

# THE WHEEL

—AND—

## CYCLING TRADE REVIEW,

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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444,

New York.

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

ON the cycling scroll of fame—and cycling should have its heroes—let us add McCormick to Dalziel, Lallemand, Pope, Stevens and Kron. McCormick lives on the road leading from Brooklyn to Bath. He, like many of his neighbors, has been much annoyed by the efforts of one of the residents to annoy wheelmen; a road hog of low degree, a man who once tied a rope across the sidepath to drive wheelmen out on to the muddy road. McCormick has bethought himself of a noble revenge. He will accord the wheelmen gracious hospitality. No thirsty wheelman will ever be denied at the McCormick villa, and, best of all, the thirst-destroyer will be dispensed by one of the Miss McCormicks. Long live the clan McCormick!

WE would call to the attention of the Racing Board the necessity of at once considering the advisability of barring safeties from bicycle races, that is, making them a class. As most racing men commence to compete before they have properly mastered the art of steering safety riders, that class of bicycles, being so sensitive, would cause many accidents. We trust the Board will legislate in favor of classing the rear-drivers. In England the leading amateurs have discussed the matter, and many racing men have agreed not to use safeties in ordinary bicycle races. The N. C. U. Council has decided to establish safety championships, and the English press urges the Union to class safeties as suggested above.

A DEAL of interesting matter is crowded out of this week's paper, including our Down-East tour and the Brooklyn Club's theatre party and dinner.

THE last number of the *Bicycling World* is a fine specimen of enterprise, intelligence and the typographer's art. It may rank as the finest number of any cycling paper ever produced in this country. We congratulate Messrs. Fourdrinier and Neumann on their success.

### PSYCHE ON LADIES' BICYCLING.

EDITOR OF THE WHEEL:

I have an apology to offer "Marguerite." I read her letter and "Wildflower's" at the same time, and made the mistake of thinking that "Marguerite" was the one who made the statement about the small steering wheel being preferable. I have read her note in your issue of March 29, and on referring to the number for March 2 I see how very careless I have been. "Wildflower" was the maker of both of the remarks with which I disagree, and I apologize for the mistake, and hope "Marguerite" will shake hands over the bloody chasm.

I frankly admit that I am a partisan of the Psyche, but I don't mean to question anyone else's taste who differs from me. I think it the prettiest, lightest and strongest ladies' wheel made. Mine weighs thirty-nine pounds complete, and has been ridden steadily for a year, with a reasonable amount of rough riding thrown in, and shows not the slightest sign of giving out yet. I shouldn't have chosen it for my own riding if I had not thought it the best wheel going.

I see that Mrs. 4386, in speaking of the bicycle as compared with the tricycle, says she has no practical experience of the former in shopping or visiting, and doesn't know how it stands the comparison under those circumstances. I have tried both machines, for both shopping and visiting, and find the bicycle far and away the most convenient. It is immensely easier to mount and dismount from (when once you know how), it takes so little room, and is so light that it can easily be led up on the sidewalk and put entirely out of the way of annoyance to passers-by or of damage to itself. I have used a Crippler tricycle and always found it disagreeable to mount before an audience, and have never seen anyone mount one with any degree of grace; while the bicycle mount is, in nine cases out of ten, very graceful and always easy. I think everyone will agree with me that I am not overstating the case when I say that one can mount and dismount from a bicycle in a quarter of the time it takes on a tricycle, and with only a fraction, and that a very small one, of the exertion. As to the impossibility of sitting on your machine while you stop, that seems to me a blessing very thinly disguised, for it is a change of posture which unconsciously rests one.

I think the difficulty of learning to mount is a good deal overrated. It seems desperately hard at the first trial, but I caught the idea at my second lesson, and after a little practice I was all right.

What we call here the "curb-stone" mount is the easiest and a pretty one, though I always feel as if I were shirking when I use it.

For this I bring my wheel up close to the curb, with the further pedal half way up in front; I arrange my dress, sit down on the saddle, push down the pedal and I am mounted. This I learned from imitation; I saw some one else do it and tried it, to succeed at the first trial.

The second mount is harder and not so graceful, I think, but very useful, for you are independent with this and can use it at any time—in the country, for instance, where no friendly curb-stones are in reach. For this I stand on the left side of my wheel, with the further pedal half to two-thirds of the way up, incline the wheel a little toward me, put my right foot through to the pedal, arrange my dress over the saddle, then step upon the pedal and rise to the saddle as it (the pedal) goes down. I would suggest that it makes it easier if you lean a little forward against the handle bar, and your dress is less likely to catch on the saddle.

The third mount is a good deal more difficult to get hold of, though once it is yours you will probably use it more than either of the others, for it is far the prettiest.

Stand on the left side of your wheel, with the pedal nearest to you half way up, lean the machine a little from you, put your left foot on the left pedal, and as you rise swing your right foot over the frame on to the right pedal, ride on the pedals until your dress falls into place. This was the hardest mount for me to learn, but I have managed to conquer it, and am fully repaid for my efforts and bruises.

PSYCHE.

Pendleton, of the New Yorks, seems to be a good deal of a "star" man as regards euchre as well as riding. He won first prize at an invitation euchre party given by the Manhattan the other evening.

### NEW YORK STATE DIVISION L. A. W. —OFFICIAL NOTICES.

To the Members of the New York State Division  
 L. A. W.:

In accordance with the by-laws of this Division, I hereby assume the duties of Chief Consul vice Mr. George R. Bidwell, resigned.

Closely associated with Mr. Bidwell as I have been for the past three years in the capacity of Vice-Consul, I have had abundant opportunity to know of his unselfish labors in the cause of wheeling, rendered oftentimes at the expense of his own private business affairs. The wise judgment and unrivaled executive ability displayed by Mr. Bidwell, and by which he has made the Division of the Empire State the Empire Division of the League, deserves grateful acknowledgment. I desire, therefore, to express the thanks of the New York State Division to Mr. George R. Bidwell for his great labors and untiring zeal in behalf of our organization. Hoping to receive from the officers and members of the Division the same hearty support they have accorded my predecessor, I desire to call attention to the necessity of promptly renewing membership and of recruiting new members. All the energies and resources of the Division are being devoted to securing an improvement in our highways. In order to secure the necessary legislation, we need a largely increased membership.

As improved roads and the right to use them, which has been secured to all wheelmen by our organization, appeal to every cyclist, there should be no trouble in adding to our strength if each member will only bear in mind that the privilege of membership in the League of American Wheelmen is not without its accompanying duties. The most important of these should be the endeavor on the part of every member to increase the numerical strength of the organization, thereby advancing its interests and extending its influence.

Trusting that it will only be necessary to call attention to the urgency of an earnest and immediate effort on the part of every member, and anticipating a largely increased membership, I am,

Yours fraternally,

W. S. BULL, Chief Consul.

#### EXECUTIVE COMMITTEE APPOINTMENT.

To the Members of the New York State Division:

I hereby appoint Dr. George E. Blackham, of Dunkirk, N. Y., third member of the Executive Committee, vice Mr. John C. Gulick, resigned.

W. S. BULL,

Chief Consul.

BUFFALO, N. Y., March 20, 1889.

### THE ADAMS MEDALS FOR HIGHEST MONTH'S MILEAGE.

Messrs. Adams & Sons, the manufacturers of Adams "Tutti-Frutti" Chewing Gums, so extensively used in this country and abroad, are unique advertisers. Their latest form of advertising is an enterprising step, which will be appreciated by all road fends.

Messrs. Adams & Sons have offered two gold medals, valued at \$100 and \$50, the first of which will be presented to the American wheelman who makes the highest one month's record between the first day of May, 1889, and the first day of November, 1889. The fifty-dollar medal will be presented to the wheelman making the second highest record. The first medal will be more costly and valuable than the first prize presented at the Pullman Road Race of last May.

The conditions are as follows: All records must be submitted to C. W. Fourdrinier, of the *Bicycling World*, or F. P. Prial, of THE WHEEL. Records must be accompanied by sworn affidavits of the rider and Captain of club to which he belongs. The affidavit must state distance ridden each day and cyclometer must be inspected before and after the trial. The cyclometer used must be tested before final awards are made. The records will be published from time to time.

J. R. Blake, of the New York Bicycle Club, while riding through the Park, Sunday, March 17, was run over by a horse and carriage. He is now able to be around again, but his bicyclette is a total wreck.



## FENTON'S FANCIES.

The enterprise displayed by the wheelmen of Brooklyn ought to, and I hope will, set their brethren of New York to thinking, and perhaps rouse them out of the comfortable state of inaction in which they have been resting for so long. In an old black-letter manuscript in the possession of a book collector of my acquaintance, I read the history of a saint whose life, I am sure, deserves to be better known; as an account of it may perhaps serve as a warning to some of us here in the metropolis. Tiring of the gay delights of the ancient court of which he was an ornament, a certain gay young nobleman, whose name I omit for fear of giving offense to his descendants, decided to go into the recluse business. He purchased the good-will, gas fixtures and stock in trade, together with the residence, of an estimable hermit who was retiring from active business on account of ill-health, and immediately began trade on his own account, "at the old stand," as his business cards announced. But our friend had no *musca domestica* on him! Casting aside all the hackneyed ways of ordinary reclusi, he resolved to enter upon a new line for himself. Flagellation was a good deal of a chestnut; starvation was not yet *ton*; what course should he adopt in order to make a striking success in his chosen career? Damfino! he exclaimed, in the mystic language of his race, many times, before, like the rush of the "puller-in" upon the unsuspecting wanderer through Chatham Street, an idea forced itself upon him, which he immediately proceeded to carry out. Rising at the pleasing hour of ten, he sat down to a frugal breakfast of some sixteen courses, served by a neighboring restaurant. Having completed this, he affixed a neat sign on the front door, conveying the information that the hermitage was open to visitors, who on the payment of a shekel could witness the edifying sight of the hermit engaged in devising plans for the good of the human race. He then seated himself in an arm-chair and cast his eyes upon the ground, from which he never removed them until the close of business hours, which was usually about four in the afternoon. The result may easily be guessed. The people flocked to see him, the pile of shekels rapidly increased and the simple life of the hermit now presented more charms to him than all the gay frivolity of the court, particularly as he came to be regarded as a philanthropist and a sage by the majority of the populace. It is true he never revealed any of his plans for the amelioration of the human race; but let critics be silent—many a philanthropist of our time has made reputation in the same manner! He died at the early age of ninety-six, leaving his scanty savings to an executor for the purpose of founding a faro bank, in which the hard-earned gold of the prudent laborer might be deposited. Canonized by popular vote, his name and actions were cherished for many years by a grateful nation. I have given you a long sermon, my brethren; but there is a warning in it. The wheelmen of New York have had their eyes on the ground too long. Let us hope that they will soon get up and put their shoulders to the wheel. Brooklyn has set the ball rolling and now New York should step in. In plain language, what is the matter with a theatre party and dinner for the wheelmen of this city? A slight exercise of enterprise would make it a success.

I hear something every now and then about a Baseball League of the clubs and hope it will go through. The success of the Bowling League shows that the scheme is feasible, and I'm sure would be a source of even more enjoyment to the men taking part. President Bridgman, of the K. C. W., is a good deal of a baseball "fiend," they tell me. Here's his opportunity to help on the national game!

The election of the New Yorks occurs in May, and a preliminary meeting for the reception of nominations was called for Wednesday. One of the slates, and a good one too, runs about as follows: Shriver, for President; Terry, for Vice-President; Findley, for Secretary, and Shaw, for Treasurer. Chairmen of Committees—House, Lansing; Auditing, R. W. Weir; Entertainment, Heydecker; Membership, Roy. Last, but not least, McFadden, for Captain. This ticket is a good one throughout, and, provided all the gentlemen named consent to run, stands a good chance of being elected.

FENTON.

