

THE WHEEL

— AND —

CYCLING TRADE REVIEW,

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23 Park Row,

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

THE Editor of this paper has been on an extended trip down East, and any shortcomings in last week's WHEEL or in this number are due to his absence. He has visited a number of the most influential people in the trade, dealers as well as manufacturers. He reports a marked increase in business up to date, with every outlook that this will be the most prosperous year cycling has ever known. An extended report of his trip will be published in next week's paper.

NOTES FROM THE CITY OF BROTHERLY LOVE.

HALT!

Hold on, Brother "Argus." Let me beg of you, as a brother wheelman, to refrain from making any further such remarks as are contained in your last letter to the members of the Pennsylvania Bicycle Club. I am Pennsy from the top of my head to the soles of my feet, and any such remarks cut to the quick. Let me say, in response to your unkind words, only this: You do not know the members of the Quaker Club, or you would hesitate to make the remarks you did. But let me ask of you, please do not make such personal and cutting remarks, as they will only cause bad feeling; and, at present, the members of the club to which I have the honor to belong hold the Century Club and her members in high esteem and have been proud of the goodfellowship existing between the two organizations. Of course, we all meet men whom we do not fancy and very often our feelings cause us to form wrong opinions of them, but in what writing I have done for our worthy paper, THE WHEEL, I have endeavored at all times to refrain from caustic remarks. If, however, I have at any time offended, I crave pardon; and I most assuredly hope there will be no further chance for the members of any club to take offense at your notes.

Chas. L. Leiser, First Lieutenant of the Pennsylvania Bicycle Club, has been off on a business trip. When returning home he visited the Hudson County Wheelmen, who entertained him most hospitably, as is their wont, furnishing him with a wheel and a suit, as well as a crowd of jolly good fellows for company on a ride through the Oranges. By the way, he succeeded in climbing Eagle Rock Hill, although he did not find the medal he won at the hill-climbing contest last fall.

I stopped in, a few days ago, at Strong & Green Cycle Co.'s headquarters and was greeted by a most welcome sight. Everybody busy, and busy as bees. This company has gone into business in earnest, and I am happy to state is meeting with success. My wish is, may it continue.

Ex-President Elwell, of the Pennsylvania Bicycle Club, has a fine young wheelman in his family. At last reports both mother and child were doing nicely, and "Dad"—well, about as proud a man as ever walked the streets.

Sunday last was a day of days for wheelmen. I think it was, without exception, one of the finest days I have ever been out, and from the crowds I met I judge others thought likewise. The Century wheelmen, on account of the torn-up condition of their quarters, did not have any regular club run. The Mt. Vernon wheelmen, under Captain Scott, had about ten men on a run out to Bryn Mawr in the afternoon, while I saw the Pennsylvania Bicycle Club riding down through the Park, in double file, with forty-two men in line. Twenty of them had braved the country roads to Norristown for dinner, and were met on their return by the party swelling the number up into the forties. Of the number out, at least two-thirds were on safeties. So who can say that club runs are losing their interest and that the safety craze is only for a short period? Nix; it is the wheel of the day.

Ex-Captain Flemming, of the Century Club, is expected home shortly from his trip to Florida. Soon after his return he will start out on his tour through the States to California.

The Century wheelmen are already located in their new club-house, having been obliged to vacate their old quarters at 1807 N. Broad Street. At present their club-house is badly torn up. The workmen have promised that everything will be in apple-pie order within thirty days. Then the house-warming!

WESTFIELD.

MARYLAND.

Signs of a building boom among the cycle clubs of this city are in the air. Three clubs are considering the advisability of erecting houses of their own instead of occupying rented structures. The Maryland Club were the only club that took any action in the matter; they built a handsome club-house, fitted with all modern conveniences, on Mt. Royal Terrace. It is located on the side of the reservoir at Druid Hill Park. The Baltimore Club have been discussing the advisability of purchasing their own property and building a club-house. Friday, March 22, Mr. Stansbury, President of the club, called a special meeting of the Baltimore Club to consider the matter of erecting a club-house, and brilliant results are promised for the scheme. The proposition is to spend \$25,000 on the house and grounds, which will be located within the city limits. Although the meeting held was not a very large one, \$7,000 was at once subscribed. One of the plans under consideration is modeled after the home of the King's County Wheelmen, of New York State, and the purpose is to make the house distinctly a bicycle club-house, where anything of service to riders will be supplied in the most convenient and satisfactory way. An eight-lap track for training is one of the possibilities connected with the new house, which would not cost very much to get into condition. The Centaur Club also has a building committee out, and it is understood that the Crescent Club is likewise considering a similar scheme, though in the latter case nothing of a definite nature has been done.

The Crescent Club was incorporated Wednesday, the 20th, by Chas. F. Hanson, Dr. Jacob J. Bowersox, Robert J. Aiken, Wm. S. Callaghan and Wm. G. Ostendorf.

The Baltimore Club will have monthly races, for which gold medals will be offered as prizes, for the members only. The distance is to be ten miles and hand'cap two miles. The first race will probably be run about the first of April.

The death on Monday, March 18, of Charles C. Gaskins is a source of sincere regret to the members of the Centaur Club. Mr. Gaskins was the first President of this club, and was a favorite with all whom he came in contact with. Among the many floral designs at the funeral on Thursday was one, a handsome cross about

three feet high, made of ivy leaves and lilies of the valley, which was sent by the club. Resolutions appropriate to the occasion were also passed at the meeting.

The prowess of the Maryland Club in winning cup races is exceeded only by its record on the road. The total mileage of the club for the past twelve months, in tour runs, excursions, etc., amounted to over 100,000 miles. There are 106 machines owned by the members. The most popular machines in the Maryland Club are New Rapids and Quadrants.

The regular quarterly meeting of the State Board of Officers was held on the 16th inst., at the residence of Albert Mott. A large attendance was present. The principal matter considered was the road-book which Mr. Kirkwood is getting up. It being stated that it will contain twenty five pages of advertisements in the volume. Consideration of the matter also showed that, the copyright remaining with him the division would be at the publisher's mercy at the expiration of the year's contract. Mr. Kirkwood said he would sell his information and copyright to the division, so that the division could become the publisher. He named \$400, which a special meeting of the Board of Officers, held Monday night, at the Maryland Club-house, decided was too much.

The committee in charge of the matter was then instructed to propose to Mr. Kirkwood that the division take 500 or more copies of the book, which should not contain so much advertising matter; that the division be given the privilege of making stereotyped plates, said plates to be the property of the division, which should also own the copyright after January 1, 1891. The proposition was declined by Mr. Kirkwood and it is now probable that he will publish the book for general sale. At any rate, it seems that negotiations for Kirkwood's book as the official road-book of the division are at an end. The book which is being prepared by the Pennsylvania Division, which is to include the States of Pennsylvania, Maryland, Delaware, New Jersey and New York, will now be examined, and if it is found to be an improvement on the old League road-book for this State it will probably be adopted as the official guide of the Maryland Division. If not, it has been proposed that the division itself will prepare a map of the State on which the roads shall be marked in various ways to indicate the character thereof, which will, it is thought by some, serve the purpose intended better than a road-book would. At any rate, members of the division are promised some form of road information which will be the best possible to obtain.

BAY RIDGE.

BUFFALO.

The riding season has opened with a rush. A score of safeties have been sold, and there has been a good demand for ordinaries, both new and second-hand. The ranks of the fair devotees of the wheel have also been increased. This year promises to be a notable one in the annals of Buffalo cyclingdom. Business men are beginning to realize the utility of the bicycle as a means of transportation to and from their work. The army of riders to be seen on Main Street before and after business hours shows the general use to which the wheel is being put.

The Buffalos are rapidly nearing their limit of 150 members, 133 being the present number. The gymnasium is nightly filled by those who are anxious to get in condition for some early "scorches." Another 100-mile ride from Erie is among the possibilities to take place on Decoration Day.

The Zig-Zags will take possession of their new club-house on Porter Avenue, near the Circle, on May 1. No better location could have been selected. All runs of the three clubs start from the Circle, and the Zig-Zags' new quarters are within a couple of blocks of the Buffalos' club-house.

The Ramblers are to have a new club uniform, and black will probably be selected. Seven new applications for membership are to be acted upon at the next meeting, which will make the number an even 100.

The chances for the International Fair Association holding a fall tournament are very favorable, but nothing definite has as yet been decided upon. Zo.

JERSEY CITY.

I notice that the New York *Sun* is paying some attention to the wheelmen by occasionally mentioning the sport and inserting some wheel news. This is a good idea, as in this way notes of the sport reach persons who do not receive cycling papers, and is apt to make converts to the wheel.

I am more than happy to report that our mutual friend Strugnelli has recovered from his long illness and is again looking after the wheelmen's interest at Devlin's.

We received a call from Charlie Leisen, of the Pennsylvania Bicycle Club, on Sunday last. He was on his way home from the East and stopped here long enough to take a run out to the Oranges with some of our boys, "do" Eagle Rock and skip on toward Quakerville.

Your suggestion in last week's *WHEEL* that the Captain of the Hudson County Wheelmen call a meeting of delegates from the cycling clubs in New Jersey to form the proposed N. J. T. R. A. was acted upon before it was made, or rather before it appeared. Capt. Day had already prepared a circular letter, which he intends to send to all New Jersey cycling clubs, and he hopes to have the organization meeting held at an early date in order that a race may take place on Decoration Day. It is hoped that captains of clubs receiving the letter will give the matter very prompt attention.

And Hudson! Poor Hudson! "Ring the bell softly; there's a crape on the door." Second place again. You see, we're so used to getting second place that we throw away first. However, we succumbed to the good bowling, superior luck and supreme inhuman lungs of the Atalantas at the match bowled at Newark March 21. The following score will tell the sad tale:

ATALANTA.	S.	HUDSON CO.	S.
S. Drable.....	149	Grant.....	146
S. Halsey.....	183	Stelsen.....	136
Snow.....	162	Kerr.....	171
Terbell.....	165	Korth.....	166
Gregory.....	163	Shone.....	100
W. Drable.....	159	Robertson.....	164
Throme.....	110	Tuthill.....	128
Miller.....	135	Demmert.....	149
C. Halsey.....	160	Eldridge.....	141
Edwards.....	163	Earl.....	144

Total..... 1,549 Total..... 1,454

FRAMES.

