

The Wheel

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N.Y.

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ALBANY, N. Y., March 27, 1889.

MESSRS. GORMULLY & JEFFERY:

GENTLEMEN—I feel great pleasure in communicating to you the appreciation I feel for your American Rambler. When I purchased the Rambler, I did so believing it the best cycle to be had, but since using it it has so far outstripped my best anticipations that I feel it a duty as well as a pleasure to inform you that to my mind it stands **unrivalled**. I have used it on all sorts of roads and have given it every conceivable test, and have found it, not alone the lightest and easiest-running, but the most elastic and thoroughly reliable cycle I have ever ridden. It is certainly the culmination of mechanical art. I shall be very glad to recommend it in every instance to those of my friends who anticipate a purchase.

Very truly yours,

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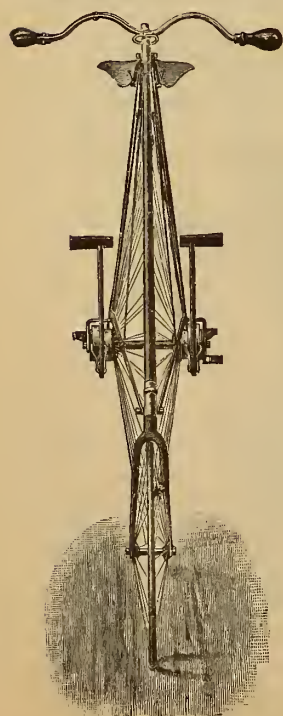
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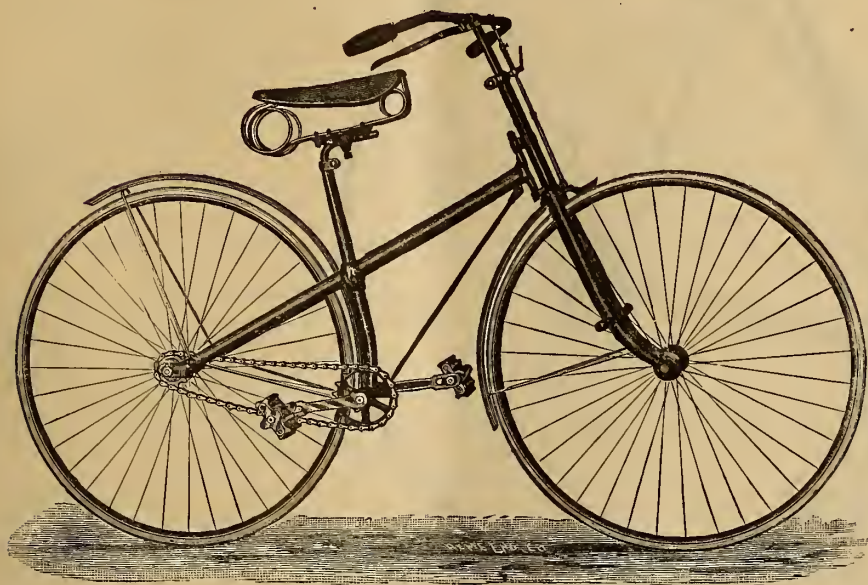
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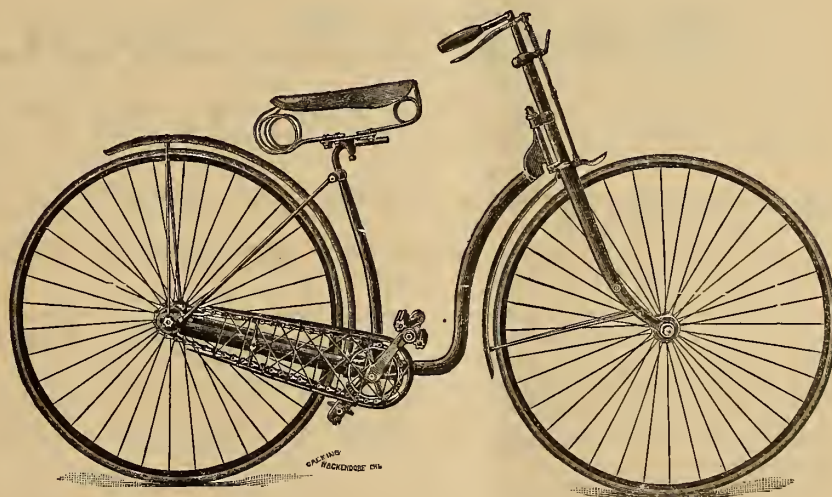
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THE WHEEL

—AND—

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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.

Why Not Employ Convict Labor on Public Roads?

On the second day of August, 1888, the fifteen hundred men confined in the New York State Prison at Sing Sing were cast into legalized idleness, paralyzed by law, as it were, and from that time until the present day no hum of industry has been heard within the prison walls. The law which caused this sinful waste of manpower was conceived and coddled through the Legislature by a combination of whimpering manufacturers who found themselves unable to compete with convict labor, and who claimed that their interests suffered, which, translated from the jargon of corporate monopoly, means that these convicts worked out a small proportion of contracts which otherwise might fall to them, and they wanted that small proportion.

It seems somewhat incomprehensible, leaving out all considerations of lobby and boodle, that no strong objections were raised against this bill, for many objections there are. It was an unnatural and therefore unconstitutional waste of force, out of harmony with the economy of nature. It created 1,500 self-supporting profit-makers into 1,500 miserable paupers, charges on the people they had disgraced or plundered.

The object of a properly operated judiciary department, according to latter-day opinion, is to remove from society the human birds of prey who sin against it—who jeopardize its harmony, its safety and its property. The process of sifting the chaff of vice and dishonesty from the wheat of respectability and honesty is an expensive enough process. Why, therefore, should society, which is compelled to pay for the process, be further mulcted to maintain the impurities it has cast off? This consideration, reinforced by a contemplation of the effect of idleness on closely confined men, should have been enough to defeat the bill. It does not weaken the argument to admit that certain manufacturing interests suffered in competition with contract labor. Trade is largely speculative and should be self-protective. A tradesman must be

prepared to encounter scores of ever-varying conditions, over some of which he has no control, and must be prepared to employ his capital in more profitable fields when conditions master him.

The unhealthy effect of casting 1,500 illy fed caged men into complete stagnation cannot be over-estimated. The sum total of misery endured by these men is incalculable. We consider our selves badly off should we pass a sleepless, restless night, yet these men retire to their cells, night after night, to toss about on their cots in utter misery until the morning. It is scarcely in accord with modern humane ideas to maintain that these law-breakers are treated no worse than they deserve. Before deciding on such a harsh conclusion, we must recollect that few of them are naturally bad, that the majority are where they are by reason of conditions outside of themselves; that birth, inheritance, circumstances and the natural gravitation toward depravity, which is our common lot, have driven them to the felon's cell. They are entitled to mercy as well as to justice.

A number of plans have been suggested to mitigate the evils of this idle prison life. The Governor of the State has given some considerable thought to the subject, but the plan of employing the convicts on the roads of the State, a phase of the question quite familiar to roads-improvement enthusiasts, seems never to have been seriously discussed by the State Legislature. Surely this plan must commend itself to our law-makers at Albany. The convicts, instead of being penned up in our great institutions, could be sent to small prisons in different parts of the State, from which they could readily and safely be conveyed to their work of building and maintaining the roads. They could be much better handled in smaller prisons. Their health, both of mind and body, would be much improved, and they would be of some use to the people, rather than a charge on them, as they are at present. From the New York *Sun* we republish some statements recently made by the principal keeper of Sing Sing, Mr. Connaughton:

"Is insanity on the increase among the prisoners? Yes, it is, and it is increasing very rapidly. What can you expect when the men have no work? It is worse for them to be confined in idleness than to be at hard labor. The present system is inhuman, and out of mere regard for society, and without considering the feelings of the convicts, we ought to have a change and have something for the 1,500 prisoners to do, so that they won't go crazy on our hands."

Out in the prison yards ten files of prisoners were shuffling over the ground walks. Each of the ten files numbered 100 men. The leader of each line of convicts seemed to be the only man who had anything with which to busy his mind. The man behind held his hands on the leader's sides under the armpits, and so on to the one-hundredth fellow; but all the ninety-nine who followed the leader walked mechanically, held their eyes mechanically to the right, each of the ninety-nine pairs being fixed at just such an angle and all being as devoid of expression as the eyes of an old-fashioned wooden Indian on a cigar store's steps. Their faces are dull and listless, and when their eyes meet yours it is only in a vacant stare.

And yet these men, while thus walking about the yard, are supposed to be enjoying themselves. This walking is their only work, their only recreation. They are at it hour after hour during the day. It is all they have to do. Some of them know that they will have nothing more to do for five, ten, twenty years, some for life, and all know that they will have to keep up this walking as long as they are under the banishment of Sing Sing. It is the knowledge that they must walk, walk, walk, and do nothing else but walk, that is making insanity increase among the convicts.

Mr. Connaughton says that in the fiscal year ending last October there were four men who

had to be sent to asylums because they had become insane. In the first five months of this fiscal year there have been eight more sent away for insanity. At this rate there would be seventeen or eighteen cases of insanity developed this year among the prisoners, or more than four times as many as last year. Night after night the corridors ring with the noise of men whose minds are breaking down. They throw themselves about their cells and rap on their barred doors, and the prison apothecary has to be on duty all night long to administer opiates when other means of quieting the unfortunates have failed.

"I do not go to my rooms any evening," said Mr. Connaughton, "but that I expect surely to be called time after time during all the night to attend to some prisoner who is losing his head because he hasn't work. I tell you it is a fearful condition of affairs. Here are 1,500 men in absolute idleness. Almost all of them are accustomed to manual labor. They don't get it, and naturally at the end of each day they don't find themselves tired enough to go to sleep. The walking doesn't tire them enough. It is the best we can do for them, but it is only exercise for the legs, for in the lock step they can't swing their arms. Then, you see, too, that walking in files is nothing that requires them to use their minds. It is simply to follow the leader, and in the lock step the walking is all mechanical. The result is that the poor fellows can't sleep. They toss on their cots, and night after night lie awake until morning. Sickness comes, then they get to worrying; they beg for work and it doesn't come; their worry increases, and the first thing we know this man or that man breaks down and is half insane. We can't do much in these cases. Sometimes we put a sick man with a well man, and have to depend upon the well man to quiet the other fellow in case he breaks out. When the men had work we used to have from ten to fifteen cases in the hospital every day, but nearly all of them were there because of feet burned in the foundries or because of accidents that happened to them while they were at work. Now, when there is nothing to do, there are from twenty-two to twenty-eight cases in the hospital every day. None of these are due to accidents or burned feet. Some, of course, are cases of natural sickness, but almost all are due to the worry caused by lack of work."

The following editorial from the New York *Tribune* is a true summing up of the question:

The State Legislature should be put under the strongest pressure of public opinion until it provides work for the convicts in the State prisons and penitentiaries. At present there are several bills pending with this object in view, but a strong opposition to each one of them has been shown, and between apathy on one side and reluctance on the other there is danger that the session may come to an end before action is taken in the matter. That would be worse than a misfortune. It would subject the Legislature to a responsibility little, if at all, short of being criminal, and it would entail lasting evil and discredit upon the State of New York. To have to repeat the fundamental principles which teach the cruelty, folly and barbarism of keeping hundreds of prisoners without any employment is indeed humiliating, for it seems to involve a distinct retrogression in the intelligence which guides the community, and upon that which governs the Legislature it is certainly a sharp and caustic commentary. But the situation is too grave to justify neglect of any opportunity to stimulate our sluggish and backward representatives to do their plain duty, and therefore it must again be insisted upon that society has no warrant in ethics for inflicting upon its criminals such penalties as are involved in enforced idleness during the service of a penal sentence.

Idle convicts, if secluded, suffer in their intelligence. Solitary confinement without occupation will overthrow the strongest mind. Confinement which is not solitary tends always to the debauching of the convicts subjected to it. To herd together the viciously trained and inclined and deprive them of engrossing work is to open a regular academy of crime, out of which will graduate with the highest dishonor those who entered the prison tyros and neophytes. Lawmakers too obtuse to realize the extent of the wrong done the convicts in exposing them to these debasing influences may be acute enough to perceive that if our prisons

are so managed as to make criminals worse instead of better the public will have to pay a high price for this experiment in the steady growth and intensification of crime. For we cannot convert State prisons into schools of vice without paying for the support of the scholars and finding exercise for their talents when they return to the world. Heavier taxation, therefore, is what the present situation signifies, and a demand for more prisons and police and courts and all the appendices of criminal administration. If the rascals are to be maintained in idleness, in other words, the honest men will have to do extra work to provide for them, and thus New York will present the singular spectacle of a State with an aristocracy of criminals served and supported by a commonalty of upright citizens.

The objection to convict labor based on theories about the competing capacity of its products is chimerical. It has been proved repeatedly that the fancied competition has no actual existence, and is really nothing but a delusion, imposed upon unthinking people for ulterior purposes. But the consequences of indulging this fantastic hypothesis have already been grave, and threaten to be still more so. Society has quite as much ground of complaint, moreover, as the convicts have. It is the taxpayers of New York who are put under the harrow in all such cases. They are the purse-bearers, and all bills for damages are handed to them. If crime increases, if prison expenses are left without offset in remunerative work done, if new outlays are made necessary, it is the taxpayers who must bear the burden. Some of these times the memory of the principal victims may acquire more vigorous tone, and then the representatives who act as if public opinion were a matter of complete indifference to them will experience a disagreeable surprise. At present there is but one course, and that is to insist upon the absolute necessity of agreement upon some one of the pending laws providing work for the convicts. Surround the law with as many precautions as may be thought desirable; but see that the convicts are enabled to return to wholesome and steady work; and remember that picking oakum and breaking stones are not wholesome occupations, though they may be continuous.

WE have received a number of inquiries as to the location of the 1889 League meet, which will be especially significant as the tenth anniversary of the League's existence. The first definite step taken in the matter is in the nature of an intimation to the Baltimore Division that an invitation to Baltimore would be accepted by the League. No action has as yet been taken on the letter.

At the National Assembly meet Mr. George S. Atwater, Chief Consul District of Columbia, informally stated that he would request the District Board of Officers to consider the practicability of entertaining the League in Washington this year. As yet nothing has been done.

It seems that it is asking too much of the Maryland Division to entertain the League two years in succession. From the very commencement of these annual meetings each city has endeavored to out-entertain the other, until St. Louis climaxed with the most unique and well-sustained entertainment a reception it would be difficult to equal. This striving after the intense has made the entertainment of the national body something to be carefully considered—a mammoth entertainment, requiring heavy expenditure of money, time and talent. Entertainment committees have been proverbially worked to death.

We hope that Washington will entertain the League this year. It is a slow city, and there would be no difficulty in getting a representative crowd of League members. The features of the meet might be a general meeting of the character of the annual general meetings—a parade, a race meet, a theatre party and a number of runs. The success of the Baltimore

meet rested as much with the men as with the Entertainment Committee, admirably as their work was performed, because of the spirit of good-fellowship and the intention to enjoy which were everywhere apparent. If the meet were held in Washington we feel certain that Baltimore would furnish dessert in the form of a day's entertainment. It is getting late in the season, and the date of the annual meet should be fixed at once.

WE call the attention of club Boards of Officers to the method of electing officers recently adopted by the New York Bicycle Club. This system, which was formulated by one of the clearest parliamentarians in cycling, might be profitably adopted in many clubs, especially in large organizations.

THROUGH the combined efforts of Messrs. Prince Wells and Mr. E. I. Halsted, late of New York City, THE WHEEL will be represented and pushed in the new State of Washington, where wheeling is rapidly developing.

WHEELMEN are vitally interested in securing the passage of the New York State Roads Improvement Bill. The success of the bill depends on the numerical and financial strength of the New York State Division. Every cyclist in the State should join the Division at once. Inclose \$2 to Secretary Abbot Bassett, 12 Pearl Street, Boston.

"PERSEUS" ON ELECTING NATIONAL LEAGUE OFFICERS BY POPULAR VOTE.

