

# 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.

MR. E. J. SHRIVER, whose utterances and writings always command close attention, sends a letter commenting on an editorial in last week's WHEEL, in which we stated our views on present and possible methods of electing League officials. Mr. Shriver is mistaken in supposing that we have changed our "front." We have threshed out the League Constitution according to our lights, and, while Mr. Shriver has the right and the ability to object to any conclusions we may have come to, we are of the opinion that a further sifting of the League Constitution will yield nothing newer or more valuable than the conclusions already arrived at.

Having determined to our own satisfaction that the League never can be perfectly governed, and having obtained a general verdict that the Constitution, as at present constructed, was imperfect and unsatisfactory, we turn to fields and pastures fresh and green to prosecute and emphasize the important work of roads improvement.

For detailed objections to the method of popular vote suggested by Mr. Shriver, we refer to our views as expressed in last week's WHEEL. Perhaps a trial of Mr. Shriver's system of election would prove our objections totally unfounded, and we refer it to the members of the National Assembly, who are the proper people to determine whether such trial shall or shall not be made.

THE Centennial celebration to be held in New York on April 30 and May 1 promises to be the biggest event of the kind ever held in Gotham. On the first day three parades will be held, and many cyclists believe that cycling should be represented in one of these parades. It has been suggested that a cyclists' division be formed, and that the members of the clubs should parade in uniform, if it should be found inadvisable or inconvenient to ride. An informal meeting will shortly be held to consider the matter.

On the second day of the celebration an industrial parade will be held, showing the progress in manufactures within the past hundred years. We think this would afford a golden

opportunity to have the cycle trade represented in the procession. If no general exhibit of cycling will be made, we hope that some of our largest makers and importers will show their wheels, mounted on floats. A full line of modern wheels contrasted with a selection of antiquities would make an imposing show.

NOW that her County Roads Improvement bill has become a law, New Jersey must be credited with the first general legislation enacted for roads improvement. Among the cyclists who have aided in the good work is G. Carleton Brown, who believes that a macadamized road will yet connect New York and Philadelphia.

THOUGH the New York and New Jersey Road Racing Association has been buried, the spirit of road competition is not dead, merely smouldering. A number of New Jersey clubmen are anxious to form a local road racing association, and the formation of a like organization is being agitated in Brooklyn. We suggest that the Hudson County Wheelmen's captain call a meeting of delegates from New Jersey clubs and consider the formation of a local road racing club. We suggest that the Captain of the Long Island Wheelmen call a meeting for a discussion of the same object.

THE announcements recently issued by the Pope Manufacturing Company and the Overman Wheel Company, to the effect that certain firms were infringing on their patents, also that they were selling certain makes of wheels below regular prices, will bring forth controversial statements, and, besides, might, if unexplained, hurt the interests of any or all of the parties interested. The facts are that the Pope Manufacturing Company and Overman Wheel Company, after repeated notices of infringement of patents, have issued a circular stating that the following firms were infringing their patents: Warwick Cycle Manufacturing Company, Springfield, Mass.; Clark Cycle Company, Baltimore, Md.; Capital Cycle Company, Washington, D. C.; Smith National Cycle Company, Washington, D. C.; L. H. Johnson, Orange, N. J.; Strong & Green Cycle Company, Philadelphia. Messrs. Pope & Overman also state that they are selling ladies' safeties of the Psycho, Rover and Premium patterns at \$120, \$115 and \$115 respectively. Of the firms mentioned above the Warwick Cycle Manufacturing Company have issued a circular advising their agents that they will assume all suits brought against them. These details are made public because the matter is being discussed by cyclists, many of whom do not understand the real import of the questions at issue, and who have been misled by untruthful and magnified rumors and misstatements. It is justice to all parties to state the facts as they are. The question of infringement will doubtless be determined by the courts. We will publish any accurate statement of facts which any of the parties mentioned may send us, and, furthermore, we are open to correction in any of the statements made above.

MR. GEORGE R. BIDWELL does not confine himself to the theory that the more men taught to ride properly the greater will be the gain to the sport, but he will put his ideas to the test by opening a riding school in New York on April 1. There will be competent instructors, the lessons will be strictly private, only two persons being on the floor at the same time, and no spectators will be permitted to witness

the pupils' efforts to master the rudiments of cycle riding. We feel that Mr. Bidwell's school will be a success, and should advise agents in all large cities to make an attempt to establish riding schools. If an agent cannot manage it, he could combine with his neighbors in trade to their mutual advantage, as have Messrs. Stokes & Gardener, of Chicago. May the riding school flourish!

### NEW JERSEY WILL HAVE GOOD ROADS.

The County Roads Improvement bill, introduced in the Senate by Senator Miller, was passed in that body by a vote of 15 to 3. On Monday night, the house passed the bill by a vote of 34 to 10. On Tuesday morning, Governor Green signed the bill and it became a law.

New Jersey will at last have an improved system of roads. The people in cities may drive into the country at all times of the year; the people in the country can drive into the cities, for pleasure or business, at all times of the year. The condition of public roads is an evidence of the civilization and progress of a community, and increased prosperity in New Jersey may be anticipated. The Elizabeth Daily Journal deserves much credit for the masterful perseverance it exhibited in its efforts to shape public opinion toward improved roads.

### CHIEF CONSUL BULL WANTS INFORMATION.

Chief Consul Bull is anxious to have a record of every club in the State Division, and will thank club secretaries if they will send him the following information: Name of club, city or town, club-house or rooms, street and number, monthly meeting nights, number of members, L. A. W. club or not, club officers, Secretary's name and address. Information should be sent to W. S. Bull, 754 Main Street, Buffalo, N. Y.

### OFFICIAL HANDICAPPER OF NEW YORK AND NEW JERSEY.

Mr. C. S. Davol, Chairman of the Racing Board, has appointed Mr. F. P. Prial, Official Handicapper of New York and New Jersey, which States comprise the second United States Racing District.

### MR. SHRIVER ON POPULAR VOTING.

234 PEARL STREET,  
 NEW YORK, March 18, 1889.

EDITOR OF THE WHEEL:

Your change of front on the League constitution question, as indicated in this week's leading article, is somewhat startling, and, to me, inexplicable. You still hold that the constitution "should provide for the election of its national officers by popular vote, as a matter of principle," but say that "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," and that this system (of electing State Boards, which elect a National Board, which elects executive officers) is "as near as we ever can get to popular representation in League national affairs." All this is not only strangely in contrast with your former utterances, but even more strangely oblivious of the possibilities.

At the last election, in July, 1888, we who belong to the New York Division voted a ballot like this: For Chief Consul, George R. Bidwell; for Vice-Consul, W. S. Bull; for Secretary-Treasurer, G. M. Nisbett; for Representatives from the—District, John Doe, Richard Roe, John Smith. Now, what was there to have prevented printing that ballot on a larger sheet of paper and having it begin: For President, Charles H. Luscomb (or George A. Jessup); for First Vice-President, James R. Dunn; for Second Vice-President, Sanford Lawton; for Treasurer, W. M. Brewster, and have it continue with the State ballot as above? No new machinery of election would be needed. The same officers

who count the votes for Chief Consul can without great mental strain count the vote on same ballots for President and return the result to League headquarters.

Nor is there any dangerous novelty in such a scheme. Every two years, on the Tuesday after the first Monday in November, each of us goes to the polls and votes for local and State officers and for representatives to Congress all on one ballot, or in one bunch of ballots, and every fourth year we do the same thing, and for President and Vice-President of the United States besides, except that in place of naming these officers specifically we name a lot of dummies that we call electors, whose only real duty is to automatically record the verdict given by popular suffrage. The only thing in political elections corresponding to our fearfully and wonderfully made League constitution is the manner of choosing United States Senators, which has resulted in more corruption than any other one thing in our politics and produced a legislative body that in many respects is worse even than the British House of Lords. The League system may not be as bad as that, but it is certainly peculiarly calculated to cement rings and foster wire-pulling, in which is wasted much of the real strength of the League.

Yours truly,  
E. J. SHRIVER.

### BROOKLYN.

It is with a certain amount of fear and trembling that I launch myself forth into the trials and pleasures of a journalistic career, for I realize in its entirety the fact that I am destined to pass many sleepless nights in consequence of the scathing and merciless criticisms of the many scribes of the cycling press throughout the bit of earth which has lately indulged in the festive pleasures of an inauguration.

However, I arm myself with the thought that I am writing Brooklyn news as much as possible, and feel that each item will be appreciated by some one who pedals around the Belgian-block streets of the City of Churches.

There is a rumor now in circulation to the effect that the Coney Island Boulevard is to have one of its side bridle-paths macadamized its entire length by the residents of that thoroughfare and vicinity, in co-operation with the Cyclists' Union of Long Island. Let us hope that the scheme may be carried through without opposition or delay, for it would certainly be a great big blessing to Brooklyn wheelmen.

I have it on good authority that the C. U. of L. I. will commence work on a certain bit of side-path leading to Bath which was made unridable at times last year by a certain gentleman (?) with a sweet and lovely temper and a large idea of his own rights and privileges.

The Union is also exerting its influence in the direction of Cobblestone Hill, which, in its time, has caused such a limited (or otherwise) amount of profanity that, were it all lumped together, it might be used to pave the said hill in very good shape.

The big theatre party is booming very favorably. There is to be a supper at the Clarendon Hotel after the performance, for which joyful event intending participants should "see" the committee at once. Mr. Marion, of the K. C. W., who is one of the committee, has developed quite an artistic bump, having executed two large notices of the theatre party, which may be seen posted on the walls of the respective club-houses of the K. C. W. and the B. B. C.