Atalanta—141, 301, 454, 615, 785, 932, 1,096, 1,252, 1,400, 1,549.
Hudson Co—142, 302, 468, 611, 760, 893, 1,043, 1,183, 1,325, 1,454.

Scorers—For Atalanta, A. J. Rummell; for Hudson Co., H. G. Hornfeck.
Umpire—G. M. Nesbit, of New York.

The H. C. W. Glee Club and Orchestra has been formed. On all the residences in the neighborhood may be seen the sign "To Let." This is due to the nightly rehearsals. The music would sound better if Morse would refrain from eating cheese at the same time he blows the bangle.

There are more cycle agents in the H. C. W. than there are spokes to a wheel, but it is unnecessary to add that they do not depend entirely on their agencies for a livelihood. It takes two years for a Jersey City agent to sell a wheel—the first year to impress upon the mind of the should-be cyclist that the streets of Jersey City are glass-like in their "smoothness," and the other year to get him on the wheel.

THINGS WE WOULD ALL LIKE TO SEE:

The Hudson Counties in a new club-house.
A road race under the auspices of the N. J. T. R. A.
Two uniforms alike in the H. C. W.
An old-time three-day tournament on the Roseville track.
The "New Jersey Road Book" make its appearance.

COASTER.

The New Orleans *Times-Democrat* of March 25 has a long editorial on the necessity of better public roads in Louisiana. It urges the holding of a road convention.

NEW ORLEANS.

The match race Sunday, March 17, between L. J. Frederic and H. C. Christy, of the Louisiana Cycling Club, resulted in a win for the latter by some four or five yards, after a hot race. Time, 4m. 41s.; distance, 1½ miles.

Our papers still keep up the road-improvement agitation, and it looks as if something would result. One of the Parish Police Juries has petitioned the Governor to call a convention to treat on the subject. An up-country agricultural club has also adopted resolutions commending the agitation, and recommending its notice to the State organization.

Though at this writing a gentle rain is falling, and the elements seem against it, weather permitting, the Louisiana Cycling Club's long-delayed race for the Batson medal will be inaugurated Sunday, 25th inst. The course will be from the toll-gate to West End (three miles) and the start be made about 9:30 A. M. The entries and handicaps are as follows: Hathorn, Christy, M. S. Graham, scratch; Born, Angamar, Betts, Frederic, 45s.; Bogel, Renaud, E. M. Graham, 1m. 30s.; Nathan, DeBuys, Grivot, Hobson, Harris, 2m. 15s.

Hodgson has presented the New Orleans Bicycle Club with a complete tennis outfit, and the boys expect to do considerable in that line during the summer months.

The Louisiana Cycling Club's regular Wednesday night runs have commenced for the season.

This is one that a local wheelman tells on his employer: The l. w.'s bike was in the office hallway, and the handle bar extending out pretty far made it something of a nuisance.

Quoth the employer: "I say, Charlie, can't you take the arms off of your velocipede and get them out of the way."

How's that, coming from a cultured and intelligent man?

The Louisiana Cycling Club elects officers April 1. Bi.

CHICAGO CYCLE TOURNAMENT AND EXHIBITION.

At last the great Chicago Cycling Exhibit and Tournament is a positive fixture. This was originally announced six weeks ago, but, just when everything appeared to be settled, difficulties arose which made it uncertain whether the immense Exposition Building could be secured, and until Saturday last no positive information on the subject was forthcoming. All difficulties have at last been removed, however, and the good work will go on rapidly. The only departure from the original plan will be a change of date from May 6 to 11, to 13 to 18, on account of delay.

All the clubs, dealers and manufacturers having promised assistance, the former in forming committees on reception, parades, tours and a hundred other things, and the latter by placing exhibits. An attendance of wheelmen from other cities equal in number to that of any other tournament is expected, and to that end applications have been made to the various passenger associations for cheap rates. Particulars on this subject will be announced later.

The programme is to be discussed at a general meeting this week. There will be a professional race of six days, eight hours per day, for which \$1,000 will be given, divided (provided there are eight or more starters) into five prizes, as follows: \$500, \$250, \$125, \$75 and \$50. Entries for this event close May 1. The amateur events will include races for all sorts and conditions of men. Everyone who can ride at all will be given a chance. The principal event will be a 1-mile handicap, in which every starter who fails to secure one of the nine prizes will receive a souvenir. Particulars as to the means of operating this event will be given after the meeting.

Parades, tours, receptions and the many other events which assist to make affairs of this kind enjoyable will be held daily, and headquarters for visitors will be provided close to the building, to which mail matter may be addressed. The meet is under the supervision of Mr. S. A. Miles, 199 S. Clark Street, Chicago.

W. H. Caldwell, of the Elizabeth Wheelmen and the N. J. A. C., has decided to give up racing for a few years at least, if not forever.

ST. LOUIS.

It appears that I was mistaken, after all, in saying that Bro. Page had finally realized the error of his ways and had sent in his application for membership in the League. His name was sent in by Bob Holm, who says that Page authorized him to do so, but the latter denies that he gave any such authority. He says that he agreed to contribute to the Missouri Division an amount equal to the League subscription, i. e., \$1.25, to help carry on the fight against the Warner bill, but declined to lend the organization the moral support of his name and the weight of his influence. I do not know whether the money has been proffered or not, but I think not, and I do not believe that the Division would accept it under the circumstances if it were proffered. The Warner bill has been shorn of its terrors and practically defeated already, without the aid of Mr. Page, and it looks as if he would have to continue to occupy the position of "riding on roads that are kept open for him by the charity of other wheelmen." He seems to have a grievance, but what that grievance is no one has ever been able to find out. I am glad to note that you have called on him for specifications. As you say, "we want to know all about it."

The Cycle and Missouri Clubs started the season's runs last Sunday, the former going to Clayton and the latter to the Sulphur Spring on the Manchester road. Both runs were largely attended. Kennedy-Child went out with the Missouris, and in his own peculiar way gave them some examples of fancy riding. He says, however, that hereafter he will not be so rash as to attempt to ride gutters that the St. Louis riders shirk. He did not appear to like either the roads or the spring water. Concerning the latter, he says that when he drinks water he wants the kind that can be drank without a clothes-pin on the nose.

I see by *THE WHEEL* that Mr. Jessup is already in the field for the presidency in 1890. He might have secured the prize this year if he had come out as a candidate before certain of his friends had pledged themselves elsewhere. He evidently is not going to repeat that mistake.

L. S. C. Ladish, of Kansas City, dropped in on his many St. Louis friends last week. He reports good work on the part of the Kansas City wheelmen in defeating the Warner bill. He "hustles" any enterprise in which he is engaged and we miss him hereabouts.

The Cycle Club has issued notices calling for a meeting next Sunday afternoon to inquire into the feasibility of consolidating the different athletic and bicycle clubs in the city for the purpose of having a good race-track built. The plan will not work. There are too many interests to be harmonized, and the rivalry between the principal athletic clubs is too bitter to make any joint action possible. Besides, the Missouri and Pastime Athletic Clubs have already made arrangements for grounds for the season, the former at Sportmen's Park and the latter at the Fair Grounds, and it is not at all likely that they would change their plans at this late date even if the consolidation scheme could be worked.

ITHURIEL.

FIXTURES.

- April 1, 1889.—H. C. W. second competition for Benedict Medal.
- April 3, 1889.—Annual Dinner of the Cambridge Bicycle Club, at Young's Hotel, Boston.
- April 25, 1889.—Cambridge Bicycle Club's last Ladies' Night of the season.
- April 26, 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 13-18, 1889.—Chicago Cycling Exhibit and Tournament, Exposition Building.
- May 18, 1889.—F. A. Elwell's European Party sails from New York.
- May 18, 1889.—Stone-Lumsden 1-mile Match Race, at Chicago, Ill.
- May 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 Divis on Meet, at Biddeford, Me.
- June 8, 1889.—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clarke, 25 Broad Street, New York.

"FORGOTTEN."

A REVERIE.

Upon a road one summer's night,
O'er surface smooth and fair,
Faint shadows casting subdued light,
Balmy the languid air;
A tricycle—a snatch of girlish song—
The moon springs up to view—
A scene, of riders side by side;
For I was there—and you.

The evening cool, with grateful shade,
Is warm with summer's kiss;
'Twas on that "trike"—a man and maid
Ride on in idle bliss.

The word you spoke to me still rings
In ears which could forget—I wish they could;
I saw your eyes alight with things
Unsaid—but understood

How sweet that balmy, blissful day
To mem'ry's fancy seems!
The snow-bound winter fades away,
Replaced by these dear dreams.
Again I fancy your voice seems near
Once more in tender tone;
However, thou art far away—I here,
Forgotten and—alone.

G.

CYCLING FOR WOMEN.

In regard to the advantage of bicycles for ladies, I think it is what the ladies want, and I think you are doing good work in publishing letters like those from "Marguerite" and "Psyche." I hope you will publish more on the subject.

Mr. 5,678 I am glad to see in print again, as his many articles have added much to what is interesting in cycling literature. He certainly tells the truth in regard to the wives of many of our wheelmen, for I think, and have said before, that the ladies need out-door exercise more than the gentlemen, and yet are neglected, or are discouraged in the thought if expressed. Why? One great reason is because the ladies have to go too slow to suit their husbands or brothers, on account of having to ride a heavy tricycle. But how would it be if the lady should ride a ladies' bicycle and make her husband ride the tricycle? How would that work for a while?

If the wheelman will give up scorching, etc., and ride as he ought, to enjoy cycling, he will then take pleasure in riding with the ladies.

The tandem tricycle as the *only* wheel in the family is often inconvenient, I will admit; but now that the safeties have proved so good there is no excuse.

ORNH QBA.

THE BICYCLE FOR LADIES.

EDITOR OF THE WHEEL:

"Marguerite's" interesting letter impels me to add "my word" in favor of the "ladies' bicycle." Though I have never ridden one, yet I am sure that it would be much more convenient to tour upon than the tricycle, for my experience with the latter, over rough roads, and often under trying circumstances, has qualified me to judge. The arguments of "Marguerite" call to mind the trouble my husband and I had with my tricycle on a trip to Poughkeepsie late in the fall.