We desire to give "Perseus'" reply to our recent editorial on the above subject as much publicity as we gave our objections to "Perseus'" views on election by popular vote. "Perseus'" reply, published in the *Sporting Life*, is here reproduced. "Perseus" complains that we erect a wall and then complain that it cannot be scaled. The wall is merely the popular-vote theory, erected by "Perseus," "Bi," Mr. E. J. Shriver and others. The wall represents what "Perseus" and others think ought to be done. We have simply climbed the wall, looked on one side to see what might be done, looked on the other to see what could not be done, and drew conclusions. "Perseus" is wrong in stating that we have concluded that a national popular vote is impossible. We simply ask, Is it better than the present method of electing; would it give better results, and is it not better to turn the matter over to the National Assembly for extended discussion than to give it incomplete consideration in newspapers which might better devote their time, energy and talent to prosecuting more practical work, as roads improvement, etc.?

We do not believe in always "taking things as they are, not as they ought to be," though we have followed that course on the present occasion. The question has been fully ventilated. Now let "Perseus" and Mr. Shriver, both of whom are members of the National Assembly, present their views at the next meeting of that body. We have not sat down, folded our hands, shaken the head of doubt and sighed the song of the doleful. We have written all we knew for and against popular voting; we have published Messrs. Shriver's and "Perseus'" views, which differed from ours, and then we pass on to the enlargement of our roads-improvement work. Perhaps "Perseus" wants us to devote a weekly column to the popular-vote question from now until next spring, when the National Assembly will meet:

Mr. Prial, of THE WHEEL, answers my inquiry of a short time since, as to why the League officers should not be elected by the membership at large, and while his article is well written and shows careful thought and a thorough knowledge of the subject, I cannot help separating it into three sections, which I shall head, "How to do it," "It cannot be done" and "I give it up," which is about the pith of the argument.

In the first place, he takes for granted that the vote would have to be taken in the same manner as the vote for President in the United States, and, of course, sees all kinds of difficulties in the way. He erects a wall and complains that it cannot be scaled. The vote for national officers could be taken in each State at the same time as the election of State officers is held, thus entailing no extra expense or trouble; each State could be entitled to a certain number of electoral votes in proportion to its League population, and this electoral ticket (an abstract thing, remember) should be elected by a plurality vote. Each State could attend to the appointing of tellers, judges, etc., and the vote could be forwarded by the secretaries to the national secretary, to be in turn counted by another body of tellers and judges appointed by the national board. This is very similar to the scheme for our government elections and could be made to work as well. The first meeting of the national board before the election would be the proper time for the nominations. This would be similar and less cumbersome than the political conventions that meet every four years. The State elections and the national tellers parallel our November elections and the Senate; but the electoral college would exist only in the abstract, and there would be no necessity for a gathering of actual electors at considerable expense. Is not such a plan practicable and simple?

Of course, this can never be done if we follow Mr. Prial's advice to "take things as they are and not as they ought to be." To sit down and fold your hands in your lap, shake your head and dolefully sigh that things are as they are, is not the way to better them; such a course is not consistent with Mr. Prial's professions and his past record.

Of course, there would be a large number who would not take the trouble to cast a vote, but that is not the least reason why the larger number, who would cast their votes, should be disfranchised; and as to sectional feeling being displayed, there is more room for that, and there is more of it, in the board than there would be in the membership at large.

Mr. Prial has certainly failed to present any argument against the scheme of popular enfranchisement, and, in fact, I doubt if he or any one else can.

AN OUTING IN NORTHERN CALIFORNIA.

Six of our local wheelmen made the first run of the season on Sunday, March 31. Leaving Eureka on the 6:30 A. M. train, we reached Singleys Station at 7:15, and were obliged to cross Eel River on the ferry, a somewhat old-fashioned affair, hitched to a wire rope stretched across the river, and propelled by the action of the current. Arriving at the other side, a beautiful scene lay stretched before us; the swift, winding river crept in and out amongst the farms and patches of green like a huge serpent, and everywhere the dew glistened like diamonds. The roads were something grand, being perfectly level and as hard as a board.

We visited several small towns and rode into Ferndale, a town of 1,000 inhabitants, for breakfast, at 9:10, having travelled at the rate of about eight miles an hour. And that breakfast! Verily, it makes my mouth water to think of it. We were off again at 10:30, and, having reached the brow of a small hill, a little east of the town, a sight greeted our eyes that we are not likely to forget. There before us, stretching away as far as the eye could reach, and resembling a large white chalk line drawn on a green background, lay ten miles of the hardest and most level road on the Pacific Coast. Some of you Eastern wheelmen who revel in what you call fine roads and beautiful weather should have been with us that morning.

Well, we scorched those 10 miles in 55 minutes. Here we found another ferry; then 2½ miles of up-hill work against the wind, and then the town of Fortuna. We rested here about two hours, leaving at 2:30 o'clock and arriving at Singleys again (five miles distant) at 2.45. There being two hours yet before train time, we wandered off to a dairy near by and our little (?) half-dozen punished two gallons of rich milk, but, verily, the way of the transgressor is hard. One of the boys remarked an hour later, "Oh! I am so sick."

Our party was composed of Captain Tom Cutler, the Victor agent for our county, riding an 89-in. Victor safety; Mr. Ernest Sevier, one of our leading attorneys, on the same style of machine; Mr. E. H. Burnett, agent for the Springfield Roadster, on one of his own machines; Mr. Ambrose Foster, riding a Champion Light Roadster; Mr. James McNamara, riding a 54-in. Expert Columbia, and your humble servant propelling a 48-in. Challenge (ball-bearing)—"little, but oh my!" We are thinking seriously of forming a club and joining the League. Could you give us some advice and oblige

Yours, etc., STUMP.

Eureka, Cal., April 3.

IT IS NOW

The season when riders are looking over the wheels in the market with critical eyes, and selecting for their use during the season just coming on the wheels that have the most of what are

ACKNOWLEDGED BY ALL

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Victor devices are the best from the fact that lots of people copy them. The Victor Safety is the only successful spring fork machine. It is finer than anything else of the kind in the market.

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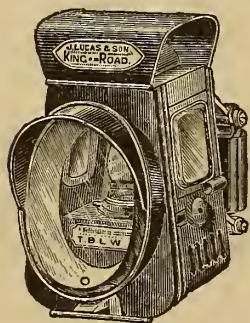
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NEW MAIL

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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.



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preventing vibration—very easy and out of sight.

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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.

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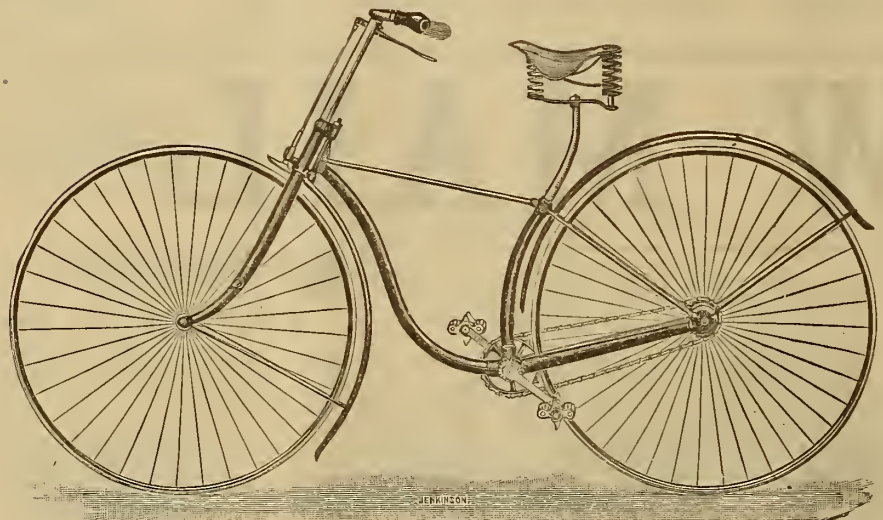
The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. 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.

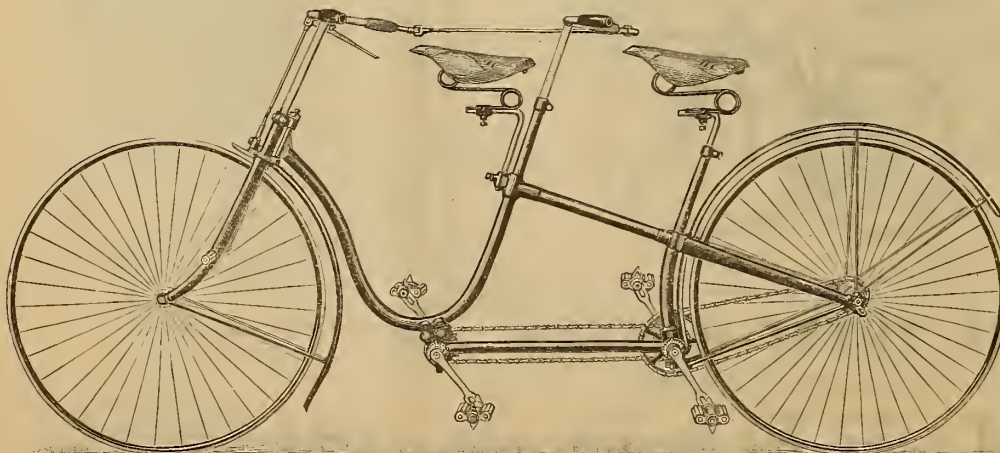
Psycho Cycles are remarkable for their lightness, strength, harmonious and uniform construction, simplicity (fewness of parts) and general gracefulness of design. **Beautifully finished.**



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.

The Pilgrimage of W. S. Bull.

I have never met a man more earnestly devoted to the advancement of League and wheeling interests than Mr. W. S. Bull, of Buffalo, Chief Consul of the State Division—"Billy Bull," as the "gang" call him.

Mr. Bull arrived in Gotham on Sunday morning. I had intended to meet the train that dumped him into Hoboken, but, alas, I had tarried too late the night before at the New York Club-house with Fenton, Mac, The Coaster, Halsey, Edwards of Newark, Semplé and other good men and true. We dallied with fire-water, Yuengling brand, and lingered over the wee sma' chop at Burns', where we fell in with Willie Wall and Lengthy Lansing. That is why I slumbered past service hour on Sunday, so that the Bull arrived without being met.

I afterward ran across him at Bidwell's, and it was my pleasant lot to take him over to Brooklyn to introduce him to the boys. At the Kew Club-house we met President Bridgman, now Vice-Consul Bridgman, if you please. In the president's pleasant bachelor apartment at the top of the club-house we had a long chat, in which Mr. Bull developed some ideas that will meet with hearty accord all over the State, and especially in Brooklyn.

Mr. Bull wants to raise the Division membership to 3,000. He will devote all the energy and money of the Division to securing the passage of the Roads Improvement Bill, now being prepared by Mr. Isaac B. Potter. He will pursue a policy independent of all cliques, gangs and rings, will lop off much of the dead wood which has sapped the energies of the League tree, and in the appointment of committees and consuls will recognize the new people who have come up within the past few years. He recognizes the fact that local improvement must be accomplished largely by local organizations, and he advises the formation of the same. He is heartily in sympathy with the objects of the Long Island Cyclists' Union. Every cyclist in the Division will have any opinion advanced by him carefully considered. In fact, Mr. Bull seems in a fair way to make the Division a large and happy family, of much use to wheeling and to themselves.

At the K. C. W. parlors Mr. Bull was introduced to Messrs. Crichton, Long, Marion, C. and W. Murphy, Beazley, T. J. Hall, and a number of others.

After a short, informal talk, I took him to the Long Island Wheelmen's club-house, but alas! the members had all gone. I was given to understand that Sunday night in Brooklyn is a very girly-girly time, and that in the front, dimly-lit parlors of the churchly city more soft, meaningless nothings are said than there are sands in Sahara's beerless desert.

I forgot to mention that the picturesque old mansion opposite the L. I. W. and K. C. W. club-houses has been torn down, and the pretty foreground furnished by the Brevoort estate is likely to succumb to the cellar-digger, the mason and the plumber, which we call the march of civilization—rather the deadly advance of brick and mortar. I almost failed to note that K. C. W. will increase its locker room; that it will establish a circulating library for club members, H. J. Hall, Jr., librarian; that it will hold a two days' meet at Washington Park this summer; that Wicks and Isbell, two new members, captured the bottles of wine offered by the Huntington Bicycle Club to the first two Brooklyn wheelmen who reached their town this spring; that I saw Alden and Wise escorting one of the fair sex across Bedford Avenue.

On Monday the Chief Consul met John A. Blake, New York B. C.; Wm. Halpin, Manhattan B. C.; John C. Gulick, Citizen B. C.; W. F. Miller, Brooklyn B. C.; L. A. Newcome, Harlem wheelmen, and F. P. Prial, New York B. C., all of whom were satisfying the inner man at "Mouquin's" restaurant.

On Monday evening I parted with Mr. Bull, who was due at the "Base Ball" dinner. I did not again see him. The dinner was probably too much for him, but I learn that he met C. A. Sheehan, Manhattan B. C., President of the L. A. W., C. H. Luscomb, and Isaac B. Potter, Brooklyn B. C. One of the pleasantest incidents of his tour was a conversational lunch with Lord Chesterfield Furst and Baron "Ollie" Harris. Mr. Bull will publish a complete list of his State committees in THE WHEEL of April 19.

Through the kindness of the cycle trade Mr.

Bull will shortly publish, without cost to the State Division, a hand-book which will be sent to every cyclist in the State whose name and address Mr. Bull can obtain. This hand-book will contain L. A. W. Constitution and By-laws, State Constitution and By-laws, national officers and committees, State officers and committees, State League clubs, State League hotels, papers on roads improvement, the law as affecting cycles, training, temporary repairs, methods to be pursued in case of accidents and other valuable information.

The chief consul will attempt to perfect the League Hotel System. The proprietor will be required to sign a legal contract fixing rates for meals and lodging, which may be obtained only upon presenting League tickets. He must also keep in a prominent place a record book furnished by the Division. In this book touring wheelmen will be asked to note such information as will aid other tourists.

I wish the Chief Consul success in his work this year. He is so disinterested, personally, that every wheelman in the State should help him.

TITNAM.

MASSACHUSETTS BOARD MEET.

The regular monthly meeting of the Massachusetts Board of Officers of the L. A. W. was held at the Clarendon Hotel last Saturday night. Chief Consul Emery presided, and C. S. Howard served as secretary. Among those present were W. H. Emery, Roxbury; Mr. Forbes, Dorchester; W. A. Moulton, Jamaica Plain; G. A. Perkins, Cambridge; W. G. Kendall and C. S. Howard, Boston; J. W. Drown, Springfield; L. L. Campbell, Northampton.

On motion of Mr. Howard it was voted to give a copy of the Massachusetts and Rhode Island Road-book to all who join the L. A. W. in this State. A communication was read from the President of the League asking if Massachusetts desired the honor of entertaining the L. A. W. at its annual summer meeting. It was voted that the division was not in a position to extend such an invitation. Mr. Forbes reported progress for the committee on preparing a map of the State roads.

On motion of Dr. Kendall a committee of three was appointed to consider the advisability of holding a meet of Massachusetts wheelmen in Boston early in the spring. The committee appointed was as follows: W. G. Kendall, G. A. Perkins and C. S. Howard. This committee is to act with the chief and vice-consuls.

Dr. Emery reported what he had done as chief consul since the last meeting. He had addressed gatherings of wheelmen in many cities of the State. Good results had already come in the form of a largely increased number of applications for League membership. He said that the meeting of Boston wheelmen at America Hall to-morrow evening was likely to prove of much importance. Addresses will be made by the Chief Consul, C. E. Pratt, Colonel A. A. Pope and G. A. Perkins. Everything possible is being done to further the passage of the bill for the improvement of highways, which is to be voted upon by the Legislature, April 17.

BOSTON WHEELMEN MEET TO AID ROADS IMPROVEMENT.