The annual election of officers for the B. B. C. takes place at their April meeting, and the regular nominations have just reached my abode. They are: For President, Jas. Fox; Vice-President, Herman H. Koop; Secretary, Bert M. Cole; Treasurer, H. E. Raymond; Captain, W. H. H. Meeteer; First Lieutenant, H. G. Fay; Second Lieutenant, F. L. Hebert; Buglers, P. Seixas and W. E. Fuller; Color-bearer, J. F. Borland. There are various whisperings of opposition tickets, but none have as yet been made public. The Brooklyns are very enthusiastic on the subject of their new house, and one evening last week they had all its beauties and fine points illustrated to them by means of a stereopticon, manipulated by Messrs. Greenman and Robertson, who are two of the camera fiends of the club.

ATOL.

### NOTES FROM THE CITY OF BROTHERLY LOVE.

The Century Wheelmen, I understand, are getting ready to take immediate possession of their new club-house, having succeeded in leasing their present quarters to the Columbia Club, a social organization. The alterations in their new house are being pushed rapidly toward completion, and their wheel annex, it is hoped, will be finished this week. The club are considering the advisability of taking in lady members, and, with Mr. P. S. Collins advocating the move, it seems more than likely that the necessary changes in their by-laws will be made before long.

On Friday evening, February 15, the Pennsylvania Bicycle Club held their last stag entertainment. The committee in charge surprised the members with a handsomely engraved invitation requesting the presence of themselves and friends. This promised a good entertainment, and every one of the 300 or more present granted the promise well kept. Mr. Alf Bracher deserves especial commendation for the varied and entertaining programme, consisting of several choruses, solos by Mr. J. S. Bretz and Mr. Jno. Braun, sleight-of-hand performance by Mr. G. M. Sperry, of New York, with an exhibition of fancy billiards by the same gentleman; several boxing-matches and musical selections on the piano by different talented members. It was, without doubt, the finest stag entertainment ever given by any city club, and the members reluctantly left the refreshment and music room to catch the last car home.

The Tuesday evening dances held by the Pennsylvania Bicycle Club are a great success. At the last one some eighty odd persons were present. This desirable result is due largely to the welcome assistance of our lady members, who, in co-operation with Mr. Fred. Brown, are doing their utmost to make each gathering specially attractive. The best proof of their success is that a member attending one of these social gatherings generally assures his presence at the succeeding one.

The Philadelphia Bicycle Club, the last one in the city to maintain allegiance as a League club to the League, have decided to drop from their by-laws, at the expiration of the present year, the clause compelling all members to be League members. And thus one by one the leaves do fall.

Mr. S. C. Levy, of the Pennsylvania Bicycle Club, has presented a handsome split-second stop watch for competition in either mileage, number of days out or attendance at club runs, the watch to be placed in the hands of the road officers to be disposed of as they deem fit. Some hard-hearted wretch made a motion at the club meeting that the road officers be debarred from competition, but, thanks to the generosity of the members of the club, the motion was lost, much to the gratification of Charles L. Leisen. A handsome gold medal has also been presented by a member of the club, whose modesty deters him from revealing his identity. This is also to be placed in the hands of the road officers, to be awarded according to their judgment.

What safety are you going to ride this year? is the interrogation you meet everywhere. The poor ordinary is not even mentioned, and I fear, as far as new wheels for 1889 are concerned, it is doomed, as I do not know of a man who intends purchasing one. The Hart Cycle Co., representing the Columbia; Edward K. Tryon, Jr., & Co., representing the New Mail, and Philadelphia Cycle Co., representing the Victor people, have all had their new safeties out at the different clubs for trial. I have tried them all and pronounce decidedly in favor of the—never mind, I won't say, as I have an 1888 safety and think mine Ar.

On Tuesday evening, March 19, the associated cycling clubs met at the South End Wheelmen's rooms. Several matters of importance were discussed. A committee, consisting of Messrs. Burt, Zook and Evans, was appointed to draw up a petition to endeavor to secure free transportation of wheels on the Pennsylvania and Philadelphia and Reading roads. A committee, consisting of Messrs. Supp'ee, Hare and Edwards, was also appointed to consider the advisability of an inter-club run on Decoration Day. A good scheme if you chain the scorchers.

The Pennsylvania Bicycle Club, elated with the great success of their recent full-dress dances, have decided to end the season with a grand ball on Thursday evening, April 25, and have already secured enough names to insure success.

Have you tried the new Eagle bicycle? No, thanks, not insured; although I had the offer of one if I could mount it first trial. Excuse yours truly. I will resign my chances in some one else's favor.

I had the pleasure of receiving a very interesting and lengthy epistle from E. Irving Halsted some days since. He is situated at present at Tacoma, W. T. We all envy the inhabitants of that place his good company, but warn them if he starts any riding out there to beware, or they will find out that the Harlem-Pennsylvania man is a goer from 'way back.

On Sunday last the Century Wheelmen had about a score of riders out from 9 o'clock until 12, while the Pennsylvania Bicycle Club had eleven representatives to dinner at Fort Washington. A good run that of thirty-six miles over hilly roads, for this time of year. But, as the *Public Ledger* says, they are the hardest riding club in the country. Why not?

WESTFIELD.

### ATALANTA WHEELMEN, NEW-ARK, N. J.

At the third annual meeting of the Atalanta Wheelmen, held March 6, the following officers were elected for the ensuing year: President, George H. Miller; Vice-President, A. N. Terbell; Secretary-Treasurer, C. G. Halsey; Captain, W. A. Drabble; First Lieutenant, L. A. Edwards; Second Lieutenant, A. T. Rummell; Color-bearer, J. H. Crane.

The present membership numbers thirty, with a bright outlook for a large increase the coming season. On May 1 the club will vacate their present quarters, having leased a spacious building on Clarke Street for a term of years.

About twenty-five members sat down to the club's annual dinner on March 11, and a general good time was indulged in until long after midnight.

HAL.

### CHICAGO.

The Aeolus Cycling Club, of Chicago, will move to their new club-house April 1. They have the finest club-house in this city, having a frontage of 150 feet. They have adopted a new uniform, it being of gray cloth with black binding. Their election took place on March 4 with the following result: George F. Koester, President; G. E. Lawson, Vice-President; John A. Erickson, Recording Secretary; Paul A. Dragorius, Corresponding Secretary; Carl L. Steen, Treasurer; Thomas Bray, Captain; Frank Raabe, First Lieutenant; Fred Wittenberg, Second Lieutenant; Walter Bray, Color-bearer; Henry J. Freeman, Bugler; Rudolph Beygeh, Quartermaster. Executive Committee—William J. Berns, Martin Bowbeer, A. C. Buehling, Charles Wittenberg. The Aeolus boys will give their next reception at the Columbia Skating Academy on March 29.

OBSERVER.

### FIXTURES.

- 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 10, 1889.—Twelfth Regiment Games. Entries close May 4 with C. J. Leach, P. O. Box 3,201.
- May 11, 1889.—Spring race meet of the Harvard Bicycle Club.
- 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.
- May 30, 1889.—Maine Division Meet, at Biddeford, Me.
- June 8, 1889.—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clarke, 25 Broad Street, New York.

## SOME RUNS ABOUT WASHINGTON TO PLACES OF HISTORICAL INTEREST.

I believe the cyclists of any locality might learn of many interesting places they would like to visit by devoting an evening occasionally to local history. The history of every State, county and hamlet has certainly been published in some form or other.

A record of about 2,000 miles in the vicinity of Washington last season carried me to many places of historical interest, and I will venture to write up a few of them for THE WHEEL, hoping that they may be of some service to the cycling public.

Washington cyclists are particularly favored with historical localities near by. Access to many of them is over country roads which are the terror of novices and the delight of expert wheelmen.

There are the familiar runs through the Soldiers' Home and to Arlington, and the famous run to Cabin John Bridge (the largest span in the world), Great Falls on the Potomac, and thence along the tow-path of the Chesapeake and Ohio Canal to Harper's Ferry, sixty-three miles distant.

The run to Marlboro, Md., is a fine one. It is twenty miles East, over an excellent pike. These runs, and the one to Sandy Springs and Ashton, Quaker settlements lying twenty miles to the north, can be taken immediately after a wet season. The old residents in the latter places have many interesting relics of Colonial times.

There is an excellent road out to Hyattsville, near which lies the Lord Baltimore estate, over which you can roam at will, and admission to the old mansion can be obtained by permission from the agent. There is no one living on the estate except the keeper of the lodge.

On the way to Hyattsville you pass the historic dueling ground where Commodore Decatur met his death from a pistol in the hands of Commodore Barron. Many duels were fought at this place during and prior to the late war. You next pass through the little village of Bladensburg, where ships used to land on the Eastern Branch in 1876, now a shallow stream that would not float a mud scow.

There are the roads following the devious and beautiful windings of Rock Creek, where the Zoological Park is to be laid out.

Occoquan, Va., one of the old Colonial settlements, at one time the largest tobacco-shipping port in the South, with its picturesque ruins and romantic scenery, is only twenty-eight miles distant. The route is via Alexandria, Acotink and Pohick Church (one of the churches where Washington used to attend service; built, in the last century, of bricks imported from England). This side of Acotink one can turn off to Mt. Vernon, which is sixteen miles from Washington.

Another interesting run is to the battle-fields of Bull Run and Manassas, only thirty miles distant, by way of Falls Church, Fairfax Court-House and Centerville. You can return from Occoquan or Manassas Junction by rail.

There is also an interesting run to Brandywine, through Silver Hill P. O. and Surratville, where Mrs. Surrat, one of the conspirators against the life of President Lincoln, lived for many years. One of the old residents told me that this woman used to attend church in Washington, sixteen miles distant, regularly, and always walked both ways, rain or shine. The gloomy old homestead of the Surrats is still standing, but is occupied by another family.

"TOURIST."