## BROOKLYN.

The big theatre party is now but a memory, but in many respects a pleasant one. Mayor Chapin presented himself to us, both at the theatre and afterward at the supper, and seemed impressed with the abundance of manly beauty upon which he gazed at the latter place. The boys witnessed the performance in rather a cold-blooded state of mind, and, until the curtain dropped on the finale, each one anxiously and impatiently awaited the arrival of a really deserving moment in the opera. It is but charity to think that a premature dropping of the curtain prevented the arrival of such a moment; for certainly, as presented to us, "The Pearl of Pekin" proved a disappointment. The dialogue was expected to be replete with gags and pointed personalities, but every one escaped without damage; no, not every one, as Wise was favored twice, and the Murphy medal for the long-distance championship adorned the manly breast of the star, while the flags of the different clubs were tumbled promiscuously about the stage. The committee desires it known that many hits of different men were prepared, and sent to the High Muck-a-muck, Harrison, but were there suppressed. Harrison's conduct in reproducing so few of the expected hits, and his jealous refusal to let any other member of the company gain the good-will of the boys in that way, hardly made him deserve the consideration and attention he received during the course of the dinner. The spread produced a fuller and more amiable feeling in general; very happy speeches were made by Mayor Chapin and others, including "ye Editor," who was in attendance in body and in spirit, and his description of the festivities should sparkle, e'en as the limpid ice-water he imbibed. The feasters hung together for about three hours, with few deserters, but many slipped away on the castor-oil story, and thereafter the break-up was rapid.

In striking contrast to the conduct of a near neighbor, Mr. E. C. McCormick, through the medium of THE WHEEL, extends a cordial invitation to all passing wheelmen to stop at his house and indulge themselves in a few moments' rest. Mr. McCormick resides at Mapleton Villa, on Eighteenth Avenue, the usual route to Bath, on the north side of the Sea Beach Railroad—a point at which many men feel inclined to stretch themselves for a few minutes, and to whom a glass of cool water, or perchance a glass of milk from one of Mr. McCormick's Alderney cows, would be most acceptable. We strongly advise club men on their way to Bath to take advantage of Mr. McCormick's gracious hospitality, and to thereby show their appreciation of the spirit that has prompted the invitation. Between Mr. McCormick and the Boulevard resides also the most marked species of human hog in this vicinity, who shows that it takes all kinds of people to make a world, and under which axiom lies his only excuse for living.

On Saturday night the Brooklyns will visit the L. I. W. Club House, the occasion being another of the L. I.'s celebrated stags. Col. John Oakey has been announced to speak upon cycling in general and Brooklyn in particular; in addition, Captain Marion, K. C. W., will hold the floor for an uncertain period; Mr. Nickolds will sing, and probably Chairman Clark, of the Entertainment Committee, may be induced to give us one of his much-prized recitations. The Brooklyn survivors of the Clarendon wine cellar are expected to turn out in force. NYX.

"Muck-a-hiah!"

"Does it go?"

"It goes, it permeates!"

The prevailing expressions at the theatre party are still ringing in my ears. It is my first pleasant duty to heartily congratulate the Committee of Arrangements on the successful manner with which the entire affair was conducted.

They have, in a measure, put their collective foot in the consommé, though, for the wheelmen of Brooklyn will hereafter want at least one such an affair each year, and they will undoubtedly press the same efficient committee into service again.

The colors of each club were conspicuously worn in various parts of the theatre by the many feminine admirers of the boys, who had secured seats in advantageous locations where they might obtain the best view of the fun. Club colors also abounded on the stage, where each performer wore the colors of at least one of the clubs.

Mayor Chapin was entertained by Bert Cole and George Bancroft in their private box, where his entrance was the signal for prolonged applause from the boys in the orchestra.

The souvenir programmes were "things of beauty, etc.," and I venture to assert that each person who received one will treasure it for a long time to come as a memento of a most enjoyable occasion.

The enthusiastic road-riders of the different clubs had various plans laid to get their wheels out of town on Sunday, but probably the only men who succeeded in putting in a ride were A. C. Banker and W. E. Fuller, B. B. C., who started at 6 A. M. for Patchogue. They, however, changed their route and came back to Brooklyn by train from Jamaica, where they met the unexpected in the shape of a snow storm.

The 1889 Century run is now assuming a definite shape, and particulars in full are to be seen on the bulletin boards of the K. C. W., L. I. W. and B. B. C. In the latter club Messrs. Meeteer, Warner, Fay, Rogers, Banker, Barkman, Borland, Fuller and Weed have signified their intention to participate. The K. C. W. will also send several men.

J. F. Borland, B. B. C., will take charge of the new "Photographers' Supplies" department, which A. G. Spalding & Bros. are about to open in their store.

The Long Islands are making preparations for an elaborate stag racket, at their club house next Saturday night, and those who are so fortunate as to attend may be assured of a royal good time. ATOL.

Brooklyn, April 2, 1889.

## JERSEY CITY.

The N. J. T. R. R. A. will doubtless be organized in the near future. Answers to Capt. Day's circular-letter are coming in rapidly, and every reply received to date gives promise that assistance will be rendered by clubs in every part of the State. Capt. Day hopes to have race No. 1 run on Decoration Day.

There is a story afloat among the cycling and daily papers to the effect that C. E. Kluge is in active training with the intention of practically "living" on the path this year. I was speaking to Kluge last night and he denies that there is any truth in the rumor whatever. His business demands his entire attention, and he cannot, therefore, spare the time necessary to devote to path racing this season. It is therefore doubtful if Roseville sees him this year, except, perhaps, as a spectator.

The following is a copy of the postal received by the members of the H. C. W. a few days ago:

HEADQUARTERS OF THE  
HUDSON COUNTY WHEELMEN,  
555 Communipaw Avenue.

JERSEY CITY, March 28, 1889.

Ki-Yippy, Ki-Yippy, Ki-Yippy, Ki-Yah, Hudson County,  
Here We Are, Who-Wah, Who-Wah, Hah, Hah, Hah!

We are not dead, but sleepeth, and have just awoketh.

On Tuesday evening, April 2, 1889, a GRAND SMOKER will be smoked. The Committee have been at work for the past two months in securing the best talent from the Bowery; Tony Pastor's Banjo Quartette (Messrs. Wood, Wolford, Eldridge and Damitt); our old friend Levy, the tear-extractor, will again paralyze us; the Bjingstein Bjorston Brothers, in their chillsy six-act drama entitled "Seven Quarts of Blood, or The White Man's Revenge."

A Dime Museum will be connected with the entertainment, including "The Ossified Man on the Bicycle," "Walt Whitman, the Man with the Pink Whiskers." Samson Morse will break a dollar bill into four quarters.

Every Idridge. Body Benedict, Maysesles, Work the hitman, Growler. rifflits.

SMOKER COMMITTEE.

The result of this spirited invitation was that the H. C. W. rooms were very much crowded on Tuesday evening. A great deal of fun was caused by the appearance of the committee in ballet burlesque costumes à la *décolette*. A topical song, entitled "I Think So," was sung by Messrs. Merseles and Eldridge. Recitations and vocal solos were rendered by the club talent, after which refreshments were served. The Bicycola was again brought into use, Mr. C. W. Higgins securing first prize, in the shape of a very handsome silver-mounted cane, and Mr. Griffiths second prize, a bronze clock. Messrs. Demmert, Shone and Post also secured prizes. Mr. J. L. Robertson won the special prize (I do not recollect what it was) for making highest score with eyes shut. A sample of fancy needlework was presented to two of the members by Mrs. Earl and Miss Rich, members of the ladies' division of the club.

COASTER.



# "American Rambler" Safety.

NOW ON EXHIBITION IN OUR SALESROOM.

FOR  
Lady or Gentleman,  
WITHOUT CHANGE.



THE  
"IDEAL RAMBLER"  
FOR  
BOY OR GIRL,  
WITHOUT CHANGE.

Eastern Agency for GORMULLY & JEFFERY'S Full Line of American Cycles and Sundries.  
Eastern Agency for INDIANA BICYCLE MFG. CO.'S BOYS' SAFETY.

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

AGENTS WANTED IN ALL UNOCCUPIED TERRITORY.

## NEW MAIL

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

SAN FRANCISCO, CAL., }  
February 19, 1889. }

DEAR SIR:

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

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

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

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



### SPECIALTIES.

WITH TRIGWELL BALL HEAD.

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

SPRING FRONT FORK,  
preventing vibration—very easy and out of sight.

REAR AXLE BAND BRAKE  
the place for a brake—not fouled with mud as when near the tire.

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

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

Has STRENGTHENED BASE HOLLOW RIM.

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

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

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

SEND FOR CATALOGUE.

SEE THESE WHEELS.

SEND FOR CATALOGUE.

MANUFACTURERS,

WILLIAM READ & SONS,  
107 Washington St., Boston.



# PSYCHO WHEELS FOR 1889.

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

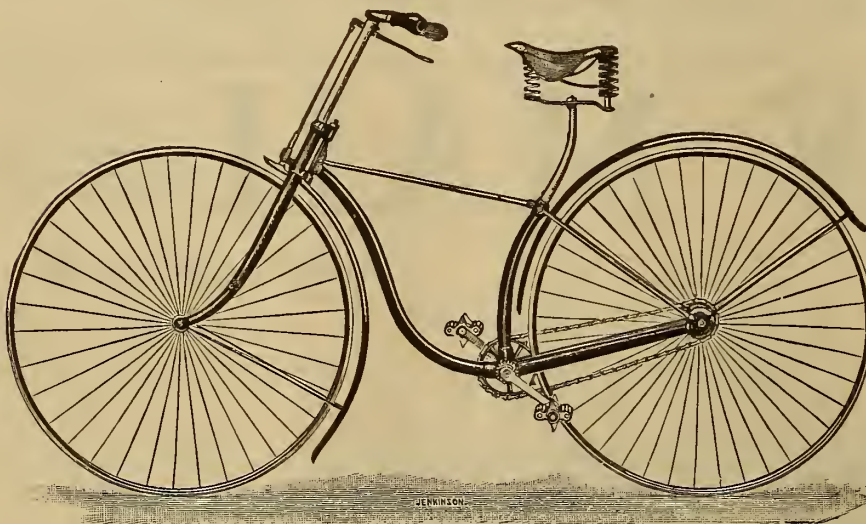
The Pyscho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888.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

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

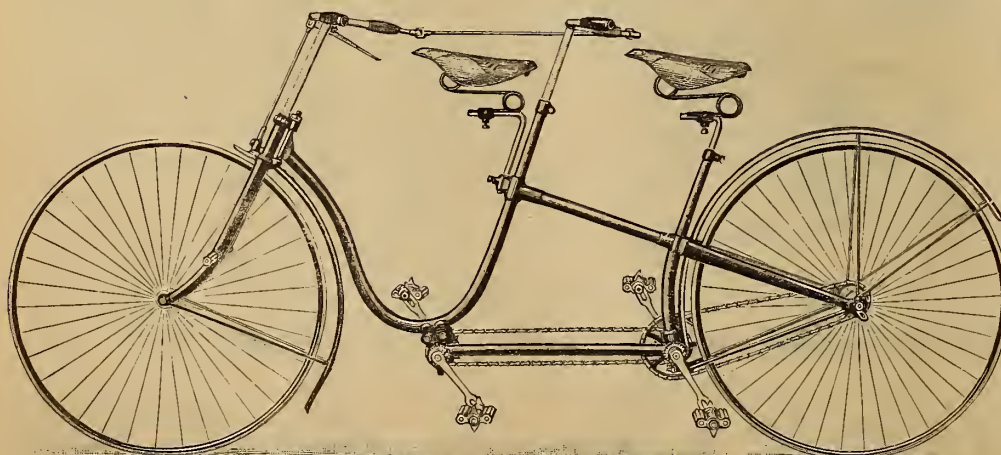
Psycho Cycles are remarkable for their lightness, strength, harmonious and uniform construction, simplicity (fewness of parts) and general gracefulness of design. **Beautifully finished.**



PSYCHO LIGHT ROADSTER.



PSYCHO LADIES' ROADSTER.



PSYCHO TANDEM SAFETY.

## SEVEN FORMS OF PSYCHO SAFETIES,

Varying in Weight and Design.

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

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

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

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

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

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

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

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



WARWICK

SEND FOR CATALOGUE.

CYCLE

# Warwick Perfection Wheels



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

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



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

## THE FOLLOWING

ARE

## Some of its Many Advantages.

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

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

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

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

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

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

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

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

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

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

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

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

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

MANUFACTURED BY

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

A. KENNEDY-CHILDE, Superintendent of Agencies.

MFG. CO.