After a pleasant ride thither of fifty miles, and just as we reached the hotel, it began to rain, compelling us to "put up" for the remainder of the day. As it was still raining the next morning, we had to get a boy to push the tricycle to the boat, which we were obliged to take as the only available means to progress homeward. It still poured as the boat reached her landing, and, being yet some five miles from home, we had to leave my wheel at the freight house, but with my husband's bicycle we readily found passage on the train to our own station. Had to send a wagon for the tricycle. If my mount had been a ladies' bicycle, the train could have taken us directly home from Poughkeepsie.

On a trip to Troy, the doorways were too narrow and no club-house was convenient for my bulky machine, and it therefore remained out-of-doors all night, and we had to detach the saddle and take it in-doors to keep it dry. The rain continuing next day, it cost us *only* \$2.80 for expressage on my "trike" thirty miles home.

Another time, eight miles riding of muddy roads was the penalty for using a tricycle, being obliged to take the boat instead of a train which would have landed us near home.

Living as we do near the Hudson, we have always had to travel by boat in stormy weather, and in planning for trips had first to consider this necessity before starting. Many pleasant trips have thus been abandoned, the tricycle being inconvenient for a baggage car.

I shall not soon forget a jaunt we took *via* Troy boat to Brooklyn, because of the trouble that my poor old "trike" gave us. The transfer by way of the ferry and Annex boats was an experience to make one old before her time, as you may infer without a recital of details. I would not undertake it again for anything.

For *visiting*, as "Marguerite" says, the ladies' bicycle is far superior to the tricycle, and, unless the roads are soft, I should think it preferable under most circumstances. I know that rapid coasting where the road is narrow is unsafe upon the latter, and my husband avers that the ladies' bicycle is much the safer, because one can pick her way better in the centre of the track.

I want to try this safety the coming season, and if my wish is gratified you shall learn my opinion as to how it compares with the tricycle, which has borne me thousands of miles, over all kinds of country roads, since 1884.

It is unnecessary for me to refer to the difference in weight between the two machines, as the advantage of that is obvious; and as to the tricyclist's argument in case of soft or sandy roads, I think it is not so much of an argument, after all, because there are many soft, sandy and dusty roads which it is "horrid" to ride over on a tricycle, while the ladies' bicycle could easily seek and follow the almost invariably accompanying hard and ridable side-path.

For a lady to use in shopping around town, where the streets are not well paved and dismounts are often made, the tricycle is probably best; but for "touring" and country riding I think (so far as I can yet judge) that the ladies' bicycle is the coming wheel. Some argue that one cannot stop and talk on it. For answer to this I will quote what my husband says. When warm from riding, and stopped for a chat, he will say, in a tone of reproof, "I wish you had to get off every time you stop, for then you would not take cold sitting still in the wind." Or, "I do wish you would *ride* instead of sitting there talking."

As to its not being *ladylike* to ride a ladies' bicycle, I do not consider the assertion worth answering.

I hope that some of the ladies who ride the new wheel, and who have had experience on ordinary roads, will give us the benefit of their views. It would be greatly appreciated by

Yours truly,

March 21, 1889.

MRS. 4,386.

MAPLEWOOD, Mass., March 28, 1889.

EDITOR THE WHEEL:

Will "Psyche" be kind enough to show which part of my letter the criticism contained in your issue of March 22 applies to? My communication of March 2 was in favor of what I considered the advantages of bicycles for ladies, and was not an effort in favor of any particular-styled machine.

MARGUERITE.

FENTON'S FANCIES.

The "smoker" given by the New Yorks on the evening of the 22d was the biggest kind of a success in every way, and the Entertainment Committee deserve the highest praise for their painstaking efforts in behalf of the club. During the early part of the evening, the house was inspected by the visitors, of whom there were a large number present, and by some of the older members of the club, who are not often seen at the "cycling palace," as I heard it called the other day. Later on, the following gentlemen rendered a choice and interesting programme: Mr. Anson Carroll, S. I. A. C.; Mr. William Neuman, N. Y. B. C.; Mr. Frank Fullerton, Mr. Frank Hayden, Mr. Val Muller, Mr. C. F. Shultas, Mr. W. A. deGoicouria and Mr. Dudley, of the N. Y. B. C. Encores were plenty, and amidst so much talent it is impossible to particularize. Among those present during the evening were: Messrs. J. A. Clairmonte, C. A. Sheehan and J. W. Sheehan, of the Manhattans;

Palmer, of the Bloomfield cyclers; Sanford, of the M. A. C. and N. Y. B. C., and F. C. Miller, one of the New York non-residents, and a member of the S. I. A. C. "Doc" Griffin represented the unattached, and lots of wheelmen of the "791" period were on hand to swap reminiscences with Frank Egan and Pitman, who were both of them very much present. By the way, speaking of Pitman, I heard the other day that his "trike" is out of order more days than he has ever ridden miles on it, which accounts perhaps for the small mileage the "Vet" has put in thus far. Somewhere around three o'clock the party broke up, and, full—of praise of the "smoker," the participants wended their way homeward.

His omnipotent highness "Jack," *alias* "Gentleman John," may be a very amusing and interesting writer, but his choice of English is a considerable distance above my head, and, in a number of cases, anybody else's. If I am not too inquisitive, will the gentleman please tell me what a "wai cycle" is? By Jove, what a beautiful sight Geo. Lacy Hillier must have been when he was riding with "rythmetical" (?) movement his 58-inch ordinary! Such a spectacle would almost tempt one to leave for England at once, provided that "Jack" would promise to exhibit some "rythmetical movements on the wai cycle." Perhaps, at the same time, Mr. St. Clair-Granville would oblige with some "babonic" actions, in order to insure our getting our money's worth. I have admired a good many of your writings, friend Jack; but when you stick any such nonsense on us as is contained in your last letter to the *Bicycling World*, I am obliged to quote those familiar lines from "Hudibras":

He that has but impudence,
To all things has a fair pretence;
Yet as 'tis counterfeit and brass,
You must not think 'twill always pass.

Last Sunday was a most beautiful day for riding. All of the local clubs were well represented on the road, more particularly the Citizens, who turned out an unusually large number. What a "hustler" L. A. Clarke, one of their recent acquisitions and formerly of the Mercurys of Flushing, is! He can be safely counted on to rouse them out of their comfortable state of rest, or I miss my guess.

"Star," the *World* correspondent from Cincinnati, describes at some length a new street-cleaning apparatus, now on trial in this city. Merely for purposes of information I hid me to the office of the D. S. C. to discover where this wonderful machine was exhibited. None of the employees knew anything about it, and the chief seemed equally ignorant of its existence, so that I had to disconsolately give up the search. Perhaps this is another case of "so very well informed, you know!" *Quien sabe?*

Semi-official word comes to me that the Harlem Wheelmen refuse to bowl at any time the game with the H. C. W., which was scheduled for March 15. This seems rather strange conduct, but there may be method in their madness. At any rate, the Atalanta Wheelmen get the championship, and I imagine the result is a surprise to the other clubs in the League.

FENTON.

Howard A. Smith & Co., Newark, N. J., are handling almost every known make of machine. They have been appointed New Jersey agents for A. G. Spalding & Bros., and will push the Spalding goods as hard as they can be pushed.

"The Brooks is the only cyclometer we can afford to handle. It *must* work. We are pleased with its simplicity."

CAPITAL CYCLE Co., Washington, D. C.
Only \$5. Brooks Odometer Co., Lowell, Mass.

A SELECTED LIST OF PATENTS.

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

Peter Gendron, Toledo, Ohio.—Velocipede.
Wm. Golding, Moss Side, Lancaster Co., England.—Velocipede.

Wm. Goulden, Clapton, Middlesex Co., England.—Velocipede.

Thos. B. Jeffery, Ravenswood, Ill.—Velocipede brake.

Frederick E. Kohler, Canton, Ohio.—Tricycle.

Joseph Knapp, Buffalo, N. Y.—Velocipede.

John M. Marlin, New Haven, Ct.—Velocipede.

All bearing date of March 26.

BROOKLYN.

Sunday was an ideal day for the sport of cycling. During the morning Prospect Park was alive with wheelmen, and even a few ladies could not resist the temptation of taking their first ride of the season. All the scorchers and all the novices were there, and the number of wheelmen out seemed the larger because the majority of them remained in the park, although a few riders reached Coney Island and brought back great tales of the recent wash-outs at the beach. Among the scorchers were Schumacher and Kreger, L. I. W. who seemed to be regaining some lost laps of the circuit.

I also noticed Lewis, of the Brooklyns, on a new safety. Quite a come-down for a Baltimorean.

The B. B. C. seemed to hang together, and an observer might readily have thought it their first club run, when about thirty of them passed by in double file, making a tour of the park under the leadership of Meeteer and Cole.

The much-talked-of election of the K. C. W. took place last Tuesday, and the officers for the ensuing year are: President, M. L. Bridgman; Vice-President, T. Snyder; Secretary, W. C. Nellis; Corresponding Secretary, Geo. Courtney; Treasurer, J. H. Long; Assistant Treasurer, A. P. Stevens; Captain, W. C. Marion, Jr.; First Lieutenant, T. C. Crichton; Second Lieutenant, R. W. Staves; Color-bearers, J. F. Storm and D. Morehouse; Buglers, C. Hartman and H. S. Weigand. The K. C. W. are to be congratulated on their new Board of Officers. A handsome medal was presented to W. F. Murphy for the largest mileage of the past year, having covered ground to the extent of 8,177 miles; T. J. Hall and C. Murphy also received mileage medals.

I saw the committee on the big theatre party hard at work on their gags last Monday night, and the chances are that, by the time this goes to press, some of the boys will have been hit pretty hard. So tremble, all ye prominent men.

The camera craze appears to have gained a strong hold on cyclists this spring. Especially is it noticeable in the B. B. C., where about one-third of the club are deeply interested in the pursuit. Among the more prominent devotees are H. Greenman, D. W. Barker, J. F. Borland, A. B. Barkman, W. E. Sheffield, H. S. Stallknecht, W. F. Miller and N. A. Robertson.

Fuller and Class had a collision in the park on Saturday, which resulted in a sprained hand for Mr. Fuller, but he expects to be on his wheel again at no very distant date. He holds the largest mileage record of the past year in the B. B. C., I believe.

