889.

THE CLARK CIGGLE CO.:

Dear Sirs—I wish you would write me by return mail whether you can furnish me with the stuff already prepared to *renicicle a bicycle*.

P. S.—I enclose stamp to pay postage.

FIXTURES.

- Mar. 16, 1889.—Harlem vs. Hudson County, at Harlem.
- Mar. 21, 1889.—Atalanta vs. Hudson County, at Newark.
- Mar. 22, 1889.—New York Bicycle Club's Smoker.
- Mar. 27, 1889.—Cambridge Cycle Club's Fancy Dress Ball.
- Mar. 29, 1889.—Brooklyn Club's Theatre Party at Park Theatre.
- April 1, 1889.—H. C. W. second competition for Benedict Medal.
- April 27, 1889.—Manhattan Bicycle Club's Reception, at West End Hall, 125th Street.
- 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 25, 1889.—Stone-Lumsden 3-mile Match Race, at St. Louis, Mo.
- May 27, 1889.—Stone-Lumsden 25-mile Match Race at Crawfordsville, Ind.

"American Rambler" Safety.

NOW ON EXHIBITION IN OUR SALESROOM.

FOR
Lady or Gentleman,
WITHOUT CHANGE.



THE
"IDEAL RAMBLER"
FOR
BOY OR GIRL,
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Eastern Agency for GORMULLY & JEFFERY'S Full Line of American Cycles and Sundries.
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MERWIN, HULBERT & CO.,
26 West 23d Street, New York.

AGENTS WANTED IN ALL UNOCCUPIED TERRITORY.

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-nickelled 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.

New Mail Safety



NOW ON EXHIBITION.

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LAWN TENNIS, BASEBALL AND SPORTING GOODS GENERALLY.

SCHOVERLING, DALY & GALES,

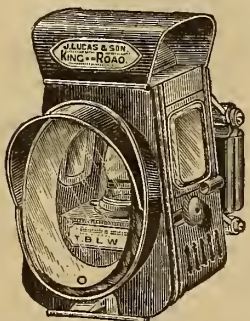
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KING OF THE ROAD LAMPS.

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.

WHEEL GOSSIP.

St. Louis cyclists are working up a project to build a race path.

The Racing Board should adopt a rule separating safety and ordinary riders into classes.

Mr. and Mrs. Kennedy-Childe are at St. Louis, the gentleman in the interest of the Warwick Cycle Co.

"Jonah" is engaged in writing up "Elizabeth as It Is," for a book to be shortly issued by the Board of Trade of Elizabeth, N. J.

"Perseus," commenting in the *Sporting Life* on the late League elections, states that W. M. Brewster had enough proxies to control the election.

The Plainfield (N. J.) Bicycle Club propose giving a grand cycling and athletic tournament at the Crescent Rink on Thursday evening, April 4.

The Boston *Herald* reports that Herbert W. Hayes, C. C. of Massachusetts, sailed from Brazil on March 5, and will arrive in Boston early in May.

The Brooklyn Bicycle Club will move into their new house at 62 Hanson Place, on May 1. Their new quarters will be the biggest cycle club house in Brooklyn.

Philadelphia wants a race track; also, a boulevard from the Public Buildings to Fairmount Park. The Quaker City is not contented with its Postmaster General.

D. B. Burnett, Elizabeth Wheelmen, rode 224 miles in January. At the regular monthly meeting held March 5, the club called in a large block of stock for redemption.

A POINTER TO AGENTS.—W. E. Eldredge, of the Hudson County Wheelmen, uses more wheels than any other cyclist in this vicinity, except, perhaps, De Graaf, of the Harlem Club.

L. P. Thayer, of West Randolph, Vt., will send a copy of his paper, *The Bicycle*, for one year to any person sending him the names and addresses of ten prospective bicycle riders.

Kolb, New York Bicycle Club, is going south for his health. He will visit Philadelphia, Baltimore, Washington and Old Point Comfort. At the Point he will tarry to drive inflammatory rheumatism out of his system.

They have a Vegetarian Cycle Club in London. There are already one hundred members, pledged to strict abstinence from fish, flesh or fowl as food. They recently met at the Apple Tree restaurant in London, and perfected organization.

"Doc" Johnson, of the Hudson County Wheelmen, accompanied by Mrs. Johnson, sailed for the Bermudas on Thursday. He has taken a tandem with him and expects to do considerable riding in the balmy isle. He will be gone about three weeks.

The burning question of the hour in the Manhattan Club is the whereabouts of Shaffner's trousers. These trousers mysteriously disappeared some time since, leaving no word as to their future movements. It is said that Detective Newcome is working on the case.

The St. Louis *Spectator* refers to *Bicycling World* as "The serene and innocuous placidity of that intellectual duckpond, the *Bicycling World*, is again ruffled, and, as usual, I am the innocent cause of it." Poor Page, always putting your foot in it. We can sympathize with you.

A. B. Barkman has the photographic craze, and with a Waterbury camera has caught views of the City Hall Park, opposite Spalding's, views of the Brooklyn Bridge and other local places. Look out for him; he is a dangerous man, talking about and shooting everything he sees.

The New Jersey men express a decided preference for Dr. G. Carleton Brown for C. C. of the State, and it would be difficult to make a better selection. Dr. Brown's efforts to wake up the State to the necessity of roads improvement should guarantee him a walk-over for the Chief Consulship. For Vice-Consul, T. F. Merseles, of the Hudson County Wheelmen, is spoken of, and he will be elected, even against his inclination. Merseles is good-fellowship itself, and is a "Coaster" from way back. Geo. Pennell, of the Elizabeth Wheelmen, will be run by his friends for Secretary-Treasurer of the Division.

Henry E. Ducker is simply surcharged with schemes. He is going to make the Boston Athletic Park a success, may establish a \$100,000 athletic park in the heart of New York City, and wants to take a team of athletes, including the champions at all out-door sports, on a tour around the world.

Flint, Michigan, has a club of thirty members. On March 4 they met and elected the following officers: President, J. B. E. Castue; Vice-President, H. W. Ober; Secretary, B. McDonald; Treasurer, Geo. T. Smith; Captain, B. E. Kellerman; First Lieutenant, R. W. Selleck; Second Lieutenant, Eli S. Jeffers; Color Bearer, Albert Luty.

Fred. Jenkins, well known to cyclists of the earlier days of the sport in New York, has associated with H. F. Fuller, formerly a cyclist of Chicago, Ill., who has purchased "Castle Inn," a palatial estate at New Rochelle, N. Y., and will fit it up as a first-class summer hotel. The mansion is being refitted in modern taste, and when completed will afford a most luxurious home.

President Charles H. Luscomb of New York, First Vice-President James R. Tunn of Massillon, O., Second Vice-President Sanford Lawton of Springfield, Chief Consul Emery, Vice-Consul Robinson, C. W. Fourdrinier, Charles E. Pratt, E. W. Pope and Abbot Bassett were entertained at dinner at the Algonquin Club, at Boston, by Col. A. A. Pope, last Saturday evening.

Mr. C. R. Zacharias, of Asbury Park, N. J., cycling and good roads enthusiast, sends us a copy of the *Seaside Enterprise*, which contains an exhaustive editorial on better roads. "There is no reason," says the writer, "why the finished highways which form one of the attractions of the Old World to the American tourist should not be found everywhere in the better settled parts of our own country."

Willie Windle will make his appearance as a fancy rider March 15, at the Worcester Bicycle Club's entertainment. Willie has been taking fancy riding lessons from Maltby during the winter and is claimed to be very expert. He has fattened up considerably during the "off" season and weighs over 160 pounds. He has a strong desire to go to Europe as a member of the Manhattan or New York Athletic Club team.

The third annual meeting of the Atalanta Wheelmen was held last Wednesday in the club rooms, No. 443 Broad Street, Newark, and the following officers were elected for the ensuing year: President, George H. Miller; Vice-President, Allen N. Terbell; Secretary-Treasurer, Clint. G. Halsey; Captain, Will A. Drabble; First Lieutenant, Lewis A. Edwards; Second Lieutenant, Alfred P. Rummell; Color Bearer, John H. Crane.

Mr. H. H. Hodgson, C. C. of Louisiana, has written a letter to the New Orleans *Picayune* advocating that a convention be held to consider the subject of improved roads, and to discuss the following queries:

What is the condition of the roads in your parish?

What are you doing to improve them?

What amount of work and money is expended each year?

What material is most available?

What will we do to improve our roads?

We think that Master Eddy Mohrig, of San Francisco, Cal., is the youngest rider of a bicycle in the world. He is only three years old. The effete East cannot produce so young a bicycle rider.—*Bicycling World*.

The effete East can. Schwalbach to the rescue! Mr. Schwalbach, of Brooklyn, is papa to the youngest bicycle rider the world ever saw. Schwalbach, Junior, rode a bike when but eighteen months old. He was even skillful enough at that age to circle his little wheel on top of a dining table.