SPRINGFIELD,  
MASS.

Catalogue now ready.



**A CORRECTION.**—The Pope Mfg. Co. desire us to say that they did not issue announcements or circulars stating that certain firms and companies were infringing on their patents. The Pope Mfg. Co. does not deny that it claims that some concerns are infringing on its patents, and that it has so informed its own agents by private communication. The Pope Mfg. Co. further states that it does not intend to do business, or prevent other people from doing business, by threats or intimidation. We are pleased to give the above statement publicity. In an original reference to the alleged infringements, we stated that in matters of fact we were open to correction. We supposed that the letter sent by the Pope Mfg. Co. to its agents was a public circular-letter.

“BY FAR THE BEST.”

BOSTON, MASS., March 13, 1889.

*Bicycling World Co., 12 Pearl Street, City:*

GENTLEMEN—It may be of value to you to know the following facts in regard to your paper as an advertising medium. We have tried two of the leading cycling papers besides your own in advertising second hand wheels. The replies received from the advertisements in the two papers were exactly one each, while we take pleasure in stating that we can trace directly the sale of over thirty machines to the advertisement which we placed in your valuable medium. You are at liberty to use this as you see fit.

Very truly yours,

SINGER & Co.,  
Per Wm. L. Ross, Mgr.

[We won't so far abuse confidence as to give the names of the other two papers, but we don't think our advertisers will have to work their imagination very hard to guess correctly.—Ed.]

[The above notice appeared in the *Bicycling World* of March 22. In the March 29 edition of *THE WHEEL*, and in future editions, our readers will find the advertisement of Messrs. Singer & Co., so we pass the Boston innuendo over to our Western brethren of the cycling press.—Ed.]

### ELWELL'S EUROPEAN TEAM IN IRELAND.

The scorchers, a correspondent of the Irish *Cyclist*, sends the following letter to Mr. F. A. Elwell, from which it will be judged that the American tourists will receive a taste of that hospitality which one always associates with the Emerald Isle:

“If you have only one week in Ireland you will have to keep going all your time. Lose no time on the road, and you will have two or three days in Dublin, which is famous for several things. The route you have now decided on is not half bad—tons in front of your original scheme. White tells me that he will look after you carefully with regard to all such matters. My dear, boy don't apologize. The Dublin cyclers will only be too pleased to have some excuse for staying out late, and all that sort of thing. White will let you know the interesting details concerning your route—he lives only for work of the kind. You will pass through the Vale of Avoca, unless you go some miles out of your way especially to avoid it. Some Dublin fellows will probably meet you at Queenstown and ride up to Dublin with you. There is no direct steam communication between Dublin and Birkenhead (which latter place is a horrible invention—the worst I ever was in), but you can get direct by steamer from Dublin to Liverpool. The sail is twelve hours, and the vessels very poor. There are no state-rooms, and the accommodation generally is better adapted for the lower animals than anything else. You have only to cross a ferry from Liverpool to Birkenhead, the two towns being separated by the River Mersey. A better route is from Dublin to Holyhead steamer (fairly comfortable), thence by rail to Liverpool, and cross the ferry. By both routes the vessels leave Dublin about 7 P.M., but the second is some three hours shorter than the first.”

The East side bicyclists of Rochester met on Tuesday evening, March 26, and formed an organization which they have called the “Flower City Wheelmen.” The following officers were elected: President, F. B. Weeks; Vice-President, F. W. Maxson; Secretary-Treasurer, J. H. Brown.

### CARRIAGES WITH CYCLE WHEELS.

The idea of rubber-tired wheels for carriages seems about to be practiced by an American firm, from whose prospectus we publish the following paragraphs:

“About five years ago, however, Mr. William Carmont, of Manchester, Eng., patented a means of applying rubber tires to vehicles which has since been extensively used in Great Britain and Continental Europe, thereby demonstrating the practicability of the use of rubber in this connection. The London Noiseless Tire Company was incorporated to work Mr. Carmont's patents, and has been eminently successful, having now running in London alone some 12,000 sets of their tires, while the whole number of rubber tires now in use in Europe on all sizes and kinds of vehicle wheels is estimated at 70,000 sets. The Earl of Shrewsbury, whose interests in cab property are among the largest in the world, recognizing the merit and growing demand for these tires, has bought up the entire capital stock of the Noiseless Tire Company, and he is said to have paid the stockholders six times the par value of their shares. The Earl, in addition to his large interests in London cab property, has introduced into Paris during the past six months several hundreds of hansom cabs with rubber tires.

“Mr. Howard M. Dubois, a resident of Philadelphia, visited Europe twice, each time making a careful study of the problem of adopting rubber tires on American vehicles. With the information thus gained, he therefore set to work to overcome the objections pointed out, and finally succeeded in solving the problem of securing a durable cushion of rubber between the carriage wheel and the roadbed. Patents have been granted to him on a number of applications, and others are pending covering the whole field, and the wheels are now being manufactured by the American Cushion Tire and Wheel Co., 18 South Broad Street, Philadelphia.

### CYCLING AS A YOUTH-RESTORER.

Cycling is not a patent medicine, as the above title would seem to imply, but it certainly is equal to the Floridian spring, the fount of youth which old Ponce de Leon hunted for. Listen to what “Perseus” writes to the *Sporting Life*:

“The bicycle is the modern alchemist's oven; you shove in an old man, shut the door; there is a sizzling sound for a few moments, the door flies open and out steps a youth. I know an old man who was shoved in and sizzled and his cheek is now colored with the ruddy glow of health, his step is as elastic as a boy's and he does not look a day older than forty, though he is over sixty.

“I will not tell you his name, but he lives not a thousand miles from Kingston, Pa., and the members of the Pennsylvania Division who attended the meet at Scranton will remember his hospitality on the run down to Wyoming, and one rider in particular remembers his kindness and deftness with the needle in repairing damages to his unmentionables. He can do almost anything now without astonishing his friends, but I certainly was surprised the other day when he walked in and told me that he had come to town to take lessons in waltzing. Sixty-five and learning to dance!”

### PROSPECT WHEELMEN ELECT OFFICERS.

At a meeting of the Prospect Wheelmen, of Brooklyn, held at the residence of Mr. Chas. Newbourg, 637 President Street, on Thursday, March 27, the following officers were elected to serve for the year 1889: President, Fred. J. Bosse; Captain, Harry Newman; Lieutenant, Wm. Shannon; Secretary, Chas. Newbourg.

Captain Newman wore the new uniform of the club, which is of blue chevrot cloth—sack coat, handsomely braided; standing collar, with gilt Old English letters “P. W.” It is evident the Prospects intend to make a good showing this season, in appearance as well as in numbers. Although a young club, they have been very prosperous.

Mr. S. C. Devy, of the Pennsylvania Bicycle Club, has presented for competition a stop-watch, to be given either for mileage or the greatest number of times out on club runs. Captain Supplee is to name the winner.

### DO BICYCLES RUN EASIEST AT NIGHT?

Some American engineering papers are discussing the greater ease with which it is alleged machinery runs during the night. Many engineers of considerable standing have expressed the opinion that there is undoubtedly an increase of speed and ease of motion, whatever the cause may be. One writer states:

“For a number of years I have been the rider of a bicycle, and, during that time, have had occasion to take many night rides. I have found in nearly every instance that the wheel is propelled with about one-half of the power required during daylight. I have started out for a ride by daylight and let darkness overtake me on the road while still in the saddle, and I never failed to note that, as the shadows deepened, my speed increased under less exertion. Where before I had found a hill hard plodding, I now rode easily over it. Another peculiar fact was, the darker the night became the less power I required. I have at such times, even during heavy mists, ridden with but a small proportion of exertion, when in the daytime it required my best efforts. The feeling I experienced at such times was as if all friction or weight had been suddenly removed, and all that was required in riding was to keep the legs in motion. Other riders who have been my companions at such times have often spoken of this subject and wondered at the cause. In the bicycle, the cause can lie only in one or two mediums, and the less density of the atmosphere during the night would probably be the one favored by the majority, although there are those who claim that the peculiar electrical conditions during the night-time have more to do with it than is generally supposed.”

Our own experience entirely agrees with the above, and those of our readers who “fly by night” as well as by day may be able to bear us out in this. The question has not been discussed in our columns, and it would be interesting to have an expression of opinion from some of our more observant friends.

### THE WINSLOW SKATE COMPANY'S NEW WHEEL.

The Samuel Winslow Skate Manufacturing Company, one of the largest manufacturing concerns at Worcester, Mass., have established as fine a bicycle plant at their skate factory as we have seen, and are turning out a high-grade wheel which they have named the “Vineyard,” after a skate of their make which had as high a reputation in the skate-manufacturing world as “Columbia” has in the cycling world.

The “Vineyard” is made in sizes of 38, 42, 44, 46, 48 and 50 inch. The first three sizes named have  $\frac{3}{4}$  tires to front,  $\frac{1}{2}$ -inch tires to rear wheel. The last three sizes named have  $\frac{7}{8}$  tires to front and  $\frac{3}{4}$  to rear wheel. The weight varies from 31 to 41 pounds, and the price from \$35 to \$60. A cut of the wheel will be found in the company's advertisement. The following are the specifications of the “Vineyard”:

SPECIFICATIONS OF 50-INCH.—Red rubber tires,  $\frac{7}{8}$ -inch to front and  $\frac{3}{4}$ -inch to rear wheel. Crescent felloes, 52 and 18 direct spokes. 16-inch rear wheel. 4-inch hub flanges. Detachable cranks, 4 to 5 inch throw. Parallel pedals, with corrugated rubbers. Adjustable parallel bearings to front, cone to rear wheel. Solid front and rear forks. Adjustable step. Suspension saddle. Cowhorn handlebars. Spade or pear handles. Leg guard. Tool-bag and tools.

The materials used in the “Vineyard” are the best that can be obtained; the finish is in much better style than that found in wheels of this grade; the wheel is fitted with cowhorn bars, spade or pear handle, adjustable step and suspension saddle. The wheels are strongly made; the hubs are of the best cast steel. The backbone is of high-quality drawn steel, carefully tapered and curved; the tires are of Para rubber. The bearings are of a special patent, and will be found most satisfactory. The company wish agents in every city.

The prowess of the Maryland Bicycle Club in winning cup races is exceeded only by its record on the road. The total mileage of this club for the past twelve months in club runs and individual excursions and tours on the wheel foots up over 100,000 miles.

London racing men have started to train on the Crystal Palace track.



## WHEEL GOSSIP.

The German champion, Lehr, with a party of European racing men, will visit England in July. The fame of England will be upheld by Synder, Osmond, Mayes, Morris, Langley and Illston. Windle, the American champion, may also be there. Osmond, the bicycle crack, and Mills, the road demon, are reported as having fared very badly this winter, both suffering from cold and not looking in good form.

The Scotch championship will be held June 15.

The *Phonetic Journal* says, with regard to the system it advocates: "If the learner is a seiklist he will find that fonograpia is to longhand what the safeti bei or the trusti trei is to stumping it on foot. The wun iz fleet and ful ov plezhur, the uther iz toilsum and ful ov trubel."

An English firm, Joseph Lucas & Son, call cycling sundries "Cyclealities," and have coined "Cyclorn" to describe an automatic horn, the horn being blown by pressing an India-rubber ball attached to a tube.

At the Leipsic cycle show, 140 firms exhibited, the principal English firms being represented through their Continental agents. The King of Saxony visited the show. During the show the German makers organized a union. The machines of German manufacture did not compare with the English product, being clumsier and poorly finished. The principal German exhibitors are: Durkopp & Co., Bielefeld; Siedel & Naumann, Dresden; Heinrich Kleyer, Frankfurt; Marsch & Kertzschmar, Dresden; Winkhofer & Jaenicke, Chemnitz; F. E. Trinks, Dresden; C. Bescherer, Zeitz; Haase & Stamm, Berlin; Paul Focke & Co., Leipsic; Carl Marschutz, Nuremberg; Goldschmidt Bros., Neumarkt; Frankenburger & Ottenstein, Nuremberg; Dissel & Proll, Dortmund; Lexzau & Scharbau, Hamburg (this firm make a copy of the American "Star" bicycle); Adam Opel, Russelskeim, Frankfurt, and Plizen Bros., Munich.