Preliminary arrangements are already being made for another Century run to Philadelphia this summer. It will probably take place on Saturday, June 8, and a large number of the Brooklyns intend to participate. I trust that "Larry" will have a better understanding with the weather clerk than he did last year, as the boys, who were novices in the art of swimming, did not get any further than Trenton on the 1888 "Century."

ATOL.

Brooklyn, March 26, 1889.

KINGS COUNTY WHEELMEN'S ANNUAL MEETING.

The annual meeting and election of officers of the Kings County Wheelmen was held at their club-house on Thursday, March 21. The meeting was an unusually lively one, but perfect harmony and good feeling prevailed throughout.

After the transaction of the regular routine business, the reports of the outgoing officers were read. Secretary M. H. Leighton's report showed a membership of 183. Treasurer Theodore Snyder's report showed the club to be in a prosperous financial condition, its assets being about \$3,700. Captain M. L. Bridgman's report included the names of the club winners of mileage and other medals, and the records made by the most active riders during the past year. The handsomest and by far the most noteworthy of these medals was the elaborate gold souvenir offered by Charles Schwalbach to the wheelman covering the greatest number of miles during the year. The prize was secured

by W. F. Murphy, champion long-distance rider, who placed to his credit last season a total of 8,177 miles. The top bar of this medal bears the name of the donor, Charles Schwalbach. On a second bar are engraved the words "Long-distance medal," and a raised crescent has on it the name of the winner, "William F. Murphy." The body of the medal consists of the club design—a wheel, in the centre of which are the club initials, "K. C. W., 1888," and the letter "S" is inscribed on another bar; and suspended from this are twelve gold bangles bearing the recipient's monthly record from March, 1888, to March, 1889, inclusive, as follows: 150, 566½, 831, 971, 1,218½, 511½, 1,440½, 1,700, 306, 151½, 200, 130. The total, 8,177½, is engraved on the last bar in large enameled letters, above which is a miniature representation of a cyclometer. The whole is appropriately mounted on a silk ribbon of cardinal and brown, the club colors. Murphy also secured the first prize medal for the two-mile race run at Queens, L. I., last September, and a mileage medal with one gold and two silver bars. T. J. Hall, Jr., also received a gold bar, indicating that he had covered 5,000 miles or more during the season. C. F. Murphy secured the medal for the 25-mile club handicap road race ridden on November 6 last, and a mileage medal. J. Bensinger was awarded second prize for this race. Other record medals were awarded J. Bensinger, Walter Bonner, Robert F. Hibson, R. L. Jones, C. Koch, David Morehouse, A. L. Ward, F. G. Brown, H. J. Hall, Jr., J. H. Long and R. W. Steves. The five highest club records were attained by W. F. Murphy, 8,177; T. J. Hall, Jr., 4,957; C. F. Murphy, 3,178; David Morehouse, 2,794; R. F. Hibson, 2,754. Twenty members of the club rode an aggregate of 50,000 miles. The recipients of the medals above mentioned came in for rounds of applause, and were warmly congratulated.

The election of officers then took place, and the following were elected for the ensuing year: President, Malcolm L. Bridgman; Vice-President, Theodore Snyder; Recording Secretary, W. C. Nellis; Corresponding Secretary, Geo. L. Courtney; Treasurer, John H. Long; Assistant Treasurer, John P. Stevens; Captain, W. C. Marion; First Lieutenant, T. C. Crichton; Second Lieutenant, R. W. Steves; First Color-bearer, F. F. Storms; Second Color-bearer, David Morehouse; First Bugler, C. F. Hartman; Second Bugler, H. S. Weigand; Trustees, M. H. Leighton and F. M. Loucks.

ELWELL'S EUROPEAN TOUR.

The great European tour projected by Mr. F. A. Elwell, of Portland, Me., is now, barring accidents, an assured success. The touring party, consisting of twenty-five American cyclists, intend to leave East Boston on May 18 for a tour through the principal places of interest in England, Ireland and Scotland. Mr. Elwell has corresponded with most of the prominent cyclists on the other side of the "wet," and has received encouraging replies.

The programme as outlined by Mr. Elwell pays a tribute to his clever management. To quote his own words: "The idea is that this is a vacation for the participants, a period of enjoyment and rest with the pleasures of wheeling over good roads, sight-seeing and good fellowship thrown in. With this idea in view the distances laid out for the day's runs are somewhat under what could be accomplished by the average wheelman. The majority of the 'runs' can be done in half a day, leaving the rest of the time for sight-seeing. Each one can choose his own gait, can stop by the way as fancy inclines, or scorch to the day's objective point and so secure a longer stay in that place. Only on one or two occasions will any long run be attempted, one between Chester and Birmingham (74 miles), where the country between is unattractive. But even here those who do not care to undertake it can stop over in Stafford (half way) and join us the next night in Coventry, where time saved in the long run will be spent in visiting the cycling works. In a long tour like this we shall, of course, have all kinds of weather, and a prolonged wet spell would throw any exact calculations as to where we should be on such and such days out of gear. Consequently, we shall only attempt to carry out the printed programme so far as can be done with comfort, and adapt ourselves to circumstances."

Great preparations are already advancing in Ireland for the reception of the tourists. Mr. Allport, manager of Rudge & Co.'s cycling depot in Cork, is to engineer a big dinner for the visitors. On their way to Dublin they will be met by a large body of Dublin cyclists, headed by Mr. White, of the Cyclists' Touring Club, who will escort them to the capital, where they will be entertained by a public banquet.

The original tour through Ireland has been slightly altered and is now as follows: On arriving at Queenstown, the party will proceed to "Cork's own town," then visit Youghal, Wexford and County Wicklow, taking in such places as "The Vale of Avoca," "The Meeting of the Waters" and "Seven Churches," which Tom Moore has made so famous. Their time being limited prevents them from visiting the Lakes of Killarney and Glengarriff.

PHILADELPHIA.

PHILADELPHIA, March 25, 1889.

There is a club of young men in this city known as the Knickerbocker Assembly whose members pledge themselves to wear on all appropriate occasions the reform evening dress—i.e. short breeches, silk hose, etc.; and at all the balls, hops etc., that they give they make a splendid showing with their seemingly strange but tasty costume. At one of our swell balls, given not long ago, about a dozen of the members appeared in them, and created quite a furore.

We have not heard much lately of the proposed Pennsylvania Division L. A. W. meet, to be held at Reading. If it were held there, it would insure a large delegation from Philadelphia, as they could easily ride up on their wheels in a day. For the Reading boys, I would say that it would be a hard matter to find a more jolly and scorable lot of fellows anywhere, as anyone who has once enjoyed their hospitality can testify. By all means, let it be Reading.

The South End Wheelmen's ball, to be given on April 25, promises to be an elaborate affair. It is called a *bicycle* and full-dress ball, the novel feature of which will be members of the various clubs in their respective uniforms. The demand for tickets has been so great that they have been compelled to limit the number so as to avoid overcrowding the ball, thus insuring a pleasant time to all who are fortunate enough to go.

Anyone who went to the "Century's" new house on Friday night witnessed a veritable chaos. They had moved from the old house that day, and you never saw such a mixture in your life. It was awful! In a back room (the new wheel-room not being finished) all the wheels were jumbled together—a hopeless mess. The large receptacle in room was the very perfection of a first-class junk shop, everything being mixed up in the worst fashion. However, toward the latter part of the evening, after the boys had worked like beavers, order was pretty much restored; but, of course, the place is nothing like it will be when it is finished. Later on, I intend giving a complete description of the place.

A road (?) sculler race was in progress during last week, and, as usual with affairs of this kind in this city, proved a tremendous failure. How anyone could for a moment compare these ungainly things with a bicycle seems absurd. As a road machine they are perfectly useless, it being totally impossible to ascend any kind of a hill on one; and another thing, just imagine yourself toiling with your arms, back, legs—in fact, every part of your body—on a hot summer day along a dusty country road! No, thanks!

A more perfect day than last Sunday one could not imagine, and you bet the wheelmen took advantage of it with a vengeance. Every kind of a machine was to be seen, from the kind that Noah used to ride on the deck of his ark to the latest improved safety. Wheelmen in long pants, cutaway coats and derby hats, coming cyclers, were never so numerous. We even saw (what is now a *rara avis*) a wheelman in fiery red stockings. Ye gods!

The Pennsylvania Club took twenty men to Norristown, where also went three Centurions, who left the club run at General Wayne Hotel. They reported the roads in fine condition, and on the return trip five Penns boys and one Century man succeeded in climbing Conshohocken Hill, a pretty good feat for so early in the season.

What has become of that long-talked-of road book of Pennsylvania, New Jersey and Maryland? We are asked to have a little patience, and if we do not get it this spring or summer, we are *sure* to get it by New Year's, so as to pass away the long winter nights in looking over the roads tabulated therein. Of course no one is to blame, of course not. How can anyone dare to say somebody's to blame?

Mr. Theodore Schaffer, Pennsylvania's ex-champion, was seen on the road the other day for the first time since last October. It is hinted that he will go on the path again this spring. The more the merrier.

That Decoration Day picnic scheme mentioned in THE WHEEL several weeks ago has taken root, and has already caused some discussion in the clubs. "Keep it a-moving."

Since moving into the new house, some fellows with big ideas have already formulated a scheme for raising the dues. This, I think, will be a big mistake, as they will find out to their sorrow. Go slow, gentlemen; go slow!

ARGUS.

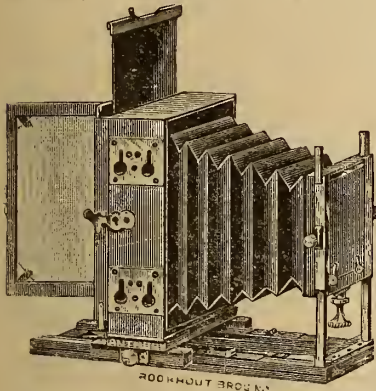
The regular nominations of the Brooklyn Bicycle Club for 1889 are as follows: President, James Fox; Vice-President, H. H. Koop; Secretary, B. M. Cole; Treasurer, H. E. Raymond; Captain, W. H. Meeteer; First Lieutenant, H. G. Fay; Second Lieutenant, F. L. Hebert; Surgeon, A. C. Brush, M. D.; Color-bearer, J. F. Borland; Buglers, P. Seixas, W. E. Fuller; Trustees, W. E. Fuller, C. M. Dutcher, W. R. Snedeker.