Very few men are aware that Secretary Bassett's salary was raised from \$1,500 to \$2,000 a year. The change appeared in the by-laws, and elicited no comment when they were submitted at the National Assembly meet. While it seems strange that the Secretary-Editor's salary should be raised while the League is in such bad financial condition, yet we are assured that the Executive Committee and the Reorganization Committee were unanimous in the opinion that the position and the officer were worth the increased amount.

According to Dr. Kunze, of Halle, cycling is a health stimulating exercise, which ought to be commended by medical men. It is a powerful means of strengthening the human body, and may even be considered an exercise acting as a preventive and curative, of no mean order, of certain bodily ailments. Looked upon in the latter light, cycling is a kind of gymnastic exercise possessing specific effects which are absent in ordinary gymnastics.—*Scientific American*.

The "lady" bicyclists who recently favored our city with a visit are now at Omaha. They were conveyed thither under the protectorate of Mr. Thomas Eck. Their manager, Troy, is with them. There is talk, and it may be nothing else than mere talk, that the "ladies" are to ride in Eastern cities and will then make a foreign tour. They will wear becoming "ladies" costumes in the future, not the habiliments associated with the go-as-you-can tan-bark track, and will ride ladies' bicycles, which, it is said, are being made by the Gormully & Jeffery Manufacturing Co.

The proposition to pave certain portions of Broad Street, Newark, with asphalt pavement is very likely to be rejected and a Belgian block pavement substituted, owing to the ignorance of the authorities who control the matter. The bid was about to be awarded to the Barber Asphalt Co., of New York, who control the Trinidad asphalt, but the opposition of a Newark contractor has been aroused, and he has supplied the Newark press with the alleged opinions of alleged residents of Washington and Buffalo, who condemn asphalt. An effort should be made by the League's official representative in Newark to have the street paved with asphalt.

While walking into Central Park last Sunday afternoon we saw a most painful spectacle. The background of the spectacle was the Grand Circle, named "Grand" by some waggish Park Commissioner, no doubt. On the curb surrounding a part of the Grand Circle were several urchins and urchinesses, of assorted sizes. They possessed one mark in common—an expansive and expressive grin. We sought the cause of this universal grin, and beheld a wheelman circling about on the smooth pavement. He had a bright nicked wheel and a beard. He threw his legs over the handle-bar; he sat sideways on the saddle; he cavorted hither and thither in many a sinuous curve, his face mantled all the while with a minute-metallicity-on-wheels smile. We pursued our way sadly. We had seen a specimen of the — fool wheelman.

I am sorry to have stepped on the most excruciatingly tender corn of the *Bi-World* in my remarks on rings, small politicians, etc. But unless I do it, how will it be done? The *Bi-World* dare no longer claim its own soul, all on account of being the League organ and having 13,000 circulation. Time was when it was somewhat independent and enterprising, but the day when it could do that is gone, and "anything to get on smoothly" is apparently its motto; and the circulation which it had before becoming the official organ has melted away to 844, including free list and exchanges, which shows how much wheelmen feel inclined to support a dishwasher policy. Even Brer Prial, who started out to annihilate rings, seems to have weakened under some invisible pressure, and sings small. The *Spectator* can afford to be independent and is going to remain so. It is willing to give all just credit for any good work the League may do, but has nothing to withdraw in the way of criticism. The *Bi-World* and the *Wheel* know the facts in the case and are afraid to tell them; the *Spectator* also knows the facts in the case and is not afraid to tell them. This is the difference.—*St. Louis Spectator*.

Now, now, Brer Page, play fair! What "case" is it? We want to know all about it.

REASONS FOR IMPROVED STREETS.

The suggestions as to the need of improving the dirt streets, which are published elsewhere, come from a correspondent whose judgment and capacity could not be questioned. The necessity for the improvement is universally acknowledged, and the Street Committee has taken some action in the direction desired; but the Street Commissioner has neither sympathy with the movement nor has he shown the ability to handle such work. There are three phases of this question. First, the public health is endangered by the present system of neglecting the dirt streets; second, that property adjoining is seriously injured; and, third, that every grocer, coal dealer, butcher, etc., etc., is required to pay more for horse-flesh and wagons by reason of the bad condition of the streets, and, of course, taxes back his extra expenditure upon the consumer.—*Newark Call*.

SAN FRANCISCO.

The fine weather of the past few weeks has had the effect of drawing many of the old riders on the road again, and also a host of new men. It is really astonishing the number of riders one meets ten or fifteen miles from the city, mounted on all kinds of wheels and clothed quite frequently in the ordinary apparel of the day, including heavy shoes and hard hats.

We have had the Vice-Consul of this Division, Mr. J. P. Percival, in our midst for the past week. He came up from Los Angeles to present the claims of that city for the League meet this year. He succeeded in his efforts, and the League meet will be held there on May 30. He enjoyed his visit very much, and seemed to have a season ticket for all kinds of entertainments.

A Mr. Toie, of, I believe, the Louisville, Ky., Club, has also been here on a visit, and has enjoyed a number of pleasant runs with our boys. He thinks this a wheelman's paradise.

Mr. Sharkley, at one time Second Lieutenant of the Massachusetts Bicycle Club, is now a resident of this city. He rides a safety, and has joined the Bay City Wheelmen. This club has at present a membership of ninety-five, with three applications to be acted upon, and is financially and otherwise in splendid condition.

CALIFORNIA DIVISION BOARD MEET.

At the meeting of the California Division of the L. A. W., on Monday evening, February 18, the following officers were present: Chief Consul Mohrig, of San Francisco; Vice-Consul Percival, of Los Angeles; Secretary-Treasurer Ireland, of Oakland; Representatives Moore, of Stockton, Hill and Sanford, of San Francisco; Club Representatives Bliss and Moore, of the Bay City Wheelmen, and Curragh, of the San Francisco Bicycle Club.

With reference to the Cherokee Lane affair, it was unanimously decided that if any suit was brought against Mr. Wright, the League would defend the same. It was also decided that if the County Commissioners of San Joaquin County placed any restriction on the use of the highway by bicycles, that a test case should at once be made, and the matter carried to the Supreme Court of the United States if necessary.

The Secretary-Treasurer and Mr. Bliss, of the committee, submitted samples of a road book. It was decided that the committee report again, after receipt of sample road books from other Eastern Divisions.

Mr. Bliss submitted a suggestion for a circular, detailing the advantages of the League to wheelmen, which was unanimously adopted, and 5,000 copies were ordered printed for distribution.

The Chief Consul reported that the National Association had called upon him for assistance from the Division, to the extent of twenty-five cents per capita. It was decided to bring this matter before the general meeting of the Division members.

MEETING OF DIVISION MEMBERS.

The annual meeting of the Division members was held at the San Francisco Bicycle Club rooms, on the evening of the 19th inst., Chief Consul Mohrig presiding.

The Secretary-Treasurer's report showed a balance of \$752.75 on hand, and no outstanding debts, and a membership of 407.

The Chairman of the Racing Board submitted his report, in which he stated that certain time standards had been established for the current year, and each contestant beating those standards would receive a time medal.

It was unanimously decided to hold the next meet at Los Angeles on May 30.

A resolution was passed heartily indorsing the action of the League Board on the preceding evening, relative to the Cherokee Lane affair.

It was decided that no funds would be appropriated from the Division treasury for the assistance of the National Association, but that a voluntary contribution would be called for from members of this Division.

At the games of the Olympic Athletic Club, held on Washington's Birthday, a half-mile bicycle race was decided.

The starters were: C. W. Hammer, B. C. W., scratch, first, 1m. 32.2-ss.; F. W. Pierson, B. C. W., 30 yards, second; C. N. Langton, B. C. W., 50 yards, third.

Langton, on a roadster safety, cut out such a

hot pace that the other men did not seem to reduce his lead in the first lap, but at the commencement of the last lap Pierson went to the front, followed by Hammer; the latter made a great effort in the last 100 yards, and when twenty-five yards from home was even with Pierson. From this point they fought every foot to the tape, Hammer winning by a yard. Coming up to the tape the wind was heavy against the riders, and it was here that Hammer's strength told. The race was handicapped by Chief Consul Mohrig, and could not have been done better. All three rode roadster wheels. The time was fast.

On the same day the Oakland riders had a small meeting. The racing was excellent, but the attendance was very small. The first announcement of the races was made on the 11th inst.

One of the curiosities of the day was a well-built young man named B. C. Leslie, "of Indianapolis," who turned up with a 57-inch racer that had apparently seen some use. He won the novice race, was beaten by an Oakland rider in a two-mile scratch race, and then won what was advertised to be a professional race, but was changed to an amateur by the promoters of the meeting withdrawing the money prizes and giving instead a set of medals.

This is the third out-door bicycle race meet we have had this year. What country can beat that record?

CALIFORNIA.

SAN FRANCISCO, February 24, 1889.

MACON, GA.

I do not know whether Macon, a little town of only 40,000 inhabitants, has attained sufficient dignity to warrant its mention in the valuable columns of THE WHEEL; nevertheless, I shall make the attempt, and possibly enclose some news items.