A large number of the most prominent wheelmen of Boston and vicinity assembled in America Hall last Monday evening, in answer to the call issued by Chief Consul Emery and others, who desired to make some organized movement to help the passage of the road commission bill now before the Legislature. The meeting was called to order by Dr. W. H. Emery, who made a thorough statement of the object of the meeting. Mr. C. E. Pratt, the first-president of the L. A. W., Vice-Consul A. W. Robinson and President Underwood of the Jamaica Plain Cycle Club made interesting remarks. Captain A. W. Robinson of the Charlestown Rovers, Capt. A. P. Benson of the Dorchester Bicycle Club and Capt. Carle Cudberly of the Somerville Cycle Club were appointed a committee to take into consideration the advisability of calling club runs to a central point on one Sunday in each month.

"Must say it [the Brooks Cyclometer] is the best instrument we ever saw for the price."

NEVIN & VAN HORN, Denver Col.

Price, \$5. The Brooks Odometer Co., Lowell, Mass.

Twenty-five Mile Handicap Road Race.

IRVINGTON-MILBURN COURSE, May 30.—The many road-racing enthusiasts who have been in the habit of assembling semi-annually on the Irvington-Milburn course to witness the contests of the now defunct New York and New Jersey T. R. R. A., will be glad to know that on Decoration Day next a twenty-five mile handicap road race will be held on the same course, the scheme of which will probably eclipse in interest any similar event ever held in this vicinity.

The race is being gotten up by Mr. A. B. Barkman, of the Brooklyn Bicycle Club, with the idea of promoting the local interest in cycling and at the same time bringing together the cracks from all parts of the country in one grand contest. The race will be entirely free from all trade interests, although the local dealers will be requested to co-operate and make the event a success, and to contribute prizes if they so desire. A Light Roadster bicycle will be offered for first prize, a gold watch for second, and it is the intention that another gold watch be offered as a special prize to the competitor making the best time over the course, regardless of handicap. The total number of prizes will probably be twelve, ranging from \$25 to \$135. The race will be open to all amateur wheelmen who have never been professionals or promateurs. The entrance fee will be \$1, same to be sent to A. B. Barkman, 241 Broadway, New York City, on or before May 10, and must in every case accompany the application, or no notice of same will be taken.

Each contestant must furnish with his application specific data as to his riding in any road race or trial of speed in which he has competed during the past year, same to be endorsed by two officers of the club of which he may be a member, or by two responsible wheelmen. The handicapping to be done by a committee of three and the general arrangements will be managed by a committee selected from the principal clubs in New York City and vicinity. Everything possible will be done to have the race fair and honest, and to have the arrangements as near perfection as the publicity of the course will allow. This event will be one not to be missed, and we, therefore, advise all interested to send in their applications as early as possible. The number of entries will be limited to one hundred. We sincerely hope that this event will be the means of bringing some, if not all, of the noted Western fliers of which we hear so much, in competition with their brothers of the East, and we assure them if they come they will receive a royal welcome.

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 22, 1889.—N. J. A. C. Games at Bergen Point, N. J. Three-mile Bicycle Handicap. Entries close May 22, with A. M. Stout, Box 262, Bergen Point, N. J.
- 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.
- July 20, 1889.—One-mile and 25-mile Bicycle and 5-mile Tricycle N. C. U. championships at Paddington, Eng., race track.
- July 27, 1889.—One-mile and 25-mile Tricycle and 5-mile Bicycle N. C. U. Championships at Paddington, Eng., track.

Mr. George T. Warwick, President of the Warwick Cycle Co., was recently granted twenty patents on improvements on bicycles.

MARYLAND.

The following letter was received last week by the Chief Consul:

New York, April 2, 1889.

Dear Sir,—The place for the annual League meet of 1889, has not yet been settled, but it is now the proper time to determine what shall receive it and where it shall be held. As it is very important that the executive committee shall know at the earliest date the place to be selected, and that the many inquiries from our members may be answered, I would ask you to confer with your division officers at the earliest practicable moment and advise me if your division desires the annual meet of 1889, and the sentiment of your members upon this subject. The importance of these annual gatherings cannot be over estimated, and the cause of wheeling, particularly in the locality where the meet is held, is benefited thereby to a very considerable degree. There should also be held at the same time a race meet, at which the national championships should be run off.

I would suggest, in considering the advisability of your division undertaking the meet of 1889, that extensive and expensive entertainment be dispensed with; that the assembling of the League be upon simple principles for the general advancement of wheeling interests, the promotion of the welfare of the League and the interchange of opinions and ideas upon all matters connected with wheeling and our organization. The object should be to bring our members together for mutual acquaintance, discussion and enjoyment from the wheelman's standpoint.

Please write me as soon as practicable and in as much detail as possible.

Yours fraternally,

CHARLES H. LUSCOMB,
President L. A. W.

The meet held here last year was so successful, that it reads as an invitation to the Maryland Division to invite the League here again this year. The entertainment of the 1,500 or more wheelmen, is looked upon as a big job, and the Maryland wheelmen do not take very kindly to it. President Luscomb's letter intimates, however, that very much less entertaining than last year would be perfectly satisfactory. The Chief Consul will consult the Hagerstown, Md. Club on the matter before answering the President's letter. The Hagerstown Club are to hold a meet and races in the first part of July, which could easily be turned into the annual L. A. W. meet. The hotel accommodations are ample and good, and the several fine pikes and roads leading to historic points, etc., would beyond doubt be acceptable.

Harry Kingsland, the Baltimore crack bicycle rider, will be one of the contestants in the races at the Chicago Cycling Tournament, on May 13.

Cline Bros., had several new machines in front of their store, on W. Baltimore Street, last week, when some one cut with a knife in a number of places two Victor Safeties, and the two saddles of a tandem. The perpetrators have not been caught.

The Chesapeake Club proposes to buy a club-house and fix it in handsome style. The club-house is at present located on Fulton Avenue, \$5,000 will be subscribed. This club is in flourishing condition. It has forty active members.

Charles Ludwig, an ex-member of the Baltimore Club, arrived in Baltimore from his present home in Ashtabula, O., Friday, the 5th, at 3 P. M., was married at 4 P. M., and left with his bride, formerly Miss Josie Nehr, at 5 P. M., for his home. This is rather quick work.

Isaac Hinds, who recently came to grief on Eutaw Place, knocking two teeth from his mouth and receiving other injuries, has improved and is about.

The Centaur Club will celebrate Arbor Day quite appropriately. A tree will be planted at Patteman Park, and probably several addresses and speeches will be delivered.

An enjoyable dance was given by the wives of several of the members at the Maryland Club, at their club-house on Mt. Royal Avenue, on Thursday, April 4. A large number of invited guests were present.

Mr. Victor Emerson climbed the celebrated elevation at Mt. Washington last week. Mr. Emerson also broke the record from Reisterstown last week, making the trip through mud and against a head wind, in an hour and ten minutes, including eight minutes stoppage.

Among the members in the race from Baltimore Club-house were, W. G. Hill, "Lew" Warrington, Fred Townsend, Victor Emerson, Walter Lowery, Arthur Emery and Joseph Greigan.

BAY RIDGE.

TACOMA, W. T.

A year ago the City of Tacoma boasted of one bicycle and two riders, Messrs. Ulman and Barlow. About this time Mr. Prince Wells stopped at Tacoma to give a two week's exhibition of fancy riding. His daring feats upon his bicycle and wagon wheel created no little enthusiasm among the young men of this city, and having become thoroughly acclimated to the place, and not slow to see the interest shown in cycling, Mr. Wells decided to open an agency. Nor did he make a mistake in so doing, for between April 1 and July 10 forty wheels were sold here and twenty-five in Seattle (thirty miles north of Tacoma by water, but about seventy by road).

On March 23, 1888, the boys organized "The Tacoma Wheelmen," which soon had a membership of about eighty, composed of twenty riders and about sixty non-riders. The new riders made rapid headway in the art of riding, and could be seen every Sunday starting out for all-day runs. On July 4 and 5 the Seattle club entertained our boys, the programme being composed of parade, racing and banquet. We reciprocated this favor in August, and everybody seemed to be well pleased.

Since this time new riders have come to town, and all have been surprised to find such good roads in the vicinity and to the lakes. But recently the club has seemed to lose its grip, and, like many similar organizations, we were badly in need of new life. On Saturday evening, March 30, the old club was disbanded and on the following Monday a new club was organized under the name of "The Tacoma Bicycle Club."

Everything tends to point to a bright future for the new club, and we hope it will now be run on a new basis. The association now has many good riders, among whom may be mentioned Messrs. Barlow, Culver, Baker and Keene, all of whom are enthusiastic Wheelmen.

The latest topic at the evening gatherings of the cyclers is the proposed 25-mile road race for the championship of Washington. Rumor has it that Keene—who so far this year has proved himself the best long-distance rider of Tacoma—will have to do some tall riding to get first medal, for Barlow and Culver mean business this time. Then we hear that Clark (of the Seattle Club and former champion of Canada) will make or boys hustle. Prince Wells, of Denver, and Halsted, of New York, will also make some of the contestants move pretty fast. SNOHOMISH.

CHICAGO MEET.

Three meetings were held in Chicago last week in connection with the Chicago Cycling Exhibit and Tournament. At a meeting of the Business Committee, Messrs. J. M. Erwin, Lincoln C. C.; H. J. Gotthelf, Douglas C. C., and F. T. Harmon, Chicago C. C., were appointed to assist Mr. Miles with the racing programme, selection of officers, etc., and a committee composed of Messrs. E. J. Roberts, T. T. Roe, Chas. Sieg, Otto Maas, Harvey Angle, E. F. McPike, A. W. Harris, Fred. Smith, T. Bray, F. M. Reynolds, H. A. Stoddard and H. J. Gotthelf were appointed to take charge of the parades.

The Racing Committee met on Wednesday and produced the following list of events as the fruit of their labors:

PROGRAMME OF RACES.

1. One-mile handicap. Nine prizes.
2. One-mile scratch. Three prizes.
3. One-mile novices. Two prizes.
4. One-mile scratch, for men who have never raced prior to this tournament. Two prizes.
5. One-mile scratch, 3-minute class. Three prizes.
6. One-mile scratch, flying start. Three prizes.
7. One-mile handicap, Rover type safeties. Three prizes.
8. One-mile handicap, local, Lumsden, Van Sicklen, Roe, Ehler, Winship and Hammel barred. Three prizes.
9. One-mile handicap, boys under 16. Two prizes.
10. One-mile handicap, Rover type safeties, boys under 17. Two prizes.
11. One-mile scratch, tandem, lady and gentleman. Four prizes.
12. One-mile scratch, ride and run, Rover type safeties. Two prizes.
13. Two-mile handicap. Three prizes.
14. Two-mile handicap, L. A. W. members only. Three prizes.
15. Two-mile scratch, members of suburban clubs only. Two prizes.
16. Two-mile scratch, 6:20 class. Three prizes.
17. Two-mile scratch, Rover type safeties. Three prizes.
18. Two-mile scratch, tandem. Two prizes.
19. Three-mile handicap. Four prizes.
20. Five-mile handicap. Four prizes.
21. Ten-mile scratch. Four prizes.
22. Quarter-mile scratch. Two prizes.
23. Half-mile bicycle scratch. Two prizes.
24. Three-mile club teams of three. Three prizes and club trophy.
25. Club drill, teams limited to fifteen men. One prize.
26. One-mile consolation. Two prizes.

The mile handicap is to be the event of the meeting, and will, in reality, include three events in one. It will be run in this way: Imagining, for example, that there are forty entries, they will be divided into five heats, the winners of which will run in the final, the first three men taking the first series of three prizes. The thirty-five men beaten in the first round will then run again in a second race of five heats, the winners of which will run for the second series of three prizes. And so on with the thirty men beaten in the second round. Every man who fails to win one of the nine prizes will receive a silver souvenir of the event.

The 1-mile flying-start race will be another novelty, and has been introduced solely to test the practicability of such contests. The committee endeavored to give every one, from the best to the poorest rider, a chance to win something, and they seem to have succeeded.

A greatly reduced rate has been secured over all roads in the Central Traffic Association, the other organizations not having been heard from yet. Full particulars on this head will be duly announced.

Two parades will be arranged, one on the opening night, when every rider in the procession will be admitted to the building without charge, and one later in the week. The start will probably be from the front of the building, which stands on Michigan Avenue, one of the finest stretches of road in the world.

Entry blanks and all other particulars are obtainable of S. A. Miles, 199 South Clark Street, Chicago.

The WHEEL improves every week. Allow me to congratulate you on its fine appearance. I want no better paper.

AUGUST KINNE.

RICHFIELD SPRINGS, New York.

The building occupied by Henry C. Squire at 178 Broadway, New York, was partially destroyed by fire on Thursday morning. Mr. Squire's stock was damaged to the extent of several thousand dollars.

SCHEDULE OF THE CENTURY RUN.

ORANGE TO PHILADELPHIA, JUNE 8, 1889.

Rendezvous Friday evening, June 7, at Mountain House, South Orange (Mountain Station, D., L. and W. R. R., Barclay and Christopher Street ferries, New York City; wheels free). Dinner, lodging and breakfast, \$2.00; lodging and breakfast, \$1.25. The schedule of the run is as follows:

ROAD	M. TOTAL	TIME A.M.	RATE PER HOUR	
				Orange...Le. 4:00
Fine....	5	5 Newark....	4:30	9
Fine....	6	11 Elizabeth....	5:15	8
Good....	7	18 Westfield....	6:15	7
Fine....	5	23 Plainfield....	7:30	6½
Fine if dry....	12	35 N. Brunswick	9:00	8
Good....	14	49 Kingston....	10:30	6½
Good....	3	52 Princeton....	11:30	3
				P.M.
Fair to good....	6	58 Lawrenceville	12:30	6
	7	65 Trenton	1:30	7
			Le. 2:30	
Various, but generally good to fine.	35	100 Philadelphia..	7:00	8

Rest and photo.

Rest. See College, perhaps photo.

Photo. Dinner, Trenton House, 75c. Via Bristol and Camden L. A. W. Hotel. The Colonnade

Wheelmen who wish to participate in the run should notify the secretary, L. A. Clarke, 25 Broad Street, New York, as soon as possible after June 1. Club members should put their names on the cards posted on club bulletin boards. The run will not be a road race and the pace stated in the schedule will be closely adhered to. At Philadelphia, the party will dine at the Colonnade Hotel, and then take train for home; fare \$2.50, which may be reduced.

THE "EAGLE" ON EAGLE ROCK.

On Saturday last, about 3 P. M., a score or more wheelmen from Orange, Newark and Elizabeth gathered at Eagle Rock Hill to witness a trial of the hill-climbing qualities of the new "Eagle" bicycle. As various adverse opinions have been expressed regarding the efficiency of the "Eagle" machine in this respect, it may be of interest to many to know just what it will do.

The climbing was done by Wm. A. Clark, of Stamford, Conn., and the wheel used was a regular 50-inch "Eagle," weight 44½ lbs., cranks 5¾ inches throw. As Mr. Clark had never seen the hill before, he made two preliminary trials, and then, coasting at a terrific pace from the top to the extreme bottom, he turned and rode straight to the summit again without a waiver or hardly slacking his pace. No time was taken, as the object of the trial was to test the climbing qualities of the machine and not the endurance or speed of the rider.

Among those present were: E. S. Walsh, L. B. Gaylor, I. F. Wardwell, C. S. Wardwell and C. E. Gaylor, from Stamford; A. P. Folk, of Brooklyn; Mr. Pierson, from Howard. A. Smith, of Newark, and several other representatives of neighboring cycle dealers.

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 by 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. The prizes will be sterling silver cups. The entrance fee is \$1; close April 17 with Will Frank, P.O. Box, 3102, New York. Prizes will be on exhibition at Spalding's. Games commence at 4 P. M. Handicapper, F. P. Prial. Track is one mile circuit, in good condition.

Mr. Robert McClure, Secretary of the Riverside Wheelmen, sailed last week for England, where he will stay for six months. Mr. McClure still remains a member of the R.W.

About a dozen members of the Riverside Wheelmen have signed to go in the Century run. Mr. Cossett, on a lady's safety, will go with the Riversides.

The Riverside wheelmen will give a housewarming on May 18, at their new club-house.