AMATEUR PHOTOGRAPHY.

There is nothing that appeals to man's sense of what is beautiful like a handsome camera. To the uninitiated there is an air of mystery surrounding a camera which he feels impelled to solve; the desire increases according to the beauty of the equipment. In none but the handsomest and most graceful cameras are found those adjuncts which, when combined, make the perfect instrument; and to obtain the best results these are necessary. To one unaccustomed to the uses of a camera these additions appear to make the instrument exceedingly complex and difficult, but in reality they greatly simplify the working of it. Without them the operator would frequently meet with difficulties that would cause him considerable trouble to surmount in order to obtain a much-coveted picture; and there are instances where, without their aid, the picture could not be taken.

NOVELETTE VIEW CAMERA.

Anthony's Novelette View and Fairy Cameras combine all that is necessary for the make-up of a perfect camera.



The Novelette View Cameras are made in the best possible manner, of the finest mahogany, highly polished. They are furnished with the sliding front and double or single swing-back. The bellows are coned, and of extra length. The folding bed is compact and rigid. The two sections of the bed are made firm by the assistance of hooks, which is a more preferable arrangement than screws.

A most novel feature in this camera is that the back part is not made stationary to the bed, but is held in position by means of key slots which are fastened to two keys on the bed, the bottom and one side being fixed in this manner. This arrangement is for the purpose of allowing the operator to take a picture either vertically or horizontally, as he may wish. The change is effected by simply moving the back to one side, and by raising it slightly, revolving it to the position desired.

The front end of the bellows is arranged in a frame-work which runs on two hollow brass rods, so that when the rear end of the camera is separated from the bed, the whole revolves at one time. This is a great time-saving improvement. The ground glass is hinged to the back of the camera. It is a back focus, and worked by a rack and pinion.

It is a very compact and light camera, one that can be recommended to the amateur desiring a low-priced but good instrument.

THE FAIRY CAMERAS.

The Fairy Cameras are of a higher grade than the Novelette. In point of workmanship they are equal to any made. Having all the adjuncts of a perfect camera, the very essential points of portability, strength and compactness have also been well considered.

It has long been our desire to place before the public a camera that would at once embrace these most necessary requirements—portability, compactness and strength, combined with beauty and accuracy of working.

Hitherto, the nearest approach to this has been the "Novel" Camera, which for a time seemed to be everything that could be desired. But urgent calls for something still better were frequently made, and we therefore devised the Fairy Camera, by far the most attractive and elegant piece of apparatus of its kind ever offered. In presenting it we invite attention to the following advantages it possesses over all others:

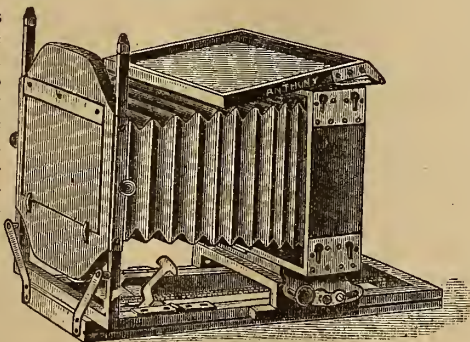
They are put together as rigidly as wood and metal will admit of, and occupy less space than any other view cameras of the same capacity; the plate holders are made of hard wood, with metal carriers for the plates, and fitted with all the later improvements.

The small compass to which they may be reduced renders them in this respect superior to any other. They are packed in canvas-covered wooden cases, and each double plate holder has its own compartment. The cover of the case telescopes over its body.

Several new features have been availed of in the construction of this camera:

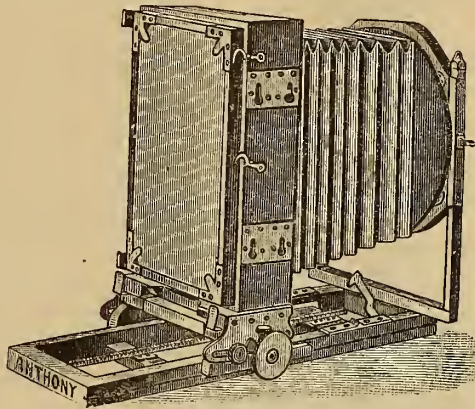
The bed may be instantly rendered rigid, without the use of screws, by means of a brace of hooks that hold the two sections of the bed with great firmness.

The rabbit commonly found on the plate holder is dispensed with, and instead it is placed on the camera, thus saving the otherwise additional weight rendered necessary for twelve such rabbits when made on the plate holders (two on each of the six usually carried).



WITH STEREO ATTACHMENTS, USED HORIZONTALLY.

The camera is focused with a long, continuous metallic rack, cog-wheel and pinion, the latter being firmly held in position by a binding screw.



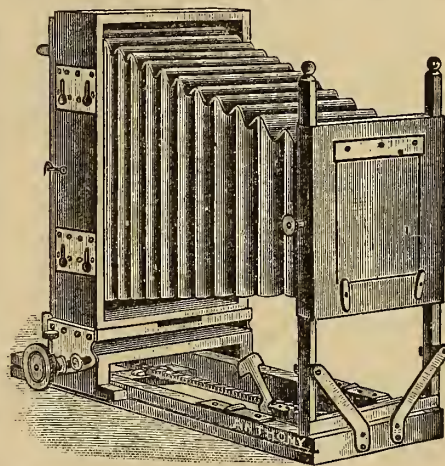
STEREO ATTACHMENTS USED VERTICALLY.

The ground glass springs backward in its frame, like that in the regular Novel Camera, and is held tightly in position by metallic spring corners. When windy this is a decided advantage.

The Fairy Camera is made in finely polished mahogany, the metal-work being nickel-plated, thus making it a most elegant and perfect camera.

In outward appearance, and to the ordinary observer, this

latest modification of the Detective Camera looks exactly like an alligator hand-satchel that is carried by a shoulder-strap at the side of the pedestrian. Upon closer observation, one sees that it consists of an artfully concealed Detective Camera, in which all the various movements to secure a picture are situated upon the under side. For use, the camera is held so that the base of the satchel rests against the body of the operator. By means of a brass pull at the side the shutter is set. A plate in the regular holder is placed in position at the back of the

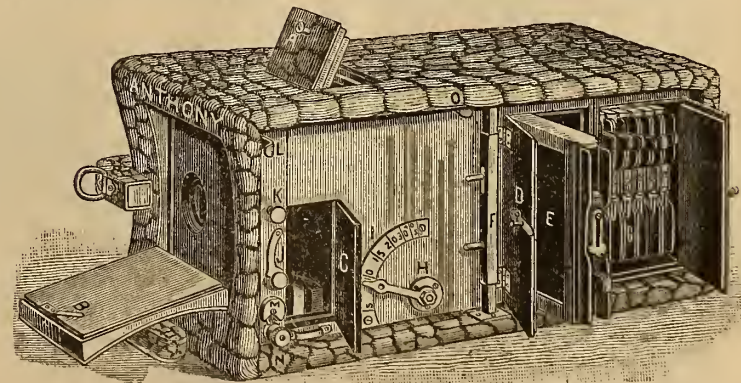


WITHOUT STEREO ATTACHMENTS.



camera, and the slide is drawn ready for exposure. The release of a short catch exposes the front of the shutter ready for action, and by raising a small leather-covered lid the little camera obscura called the finder, on the (now) upper side of the camera, shows the position that the object will occupy on the plate. The slightest touch upon a small brass button releases the shutter, and the exposure is made. Replacing the slide in the plate holder, reversing the holder and setting the shutter again leaves the apparatus in readiness for another shot, when the plate-holder slide is withdrawn as before.

By releasing a spring bolt on the under side of the case the camera proper can be removed from its cover, and a tripod screw serves to attach the camera to a tripod for ordinary use.



This last form of the Detective Camera allows the operator to carry with him twelve plates in the interior of the apparatus, and so carefully packed away that no light can strike them. It is also furnished with an ingenious attachment by which the speed of the shutter can be regulated to suit the speed of the object, moving with greater or less velocity; while, by simply releasing a catch, time exposures can be made at the will of the operator. In fact, the whole affair is the latest achievement in ingenious and compact light photographic apparatus.

WHEEL GOSSIP.

Mr. and Mrs. Cosutt, of the Riverside wheelmen, are talking of joining the great Century run to Philadelphia.

Captain J. W. Sheehan and Secretary C. A. Sheehan, of the Manhattan Bicycle Club, will shortly be seen on a Columbia single track tandem.

The ladies' bicycle is becoming very popular in New York among the fair sex. There will be over fifty ladies riding this season.

The members of the Manhattan Bicycle Club rode over 50,000 miles in 1888. Messrs. W. H. Putney, Captain J. W. Sheehan and J. R. Post, Jr., having ridden the greatest number of miles.

The ladies' receptions given at the Harlem Wheelmen's rooms have put new life and vigor in the members. By the way, they are a happy family. Think of having three generations in the club (in name only). Miss Sadie Field has been dubbed "Mother," Otto Emanuel is called "Hubby," while Frank Ridabock answers to "Sonny." "Pop" De Graaf looks on with pleasure, while "Grandpop" Vesey is proud of his happy family. All are spiritually cared for by "Deacon" Raisbeck, and all disputes decided by "Judge" Newcome and wife. The Harlem Wheelmen can hold their own for nicknames.

A gay party of ladies and gentlemen, consisting of members of the Harlem, Manhattan and Riverside clubs, assemble every Tuesday night at West Side Hall, 116th Street, and bowl under the name of "Acme Bowling Club." The party are always full of life and fun. Bowling is indulged in for hours, and prizes given for best score. Mrs. L. A. Newcome captured a prize on several occasions. Miss M. E. Sheehan scored 186 points the first time she tried the art. A collation is generally served, and dancing in the hall and songs help to make the evening pleasant, while all this brings the three clubs closer together.

At a meeting of the Baltimore Bicycle Club there was \$7,000 subscribed toward building a club-house.

The Centaur Club, of Baltimore, Md., are considering a scheme to build a club-house.

Chas. Schwalbach and William F. Murphy, of the Kings County Wheelmen, have been appointed a committee to make arrangements for a two days' race meet to be held in the latter part of June, probably at Washington Park, Brooklyn.