A delegation of the Central City Wheelmen, composed of the Captain and "Honorable General Secretary," as the English write it, held a conference with the Entertainment Committee of the Georgia State Agricultural Society, and as a result they have offered us a sufficient amount to enable us to get up a four-days tournament, to take place next fall while the annual State Fair is in progress here. Among the features will be fancy riding, slow races, the one and two mile State championships, and a number of handicaps and open races. One of the main attractions is that there will be no "professional distractions" allowed.

Under the auspices of the Macon Public Library, the Central City Wheelmen expect to have about half a dozen races on the Fourth of July. Amateur participants from Atlanta, Augusta, Columbus and Savannah are looked for then, as well as at the State Fair.

Hal B. Beatty, the Pope Company's agent here, says he expects to be able to get out a display of wheels from his house, and if it is as nice a one as they had over at the Augusta Exposition, it will be excelled by none. It is also quite probable that the Clark Cycle Company will also have out some safeties and trikes, as well as a racer or two on our track, which has not an equal in the State.

The most conspicuous movement in the South, as regards roads improvement, is at present taking place in Georgia. A call for a "Road Congress," to meet in Atlanta in May, has been made by the Legislature, when a representative of each county will be present. The matter of building new gravel roads and rebuilding the old ones, and ways and means of accomplishing same, will be discussed and acted upon.

There are over a dozen young men here now who are just on the eve of becoming full-fledged wheelmen, and it is hoped that our ranks will soon be increased by the addition of their numbers.

The Dixie Wheelmen, of Atlanta, propose giving a three-days race meet in May, and, everything considered, there is the brightest outlook for the most prosperous year in the South for the sport that is the grandest and greatest on the face of the earth.

CHAS. ALEX. PERSONS.

ST. LOUIS.

The annual meeting of the Missouri Club was held on the evening of the 5th inst. and was a quiet affair. Neither Mr. Brown nor Mr. Berry would consent to run, and George Andrews was elected President. It is no discredit to Mr. Andrews to say that he would not have been chosen had Mr. Berry consented to the use of his name. There seems to be a general impression that Andrews will make a good officer if he will only curb his propensity for making speeches. The announcement of a speech from George is generally equivalent to a motion to adjourn. The objection is not so much to what he has to say as to the time he takes to say it. The office of Secretary went begging. The duties of that office are so onerous and the retiring officer, George Boswell, has set such a high standard of efficiency, that no one felt inclined to step into his shoes. The choice finally fell on S. C. Newman, who was not present to decline the honor. Kidson, the Treasurer, was the only one of last year's officers who would consent to a re-election, and he was chosen without opposition. His annual report on the finances of the club was simply no report at all, and he was somewhat sharply criticised, both in the meeting and out of it, for his neglect of duty. He receives a fair salary for his services and should be required to attend to the work properly. The club declined to accept the report he offered and instructed him to prepare a complete report for submission at the next meeting. The club was particularly happy in the choice of a librarian. His name is J. H. Taylor. Some of his envious critics say he knows too much; others go even further and confidently assert that he knows it all, but of course that is no disqualification for the office of librarian. His review of Socrates' commentary on the Bible is more than instructive—it is edifying.

Mr. Andrews, from the committee appointed to devise plans to create more interest in cycling in the city, made an interesting report. There were three schemes submitted. The first two referred to the Missouri Club exclusively, and were, first, the offering of medals to every rider making 1,000 miles or over on the road during the season, and, second, the arranging of a handicap road-race, open to all members, to be run on the Manchester road in April, and for which suitable prizes were to be awarded. Neither of these propositions received, nor deserved, any serious consideration. The third was a proposition for the formation of a track association, and accompanying the report was a paper for stock subscriptions. This was numerously signed. The idea is to confine the membership in the association to the Missouri and Cycle Clubs; to raise the sum of \$1,500, and to lease the old Red Stocking ball grounds for an athletic park. The grounds are now controlled by the St. Louis Gun Club, and they offer the use of them to the association at a very reasonable figure, the only stipulation being that the Gun Club shall have exclusive use on Saturday afternoons and on the Fourth of July. The park is fully inclosed and contains dressing rooms and a good grand stand. The location is convenient, and there is ample room for tennis courts, ball grounds and a quarter-mile track. The scheme looks well, and if carried to a successful issue the second of the Stone-Lumsden series of races will be run off on the new track.

There is nothing new to report in relation to the Warner "anti-liberty" bill. The remonstrances continue to pour in and we are gaining friends all the time. It is rumored that Mr. Warner is willing to amend the bill, and wants the wheelmen to make suggestions. The only suggestion that we have to make is that the bill be withdrawn. The *Republic* had an editorial a few days since condemning the measure, and the *Post-Dispatch* had a long article in its local columns the same day, giving interviews with the more prominent wheelmen on the subject.

A. Kennedy-Child arrived in the city Thursday morning, accompanied by his brand new bride. There is no "fake" about it this time. He has her with him, and a very pretty, interesting little woman she appears to be. Kennedy immediately established his base of supplies at "Anheuser's," and announces his determination to stop here for a week or two.

The light roadster raffled for at the Cycle Club last week was won by John Stockight, of the Missouri Club.

The *Spectator* man has his usual bilious attack this week, and your correspondent comes in for a bit of his venom. He says Brown was not elected because he would not run. Perhaps he is like the man who "would not live always;" he was not urged sufficiently. ITHURIEL.

PHILADELPHIA.

If anyone wishes to see the two extremes in roads they should come to Philadelphia. Broad Street, one of our noblest thoroughfares, from Columbia Avenue up to Cumberland Street, a distance of about a mile and a quarter, is paved with sheet asphaltum, making as fine a surface as could be desired; but from that point it is literally a sea of mud, making it almost impossible for a team to pull through, let alone a bicycle. It is a disgrace that such a state of affairs should exist in so large a city as this, and if the members of the Associated Cycling Clubs of Philadelphia would exert some of their energies to at least trying to remedy some of these evils they would show that they meet for some other purpose than to elect officers and think what they might do some day.

At the last meeting of the Century Wheelmen, eight candidates for membership were admitted. Among them were Frank Bechtold, a once prominent racing man, and Mr. Brown, father of Kirk Brown, the cycle dealer. Mr. Brown, although sixty-five years of age, was admitted as an active member, and in this case the word active is no misnomer, as Mr. Brown scarcely misses a day during the riding season, and this year intends going on the club runs with the boys on the shorter trips. By the way, it is rumored that the Centurions intend raising the initiation fee as soon as they get in their new house, which will not be very long, as the alterations were begun this week. The wheel room, when completed, will be 65x25 feet, and so arranged that for suppers, hops, etc., the wheels can be removed and leave quite a large hall.

Nothing killed racing more effectually in this city last year than Mr. "Irv" Halsted. Very few riders cared to compete with him, and preferred to stay out rather than court sure defeat. But this year things are looking brighter. Mr. H. has gone west, the Tiogas have an excellent track, and several new fast men loomed up at the end of last season that gave promise of making "good ones." So a list made up of "Manny" and Charley Kolb, Diamond, Wilson and Bradley, of the South Ends; Scott and a "dark horse," from the Mount Vernons; Frank Bechtold, Bailey, Garrigus and Spier, of the Centurys; Draper, Leisen and Louis Hill, of the Pennsylvanias, and several more from the Tiogas, ought to make some pretty good sport this spring, especially with the new tandem "bikes."

As was predicted, the ladies' (?) bicycle fake was a failure, financially and otherwise. The attendance was fair, but the expenses were heavy, so the total loss amounted to about one hundred dollars. One evening the great and only "Armando" was gayed beyond even her endurance, so she jumped off her wheel and kindly invited someone to step up so that she could mop up the floor with him, and the request was not couched in the most polite language, either. Unnecessary to say, her invitation was not accepted, so the wrathful "Louise" vented her spite in a few choice cuss words and continued on her record-breaking performance. Delightful!

The Century Wheelmen's "Annex" was completely destroyed by fire on the morning of March 5. This annex is, or was, situated in a large building not far from the club house, and all the wheels that could not be stored in the main building were kept in there. But for the presence of mind of the McGlathery boys all these wheels would no doubt be destroyed. When they found out where the fire was they hastened to the scene, and it was a sight for the gods to see the way Mac wrestled with those tandem tricycles (almost as big as himself), and for the time being actually forgot to laud the praises of a well-known typewriter which he peddles; but it comes from good authority that after everything was safe he busied himself by sticking those infernal stickers, of which he always carries a store, on everything he could, from the blackened and ruined walls down to a fireman's hat, so that they looked like advertis-

ing signs for his machines. But, all joking aside, had it not been for the two Macs and some others, all the wheels, including four new tandem bikes, would have been destroyed, entailing a loss of at least \$2,500. There was one man, however, who was sorry his wheel was saved—it was a chestnut, but insured.

ARGUS.

PHILADELPHIA, March 11, 1889.

NEW ORLEANS.