## ROXBURY CYCLISTS AT DINNER.

The Roxbury Bicycle Club observed the third anniversary of its formation by a dinner at Young's Hotel, Boston, last Saturday night. There was a goodly gathering of jolly fellows, and from 7 o'clock until midnight no restraint was placed upon the merriment. The Roxbury club is among the best and most widely known cycling aggregations of the city's suburbs. Among its number are those who have attained eminence in social and business circles, and as a club it has always been noted for enthusiastic devotion to the sport.

The affair on Saturday night was as enjoyable as it was informal. President W. H. Emery, who is also Chief Consul of the Massachusetts

division of the League of American Wheelmen, presided with becoming grace over the festivities. The guests were: Abbott Bassett, secretary of the L. A. W.; George A. Perkins, J. C. Kerrison and Charles S. Howard. Among the others present were: I. E. Wardrop, Louis Heintz, Jr., A. H. Draper, E. T. Titlow, C. S. Merrill, George E. Marsters, G. Alfred Titcomb, F. F. Scholl, J. Dolph, Charles W. Eaton, John Graham, Frank Howard, Frank E. Peterson, James E. Silver, Walter F. Emery and Captain John S. Lowell.

When President Emery arose to begin the after-dinner exercises, he was greeted with much enthusiasm. He referred briefly to the many successes of the club during the past year, and introduced as the first speaker Abbott Bassett. This gentleman read an entertaining poem.

In introducing the next speaker, President Emery said that there was one wheelman, Geo. A. Perkins, in Massachusetts, to whom insufficient credit had been given. He was one who had always been faithful to the interests of the wheel, and as a representative to the General Court had done much for the cause of cycling.

Mr. Perkins was greeted with hearty applause. He referred at considerable length to the road-improvement bill, and expressed confidence of success in its passage. He told how, although engineered by cyclists, the bill for improvement of roads was a matter in which every resident of the State was personally interested.

Charles S. Howard responded for the Boston Bicycle Club, and short addresses were made by many of the Roxbury Club members.—*Boston Herald.*

## WHEELS—THEIR SIZES AND GEARS.

A table showing, and rules to ascertain, the circumference of different-sized wheels, and the number of revolutions each makes in a mile; also the most ready method to determine if a driving wheel is geared level, or how much up or down:

Diameter of wheel in inches.	Circumference in inches and 7ths.	No. of revolutions per mile.
30.....	94 2.....	672.00
32.....	100.4.....	630.00
34.....	106.6.....	592.95
36.....	113.1.....	560.00
38.....	119.3.....	530.52
40.....	125.5.....	504.00
42.....	132.0.....	480.00
44.....	138.2.....	458.18
46.....	144.4.....	438.25
48.....	150.6.....	420.00
50.....	157.1.....	403.20
52.....	163.3.....	387.69
54.....	169.5.....	373.33
56.....	176.0.....	360.00
58.....	182.2.....	347.68
60.....	188.4.....	336.00

To find the circumference of a circle, multiply the diameter by 3.1416, or 3 1-7. Example, a driving wheel 48 in. diameter:

$$\begin{array}{r} 48 \\ \times 3 \frac{1}{7} \\ \hline 144 \\ 66 \\ \hline 150.6 \end{array}$$

Answer: 150 6 7, say 151 inches.

To find the number of revolutions a wheel makes in a mile, reduce the mile to sevenths of an inch, thus: 1,760 yards = 5,280 feet = 63,360 inches = 443,520 sevenths of an inch. Divide this by the circumference (150 6-7) of the wheel as above reduced to sevenths of an inch. Example:

$$\begin{array}{r} 150 \frac{6}{7} \\ 7 \\ \hline 1050 \\ 443520 \\ \hline 295680 \\ \hline 2112 \\ 2112 \\ \hline 4224 \\ \hline 4224 \end{array}$$

1050)443520(420. Answer: 420 revolutions in a mile.

A driving wheel of tricycle or safety bicycle is geared level when the number of cogs is the same on both chain wheels. If geared up, the cogs of chain wheel on driving axle are less in number than chain wheel on crank axle. If geared down, the cogs of chain wheel on driving axle are more in number than chain wheel on crank axle. To find how much a driving wheel is geared up or down, multiply the diameter of wheel by the number of cogs on

crank axle, and divide the product by the number of cogs on driving axle. Example: Driving wheel, 30 in. diameter; chain wheel of ditto, 10 cogs; crank chain wheel, 16 cogs.

$$\frac{30}{16} = 1.875$$

10)48(geared up to 48 inches.

The number of revolutions made by the crank, which is the actual number of times the foot has to move round in going a mile, must be taken on the size the wheel is geared to; thus, a 30-in. wheel makes 672 revolutions of the crank in a mile, but if geared to 48 in. the crank only makes 420 revolutions to propel the machine the same distance as the 672 revolutions would if geared level.—*Wheeling.*

## A ROADS IMPROVEMENT CONVENTION AT NEW ORLEANS.

Some weeks ago we printed a communication urging the importance of a general policy of improving country roads in the State and suggesting the holding of a State convention to consider the subject in this city some time in April or May next. The interests at stake are of such general importance that the idea of a convention has been largely approved by the press throughout the State.

In order, then, that there may be some concert of action in the matter, we would suggest to the Board of Trade and the commercial exchanges of the city to adopt resolutions favoring the holding of such a convention, the delegates to be appointed by the police juries of parishes and the mayors of cities, the State engineers and State Commissioner of Agriculture to be also specially invited.

The whole question of the economic considerations of the construction and maintenance of country roads, so necessary to the commercial development of the State, should be treated fully and the best methods adopted.

The subject is one of such public and commercial importance that it is fully within the purview of our commercial bodies. Doubtless the Governor would give official sanction to the undertaking, upon assurance that a convention will meet a popular demand.—*New Orleans Item.*

## STEVENS LEAVES ZANZIBAR.

[Special Cable Despatch to the New York World.]

ZANZIBAR, March 16.—I am just leaving for Mombasa, which is the principal seaport of the territory of the British East African Trading Company, and the starting point for the most important caravan routes to the great lake regions of Central Africa.

Mombasa, one of the most important cities and fortresses on the East African coast, and situated to the south of Zanzibar, is perched on an island in the middle of an inlet of the sea forking off into two branches and running deep into the land. The island, which is about three miles in length, is low-lying and covered with splendid mango, guava and cocoa palms, and is inhabited by about three thousand Wasuaheli and by about five hundred Arabs. The city consists of the ancient fort built by the Portuguese in the year 1594 and the ruins of the Portuguese town of Gavana and what is known as the black town.

It is the basis from whence the United Methodist missions and the Church Missionary Society dispatch their caravans and supplies to their stations on the shores of Lake Victoria Nyanza.

It is also the starting point of a number of important caravan routes to the eastern portion of the lake region of the Nile, and carries on an important traffic in ivory, copal gum, corn, rhinoceros hides, etc.

## A SELECTED LIST OF PATENTS.

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

Thos. O'Brien, New York, N. Y.—Bicycle.

This patent consists in the combination with two equal-sized wheels of a frame composed of two tubes, one receiving the other, spring bars, an arm and bracing rods, the whole forming a bridge free from vibration.

Dated March 19.

## PHILADELPHIA.

It seems as if the weather man must have a spite against Philadelphia wheelmen, as the weather of the last four Sundays made wheeling decidedly uncomfortable. But last Sunday, notwithstanding the lowering clouds, a number of club men braved the mud and a chance of a ducking and indulged in club runs. Captain Supplee took nineteen Pennsylvania men to Fort Washington, gladdening the hearts of the sons of Erin by the green ribbons they sported in honor of St. Patrick. The Centurions, under Captain Carter, took a run to Bryn Mawr with twenty-two in the ranks, the orange ribbon of their colors calling forth some uncomplimentary remarks from the celebrating Irishmen. Every one is wishing for good weather, so as to get a long ride. The state of the roads at present renders it impossible to go off the macadam, and around these parts there are mighty few of that kind.

Am sorry to state that the next "smoker" of the Century Wheelmen, which was to have taken place March 28, has for some unexplained reason been declared off. This is a disappointment to many members, as they had anticipated a good time. Both Brown and Dietsch have been in active training for their bout with the gloves, and each was sure he could knock the other out. It would have been a great exhibition, a contest, as some paper had it, of "red hair" vs. "pink whiskers." And then what is to become of the fellows who were to wrestle; and, alas! (a tear) what of the Glee Club?

About every other member of the Century Club you meet has an idea that he is a runner, and that idea broadens itself that he can beat anyone he knows of. I hope that some time this spring the opportunity will offer itself to try these wonders and to see who is really the best man.

The members of the Pennsylvania Bicycle Club are in the main a jolly and whole-souled lot of fellows, ever ready to lend a helping hand to wheelmen or exchange greetings on the road, and are known far and near for their generosity and hospitable conduct; but there are a few who are associated with them who, by their snobbish behavior, their apish stiffness and general disagreeableness, make themselves ridiculous to their friends and an object of disgust to all they come in contact with. As usual with people of this sort, they should be the last to act in this manner. Blood will tell, and shoddiness is sure to crop out some time.

The alterations to the Century's new house are progressing very rapidly. It is expected by the end of this week that their splendid wheel room will be ready for occupancy. In a month's time we are assured that it will be furnished from top to bottom in the latest and most approved fashion. Then for the "house warming" of one of the largest and most commodious bicycle club-houses in the country.

How about that little game of cards on the train going to Washington, in which even Deacon Hare took a hand? The question now going the rounds is, "Who scooped the jack pot?" And echo answers, "Who?"

March 19, 1889.

ARGUS.

## NEW ORLEANS.

Spring, gentle spring, has landed both of her dainty tootsy-wootsies right here, and in consequence we are reveling in the most glorious weather imaginable. The effect is plainly visible in the cycling ranks, and quite the largest crowd that have been together since the September meet turned out Sunday last (10th) to take a snuff of the g. w. and to witness the Christy-Hathorn race; but they were somewhat disappointed.