The American "Star" bicycle is being copied by Messrs. Lexzau & Scharbau, of Hamburg, Germany, who make and market the wheel.

## THE N. C. U. CHAMPIONSHIPS.

The following are the dates of the N. C. U. championships for this year, all of which will be held at the Paddington track: July 20, 1-mile bicycle; July 20, 25-mile bicycle; July 20, 5-mile tricycle; July 27, 1-mile tricycle; July 27, 25-mile tricycle; July 27, 5-mile bicycle.

Chief Consul Emery addressed a meeting held last Wednesday evening at Worcester, Mass., for the purpose of stimulating improved roads and interest in the L. A. W.

"I am fully convinced that it (The Brooks) is the most simple and the best idea for a Cyclometer I have seen."

J. WILKINSON, Bridgeport, Conn.

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

## A PNEUMATIC TIRE.

The *Irish Cyclist* says that Messrs. Edlin & Co., of Belfast, are introducing a "Pneumatic" safety, of which it remarks: "The principal features of these machines is a hollow tire filled with air, which absorbs nearly all vibration, and renders the going as easy over square sets as on a cinder path. We examined a tire that had been some months in use, and there was not a single cut in it, the sharp stones seeming to produce no effect, as they sink into the yielding surface. Messrs. Edlin & Co. are making the machines themselves."

An English firm, Burroughs, Welcome & Co., of London, sell a "cyclist's pocket medicine case." One of the preparations contained in the box is a "saccharin" tablet, which is several times as sweet as sugar. One tabloid of the size of half a pea will sweeten a cup of tea or coffee.

It is rumored in England that the authorities will make an effort to suppress road races.

The "Star" bicycle has received first prize in the Melbourne (Australia) Exhibition.

On Tuesday evening, March 26, a half-dozen wheelmen of Rochester were arrested for violating the ordinance which forbids cycling on the sidewalks in the business part of the city between the hours of 6 A. M. and 9 P. M. Supt. Cleary has instructed the patrolmen to strictly enforce this ordinance.

Howard A. Smith & Co., Newark, N. J., are probably teaching more persons to ride than any previous year. The ladies seem to be taking to the ladies' safeties. Oraton Hall seems to suit them to learn to ride in, owing to its immense space without posts and the fact that it is easy of access.

The New York Bicycle Company's season opens with a rush. They report business booming at both their houses. The company handle all makes of crank machines this season, and are New York agents for the Smith Machine Company's "Star" safety, Special, Pony (39x24), etc. A specialty is made by the Irvings of taking old mounts in part payment for new ones of any standard make. At the company's uptown branch, No. 4 East Sixtieth Street, difficult repairing is attended to promptly, and is all done under their personal supervision. As uptown agents for Messrs. A. G. Spalding & Bros., the company carry a fine assortment of this firm's celebrated brands of sporting and tennis goods. This will be a great convenience to buyers in the upper districts. The New York Bicycle Company's bargain list should be perused by all intending purchasers. Their stock of slightly used wheels is unexcelled in point of variety and excellence, and their prices are very reasonable.

At the National Cross-Country Association games, to be held at the Gentlemen's Driving Park on Saturday, April 27, a three-mile bicycle handicap will be decided. The grounds may be reached from the Grand Central road to Morrisania station, or via Jerome Avenue, the road leading to them branching off Jerome Avenue to the left about half a mile above Macomb's Dam Bridge.

## CYCLING AT TACOMA, W. T.

Prince Wells has just opened a Gormully & Jeffery agency at Tacoma. Among the visiting wheelmen are E. I. Halsted, of the Harlem Wheelmen, and Dr. Aitken, of the Citizens' Bicycle Club, who is taking an extensive trip for the benefit of his health. The roads in the city and vicinity are level, and present a good surface for cycling. The Indians are quite friendly, and occasionally afford much amusement to wheelmen. The weather has been beautiful during the past week, and already there is a stir among the wheelmen which betokens great activity during the coming season.

The Harlem Bicycle Company will remove May 1 to their new double store at 310 Lenox Avenue, near 126th Street. Their new headquarters will be much larger than their present store, and will give them more room for repairs and renting and storing wheels.

The Elastic Tip Company of Boston are patentees, manufacturers and dealers in rubber goods of every description. One of their specialties is bicycle handles, made in various styles, which they sell largely to the cycle trade.

At the meeting of the New York Club, held Wednesday night, the following gentlemen were nominated by the club members (the ballots will be received on May 6, from 8 to 11 P. M.): For President, E. J. Shriver, F. W. Kitching and E. S. Terry, of whom Mr. Shriver will probably be elected; Vice-President, E. S. Terry—will probably be elected; Secretary W. E. Findlay, unanimously; Treasurer, Irving Shaw—will probably be elected; Captain, Mr. Shaw and Jos. McFadden, of whom the latter stands the best chance. House Committee, Mr. Lansing, Chairman; Auditing Committee, Messrs. Shaw and F. I. Stott; Entertainment, W. C. Heydecker. Membership, Messrs. Heydecker and John R. Blake.

Chief Consul Bull will arrive in New York on Sunday morning. On Monday he will attend the "Spalding" banquet at Delmonico's as representing cycling.

Messrs. A. G. Spalding & Bros., U. S. special agents for Victor wheels have just published a sixty-four page catalogue of Victor wheels and cycle sundries; Messrs. Spalding & Bros. are supplying the L. A. W. official caps, shirts, stockings, belts and shoes. The L. A. W. shoe, price \$5.00, is hand-made and from specially selected kangaroo stock; it is light, strong and elastic, and being laced more open at the toe, can be made to give a snug fit. A bicycle shoe at \$3.50 is attracting brisk demand.

The annual meeting of the Massachusetts Bicycle Club was held at Young's Hotel last evening, about twenty-five members being present. In the absence of the President, Mr. A. S. Parsons was chosen Chairman. The Treasurer's report showed the club to be in a sound financial condition, and the Membership Committee reported that twenty-five gentlemen had been admitted into the club during the past year. After some minor business had been transacted, these officers were elected: R. G. Amory, President; W. H. Minot, Treasurer; C. C. Ryder, Secretary; R. G. Amory, A. D. Salkeld and E. B. Pillsbury, Executive Committee; A. D. Peck, Jr., C. D. V. Graves, C. C. Ryder, H. B. Salkeld and H. M. Sabin, Membership Committee; A. D. Peck, Jr., Captain, and J. M. Sprague, Lieutenant.

Plainfield, N. J., will have five newly macadamized streets, an ordinance having just been passed to that effect.

I do not know anything about the respective circulations of THE WHEEL and the *Bicycling World*, but I do know that I read THE WHEEL and don't.—*Perseus in Sporting Life*.

Griff Glover, a St. Louis wheelman, strongly opposed the Warner Bill, and employed a skillful lobbyist to help defeat it.

Mr. Page, in St. Louis *Spectator*, says: "I am inclined to think that 'Ithuriel's' plain, every-day-business name is Wm. Brewster." Mr. Page is unwise to publish mere "inclined thinks." "Ithuriel's" plain every-day name is not Wm. Brewster.

The Plainfield, N. J., B. C. held an athletic meet at the Crescent Rink on Thursday evening. The Elizabeth Wheelmen sent a strong delegation.

Elizabeth wheelmen are eagerly inspecting the new "Eagle" just received by N. H. White. Messrs. L. B. and D. B. Bonnett will push a "Columbia" tandem this season. They have already received the wheel, which attracts much attention.

The Boston *Herald* of March 31 publishes almost two columns of Stanley Show notes, based on information furnished by Mr. Charles E. Pratt, of the Pope Mfg. Co. The article is an exhaustive and intelligent review of the Show, the *Herald* man having made the most of the authentic and extensive information furnished by Mr. Pratt. The *Herald* man could have made a sensation had he interviewed Mr. Pratt on his return from the Show.

Louis Harrison, who was one of the choice spirits of the Boston Club in its palmiest, punchiest days, has joined the New York Bicycle Club. Mr. Harrison is a magazine writer, a specialist on theoretical naval architecture, and moves in one of those metropolitan literary-artistic eddies which are a part of the shadowy gas-lit world called "Bohemia."

"Tommy" Finlay, the Star rider, will be seen on the racing path this year.

The *Sewing Machine and Cycling News*, English, publishes a weekly column of American notes captioned "Stars and Stripes," which is stolen bodily from this paper.

## CYCLING AS A DYSEPSIA CURE.

The real benefits of cycling as a health-giving sport cannot be fully appreciated by the uninitiated. One is so accustomed to hearing this form of exercise spoken of as a stimulant to muscular development and a panacea for the ills of the flesh that these general assertions lose their effect until specific cases are cited to more forcibly impress their truth upon the average mind. It may be that it is not so much the form of exercise as the exercise itself that produces such good physical results, but certain it is that the devotees of cycling, as a rule, are noted for their vigorous and robust health. Bicycling, after one has passed the initiatory stage of discouragement and oftentimes disgust, is so fascinating that one is loath to abandon it, and it is this every-day devotion that keeps the limbs supple, the muscles hard, the appetite good, the digestion unimpaired and the mind vigorous.—*Nashville American*.

It will be interesting to many wheelmen to learn that a book entitled "The Bicycle: Its Use and Action," by Charles Spencer, was published in London in 1870.



## NEW ORLEANS.

Rain knocked out the Louisiana Cycling Club's Batson medal race again last Sunday. The next attempt will be made on March 31.

May 18, June 22, July 20, August 17 and September 21 are the dates set for the New Orleans Bicycle Club's races for the A. M. Hill cup.

The spirit of progress is abroad in our midst, and it looks as if this is to be about as lively and prosperous a year as cycling has yet enjoyed in "these diggings." The Louisiana Club is maturing a building scheme, and, after incorporation, which will probably be the order of next week, the scheme will be brought to head. The idea is feasible, and, with the enthusiasm that has met its inception, there seems little doubt but that favorable action on the part of the club will follow. It is about time anyway that we New Orleans boys were doing something to place "the cause" in a big city like this on a permanent foundation.

The New Orleans Bicycle Club has adopted a bottle-green, black-trimmed uniform and placed the contract with Wanamaker & Brown, Philadelphia.

The Hill cup is to remain a perpetual club trophy and be raced for annually, each year's winner to have his name inscribed thereon and to be awarded a medal as a personal testimonial. President Shields has generously donated the 1889 medal. Bi.

### "NO DYSPEPTIC CLERGYMEN, IF YOU PLEASE."

This is the title of a three-inch square advertising pamphlet, published by the Overman Wheel Company. It is so unique that we describe it. The cover is of the brightest red. The second page bears only these two lines:

See what Mr. Harris says about it. It would do as much for you as it has for him.

Then follows the Rev. Mr. Harris's letter:

FAR ROCKAWAY, L. I.,  
13th Feb'y, 1889.

OVERMAN WHEEL CO.:

Gentlemen—My "Safety" wears like an old coat, more comfortable every day, save that it doesn't wear out. For the mere purpose of making pastoral calls I find it worth its price; it is better than a horse as to expense, care, risk (to machine), danger (to me) and cleanliness. It saves me much time every day, and I get also immense pleasure while fulfilling my engagements.

I feel grateful for a machine that has done so much for my health, my spirits, and consequently my work, and for this reason should like to have you show this note to any young pastor who wonders whether it pays to have a "Safety." If his elders or deacons object that such a conveyance is unsuitable for a minister, let him take his Bible and his bicycle and go where people demand healthy sermons, no dyspeptic ministers for me, if you please, and hence my appreciation of the Victor Safety.

Yours sincerely,

THEO. W. HARRIS.

The last page contains a cut of the Victor Safety, underlined as follows: "Here it is; it is made by the Overman Wheel Co."

## RACING IN INDIA.

At the recent sports of the Parsee Gymkhana at Bombay there were two cycle races, of which the following are particulars:

Two-Mile Bicycle Race.—K. M. Satin (1); R. M. Satin (2). The contest lay only between the Satin brothers. K. M. Satin was as good a rider as his elder brother, and he did not let go the advantage of a good start which he had gained over his brother. Time, 10m. 5s.