The female bicyclist has made her appearance in the South in somewhat of a new role. The thirteen-year-old son of a prominent resident of Albany, Ga., became enamored of the "beauty on wheels" connected with a traveling ten-cent show which recently stopped over in that little Georgia city; and, appropriating a pistol, a silver watch, and a Bland dollar from among the paternal possessions, the youngster hid himself after his ignis fatuus, only to have his youthful dream rudely dispelled a day or two later by being overtaken and shipped—boy, pistol and all—back to the "bosom of his family," where the dust of travel was effectually removed from the bosom of his trousers.

Six successive days of sunshine, and our spirits bubble! But will it last?

Geo. G. Clarke, Chief Consul of Mississippi, with two or three fellow wheelmen from Greenville, that State, were among our carnival visitors. They brought their wheels with them, and carry home pleasant recollections of New Orleans asphalt and shell roads.

The ennui which has pervaded the cycling atmosphere of this neighborhood for the past three months promises to be dispelled somewhat on the 10th inst. On that day W. M. Hathorn and H. C. Christy, two shining lights of the Louisiana Cycling Club, have a friendly "go" at each other of one mile and a quarter, the result of a challenge from Christy. Hathorn is the club champion, but Christy—who, by the way, was not in the championship race—has developed quite a finishing spurt; and it is an open question as to whether the former is still the "best man." Hence the "breeze." Jeff Frederic, too, is to challenge the winner, and that will further serve to keep things humming for a while.

R. W. Slusser, an erstwhile Memphis "flyer," is in the city and will probably locate here. By way of variety he will link with one of the clubs and help to make the Batson medal winner hump himself.

And now that the weather appears to have settled and the roads are commencing to dry, interest in those long delayed races is reviving, and with another week of sunshine we will probably set the ball rolling Sunday week.

Bi.

CONNECTICUTINGS.

Owing to the frosty macadam so much of the time during the winter, our cyclers have been favored with considerable riding, and now that March is here we begin to realize that most of our discontent is over.

Ex-Captain Hurlbutt threatens to go to Bermuda.

Editor Jessup and some others are moving in the matter of forming an athletic club. Better late in the season than never, but wheeling will soon be here, and that discounts all other forms of manly exercise.

Several of our big wheelers are down with the safety fever, and well they may be, at least until our roads are made more rideable the year round.

Instead of doing something for the street surfaces, that are in such a wretched condition, our Selectmen voted to double the salary of the head one, who now has \$2,000 to see the people wade in mud and misery, for we who pay the taxes do not see what else he does!

The Solitary Club, our veteran winter rider, has missed but six days, up to this writing; he averages eight miles daily, except Sundays, during the winter.

Traveler's two and a half columns in this paper of February 22 was a delightful bit of reading, and was a vivid reminder of our own

experience over that same glorious road, and among those charming old English towns.

That ride from Wolverhampton to Stratford-on-Avon repays one for the voyage to and from England, even if he had no more: but think of thirty-five days of cycling joy of the sort "Mr Traveler" writes of! It is like living over again the grand saunterings awheel we had in 1887, to read anything on the subject from Traveler, and his tour will be something to remember during life.

His criticism of the way some of the English cyclers ride is well merited, for in addition to back-pedaling down hill, we saw them with brakeless wheels.

The writer is too tired to work down, as well as up hills, when a good brake will save so much needless exertion.

Success to Traveler, and may we read more from his pen.

STAMSON.

BROOKLYN BICYCLE CLUB'S NEW HOUSE.

When the Brooklyn and Ilderan Bicycle Clubs consolidated last spring, it was their ultimate intention to build a fine club house to represent and bind into one those sections of Brooklyn which each had previously represented as individual clubs. But the first efforts toward the consummation of the idea were confronted by a very serious obstacle. The most desirable sites were either already built upon or the few lots suitable were held at figures which precluded their purchase. It was soon realized that the alternative of hiring a suitable house must be accepted. But the ordinary dwelling house was inadequate to the wants of the Brooklyn Bicycle Club, and the committee on building have worked steadily for some time to procure the proper accommodations. They have just reported at the regular monthly meeting of the club, held on the 12th inst., the final negotiations, pending for several months, resulting in a five years' lease of the house standing on the southwest corner of Hanson Place and South Elliot Place.

The future home of the Brooklyn Bicycle Club is a three-story brick house, 20x45 feet, with a 25-foot extension, including the basement and parlor floors. To meet the necessity for large wheel room and billiard room, this extension will be continued at the basement floor to cover the entire lot, and will be raised to include the second story. This will give a ground floor of 90 feet depth, two floors of 70 feet depth and one floor of 45 feet depth.

While of a more unpretentious exterior than her stylish neighbors across-town, the Brooklyn's new club house will not lack those comforts which a solid treasury and the rekindled enthusiasm of a large membership will surely guarantee.

When, three years ago, the Brooklyns held high their heads, because they were the only club in the city occupying a club house, they did not realize how soon their title would be disputed. But their latest move has rescued them from the shadow which the fine houses of the Kings County and the Long Island Wheelmen had cast upon their modest abode in St. Felix Street, and bidding adieu to the rooms hallowed by those memories which are so familiar to him who has grown up with a club from its early days, they will hereafter enjoy the distinction of occupying the largest bicycle club house in Brooklyn.

The new house will be occupied on May 1, and the superb location will draw many new members who appreciate the advantages of a roomy house with comfortable furnishings and modern conveniences. The friends who have been wont to drop in and see "the boys in blue" will be assured that same hospitality, if after May 1 their footsteps will occasionally guide them to No. 62 Hanson Place.

ALERT.

Aleck S. Hill, representing the Coventry Machinists' Company, Limited, was in New York a few days this week. He will make an extended trip in the interest of the "Club" wheel. The business of the Coventry Company has increased during the past two years, under the management of Mr. George W. Stevens and Mr. Hill. This year new agents are being appointed, and a larger business is expected than that of any previous year.

"THE M. A."

[Scene from the new Comic Opera, as recently played by the N. C. U. Executive.]

PETITIONING SUSPEND—

I have a song to sing, O!

EXECUTIVE—Sing us your song, O!

PETITIONING SUSPEND—

It is sung with a sigh and a tear in the eye,
For it tells of a grievous wrong, O!
It's the song of a cyclist, moping, mum,
Whose soul is sad and whose glance is glum,
And whose amateur status they say is a "hum,"
For they reckoned his conduct shady,
Heighdy! Heighdy!

Misery me! Lackaday dee!
Whose amateur status they say is a "hum,"
For they reckoned his conduct shady.

PETITIONING SUSPEND—

I have a song to sing, O!

EXECUTIVE—Sing us your song, O!

PETITIONING SUSPEND—

It is a song to the chant of a regular "plant,"
Which was played by a traitorous friend, O!
It's the song of a racer bravely bred,
Who many a time his field has led,
And races has won on the post "by a head."
As an amateur scorch I held my own,
Till they said that the taint of professional tone
Was on me; so now I leave racing alone,
And outside the amateur ranks I moan;
While the Union says I shall not race
Unless as a pro. I force the pace;
But the cyclist sits a moping mum,
For his soul is sad and his glance is glum,
While his amateur status is reckoned a "hum,"
And his conduct considered shady—
Heighdy! Heighdy!

Misery me! Lackaday dee!
Whose amateur status they say is a "hum,"
For they reckoned his conduct shady.

—Sport and Play.

GLITTERING GENERALITIES.

We American cyclists are at a great disadvantage as compared with our English brethren. The same cause which makes cycle racing a failure here operates to make the spread of cycling slow. I mean the area of the country, the distances which separate wheelmen, and the heavy expense incurred in attending meets of every kind.

Put all the wheelmen in the United States into New England, increase their number tenfold, and you would have a dense cycling population that would themselves attend race meets, and from sheer force of numbers interest others to do likewise. Cycle racing would flourish as a natural growth. Make all the roads equal to those around Boston, establish a dozen new manufactories, reduce prices by competition, and every one in New England would ride.

Under existing conditions, I do not believe that the Racing Board, or any other body, can popularize path racing. (I make one reservation to be explained later.) The status of cycling here is not such as to make path racing easy, convenient or profitable to its promoters. Professional racing is not likely to be looked upon with much favor for some time to come.

Now for my reservation. First, negatively, I do not think that path racing can possibly become a real success until cycling itself is much more popular than at present, and the cycling population becomes a larger portion of the community. But, one thing can be accomplished now in many centres. Wherever there is an athletic club there are lots of wheelmen as members. These clubs have open meets and minor home competitions. The cycling members should see to it that there are always two or three wheel events, and that the grounds of the club contain a suitable track. This seems to me about the only way to keep amateur path racing alive.

Cycling is undoubtedly on the increase in this country, but is spread over so great an area that it is not always easy to tell where the growth is taking place. In some of the old centres there appears to be no change, or even, perhaps, a falling off. The early enthusiastic spirit has departed, clubs have lost their activity, some have disbanded, and those that are left remain in many cases as mere names.

It is somewhat curious that American cycle clubs should be already decaying, while the English clubs, as would appear from the English wheel papers, are on the increase and flourishing. Wheelmen here do not care for runs except in parties of two or three, and they do not wish to meet at a given time to ride over a given route. Clubs, indeed, have other functions than taking runs, but I fear that they are generally not much more successfully carried out.