Hathorn was out of trim and failed to make the fight expected. For half a mile the race was nip and tuck, but after that Hathorn commenced to lag and Christy to draw away, and at three-quarters there was no question as to who would win. Christy crossed the line with a lead of over a hundred yards, doing the distance  $1\frac{1}{4}$  miles) in 4m. 51s. R. G. Betts, starter, and C. M. Fairchild, E. M. Graham and C. H. Fenner, at the finish, officered the event.

Immediately after the race L. J. Frederic, of the Louisiana Club, challenged the winner, who has accepted, the course to be the same and March 17 the day.

Mr. A. M. Hill has presented a handsome silver cup to the New Orleans Bicycle Club for a series of races to be contested during the summer months. A committee has been appointed to arrange the details.

The Louisiana Cycling Club's races for the Patson medal will be inaugurated Sunday next (24th). This club also holds its annual election April 1.

Bi.

## ST. LOUIS.

The Warner bill received its first test vote in the House on the 15th inst. It was called up by the author, who asked that it be engrossed. It has been amended since it was first presented, and now only applies to racing on the highways. The penalty for violation of the law is a fine of not to exceed \$100, and lays the offender liable for any damages that may be caused by horses frightening. The objectionable dismounting feature is entirely eliminated, and the bill in its present shape is quite harmless, except so far as it opens the way for special legislation. The bill was argued at some length by representatives Warner and Pollard in its favor, and Clark and Dempsey against it. On the vote it was ordered to engrossment, but the opinion prevails that it will be defeated when it comes up for passage. The League has made an excellent fight against the bill and will surely win. Nevertheless, I suppose there are still a good many "mossback" wheelmen who see no use in belonging to the organization. The *Republic* and *Post-Dispatch* of this city, and the *Times* and *Journal* of Kansas City, have worked hard for us all through this agitation, and the wheelmen, I hope and believe, are truly grateful. The *Republic*, in an editorial printed in its issue of the 12th, says: "As long as Missouri is a free State, the people in it can ride what they please on the highways, whether it be bicycles or hobbies, just as long as they give other people room to pass and leave the highway as free and open to others as it is to them. The bicycle has come to stay, and we trust Hon. Ira B. Warner will succeed in making up his mind that it is really no more frightful than the New Mexican burros, imported by his St. Louis county constituents to make the Manchester road hideous with their alarming voices, etc." I noticed in the Legislative proceedings printed in the same issue the following: "Mr. Pollard read a letter from one of his constituents, in which it was stated that the wheelmen were hiring men to solicit subscriptions to the remonstrances, and were paying five cents per name."

There could be nothing more absurd, and yet I have no doubt that many of the country members will believe it. The necessary steps were at once taken to place the League in its proper light on this point before the Legislature.

The Missouris are to have another European traveler in the person of C. C. Hildebrand. He leaves here on the 18th inst. for Boston and Springfield, at which points he will make short visits with Dr. Emery and his old chum, E. C. Klipstein, and on the 27th inst. he will sail from New York on the "Saale" for Bremen. I fear he will leave an aching void at Kirkwood.

The Missouris' new captain is trying the experiment of short runs this year, thus enabling his men to get back to town for dinner. The runs for March are to Bartold's, eight miles, on the 17th; Point Breeze, ten miles, on the 24th; and Webster, twelve miles, on the 31st. This does not look much like business, and I do not think the idea will meet with much favor, except with a very few. The next thing we may look for is a called run to the "pump" and return for dinner.

The proposed track association is making good progress, and the indications point to a successful consummation of the enterprise. The only drawback to it is the fact that the grounds cannot be had for Saturday afternoons. At the price asked it would pay to rent the grounds if only for the base-ball and foot-ball privileges.

ITHURIEL.

## BROOKLYN.

The roads in Prospect Park and the Boulevard have made gigantic strides toward reaching the condition of excellence they attain during the summer and fall. In view of the season of the year the Park riding is unprecedented, and any Brooklyn rider who still permits his wheel to rust undisturbed in the cellar because the season is not yet sufficiently advanced makes a large mistake, and is losing nearly as good riding as he can ever have in this vicinity.

A ride around the Park circuit on Sunday morning means as certain a meeting with a baker's dozen of well-known Brooklyn wheelmen as a visit to the country church reveals the presence of the usual contingent of deacons. Before you complete the two miles you will have met the omniscient Wise, the twin scorches Reasley and Tom Hall; Murphy, the long-distance "fiend"; the hard-working Schumacher, and such well-known club men as Fuller, Spelman, Halsey, Steves, Barkman, Bell, Healy, Bogert Manne and Morehouse. From passing observation, there seems to be at present quite a predominance of the "greys"

on pleasant Sundays. Perhaps this merely signifies that the "fossils" naturally stand the winter best, or are more susceptible to early thaws, rather than that a majority of the other clubs are seeking spiritual consolation elsewhere at that time.

F. G. Brown, of the K. C. W., is reported very publicly to have become a member of the New Jersey Athletic Club team, with Baggott, Caldwell, Bowman and Pendleton. Brown will undoubtedly add a good deal of strength to the team; in fact, it is an open question whether he will not be the strongest man in it. Brown's development as a racing man during the latter part of the season was tremendously rapid; from an inferior man in '87 and the fore-part of '88, his work last fall has raised him to a high rank among the New York and Brooklyn cracks. If he continues to improve this year as he did last year there will be very few men in this vicinity who can touch him.

Mailler, of the L. I. W., has returned from a two months' stay in Buffalo. Few wheelmen in Brooklyn are as well known to other club men and to the unattached in general as Mailler, and his absence from the road for any continued period affects Brooklyn riders much as the removal of an old and respected landmark.

Club hospitality in this section of the country is markedly improving. Perhaps it is due to the Cyclists' Union and the common interests resulting therefrom; perhaps it is due to the forgetting or living down of the ancient traditions of petty rivalries and jealousies; or perhaps it is due to the mutual discovery that one's own club does not necessarily contain all the good fellows who ride the wheel. The L. I. W. stag on the 9th has furnished a rattling precedent for the other clubs, and one which we hope will be followed.

The boys are eagerly anticipating the theatre party of the 29th, and indications point to its being the greatest affair of the kind ever given entirely by wheelmen. They say the committee are desperately at work evolving new gags and clothing anew others of very respectable age. In this respect the committee have an abundance of material on which to work, and a great amount of additional fun is expected as the result of their efforts.

Nvx.

## MARYLAND.

Cycling is booming in Baltimore, and it seems highly probable that the sport will be more popular this season than ever before. Many new recruits have joined the ranks of whirling wheelmen during the past winter, and crowds of fresh faces will be seen on the roads and highways in the vicinity of Baltimore when the season is fairly opened.

At the annual election of officers of the Rambler Club for the ensuing year the following gentlemen were unanimously elected: F. L. Brauns, President; E. J. Sultan, Vice-President; C. M. Pitt, Treasurer; Lew Warrington, Secretary; W. H. Thomas, Captain; H. Jones, First Lieutenant; E. M. Cole, Second Lieutenant; C. E. Wingo, E. B. Jones, S. R. Boyd, H. R. Barrington and W. Jackson, Executive Committee.

The Potomac Wheelmen, of Western Maryland, were organized, March 11, at Cumberland, Md. Sixteen applications for membership were received. Mr. A. C. Willson was made temporary chairman and James D. Wineow temporary secretary. This club expects to join the League. A meeting will be held March 25, when permanent officers will be elected, etc.

The roads and pikes leading from the city are in good condition, and almost every day crowds of wheelmen can be seen making long-distance trips.

The Hagerstown, Md., Bicycle Club will hold a meet and races on July 2, 3 and 4. The first two days will be devoted to tours through their delightful valley and on the five splendid pikes out of town, where many historic points can be visited, as the battle-fields of Antietam and South Mountain, Pen-Mar, Cumberland Valley and many others that are not to be overlooked by the tourist and pleasure-seeker.

The third day there will be a parade and some entertainment at night. It is probable that clubs from all parts of the country will participate. The cyclists of this city will attend in large numbers, and there will be many visitors from other parts of the State. The Scranton, Pa., and Chambersburg, Pa., clubs have already signified their intention of participating, and also several clubs of the adjoining States. The hotel accommodations, an important consideration, are ample and good.

The meet will not be under the auspices of the L. A. W., nor the Maryland Division, but is the enterprise of the Hagerstown Club, which is a flourishing organization. This meet is expected to surpass the one held on July 4 last. Many lady cyclists will attend and add grace and beauty to the occasion. Although the invitations have not yet been sent out, the meet promises to be a success.

The Maryland Club held their seventh annual banquet at their club-house, on Mt. Royal Avenue, on Thursday, March 14. A large T-shaped table was set in the gymnasium on the third floor, where seventy-five men in full-dress suits sat down to a sumptuous repast. The following toasts were responded to: By President Moses Norris, "The Maryland Bicycle Club"; Captain E. F. Le Cato, "On Road and Path"; Chief Consul Albert Mott, "Cycling with a Purpose"; of the Maryland Division, Joseph Thompson, "The Corporation"; Robert Unduch, "The Big 10"; P. S. Brown, "The Fraternity of Cyclists." The committee in charge of the banquet were, George H. Miller, Howard Williams, E. F. Le Cato, W. H. Beatty and C. F. Hutchinson. Emerich's orchestra was in attendance.