One-Mile Tricycle Race.—P. M. Dalal (1); D. D. Dubash (2). There were originally six entries for this race, but only three appeared on the field. The race was, however very interesting, although the contest was by no means very keen. Dalal led off at the start, and maintained his position to the end. Dubash, who was encumbered by a rather heavy machine, was, in spite of his best endeavors, a bad second. Time, 5m. 5s.—*The Cyclist*.

## THE "EAGLE" ON EAGLE ROCK.

Weather and the condition permitting, B. Gaylor, of the Eagle Bicycle Company, and Wm. A. Clark, of Stamford, Conn., will be at Eagle Rock at 2.45 P. M. on Saturday, April 6. Mr. Clark will attempt to mount the Rock on a 50-inch "Eagle" with  $5\frac{3}{4}$  inch cranks,

## CYCLING FOR WOMEN.

## AN EXPERIENCE OF THE LADIES' SAFETY.

Having perused the article entitled "Shall we Ride Tricycles?" in a recent issue of *The Lady*, and finding that the writer, whoever she may be, seems to have written upon a subject with which she is not very familiar, I trust I may be allowed to give my opinion and experience of the "ladies' safety," and that the editor will find room for it. Truly "the wonders of the age are many, but the wonders of the age are not ahead of the impudence of some of those who live in it," to quote our unknown friend's—or, rather, enemy's—own words. How very applicable they are! I, too, was present at the Stanley show, and was greatly pleased to see the number of firms which exhibited "safeties" made expressly for the gentler sex, and at their elegant appearance and finish. This undoubtedly indicates that at no distant period we may hope to see very many of them in active service. I was especially struck with one, made and exhibited by Mr. Leni, of Hammersmith, which contains several important improvements, chief of which is that the saddle is made on a hinge, and falls down when the rider mounts, thus enabling her to do so with

## MUCH GREATER EASE,

and rendering the catching of the dress on the peak an impossibility. The fore wheel is considerably enlarged, being 36-inch, while the driver is only 26-inch. This is quite an innovation, and it remains to be seen whether it will be a success. Up till now the usual style has been equal to 28-inch or 30 inch, or the front wheel two inches less. I hope to try this machine when next in town, and to report as to its merits. "Unknown" says: "It is, from its nature, utterly unsuited to the purpose for which it is designed." How so? Will she write and explain, or ask the makers why they have designed a thing that is useless and unsuitable? I should like some competent replies to the above to remove the prejudice which may be spread by this most unwarranted assertion. With regard to learning to ride, I cannot do better than record my own experience. I advertised in the *Bicycling News* last autumn, and soon had plenty of replies. I selected a dainty little "Psycho," by Stanley Bros., and was much pleased with the machine when it arrived. Unfortunately, the weather was most unpropitious, and my patience was sorely tried; but at last, in a day or two, it cleared up enough for me to make my first attempt, and I sallied forth with my page to meet some friends who were

## WELL UP IN CYCLING,

and to receive my first lesson. With the help of a little support, I got on capably, and was soon able to go alone. I found mounting a little difficult by myself; but, being determined to overcome it, I tried a good many times one day, until I was completely master of it, and then my happiness was complete. I have been used to a tricycle for some years, but I can safely say I much prefer my little two-wheel, and mean to keep it, too, in spite of the long faces of my relations and others. I have not had one fall, though the machine slipped once or twice through my being a little over-hasty, and I have ridden twice down a very steep hill. If the "tyro" does go out to practice "when the milkman is delivering his cans, and the paper-boy crying the news," she will find priceless treasures and renewed health and strength by inhaling the pure, sweet-smelling morning air, and the exquisite scent of the flowers and grass in the spring and summer, and she will return home with a healthy appetite to enjoy her breakfast, and not be too particular as to what it consists of, putting to shame those of her sex who spend most of their nights in the stuffy ball-room or theatre, and finish up by either breakfasting (or trying to breakfast) in bed or else making their appearance so late that, by the time they have taken their first meal, it is nearly time for the next. Need we wonder at their digestions being bad, and at their having no appetites? The knack of mounting is learned in a very short time. The rider takes her machine by the handle, standing on the left, or near side, and wheels it a few paces, until the right pedal is just past the highest point; then, standing well forward, she places her right foot on the said pedal, and springs lightly into her seat, at the same time letting the machine go, which the

weight of the rider on the pedal will move; the left foot will soon find its pedal, and she is started before she knows where she is. As to gracefulness, the two machines cannot be compared. It is to the fact of always having to keep your balance on a safety that it owes its gracefulness, as the body must always incline slightly, to whichever side you are steering. It is impossible for any but a good rider to become a proficient; by this I mean one who is naturally good at balancing, for without this capability she will find it almost useless to persist, as it is in this that the secret lies. Any woman can ride a tricycle (or thinks she can); but if "Unknown" had seen the frights that I have seen on them, the doubled-up forms, pounding away in a series of jerks at the pedals, with their shoulders up to their ears, and then stopping to gasp for breath and wipe their perspiring faces, I am sure she could not do otherwise than agree with me as to which was the more graceful of the two. You must have your wits about you when on a safety, or you will soon kiss Mother Earth, whether you will or no. Of course, if people will

## RIDE LIKE MANIACS,

they must expect to come to grief; and I, for one, would never sanction tearing down hill, feet up, either for man or woman, especially with only a spoon-brake, which is the only thing I am not satisfied with, and I sincerely hope that band brakes may be fitted as satisfactorily to safeties as they are to tricycles—they will then be perfect. Are women to give up hunting, boating, tennis, riding, etc., because of the terrible accidents which so frequently occur, and which could have been prevented by the use of a little care and prudence? I know which are the true ladies, and I would rather have for my friends those who find innocent pleasure in their outdoor pursuits (though they may be a little rough and uncouth in their manners) than those finicking, small-waisted, deformed little minxes of society who think of nothing but balls, parties, and theatres, and last, but not least, of young men, and who cannot converse upon any subject of ordinary interest. I conclude my remarks with this advice to my sisters—that they should not think so much of what their neighbors say and think about their doings, or their dear but very artificial "Mrs. Grundy," but take their own line in life, studying to be useful, and taking their recreation as a reward for their work, in whatever way they may see fit, as long as it is not wrong in God's sight. I know that propriety must be studied to a certain extent, but be careful you do not make yourself a slave in free England to conventionality."—*Bicycling News*.

## THE LADIES' BICYCLE AT POUGHKEEPSIE.

Mr. Theodore W. Roberts, of Poughkeepsie, N. Y., writes us that a number of ladies are interested in cycling, and particularly in the ladies' bicycle. Mr. Roberts testifies that the ladies' bicycle can be ridden without assistance after a very few lessons, Mr. Roberts succeeding in teaching a young lady to ride in the Casino Rink after three lessons, which occupied a total of two hours. The wheel used was a Rambler.

Mr. Roberts remarks that having become accustomed to mounting and dismounting the wheel "lady fashion," he really prefers that way to ordinary mounts and dismounts.

Mr. Roberts tells us that the ladies of Vassar College were quite interested in the sport of cycling last fall, and that the abatement of their interest in the sport is due in no small part to the awkwardness of the tricycle, which they were compelled to use.

Mr. Roberts incloses us the following names of ladies who are interested in cycling: Misses M. Carbutt, M. T. Christie, M. E. Chester, E. H. Griggs, Frances E. Litch and the Misses Van Vliet.

I am told that an arrangement is at present being perfected by which a lady can mount a safety in a quiescent state, and, when she is in the saddle and ready to start, dispense with her support by simply touching a spring. It will be introduced by a firm renowned for its practical novelties, so that, however much I may have scoffed at the idea of standing still on a one-tracker, I cannot express my disbelief in this. I shall hope to announce further particulars in a later issue.—*Violet Lorne in Bicycling News*.



## ST. LOUIS.

St. Louis is going to have a big boom in cycling this year—a regular League meet year—from present indications. There are more riders than ever, and more wheels for them to ride. The dealers have nearly all got their cards out and their stock displayed. The St. Louis Wheel Co., handling the Victor line, have moved to larger quarters, on Fourteenth Street, right at the beginning of the Locust Street asphaltum, and are much more snugly fixed up than ever before. The repair shop is located in a separate building, and they have established a stable for wheels, where riders who do not care to ride down town on the granite streets can leave their machines during the day, for a nominal charge. The Warwick Co. have made St. Louis one of their distributing points, with D. Snijter, No. 1012 Olive Street, as agent, and J. H. Child to look after the details. They will have a local agency besides, with A. A. Knight in charge. This firm will also handle the Springfield roadsters. Wilder & Laing are out at No. 1724 Olive Street with a well-equipped repair shop and a full line of the Gormully & Jeffery wheels. Their location is somewhat inconvenient, but they are enterprising young men and will take pains to let people know where they are and what they have to sell. George Tivy has the "Eagle," and Stars can still be purchased at Meacham's, where Hal Greenwood may be found, as usual, always ready to descant on the merits of that particular style of wheel. There seems to be some uncertainty as to who will handle the Columbia line this year, it being rumored that the Simmons Hardware Co. are going out of the cycle business. However, it is reasonably certain that the Pope Co. will not allow this market to go by default, and when the season opens they will be on hand, as usual. None of the English wheels are regularly represented.

As predicted in my last letter, the consolidation meeting called by the Cycle Club was a failure, none of the clubs taking enough interest in the matter to send representatives. It is true that the cycling clubs are not strong enough financially to stand the expense of a first-class track, and if a combination could be effected with the athletic organizations it would be an excellent idea; but it is obviously impossible, and the only chance that is offered to get any track at all is to join the proposed track association. If a sufficiently large list of subscribers can be secured a good temporary track can be laid, and, with what can be made out of a few economically managed race meetings, a good track could be built next year. So far only about fifty shares have been taken, while at least two hundred are needed. These shares would not go begging if we only had a bit of the enthusiasm of two or three years ago, when the rivalry between the Ramblers and Missouris was so sharp; but, alas! those stirring times have gone, and it takes considerably more than a race-meeting to stir up any enthusiasm nowadays.

I have heard it rumored that Hildebrand tried Corey hill during his recent visit to Boston and failed to get up, but the rumor comes to me in a roundabout way and lacks confirmation. If the rumor should prove to be a fact, I don't believe that Klip will feel heart-broken over it. He had something of an experience on Corey himself.

"Fenton" seems to be an amiable sort of a fellow, albeit a trifle unreasonable in demanding that matters which do not happen to interest him and the wheelmen in his locality shall be summarily "dammed up;" but if it is true, as he states, that he listened "good-naturedly" to the conversation of two Chicago men, at Buffalo, I think we may safely indulge the hope that he will not find his good nature seriously strained if we should happen to give him a little more of the Stone-Lumsden matter occasionally. If he could stand the one, and do it "good-naturedly," the other ought not to trouble him. The fact is, Western wheelmen are intensely interested in these races, and their anxiety for the latest information concerning them ought to be gratified, even at the expense of boring our Eastern friends a little. Don't you think so?

ITHURIEL.

The Pope Manufacturing Company, of Boston, gave a reception and entertainment to wheelmen at their magnificent building, 79 Franklin Street, on last Saturday evening. The entertainment was given both as a dedication of the recent enlargement of its quarters and a celebration of the opening of the riding season. There was a large attendance, and all had a jolly time.

## PHILADELPHIA.

The South Ead wheelmen, with their accustomed activity, are preparing to entertain the Camden wheelmen in their usual royal fashion. This club has always made it a custom to keep up a social intercourse with the other clubs, notably with the Mount Vernons and their Camden neighbors. Anyone who has ever been fortunate enough to attend one of these delightful affairs can never think of it except with pleasure. Although informal, they possess features which would be lacking in a more official reception, making each one sorry when the time comes to leave and everyone wish an early repetition.

The Tioga Athletic Club have a scheme with which they hope to enlist wheelmen in their ranks, and I think it a good one. It is this: The initiation fee of every wheelman who joins will be devoted to building a bicycle track; and, of course, the more wheelmen the better track. Everyone who has a taste for athletics should subscribe, as it is a worthy object. A good track is something that has been sadly lacking in Philadelphia.