L. W. Beasley and W. F. Murphy, of the K. C. W., will ride a Columbia tandem safety this year.

The Hyde Park (Mass.) Bicycle Club has thirty-one members.

The Boston Bicycle Club members dine together for the last time, at Vieth's, on Saturday night. These dinners have been very enjoyable and have afforded much consolation to the members in the absence of a club-house.

On the evening of April 6, the members of the L. I. W. and male friends only will be entertained at the club-house by Col. John Oakey, who will deliver a humorous address on "Cycling and Cyclists of Brooklyn." Other interesting features also will characterize the event.

SNOWHILL, MD., March 23, 1889.

MR. F. P. PRIAL:

Dear Sir—Inclosed find check for \$1 to renew my subscription to THE WHEEL. Cannot do without THE WHEEL; it is far superior to any cycling paper that I have seen.

Respectfully yours,

J. W. VINCENT.

At a meeting of the Troy Bicycle Club, held Monday evening, March 18, the following officers were elected for the ensuing year:

President, R. D. Cork; Vice-President, W. E. Seeley; Treasurer, J. R. Mulliken; Financial Secretary, C. E. Wilson; Recording Secretary, C. E. Salisbury; Corresponding Secretary, G. B. Fales; Trustees, B. Herman, W. M. Hogben, J. G. Zimmerman, Jr., J. M. Van Arnam, T. W. Hislop; Captain, P. F. Hawley; First Lieutenant, E. S. Homer; Second Lieutenant, H. M. Hudson; Color-bearer, R. C. Frings; First Bugler, G. W. Allen; Second Bugler, F. A. Uldrich; Surgeon, E. L. Grandall.

The close of the social season of the Manhattan Bicycle Club will be celebrated by a spring reception, to be held at West End Hall, Friday, April 26, 1889. The members will appear in their new uniform of black, with white vest and four-in-hand tie. Admission by ticket only, which can be had of any member. The number has been limited, in order that the rooms will not be over-crowded. Wheelmen attending are requested to appear in uniform. The affair promises to be, as usual, a grand success. The chairmen of the committees are as follows: C. A. Sheehan, Reception Committee; Washington Ritter, Floor Committee; D. C. Newton, Arrangement Committee.

"Judge" L. A. Newcome, of the Harlem Wheelmen, is one of New York's shrewdest detectives; but, alas! he has once failed. It happened in this way:

The "Judge" and wife have given up the old and heavy tandem, and purchased two safety bicycles. He took a spin the other afternoon, and, on turning into 110th Street, noticed an object quickly pass him. The "Judge," with his usual curiosity, commenced pedaling until at last he was up to the quickly moving machine. He held his head down, and looked over his eye-glasses in his usual comical way. The object proved to be Mrs. Cossett, of the Riverside Club, but what she was trying to say was a mystery to the "Judge," who began to think that the wee glass he had taken was beginning to work on his brain. The fair lady was trying in vain to be heard, and was moving her mouth in all sorts of shapes and positions to make the "Judge" understand her. The "Judge" thought her mind wandering, and was alarmed for her safety upon the safety bicycle, fearing she would be run down. At last the "Judge" succeeded in adjusting his glasses, and after recovering himself from the shock he had received, discovered that Mrs. Cossett was suffering from a severe cold and could not speak, but endeavored to be pleasant by the moving of her lips.

Secretary-Treasurer Carr will very shortly forward renewal blanks to all League members of the Maryland Division who are not members of League clubs. The Chief Consul requests that all receiving these will fill them out and return them at once to Abbott Bassett, 12 Pearl Street, Boston, with the renewal fee.

It is probable that the Crescent Bicycle Club will shortly join the League. Nearly all of its members are already members of the League. The club is to give a house-warming after Easter.

Mr. Geo. W. Baker, of Easton, Md., who has been threatened with a lawsuit by a man whose horse became frightened by Mr. Baker's machine, has been notified by the Chief Consul that, in the event of suit being brought, the attorney of the division will defend him free of charge. Mr. Baker promises a large increase in League membership from his locality.

The Baltimore wheelmen have pretty definitely decided not to ask the League to meet there this summer.

The wheelmen of Atlanta, Ga., will hold a three-day meeting in May.

HARVARD-TECH ROAD RACE.

The Harvard Bicycle Club has accepted the challenge of the Tech men for a road race. They have accepted the challenge for April 13, and have appointed a committee composed of Brown, '91; Davis, '91, and Greenleaf, '92, to meet a similar committee from the Tech Club to arrange the details of the race. The Harvard men would like to make the race an annual fixture and make the prize a perpetual challenge cup.

The New England Chief Consuls and Secretaries are as follows: Maine—Chief Consul, Dr. G. E. Dow, 507½ Congress Street, Portland; Secretary, A. L. T. Cummings, Biddeford. New Hampshire—Chief Consul, H. M. Bennett, Manchester; Secretary, Geo. F. Hill, Great Falls. Vermont—Chief Consul, H. A. Webster, Montpelier; Secretary, F. E. Dubois, West Randolph. Massachusetts—Chief Consul, Dr. W. H. Emery, 1177 Tremont Street, Boston; Secretary, Sanford Lawton, Springfield. Rhode Island—Chief Consul, C. S. Davol, Warren; Secretary, N. H. Gibbs, 218 Westminster Street, Providence. Connecticut—Chief Consul, C. E. Larom, 386 State Street, New Haven; Secretary, E. A. De Blois, Weathersfield.

The annual election of officers of the Harlem Wheelmen was held on Friday, March 15. The following are the officers elected to serve for the ensuing year:

President, L. I. Haben; Vice-President, Judge L. A. Newsome; Secretary, C. E. Fraser; Treasurer, W. H. De Graaf; Captain, F. Lord; First Lieutenant, W. W. Braden; Second Lieutenant, O. N. Emanuel; Color-bearer, F. A. Ridabock; Bugler, G. Schrader; Executive Committee, T. H. Raisbeck, Jos. B. Halsey.

CAMBRIDGEPORT CYCLE CLUB'S FANCY-DRESS BALL.

A largely attended fancy-dress ball was given Wednesday evening in Armory Hall, Central Square building, Cambridgeport, under the auspices of the Cambridgeport Cycle Club. There were about 200 couples in attendance, and dancing was enjoyed till a late hour to the music of Edmonds' orchestra. Mr. James W. Bean officiated efficiently as floor director, and was assisted in his duties by a number of aids. At midnight a Lenten collation was served.

All manner of fancy and grotesque costumes were worn, and much fun was created by the capital manner in which the characters were assumed and sustained.

Mr. H. H. Hodgson, of the New Orleans Bicycle Club has written the following letter to the Secretary-Treasurer Louisiana Division L. A. W.:

Dear Sir—As the New Orleans Bicycle Club and the Louisiana Cycling Club have both started a series of races, in which the members of those clubs only are allowed to contest; as there are a number of wheelmen who are League members and unattached to either club, and as I desire to promote racing in this division during the present year as a means of increasing our membership and to bring all the Louisiana riders together in friendly contest; I hereby donate gold and silver medals to be contested for by the members of the Louisiana Division L. A. W., as first and second prizes. All races to be time handicaps. Six races to be run, one each month, commencing the latter part of April, the last race to take place in September, at the annual Division races. The handicappers to be appointed two each from the N. O. B. C., L. C. C. and the unattached wheelmen, six in all, who will make handicaps, select dates and distances and other arrangements. Points to count. First prize, gold medal; second prize, silver medal.

Fraternally yours,

H. H. HODGSON, C. C.

THE B. & O. THROUGH TO NEW YORK.

A complete service of Fast Express Trains is now in full operation between New York, Philadelphia, Baltimore and Washington via the Baltimore and Ohio Railroad. The New York outlet is furnished by the Central R. R. of New Jersey, and passengers are landed at the station of the latter company at the foot of Liberty Street, New York, two blocks from the Elevated Railroad. All the trains are equipped with handsome coaches and Pullman's Parlor and Sleeping Cars. Two of the trains are composed exclusively of Vestibuled Cars, but, in accordance with its long-avowed policy, the B. & O. exacts no extra fare for improved service. Passengers occupying Parlor or Sleeping Cars must, of course, pay the ordinary Pullman charges, but no extra charge for Limited Express service is imposed by the B. & O.

The B. & O. still continues to operate the fastest trains ever placed in service between Philadelphia, Baltimore and Washington, and the remarkable record for punctuality achieved by these trains indicates what the public may expect of their New York schedule.

It is a fact, now generally known, that the fastest trains in America are run on the B. & O. R. R. between Baltimore and Washington. There are eight trains, in the schedule of twenty-four each way, that cover the distance of forty miles in 45 minutes, or at the rate of fifty-three miles per hour. Faster time has been made in spurts, but the B. & O. trains do it every day, and have done it every day for several years.

The line between New York and Washington is double-tracked and laid with heavy steel rails on oak ties, ballasted with broken stone. There is not a better constructed, better maintained, better equipped or better operated road in the land, and with these conditions the new line is prepared to render efficient service and thereby aims to secure public approval and patronage.

HARRISBURG WHEEL CLUB'S RECEPTION.

One of the most delightful affairs of the season was the "musical and reception" given by the Harrisburg Wheel Club to their friends on Wednesday evening, March 20, in the club's handsomely furnished quarters at Third and Market streets.

As early as 8 o'clock the guests began to arrive, and at 9 o'clock the rooms were filled with handsomely attired ladies and their escorts. Immediately upon their arrival they were shown to the cloak-room, where wraps, bonnets, etc., were taken charge of by attendants. Mr. T. S. Peters escorted the guests to the reception committee, composed of the following ladies: Mrs. Wm. H. Lyter, Miss Sara Chayne and Miss Mame Oves, by whom they were cordially welcomed. The committee also presented each visitor with a knot of ribbons composed of the club colors—red, yellow and black. The rooms were tastily decorated with pictures, lamps, rugs, curtains and flags, and on the tables were several fine floral offerings from friends. A very delightful musical programme had been arranged, and at 9 o'clock Mr. J. C. Duke opened the exercises with a brilliant piano solo, which was followed by an address by Mr. Harry W. Stone, President of the club, who, in a few happy remarks, again extended welcome to the guests.