The annual meeting of the stockholders of the Maryland Club was held at their club-house on Mt. Royal Avenue. The report of the Board of Trustees was read, showing the club's financial condition to be satisfactory. The revenue for the past year was over \$1,800 in excess of all actual expenses during the same period. The 530 shares of stock remaining in the treasury unsold were subscribed for, thus completing the entire capital stock of 2,000 shares. The old Board of Trustees, consisting of Moses Norris, Yates Penniman, James D. Mason, E. F. Le Cato, S. T. Clark, H. E. Brown, were re-elected.

BAY RIDGE.

### MANHATTAN BICYCLE CLUB.

The annual meeting of the Manhattan Bicycle Club was held at their club-house, in West Seventieth Street, last Monday evening. The principal business was the election of officers. Three tickets materialized during the evening, and as every one was buttonholing every one else the result was chaos. Later in the evening the supporters of one of the tickets performed a *coup d'état* by appearing with a mammoth poster on which were painted the names of the candidates. This work of art completely dwarfed the poster of the opposition, a "wee sma' thing," and won over many who were undecided. The race for the Captaincy was a nip-and-tuck affair between "Billy" Sheehan

and "Johnny" Post, Billy winning by a nose—we mean by two votes.

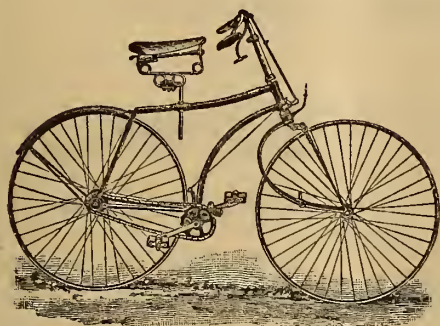
The chief officer this year will be John M. Warwick, re-elected, a gentleman who fills his post with dignity and has also done a deal of hard work for the Manhattan Club. Charles A. Sheehan, a downright hustler, who has been tireless in his efforts to advance the club, has been re-elected Secretary. D. H. Thistle will again retain the purse-strings; he has been a valuable man in an important office. The Vice-President is a new man, Mr. J. A. Clairmonte, better known as the "Colonel," the man who almost "headered" in the Niagara Whirlpool—a man of foresight and of kindly and gentlemanly instincts. The list of new officers is as follows: President, John M. Warwick; Vice-President,

J. A. Clairmonte; Secretary, Charles A. Sheehan; Treasurer, D. H. Thistle; Trustees, D. C. Newton and Dr. G. R. Bird; Captain, J. W. Sheehan; First Lieutenant, P. G. Keane; Second Lieutenant, V. F. Pelin; Surgeon, J. I. Metzger, M. D.; Color-bearer, Ethan Allen; Bugler, C. E. Clemens.

The boxing, fencing and wrestling championships of the A. A. U. will be held this Saturday evening at the Metropolitan Opera-House, New York. The programme will be the most attractive, athletically, that has ever been held in this country.

"Has bicycling anything to do with consumption?" is a query addressed to the *Bicycling News*. Yes; it develops consumption—of large quantities of food, ice cream and liquid refreshments.

## THE VICTOR.



KING OF THE SAFETIES.

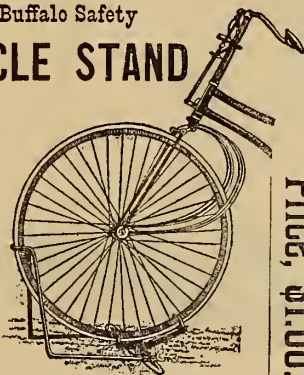
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Makers of the Official L. A. W. Sundries.

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

Sent post-paid on receipt of price.

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WHEELS BOUGHT, SOLD and EXCHANGED.

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Satisfaction Guaranteed.

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# THE SPRINGFIELD ROADSTER BICYCLES

**Hold the World's Records**

No. 1 Wheel, plain and cone-bearing, 50-inch.....	\$75
" 2 " ball-bearing, 50-inch.....	100
" 3 " plain and cone-bearing, 46-inch.....	75
" 4 " ball-bearing, 46-inch.....	100
" 5 " ball-bearing, 50-inch.....	110

This wheel has tangent spokes and hollow rim.

No. 6 Wheel, ball-bearing, 46-inch.....	110
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This wheel has tangent spokes and hollow rim.

No. 7 Volant Safety, 31 and 30 inch diameter wheels, ball-bearing.....	115
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For Speed,

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Beauty

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HEADERS IMPOSSIBLE.

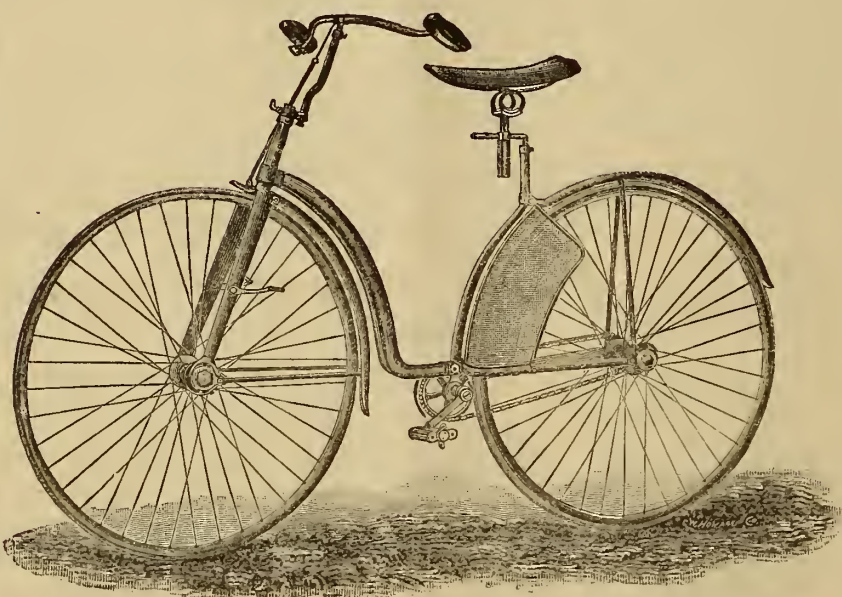
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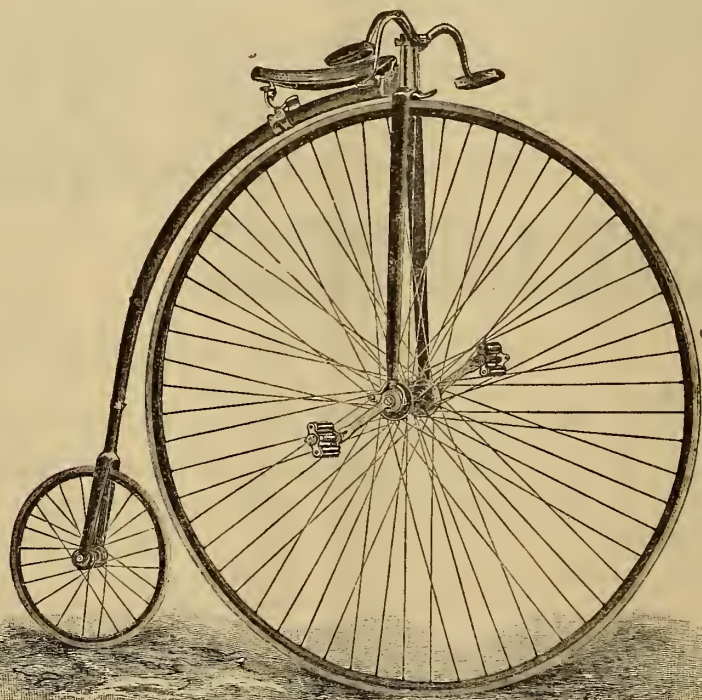
CYCLE

# Warwick Perfection Wheels



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

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



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

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

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

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

## THE FOLLOWING

ARE

## Some of its Many Advantages.

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

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

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

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

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

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

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

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

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

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

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MASS.

Catalogue now ready.

# WHEEL GOSSIP.

The New York Press of Sunday last had some interesting wheel notes.

Miss Redding, editor of the *Art Journal*, rides a Psycho ladies' bicycle.

The intercollegiate games will be held May 23, place not yet decided. The bicycle event will be a race of two miles.

A number of wheelmen attended the New Orleans Carnival, and were well taken care of by the New Orleans boys.

The Capital Cycle Co. are sole U. S. agents for the "Monarch" lanterns made by Miller & Co., of Birmingham, Eng.

The Humber tandem drawn for at Fair Haven, Conn., on March 15 was won by Geo. W. Frutchey, of New York City.

W. I. Harris, Clarence L. Smith and W. E. Smith have been unanimously elected to membership in the Citizens' Bicycle Club.

Dr. Emery, C. C. of Massachusetts, has issued an eloquent circular letter to the members of the division appealing for renewals.

A meeting of cyclists attached to Boston papers was held yesterday at the *Herald* building, the object being to organize a bicycle club.

Some members of the Huntington, L. I., Bicycle Club have offered a bottle of wine for the first wheelman of the city of Brooklyn who arrives in their town this season.

"The above letter from Messrs. Rudge and the item from *Wheeling* seem to put a more reasonable light on the record, and so down it goes as a wonderful road performance."

Messrs. Garden & Stokes, respectively representing the Columbia and Warwick and Springfield Roadster wheels in Chicago, have secured a large hall and will establish a riding school.

At the Crystal Palace, Leipzig, a cycle show was held from February 23 to March 3. There were 146 exhibitors, many of whom were agents for English houses and showed English wheels.

A Roads Improvement Convention will be held at New Orleans this spring. Chief Consul Hodgson, who was instrumental in having the convention called, will represent the League.

Senator Jacob Cantor, who introduced New York's Liberty bill into the Assembly, has been very ill at Albany. It is expected that he will shortly leave for Old Point Comfort for the benefit of his health.

THE WHEEL is one of the liveliest and best cycle papers published. Current cycling events and general news of interest to wheelmen are chronicled by it every week—*Daily American*, Nashville, Tenn.