Some members of the Century Wheelmen have formed a boxing class, to meet twice a week, one evening for practice, the other for taking lessons, for which they have engaged a prominent professor of the manly art, so that when the time for "smoker" comes again, the boys can present more evenly matched pairs than heretofore.

It is strange what ideas an over-enthusiastic man gets into his head. When the alterations to the Century's new house were being discussed, a member (who was prominently connected with the improvements) thought it would be an excellent plan to start a restaurant in connection with the club. Another member has in view an increase in membership to 350 (when?), and proposes to tear down the back part of the house to accommodate that number of wheels.

It is often said that truth is stranger than fiction, and this was demonstrated not long ago. A new member of one of the prominent clubs is the possessor of a fine new safety wheel. Not long ago while out riding he noticed that one of the pedals worked rather hard (the reason was it was bent). Not knowing anything about the ball bearings, he unscrewed the milled nut, and when he saw the row of balls, just guess what he did. He took them out and threw them away with the remark that some funny "bloke" had put a lot of shot in his wheel; he then had the pleasure of walking some distance back to the club-house. That puts me in mind of another member who owns a number of wheels, from a tricycle to a tandem "bike." The other Sunday he was entertaining a number of fellow-clubmen with soul-harrowing stories about hill climbing, and dwelt on one exploit in particular. It was about a certain "stiff" hill in the Park. After he had told how easily he had pushed his wheel up the grade, the quietest man in the room broke him all up by saying, "Were you on the wheel when you went up?" The silence was awful! No one had the heart to laugh except the club kid, and then the club liar got a chance to work his little gag. Talk about a madman. Ye gods!

ARGUS.

Philadelphia, April 1, 1889.

## RICHFIELD SPRINGS, N. Y.

The members of the Waiontha Bicycle Club, of this village, assisted by local talent, will present, some time during the latter part of April, the well-known drama, "Our American Cousin." Peculiar interest is attached to this play, as it was being presented at Ford's Theatre the evening Lincoln was assassinated.

A twelve-mile run around Lake Canadarago is a very popular one with local wheelmen, who look forward with much expectancy to the first run of the season. On April 27, 1888, Captain August Kinne and Dr. D. P. Bailey, of the local club, made the first trip.

At present the roads are in a terrible condition, quite discouraging to early runs. Snowstorms occasionally prevail, and the probabilities are that it will not be good wheeling until May.

The annual election of officers of the Waiontha Club will occur Wednesday evening, April 24. The efficiency of the present incumbents will doubtless recommend them for re-election.

The safety type of wheels, popularly known as "goats," has become quite popular here.

Several business men of the place ride them. Our wheel agents are quite partial to them, and from present indications Richfield will have a large number of safety riders ere the season closes.

Several prominent wheelmen of this vicinity suggest that a fifty-mile road race be added to the programme of the 1889 tournament of the Waiontha Club. The course to be around Lake Canadarago, finishing on a half-mile race-track, where the meet will be held. The proposed course is twelve miles in length, and is usually in prime condition in July or August, during which months the race will occur. The more enthusiastic have strongly favored the project, and doubtless will make the race a certainty. The prizes will be worthy the presence of the best men, who may rest assured of fair treatment in all respects.

"Buzz."

March 30, 1889.

## MARYLAND.

It is stated in last week's WHEEL that the Maryland Club was the only one that owned its club-house. Since then it has been learned that the Crescent Club also owns its club-house, which is situated on North Avenue. The house is handsomely furnished, and shortly after Easter will be formally opened. The club has at present thirty-two members, among whom are some of the best riders in the city. This club will enter the races for the cup in Druid Hill Park in the autumn.

The Maryland Club are thinking about having their club-house enlarged and further improvements made. This club is in a prosperous condition. It now has ninety-four active members and about eighty additional members. Its limit to both lists is 100.

A bicycle club will be organized in a few weeks at Easton, Talbot County, Md. There are twenty-five riders there and the number will increase as the season advances. Comparatively few of the riders are members of the League now, as they say they cannot see what benefits would accrue to them from joining it. The roads in Talbot County are in pretty good condition for cycling, and a 100-mile spin can be easily had. Every year a number of Baltimore cyclists go there for a few days, and generally have a good time. The County Commissioners will be petitioned to have the roads thoroughly scraped about twice a year, and when that is done they will be in excellent condition for cycling.

The Maryland Club had a dance on Thursday, March 28, at their club house on Mount Royal Avenue. About a dozen couples were present and all had an enjoyable time.

At a meeting of the Baltimore Club the advisability of changing the color of their uniform was discussed. The uniform, which at present is blue, will very likely be changed to steel-gray, of regulation cut, and will be trimmed with wide black braid.

Application has been made to the Mayor to have the officers patrolling Eutaw Place instructed to arrest all wheelmen riding there at a speed of more than ten miles an hour. There is a temptation to travel fast on the asphalt block pavement and racing speed is not uncommon. It was to break up this practice that the application was made.

About fifteen members of the Maryland Club spent last Sunday at Middle River.

There is a general demand for the safety bicycle in this city.

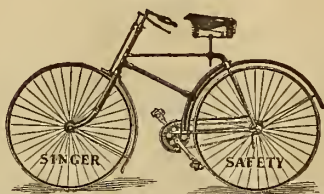
Isaac Hinds, one of the fastest riders of the Baltimore Club, met with a serious accident not long since. He was returning from the park, where he was training, and while coasting down Eutaw Place took a header, striking on the asphalt blocks with such force as to render him unconscious. One of his teeth was knocked out, his chin split open and his head and body terribly bruised. He has been confined to his bed for a week and his physician says it will be some time before he can get out.

BAY RIDGE.

The Louisville Cycle Club held its twelfth regular meeting last week, at the residence of Mr. C. G. Lucas. Three new members—Edward Herget, E. H. Vernon and Chas. Grunwald, Jr.—were added to the roll. The club decided on a blue yacht cloth, with blue stockings and cap, as a club suit.



## SINGER &amp; CO.'S AMERICAN HOUSE.



One of the finest cycle depots in Boston is Singer & Co.'s branch house, on Berkeley Street. Their store, being on a corner, is especially well lighted. It is fitted up as a handsome salesroom; the wheels, as well as everything about the place, are scrupulously clean. The floors are covered with a bright pattern of linoleum. A portion of the store is fitted up as a counting room.

Messrs. Singer & Co.'s wheels have long been imported into this country, formerly by Mr. W. B. Everett, and at present by the company, their resident manager and American representative being Mr. W. L. Ross. Mr. Ross reported that the business of last year was large enough to more than gratify the parent house, and this year the wheels are shipped off as fast as they are taken out of the Custom-house.

A very complete line of cycles is manufactured by this concern. The leader this year is the Safety, a rear-driver of the highest quality, with a strong weldless steel tube frame and combined saddle and spring. The other dwarf types made by Singer & Co. are the Royal Singer and the Ladies' Safety. The firm's Safety Tandem, which has a loop frame, so that either a lady or gentleman may occupy the front seat, is a combination of the Royal Safety and the Ladies' Safety; price, \$220.

The high-grade Ordinary of this firm is the Apollo, a light roadster of the highest grade, containing all the features of a highest-grade wheel. Singer's Challenge bicycle is a strong roadster bicycle at the moderate price of \$100. Singer's Challenge bicycle is a thoroughly good Ordinary, of lower grade than the Challenge, and sells for \$75. One of the most successful wheels ever turned out by Singer & Co. is its Boys' Safety, a high-grade miniature wheel; price, \$60.

Singer & Co.'s tricycles have long been in high favor with riders and with the trade. A really good tricycle for young riders is Singer's miniature tricycle; price, \$70. The leading full-grown single three-wheeler is Singer's "SSS," which may be called celebrated, so popular is it. The weight is 90 lbs., and the price is \$175. A modified form of this wheel admits of the tricycle being reduced from 36 inches to 22 inches in width, for purposes of storage. The reducible wheel is sold at \$185. The special "SSS" tricycle is convertible; price, \$185. A cheaper form of the "SSS" tricycle, a strong and reliable wheel, is put on the market at \$60. The Singer tandem tricycle has as great a reputation as the single. It is strong, safe, comfortable and convertible; price, \$250.

The firm handles an extensive line of sundries, among them the "Invincible" head lamp for safeties and tricycles; price, \$6. At their Boston headquarters is a completely equipped repair shop, with skillful machinists.

## HOLMES &amp; COMPANY'S CATALOGUE.

Messrs. Holmes & Co.'s 1889 catalogue is a neatly printed illustrated pamphlet of sixteen pages. This firm has recently removed to a handsome building on Kingston Street, Boston, where they occupy a large floor. The head of the firm, Mr. Holmes, has made a close study of hygienic clothing, and is constantly inventing new designs in Jersey-fitting and athletic garments. The firm have nearly fifty different styles of garments described in their catalogue, of which a few of the leading styles are mentioned.

Jersey-fitting shirt, long sleeves, standing collar, \$3 to \$4. Same quality, with long sleeves, turn-over collar and laced front, \$3 to \$4. Shirt with long sleeves, no collar and low neck, \$2.50 to \$3.50. Low-neck shirt, short sleeves, \$2.25 to \$3. Sleeveless and collarless gymnasium shirt, \$1.50 to \$2.50. Full Jersey-fitting tights, \$2 to \$3.50; heavy rib, double seat and pocket. Knee tights, \$1.50 to \$3. Racing tights, light, medium or heavy weight, \$2 to \$2.50. Holmes' thigh stockings, improved over styles of previ-

ous years, \$2.50. Jersey-fitting supporter, \$1. Jersey-fitting stocking, assorted colors, \$1 to \$1.50. The garments are knit, fit close to the body, and their weight is equally distributed.

## PLEASED WITH THE IMPROVEMENT.

MR. F. P. PRIAL:

Dear Sir—I am pleased to note the steady improvement in your paper, and would not be without it for three times its cost. Wishing you continued success,

I remain,

Very truly yours,

ART. W. COWDIN,  
Delphos, Ohio.



THE LATE H. L. CORTIS, ENGLISH AMATEUR CHAMPION.

## FIXTURES.

- 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.—Harvard Bicycle Club Open Amateur Race Meet at Cambridge, Mass. Entries close May 4. Address R. H. Davis, Cambridge, Mass.
- 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 Division Meet, at Biddeford, Me.
- June 8, 1889.—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clarke, 25 Broad Street, New York.
- July 2, 3, 4, 1889.—Hagerstown, Md., Meet.

## WHEEL GOSSIP.

Several very gratifying bits of intelligence come to us from the Emerald Isle, which will be of interest to English lady riders. I am told that the spectacle of ladies doing their shopping awheel in Dublin has become too common to excite remark; that the ladies' club has already settled its list of meets for the coming season, and that the number of ladies making inquiries about machines at the various depots has been so particularly large as to raise high hopes as to the amount of feminine recruits in this year of grace. When I remember the holy horror with which—not so many years ago, either—an Irish lady, to whom I ventured to enlarge on the fascinating subject of cycling, threw up her hands and exclaimed, in accents of consternation, "Thank goodness, *Irishwomen* haven't taken to that style of thing, at all events!" I can only congratulate my sisters across the Channel upon the happy change.—*Violet Lorne in Bicycling News.*

Master Slaughter, a 3½-year-old boy, of Coventry, England, is the proud owner of a 12½-pound tricycle.

Entries for the Pullman road race this year will close May 10. The handicaps will be allotted May 12, and will be published after the Chicago Tournament.

The Missouri Bicycle Club has extended to all Chicago wheelmen, through N. I. Miles, an invitation to attend the Stone-Lumsden race on May 25, and remain over the next day as guests of the club. Quite a number will accept.

J. W. Schoefer, Brooklyn Bicycle Club, has joined the Berkeley Athletic Club, and has started to train on the club track at Berkeley Oval. Schoefer will ride a Columbia racer.

A. E. Schaaf, representing the Gormully & Jeffery Manufacturing Company, was in New York on Wednesday.

W. H. Schumacher, L. I. W., who has removed from Brooklyn to Hempstead, L. I., will train on the Queens' track this season. He will ride a Columbia racing wheel.

Wm. Fish, long connected with his uncle, Warren L. Fish, in the manufacture of saddles, has taken his degree and established himself as a dentist at Roseville, N. J.