5678.

SHURMAN ON HILL CLIMBING.

Shurman was born at Amherst, N. S., October, 30, 1859. He is by trade a shoemaker, and his home is in Lynn. He weighs when in condition 140 pounds, and his height is about 5 feet 8 inches. Shurman has been riding a wheel ever since 1882. His mount was then a Star, and he retained this until he began hill climbing in 1887. He was always regarded as a very sturdy and strong rider, one of the best in Lynn, and it was no easy matter to run him down. He gave some attention to the track and showed considerable speed. All of his racing has been done on the Lynn track. In his five races he won three prizes. His best time on the track has been a mile in 3m. 2s., and while in practice he has gone a mile in 2m. 47s. His first hill climbing was on October 30, 1887, when he attempted to beat Hal Greenwood's record up and down Corey Hill, in Longwood. He failed in this on the second trip, but in the subsequent attempt on November 5, he climbed the hill four and a half times, stopping on account of the breaking of the handle-bar of his wheel.

Mr. Shurman says: "Stickney Hill, in Lynn, is the hardest hill that I ever tried. It was very taxing. Next in point of difficulty I would place Corey, and afterward Eagle Rock, Spurwick Hill, in Maine, and Park Street Hill, in Portland."

"How does the ascent of these hills tell upon you?"

"It is of the hardest possible nature. There is a strain all over your frame. When I climbed Corey Hill for the first time I could not see. I felt a great loss of strength, and the blood all rushed to my head. Generally I feel the strain most in my legs and loins, and not to any extent elsewhere. I do not use my arms at all in hill climbing, but lift my body out of the saddle and use the levers. The hardest work for me is on the third trip. After I have got as far as that I feel as if I could keep along all day. The feeling when you have finished your climb is of extreme weariness all over. As soon as I am done I am rubbed down and put to bed, where I take a long rest. This brings me around all right, and I do not generally feel the least trouble afterward."

"What is your method of going at a hill?"

"I go at it straight in all cases, never swerving from the line more than I can help. The middle of the hill is where it seems to tell the most. It makes you very tired indeed to think that you have got to go so much farther. The pain begins just as the hill begins, and increases as the hill does. I come down very swiftly, faster than any one else, I suppose, because I am considered so reckless a rider. I speeded down Eagle Rock at the rate of a mile in about 2m. 5s. I doubled my own record there and stopped. I could have gone on if it were necessary. It was very cold on the day I rode there and I was astonished that the spectators stayed as long as was the case. I kept on as long as they kept me company."

"How about training? Do you make any preparations for these efforts?"

"Most certainly I do. I partake of the diet generally prescribed for athletes. I take plenty of road exercise and indulge in a great deal of hill climbing. I think that there is not a hill that cannot be ascended a wheel. If there is, I would like to hear of it and you can count upon me to make the attempt."—Lynn Bee.

AN OLD VET. IN SEARCH OF A SAFETY.

I've looked them all o'er, from the East to the West,
In search of a Safety—the one I'd like best;
And when I had seen them I said with a smile,
The *Light Roadster's* the dandy to rake in my pile.

For comfort, light running, for elegance, strength,
And every good quality summed up at length,
I need not look farther—it is not worth while;
The *Light Roadster's* the dandy to rake in that pile.

In seeking for pleasure, or health, day by day,
O'er mountain and valley I'll up and away;
There's nothing to hinder, and naught to beguile,
The *Light Roadster's* the dandy to rake in the pile.

And night-riding, too, will become a delight,
I can ride just as safely in day time or night;
I'll push up my road-record mile upon mile;
The *Light Roadster's* the dandy to add to the pile.

TENTONE.

[The above verses were sent to the Pope Mfg. Co. by a Columbia crank.—Ed.]

THE DORCHESTER BICYCLE CLUB ANNUAL MEETING.

The *Dorchester Bicycle Club* held its annual meeting in the new rooms at Neponset on Tuesday, March 5, when the following officers were elected for the coming year: President, W. F. Schallenberg; Vice-President, J. W. Light; Secretary, W. A. Clapp; Treasurer, F. L. Bailey; Captain, A. B. Benson; First Lieutenant, J. P. Clarke; Second Lieutenant, W. F. Farrington; Color Bearer, J. H. Hopkins; Bugler, F. R. Lincoln. The annual club supper will be held at the United States Hotel March 19, and a committee, consisting of Messrs. Easton, Mears, Gough and Haywood, was appointed to make all necessary arrangements for the event. Five new members were admitted to the club on Tuesday evening, and the Treasurer's report showed the organization to be established on a solid financial basis. Ever since the new rooms have been procured the club has progressed, and the members express great hopes of doing fine work during the coming season.

A CYCLIST CAUSES A RUNAWAY.

On Sunday last, Mr. E. W. Ward, of Elizabeth, N. J., while out driving on the Boulevard, met a cyclist, who caused his horse to take fright and run off, throwing Mr. Ward from his wagon. Mr. Ward was not seriously injured. The cyclist made profuse apologies and appeared to feel very badly over the mishap.

The *Elizabeth Daily Journal* comments on the accident as follows: "The machine was a full nicked wheel. An informant says that several other wheelmen passed, but the horse did not notice them, as their wheels were enameled dark and therefore did not present the glittering appearance which so often frightens horses."

This is very amusing. The horse meets several cyclists and exhibits no symptoms of fear; yet on the appearance of a "glittering nicked" wheel, he takes fright. Perhaps the nickel was worn off in spots and the esthetic spirit of the horse rebelled. Perhaps the horse objected to nickel on general principles. Here is a golden opportunity to add to our knowledge. We should advise the *Journal* reporter to interview the horse and find out why he objected to the appearance of that particular wheel.

THE TANDEM SAFETY ON BAD ROADS.

EDITOR OF THE WHEEL:

I do not agree with W. W. Stall and "Pony" that the tandem tricycle is preferable to the tandem safety on difficult roads. It certainly is not reasonable that a two or three tracked machine would run easier over such surfaces than a single-tracked one, and my experience with the tricycle, which dates back to 1880, and with the tandem "bike," which commenced with the first introduction of them in this country, has demonstrated the immense superiority of the latter for any and every kind of riding. Last September a friend of mine, with his wife, started on a 100-mile straightaway run over the rough roads of Western Pennsylvania and New York; with them started two good riders on a three-wheeler, who were out-distanced and turned back disgusted after half a day's struggle to keep up with the tandem bike. My friends kept on, overtaking and passing several riders of ordinary bicycles, and reached their journey's end without accident and in good shape. My experience is that wherever there is a rut, strip of turf or foot-track, the tandem safety will run with ease and steadiness; of course deep sand is out of the question, but who can ride deep sand with a tricycle? I have often swung off the tandem bike on running into such a spot and pushed it through at a smart dog-trot, my companion remaining on and pedaling. This saves time and labor of pushing a lumbering tricycle through it. Don't try to steer a tandem safety from the front seat; put the heaviest rider behind when practicable. And don't imagine that you have the slightest conception of the enjoyment of riding a "double" until you have tried a good tandem safety.

March 6, 1889.

IXTON.

At a meeting of the *Albany Bicycle Club*, held Wednesday evening, March 6, the following officers were elected to serve for the ensuing year: President, John S. Patterson; Vice-President, Robert P. Folgar; Secretary, G. Wm. Harrison; Treasurer, E. V. Denison; Captain, Harry Simmon; Lieutenant, F. T. Snyder; Bugler, W. F. Kiernan; Standard Bearer, A. E. Brainard; Trustees, Wm. McArdle, A. E. Brainard, A. H. Scattergood and Jas. Bradford.

JERSEY CITY.

There was sadness in the camp of the Hudson County Wheelmen last Friday evening. Our team was defeated for the first time by the crack team of the Atalanta Wheelmen, of Newark. The alleys were crowded with friends of both clubs. It was a decidedly noisy gathering. A dozen musical instruments played by the Newarkers helped to make things lively, but each of the Jersey City boys, not to be outdone, brought both of their lungs with them and used them to their fullest extent. The home club opened with a lead of nine points, but on the second frame the visitors tied the score and steadily forged ahead, winning by 109 pins. The battle now lies between the H. C. W. and the A. W. for first place, each club having won five and lost one game. The Newark club have the advantage, however, in that their two remaining games are to be played on their own alleys, while our two final games are on opponents' alleys. Following is the score:

H. C. W.		ATALANTA.	
Grant.....	135	Drabel, S.....	142
Stenken.....	119	Halsey, E.....	120
Whitman.....	133	Snow.....	102
Korth.....	135	Terbell.....	123
Shone.....	129	Drabel, W.....	144
Robertson.....	106	Muchmore.....	99
Eldridge.....	124	Throme.....	135
Tuthill.....	154	Muller.....	190
Soper.....	135	Halsey, C.....	146
Earl.....	112	Edwards.....	190

Total.....1,282 Total.....1,391

Referee, Dr. H. E. Benedict. Scorer for H.C.W., J. Curran; for Atalanta, A. F. Runnell.