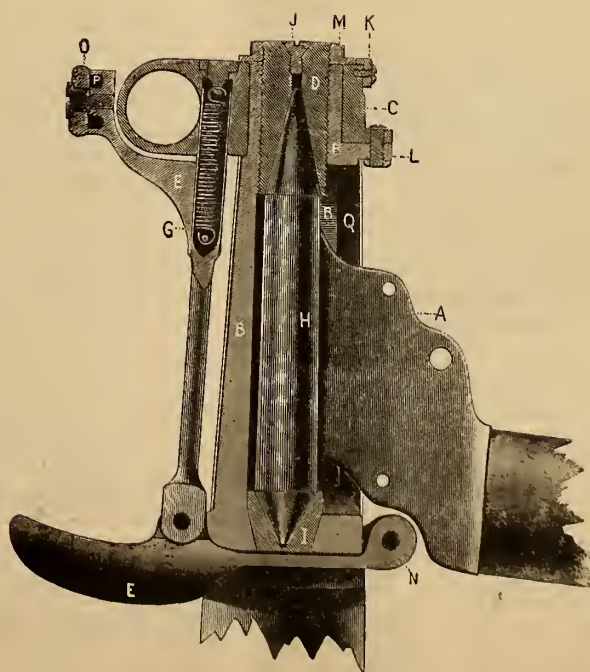
Warwick Perfection Wheels.



WARWICK PERFECTION SAFETY. Price, \$135.00. Weight, 48 lbs.

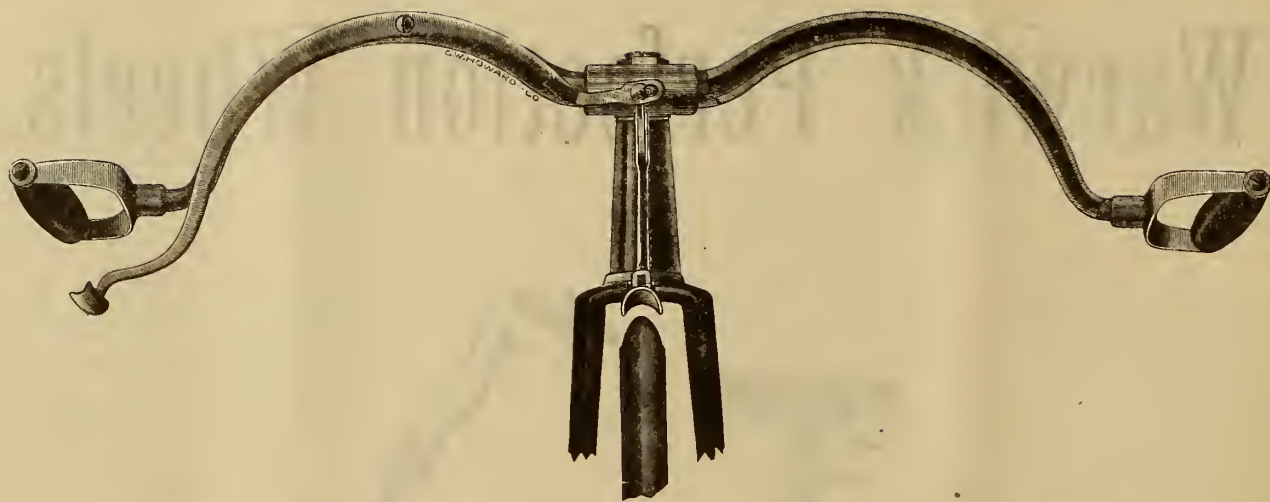


WARWICK PERFECTION ORDINARY. Price, \$125.00.



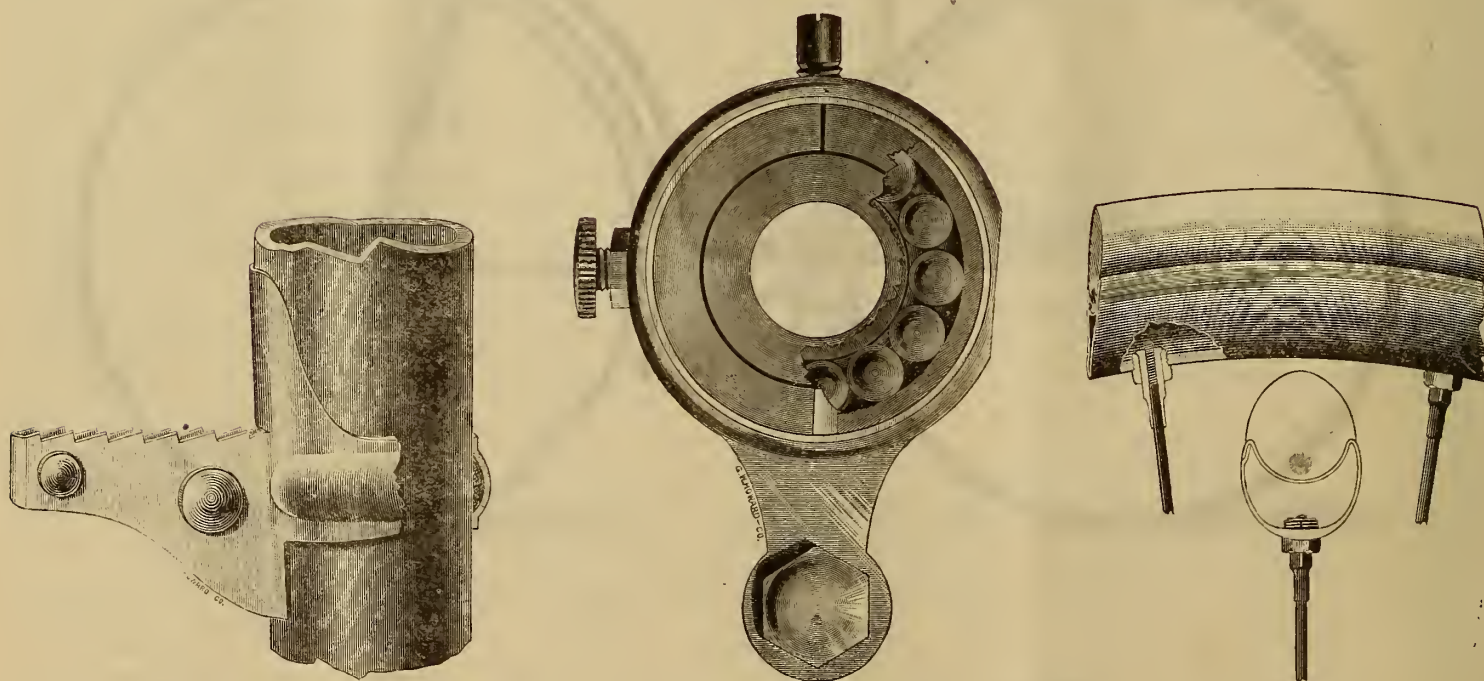
Neck, Head, Brake, etc.

[Advt.]



No More Fractured Handle-Bars.

No More Rattling Joints.



PERFECTION STEP.

ADJUSTABLE BALL BEARINGS.

SECTION OF RIM.

We show cut of our new Safety. Its points over all other wheels are: Absolute freedom from sensitiveness; freedom from vibration, the spring forks saving machine as well as rider by absorbing all jars; direct action plunger brake; it is not necessary to remove the hand from the handle to work the brake; the pedals are perfectly adjustable and dust-proof; the spokes may be quickly replaced (see cut of section of rim); the rubber tire covers the edges of the rim and is warranted never to come out; the saddle is instantly detachable and will not stretch from wet or perspiration; it can be adjusted to any wheel; the spade handles are of a new

form, and conform to the angle of the rider's body; the enamel is of a high grade and polish, and cannot be broken with ordinary use; the frame is of strong double tubing; the dress guard is of flexible wire, which may be quickly attached or detached—it is the best dress guard ever invented.

We show a cut of our Perfection Ordinary, which has many of the features which make the Safety superior to all other dwarf wheels. The step (see illustration) is the only step that will not slip, that is so fashioned that the finish of the backbone is not destroyed in mounting.

WARWICK CYCLE MFG. CO., Factory and Offices, Springfield, Mass.

WM. HALPIN & CO., New York State Agents, New York.

D. SNITJER, South-Western Agent, St. Louis.

H. A. LOZIER & CO., Western Agents, Cleveland.

CHAS. F. STOKES, North-Western Agent, Chicago.

WHEEL GOSSIP.

Phil Hammel will ride in the Pullman road race.

The Melrose, Mass., Cycle Club will hold its annual reception April 24.

Lumsden, the Chicago crack, will shortly commence training at Cheltenham.

The Manhattan Club took a run to Yonkers on Sunday last, twenty men turning out.

The Intercollegiate games will be held at Berkeley Oval on May 25. Yale will be represented in the bicycle event by Weare, Clark and Koutz.

We regret to announce that Mr. Page published a pun in the last issue of the *Spectator*. We sincerely pray that the attack may be of short duration.

A thief recently broke into Humber & Co.'s offices at Coventry, England, and stole £400 which had been drawn from the bank to pay the men's wages.

Entries for the Pullman road race, to be run from Chicago to Pullman on May 30, close May 24 with R. D. Garden, 291 Wabash Avenue, Chicago.

Australian racing cyclists are compelled by the racing rules to wear an absurd and gaudy costume, consisting of loose satin jackets and jockey caps with six inch-peaks.

In the King's County Wheelmen's club-house (active membership about 160) there are but four safeties, and one of them is for sale. Mr. Marion is the proud possessor of an "Eagle."

The Camden Wheelmen's Association have secured the rooms formerly occupied by the Camden Republican Club, which they will extensively alter and fit up as club-rooms.

Messrs. Singer & Co. have cleared out almost their entire stock of second-hand wheels. They yet have on hand a few second-hand ordinaries and safeties, which they are selling at cut prices.

The Kingsbridge Road House will be opened April 15 as a cafe and restaurant by Bernard, who has a place at 123d Street and Seventh Avenue. Cyclists will find this a good stopping place.

The Missouri Bicycle Club has invited Chicago wheelmen to make their headquarters at their club-house on the day of the Lumsden-Stone race, which will be held May 25. A run will be held May 26 for the entertainment of the visitors.

Mr. Samuel T. Clark sailed on Wednesday morning for London. He goes abroad in the interests of the New Rapid, for which wheel, in its rear-driving form, there is an enormous demand this season. Mr. Clark will remain away about one month.

Howard A. Smith & Co., Oraton Hall, Newark, N. J., have about two hundred second-hand machines for sale, ranging in price from \$20 to \$100 each, besides their very large stock of new machines. Intending purchasers should give them a call at once.

The *Sewing Machine and Cycle News* after publishing an extended editorial on the propriety of giving credit, "culls" "Old Hanki-Panki," a bright bit of verse which recently appeared in this paper. We should say that the editor of the *Sewing Machine and Cycle News* is a hypocrite as well as a literary thief.

Mr. C. E. Leach, who is about to go into business in New York, has resigned the captaincy of the Cambridgeport, Mass., Bicycle Club. At a meeting of the club held Tuesday, April 2, Mr. Leach was elected an honorary member. Mr. W. T. Koop was elected to fill the vacant office. The club took a run to Echo bridge on Thursday afternoon, April 4.

Mr. J. K. Boyden, of the Illinois Club, while out riding on March 28, ran into a safety rider, which threw him against the curbstone, fracturing his skull and forcing a portion of the bone into the brain. Mr. Boyden died on Tuesday, April 2. He was a careful rider and recently told a friend that he neither intended to race or scorch this year.

It is rumored in America that S. G. Whittaker, who has just returned to the States, will apply for reinstatement as an amateur. We offer up a gentle smile.—*Wheeling*.

We ran across this paragraph on April 8, at which time Whittaker had not yet been "sighted." Please let Mr. Whittaker land, at least, gentlemen; then pen your stupid pars.

The Twelfth Regiment games will be held at the armory, Sixty-second Street and Ninth Avenue, on Friday evening, May 10. The bicycle events are a two-mile handicap and a one-mile novice scratch. Entries close May 4 with Chas. J. Leach, P. O. Box 3,201, New York City. Wheelmen may obtain the privilege of practicing at the armory on certain evenings. Full information may be obtained from the secretary. The bicycle event will be handicapped by F. P. Priol.

The Cambridge Bicycle Club has called the following runs for this month: April 6, Lexington, start at 10 A. M.; 13th, forenoon run over the new extension, and in the afternoon through Medford, Arlington and Belmont, starting morning at 10 and afternoon at 2; 20th, Dedham, via Forest Hills and Roslindale, dining at Hyde Park; 27th, South Natick, dining at Bailey's.

The Portland Wheel Club has elected the following officers: President, John Calvin Stevens; Vice-President and Captain, Lyle B. Chase; Secretary and Treasurer, Charles D. Alexander; First Lieutenant, W. T. King; Second Lieutenant, J. H. Hannaford; Bugler, George T. Barnes; Club Committee, F. H. Sawyer, George B. Morrill. The club has fifty-two members and is in splendid condition. At the annual meeting of the club, Mr. E. B. Pillsbury, of the Massachusetts Bicycle Club, was elected an honorary member.

At the annual meeting of the Roxbury Bicycle Club the following officers were elected: President, W. H. Emery; Vice-President, John S. Lowell; Secretary, Charles W. Eaton; Treasurer, W. T. Johnson; Captain, Irving E. Moulthrop; First Lieutenant, James Keltie; Second Lieutenant, John Graham; Bugler, V. Dreiling. The following runs have been called for April: 7th, reservoir; 14th, Waltham; 21st, Milton; 22d, Roxbury suburbs; 28th, Medford; 30th, Great Sign Boards. The club is in a very prosperous condition, and expects to receive many accessions to its membership during the riding season.

The annual dinner of the Cambridge Bicycle Club, which took place at Young's Hotel last Monday evening, was a great success. There were forty members present, and President George A. Perkins was in the chair. Secretary Editor Bassett, of the League of American Wheelmen, Vice-Consul Robinson and Chief Consul Emery were the guests of the club. Among those present were Charles S. Clark, James H. Grimes, H. C. Getchell, W. J. Newman, Dr. W. G. Kendall, Will S. Atwell, A. S. Kendall and George A. Perkins. The after-dinner speeches, though informal, were very entertaining. Chief Consul Emery made a stirring address, in which he pictured the advantages of L. A. W. membership. He was followed by Vice-Consul Robinson, Dr. Kendall, A. N. Oliver, H. H. Burns, Joshua Winslow, J. C. Kerrison, W. C. Curtis, Charles S. Clark and Henry Ward.

In accordance with the powers recently vested in them, the Elizabeth, N. J., Board of Freeholders have appointed committees to consider and recommend a plan to locate and improve the highways. Speaking on the subject of improved roads, Freeholder West said:

One essential thing for the prosperity of the county, and to hold its own and keep up to the spirit of the nineteenth century, is good county roads. The one way to build it up is to make it desirable for home sites for the people of the overcrowded cities of Brooklyn, New York, etc. If a good road system is established the county will double its population in five or ten years, the property will be enhanced in value, and inaccessible property will be opened up to settlement. Farm property in the Eastern States is depreciating in value, and will depreciate until it can be utilized into home sites. What is necessary is to inaugurate and adopt a practical road system, and it will return 100 cents for every dollar expended, and the county will make rapid strides toward prosperity. This should be done everywhere until there is a grand highway from the wave-washed shores of the Atlantic to the golden gate of the Pacific. This is not a fine-spun theory, a wild scheme, but it is a practical and businesslike undertaking, and when every one realizes it and acts on it the time will not be distant when the British lion, the American eagle and the pet bird of New Jersey will occupy the same tree and hatch birds from the same nest.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Mince pie, did you say? Do I like the article? Ask George Gideon if any of the members of the Pennsylvania Bicycle Club like mince pie, and I will wager he will drop into a fit before you. Nor would you wonder if you could have seen seventeen members from the above-mentioned club in the great feat of each man to a pie, or rather one pie for each man. The reason whereof, 'twas as follows: Mr. Gideon has often asked the club to come up some Sunday on their regular club run, and he would provide mince pie enough to satisfy the appetite of a Dr. Tanner after a forty-day fast, or a wheelman after a twenty-mile ride, which is one and the same thing. Well, on Sunday, the 7th, the road officers made arrangements for a run to Fort Washington, and promised the genial George that they would stop on their way, and warned him to be ready. So, about 10:30 on Sunday morning, the crowd drew up in front of mine host's house, dismounted, and, after a few minutes, were busily engaged in devouring mince pies that were worthy the name they bore. Poor George was all in a glow before he was through helping. Nor do I wonder, as I was watching one man and saw him eat four good-sized pieces, and they tell me that the man who was watching did likewise.