The Warner "anti-liberty" bill, introduced some time since in the Missouri Legislature, has been so modified that, even if it should become a law in its present shape, it would be perfectly harmless.

The Brooklyn *Citizen* of March 17 devotes a column article and an illustration to Charlie Schwalbach and the efforts he has made to advance the sport in Brooklyn. Charlie is a Prince at working the lay press.

The New York Club, always on the alert to advance wheeling, has sent out 1,500 blank petitions, advocating the passage of the Boulevard pavement bill. A large number of petitions have been returned signed.

The English amateur championships for 1889 will be run in July, on the Paddington track. The dates are: July 20, 1-mile bicycle, 25-mile bicycle, 5-mile tricycle; July 27, 1-mile tricycle, 25-mile tricycle, 5-mile bicycle.

The Atlanta Wheelmen, who now have their rooms over the North Ward Bank, have obtained possession of the Trinity Church Chapel, on Clark Street, near Belleville Avenue, Newark, and propose to fit up a fine club-house.

Three Australian riders, Messrs. Betteridge, Bloxham and Hitchcock, recently made a bicycle trip of 730 miles through the very worst Australian bush. The journey occupied eleven days. The wheels used were two New Rapid ordinaries and one safety.

Considerable opposition to the Roads Improvement bill has developed in the New Jersey Assembly. The strongest point raised by the opponents of the bill is that the Freeholders in some counties may be too extravagant; all of which is puerile, it is needless to say.

The Brookline Cycle Club's continuous pool tournament, commenced February 28, was won by Charles S. Spaulding. George W. Cooper and Charles Coe tied for second place. C. A. Harrington won the leather medal for having lost the largest number of games.

The Brooklyn clubs are looking forward to the theatre party to be held at the Park Theatre on March 29. It is expected that over 200 men will be present. Tickets may be obtained by addressing Bert Cole, 112 St. Felix Street, Brooklyn. After the theatre a dinner will be served at the Clarendon.

The anti-bicycle bill recently introduced into the Missouri Legislature by Mr. Warner has been amended so that it now only prohibits racing on the public highways. The Missouri members of the League have fought the bill tooth and nail, and ultimately hope to prevent its passage in any form.

The Twelfth Regiment games will be held at the armory, Sixty-second Street and Ninth Avenue, New York City, on Friday evening, May 10. The bicycle events are a 2-mile handicap, 1/2-mile novices and 1-mile novices. Entrance fee fifty cents for each event. Close May 4 with C. J. Leach, P. O. Box 3201, New York City.

The *Bicycling World* has not accepted the 2.18 1-5 Triplet mile as a record, merely as a wonderful road performance. We presumed that the *World* accepted this remarkable trial as a record, basing our presumption on the sentence quoted below, which the *World* used in reference to the trial. We are glad to correct ourselves:

Messrs. William Read & Sons announce the good points of the New Mail ordinary and New Mail safety on another page. The ordinary was in good demand last year, and numbers of letters from prominent wheelmen attest its popularity. The New Mail safety is a high-grade rear-driver, and already orders have been booked for it.

## THE CENTURY RUN OF 1889.

At a meeting of the Century Run Committee, held at Newark last Saturday evening, it was decided to hold the run on Saturday, June 8, unless this date conflicts with the date of the League meet. The rendezvous will be made at Orange, N. J., on the previous evening, where good accommodations will be provided. The route will include Newark, Elizabeth, Plainfield, New Brunswick, Princeton, Trenton and Philadelphia. The run is open to all wheelmen. Further particulars will be furnished by L. A. Clarke, 25 Broad Street, New York.

## ON SAFETIES.

Mr. C. Levi, an English cyclist who has had forty years' experience as a mechanic, writes an interesting letter to *Wheeling* about safeties. About 2,000 safety riders pass his house every fine Sunday. He favors large steering wheels, from 32 to 36 inch, to secure steadiness of steering and reduce vibration. The most advantageous position for the seat on a rear-driver is as far back over the driving-wheel as possible. The handle bars should be brought well backward, so that it may not be necessary to constantly lean forward to grip them.

The Pope Mfg. Co. have sent out the following pricelist: Ladies' Rover, made by Starley & Co., \$115; Ladies' Premier safety, made by Hillman, Herbert & Cooper, \$115; Ladies' Psycho safety, made by Starley Bros., \$120. These prices are lower than the regular retail prices of the same wheels imported by agents. The Pope Mfg. Co. have also issued a circular to agents stating that the following firms are selling wheels infringing on its patents: The Clark Cycle Co., of Baltimore; Warwick Cycle Co., Springfield; H. S. Owen, Washington; L. H. Johnson, Orange, N. J.; Strong & Green, Philadelphia, and the Smith National Cycle Co., Washington.

The Thompson Electric Welding Co., with offices at Boston, recently held an exhibition at their factory, at which was shown their new process of welding metal by electricity. Three machines of different sizes are used for welding. The first has a capacity for welding from a quarter of an inch to an inch bar of iron. It will also weld copper from one-eighth to one-half inch. The next larger machine welds two-inch iron pipe as well as smaller sizes. The third machine will weld a two-inch bar of iron. After welding a pipe, the weld is stronger than the metal itself, and the pipe will break sooner at any other point than at the weld. It is expected that the electric system of welding will come into general use.

N. A. A. A. BICYCLE HANDICAP—The 1 1/2-mile handicap decided at the N. A. A. A. games held Saturday evening, March 2, at Madison Square Garden, New York, proved a frost on account of the bad track, which caused almost every competitor to fall. The two trial heats decided in the afternoon let the following men—all winners of heats—into the final: R. W. Steves, K. C. W., 110 yards; J. W. Schoefer, B. B. C., 65 yards, second; J. H. Hanson, N. Y. B. C., 90 yards; Fred. Coningsby, B. B. C., 90 yards; E. A. Powers, R. W., 95 yards; H. A. Kellum, Thirteenth Regiment A. A., 100 yards; I. Hinds, M. A. C., 100 yards; F. G. Brown, K. C. W., 65 yards. The final was won by Steves; Schoefer, second; Powers, third. Time—5m. 37s. All the contestants, except the three placed men, fell either one or more times. Schoefer gained a round of applause by riding over three of the fallen men upon to the board floor and back again on the track, some six inches below the floor. Charley Schwalbach's men did good service with his wagons, carrying the wheels of the Brooklyn men over to the "Garden" and home again.

In accordance with a resolution adopted at a special meeting, February 26, the New York Bicycle Club met on last Friday and Monday evenings and voted on the subjoined amendments with the following result:

	YEAS.	NAYS.
AMENDMENT A.—To provide for election of committee chairmen by the club, each chairman to appoint his committee and the captain his lieutenants.	62	6
The President, Vice-President, Secretary, Treasurer, Captain and the four Committee Chairmen (House, Auditing, Membership and Entertainment) to form Board of Trustees.		
AMENDMENT B.—To establish monthly meetings of the club.	56	11
AMENDMENT C.—To give election of new members to the club instead of to the trustees.	46	22
AMENDMENT D.—Prohibiting proposal of rejected candidates within six months.	63	6
AMENDMENT E.—Changing mode of electing officers.	56	7
AMENDMENT F.—Prohibiting the holding of two or more offices by any member.	57	10
AMENDMENT G.—Establishing an entertainment committee and prescribing duties of the several committees.	64	4
Amendment C, not having the required three-fourths affirmative vote, was rejected.		

## HARLEM WHEELMEN'S RECEPTION.

A very jolly, nice crowd of people attended the Harlem Wheelmen's reception, held at West End Hall, 125th Street, on Wednesday evening, March 15. The reception was preceded by an entertainment, the feature of which was the singing of Miss Macey.

Dancing was commenced shortly after 10 o'clock and was continued until 4 A. M., with an intermission for supper at 1 o'clock.

Among those present were the "Deacon," the "Judge," the "Hustler" and the "Shoutist;" also Mr. and Mrs. L. A. Newcome, Mr. T. A. and Miss Raisbeck, Mr. O. W. Emanuel, Mr. Dean R. Robus, Mr. and Mrs. W. H. De Graaf, Mr. and Mrs. Elliott Mason, Mr. F. A. Ridabock, and Miss Maude Eisenger, Mr. F. A. Phillips, Mr. E. C. Parker and Miss Plimley, Mr. and Mrs. F. L. Bingham, all of the Harlem Wheelmen; Mr. C. A. Sheehan and Miss Kennedy, Mr. J. W. Sheehan and Miss Sheehan, Mr. D. H. Thistle and Miss Thistle, Mr. Gardner and Mr. William Halpin, members of the Manhattan Bicycle Club; Mr. Herne and Mr. Moore, Riverside Wheelmen; Mr. W. H. P. Veysey, Citizens' Bicycle Club, and Mr. F. P. Prial, New York Bicycle Club.

The committee having the reception in charge, Messrs. Newcome, Emanuel, Raisbeck and Robus, were entitled to much credit for the success that attended the reception.

# IT IS A SIGNIFICANT FACT

That VICTORS win more road races than any other machines.

What does it mean? Why, it means that the VICTORS are of the proper stuff, properly put together, strong, light running and thoroughly reliable in every respect. A VICTOR will give you better service than any other wheel.

OVERMAN WHEEL CO., Makers,

CATALOGUE FREE.

BOSTON, MASS.

## CYCLING FOR WOMEN.

DEAR EDITOR OF THE WHEEL:

Of late I have been hearing so much of the destruction of dresses on the wheel that I want to give you some of my experience on the subject.

Of course, every woman wants to look well on the wheel, as she does everywhere else, and that is certainly not accomplished when the wheelwoman comes to the fray with draperies, reeds and too narrow skirts. Bustles have been inveighed against for so long that if any one still wears one it would seem to be a waste of words to say anything more, and yet I often see those riders who have willingly sacrificed reeds and draperies still cling to the ungraceful, unnatural and unhealthy wad.