Messrs. A. G. Spalding & Bros. have just opened a photographic department at their New York house. The firm will carry a full line of cameras, lenses, amateur outfits and photographic apparatus, materials and supplies of all kinds. The department will be under the charge of A. B. Barkman and Frank Borland, the latter of the Brooklyn Bicycle Club, and well known as the Army and Navy end on account of his scientific method of getting around indoor tracks. The growth of photography and the resources of Messrs. Spalding & Bros. insure success to the photographic department.

"Senator" Morgan was in Gotham on Wednesday. He returned to Chicago in the evening. He will remain at Omaha for at least a month, and will then go to Chicago until the tournament is over. After that he may go to Europe, but that is only a probability. He reports that the women who engage in the six-day races now wear skirts, so that the managers of the girls were not jumped upon without good results. Mr. Morgan says that the "best people" of Omaha attended the races. This is rather hard on the "best people," or else the show has become respectable, which it was not when held in New York.

Charles Richards Dodge sailed for Europe on Saturday.

Frank Egan is writing cycling notes for the New York Press.

The theatre party of the Harlem Wheelmen at the Grand Opera House, on Saturday night, was a grand success. The boys went stag. They were much surprised, however, on their arrival to see in one of the boxes, seated and smiling, the lady members of the club. One by one the boys, headed by Emanuel "Don't-you-see," left their seats in the orchestra and joined the fair ones. The ladies will be invited to the next party given by the club.

The Harvard Bicycle Club will give an open race meet on May 11. Six hundred dollars in prizes will be distributed among seven events. The prizes are the most appropriate and valuable ever offered outside of Springfield or Buffalo.

The Holmes Field track, at Harvard College, Cambridge, Mass., is one of the best in the country. It is a quarter-mile, oval-shaped, with easy corners and a very hard, springy surface. The Harvard cycling team commenced training on it Thursday, March 28.

Van Sicklen denies that he will race this year. His business occupies all his time.

Trade is very brisk in Chicago. Big stories are being told as to the number of wheels sold.

F. E. Armitage, of Kingston, N. Y., has been appointed agent by Messrs. Merwin, Hulbut & Co.

On last Friday afternoon a number of prominent newspaper men of Boston met in the Herald office and organized a cycle club. Mr. Chas. W. Fourdrinier, of the *Bicycling World*, was chosen temporary Chairman, and Mr. J. C. Morse temporary Secretary. Messrs. S. A. Wetmore and J. C. Kerrison, of the *Herald*, and E. R. Tilton, of the *Post*, were appointed a nominating committee, and Messrs. Drake, of the *Journal*; Howard, of the *Globe*; and Draper, of the *Herald*, were appointed a committee to draft a constitution and by-laws. The meeting then adjourned to Monday, April 8. Applicants for membership are requested to send their names and addresses to the temporary Secretary, Mr. Morse, of the *Herald*.

Lumsden, the noted Chicago rider, has been sick and is now recovering. His illness will not prevent him from getting into trim for the coming season.

Burley B. Ayres, the well-known Chicago wheelman, has taken a position on the Milwaukee and St. Paul Railroad. He will hereafter reside at Milwaukee.

Wheelmen all over the country should use their utmost endeavors to secure the passage of the many road bills and liberty bills that are now being drawn up and introduced to the legislatures of the several States.

The Potomac Wheel Club has been organized at Cumberland, Md. M. A. C. Wilson is temporary Chairman and Jas. D. Winslow temporary Secretary.

The Kingston Knitting Company's line of athletic, gymnasium, bicycle and general outdoor goods is more complete than their line of last year, so well and favorably known to the trade. The company has a line of bicycle jerseys in every variety of shade, long-sleeved, sleeveless, with single or double collars or low-necked. The company also manufactures a line of high-grade jerseys, knee-tights, full-body tights and pants.

We call attention to the Butcher Cyclometer Co.'s announcement, which will be found in our advertising pages. The mile measure marketed by this firm is second to none in reputation and has been repeatedly tested and used with good results when accuracy was the desideratum.



CENTURY WHEELMEN'S NEW CLUB-HOUSE.

The Century Wheelmen, on Saturday last, moved into their magnificent new quarters. at No. 1605 North Broad Street, Philadelphia, which the club purchased a few weeks ago, and have since been engaged in altering so as to conform to the requirements of a wheeling club. Owing to the burning of the Columbia Avenue Market House the Century Club were enabled to dispose of the lease of their old house, located on Broad Street, above Montgomery Avenue, to the Columbia Social Club, who had occupied rooms in the market house, and they were therefore enabled to take possession of their new home much earlier than they had expected to, and before the carpenters were out of the building.

The house is just above Oxford Street, convenient to the asphalt, which begins at Columbia Avenue, and has a frontage of twenty-five feet, with a lot 250 feet running back to Carlisle Street. The lower story is of brown stone, set back from the street, with the second, third and fourth stories of brick, with brown stone trimmings. On the right of the wide hallway are the spacious parlors, which are to be furnished in a style second to none in the city and which will be used for the reception of the club's visitors. Back of these come the ladies' reception rooms, and in what was the kitchen will be the boiler for heating the water for the bath-rooms, there being several in the building, the principal one of which is located on the second floor, immediately back of the locker and dressing room. Adjoining the house proper an addition to the building is now in course of erection, 65 by 25 feet, which will be used as the wheel room of the members, with an outlet on Carlisle Street. It will be completed in a week or two, and meanwhile the machines are stored in the reception rooms. Above the wheel house a gymnasium will be built within a year, which will be completely equipped for its purpose, forming a strong inducement for the associate membership.

On the second story is the meeting room, 17 by 34 feet, with the secretary's office adjoining, and locker, dressing and bath rooms in the back building, all of which are being fitted up with the latest conveniences. A billiard and pool room large enough to accommodate three tables is on the third story, front, with the living apartments of the janitor's family in the rear, while the rooms on the fourth floor are to be used for athletic purposes, one being devoted to fencing, another to boxing and a third to wrestling. Ample room for storage is on this floor, the house containing seventeen rooms and the club not utilizing all of them at present.

It will probably be a month before the alterations are all made, and it is the intention of the wheelmen to give a house-warming that will be a memorable event in the annals of the club.

The Century Wheelmen have been in existence about three years and now number one hundred and thirty men. The officers are as follows: President, Thomas Hare; Vice-President, C. A. Snyder; Secretary, R. C. Swayze; Treasurer, Dr. Fruhe; Captain, Mr. Carter.

FOR SALE, EXCHANGE, WANTS.

VICTOR SAFETY BICYCLE.—Perfect order. New, June last. "W. M. W.," No. 19 Halsey Street, Brooklyn, N. Y.

AGENT'S TRICYCLE.—With ball bearings, adjustable seat, good hill-climber. Purchased 1887, in England, from the makers, Coventry Cycle Co. A bargain at \$50 cash. In good condition. Times, Milwaukee, Wis. BICYCLE FREE.—Send us the names of ten persons who talk of buying cycles this year and you can have The Bicycle free for one year. Address Bicycle, West Randolph, Vt.

Second-Hand Columbia Bicycles.

Second-Hand Star Bicycles.

Safeties, etc., cheap, all sizes. (Enamel), Cement, Sundries of all kinds. The enamel is the best and cheapest in the market. W. I. WILHELM, Reading, Pa.

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

Bicycle and Athletic Goods.

THE KINGSTON KNITTING CO.,  
OF BOSTON, MASS.,

Manufacturer for the Trade and Clubs.

The most beautiful line of ATHLETIC GOODS made, and in the latest colors, in Plain, Striped and Mixed Cloths, in WORSTED, WOOL and Jersey spun COTTON, for Bicycle Riders; Gymnasium, Baseball, Football and Lawn Tennis Suits; Rowing and Yachting Outfits, Hosiery, Caps, etc.—all from our special weaving, and for styles, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, FULL BODY TIGHTS, TRUNKS and SUPPORTERS are unsurpassed for good taste, comfort and easy fitting. Many novelties in PLAIN and RIBBED suits and sweaters.

Our prices are very reasonable. Address

KINGSTON KNITTING CO.,  
27 KINGSTON ST., BOSTON.

CORRESPONDENCE SOLICITED.

THE CHICAGO CYCLING EXHIBIT AND TOURNAMENT.

The Chicago Cycling Exhibit and Tournament, which is to be held from May 13 to 18 inclusive, promises to be a success. Preparations for the great event are going on rapidly. The Western wheelmen are strongly interested, and are exerting themselves with more than their usual activity.

During the past week a general meeting was held, at which the greatest enthusiasm was manifested. A Business Committee, consisting of Messrs. J. M. Erwin, Lincoln C. C.; Frank Riggs, Illinois C. C.; N. H. Van Sicklen, Chicago C. C.; E. T. M'Pike, Oakland W. C.; Thomas Bray, Aeolus C. C.; H. J. Gotthelf, Douglas C. C., and Geo. Dennison, Englewood C. C., has been appointed to assist W. I. Niles in electing committees for various duties. The president of each club was also requested to appoint two of the members of his club to serve as a reception committee. It was considered impossible to arrange to meet all trains, but large parties, notifying the committee in advance of their intended visit, will be met and cared for upon their arrival. For those who arrive in small parties, headquarters will be established at which some one will always be in attendance.

The Racing Committee will meet this week and arrange the programme, which, among other events, will contain the following: Scratch events, 1 and 3 mile novices; 1 mile for men who have never raced; 2 miles for members of suburban clubs only; quarter mile dash, open; 1 mile, 3 minute class; 2 miles, 6 minute class; 2 miles, 6.20 class; 2 miles safety Rover type, open; 1 mile flying start, open; 5 miles, open; half mile unicycle, open; 2 miles tandem, open; 10 miles, open. Handicaps, 1 mile safety, Rover type; 1, 2, 3, 5 and 10 miles, open; 1 mile, local, Lumsden, Van Sicklen, Roe and Winship; 1 mile lap under 16; 1 mile lap under 17; 2 miles. L. A. W. members only. Special events, 3 mile team race, open to teams of three from any club in the world; club drill and fancy riding.

Two thousand cycling photographs will be on exhibition. They will include the champions of America, England, Ireland, Scotland, France, Germany and Australia, besides celebrated newspaper men, manufacturers and officers of various institutions.

The exhibit of wheels is expected to be the largest ever seen in America; but as there are over 30,000 feet of available space, there will be no crowding, and each exhibitor will be able to secure a desirable location.

Letters are received daily from all directions, which indicate that in the matter of attendance the Chicago tournament will compare favorably with any that has gone before.



DR. W. G. KENDALL,  
Captain Boston Bicycle Club.

ELASTIC TIP CO.,

MANUFACTURERS OF

Bicycle Handles of Every Description,  
BICYCLE TIRES, PEDAL RUBBERS, Etc.

Spade Handles complete, full nickel, \$2.50 per pair.  
Forged Steel Spades in the rough,  
with bolts and grips..... 2.00 " "  
Spade Grips, Vulcanite, any style... 50 " "  
Soft Rubber Handles, Pear shape... 1.50 " "  
Tire Cement..... 25 " box.  
Electric Tape..... 25 " roll.

Mould Work of any kind solicited.

THE ELASTIC TIP CO.,  
Rubber Specialties,

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

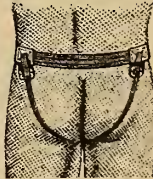


FRONT VIEW

EVERY WHEELMAN AND ATHLETE SHOULD WEAR ONE.

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

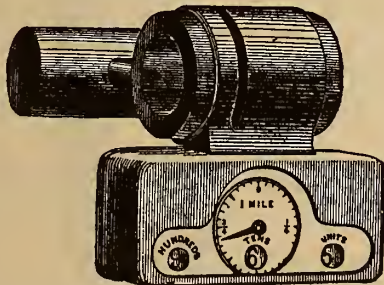
S. B. CALL, 358 Main St., Springfield, Mass.



BACK VIEW

All the Accepted Road Records

PATENTED FEB. 15, 1887.



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

were  
measured  
with,  
and  
thousands  
of  
the best  
wheelmen  
use

only, the

THE

Butcher Spoke Cyclometer

FOR

ORDINARY BICYCLES.

Not suitable for Safeties.