After washing down the pastry with a few cups of coffee, the party withdrew to the parlors and listened to some banjo selections by our host, and then started for Fort Washington, each man feeling very grateful to our worthy host, and with a stomach full of pie to remind him of the pleasant hour he had passed. Strange to say, there was no desire to scorch for an hour or more, and, stranger still, no one was heard to kick when arrived at Fort Washington, where they found the landlord in a very bad humor and dinner not to be ready for an hour. But the kicking came with the dinner. Dinner, did I say? Never mind, I won't complain; but I hope the captain takes us in another direction next Sunday.

Messrs. Merrihew, McDaniels and Elliott, of Wilmington, were in the city on Sunday last, and accompanied the Pennsylvania Bicycle Club on their run, McDaniels and Elliott riding a Premier Tandem Safety.

Who is "Pennsy?" is the question that has agitated wheelmen in this vicinity of late. He has been writing for the *Athlete*, and, having the faculty of "getting on to the boys," has given several of them away. They all promise sweet revenge when they catch him. So far, however, he has concealed his identity, and, I judge, will be sharp enough to do so in the future. But if he should trip, let him beware.

The petition blanks furnished by the associated cycling clubs to petition the Pennsylvania and Philadelphia and Reading R. R. are being rapidly filled up. Question: Will it do any good? The boys are giving it a trial, at any rate.

The Century Club are gradually getting into good shape, and ere long promise us an invitation to view their headquarters. This club, under Captain Carter's leadership, are starting out with largely increased attendance on their Sunday club runs, and promise to push "Pennsy" this coming season.

Messrs. William H. Kirk and Carl Herring, of the Pennsylvania Bicycle Club, will start on the European tour in May.

The Mount Vernon Wheelmen have changed their mind regarding their club uniform, having discarded the proposed gray and adopted the more dressy blue.

Trips to Ardmore have already commenced, although the boys were much worried last week, when rumor had it that mine host Moos was to be sold out by the sheriff. But he has undoubtedly made satisfactory arrangements with his creditors, as the notice of sale has disappeared, and on Sunday last he was dispensing cream to the riders who ventured out.

A member of the Pennsylvania Bicycle Club, whose modesty prevents his allowing his name to be known, has presented a handsome medal for competition among the members of the club. It is left in the hands of the road officers for disposal. They have offered it to the man who makes the greatest number of days out, no ride of less than ten miles to count.

WESTFIELD.

NEW ORLEANS.

That "everything comes to him who waits" has been aptly illustrated in the case of the Louisiana Cycling Club and the Batson medal, and at last, after a long wait and many disappointments, the clerk of the weather finally smiled upon a particular date set for the inauguration of the long-delayed series for that trophy, and on last Sunday (March 31) the races were fairly opened with a three-mile contest.

Of sixteen entries, twelve started. The handicaps were over-generous, and the back-start men stood little show; consequently a limit man romped across the line a winner, with a lead of some twenty yards.

The following shows the result in full:

	Handicap.	Actual time.
Foster De Buys.....	2 min. 15 sec.	12:38
E. M. Graham.....	1 min. 30 sec.	11:49
W. C. Grivot.....	1 min. 30 sec.	13:10
W. H. Renaud.....	1 min. 30 sec.	13:15
M. S. Graham.....	25 sec.	12:16
L. J. Frederic.....	45 sec.	12:40
W. M. Hathorn.....	25 sec.	12:44
A. M. Hill.....	Scratch	12:30
G. C. Angamar.....	45 sec.	—
H. W. Nathan.....	2 min. 15 sec.	—
C. W. Bogel.....	1 min. 30 sec.	—
A. B. Harris.....	2 min. 15 sec.	—

Messrs. C. H. Fenner, at the start, and C. M. Fairchild, R. G. Betts and M. B. Sprigg, at the finish officered the event. The next race is fixed for April 14, distance 6½ miles.

This has been a big week for the Louisiana Cycling Clubmen. On Monday, the 1st, the annual meeting occurred, when the following officers were elected:

President, W. H. Renaud, Jr. re-elected third term; Vice-President, F. B. Born; Secretary-Treasurer, E. M. Graham, re-elected; Captain, R. G. Betts, re-elected third term; Lieutenant, L. J. Frederic, re-elected; Executive Committee, President, Vice-President, Captain and Messrs. C. M. Fairchild and H. H. Hodgson.

The reports showed the club in a prosperous condition, a strong membership, no debts, and a nice little nest egg in the treasury. After adjournment, a spread occupied the rest of the evening, and now if you would have the boys smile, just ask them if they have ever tasted *becassine fesandé*. Perhaps you, Mr. Editor, have partaken of this French delicacy and can appreciate the smile.

Thursday (4th) the regular meeting took place, and the knowledge that the club building movement would be introduced brought together the backbone of the organization, and as a result, barring of course, the unforeseen, I believe that within the next six or eight months the club will be in a house of its own. At the meeting, sixteen members alone pledged \$1,375, and there are still twenty-five to be seen. The matter of incorporation is now in the hands of an attorney, and so soon as the charter is received the site is to be selected. Large grounds and a \$2,000 house, capable of enlargement, is the idea.

At this same meeting, a challenge to the N. O. Bi. Club for a team race was authorized and the application record broken; ten new members being admitted and three delinquents dropped. This brings the roll up to forty-one. Two years ago at the organization it was nine.

A meeting of the League State Division is fixed for April 8. The fall tournament and a constitution and by-laws are some of the matters to be wrestled with.

A word or two in regard to the popular election system in the L. A. W. Like others who have expressed their sentiments, I too am somewhat surprised and chagrined at THE WHEEL's change of policy *in re* the League Constitution. Principle is worth fighting for at any time, and this appears to be not only one of principle but of right; and while it may be true that the League has no two differing policies at stake, and that it is purely a matter of men, now that there appears some active competition for League offices, that alters the case but little. Measures without the men, or men without the measures, doesn't go for much, and it is only natural that folks should differ in their ideas of both, and care to have a say in that respect. To my mind, it seems to me that one way toward securing the desired end would be for the delegates (chief consuls, representatives, etc.) of the different districts to call a meeting for an expression of opinion from their constituents, and vote accordingly; or, failing to do this, what is to prevent the circulation for a called meeting, at which these delegates who directly cast the all-important vote be INSTRUCTED to cast his ballot or proxy for this candidate or for that one? Those who take an interest in the affairs of the L. A. W. would then be present; those who do not wouldn't, that's all. It is true that when we elect our State officers we indirectly vote for the higher officers, but do these State officials always speak the minds of their people on such important matters? Not much.

Br.

TROY NOTES.

Mr. Le Grand Spicer has taken the agency for the popular Columbia wheels, and will ride a Light Roadster Safety, which is anxiously expected every day. He will make a strong road rider, as he has ridden considerably on a tricycle and always managed to keep up with the crowd. Anybody wishing Columbia repairs will find Mr. Spicer at Howe & Co.'s.

Wednesday evening, the 3d, the annual election of the Trojan Wheelmen was held in the club parlor, over the Troy City Bank, and the result was as follows: President, C. E. Betts; Vice-President, G. W. Stowe; Secretary, T. T. Chase; Financial Secretary, George B. Friday; Treasurer, James W. Hislop; Trustees, Geo. S. Coutie and Harry Snyder. G. W. Stowe was appointed chairman of a committee to make arrangements for a reception to be given at the club's rooms very soon. Two applications for membership were received.

Mr. Joshua Reynolds has ordered a Rover ladies' bicycle for his daughter, and expects Mrs. R. will also ride it. He says *he* will stick to his old Columbia Light Roadster, which has carried him nearly 6,500 miles. I believe his son will ride a Junior Safety this season.

So the editors of the *Br. World and Bulletin* have come to the conclusion that the ladies need a little space in their paper, eh? I should not wonder if THE WHEEL had stirred them up to it.

The League ought to do more for the ladies (as suggested by a correspondent of THE WHEEL and seconded by Secretary Bassett), but I suppose it will not come so long as politics absorb everything else. Riding, routes, roads, rights, racing and rates "R" good words for the League to bear in mind, but the greatest of all is *roads*.

Who is the League Consul for Troy now?

April 8, 1889.

ORNH QBA.

FENTON'S FANCIES.

WHEELMEN'S BOWLING LEAGUE MEET.

A meeting of the Wheelmen's Bowling League was held at the New York Bicycle Club on Saturday, April 6. Delegates from all the clubs of the organization were present, with the exception of the King's County Wheelmen, whom a previous engagement prevented from attending. John R. Blake, New York Bicycle Club, was re-elected President, and L. S. Edwards, Atalanta Wheelmen, Secretary. The resignation of the Harlem Wheelmen was tendered by E. C. Parker. The championship for 1889 was awarded to the Atalanta Wheelmen, and the second prize to the Hudson County Wheelmen. The President appointed the following committees: Schedule, Eldridge, Semple and Halsey; Rules, Nisbett, Bridgeman and Earl. The meeting then adjourned to the billiard room, where a quiet time was enjoyed by those present. The delegates to the meeting were Messrs. Merceles and Tuthill, of the H. C. W.; Parker, H. W.; Edwards and Halsey, A. W., and Semple, N. Y. B. C.

Mr. James B. Roy, one of the pioneers of the New York Club, has decided to enter the ranks of the noble army of Benedicts. The invitations are out for his marriage on Tuesday, the 23d, to Miss Libbie A. Wood, at the Church of the Heavenly Rest. Mr. Roy has the best wishes of the entire New York Bicycle Club, for whom he acted as Treasurer for some years.

The Seventh Regiment has a very large contingent of wheelmen in its ranks, and some of the best racing men to be found around the city. To mention just a few, N. M. Beckwith, S. V. Hoffman and Arthur Taylor, of the Citizens; I. M. Shaw, W. F. Wall, J. H. and T. E. Trippler, of the New Yorks, and A. B. and S. H. Rich, of the Staten Island Athletic Club. C. F. Burhaus, of "B," has such a happy knack of skimming round the corners of the track that he has so far been undefeated. Former racing men in the regiment count E. T. Weber and J. N. Stearns among their ranks. There are lots of others, but I have mentioned enough to show that this branch of athletics is well represented in the regiment, in spite of "The Owl's" tirade against the militia in the columns of *The Cycle* (R. I. P.) a few years ago.

I had the pleasure of meeting our new Chief Consul on Monday. I am sure that the members of the New York State Division will find him a good and enthusiastic champion of their cause, and in return should give him their best support. One of the largest districts of the Division gave a foolish exhibition of petty spite and obstructionist policy toward Chief Consul Bidwell during the past year, with the result that he quietly proceeded on his course, and the District was named the "kicker," a title which seems likely to stick. It is to be hoped that such a course will not be pursued toward Mr. Bull, who deserves it just as little as Mr. Bidwell ever did. Besides, obstruction is a very weak policy to pursue. Mr. Parnell admits that the system of obstruction carried on by the Irish members of the House of Commons some five years ago gave their cause a blow from the effects of which they are barely recovering now. *Verb. sap.!*

The different New York City clubs will be represented by the following men on the track during the coming season: Riverside, E. A. Powers; New York, Hanson, Findley, Pendleton, Nisbett and Heydecker; Citizens', S. V. Hoffman. The New Yorks will probably hold a series of races for the championship of the club some time during June.

FENTON.

BROOKLYN NEWS.

The Long Island Wheelmen entertained the Brooklyn at their club-house on Saturday last, but were very unfortunate in having their principal attraction desert them at the last moment. The delinquent guest was Col. Oakey, who was expected to give the boys a very interesting talk. However, the committee were equal to the occasion and produced a number of entertaining men, who talked to the large audience in a most desultory and yet most effective way. Mr. Clarke deserves great praise for his good management under such trying circumstances. Schumacher, K. C. W., was there, but remained in the cool hall

nursing a slight headache occasioned by a header taken that afternoon while *en route* from Hempstead, where he has taken up his residence.

The three best mileages of the Long Islands to March 1 are Schmid, 463; Wise, 360; Beecher, 230.

I saw the following item of news in the red-letter edition of the *Bicycling World* of last week: "Hurrah for the effete East! Schwalbach, of Brooklyn, has a son who rides a bicycle younger than Mohrig, Jr., of San Francisco." "Charley" asserts that he has made no claim upon the possession of any extraordinarily young bicycle. Can the *Bicycling World* be in error?

Last Sunday was a windy day. It was a wind without rebate or discount off, and yet C. M. Isbell and another member of the K. C. W. reached Huntingdon, L. I., and captured some wine which awaited the first comer. Messrs. Barkman, Borland and Banker, B. B. C., were also down on the Island as far as Bay Shore, and Mead, Brown, Lewis and Cole were out in the Oranges counting miles for the same club.

Each man paid for his pleasure (?) the following day in the most approved style of fatigue. It is even stated that they "haven't done anything since." The annual election of the Brooklyn was held last night, and the entire ticket of regular nominations was elected. There was no opposition ticket, so the election was most harmoniously conducted. The officers' names were published in a previous letter. The Brooklyn club-house has assumed an entirely domestic appearance. Some new walls have been put in place to replace their counterparts, which the club removed on taking possession of the house. They cannot commence improvements on their new house until the latter part of April, but no time will be lost by the vigilant Building Committee when they do at last get possession of it. Brooklyn, April 10, 1889. ATOL.

PHILADELPHIA.

Mr. J. R. F. Edwards, of the South End Wheelmen, who came pretty nearly capturing the long-distance record last year, has already covered over 1,200 miles up to date since the first of January. Any one who does not know what kind of roads Mr. Edwards has to contend with cannot realize what a stupendous job it is to roll up the mileage he did last year. The roads in the southern part of the city are of the poorest kind, and yet Mr. Edwards seldom misses a night that is tolerably fit for riding. What to others would seem like a monotonous job is to this intrepid rider a source of pleasure, and we predict that this year he will beat any record that has been made. In person Mr. Edwards is rather tall, seemingly of not so very strong a build, a perfect gentleman and the last one in the world one would pick out for a long distance rider.

So "Ariel" mentions something about the associated cycling clubs arranging for a combined club run on Decoration Day, *if possible*. Let "Ariel" listen. To start with, I would say a club run to any of the towns adjacent to Philadelphia is *not* possible, for the simple reason that they are all too far away for every one to ride there, and even if they were near enough, what would be done, as "Ariel" truthfully remarks, for dinner? Norristown is the only available place we could go to, and that is nearly forty-five miles for the round trip. Added to this, no hotel would feed us, because the town would be filled with country folks who would have come to see the ceremony of decorating General Hancock's grave. This brings us to the original scheme proposed in THE WHEEL several weeks ago—a run to the Pike in the morning, dinner at Belmont Mansion and races in the afternoon. The accommodations at the Mansion are excellent. They have a large banquet hall, large enough to hold several hundred, and I am sure that arrangements could be made with the proprietor by which the wheelmen could be furnished with a dinner for a reasonable sum, say fifty cents. "Ariel" is very non-committal about the matter, but I think, or hope, he will give this his full attention, and, if he thinks favorably of it, boom it up in the papers he writes for—literally put his shoulder to the wheel (no pun)—and help to make the first inter-club run a success.

Mr. W. T. Fleming, ex-Captain of the Century Wheelmen, has arrived home from Florida, where he has been spending the winter months. He reports that he has had a glorious time, and some of the fish and alligator stories he is telling are making the C. L. seriously think of handing in his resignation. The Centurions played a rather rough joke on the genial Fleming. The former tenant in the new house had left a large sign with the following painted in large letters: "Headquarters Executive Prohibition Committee." This they hung in the wheel-room in a conspicuous place, and it was the first thing that caught the ex-Captain's eye. As William is a decided Anti-Prohibitionist, as might have been expected, his nerves got quite a shock from which he soon recovered under the soothing influence of a couple of "Carl's" schooners.