I have at last seen a dress which is pretty, comfortable (its owner says) and utterly uncatchable by wheel or chain. It is made of corduroy; the skirt is gored in front slightly, all the fullness is in the back; the skirt measures two yards. It opens far back on the side so that it cannot catch on the saddle in mounting and yet does not show. The waist is a coat, shaped something like a riding-habit's body; and for warm weather a waist, made in the same style, of light flannel. With this skirt the rider wears knickerbockers and stockings of the same color and no underskirts. In warm weather the knickerbockers are made of silesia or light cambric. The whole get-up is the prettiest I have seen.

Corduroy was adopted by the rider after two years' experience of flannel, etc., and it (corduroy) seems to have many advantages. It outwears any other material, is heavy enough not to fly back from the ankles on windy days or when coasting rapidly, stiff enough to utterly refuse to be caught in wheel or chain, pretty, and reasonable in price. It is no warmer than flannel for summer.

I want to disagree with two of your correspondents, if you do not mind. First, with "Marguerite," about the small steering wheel; then with "Wildflower" when she says the saddle ought to be as far back as possible.

As to the small steering wheel, I never rode any but the Psycho Ladies' Safety myself, which has the two wheels alike, twenty-nine inches; but my two sisters learned to ride on a wheel which has a 24-inch steering wheel and a 30 inch driving wheel, and they have both given it up for the Psycho, which they find easier to mount, dismount from and ride generally. Indeed, among the half dozen wheelwomen that I know the sentiment is unanimously in favor of the two wheels of like size, though some of them still ride the machine with small steering wheels, having bought them before trying the Psycho.

Wildflower says she likes the saddle as far back as she can get it. Here again I disagree, for I find it much more comfortable and, I think, very much more sightly to have the saddle as nearly over the pedals as possible. Of course it depends a good deal on the build of the rider as to the amount of space which must be allowed, but I think as little as possible should be left.

PSYCHE.

### "WILDFLOWER" FAVORS THE TWO-WHEELER.

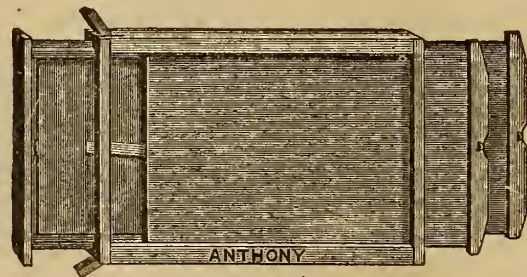
Cycle makers, as a rule, appear not to favor ladies riding safeties, as the class of machines ladies ride is not of much consequence to them, providing they do ride. The tricycle, as a rule, is mostly recommended, and the questions of weight, ease of propulsion and safety are not taken into account. My assertion that the safety is safer than a tricycle will no doubt be questioned, and in a crowded thoroughfare the tricycle may have an advantage, that of stopping without dismounting; but for the country the safety has many advantages, and not the least is its safety in riding down hills. I speak from experience and I am not an over-courageous rider, and should have very much questioned this assertion if made before I learned to ride the safety if anyone had advanced it. Ask safety riders who have ridden tricycles the question as to the relative safety of machines, and I believe the universal answer will be in favor of the safety.

I very much doubt if 100 ladies who now ride the three-wheeler were to learn to ride the safety whether one out of the number would return to the old love. Do any of our readers know a gentleman who after learning

the safety has returned to the tricycle? This should be some criterion to go by, and I am confident in my own mind that the lady cyclist of the future will ride a safety.—*Wildflower in Wheeling.*

## AMATEUR PHOTOGRAPHY.

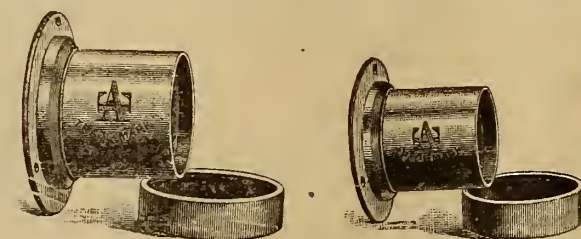
An outfit costing \$12.00, for making pictures 5 x 8 inches, is next in order. The camera is of mahogany, seasoned several months before using, and is finely finished. The folding-bed is made rigid by means of two clamp-hooks, one on each side of the frame. It is an exceedingly simple contrivance, but one that insures perfect rigidity. An E A single achromatic lens, with two stops or diaphragms, accompany each outfit. The stops are made so as to fit snugly in the lens tube, so that when they are not in use both are inserted in the tube, and there is little or no danger of them being in any but the right place when needed for use. The dry-plate holder is one of the lightest and strongest in the market. The construction of the Patent Perfect Double Holder is such that several sizes of plates can be used without the aid of inside kits; for instance, any plate measuring five inches one way and not over eight inches the other can be used. This is a most convenient arrangement where experiments regarding time are being made and narrow strips instead of an entire plate are being used. Kits for holding smaller sizes of plates still can be used in the holder. It is also a very easy holder to handle in the dark-room.



The camera, lens, plate holder and top of tripod are packed in a neat carrying case. The tripod legs are strapped together.

The outfit just described can be fitted with an instantaneous shutter at a small additional cost. The shutter will be found very useful, as there are occasions without number where it will be found necessary to make an instantaneous picture to gain the best effects.

With this equipment an extra lens board is supplied, to which a pair of single achromatic lenses, like those shown in the cut, for making stereoscopic views, 4 x 5



We come now to a mahogany camera for making pictures, 4 x 5 inches, of a slightly higher grade than those just described.

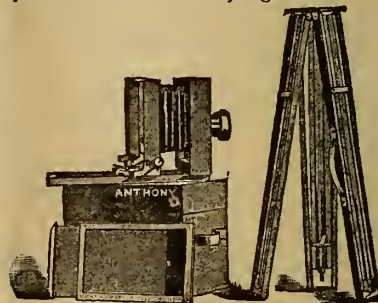
The focusing on this camera is done by a rack and pinion, which enables the operator to obtain a better image on the focusing screen, and there is less liability of the focus being changed by a jar while placing the plate holder in position. A movement of the camera after the focus has once been obtained will many times cause a complete failure. It is also a most convenient attachment. It also has, in addition to the other cameras, a rising front. This consists in making that part of the camera to which the lens is attached movable, so that it may be raised, and thus admit of bringing portions of a view into focus without changing the position of the camera. It is also of the greatest advantage in photographing architectural subjects. Oftentimes it is impossible to get the entire subject on the plate without placing the camera a long distance from it, and this is not always convenient. By slightly raising the front of the camera this difficulty is overcome and greater detail is obtained. The bellows are of rubber. A single achromatic lens is furnished with the outfit.

The N. P. A. cameras have, in addition to the rising front, what is known as the swing back.

This is just as important an adjunct as the former, but, used in connection with it, it is doubly valuable. It is made in its simplest form by attaching that part of the camera which holds the focusing screen in such a manner that it may be inclined from a vertical position either forward or backward. Its use is to bring objects at varying distances from the camera into focus. In other respects the outfit is the same as that last described.

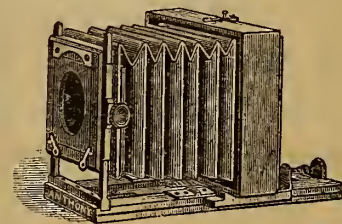
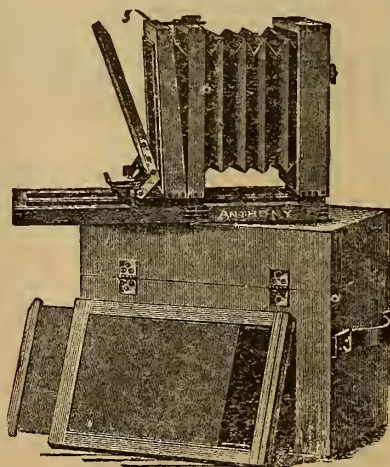
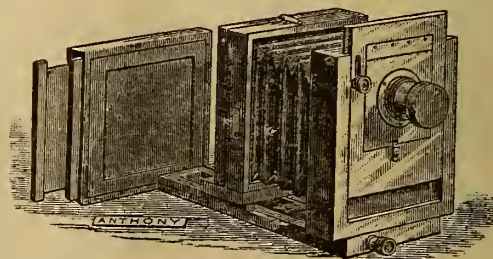
This little camera is altogether the neatest and most compact of its kind ever made. When folded it can be carried in an ordinary grip, it measuring only 5 x 5 x 3½ inches, and weighs only 14½ ounces. The holders are correspondingly light and compact.

It has sliding front, hinged ground glass, and folding-bed. It is made rigid by a most novel arrangement which can be adjusted in a few seconds. It is made of mahogany, handsomely polished, and tourists this is a most invaluable instrument, as it occupies little space and is exceedingly light. It was this camera that the now famous Thomas Stevens carried on his journey around the world on a Columbia bicycle. The plates used—3¼ x 4¼—are the same size as those used in making magic-lantern slides.



inches, can be obtained at a small additional outlay.

The camera is fitted with a dividing screen, which is easily removed when a picture covering the entire plate is desired.