The remainder of the programme was as follows:

Vocal Duet.....The Misses Hahn
Vocal Solo.....Mr. S. D. Sanson
Piano Duet.....The Misses Knoche
Vocal Solo, with Flute Obligato,
Miss Chayne and Mr. C. H. Chayne
Vocal Solo.....Miss Worley
Cornet Duet.....Messrs. Hoffman and Cook
Vocal Solo.....Miss Hahn
Vocal Solo.....Mr. H. A. Chayne
Piano Solo.....Mr. J. C. Duke

At the conclusion of the programme an elaborate repast was served. When the repast was finished, R. F. Cromulin, stenographer of the Executive Department, and a member of the club, gave an exhibition of the graphophone. Several of the ladies sang into the instrument, and, with perfect silence in the room, Mr. Cromulin turned the crank and every note was wafted back, being distinctly audible twenty feet from the table. After this interesting performance the billiard room was cleared, and dancing was indulged in for several hours. For those who did not dance there were cards, checkers, pool and other games.

Time passed swiftly, and at 1 o'clock the "Good-night Chorus" from "Erminie" was sung by the entire party. The wheelmen and their friends separated, well pleased with the evening's entertainment.

LANCASTER, PA.

What beautiful weather we are having! Already the buds are beginning to swell; the brown lawns to look green, and the blackbirds to stalk through the grass by the dozen, looking for the early worm. The voice of a solitary robin is heard in the distance, and all things betoken that spring is at hand.

And what a winter we did have, especially for the cyclist! My wheel was never once laid up, and to this time my rides number more than the days of the year. My friend Charley G. and I started in for '89 on New Year's Day. The weather was fine, but the roads had a generous top dressing of mud. But we had our run, and really enjoyed it, as we had previously made up our minds to do; and we have kept it up, weather permitting, ever since.

Some of the best riding I ever had was during the colder weather of the winter. I remember a night-ride in particular (February 14) as one of the most enjoyable rides. The surface of the ground had been frozen and worn down smooth and was almost like a floor. The moon was quite full and the weather just cold enough to require brisk exercise to keep warm. We rode out to the Lancaster Pike; but not the famous East End, where "Centurions" and other scorchers from the City of Brotherly Love congregate, and where said congregations bow their sanctimonious (?) heads over the handle-bars and "git." Our ride was at the other end of the line, toward the setting sun, on

what is known to us as the Philadelphia Pike, where we do not have so much to boast of. Nevertheless, we had a glorious run.

As we passed the County Prison we thought of the unhappy wretches hidden behind its walls, among whom are several condemned murderers; and we could not help comparing their sad condition with our own, which we, drawing the long full breath of freedom, realized to be a condition of ideal happiness.

Riding by the city reservoir, the sound of the water falling from the top of the stand-pipe almost caused a shudder, and I could not but think how differently the music of the falling water would sound some time in July or August, when the lads and lasses in couples will make haste slowly along the pebbly walks beneath the leafy branches of the overhanging trees. To the right we pass the magnificent County Poorhouse and Hospital, where the unfortunate enjoy the hospitality of the garden spot of Pennsylvania, and I take a hasty glance at the inclosure set apart for the convenience of our cosmopolitan friend, the tramp, into which he is willing to force an entrance to obtain a good square meal, and out of which he will fight his way when shown the slowly increasing stone pile.

We do not ride eastward much beyond the terminal of the street railway, on account of the hill beyond. This hill is a snare and a delusion to the unwary cyclist, on account of the numerous "breaks" for the benefit of heavily loaded teams. If the wheelman is not aware of the existence of these breaks, or goes recklessly down, legs over, he is apt to perform the flying-trapeze act when not just prepared to do so. Some serious accidents have occurred in this way.

We were not traveling by that route, so we reversed, and after riding about an hour and a half were loath to give up, we felt so much invigorated, and were fresher when done riding than when we started.

This, I take it, constitutes the true inwardness of the benefits of cycling:

A cycle's a blessing when properly used.
But, like other good things, it must not be abused.
It will do its work well on the hillside or level;
If imposed on, be sure it will kick like the—mischievous.

TE. TOONE.

Lancaster, Pa., March 20, 1889.

TROY NOTES.

The annual meeting of the Troy Bicycle Club was held at the club-house the 18th, and Frank G. Snyder was defeated by Ensign S. Homer on the ballot for first lieutenant by 17 to 21 votes.

The reports of the retiring trustees and officers were read and accepted, and the club's finances were found to be in good condition.

The monthly meeting was held right after the annual meeting, and George A. Ruth and Henry Kinney were elected members.

Mr. Hislop reported that all the indebtedness

of the bowling-alley was paid, and Mr. Hawley asked that the matter of a club tournament be taken from the committee to whom it had been referred.

Mr. Perkins explained that the subject was receiving attention from the committee, and that sub-committees had been appointed on printing, "talent" and music. The committee was discharged.

President Cook appointed the following to arrange for the club's annual tournament: Messrs. Hogben, Wilson, Thiessen, Zahn, Perkins, Fales, Hawley, Snyder and Van Arnam.

Captain P. J. Hawley was chosen chairman of the committee and the meeting adjourned.

The Congress Street Bridge Co. have always charged wheelmen five cents toll to ride over their bridge, but only the regular two-cent toll to walk. If they do it on account of wear, walking wears the plank more than riding the wheel; and I should think our clubs would take this matter up and push it, so as to get this outrageous charge reduced to the regular toll.

As many "Trojans" live in West Troy and use this bridge every day, it would make it very convenient to mount at your residence and ride all of the way to your business. To pay three cents extra for the privilege of riding amounts to a great deal in a year, and to dismount and walk over the nice surface of the bridge is a nuisance. Here is work for our Consul.

ORNH QBA.

Troy, March 22, 1889.

ODDS AND ENDS.

Mr. C. R. Overman was in town on Tuesday. He has been on quite an extended business trip.

Col. Albert A. Pope gave a dinner on last Monday night to a number of Boston gentlemen who are interested in roads improvement.

Mr. John Read was in New York and Brooklyn on Monday and Tuesday. He is pushing the New Mail quite extensively this season.

Burley B. Ayres, the well-known Chicago wheelman, has removed to Milwaukee, Wis., where he has taken a position on the Milwaukee and St. Paul Railroad.

Messrs. A. G. Spalding Bros. will add photography to their many other branches of sporting goods after April 1, and will keep a full line of photographic outfitings.

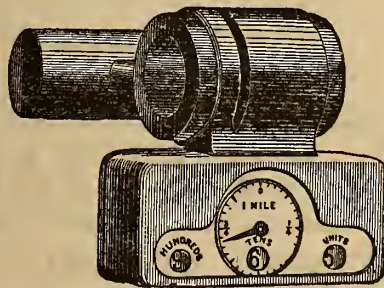
The members of the Brooklyn Baseball team are learning to ride the wheel, under the tutelage of Charles Schwalbach. Ten out of fourteen of them are riding safeties.

Mr. Graham, a member of the New York Police force, is 6 feet 6 inches in height. He finds his 60-inch bicycle uncomfortably small for him and is having a 64-inch machine made.

Messrs. Spalding Bros. cycle catalogue is now ready, and will be mailed free on application. They have enlarged this department in anticipation of doing a very heavy business this season.

All the Accepted Road Records

PATENTED FEB. 15, 1887.



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

were
measured
with,
and
thousands
of
the best
wheelmen
use
only, the

Many riders demand a spoke Cyclometer.
We furnish same free by mail on receipt of
PRICE, - - - - \$5.00

Butcher Cyclometer.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

338 Washington Street,
BOSTON, MASS.

The Brooklyn Wheelmen's theatre party, which is to be held at the Park Theatre on Friday, March 29, promises to be a grand success. It is expected that over three hundred members of the several clubs will witness the performance, after which a supper will be given at the Clarendon. Covers will be laid for 225. Mayor Chapin, who is an honorary member of the L. I. W., has promised the boys that he will be with them and talk to them at this dinner. Speeches will also be made by G. M. Halsey, L. I. W.; James Fox, B. B. C.; M. L. Bridgman, President K. C. W., and F. P. Priol, editor of THE WHEEL. Michael Furst, the well-known lawyer, of Brooklyn, and a popular member of the L. I. W., will act as toastmaster. An informal programme of vocal and instrumental music, readings, etc., has been arranged for the occasion.

Read and Remember

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

ADELPHI HALL,

52d Street and Broadway,

NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

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

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

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

Classes now forming.

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

Applications for lessons should be made at my office.

Send for further particulars and terms.

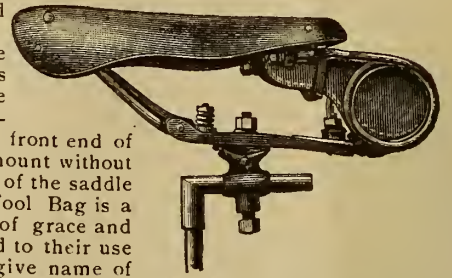
GEO. R. BIDWELL,
313 W. 58th St.,
NEW YORK.

THE NEW FISH SAFETY SADDLE

AT LAST! **FOR 1889.** AT LAST!

A Cycle Saddle which cannot be improved.

The accompanying cut represents *this* saddle and speaks for itself. It is perfectly adapted to either sex. The frame is jointed, and this, in combination with the springs in the front and rear of saddle, entirely removes vibration, and gives a soft, settling motion, without the usual sagging. It is adjustable to any angle by a simple contrivance underneath the stretcher plate. The front end of top is rounded so as to allow a lady to mount or dismount without danger of catching her skirts. Every desirable action of the saddle to suit the most fastidious rider is obtained. The Tool Bag is a special novelty, and all combined present the height of grace and beauty. Ladies will find these saddles better adapted to their use than any other now on the market. In ordering give name of machine, also whether for lady or gent. Price of Saddle and Tool-Bag, \$7.00. Address,



WARREN L. FISH, 69 Roseville Ave., Newark, N. J.

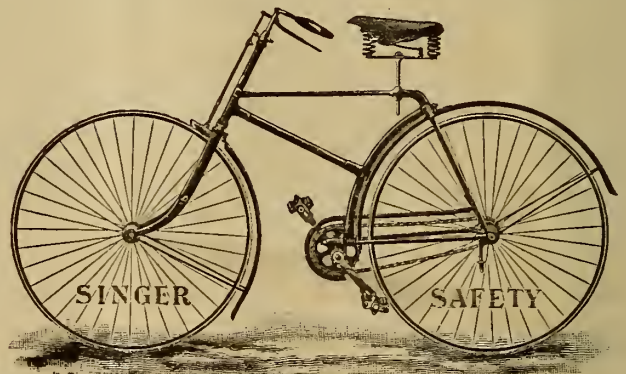
SINGER CYCLES.