It seems that a statement of mine which appeared in THE WHEEL several weeks ago concerning the Pennsylvania Bicycle Club has raised quite a whirlwind. Perhaps it is not strange that in a club of 180 members there are a few black sheeps; therefore I deem it my duty to apologize to the Pennsylvania Bicycle Club, *as a club*, for any wrong I may have seemingly done them, but still stick to my former assertion about those "few," an assertion backed up by every member of the club. As to those beautiful eyes somebody was to kindly present me with, I am very sorry that I cannot accept them, but, rather than have them go to waste, he could give them to the "few." Perhaps they then could see the errors of their ways as well as

ARGUS.

Philadelphia, April 8.

ST. LOUIS.

At the meeting of the Missouri Club, held last Tuesday evening, a large number of applications were favorably acted upon and steps were taken to secure a larger and more regular attendance on club runs. The new road officers are of opinion that club runs are not "played out," and they intend to work that feature of club life for all that it is worth. The card for the month of April is a happy combination of long and short runs, and the so-called "tough" and "tenderfoot" element are both catered to. In Hildebrand, Lewis, Peckham, Woestman and Lynch the club has a most efficient corps of road officers, and their efforts to awaken an interest in road riding should be given the encouragement they deserve. Mr. S. C. Newman, the winner of the mileage record for last season, was presented with the medal. Mr. Brown made the annual presentation speech, and it was a model of forensic eloquence and scintillating wit. Here it is: "I having ridden three miles last season, and Mr. Newman having ridden 5,003 miles, he is clearly entitled to the medal, which I now have the pleasure of presenting to him."

Mr. Newman is about to remove to Chicago, much to the regret of his many friends here. St. Louis thus loses and Chicago gains a most valuable man. Although Mr. Newman seldom took an active part in the affairs of the club, he could always be depended on to do his full share when called upon, and his quiet and gentlemanly demeanor at all times made him many friends. His associates in the Missouri Club heartily commend him to the good offices of the Chicago wheelmen.

Speaking of the Chicago wheelmen reminds me that they have been invited to visit St. Louis on the occasion of the second of the match races between Stone and Lumsden (patience, Brother Fenton), and to remain over the following day as the guests of the Missouri Club. The invitation appears to have been sent through Mr. Miles, of the *Referee*, as the most direct way of getting it before all the Chicago wheelmen. According to the *Spectator*, Mr. Miles has replied accepting the invitation, and assuring us that we may expect a large delegation. I understand that it is the intention to give them a cordial reception and to make the day as agreeable as may be. If I might offer a hint in that connection, I would suggest that the road with the fewest hills be selected for the run. Our Chicago friends, not being used to hills, cannot reasonably be expected to favor that kind of a road, and as it is our desire that they enjoy themselves while here, the road presenting the fewest difficulties should be chosen. However, that part of the programme can be safely left with Aleck Lewis.

The Missouri Club has repealed the house rule forbidding the playing of games on the club premises on Sunday, and the billiard and card rooms are now as freely open on that day as any other of the week. To a large number of the members, whether a majority or not it is, of course, impossible to say, this action will be viewed with regret. They think that a change in the rules of so sweeping a character should not have been made without a full and free discussion of the matter before a representative meeting of the club. There were less than twenty members present when the resolution was adopted. The argument used in support of the change was that it would increase the revenue of the club. It would seem as if there might be better ways of accomplishing this object, if, indeed, it is necessary, than the one adopted.

The visitors in town this week were Messrs. Bode and Ambler, of Chicago, and Hill, of the Coventry Machinists Co., Boston.

THURIEL.

SAN FRANCISCO.

The local riders are all enjoying the fine weather of the present time and getting ready for a splendid season's riding.

The Bay City Wheelmen are appropriately closing the pleasantest winter season of their existence by a theatre party, held on Thursday evening, at which most of the members were on view. On next Saturday they will have one of their popular "smokers"—a Bay City smoker, by the way, is an entertainment long to be remembered—and invitations for them are most eagerly sought by all riders, irrespective of club membership. On April 26 the closing dance of the season will be given.

Captain Fred. Russ Cook has called a club run for tomorrow to Belmont, twenty-five miles from the city, over a fine road and through a picturesque country. It is expected a large number of riders will attend.

The Bay City Wheelmen have now one hundred members, having elected the one hundredth man at the last meeting. Few cycle clubs in any country have done more for the sport than the Bay City Wheelmen. It has never made a failure of any of its undertakings, and stands to-day among the foremost clubs of the world. Its race meets, carnivals, ladies' night runs and all entertainments peculiar to bicycling clubs have always been successful. It takes the initiative in promoting any scheme beneficial to cycling in this city and State.

The local runners and athletes are complaining about the hardness of our new track. They forget that it was built solely through the efforts of local bicycle riders and principally for bicycle riders. The track is in excellent condition and a number of men will soon begin training for the races on May 30. The California Division Meet has obtained the three-mile national championship, and it will be run at Los Angeles, May 30. If Mr. E. I. Halstead comes down from Washington Territory and decides to enter he may make it interesting for some of our best men, although if F. D. Elwell rides Mr. Halstead will find a most worthy competitor.

I would suggest to the gentlemen organizing the monster Century run in the East that they select the route they intend to ride and go over it several times and arrange a schedule so that they will not go over the first part too slow and have to make up the time on the return journey. Our plan is to arrange this schedule regulating the speed according to the nature and state of the road. On the day of the run one man has this paper and another carries a watch, and the men are not allowed to fall behind the schedule. This plan will bring through many riders who could not otherwise make the run. If a strong rider were allowed to lead at his own pace, he would soon break up the weaker ones. We have also found that a steady pace without unnecessary stoppages gives the best results.

CALIFORNIA.

March 30, 1889.

Irving Halsted has already worked up a road-race fever at Tacoma, Washington. "The boys are chock full of it," he writes.

THE BROOKLYN WHEELMEN'S THEATRE AND DINNER PARTY.

"Oh, call back yesterday, bid time return!"

Rather late in the day to resurrect the fizzling reminiscences of this delightful incident.

It was a red-letter night, and from the metaphorical as well as the artistic standpoint, for much quiet painting was done, and

"Those did drink who never drank before,
And those who *always* drink now drank the more."

When the curtain rose Louis Harrison was confronted by 275 immaculate shirt fronts, topped by 275 ready-to-be-amused faces. Louis worked off some local hits, which were received with the

"Shrill, sudden shout,
The cry of an applauding multitude."

He had been thoroughly posted by the committee, but forgot many of the gags intrusted to him. The colors of the various clubs and the Schwalbach medal added local cycling color to the performance.

After the theatre party about two hundred of the wheelmen adjourned to the Clarendon, where dinner was served at long tables. Mr. Luscomb and party, who occupied a private box at the theatre, did not attend the dinner.

At the centre of the principal table sat Toast-master Michael Furst.

"Soft-tongued and golden-toned,
He swayed the cycling mass as if he were its soul."

At his right, as the honored guest of the evening, sat Mayor Chapin,

"A man in all the world's new fashions planted,
That hath a host of phrases in his brain."

On the left I noted Mr. F. P. Prial, of THE WHEEL, the guest of the Long Island Wheelmen

"Why did I write? What sin, to me unknown,
Dipped me in ink—my parents' or my own?"

After the first few courses had been served, Toast-master Furst called on Mr. James Fox, President of the Brooklyn B. C.—

"Bid me discourse,
I will enchant thine ear."

who made a sound, practical speech, to be followed by Mayor Chapin, who made the longest speech of the evening, speaking enthusiastically of the favorable impression he had received of cycling from the gathering before him, and promising to resurface "Cobblestone Hill."

Mr. M. L. Bridgman, Kings County Wheelmen, responded to the toast of "Racing," after which the Toast-master introduced the toast of "The Cycling Press" with these lines:

"Here shall the Press the Wheelmen's rights maintain,
Unaided by influence and unbribed by gain."

Ye editor evidently believed that

"Therefore since brevity is the soul of wit
I will be brief."

Or else we could not withstand the attraction of his frizzle water, for his talk was short and sweet.

Mr. E. A. Bradford, L.I.W., responded to "The Ladies."

"They are pretty to walk with,
They are witty to talk with
And pleasant, too, to think on."

Mr. Bradford, who was well up in his subject, discussed learnedly on the beauty and goodness of the fair sex.

After the regular list of toasts, several gentlemen informally entertained the company. Mr. Louis Harrison told stories and sang.

"And I did laugh sans intermission,
An hour by the clock."

Mr. Torrey and Mr. Spelman, of the Brooklyn Club, informally spoke and recited. In the excitement of the moment, Mr. Torrey dropped into poetry.

"He was full of joke and jest,
All things talked thoughts to him."

Mr. George B. Bancroft, of the Brooklyn Club, was called upon but was too full of emotion for utterance. He had been toasting

"Bacchus ever fair and young,
Drinking joys did first ordain,
Bacchus' blessings are a treasure
Drinking is the cyclists' pleasure.
Rich the treasure,
Sweet the pleasure,
Sweet is pleasure after pain."

About four o'clock the party broke up. It was broke up long before that hour, but did not realize it at once. The last view I had of the supper-room was ye editor, who is fitted with ball-bearing jaws, talking 348 words a minute

to Walter Sinn and Louis Harrison. I felt relieved next day when I learned that Mr. Harrison was able to complete his Brooklyn engagement.

"Not Heaven itself upon the past, has power,
And what has been has been,
And we have had our hour."

TITNAM.

PLAINFIELD BICYCLE CLUB'S TOURNAMENT.

The annual tournament of the Plainfield Bicycle Club was held on April 4. There was an unusually large attendance, and everything passed off without a hitch. The prizes were costly and valuable and well worthy the best efforts of the competitors. Following, in regular order, are the list of events and the names of the winners: First event, Plainfield Bicycle Club parade, led by Capt. F. L. C. Martin and Acting Lieutenant Geo. C. Martin, Jr.; second event, 70-yard dash, won by E. S. Walz, Jr., and Jos. W. Sandford, Jr.; third event, sack race, won by F. P. Van Buren and F. L. C. Martin; fourth event, quarter-mile run, open, won by D. Watts; fifth event, slow bicycle race, won by F. P. Van Buren and Geo. W. Morrison; sixth event, hurdle race, won by L. J. Kron and H. D. Morrison; seventh event, fancy riding on the "star" by T. R. Finley, whose wonderful performance elicited tremendous applause; eighth event, half-mile run, won by L. J. Kron and H. W. Beebe; ninth event, tug of war between the teams of the Plainfield Bicycle Club and the Elizabeth Wheelmen, won by the Plainfield Bicycle Club team; tenth event, three-legged race, won by F. L. C. Martin and Geo. C. Martin, Jr., and H. W. Beebe and E. S. Walz, Jr.

The winners were showered with congratulations, and the large assemblage dispersed well pleased with the day's entertainment.

CYCLING AS A PROMOTER OF HEALTH.

"A man who has followed a sedentary occupation begins to experience increasing disinclination to exertion, chronic constipation, with sometimes stiffness and, it may be, flying pains in the joints; for such a man a tricycle is capable of accomplishing a great deal; exercise ceases to be a trouble, the bowels become more regular, and the joint-troubles, which may be at first a little aggravated, disappear. Dr. Jennings believes that chronic gout and rheumatic gout may thus be cured, or, at least, kept at bay, even when the patient has been seriously crippled by several attacks. He also speaks very confidently as to the cure of obesity, if the patient will refrain from gratifying the thirst, which is at first very trying. He even finds some reason to believe that his favorite exercise may be a useful adjuvant in the treatment of early phthisis. There are certain warnings, continues the writer, which ought to be given when recommending cycling. In the first place, the cyclist ought to be suitably dressed in all-wool clothing from head to foot, special directions being given to the tailor to make no use of cotton linings, stiffening or padding; secondly, his motto should be *festina lente*, he should not attempt long journeys or fast journeys until he has thoroughly gauged his own strength; thirdly, he should not force himself to ride up long hills; fourthly, he must, as far as possible, abstain from alcoholic beverages while on a journey."—*Health*.

A SELECTED LIST OF PATENTS.

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

Leon Baudreau, Chicopee Falls, Mass. Spring fork for bicycles.

D. A. Babe, Paris, France. Bicycle.

John B. Brooks, Birmingham, England. Bicycle saddle.

Malcolm A. Norton, Hartford, Conn. Velocipede.

Charles E. W. Woodward, Chicopee Falls, Mass. Velocipede.

"Stump," writing from Eureka, Northern California, hits off one of our ideas when he writes: "Knowing that you like to hear from all parts of the globe once in a while, I send you a sketch of our first club run of the season." The sketch appears in another column.

FRAGMENT OF LETTER FOUND IN STREET.

HEAP SWEET AH LEE, Phillee:

Lettee you lite cum click;
Heap nice.
Dlam solly you no cum see
Great Cently Lun cum Phillee
June. See? Heap big clowd.
All clowd sweetie shirtee.
You ketch um, washee! See?
Makee the mon so heap much!
Big bistickel lide, too!
Look out don't ketch pigtail.
Me heap laff you do.

Displectly, AH THERE.

A NOVEL PLAN FOR ELECTIONS.

The new system of voting at the New York Club, under which the coming election is to be held on May 6, is quite an innovation on the methods generally prevailing in cycle and other clubs. At the annual meeting April 3, held on the first Wednesday in April, nearly a month prior to the election, after the reports of officers for the year just closed had been submitted, a ballot was taken for nominations. The candidates were not presented in the usual manner, by some member rising and proposing a name; but each member had to write his individual choice for every office. The vote being counted, the two names which stood highest for each office were posted as candidates; any five members having the further privilege of proposing in uniting additional candidates for any or all of the officers, which privilege expires on April 26, ten days before the election. The Secretary will then have printed an official ballot containing all the names which have been thus proposed, and only this ballot will be accepted by the tellers. Unless further names are added the ballot will read as follows:

For President,
O. G. Moses.
E. J. Shriver.
E. S. Terry.

For Vice-President,
F. W. Kitching.
J. H. Tripler.

For Secretary,
W. E. Findley.
G. M. Nisbett.

For Treasurer,
Irving M. Shaw.
Ross W. Weir.

For Captain,
J. M. McFadden.
Irving W. Shaw.

For Chairman of the House Committee,
W. E. Lansing.
Frank I. Stott.

For Chairman of the Membership Committee,
John R. Blake.
W. C. Heydecker.
James B. Roy.
E. S. Terry.

For Chairman of the Auditing Committee,
Frank I. Stott.
J. H. Tripler.

For Chairman of the Entertainment Committee,
W. C. Heydecker.
E. S. Terry.

As will be readily seen, every member must exercise some individual discretion in voting, as the ticket cannot be voted as a whole but must be *marked to indicate the choice* in each instance. It is claimed that this will stimulate independent voting, and that the system of nominations ensures a full field of candidates from which to make a selection. The chairmen of the several committees with the executive officers form the Board of Trustees; each chairman having the appointment and removal of his committee, for which he is then held personally responsible.

As other clubs may be favorably impressed by the New York's new system of government, we append those portions of the by-laws under which it is established, together with the amendment clause, also a product of the recent revision.

ARTICLE IV.

SEC. 1. At the annual election there shall be chosen (in the manner set forth in Art. XI., Sec. 3) a President, Vice-President, Secretary, Treasurer, Captain, Chairman of the House Committee, Chairman of the Membership Committee, Chairman of the Auditing Committee and a Chairman of the Entertainment Committee. These nine officers shall constitute the Board of Trustees.

SEC. 2. Each chairman of a committee shall appoint and

remove at pleasure the members of his committee, for whose conduct in office he shall be responsible to the club.

ARTICLE V.

SEC. 5. The captain shall be the chief road officer and shall command the club at all runs, meets or excursions. He shall appoint first and second lieutenants, whom he may remove at pleasure and for whose official conduct he shall be responsible to the club.

The lieutenants shall assist the captain in his duties and in his absence shall assume command in the order of their rank.