The Warwick Cycle Manufacturing Company having what it believes to be reliable information that the Pope Manufacturing Company of Boston, Mass., and the Overman Wheel Company are attempting, by means of threats of litigation, to intimidate the customers of the Warwick Cycle Manufacturing Company and prevent as far as they can, by such proceedings, the sale and use of the said manufacturing company's machines, hereby informs its customers and all others interested that the said company will defend them in any suits that the Pope Manufacturing Company, the Overman Wheel Com-

pany or any one else may attempt to bring against them, based upon the alleged infringement by said Warwick Cycle Manufacturing Company of any existing bicycle patents; and the Warwick Cycle Manufacturing Company hereby requests all of its customers and correspondents to communicate to it at once any threats, verbal or otherwise, that they may receive as to legal proceedings in the matter of said alleged infringement, or any other papers having relation thereto, in order that it may at once take upon itself the duty of protecting its customers from such annoyance.  
Further, the Warwick Cycle Manufacturing Company hereby informs the public that the

rumors which it has reason to believe are circulated by the Pope Manufacturing Company and the Overman Wheel Company or their agents, to the effect that legal proceedings have been commenced against the Warwick Company for infringement of patents, and that an injunction has been obtained against the said Warwick Company by the Overman Wheel Company, or by any one else, are utterly without foundation in fact, and that the Warwick Company is pursuing its manufacturing and selling business now as heretofore, and will continue so to do.  
THE WARWICK CYCLE MFG. CO.  
Geo. T. Warwick, Pres.  
Springfield, Mass., March 22, 1889.

## G. & J. TO THE FRONT, AS USUAL!

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## THE AMERICAN RAMBLER.

ALL DROP FORGED OR PRESSED SHEET STEEL.

New and original forged Chain, absolutely noiseless. A yielding spring which absorbs vibration and does not affect the steering.

Ball bearings all around in a double row in the head.

Built Especially Light for Ladies when so Ordered.

Price, Standard Finish,	-	\$130.00
" Half Nickeled,	- -	145.00
" Full Nickeled,	- -	150.00

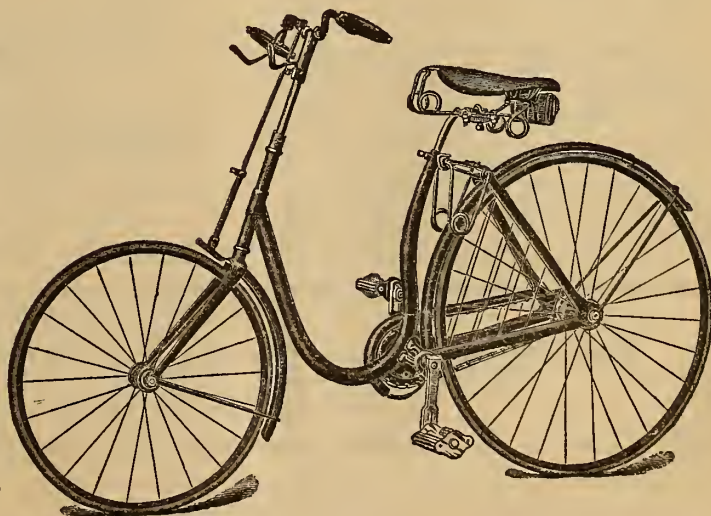
## The American Ideal Rambler,

For Boys, Girls or Ladies weighing under 125 pounds.

Almost an exact reproduction of the Rambler in principles and lines.

LIGHT. HANDSOME. DURABLE. STRONG.

Price, Standard Finish, with balls to both wheels,	\$65.00
If desired with ball bearings to crank axle, extra,	- 8.00
" " " " " pedals, extra,	- 5.00
" " " " " head, " -	- 5.00



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LARGEST AMERICAN MANUFACTURERS OF CYCLES AND SUNDRIES.

## FENTON'S FANCIES.

I had quite a long talk with Captain McFadden, of the New Yorks, the other evening, and, in the course of conversation, the subject of the parade in April came up, and I remarked that wheelmen did not seem to be taking up the idea of a bicycling division with very much enthusiasm. The location of the line of march, "Mac" suggested, might have a good deal to do with the lukewarm spirit displayed in regard to the matter. The success of riding of a street railroad rail involves a vast expenditure of that "main strength" by which the proverbial Hibernian violinist was enabled to extract harmony from his instrument, and the Captain remarked that a ride from the Battery to Fifty-ninth Street over the track-covered surface of Broadway might be a little trying to a good many of us. Nevertheless, I hope that the bicyclists will be represented in goodly numbers when the time comes.

I am in receipt of an invitation from the New York Bicycle Club to attend a "smoker" to be held on the evening of the 22d. On the strict q. t. I am informed that a roaring farce, entitled "The Bareheaded Dudes," will be performed by Messrs. Reese, Shultas and Ingraham. Val Muller will probably charm us with the sweet tones of his zither, and the "great and only" De Goicouria will oblige with some flowers of melody recently plucked on the sunny shores of Cuba. Messrs. W. F. Pendleton and W. C. Heydecker are in charge of the affair, which, without doubt, will be a great success. The significant little word "collation," which I find on one corner of the invitation, insures a large attendance.

With all due respect to "Ithuriel," it strikes me that the amount of talk expended upon the Lumsden-Stone races has almost reached its limit, and that it should be dammed up, as it has already been, in another sense, by a good many wheelmen in this locality.

I noticed in a recent number of THE WHEEL that the name of Mr. Charles E. Bentley appeared as the patentee of a velocipede. Mr. Bentley is a member of the New York Bicycle Club and an enthusiastic believer in touring. He invented some time ago an appliance by means of which, when tired of the forward pedaling motion, it is possible to work backward without altering the advance of the wheel. Mr. Bentley is not the only inventive member of the club. Mr. Carlile, one of the older members has a appliance fitted on one of his wheels by means of which the hands and arms can be used to assist the often weary legs and feet in toiling up a long stretch of hill.

Two comic-opera stars, well known to the New York theatre-goer, seem to be able to create more disturbance in some of the Western clubs than a hotly contested election, or the bickering which is apparently an absolute essential preliminary to an inter-city race, in that section of the country. When such unpleasant events occur the New York wheelman chuckles to himself and murmurs gleefully, "We're unenterprising; we've only got social clubs; we haven't any good racing men; but, thank Heaven, we haven't caught the comic-opera fever, or the man-against-man inter-city racing delirium, and we're not going to either!" I met a couple of wheelmen from Chicago last fall at Buffalo, and all the charges against New York cyclists that are given above were showered upon me as one of the representatives of bicycling in the Empire City. I did not refute any of them then and took it pretty good-naturedly, and now that it is our turn let us hope that they will do the same.

FENTON.

At the annual meeting of the Citizens' Bicycle Club of New York, held Monday evening, March 18, the following officers were elected for the ensuing year: President, John C. Gulick; Vice-President, Knight L. Clapp; Secretary, J. T. Francis; Treasurer, A. E. Paillard; Trustees, Geo. T. Wilson, N. M. Beckwith, William H. Book, Richard Nelson, Simon Ford, William C. Frazee, Francis B. Faulkner; Captain, Wm. B. Krug; First Lieutenant, Wm. G. Conklin; Second Lieutenant, Henry W. Mooney; Lieutenant of Tricycle, Geo. Martin Huss; Surcon, J. Scott Aiken, M.D.; First Color-bearer, Geo. Sloane; Second Color-bearer, Samuel V. Hoffman; First Bugler, E. A. Hoffman, Jr.; Second Bugler, Fred. C. Thomas. The Treasurer's report showed the club to be in excellent financial condition.

"I have completed a most satisfactory test of your (Brooks) Cyclometer."

A. B. BARKMAN,

Chairman L. A. W. Board of Information.

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

## The Cycler and Tourist,

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

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The name of every Wheelman in America for THE WHEELMEN'S DIRECTORY. Send 10c. in silver or 12c. in stamps to cover cost of mailing, etc., and your name and address will be printed in the Directory, and one mailed you when completed. The Directory will be printed in book form, and will not sell for less than \$1, but will be mailed free to all who answer this advertisement.

Send 10c. extra and we will send the "Cycler and Tourist" (illustrated) three months on trial. Address The Cycler and Tourist Pub. Co., Stamford, Conn.

## FOR SALE, EXCHANGE, WANTS.

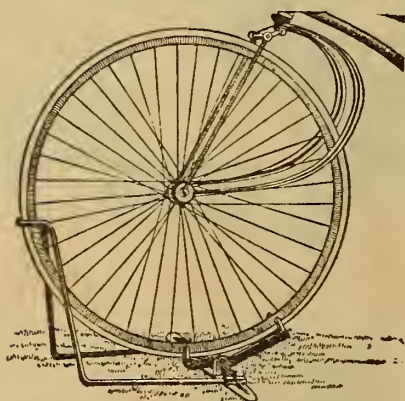
NEW MAIL: 52-inch; 1888 pattern; not ridden 50 miles; balls all over; condition A1; will sell at great sacrifice. Address R. D. Boniface, 242 Clinton Street, Brooklyn.

4-22

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

## FOR SALE.

BICYCLE FOR SALE. Expert Columbia, 46-inch; all nickeled; almost new; used part of one season only; cheap. Ryall, 293 Broadway, New York.



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## KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Fin.	Brgs.	Condn.
421	52	New Rapid Roadster,	132 50	120 00	4	1	1
422	53	Columbia Lt. Rdstr.,	127 50	90 00	4	1	3
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
450	56	Victor Lt. Roadster,	142 50	120 00	3	1	1
460	48	Columbia Sem-Rdstr.,	75 00	50 00	4	3	3
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	60 00	4	1	1
470	40	Otto Special,	35 00	18 00	5	4	3
474	50	Universal Club,	125 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
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	50 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 Crisp Tke.,	165 00	125 00	4	1	1
530	56	Columbia Expert,	137 50	105 00	1	1	1
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	85 00	3	Ball	2
539	51	New Mail,	128 75	80 00	4	1	3
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
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
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	47 00	1	3	6
566	54	Columbia Expert,	135 00	80 00	1	1	2
567	52	Columbia Expert,	122 50	55 00	3	1	6
568	48	Special Star,	120 00	50 00	4	Ball	6

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

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