Sent free by mail on receipt of

PRICE, - - - \$5.00

Butcher Cyclometer.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

338 Washington Street,

BOSTON, MASS.

Mention this paper.



**DON'T**

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

LINCOLN HOLLAND & CO.,  
Worcester, Mass.

**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,**

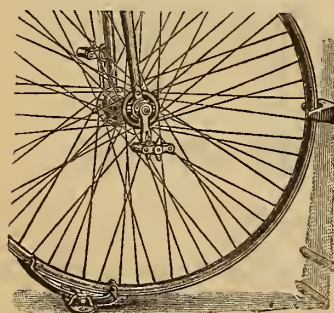
An Illustrated Monthly Magazine, devoted to out-door recreation, adventure and travel. Only \$1 a year. Address The Cyclor and Tourist Pub. Co., Stamford, Conn.

**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  
BICYCLE  
STAND**

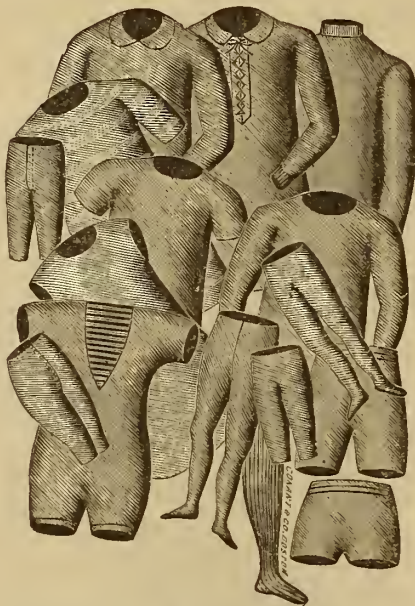
For Club Houses  
and Dealers'  
Warehouses.

This device is confidently offered as the best thing of the kind yet placed on the market. It is small, cheap and durable, and holds the machine firmly without injury to the tires. Only one small piece fastened to the floor, offering little obstruction to the broom in sweeping.

The stand will hold any wheel from fifty to sixty inches in size; and, if properly placed, will also hold the safety wheel.

Price 50 Cents.

E. N. BOWEN, 585 Main Street,  
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, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory 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, Mails, 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.	Bigs.	Cdn.
460	48	Columbia Semi-Rdstr.	\$75 00	\$45 00	4	3	3
462	51	Semi-Racer Star,	120 00	40 00	4	Ball	4
464	54	Am. Rudge,	110 00	50 00	4	1	6
466	55	Columbia Lt. Rdstr.,	140 00	75 00	3	1	3
469	—	Kangaroo Sfty. (36x54)	135 00	60 00	4	1	1
470	40	Otto Special,	35 00	15 00	5	4	3
476	51	Special Star,	135 00	65 00	3	Ball	3
480	45	Pony Special Star,	137 50	70 00	3	Ball	2
482	50	English Tourist,	120 00	38 00	7	2	7
485	50	British Challenge,	130 00	35 00	4	4	7
486	48	Columbia Expert,	125 00	70 00	3	1	2
487	54	Special Club	135 00	65 00	3	1	7
488	50	Harvard,	125 00	45 00	3	2	3
489	—	Springfield Roadster,	85 00	58 00	3	Plain	6
490	54	English,	135 00	50 00	3	2	6
493	—	Springfield Roadster,	75 00	45 00	4	Plain	6
494	55	Racer,	140 00	35 00	4	1	3
495	—	Springfield Roadster,	75 00	45 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	65 00	1	2	5
505	52	Premier	125 00	50 00	2	2	6
506	54	British Challenge,	140 00	50 00	7	2	5
508	54	Sanspareil,	135 00	45 00	4	2	3
509	48	Columbia Standard,	97 50	30 00	6	4	5
511	51	American Star,	105 00	35 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	65 00	4	1	1
515	52	Premier,	120 00	40 00	4	3	5
519	—	Columbia 2-tk. Trike,	165 00	85 00	4	1	2
522	48	Columbia Mustang,	85 00	25 00	4	4	6
523	56	American Club,	135 00	50 00	4	2	5
524	54	Victor Roadster,	130 00	75 00	4	1	2
527	—	Sparkbrook Crip Tke.,	165 00	125 00	4	1	1
533	—	Starley Safety,	135 00	85 00	4	1	1
534	52	Dictator,	130 00	45 00	4	2	3
535	48	Special Star,	135 00	100 00	4	Ball	1
537	51	Rudge Lt. Roadster,	136 25	100 00	4	1	1
538	48	Special Star,	137 50	85 00	3	Ball	2
539	51	New Mail,	128 75	75 00	4	1	3
542	50	Victor Lt. Roadster,	125 00	95 00	4	1	1
543	51	Columbia Lt. Rdstr.,	135 00	95 00	3	1	2
544	—	S. S. Tandem,	250 00	180 00	4	1	1
545	—	Victor Safety,	135 00	112 00	4	1	1
548	54	Columbia Expert,	135 00	70 00	3	2	3
550	—	Marlboro Club Tdm.,	250 00	165 00	4	1	1
552	52	New Mail,	137 50	100 00	4	1	1
553	52	Singer Matchless,	130 00	70 00	4	1	2
555	42	Otto Special,	40 00	12 00	6	4	8
557	—	Boy's Rover Safety,	35 00	35 00	7	4	1
558	—	Col. Lt. Rdstr. Tke.,	160 00	125 00	4	1	1
559	50	British Challenge,	135 00	25 00	3	1	9
561	52	Rudge Lt. Roadster,	137 50	85 00	4	1	1
563	50	N. Rapid Lt. Rdstr.,	130 00	80 00	4	1	5
564	—	Rudge Humber Tdm.,	250 00	120 00	4	1	3
565	54	Columbia Standard,	110 00	40 00	3	3	5
566	54	Columbia Expert,	135 00	78 00	1	1	2
567	52	Columbia Expert,	122 50	55 00	3	1	4
569	50	Columbia Standard,	90 00	35 00	7	3	2
570	52	Victor Roadster,	125 00	85 00	4	1	1
572	—	Columbia Tandem,	250 00	175 00	4	1	3
573	48	Semi-Racer Star,	120 00	55 00	3	Ball	5
574	50	Columbia Expert,	130 00	80 00	1	2	2
576	54	Victor Roadster,	150 00	78 00	4	1	2
577	54	Columbia Expert,	125 00	60 00	4	2	2
578	52	Victor Roadster,	125 00	85 00	4	1	8
579	—	Victor Safety,	135 00	110 00	4	1	1
580	52	N. R. Roadster,	132 50	115 00	4	1	1
582	52	Special Club,	150 00	90 00	1	1	1
586	53	Columbia Lt. Rdstr.	127 50	88 00	4	1	2

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

**NEW YORK BICYCLE CO.,**

No. 8 Warren St.,

No. 4 East 60th St.,

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co.'s "Star" Wheels.



GREAT CENTURY RUN.

Orange, N.J., to Philadelphia, June 8 (Saturday), via New-ark, Elizabeth, Plainfield, New Brunswick, Princeton and Trenton. Rest and photos at Plainfield, Princeton and Trenton, with dinner at latter place (75 cents). Rendez-vous on 7th at Mountain House, Mountain Station, D. L. & W. (wheels free; first-class supper, lodging and breakfast, \$2; lodging and breakfast, \$1.25). Start 4 A. M.; Trenton (65 miles), 1:30 P. M.; Philadelphia, 7 P. M.; average pace, 7½ miles per hour.

Open to all wheelmen. Members of clubs in metropolitan district sign lists in club-houses, others send names to L. A. Clarke, Chairman and Secretary, 25 Broad Street, New York City.

The L. A. W. championship medals will be made this year by C. G. Malliet, of New York. The price of the gold medals will be \$22 and \$25, and of the silver medals \$8 and \$10.

**HARLEM BICYCLE CO.,**  
284 Lenox Ave., near 125th Street,  
AGENTS FOR  
**VICTOR CYCLES**  
AND ALL THE  
BEST AMERICAN AND ENGLISH WHEELS,  
Boys' and Girls' Bicycles, Velocipedes  
and Tricycles.  
Renting, Storing, Lockers, etc.  
**REPAIRING A SPECIALTY.**

**THE CYCLE BRUSH TOOL**  
THE ONLY MEANS OF KEEPING YOUR  
BEARINGS FREE FROM GRIT.



1-3 INCH SIZE  
PATENTED

WILL ADJUST BEARING  
BOXES, TIGHTEN SCREWS  
AND REMOVE HARD DIRT  
WITHOUT WASHING  
THE WHEEL

STIFFEST  
UNBLEACHED  
BRISTLES,  
FOR POCKET OR TOOL  
BAG.

P. H. BERNAYS, LITTLE ROCK, ARK.  
FLORENCE MFG. CO. FLORENCE, MASS.  
**FOR SALE BY THE TRADE.**  
Great Value for 50 Cents. Mailed Post Paid.

**THE VICTOR. FOR YOUR SAFETY.**



KING OF THE SAFETIES.

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

The Buffalo Safety  
**BICYCLE STAND**  
Firm, Strong, Portable.  
Price, \$1.00.

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

**A. G. Spalding & Bros.,**  
Makers of the Official L. A. W. Sundries.

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

Sent post-paid on receipt of price.  
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  
Beauty  
Durability.

1889  
Catalogue Now Ready.  
Sent Free.

**SPRINGFIELD BICYCLE MFG. CO.,**  
178 Columbus Avenue, BOSTON, MASS.  
**HEADERS IMPOSSIBLE. BEST HILL-CLIMBERS.**



"IRVY" HALSTED AT TACOMA, W. T.

Another gentleman, well known in athletic circles in the East, is Mr. E. I. Halsted, the bicyclist, who is interested in the Adamant Manufacturing Company, soon to begin operations here. Mr. Halsted is a member of the Harlem Wheelmen and New York Athletic Club, and has a brilliant record of victories in hotly contested races in New York and New Jersey. His business will require most of his attention, but his lively interest in bicycling is attested by the fact that he has now on the road, somewhere between this city and New York, two of his "machines," one of them being a light bicycle on which he will doubtless show some of the Tacoma wheelmen what fast riding really means. Mr. Halsted is also much interested in the plan for an athletic park, and so far as his business will permit, will aid in its establishment.—*Tacoma Globe*.

On Saturday, March 23, Wm. A. Clark, of Stamford, Conn., mounted on his "Eagle" machine, rode over to Greenwich and succeeded in climbing the steep grade which is known as "Put's Hill." The grade is one foot in nine, increasing to one in seven or eight at the top, and is a hundred yards or more in length. The surface is one mass of imbedded cobbles, with a generous sprinkling of loose ones.

## 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.,**

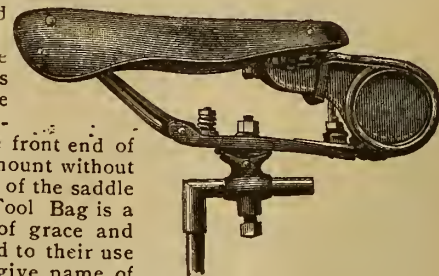
**NEW YORK.**

## 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 presents a form 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.**

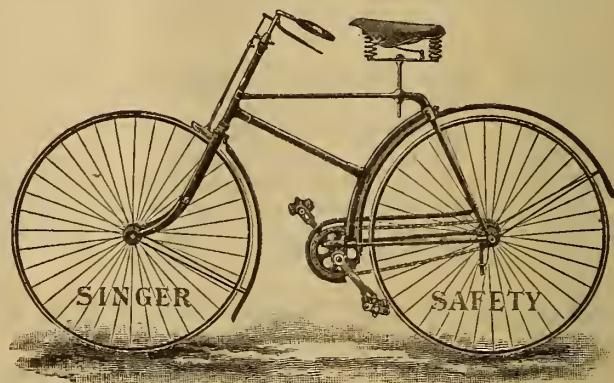
## SINGER CYCLES.

**Valuable Novelties for 1889.**

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

We can most strongly and confidently recommend this cycle.

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



**Price \$135.00.**

A full line of SINGER CYCLES now in stock.

**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	35 $\frac{1}{2}$ 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	39 $\frac{1}{2}$ 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.