SEC. 6. The standing committees shall be composed as follows:

House: Chairman and four other members.
Membership: Chairman and two other members.
Auditing: Chairman and two other members.
Entertainment: Chairman and two other members.

ARTICLE XI.

SEC. 2. The annual meeting shall be held on the first Wednesday in April, when the reports of the several officers shall be read and a secret ballot taken for nomination to the various offices. The candidates receiving the highest and next highest vote for each office shall be deemed regularly in nomination for such office, as shall also any candidate certified to the secretary at least ten days before election by five or more members, no member being allowed to sign more than one nomination paper for each office; and the names of all candidates nominated as aforesaid shall be posted upon the bulletin as soon as nominated.

SEC. 3. The annual election of officers specified in Sec. 1 of Art. IV., shall be held on the first Monday in May, the polls to be open during such hours and under the inspection of such officers as may have been ordered by the annual meeting. The secretary shall cause to be printed ballots bearing the names of all candidates nominated as provided in the foregoing section, with a blank space for the writing of additional names, and each member, in voting, may designate his choice either by putting a mark opposite the name for which he wishes to vote or by scratching out all other names. A majority vote shall elect and the officers elected shall hold office until the day after the next annual election. No proxy voting shall be allowed.

ARTICLE XVI.

All proxy amendments to these by-laws must be moved at a club meeting, which may thereupon order a ballot to be taken at least two weeks later, appointing inspectors for such ballot and fixing the hours for the polls to be open, which may be upon one or more days but shall not be less than three hours in all. Every member shall be entitled to vote in person or by a signed mailed vote, addressed to the secretary, who shall deposit such vote in the ballot box. At least twenty-five per cent. of the club's active membership must vote to result in any action and unless a majority of the entire club shall vote in favor of the proposed amendment, it shall require a three-fourths affirmative vote of those cast for adoption. Notice shall be sent by the secretary to every member, at least three days in advance, that such a ballot is to be taken, stating the general nature of the proposed amendment, and he shall also post upon the bulletin a copy of the amendment in full immediately upon adjournment of the meeting at which it has been moved.

L. H. JOHNSON'S 1889 CATALOGUE.

Mr. L. H. Johnson, Orange, N. J., imports Premier Safeties, Sparkbrook bicycles, Humber tricycles and tandems, all of which wheels are illustrated and described in his new catalogue.

The Special Premier Safety, \$135, may be used by lady or gentleman. It is a light wheel, with strong tubing and strong diamond frame; 28-inch driver geared to 53 inches; 30-inch steering wheel; weight, 46 lbs.

The Popular Premier is a full roadster safety; price, \$105.

The Premier Tandem Safety, for lady and gentleman or two gentlemen, is the type of wheel used by Mr. Johnson last season, and highly commended by all who rode it. The wheel has 30-inch wheels, driver geared to 55 or 60 inches. The power is applied to both sides of the driving hub, equalizing the strain. Weight, 90 lbs.; price, \$200.

The Special Sparkbrook Bicycle, pin 50 inches, \$125. This is a product of the Sparkbrook Manufacturing Company, Limited, a firm favorably known on the other side. The material is best weldless steel tubing, steel drop forgings, Para rubber. Runs are hollow Warwick, which do not project over the tire, and are therefore not dented and cracked by stones. Single ball bearings to wheels and pedals. Saddle, a special patent of the Hammoch style, made on specifications by Lamplough & Brown. Weight of 50-inch, 38 lbs.

Youth's Premier Safety, \$65. This is a highest-grade boy's safety and small adult's wheel. The Humber Crippler Tricycle, price \$160, and the Humber Crippler Tandem Tricycle, price \$250, are too well known to need extensive notice. Both wheels are equal to the best ever put on the market, and the tandem has many excellent features found in no other wheel of the kind.

In Lanterns, Mr. Johnson handles the Unique Safety, \$5; the Arlington Safety, \$4.50; the Boss Safety, \$4; the Cyclops Hub Lamp, \$4, and the Guide Hub Lamp, \$2.

GEORGE R. BIDWELL'S 1889 CATALOGUE.

Mr. George R. Bidwell has just issued his 1889 catalogue, a pocket-size pamphlet containing a deal of information on the wheels handled by Mr. Bidwell, as well as full information of his renting, repairing, storage and instruction departments.

Mr. Bidwell's main office and headquarters are at 313 West Fifty-eighth Street. They have recently been redecorated, and present a fine appearance. Full directions are given for reaching the store from various parts of the city. There is a short essay on learning to ride. Mr. Bidwell teaches both outdoors and at Adelphi Hall, Fifty-second Street and Broadway, where ladies and gentlemen are given private lessons without the discomfort of having their elemental efforts afford amusement to the spectators.

Complete details of the renting department are given. Mr. Bidwell is a firm believer that rented wheels should always be first-class, that the novice may get as much pleasure as possible out of the sport. In accordance with this principle the list of wheels rented by him are all 1889 brand-new wheels, and give as much satisfaction as if owned by the riders. Mr. Bidwell puts in a word on the danger of coasting and speeding in the parks, and advises all wheelmen to turn corners and pass cross drives with their wheels under perfect control.

Mr. Bidwell stores wheels and provides lock-rooms at reasonable rates. There are ample dressing accommodation and bathing facilities.

The catalogue contains an illustrated description of every pattern of Columbia wheel, as well as of the Psycho ladies' safety bicycle; also a full list of sundries. Mr. Bidwell carries an excellent line of second-hand wheels, and has a well-equipped repair shop.

The Reading Bicycle Club should settle the difficulty which has caused so much discussion in the club without publishing the details of the case, which will put both the club and cycling in bad odor with the public. As we understand the case, the silver cup now held by one of the members of the club was won principally through the efforts of that member. He not only raced and scored points for the club, but also paid the entrance fees and expenses of the team who won the cup. If he paid said expenses in his official capacity he should be reimbursed by the club and the cup should become its property, that is, if the team who won it agree that they will present it to the club. The cup was won at the Lancaster meet last June. The members who are opposed to giving the cup to the club have withdrawn and have formed the Penn. Wheelmen. They have four nicely furnished rooms. The formation of an opposition club will spur club life in Reading. For the sake of his reputation we should advise the gentleman who holds the cup to have an impartial committee appointed, submit the facts to them and abide by their decision. The Reading Club may obtain redress and a fair hearing by submitting the entire case to their State Racing Board.

On April 29 the Long Island Wheelmen will hold a ladies' reception. Clara Rionda, the child elocutionist, will be the feature of the evening's entertainment.

The Brooklyn Club expect to move into their new house, at 62 Hanson Place, about May 1.

The "Inseparables" of the Harlem Wheelmen were out on the road on Sunday. The "Inseparable" family is composed of Judge and Mrs. Newcome, Otto, Frank, Professor, Maud and Sadie. The Deacon and the Deacon's daughter are also members of the family, but he was probably at service. On the return home, Maud lost her brake on a down grade in the park and veered into the bushes. The bushes were unhurt; not so Maud, who nurseth a many-colored eye.

The people of Hempstead, L. I., have voted to build a macadam road, thirty-five miles in length, from Flushing to Newtown, Roslyn and Little Neck.

The suggestion that safeties be classed separately from ordinaries, made in the last issue of this paper, was incorporated in the amended racing rules of the Board and published in the *Bicycling World* of March 22. We were not aware that this distinction had been made by the Racing Board, because the copy of *The World* received at this office did not contain the separate sheet on which the amended rules were printed.

The "sweet girl graduates" of Vassar received copies of last week's *WHEEL*, which contained much of interest on cycling for ladies.

Chief Consul Bul represented the League at the Spalding dinner given at Delmonico's on Monday evening.

The Minneapolis Bicycle Club opened the season April 7 with a formal run, in which forty men took part.

The Long Island Wheelmen entertained the Brooklyn Club at their home on last Saturday evening. The chief entertainer of the evening, Col. John Oakley, had been compelled to break his engagement on account of the Tracy reception; but Chairman Clarke, cool-headed Clarke, secured enough talent to entertain the boys until midnight.

The Capital Cycle Co. publish a page of details of their beautiful Psycho wheels. The Capital Company are U.S. agents for these wheels.

The following clever pen picture of E. R. Shipton, Secretary of the N. C. U., is contributed by Junius Junior to the *Irish Cyclist*:

"It is suggested in some quarters that the C. T. C. is going to take action against road racing. I should have thought E. R. Shipton had enough enemies without interfering in this question. I think he is too clever to do so. For E. R. S. is clever, not as a journalist, but as a secretary and organizer of the thousands who contribute to his support. One cannot help an amused feeling of admiration for the man who has worked up this Touring Club to its enormous dimensions, chiefly by inspiring a lot of idle or weak-minded individuals with the idea that their duty to their fellow-man demanded the absorption of their leisure hours in unpaid labors for the Cyclists' Touring Club. Among these fanatics is a frantic desire to work for the C. T. C. ranks next to godliness, if not before it, and, with a staff of unfortunate clerks who are reminded by announcements on the walls that they must never cease to work, Sir Bump-tious Bagman (O rare 'Faed,' for those words much thanks!) sits at his ease and compiles his *Gazette*, or jaundiced man's best companion. The most humorous thing in connection with the C. T. C. is the intense dignity of Shipton, whose speeches, when he so favors the sound waves and paralyzes a respectful audience, are redolent of self-satisfaction, and suggestive to a degree of the caste of Vere de Vere, with which, however, I fancy the victim of Justice Wills' withering satire has actually very little in common."

The ever-popular New Rapid Wheels, made by the St. George's Engineering Co., are being manufactured as rapidly as of yore, yea, even more so. One firm in the United States takes thirty-six machines per week, and the firm's books are teeming with orders from all parts of the world. The genial C. A. P. regards his order and day books with loving looks, and likewise bestows a glance of approval upon the admirable finish of the machines as they are conveyed to the packing-room.—*Sport and Play*.

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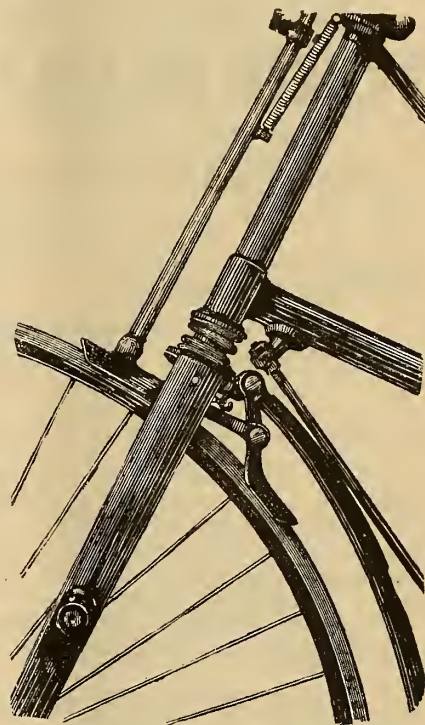
CORRESPONDENCE SOLICITED.

Samuel B. Sterling, of Trumbull, Conn., would like to have a companion for a transcontinental trip, which he expects to start on in May. We believe that Mr. Fleming is looking for a companion for a like trip.

Cycling is making advances in the Island of Ceylon. Two publications, "Bicycling, Its Theory and Practice" and "Health Upon Wheels," have also been published on the island.

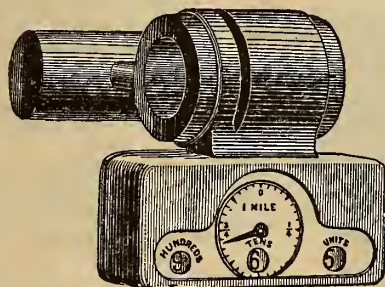
A NEW BRAKE.

To thoroughly enjoy the sport of cycling, it is essential that, whatever kind of machine is ridden, the brake power should be adequate to meet all contingencies. The muscular power required to obtain full benefit from those at present in use is too great to be maintained for any length of time, so that, on steep or long gradients, the rider is under the necessity of dismounting to obtain relief, or else suffer great inconvenience. To obviate this many remedies have been tried, but far and away the best, in our opinion, is the one above depicted—the invention of Mr. James Boyd, Cycle Depot, Galashiels. In applying a brake of the spoon description to a machine in motion, the wheel, responding to the motive power, exerts a force which would counteract the power of the hand if the brake-rod was not secured by means of a collar, or the spoon hinged to the arch of the forks. It is this force Mr. Boyd has utilized. Doing away with the collar or hinge supporting the original brake, a connection is carried to the back of the forks to another spoon working by means of a double hinge, from a fixture which also accommodates the mud-guard, and springs to draw up the brake when pressure on the lever is removed. On applying the brake, the wheel, endeavoring to carry forward the front spoon, draws on its auxiliary and produces a combination, the full strength of which will hold the proverbial house with very little expenditure of muscular power. A glance at the above engraving reveals its lightness, simplicity and adaptability to all machines, and these, combined with cheapness, should command a large demand for what is undoubtedly the beau-ideal of an effective brake.—*The Scottish Cyclist*.



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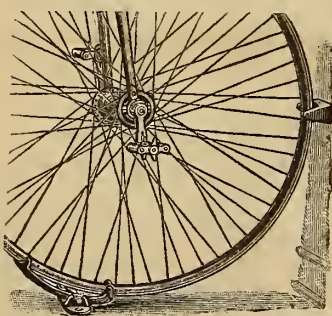
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Send 10c. extra and we will send the "Cycler and Tourist" (illustrated) three months on trial.

Address The Cycler and Tourist Pub. Co., Stamford, Conn.



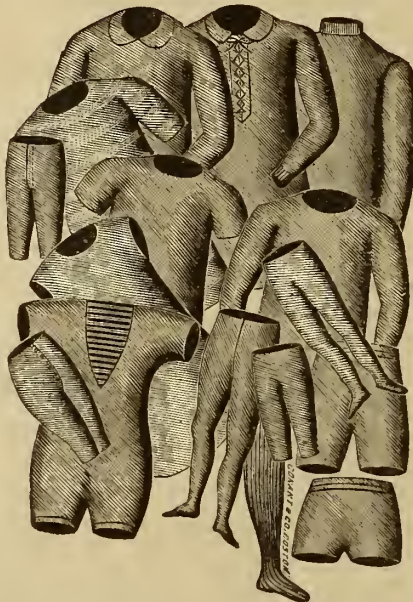
THE
**BUFFALO
BICYCLE
STAND**
For Club Houses
and Dealers'
Warehouses.

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 tight, 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.	Bgs.	Culn.
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
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
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
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
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
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
543	51	Columbia Lt. Rdstr.,	135 00	95 00	3	1	2
544	—	S. 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,	137 00	70 00	4	1	2
555	42	Otto Special,	40 00	12 00	6	4	8
557	—	Boy's Rover Safety,	35 00	25 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
56	52	Rudge Lt. Roadster,	137 50	85 00	4	1	1
563	50	N. Raoid 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
572	—	Columbia Tandem,	250 00	165 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,	180 00	78 00	4	1	2
577	54	Columbia Expert,	125 00	60 00	4	2	2
580	52	N. R. Roads er,	132 50	115 00	4	1	1
582	52	Special Club,	150 00	90 00	1	1	1
583	—	Quadrant Tdm., No. 15	210 00	150 00	4	1	1
585	—	Rudge Bicycleette,	135 00	100 00	4	1	3
586	53	Columbia Lt. Rdstr.	127 50	88 00	4	1	2
589	58	Columbia Expert,	140 00	85 00	1	1	1
590	45	Special Pony Star,	135 00	65 00	3	Ball	1
591	56	Victor Lt. Roadster,	132 50	100 00	4	1	1
592	—	New Rapid Safety,	135 00	80 00	4	1	5
593	54	Columbia Expert,	135 00	75 00	1	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.

On last Friday evening the Cambridge, Mass., Bicycle Club gave an entertainment to their lady friends. An excellent programme was rendered by Miss Martha Sias, Miss Clara Sias and Miss B. M. Whyte, who contributed songs; Clarence A. Wheeler, a reading; Carl Bennet, pianist, and J. Mendall Taylor accompanist. Among those present were Lieut.-Gov. Brackett, Col. A. A. Pope, Mayor Gilmore, Henry D. Hyde, Surgeon-Gen. A. F. Holt, City Messenger Pratt and A. S. Pearson. A collation was served during the evening.