Below is given a record of the Wheelmen's League to date:

	Won.	Lost.	Played.	To Play.
Hudson Co.....	5	1	6	2
Kings Co.....	4	4	8	0
Harlem.....	2	5	7	1
N. Y. B. C.....	1	6	7	1
Atalanta.....	5	1	6	2

It seems to me that publishers of cycling papers, as well as advertisers, should exercise more care as to the appearance of advertisements in their papers. Every subscriber to the League organ has noticed a certain advertisement of a Boston house, accompanied by a cut, which tends to shock their morals. I do not pose as a Comstock, or any other crusader, against "bare piano legs," but we should take into consideration that not only is that paper sent to the lady members of the L. A. W., but it is also brought into the homes (no pun) of the gentlemen, where their wives, mothers and sisters see them. Be careful, gentlemen; remember the ladies.

I notice that the latest comer into the cycling world is "Bown's Velocipede," a cut and description of which appears in the *Scientific American* of March 2. The wheels of this machine are constructed "sociable style." There are but two wheels. The saddle, pedals, etc., are between the wheels, of course, and below the axle, as is most of the mechanism, presumably to keep them rider upright by having the machine weighted. Judging from the cut the wheels appear to be about seven feet diameter. A peculiar feature of this velocipede is a device by which the wheels may be inclined V-shap'd, the lower part of the wheels being moved inward to run on a narrow path. The machine is steered by raising what is called a friction wheel out of contact with its companion wheel on one side, thus propelling the machine with one side.

Two of the lady members of the H. C. W. appeared on our streets this week on ladies' bicycles.

COASTER.

Willie Windle is about to join the New York Athletic Club, and will represent that club in England this season.

F. A. Elwell, manager of the European tour, writes that owing to the large number of applications from cyclists who wish to join the party, he has increased the limit to thirty.

No quorum was present at the New York State Board of Officers' meeting, called Tuesday evening, March 5, at the New York Club house. Among those present were: C. C. Bidwell, E. J. Shriver, C. A. Sheehan, J. T. Warwick and Joshua Reynolds. Mr. Reynolds was the only out-of-town member present. Chief Consul Bidwell has discovered that he must resign to the membership of the Division.

THE TRADE.

A SELECTED LIST OF PATENTS.

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

Aaron G. Rose, Greencastle, Ind. Bicycle.
Geo. T. Warwick, Springfield, Mass. Bicycle and safety bicycle and ball-bearing for Velocipedes.

All bearing date of March 12. Copy of any one of these patents will be sent on receipt of 25 cents.

The Pope Manufacturing Company get up a neat advertisement in the form of a baseball scorer.

The New York Bicycle Co. are handling the Coventry Machinists' Co.'s wheels and the Star wheels for New York City. They have a "Swift" safety at their Warren Street store.

The Pope Mfg. Co. have imported a number of the best foreign ladies' bicycles, which they offer for sale at \$115 and \$120, respectively. These machines are thoroughly made and of the best of foreign manufacture, but the Pope Co. have offered them at this very low price because they think that the ladies should be given the concession of a material reduction. These machines can be seen at the Pope Co.'s offices in Boston, New York and Chicago.

Very few wheelmen know that the house of Wm. Read & Sons, which they only know from its connection with the bicycle trade, has quite a history. The business was established in 1822, opposite Faneuil Hall, Boston, which then had a population of 60,000 people. The house is one of the oldest in the gun and shooting-tackle trade. Mr. William Read, Sr., died in 1884, being at that time eighty-four years of age, and actively engaged in business. The present members of the firm are William, John and Edward Read.

THE NEW MAIL IN NEW YORK.

The New York City agents for New Mails are Messrs. Schoverling, Daly & Gales, of 302 Broadway, a house which has long occupied an established position in the fire-arms and sporting goods world. The firm have an elegant store on Broadway, and the New Mails show to advantage in their windows, attracting much attention. The bicycle department is on the first floor, and is in charge of L. B. Whympier. A large stock of 1889 New Mails is already in this department, as well as a line of American cycles and boys' and girls' bicycles, tricycles and velocipedes.

H. B. SMITH MACHINE CO.'S CATALOGUE.

The 1889 catalogues of this firm are now ready for distribution. Their '89 catalogue is a thirty-four-page pamphlet. The novelty for this year is the "39x24"—a special Star bicycle with 24-inch front and 39-inch driving wheel. The wheels described and illustrated are the American Star, built from 42 to 54 inch large wheel, and ranging in price from \$75 to \$105; the semi-racing Star, weight 45 to 50 pounds, sizes 48 to 54, price \$102 to \$122; the Special Star bicycle, sizes 48 to 54, price \$107 to \$127; the Special Pony Star bicycle, 42 to 45, price \$107 to \$117; the new "39x24" Star, selling from \$107 to \$117. The catalogue contains a complete illustrated list of safeties.

WM. READ & SONS' CATALOGUE.

The "New Mail" catalogue for 1889 is the most complete Messrs. Wm. Read & Sons have published. The New Mail Light Roadster is illustrated and described in whole and in part, and the mechanism of the wheel is explained with clearness and minuteness. The leading points of the wheel are its perfection back-bone, ball-bearing head, detachable handle-bar and tangent spokes. The wheel is made in sizes from 48 inch to 60 inch, and its prices range from \$125 to \$140. The New Mail safety, the firm's rear-driver for 1889, has the following special features: Spring fork, rear-wheel band-brake, straight-front forks, tangent spokes, strengthened base rim, ball-bearing head and special safety saddle. The New Mail safety is retailed at \$135. The firm are also making a boys' safety, price \$40, in higher grade \$65 to \$75, and also handle the American Ideal bicycles and tricycles.

ODDS AND ENDS.

A bicycle club has been formed at Pamrapo, N. J.

H. Wimmel, of *Puck*, and wife are devotees of the tandem tricycle.

The Riverside Weelmen will move into a new house on 104th Street on May 1.

The riding spirit in the Citizens' Club is active. The club will present 1,000-mileage bars this year.

Mr. Thomas Whitaker, a prominent wheelman of Millville, N. J., was elected Mayor of that town on Tuesday, March 12.

The Manhattan Bicycle Club will hold a reception at West End Hall, 125th Street, New York City, on Friday evening, April 27.

The Columbia safety tandem, the first tandem bicycle ever manufactured in America, is now ready for delivery, and can be seen at the Pope Co.'s offices in Boston, New York and Chicago.

The Twelfth Regiment games will be held at the armory on May 10. The cycle events are 2-mile handicap, half-mile novices and 1-mile novices. Entries close May 4, with C. J. Leach, P. O. Box 3201.

"This (the Brooks) is the only cyclometer on the market, sold at a reasonable figure, which has given entire satisfaction."

W. C. BOAK, Le Roy, N. Y.

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

Among the cycle visitors in town this week was Mr. W. Frank Pierce, of Oakland, Cal. Mr. Pierce is about six feet five inches tall, splendidly proportioned, and weighs 275 pounds. He rides a Veloce, which has carried his enormous weight without accident.

The annual election of the Manhattan Bicycle Club will be held March 18. There will be three tickets in the field. The club held its regular monthly reception on Friday, March 8, at the club house. About thirty couples were present and enjoyed dancing and refreshments.

The card of Messrs. Collins & Nuttall will be found in our advertising columns. This firm have an extensive repairing and nickeling shop in West Twenty-seventh Street. They have repaired and nickeled for the trade for some years, and are favorably known by the work they have turned out. They are now prepared to do repairing and nickeling for individuals as well as for dealers.

The members of the New York State Board of Officers will vote, by mail, on an amendment to reduce the League dues from \$1.50 to \$1; also, on the appointment of a nominating committee, as provided by the constitution, to name candidates for the offices of Chief Consul, Vice Consul and Secretary-Treasurer. The names suggested for the nominating committee are W. H. De Graaf, New York; George S. Dakin, Buffalo, and H. C. Spalding, Elmira.

The Newton (Mass.) Bicycle Club met at the office of W. W. Stall, 509 Tremont Street, Boston, Tuesday evening, and elected the following officers: President, Freelon Morris; Vice-President, Herbert A. Fuller; Secretary, William W. Stall; Treasurer, Edwin T. Martin; Captain, F. Stedman Wilson; First Lieutenant, H. Albert Henderson; Second Lieutenant, E. P. Marsh; Club Committee, Walter H. Barker, Eben H. Ellison, Louis A. Hall and George H. Hastings. A supper and speaking followed.

The Citizens' Bicycle Club held a ladies' reception last Friday night at their club house in Sixtieth Street. It was a perfect success, as all the Citizens' affairs of the kind are. The rooms were hung with rare tapestries, loaned by Messrs. Johnson, Faulkner & Co., Mr. Faulkner being a member of the club. A number of very fine paintings were loaned by the club members, and these, with some original sketches sent by the *Century* and *Outing* companies, made an enjoyable art display. The programme of entertainment was music, dancing and a supper. On Saturday evening a large number of members of the New York Club visited the Citizens' house by general invitation and inspected the paintings and sketches.