Valuable Novelties for 1889.

The "Singer" Safety made during 1888 gave entire satisfaction to the thousands who used it. To our new pattern several valuable improvements have been added, the frame being of improved shape and great strength, and our perfect ball steering included. Also a direct plunger brake of increased power.

We can most strongly and confidently recommend this cycle.

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



Price \$135.00.

MERWIN, HULBERT & CO.
26 West 23d Street, New York.

THE SAMUEL WINSLOW SKATE MFG. CO.,
WORCESTER, MASS.

Manufacturers of Ice and Roller Skates and

THE "VINEYARD" BICYCLE.

STRONG, DURABLE AND CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.

Diameter Front Wheel	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on.	Length of leg inside to sole of foot.	Price.
38 inch	$\frac{3}{4}$ inch	14 inch	$\frac{5}{8}$ inch	31 lbs.	27 inch	\$35.00
42 inch	$\frac{3}{4}$ inch	14 inch	$\frac{5}{8}$ inch	33 lbs.	29 inch	40.00
44 inch	$\frac{3}{4}$ inch	16 inch	$\frac{5}{8}$ inch	35½ lbs.	30 inch	45.00
46 inch	$\frac{7}{8}$ inch	16 inch	$\frac{3}{4}$ inch	38 lbs.	31 inch	50.00
48 inch	$\frac{7}{8}$ inch	16 inch	$\frac{3}{4}$ inch	39½ lbs.	32 inch	55.00
50 inch	$\frac{7}{8}$ inch	16 inch	$\frac{3}{4}$ inch	41 lbs.	33 inch	60.00

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



Twenty of the most congenial spirits of the Dorchester Bicycle Club sat down to the annual "feed" of the club at the United States Hotel on Tuesday evening. President Schallenbach presided, and speeches were made by him, Ex-President Forbes, who responded to the toast of the L. A. W., and Captain Benson, who spoke of the Eastern Road Club, and by many of the others.

Howard A. Smith & Co., Newark, N. J., are making the greatest preparation to supply the cycle trade with sundries this coming season. Our representative comes home from a visit to Oraton Hall, and reports that the above concern have the best facilities for supplying riders with sundries and machines that he has ever seen outside of the manufacturers.

The annual dinner of the Cambridge Bicycle Club will be held at Young's Hotel on April 3. The last ladies' night of the season is booked for April 25, on which occasion the Governor, the Lieutenant-Governor and the Mayor of Cambridge will be present as guests.

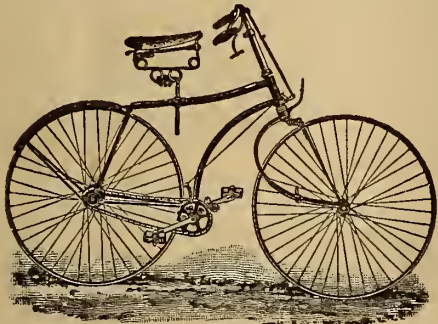
The new General Passenger Agent of the N. Y. C. & H. R. R., appointed to succeed Mr. Henry Monett, deceased, is Mr. George H. Daniels, at present Vice-President of the Central Traffic Association, and Chairman of the Chicago East-bound Passenger Committee, with headquarters at Chicago. The late Mr. Monett was friendly to wheelmen, and made every reasonable concession that could be expected. We trust that Mr. Daniels will be as considerate as his predecessor.

The Keystone Club, of Philadelphia, has contributed twenty-five dollars to defray the debts of the L. A. W.

At the eighth annual meeting of the Kings County Wheelmen, held at the club-house Thursday evening, March 21, the following officers were elected for the ensuing year:

President, M. L. Bridgman; Vice-President, Theo. Snyder; Recording Secretary, W. C. Nellis; Corresponding Secretary, G. L. Courtenay; Treasurer, J. H. Long; Assistant Treasurer, J. P. Stevens; Captain, W. C. Marion, Jr.; First Lieutenant, T. C. Critchton; Second Lieutenant, R. W. Steves; First Color-bearer, F. F. Storm, Jr.; Second Color-bearer, David Morehouse; First Bugler, Chas. F. Hartman; Second Bugler, H. S. Wiegand.

THE VICTOR.



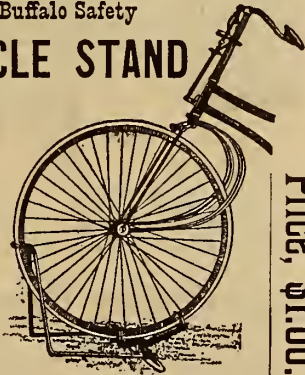
KING OF THE SAFETIES.

A. G. Spalding & Bros.,
SPECIAL AGENTS,
NEW YORK AND CHICAGO.

FOR YOUR SAFETY.

The Buffalo Safety
BICYCLE STAND

Firm, Strong, Portable.



Price, \$1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The Trade Supplied.

A. G. Spalding & Bros.,

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

<i>Caps.</i>	League Regulation.....	\$1.25
	League Regulation.....	2.00
<i>Shirts.</i>	No. XX Fine Cheviot for hot-weather wear.....	1.00
<i>Stockings.</i>	Our celebrated Linen Sole Stocking, League color.....	1.00
	No. X Silk, Edge's League color, white centre, Snake Buckle.....	.50
<i>Belts.</i>	No. XX Worsted Solid, League color, Snake Buckle.....	.40
<i>Shoes.</i>	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.		
Send for Catalogue Knit Racing and Training Suits.		

A. G. Spalding & Bros.,
241 Broadway, New York;
108 Madison St., Chicago.

NEW YORK BICYCLE CO.,

No. 8 WARREN STREET,

No. 4 EAST 60th STREET,

DEALERS IN NEW AND SECOND-HAND WHEELS.

FULL LINE CYCLING ACCESSORIES.

WHEELS BOUGHT, SOLD and EXCHANGED.

Renting, Repairing, Nickeling.

DIFFICULT REPAIRING A SPECIALTY.

Prices Reasonable. Satisfaction Guaranteed.

Examine our Bargain List in another Column.

Wheels to Rent by the Hour, Day, Week or Month.

UP TOWN AGENTS FOR

MESSRS. A. G. SPALDING & BROS.

Sporting and Tennis Goods.

City Agents SPECIAL PONY STAR (39x24)

AND STAR SAFETY.

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
This wheel has tangent spokes and hollow rim.	
No. 7 Volant Safety, 31 and 30 inch diameter wheels, ball-bearing.....	115

For Speed,

Safety

1889

Catalogue Now Ready.
Sent Free.

Beauty

Durability.

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, BOSTON, MASS.

HEADERS IMPOSSIBLE.

BEST HILL-CLIMBERS.

DON'T

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

LINCOLN HOLLAND & CO.,
Worcester, Mass.

BALTIMORE AND OHIO R. R.

COMPLETE SERVICE OF
Fast Express Trains

BETWEEN

NEW YORK, PHILADELPHIA,
BALTIMORE,
WASHINGTON,
CINCINNATI, CHICAGO
and ST. LOUIS.

Pullman's Cars on all Trains.

OFFICES:

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

Boston—211 Washington Street.

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

HOWARD A. SMITH & CO.,

ORATON HALL, NEWARK, N. J.

Everything in the Cycle Line,

And Catalogue ready for mailing. Send for one.

SECOND-HAND MACHINES
OF ALL MAKES AND SIZES.

Call and inspect at once or send for list.

The Cyclor and Tourist,

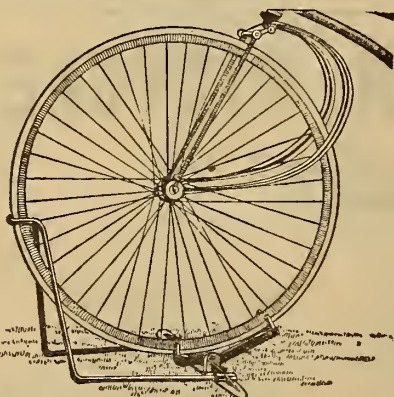
An Illustrated Monthly Magazine, devoted to out-door recreation, adventure and travel. Only \$1 a year. Address **The Cyclor and Tourist Pub. Co., Stamford, Conn.**

WANTED!

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

Send 10c. extra and we will send the "Cyclor and Tourist" (illustrated) three months on trial.

Address **The Cyclor and Tourist Pub. Co., Stamford, Conn.**

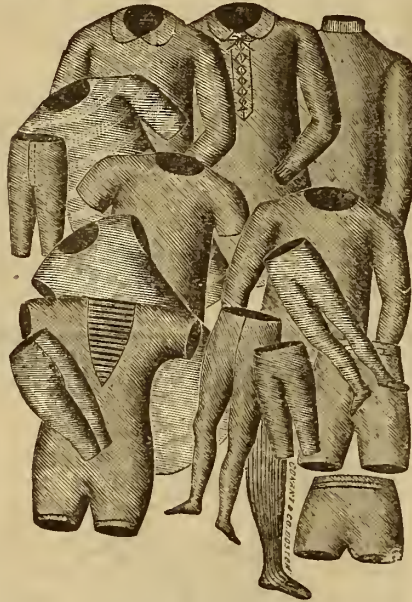
**THE BUFFALO SAFETY BICYCLE STAND.**

Holds any rear-driving Safety by either wheel. Price, \$1.

E. N. BOWEN,

585 Main St.,

Buffalo, N. Y.

HOLMES & CO.

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

Jersey-Fitting Garments

FOR

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

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



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

Best and most satis-
factory Supporter
made.

Let every Sportsman try it.

Price, \$1.00.

Will send by mail on receipt
of price.

Send size of Waist and Hip.

Holmes' Thigh Stocking.

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

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

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

HOLMES & CO.,

109 Kingston St.,

BOSTON, MASS.

**Second-Hand
BICYCLES and TRICYCLES.**

New York Bicycle Co.,

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

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

KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Fin.	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	220 00	4	1	1
545	—	Victor Safety,	250 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,	137 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	80 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	40 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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