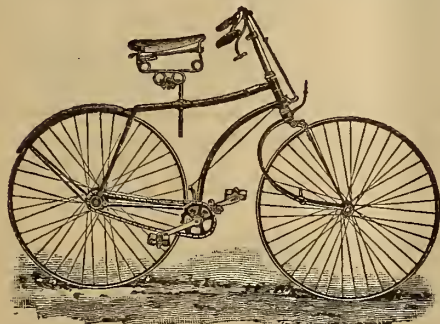
The Wakefield, Mass., Bicycle Club will have a club supper in their rooms on May 6. The club is in good condition, and new members are being admitted at each meeting.

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.

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.



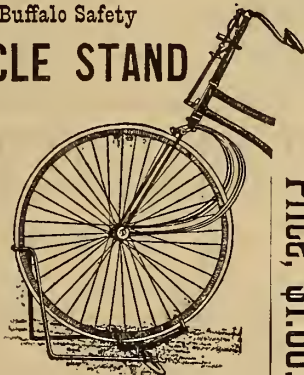
KING OF THE SAFETIES.

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

FOR YOUR SAFETY.

The Buffalo Safety
BICYCLE STAND

Firm, Strong, Portable.



Price, \$1.00.

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

A. G. Spalding & Bros.,

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

Caps. League Regulation.....\$1.25
Shirts. League Regulation..... 2.00
No. XX Fine Cheviot for hot-weather
wear..... 1.00
Stockings. Our celebrated Linen Sole Stocking,
League color..... 1.00
No. X Silk, Edge's League color, white
centre, Snake Buckle..... .50
Belts. No. XX Worsted Solid, League color,
Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand-
made, light, strong, elastic..... 5.00
No. 1, Canvas, leather trimmings..... 3.50
Sent post-paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits.

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

NEW YORK BICYCLE CO.,

No. 8 WARREN STREET,

No. 4 EAST 60th STREET,

DEALERS IN

NEW AND SECOND-HAND WHEELS.

FULL LINE CYCLING ACCESSORIES.

WHEELS BOUGHT, SOLD and EXCHANGED.

Renting, Repairing, Nickeling.

DIFFICULT REPAIRING A SPECIALTY.

Prices Reasonable.

Satisfaction Guaranteed.

Examine our Bargain List in another Column.

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

UP-TOWN AGENTS FOR

MESSRS. A. G. SPALDING & BROS.

Sporting and Tennis Goods.

City Agents **SPECIAL PONY STAR (39x24)**

AND STAR SAFETY.

THE SPRINGFIELD ROADSTER BICYCLES

Hold the World's Records

No. 1 Wheel, plain and cone-bearing, 50-inch.....	\$75
" 2 " ball-bearing, 50-inch.....	100
" 3 " plain and cone-bearing, 46-inch.....	75
" 4 " ball-bearing, 46-inch.....	100
" 5 " ball-bearing, 50-inch.....	110
This wheel has tangent spokes and hollow rim.	
No. 6 Wheel, ball-bearing, 46-inch.....	110
This wheel has tangent spokes and hollow rim.	
No. 7 Volant Safety, 31 and 30 inch diameter wheels, ball-bearing.....	115

For Speed,

Safety,

1889

Catalogue Now Ready.
Sent Free.

Beauty,

Durability.

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, BOSTON, MASS.

HEADERS IMPOSSIBLE.

BEST HILL-CLIMBERS.

We recently charged the *Sewing Machine and Cycle News* with wholesale literary theft from our columns. The *Sewing Machine and Cycle News* gracefully acknowledges the "steal," reads us a little lesson on our preference for "steal," when "cull," "a much gentler term, might fill the bill, and makes amends by referring to THE WHEEL as "bright and interesting."

ENAMEL. 4-oz. Bottle, with Brush, 50c.

CAMPBELL & CO.,

Bicycle Dealers and Repairers,
PROVIDENCE, R. I.

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.

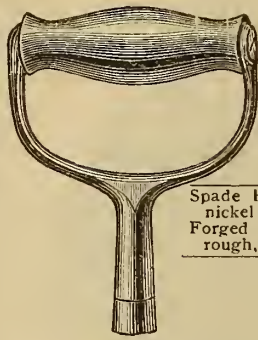
Engagements for *lessons* may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

GEO. R. BIDWELL,

313 W. 58th St.,
NEW YORK.



ELASTIC TIP CO., MANUFACTURERS OF

Bicycle Handles of Every Description.

BICYCLE TIRES, PEDAL RUBBERS, Etc.

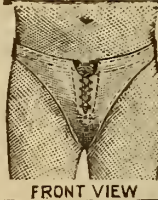
Spade Handles complete, full nickel	\$2.50 per pair.	Spade Grips, Vulcanite, any style	\$.50 per pair.
Forged Steel Spades in the rough, with bolts and grips.	2.00 " "	Soft Rubber Handles, Pear shape	1.50 " "
		Tire Cement	.25 " box.
		Electric Tape	.25 " roll.

Mould Work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,

Send for wholesale price-list of Bicycle Tires, Etc.

Cor. Cornhill & Washington Sts., 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

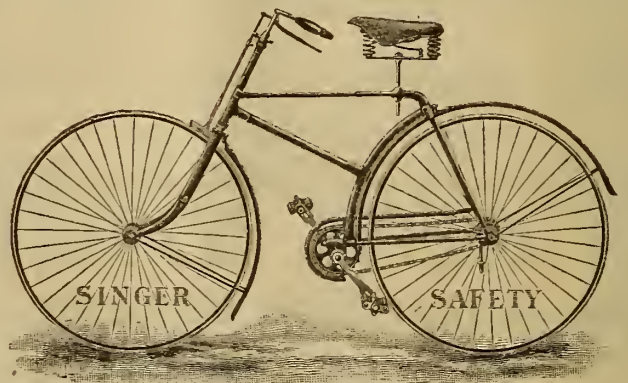
SINGER CYCLES.

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. Enameled, 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.

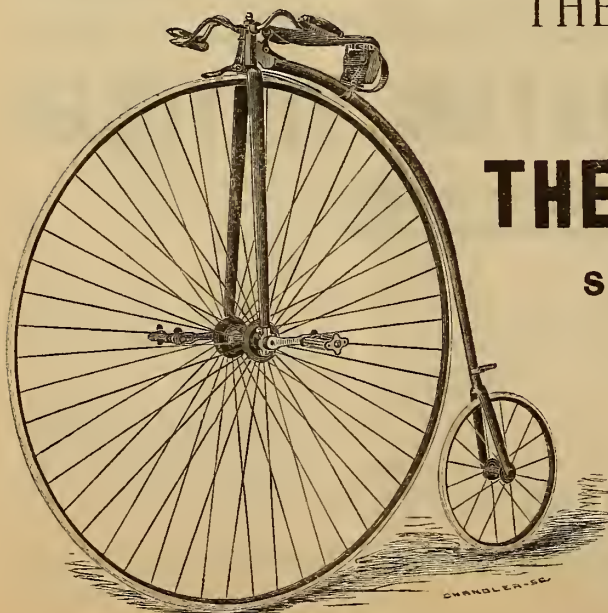
STRONG, DURABLE AND CHEAP.

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.



A detailed black and white illustration of a vintage bicycle, likely a safety bicycle from the late 19th or early 20th century. The bicycle features a diamond frame, two large spoked wheels of equal size, a chain drive, a seat, handlebars, and pedals. The illustration is oriented horizontally, showing the side profile of the bicycle.

On the Road, beating all track records.

Both of these records were accomplished by
S. G. Whittaker, of Chicago.

THE OVERMAN WHEEL CO., - - - Boston.

NEW RAPID

SAFETIES. { For Men.
 { For Ladies.

BICYCLES. { Roadster, 40 lbs.
 { Light Roadster, 36 lbs.

QUADRANT.

TRICYCLES. { No. 8, for Men. No. 14, for
Ladies and Light Men.

TANDEM. { For Lady and Gentleman, or two
Ladies.

1889 PATTERNS NOW READY FOR DELIVERY.

WRITE FOR CATALOGUE.

THE CLARK CYCLE CO.,

WASHINGTON BRANCH:
908 *Pennsylvania Ave.*

BALTIMORE, MD.

FOR SALE, EXCHANGE, WANTS.

25 Words.....15 Cents
Two Insertions.....25 "

FOR SALE—54-inch Columbia Expert; full nickel, cowhorn, spade handles, Kirkpatrick saddle, ball bearing all round; in perfect order. Will sell cheap. No time to use. J. L. Pilkington, 135 Raymond St., Brooklyn. 4-19

FOR SALE—53-inch, 1888, New Mail; full nickeled; in excellent condition; bought last year; selling because of ill-health, for \$80; cost \$145. R. J. Kendall, 66 Liberty Street, New York. 4-12

FOR SALE—Two Experts; 56-inch, \$70; 54-inch, \$75; 54-inch National, \$60; all in fine condition. Brown & Greenleaf, Cambridge, Mass. tfc

PREMIER—55-inch; highest grade English Light Roadster; in first-class condition; true tangent spokes, nickeled to intersection; balls all over; net weight, 40 pounds. P. W. Davis, 153 Brattle Street, Cambridge, Mass. 4-17

FOR SALE—42 Columbia Semi-roadster; 38 Ideal, etc.; cheap. Smiley, care Rodier, 1777 Broadway. 4-17c

FOR SALE—A few special bargains for this week: 56-inch Expert Columbia; full nickeled, with lamp and bell; as good as new; tires not showing wear; \$90. 56-inch Harvard; full nickeled; balls to both wheels; very good condition; \$60. 53-inch Columbia L. R.; nickeled backbone and forks; enameled wheels; all balls; very good condition; \$85. William Halpin & Co., 13 Murray Street; P. O. Box 2225. tfc

FOR SALE—56-inch Expert; full nickeled; dropped bars, with spades; Kirkpatrick saddle; tires good; \$60. 54-inch Expert; enameled; cowhorn bars; T handles; ball pedals; Lillibridge saddle; good tires; \$60. Bargains in second-hand Victors. C. W. Seaman, Lewisburg, Pa. 4-17c

FOR SALE—Volunteer Columbia, 54-inch; all ball bearings, L. & R. lamp, pedal cyclometer, luggage carrier; all good as new. Must sell quickly, going abroad. J. L. B., P. O. Box 283. 4-12

FOR SALE—51-inch Columbia Light Roadster, 1888 pattern; enamel with nickel trimmings; good as new; \$100. Address P. C. Price, 227 Canal Street, City. 4-12

RACER.—58-inch Apollo; tangent spokes, double ball bearings to front wheel; long, dropped cowhorn bars, spade handles. Weight 26 lbs. In perfect A1 condition. Ridiculously cheap. Address R. H. Davis, Cambridge, Mass. 4-12

50-INCH NEW RAPID FOR SALE.—Nickeled backbone and forks, enameled wheels, spade handles. W. E. Sheffield, Jr., 362 First Street, South Brooklyn. 4-12

52-INCH COLUMBIA EXPERT.—1888 pattern; good as new. 268 South First Street, Brooklyn, E. D. 4-12

50-INCH EXPERT COLUMBIA.—Finished in nickel and enamel; ball bearings all over; good condition. Will sell cheap for cash. J. E. S., Wheel office. 4-12

35 BUYS a Kangaroo Safety; balls all round; spade handles, Townsend saddle; first-class condition; has not been ridden 500 miles. F. Merrihew, Slingerlands, N. Y. 4-12

55-INCH NEW MAIL.—Ridden 57 miles; enamel not scratched; perfect condition; 1888 pattern; ball head. Most rigid and easiest running wheel in the market. A true bargain. P. W. Davis, 153 Brattle Street, Cambridge, Mass. 4-12

30 DOLLARS CASH will purchase a strong ball-bearing Kangaroo (Safety) Bicycle. Condition good. I must sell it. William H. Linder, Bloomfield, N. J. 4-12

FOR SALE—56-inch Expert Columbia, full nickeled; ball bearings; 1886 pattern; in first-class condition; for sale cheap. Also 56-inch Harvard, full nickeled; ball bearings; almost as good as new. Price, \$60. William Halpin & Co., 13 Murray Street, N. Y. 4-12

FOR SALE—54-inch full-nickeled Expert Columbia, with lamp and sundries. Address W. H. Morrison, 1071 Park Avenue, N. Y. City. 4-12

WANTED AT ONCE—A Tricycle in good condition; any American make will answer. Wm Halpin & Co., 13 Murray Street, N. Y. P. O. Box 2225. tf

FOR SALE—A Tandem Tricycle in good condition. Suitable for gentleman and lady. Can be seen at George R. Bidwell's, 313 W. 58th Street. 4-12

FOR SALE—A Springfield Roadster in A1 condition; ball bearings; has been used very little. Address John C. Robbins, Oneida Square, Utica, N. Y. tf

COLUMBIA TANDEM.—For sale, a Columbia Tandem in perfect condition; can be seen at Club-House of Long Island Wheelmen, Brooklyn. Address J. M., Jr., Box 2720 N. Y. Post Office. 4-12

TRANSPORTATION to any point in N. Y. State will be sold at reduced rates. Address P. O. Box 2225, N. Y. City. 4-12

ZOOK, Lititz, Pa., Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade. 4-19

FOR SALE—A Swift Safety—price \$135—will be sold, with lamp, for \$100. Ridden about 200 miles. Call and see it. A. E. Caster, 295 Jefferson Avenue, Brooklyn, N. Y. 4-12

FOR SALE—54-inch Columbia Expert; very little used; good as new in every way; \$90. N. M., P. O. Box 1105, N. Y. 4-19

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. 4-12

Second-Hand Columbia Bicycles.
Second-Hand Star Bicycles.
Safeties, etc., cheap, all sizes.

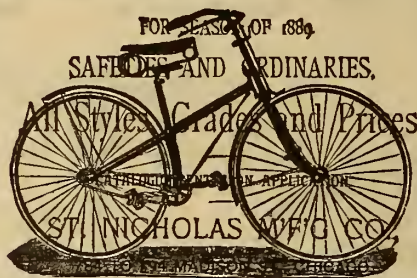
Enamel, Cement, Sundries of all kinds. The enamel is the best and cheapest in the market.

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.

GILLOTT'S STEEL PENS

ARE THE MOST PERFECT.



The B. F. Goodrich Co.

MANUFACTURERS OF

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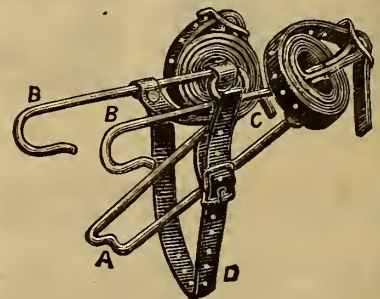
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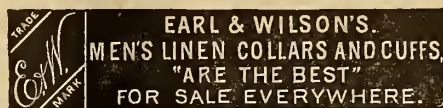
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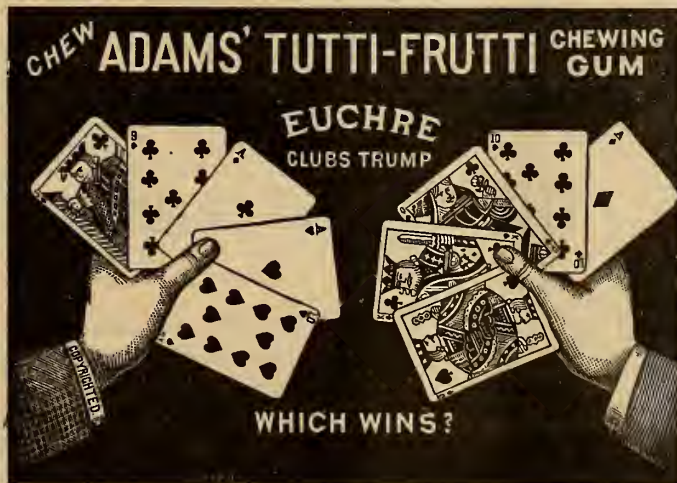
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