THE ORIGINAL BICYCLE.



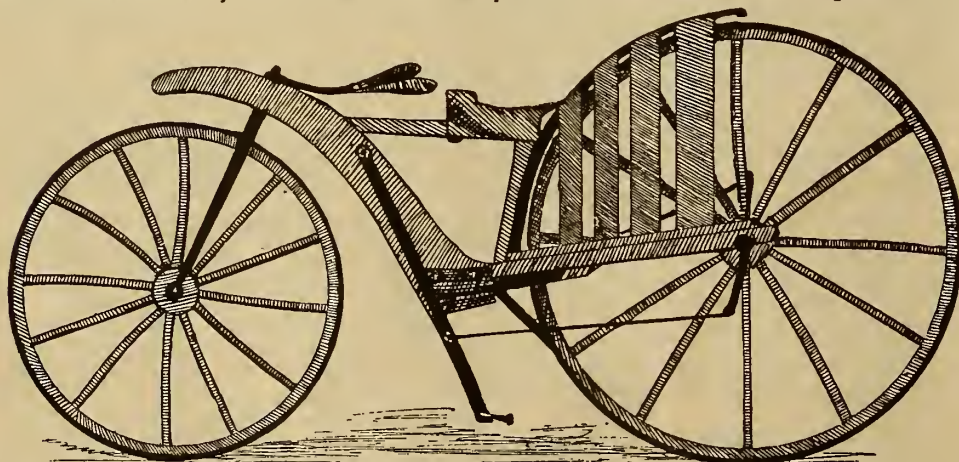
At the late Stanley Show was exhibited the machine which is now generally conceded to be the original bicycle. We present a cut of the machine reproduced from the *Scottish Cyclist*, also a representation of the features of the inventor, one Gavin Dalzell, a merchant of Lesmahagon, Lanarkshire, Scotland. Dalzell was born August 29, 1811, and died June 14, 1863. He possessed decided talent for mechanical inventions. From the written testimony of a letter, and the testimony of J. B. Dalzell, son of the inventor and present owner of the machine, it is proven that it was in use previous to 1846, and there are eye-witnesses who recollect the inventor riding his bicycle over the roads of Lanarkshire.

In construction the Dalzell Bicycle is the exact prototype of the now popular rear-driving safety.

It is constructed chiefly of wood, which, though worm-eaten, is still wonderfully strong, especially in the wheels, these seeming to have stood the ravages of time and rough usage much better than the frame-work. The rear wheel—the driver—is of wood, shod with iron, about forty inches in diameter, and has twelve spokes, each about an inch in diameter. The front wheel is of similar construction, but only of about thirty inches in diameter. From the front wheel hub the fork—straight, and with a rake which some

of our modern makers could copy with profit—passes up, when joined together, through the forepart of the wooden frame-work. A pair of handles are then attached and bent backward into a V shape to suit the rider, who sits about two feet behind the front wheel hub. These were commonly termed the "reins." The main frame is somewhat like that which is now termed the "dip" pattern, the design of which is applied in an extended form to ladies' safeties.

A wooden mud-guard rises from this frame, covering about one-fourth of the circumference of the hind wheel; from this to the back forks, which are horizontal, and of wood, vertical flat stays run down, forming a dress-guard after the manner of those on the latest cycling development—the ladies' safety. From the front curved



zontal bar runs, on which is placed the seat—we cannot call it a saddle. This is immovable and made of leather, with slight padding underneath. The driving mechanism is by means of cranks fitted to the rear wheel hub, connected by rods to long levers hinged to the wooden frame close to the head; the connecting rods being joined to the levers at about one-third of their whole length from the pedals, which are merely projecting bolts affixed to the lever ends. The action thus obtained is not rotary, being a downward and forward thrust with return, the feet describing a small segment of a circle. That the gearing, which constitutes the chief wonder to the critical and historical reader, was actually on the machine while being ridden by Mr. Dalzell is proved by the receipted accounts of the blacksmith, John Leslie, who made all the iron work used in its construction.

Thomas Stevens sends his first letter to the *New York World* of Sunday last. It is dated at Aden, Arabia, February 4.

Editor Prial is off his base when he remarks that Van Sicklen will race this season. That gentleman has not decided to do so.—*Referee*.

The information was received direct from Mr. Van Sicklen's brother, who is a reporter on the *New York World*.

The Century Run Committee will hold a meeting at Newark to-morrow evening.

At the annual meeting of the Plainfield Bicycle Club, held Monday evening, March 11, the following officers were elected for the ensuing year: President, Townsend Rushmore; Vice-President, Thos. S. Burr; Secretary, Robinson Pound; Treasurer, Harold Serrell; Trustees, J. H. Cooley, M. D., J. H. Hallock, J. A. Worth, H. J. Runyon and John M. Crane; Captain, Frank L. C. Martin; First Lieutenant, M. S. Ackerman; Second Lieutenant, David H. Lenox; Color Bearer, Geo. C. Martin; Bugler, E. Sidney Dorman.

The Twelfth Regiment will shortly hold their annual spring games. The bicycle events will be a two-mile handicap and a one-mile for novices.

The New York Club will have a "dandy smoker" at their house, Seventy second Street and West End Avenue, on Friday evening, March 22.

The annual meeting of the Manhattan Bicycle Club will be held at its club house on March 18. The contract for the club uniform has been awarded to E. O. Thompson, 345 Broadway, New York.

Two Murfreesboro (Tenn.) wheelmen, T. Petri and Jesse Sparks, Jr., will start July 1 for a trip to Washington.

A thirteen-year-old Georgia boy became enamored of a woman cyclist attached to a company of barn-stormers. Boy stole pistol, silver watch and a dollar, and pursued his Juliet. Boy, pistol and watch discovered in two days, expressed home, thoroughly dusted off, and laid in a cool place.

SECOND-HAND BICYCLES & TRICYCLES.

New York Bicycle Co.,

No. 8 Warren St., No. 4 East 60th St.
Uptown Agents for Messrs. A. G. Spalding & Bros.
We make a specialty of taking old mounts in part payment for New Victors, New Rapids, New Malls, Stars, Springfield Roadsters, and also cycles of 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.	Finish.	Bearings.	Condition.
417	52	Columbia Expert	\$132 50	65 00	3	2	3
421	52	New Rapid Roadster	132 50	120 00	4	1	1
422	53	Columbia Lt. Rdstr.	127 50	90 00	4	1	3
425	—	Quadrant No. 8.	185 00	170 00	4	1	1
429	54	Victor Roadster	130 00	78 00	4	1	3
431	55	Rudge Lt. Roadster	138 75	69 00	4	2	5
435	52	Special Club	160 00	100 00	1	1	1
441	54	Columbia Expert	125 00	65 00	4	2	3
447	52	N. Rapid Lt. Rdstr.	137 50	90 00	4	1	2
450	56	Victor Lt. Roadster	142 50	120 00	3	1	1
460	48	Columbia Semi-Rdstr.	75 00	50 00	4	3	3
461	56	New Mail	142 50	185 00	4	1	1
462	51	Semi-Racer Star	120 00	45 00	4	Ball	4
464	54	Am. Rudge	110 00	55 00	4	1	6
466	55	Columbia Lt. Rdstr.	140 00	78 00	3	1	3
469	—	Kangaroo Sfty. (36x54)	135 00	65 00	4	1	1
470	40	Otto Special	35 00	18 00	5	4	3
472	52	N. Rapid Lt. Rdstr.	132 50	112 00	4	1	2
474	50	Universal Club	124 00	50 00	7	1	2
476	51	Special Star	135 00	65 00	3	Ball	3
477	52	New Rapid Roadster	142 50	125 00	3	1	1
479	44	Special Facile	123 00	45 00	4	1	5
480	45	Pony Special Star	137 50	70 00	3	Ball	2
482	50	English Tourist	120 00	44 00	7	2	7
485	50	British Challenge	130 00	39 00	4	4	7
486	48	Columbia Expert	125 00	80 00	3	1	2
487	54	Special Club	135 00	78 00	3	1	7
488	50	Harvard	125 00	50 00	3	2	3
489	—	Springfield Roadster	85 00	62 00	3	Plain	6
490	54	English	135 00	55 00	3	2	6
491	54	Singer's Apollo	135 00	40 00	3	1	8
493	—	Springfield Roadster	75 00	52 00	4	Plain	6
494	55	Racer	140 00	35 00	4	1	3
495	—	Springfield Roadster	75 00	52 00	4	Plain	6
496	48	Columbia Standard	97 50	30 00	4	4	8
499	48	Singer Lt. Roadster	130 00	80 00	3	1	1
502	48	Columbia Expert	127 50	70 00	1	2	5
505	52	Premier	125 00	55 00	2	2	6
506	54	British Challenge	140 00	55 00	7	2	5
508	54	Sanspareil	135 00	50 00	4	2	3
509	48	Columbia Standard	97 50	35 00	6	4	5
510	36	Boy's	60 00	30 00	1	4	1
511	51	American Star	105 00	40 00	3	Plain	6
512	42	Victor Junior	55 00	40 00	4	3	1
513	—	Humber Tandem	250 00	115 00	4	2	5
514	48	Rudge Lt. Roadster	132 50	70 00	4	1	1
515	52	Premier	120 00	40 00	4	3	5
519	—	Columbia 2-tk. Trike	165 00	85 00	4	1	2
522	48	Columbia Mustang	85 00	25 00	4	4	6
523	56	American Club	135 00	50 00	4	2	5
524	54	Victor Roadster	130 00	75 00	4	1	2
527	—	Sparkbrook Crip Tke.	165 00	125 00	4	1	1
529	54	British Challenge	145 00	65 00	2	1	2
530	56	Columbia Expert	137 50	105 00	1	1	1
531	54	Columbia Expert	125 00	55 00	7	2	2
533	—	Starley Safety	135 00	90 00	4	1	1
534	52	Dictator	130 00	55 00	4	2	3
535	48	Special Star	135 00	100 00	4	Ball	1
536	50	English Premier	125 00	45 00	2	2	6
537	51	Rudge Lt. Roadster	136 25	100 00	4	1	1
538	48	Special Star	137 50	95 00	3	Ball	2
539	51	New Mail	128 75	80 00	4	1	3
540	50	Columbia Expert	130 00	80 00	1	1	1
541	—	Victor Safety	135 00	80 00	4	1	5
542	50	Victor Lt. Roadster	125 00	100 00	4	1	1
543	51	Columbia Lt. Rdstr.	135 00	95 00	3	1	2
544	—	S. S. Tandem	250 00	200 00	4	1	1
545	—	Victor Safety	135 00	112 00	4	1	1
548	54	Columbia Expert	135 00	70 00	3	2	3
550	—	Marlboro Club Tdm.	250 00	175 00	4	1	1
551	—	Victor Safety	135 00	110 00	4	1	1
552	52	New Mail	137 50	100 00	4	1	1
553	52	Singer Matchless	130 00	75 00	4	1	2
554	52	Columbia Standard	107 50	35 00	1	4	1
555	42	Otto Special	40 00	12 00	6	4	8
556	52	New Mail	130 00	100 00	4	1	1
557	—	Boy's Rover Safety	35 00	35 00	7	4	1
558	—	Col. Lt. Rdstr. Tke.	160 00	140 00	4	1	1
559	50	British Challenge	135 00	25 00	3	1	9
560	56	British Challenge	145 00	50 00	2	1	5
561	52	Rudge Lt. Roadster	137 50	85 00	4	1	1
562	54	Columbia Expert	135 00	85 00	1	1	2
563	50	N. Rapid Lt. Rdstr.	130 00	80 00	4	1	2
564	—	Rudge Humber Tdm.	250 00	140 00	4	1	3
565	54	Columbia Standard	110 00	45 00	1	3	6
566	54	Columbia Expert	135 00	80 00	1	1	2

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

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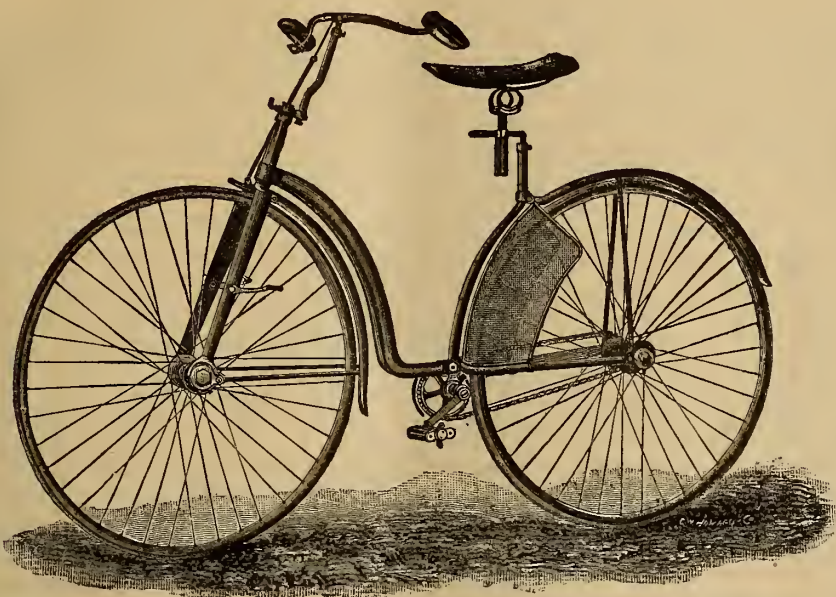
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2d.—A SPRING BEARING AND FRAME TO FRONT WHEEL whereby concussion and vibration are brought to a minimum.

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.

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AMATEUR PHOTOGRAPHY.

The greater part of those improvements that the professional and amateur are enjoying to-day originated with the latter. There is no doubt that the experiments tried by amateurs in every branch of the science of photography has greatly simplified the process, and the credit of making it a popular recreation should be ascribed to them.

There is no recreation that combines so much of pleasure and instruction at the same time as photography. There is always something new to be discovered in its practice which makes it doubly interesting, and to a person that is mechanical there is something fascinating about it.

It can be practised by young and old alike with equal profit. This fact has been noted, and to-day the amateur is counted by the thousands where only a few years ago they were only in the hundreds. The architect makes it a part of his business, the physician finds it of the greatest importance, the traveler preserves likenesses of places he has visited, and it is of the greatest assistance to the lecturer. In England those practising photography outnumber those in the United States, but in both countries there are nearly as many females as males among the amateurs. The recreation is one of refinement, and, as it deals more with nature than with anything else, it leads man to seek those places most pleasing to the eye and elevates his mind.

Unlike the old wet-plate process there is nothing disagreeable in the practice of the present system. The introduction of the gelatino-bromide process has so entirely revolutionized photography that it requires but little preliminary knowledge of its principles to accomplish good results. The chemicals required are so few and inexpensive that a person with only the average intelligence can by exercising a little judgment and taste accomplish results that will be truly surprising. Its great simplicity has caused many to engage in its practice.

The rapidly increasing demand for amateur outfits has unfortunately led persons to engage in the manufacture of apparatus and materials

wholly inadequate for the attainment of satisfactory results. This being the case, the safest rule for a prospective amateur to pursue is to purchase of houses only of known reputation, and, where it is possible, with the manufacturer direct. This rule applies equally well to all merchandise. It is always safest to let others try the experiment where any doubt exists.

The house of E. & H. T. Anthony, of New York, with an experience of over sixty years to their credit, present a line of goods that for excellence in every particular make them articles of real worth, and the possessor of an outfit made or sold by this concern is assured that he owns the best that can be obtained for the money. It is with these goods that we shall deal.

When selecting an outfit, the following points should be well considered. First, the size of the camera, and second, the style or kind desired. The larger the camera, the greater the bulk and weight, while in a small camera both bulk and weight are economized; a large picture cannot be taken with it, while with the large one a small one is obtainable. The kind of apparatus to be purchased depends greatly upon the amount of money one may wish to expend. The policy best pursued in every case is, get the best that your means will allow. An outfit costing only \$10 will give good results, but one costing \$40 will be far more satisfactory. Purchase at the outset only the best; money and time are saved by doing so. As the amateur advances, he feels the necessity of an outfit superior to the cheap one he has, and it is either sold at a sacrifice or laid aside, not to be used again except on rare occasions, and the original is replaced by a better and more satisfactory apparatus, thus making a double outlay, which might have been saved at the beginning, and the results have been more satisfactory. However, this can be said of the cheaper outfits, that some of the best landscape photographs in a recent exhibition in London were made on an outfit costing only about \$15, and it is safe to say that an apparatus of American manufacture is in every particular as good as those made in England.

England, France and Germany have enjoyed the reputation of making the finest lenses, but the American makers, realizing the great future in them, have steadily improved in the manufacture, so that now they have attained an excellence almost equal to any foreign maker, both for grinding and mounting. A lens may be perfectly ground and yet spoiled in the mounting.

NOTES ON CAMERAS.

The American camera is pre-eminently the superior of all foreign makes, in workmanship, simplicity, elegance of finish and portability. The same grade of apparatus costs less here than it does in England or France, and is much better finished. Anthony's Amateur Equipments, varying in price from \$9 to \$15, are marvels of cheapness. The \$9 equipment consists of a mahogany camera, made of well-seasoned wood, nicely polished and finished.

Pictures 4x5 inches can be made with it. It has a folding bed, and is furnished with a good achromatic lens. The ground glass or focussing screen is hinged at the bottom, and can be folded back when the plate holder is placed in position. The lens is made especially for these outfits, and for landscape work will give satisfactory results. The plate holders are well made, and are light and strong. A light and portable tripod completes the equipment. When the camera is not in use the lens board is removed and the lens reversed, so that when placed in the carrying case the camera occupies but little space. The case is intended to hold camera, plate holder, and top of tripod, and is furnished with either a brass or leather handle.

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